



Buckingham County Planning Commission

Work Session Agenda

Tuesday, April 16, 2024 6:00PM

Buckingham County Administration Building

Peter Francisco Meeting Room

1. Call to Order by Planning Commission Chairman
  - Invocation
  - Pledge of Allegiance
  - Establishment of Quorums
2. Adoption of Agenda
3. Discussion Topic
  - a. Comprehensive Plan with Commonwealth Regional Council
4. Commission Matters and Concerns
5. Adjournment

# DRAFT Buckingham County Comprehensive Plan

## Inventory and Analysis: Community Resources

### A. Housing

#### Introduction

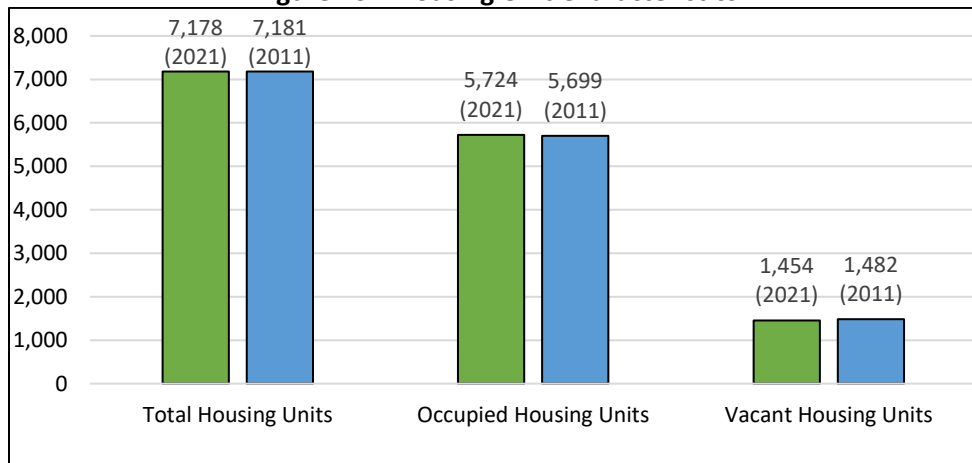
Attractive, safe, and affordable housing is a basic requirement of any community. Good quality housing aids in higher land valuation and better living conditions for the population. The availability of good quality housing can be an excellent enticement for facilitating the relocation of new industry or residents to the area. New industry can bring new workers into the community. Those workers would be more easily enticed by sufficient and appealing housing. This creates a more prosperous and desirable community in which to live, work and grow.

This section will examine housing in Buckingham County by type, quality, vacancy rate and household characteristics, such as household size and race. Furthermore, general trends and concerns relating to future housing needs will be discussed. Although the provision of housing is largely the responsibility of the private sector (which includes builders, developers, realtors, bankers and others), there has always been a close interdependence between the public and private sectors which is essential in meeting the needs of a community. This Plan will provide the basis for analysis of the current status of housing in the area as well as a broad base to aid in future growth decisions.

#### Housing Units

According to the U.S. Census Bureau, a housing unit is defined as a house, apartment, mobile home or trailer, group of rooms, or single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible. Statistics for Buckingham County reflect a slight decrease in the number of housing units from 7,181 to 7,178 from 2011 to 2021; a decrease of 3 units. Occupied housing units increased from 5,699 units to 5,724 units from 2011 to 2021; an increase of 25 units. There was a decrease in vacant units from 1,482 units to 1,454 units from 2011 to 2021; a decrease of 28 units (see Figure 26).

**Figure 26 – Housing Unit Characteristics**



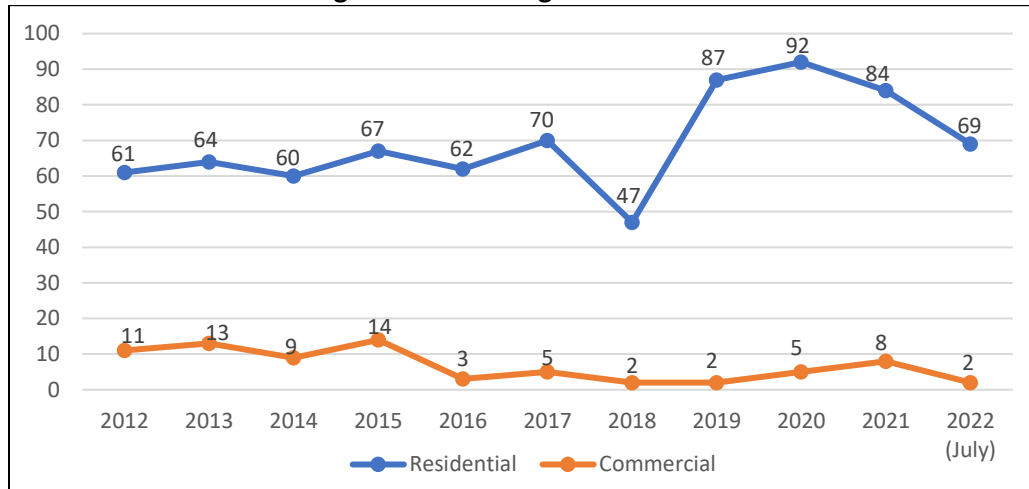
Source: U.S. Census Bureau, 2011 and 2021 American Community Survey

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### Housing Growth (Building Permits Issued)

According to data provided by the Buckingham County Building Inspector's Office, based on available records, the County issued a total of 837 building permits from 2012 to July 2022 (see Figure 27). Of those 763 were residential and 74 were commercial. Building permits for the town of Dillwyn are handled by the County.

**Figure 27 – Building Permits Issued**

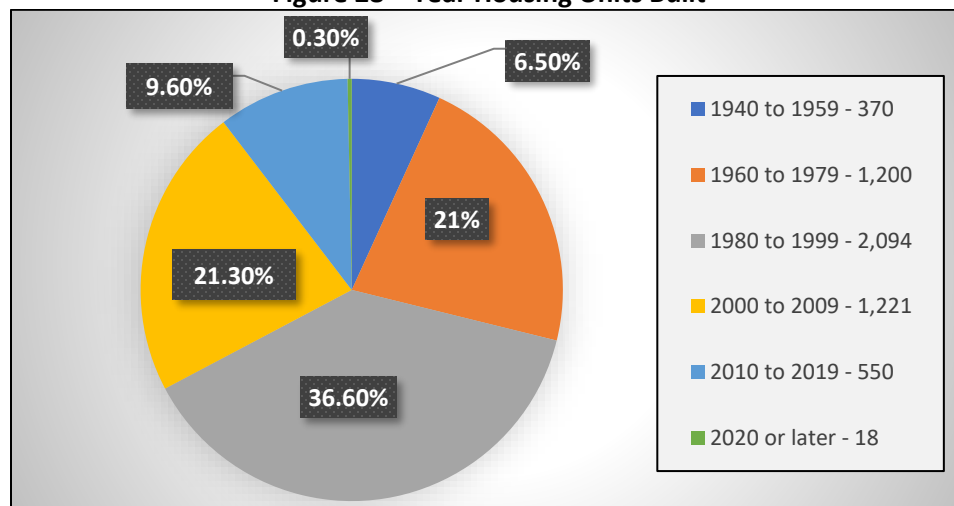


Source: Buckingham County Building Inspector's Office

### Housing Quality

Indicators of housing conditions selected for this analysis include rental characteristics, owner occupied housing values, and housing deficiency characteristics. According to the U.S. Census Bureau's American Community Survey 2021 5-year estimates, of the 5,724 occupied housing units in the County, 4,240 were owner occupied and 1,484 were renter occupied. The data also shows that 21% of all housing units were built between 1960 and 1979, 36.6% were built between 1980 and 1999, and 21.30% were built between 2000 and 2009 (see Figure 28).

**Figure 28 – Year Housing Units Built**



Source: U.S. Census Bureau 2021 American Community Survey Estimates

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## **Buckingham County Governmental Policies**

The Buckingham County Zoning Ordinance contains intents and purposes, permitted uses by right and by special exception, as well as rules and regulations for the various zoning districts found in Buckingham County. The Ordinances also lay out how they will be enforced, including penalties for violations, and the process for appeals for variances or appeals of decisions that are thought to be in error.

Building inspections for Buckingham County and the Town of Dillwyn are handled through the Buckingham County Building Inspector's Office. The County follows the 2018 Virginia Uniform Statewide Building Code, which sets standards for the construction, alteration, adoption, repair, removal, use, location, occupancy and maintenance of all buildings. This code standardizes the requirements for and quality of construction of all housing regardless of the type or ultimate price.

Per the Virginia Department of Taxation, for tax year 2023, the real estate tax rate in Buckingham County was \$0.55 per \$100.00 of assessed value.

## **B. Community Facilities and Services**

### **Introduction**

Community facilities and services are made possible by individuals, families, businesses and industries working together to serve Buckingham County. The provision of such facilities and services is usually determined by the tax income that can be obtained from local population and businesses.

The following inventory analysis summarizes the public resources for which the County has primary responsibility and control. However, it also considers other important resources and activities of other levels of government such as federal and state agencies. In addition, some private or quasi-public facilities such as educational institutions and some utility systems are important resources for the local community and must be taken into account when analyzing the full range of public resources available to the citizens of this locality.

### **Administrative Facilities**

The Buckingham County Administration Office is located in Buckingham Court House on West James Anderson Highway (U.S. 60). This office serves as the center for government business in the County. The County Administrator, who reports to the Board of Supervisors, oversees the daily business for the County.

### **Public Education Facilities**

- Buckingham PreSchool: Public Early Childhood Education program that serves preschool age children and is located at 77 Buckingham PreSchool Road, Buckingham, VA 23921
- Buckingham County Primary School: Public school that serves students in Grades K through 2 and is located at 128 Frank Harris Road, Dillwyn, VA 23936
- Buckingham County Elementary School: Public school that serves students in Grades 3 through 5 and is located at 40 Frank Harris Road Dillwyn, VA 23936
- Buckingham County Middle School: Public school that serves students in Grades 6 through 8 and is located at 1184 High School Road Buckingham, VA 23921

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- Buckingham County High School: Public school that serves students in Grades 9 through 12 and is located at 78 Knights Road Buckingham, VA 23921
- Buckingham County Career and Technical Education Center: Public school that provides career and technical education instruction for high school students in Grades 9 through 12 and is located at 98 Fanny White Road, Buckingham, VA 23921

### Private Education Facilities

- Central Virginia Christian School (CVCS): Private Christian school that serves students in Pre-K through Eighth Grade is located at 164 Industrial Park Road, Dillwyn, VA 23936.
- Calvary Christian School: Private Christian school that serves students in Kindergarten through Twelfth Grade is located at 31139 James Madison Highway, New Canton, VA 23123.

### Institutions of Higher Education

There are several institutions of higher education that are within commuting distance (1-hour or less) for residents of Buckingham County. Located in adjoining Prince Edward County are Longwood University and Hampden-Sydney College. In relation to the northern area of the County, in Albemarle County is the City of Charlottesville. Located in the heart of the City of Charlottesville is the University of Virginia. Also located in Albemarle County is Piedmont Virginia Community College (PVCC). In relation to the southern area of the County, a resident could also have an easy commute to Charlotte County where the John H. Danial (Keysville) campus of Southside Virginia Community College (SVCC) is located. In relation to the western area of the County, a resident could also have an easy commute to the City of Lynchburg. The City of Lynchburg is home to several institutions of higher education including Central Virginia Community College (CVCC), Liberty University, Sweet Briar College, University of Lynchburg, and Randolph College. In relation to the eastern area of the County, a resident could also have an easy commute to Chesterfield County where John Tyler Community College (JTCC) is located.

### Industrial Sites

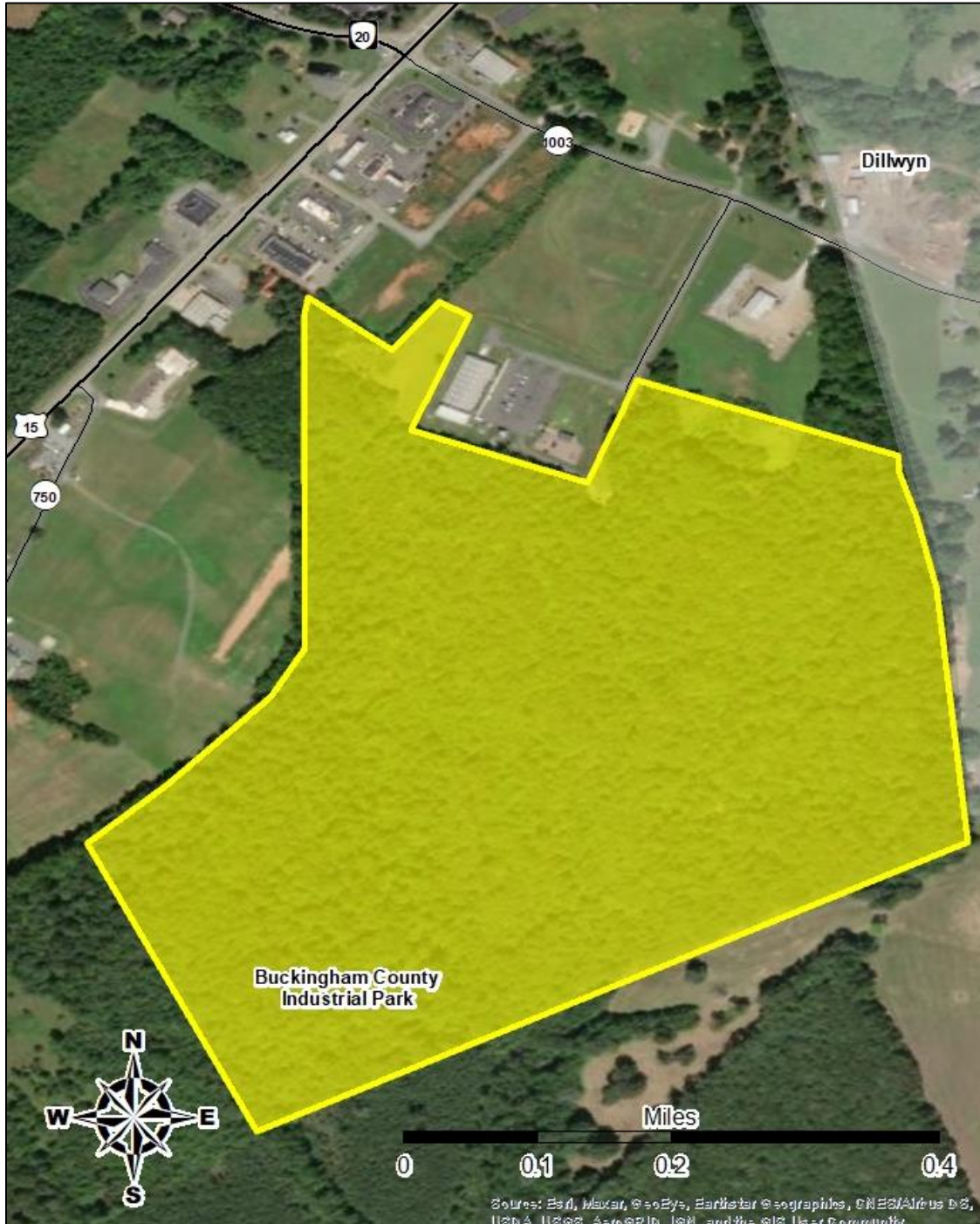
Buckingham County has one industrial park (see Map 3) and is served by one regional park. The industrial park in Buckingham County is located near Dillwyn. The regional industrial park is located in Keysville, in Charlotte County.

- Buckingham County Industrial Park  
The Buckingham County Industrial Park has approximately 124 acres zoned for NC1 Neighborhood Commercial. Rail transport is available nearby through the Buckingham Branch Railroad. The park is located just outside the Dillwyn Town Limits.
- The Heartland Regional Industrial Park  
The Heartland Regional Industrial Park contains approximately 400 acres zoned for general industrial use and is owned by the Counties of Charlotte, Lunenburg, Prince Edward, Cumberland, Buckingham, and Amelia. These localities participate in a revenue share agreement. The Heartland Park is currently home to Eastern Engineered Wood Products and logging equipment retailer Forest Pro, as well as the office for the Commonwealth Regional Council. The property is located in Virginia's Tobacco Region and is also in an Enterprise Zone and a designated Opportunity Zone, which provides additional incentives for development. The park offers tenants

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convenient access to a four-lane arterial highway and Buckingham Branch's short-line rail and transload site on the northern border of the park as well as water and wastewater services provided by the Town of Keysville and T1 Broadband interconnectivity with redundancy.

**Map 3 – Industrial Site – Buckingham County Industrial Park**



Map created by CRC – October 2023

Source: ESRI, Buckingham County



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### **Health Care**

As shown below, Buckingham County residents are in close proximity to the following hospitals (60 miles from the County line):

- Centra Southside Community Hospital (Farmville, Virginia)
- Sentara Martha Jefferson Hospital (Charlottesville, Virginia)
- University of Virginia Medical Center (Charlottesville, Virginia)
- Centra Lynchburg General Hospital (Lynchburg, Virginia)
- Centra Virginia Baptist Hospital (Lynchburg, Virginia)
- Augusta Health (Fishersville, Virginia)
- Bon Secours-St. Francis Medical Center (Midlothian, Virginia)
- Carillion Stonewall Jackson Hospital (Lexington, Virginia)
- Johnston Willis Hospital (Richmond, Virginia)
- Centra Bedford Memorial Hospital (Bedford, Virginia)
- Henrico Doctors' Hospital (Richmond, Virginia)
- Bon Secours – St. Mary's Hospital of Richmond (Richmond, Virginia)
- Richmond VA Medical Center (Richmond, Virginia)
- Sentara Halifax Regional Hospital (South Boston, Virginia)

Located in New Canton is the Central Virginia Community Health Services, a division of Central Virginia Health Services, Inc. This facility provides comprehensive medical care for the residents of Buckingham County and some residents from the surrounding area on an outpatient basis (including physical therapy, dentistry and a pharmacy).

Located between Dillwyn and Sprouses Corner on N. James Madison Highway (U.S. 15) is Troublesome Creek Medicine. The clinic was opened in 2022 by Chris Hucks, a licensed Family Nurse Practitioner, and was originally operated out of his residence on Troublesome Creek Road while the office at the current location was completed. The clinic offers lab service, referrals, and sick visits, and also offers home visits.

Located in Dillwyn is Centra CNG Buckingham. This facility on Brickyard Drive is at the site of the former Buckingham Family Medicine (which was owned by Sentara Healthcare). Centra Health acquired the site and opened Centra CNG Buckingham in November 2023. The clinic provides primary medical care for residents of Buckingham County.

In addition, Buckingham County has two (2) dentist offices, Buckingham Family Dentistry, LLC and Central Virginia Dentistry (Dr. Walter Saxon, Jr. DDS, PC). One orthodontist, Dr. William Horbaly, is based in Charlottesville but has satellite office hours at Dr. Saxon's Office. There is one (1) pharmacy, Dillwyn Pharmacy. The County also has one (1) physical therapy business – Progressive Therapy, Inc. (located in Dillwyn) and a chiropractic business - Arvonía Chiropractic Center (located in Arvonía).

### **Nursing Homes**

There is one (1) nursing home located in Buckingham County. Heritage Hall Dillwyn is a state certified/licensed nursing home. The facility has a total of 60 beds. Onsite services provided by Heritage Hall Dillwyn include the following: daily activities, dietary services, housekeeping services, mental health services, nursing services, occupational therapy services, physical therapy services, physician services, podiatry services, social work services, and speech/language pathology services.

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### Library

Buckingham County has two (2) libraries - one is located on North James Madison Highway in Dillwyn and the other is located in the Village Center of Yogaville. The Buckingham County Library is one (1) of two (2) branches of the Central Virginia Library system. The other branch is located in the Town of Farmville in neighboring Prince Edward County.

### Museums

Buckingham County is fortunate to have a beautiful historical museum. The Housewright Museum, located across from the Buckingham Courthouse Village Center, contains two floors full of Buckingham history. Included are old photos, documents, furniture, farm implements, toys, family records, and much more. The group responsible for the operation of the museum is Historic Buckingham Inc.

Located directly behind the Housewright Museum is the Adams Museum. Established in 2018 through a gift from H. Spencer Adams and his wife, the late Winnifred Bryant Adams, the Adams Museum includes a genealogy research room for people to research people, places, and things related to Buckingham County.

### Religious Facilities

There are approximately 70 churches of various denominations in the area including the following: Apostolic, Baptist, Baptist (Independent), Catholic, Church of Jesus Christ of Latter-Day Saints, United Methodist, Pentecostal Holiness, Presbyterian, etc. There are also various non-denominational churches located in the area.

Also located within the County is the Light of Truth Universal Shrine (LOTUS), international headquarters of Integral Yoga Institute. It is located at Satchidananda Ashram-Yogaville, on Route 604, between Routes 56 and 601. Dedicated to the light of all faiths and to world peace, LOTUS is unique in the world. LOTUS is the first interfaith Shrine to include altars for all faiths known and yet unknown.

Buckingham County is also home to the Virginia Nazarene Camp and Retreat Center. This Christian Retreat Center provides a variety of retreat and camping experiences for all-ages. This camp and retreat is located at 1151 High School Road, Buckingham, VA 23921.

### Water Service/Sewer Service

Wells provide the main supply of domestic water needs of the County's rural residents. However, a portion of the County is serviced by a public water system. Buckingham County provides the Town of Dillwyn residents and some surrounding areas with water service.

A large majority of the residents in the rural areas of the County use individual septic systems. However, a small portion of the County is serviced by a public sewer system. The Town of Dillwyn is all served by the County Public Sewer. There is one additional community sewer system in Buckingham County, located within the community of Yogaville

### Solid Waste Collection/Recycling

Buckingham County operates seven (7) waste collection/recycling centers where County residents may bring their household waste and/or recyclables for disposal. See Map 4. These centers are managed by the County's Public Works Department. The Department administers the Solid Waste Ordinance, in



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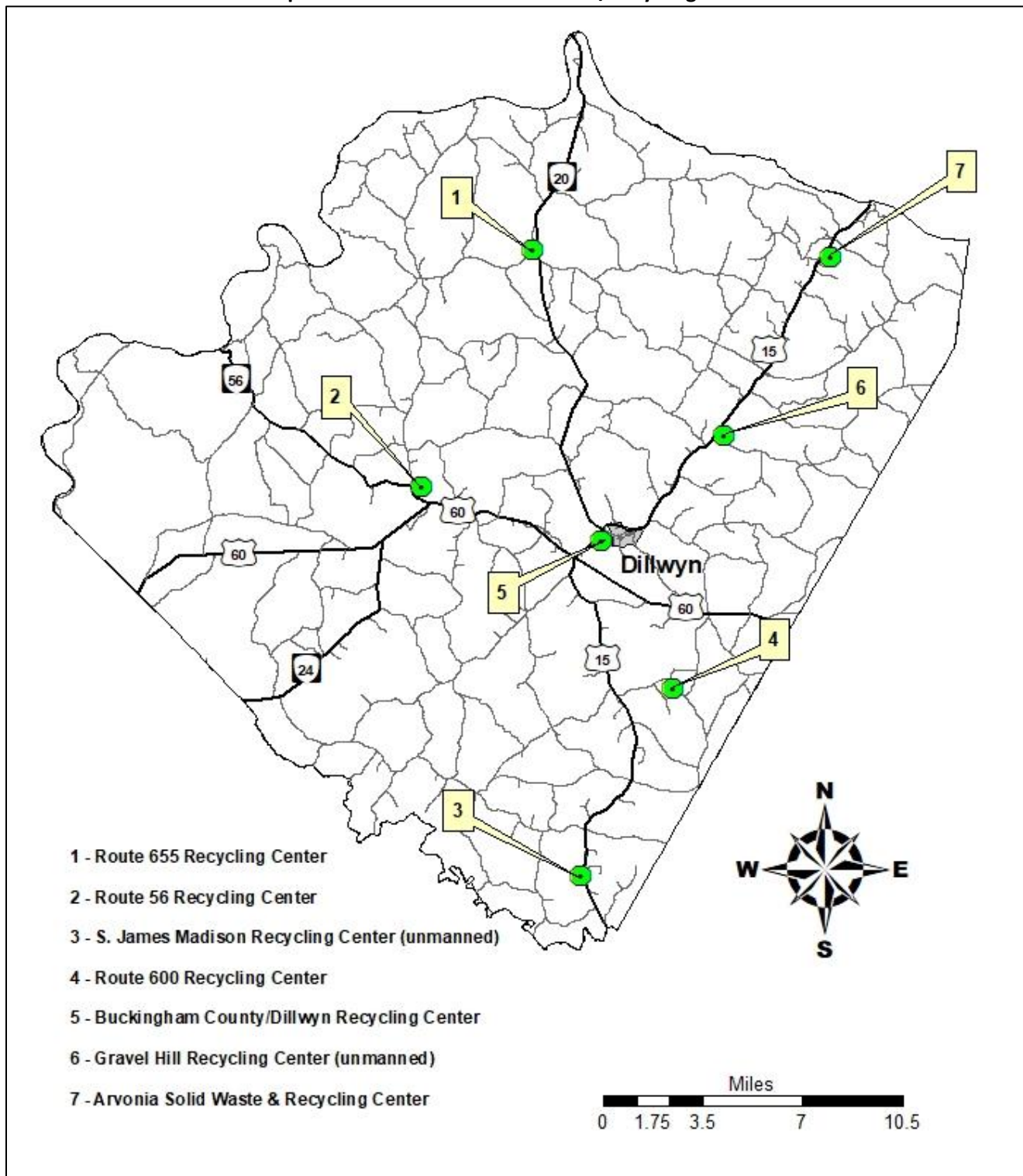
conjunction with the Virginia Department of Environmental Quality and Environmental Protection Agency regulations relating to solid waste issues. The convenience centers are at the following locations:

- **1) Route 655 Recycling Center** is located at 4487 Glenmore Road (Route 655) just 0.3 mile west of N. Constitution Route (Route 20). This site offers newspaper recycling, metal recycling, general household waste, and construction debris.
- **2) Route 56 Recycling Center** is located at 10238 S. James River Road (Route 56) just 0.2 mile northwest of James Anderson Hwy (U.S. 60). This site offers newspaper recycling, metal recycling, general household waste, and construction debris.
- **3) S. James Madison Recycling Center** is located at 2001 S. James Madison Highway (U.S. 15). This site offers general household waste containers.
- **4) Route 600 Recycling Center** is located at 7121 Plank Road (Route 600), just 1.1 miles east of S. James Madison Highway (U.S. 15). This site offers newspaper recycling, metal recycling, general household waste, and construction debris.
- **5) Buckingham County/Dillwyn Recycling Center** is located at 750 Wingo Road (Route 750), just east of N. James Madison Highway (U.S. 15) between Sprouses Corner and Dillwyn. This site offers paper and cardboard recycling, metal recycling, general household waste, and construction debris.
- **6) Gravel Hill Recycling Center** is located at 60 Gravel Hill Road (Route 617) just east of N. James Madison Highway (U.S. 15). This site offers general household waste containers.
- **7) Arvonias Solid Waste & Recycling Center** is located at 29420 N. James Madison Hwy (U.S. 15), beside the old Arvonias Primary School. This site offers newspaper recycling, metal recycling, general household waste, construction debris, and appliances.

All sites are open 24 hours daily. Electronics may be recycled at the Buckingham County Recycling Center between the hours of 6:00a.m - 7:00p.m. seven days a week.

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Map 4 – Solid Waste Collection Sites/Recycling Centers



Map created by CRC – August 2014 (updated September 2023)  
Source: Buckingham County Solid Waste/Recycling Director

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### Law Enforcement and Public Safety

The Buckingham County Sheriff's Office provides law enforcement protection to the citizens of Buckingham County. The Sheriff's Office is responsible for criminal investigations, calls for service, court room security, and service of the civil process. The Sheriff's Office employs a total of approximately 36 citizens – including 19 full time and 5 part time law enforcement officers, 9 full time and 3 part time dispatchers. The Sheriff's office also runs 9-1-1 dispatch out of their office. The Virginia State Police (VSP) provides traffic enforcement and investigative support for Buckingham County. The incorporated town of Dillwyn does not currently have an officer, but they still receive mutual aid response from the VSP and the Buckingham County Sheriff's Office.

### Fire and Rescue

Buckingham County is protected by a coordinated emergency medical services (EMS) system that includes approximately 35 full-time and part-time staff plus three (3) active volunteers. The EMS is led by the Chief of the Buckingham County Department of Emergency Services.

Buckingham EMS has three (3) facilities. One facility is located just south of Dillwyn, another is located in the community of Arvon, and the other is located in the community of Glenmore. These facilities offer 24/7 medical level ambulances. Previously, the Buckingham Volunteer Rescue Squad (BVRS) provided the EMS services for the County for almost 50 years. In 2020, Buckingham County took over the management of the EMS services including staffing after BVRS transferred control. The County initially selected to contract the EMS services to the Delta Response Team through a transitional year. In Fall of 2021, that contract was ended and the County moved forward with an all-County employed staff.

The County has four (4) all-volunteer fire departments. The Dillwyn Volunteer Fire Department serves the Town of Dillwyn and surrounding areas. The fire station is located on North James Madison Highway in Dillwyn. The Arvon Volunteer Fire Department serves the village center of Arvon and the surrounding area. The fire station is located on Arvon Road. The fire house also houses one of the EMS facilities as well. The Toga Volunteer Fire Department serves the southwestern portion of the County and is located on Mount Rush Highway. The Glenmore Volunteer Fire Department serves the Village Center of Glenmore and surrounding area. The fire station is located on Firehouse Road. There is an EMS facility on Glenmore road. On various occasions, fire companies assist one another where needed. Mutual Aid Agreements currently exist with the following counties: Albemarle, Fluvanna, Cumberland, Nelson and Prince Edward.

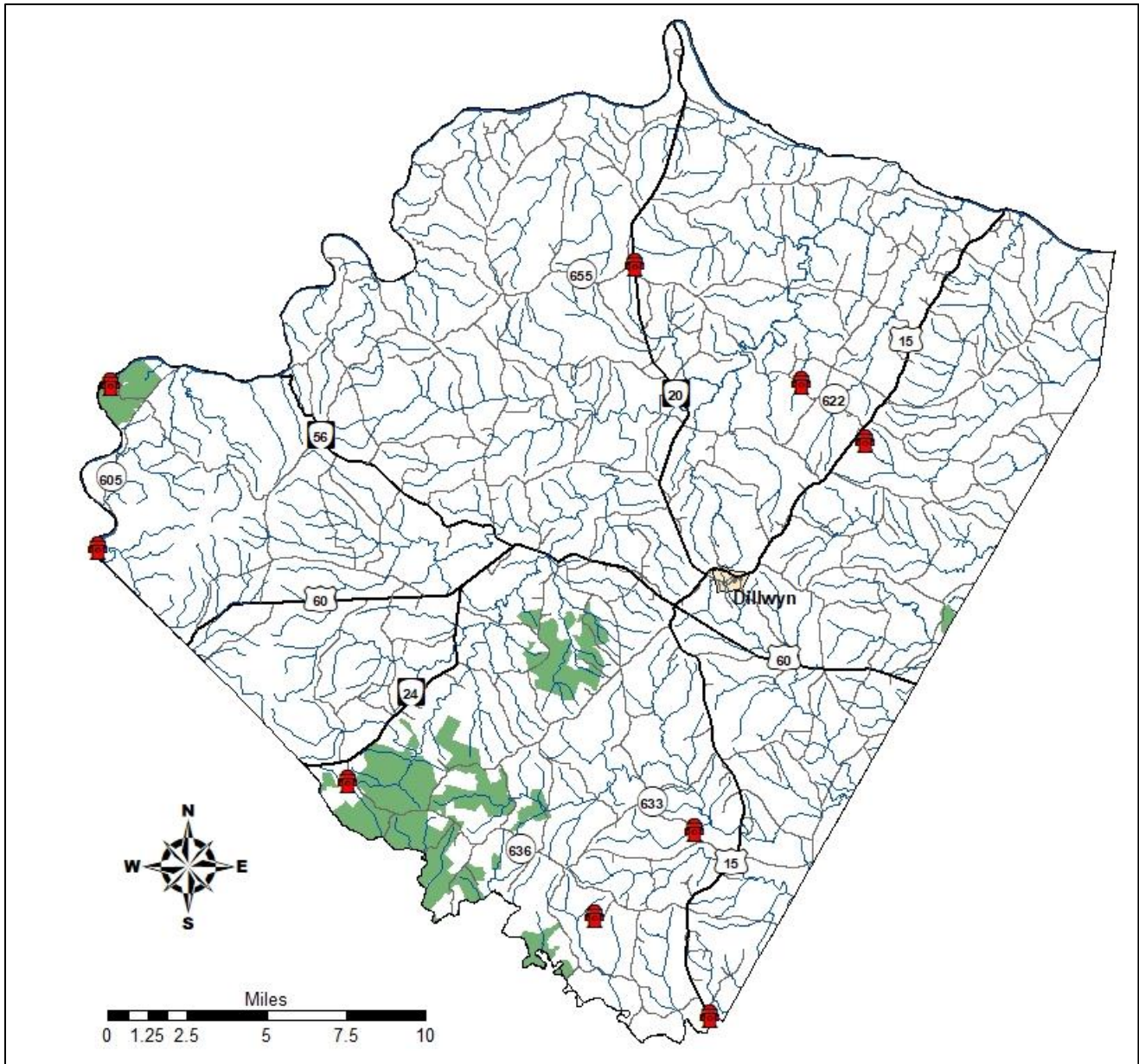
The Buckingham County Board of Supervisors and the Department of Emergency Services have worked together to develop a 5-year strategic plan of growth and improvement for the County's fire and rescue services. This plan was developed after careful evaluation of metrics and trends pertaining to the Department, and will require planning and budgeting for the targeted initiatives. They include:

- Partnering with Arvon Volunteer Fire Department (AVFD) to immediately place 12-hour daytime EMS coverage in their fire station Monday through Friday, with a plan to transition this to 24/7 coverage within the next 1-2 years (either out of the AVFD station or in a new station).
- Construction on a fourth EMS station in District 3 (Curdsville/Sheppards) area. The end goal would be 24/7 coverage at this station as well, leading to the county being covered by four 24/7 EMS units.
- Renovations for the Dillwyn EMS Station, which is 20 years old.
- Purchase of one new ambulance every other year. This purchase rate coincides with projected needs based upon the life-span of Buckingham County's EMS unit.

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Because the County is large in area and the existence of public water is limited, many areas of the County have dry hydrants (see Map 5). Dry hydrant systems ensure an adequate water supply in areas where conventional fire protection is not available. Dry hydrant systems consist of a non-pressurized PVC pipe with a fire hydrant head above ground and a strainer below water. Dry hydrants, placed strategically around a rural fire district in ponds, lakes, streams or other bodies of water, eliminate the need for trucks to return to town to refill. Pumping water into tank trucks from these sources saves precious time. Reducing the travel distance for shuttling water saves time and energy. Adequate water supplies can reduce fire losses and lives. They may also lower the cost of insurance. Improved fire protection can stimulate economic growth by making an area more attractive to homeowners and developers.

**Map 5 – Dry Hydrant Locations**



Source: Buckingham County Emergency Services

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### Telecommunications and Internet Access

Within any community, access to fiber optics is extremely important. The unprecedented growth in telecommunications capacity and in telecommunication applications has changed the way all persons and businesses function. Due to the County's rural nature and limited resources, it is unable to implement the infrastructure necessary for fiber optics on its own. There are a number of Internet/telephone/cell service providers in the County. They include: Firefly, Brightspeed, Shentel, AT&T, US Cellular, Verizon, DirectTV, Hughes Net, Skylink, and Viasat. See Map 6 for locations of communications towers in Buckingham County.

Due to the lack of current telecommunication access in the County, members of the community have provided alternative access for citizens to provide access to the internet in areas that otherwise do not have access. The Buckingham County Library branch also provides free Wifi access at their facility. This allows for Buckingham County students to complete online school work even when the internet is not accessible at home.

Buckingham County and the entire region are served by Mid-Atlantic Broadband Communities Corporation (MBC). Using a \$4,000,000 federal matching grant from the U.S. Department of Commerce Economic Development Administration and a \$4,000,000 grant from the Virginia Tobacco Region Revitalization Commission, MBC built an open access 144 strand fiber optic backbone which extends over 300 miles and serves more than 350 businesses, commercial, community colleges and industrial parks in Southside Virginia. See Map 7 for MBC coverage in the County.

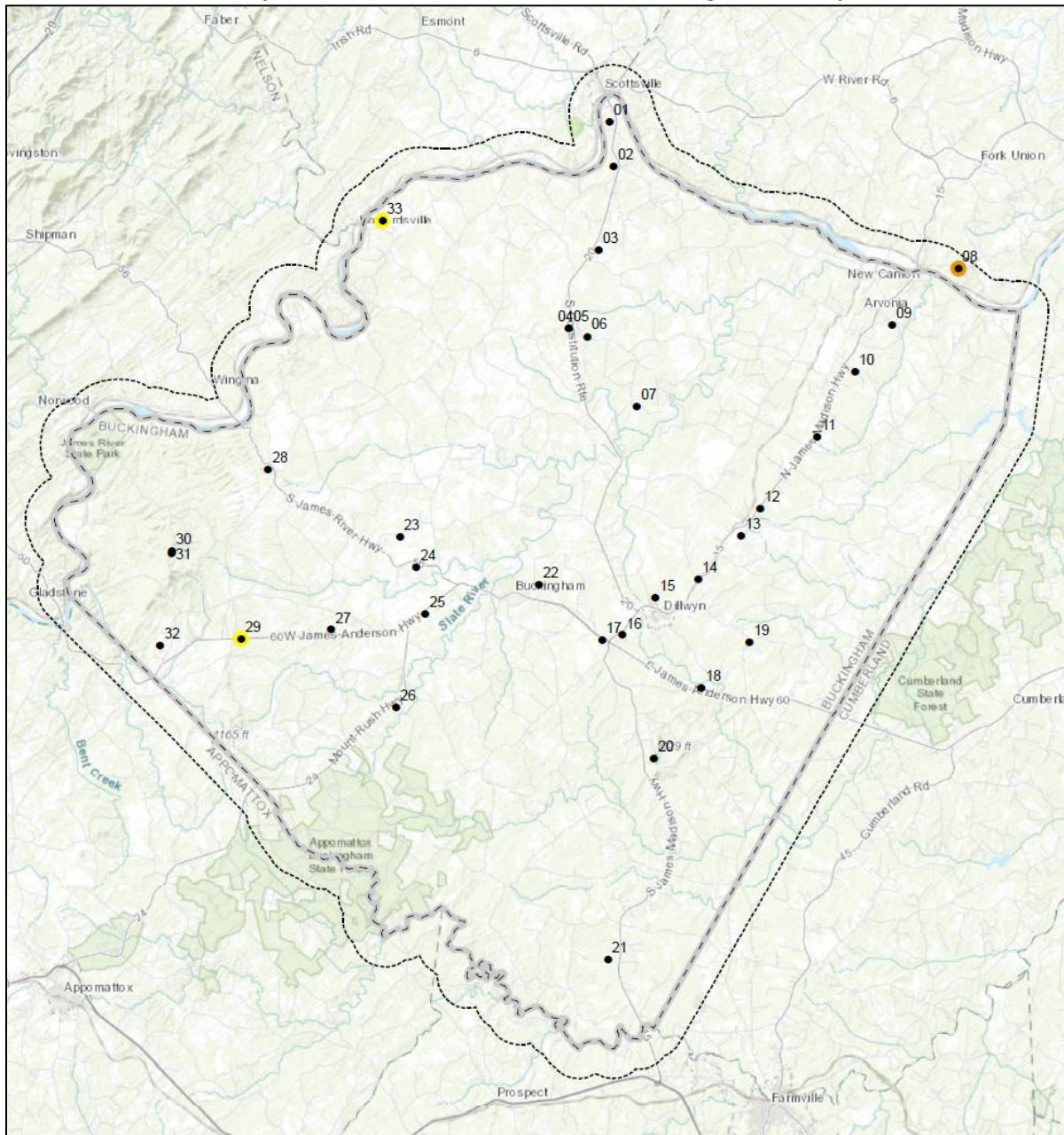
To combat the lack of fiber optics within rural America, the Federal Communications Commission established a Connect America Fund (CAF) to help accelerate the broadband buildout to 23 million homes in rural America including Buckingham County. One hundred and three (103) bidders won \$1.49 billion over 10 years. FireFly fiber broadband, a wholly-owned subsidiary of Central Virginia Electric Cooperative (CVEC), won the bid for the areas available in Buckingham County. The Federal Communications Commission also established the \$20.4 billion Rural Digital Opportunity Fund to bring high speed fixed broadband to service rural homes and small businesses that are lacking. FireFly also won the bid for the areas available in Buckingham County.

Additionally, Buckingham County was part of a December 2021 grant award under the Department of Housing and Community Development's Virginia Telecommunications Initiative (VATI) program. Buckingham was part of a regional application. The application was submitted by the Thomas Jefferson Planning District Commission, in affiliation with FireFly fiber broadband, to build fiber in unserved locations and achieve universal access for multiple counties across Central Virginia. This project was awarded more than \$79 million under the VATI program.



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Map 6 – Antenna/Tower Locations in Buckingham County



## Buckingham Inventory by

### Cataloged Structure Type

- Tower (33)
- Base Station (0)

- Proposed (2)
- Outside Zoning Limits and within Study Area (1)
- ▬ County Boundary
- ▬ 1 Mile Buffer

Sources: US Census Bureau,  
Cityscape Consultants, Inc, USGS

Map Created by Cityscape  
Consultants, Inc. on

Date: 11/17/2020

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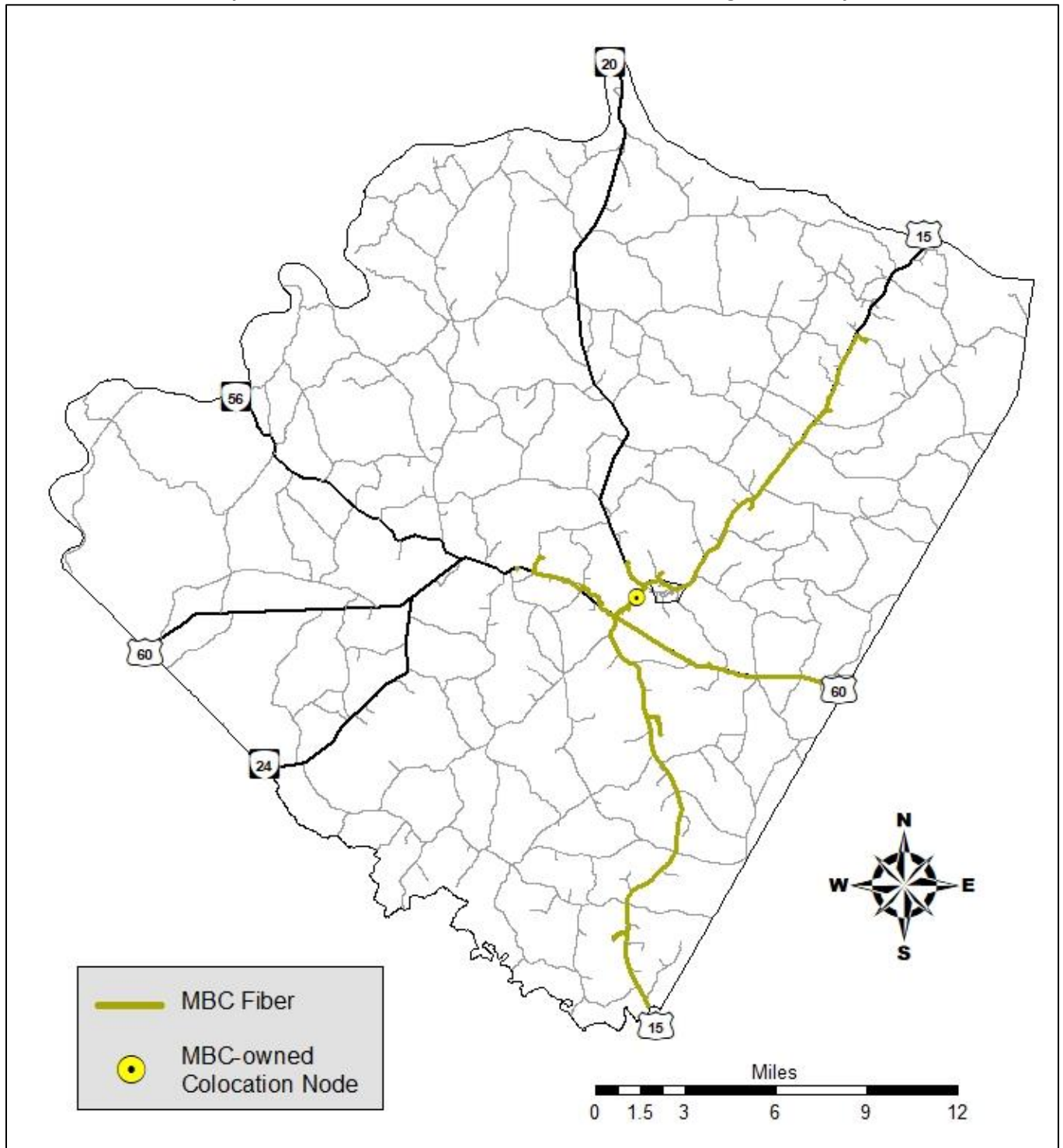


Source: Cityscape Consultants



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Map 7 – Mid-Atlantic Broadband Fiber Routes in Buckingham County

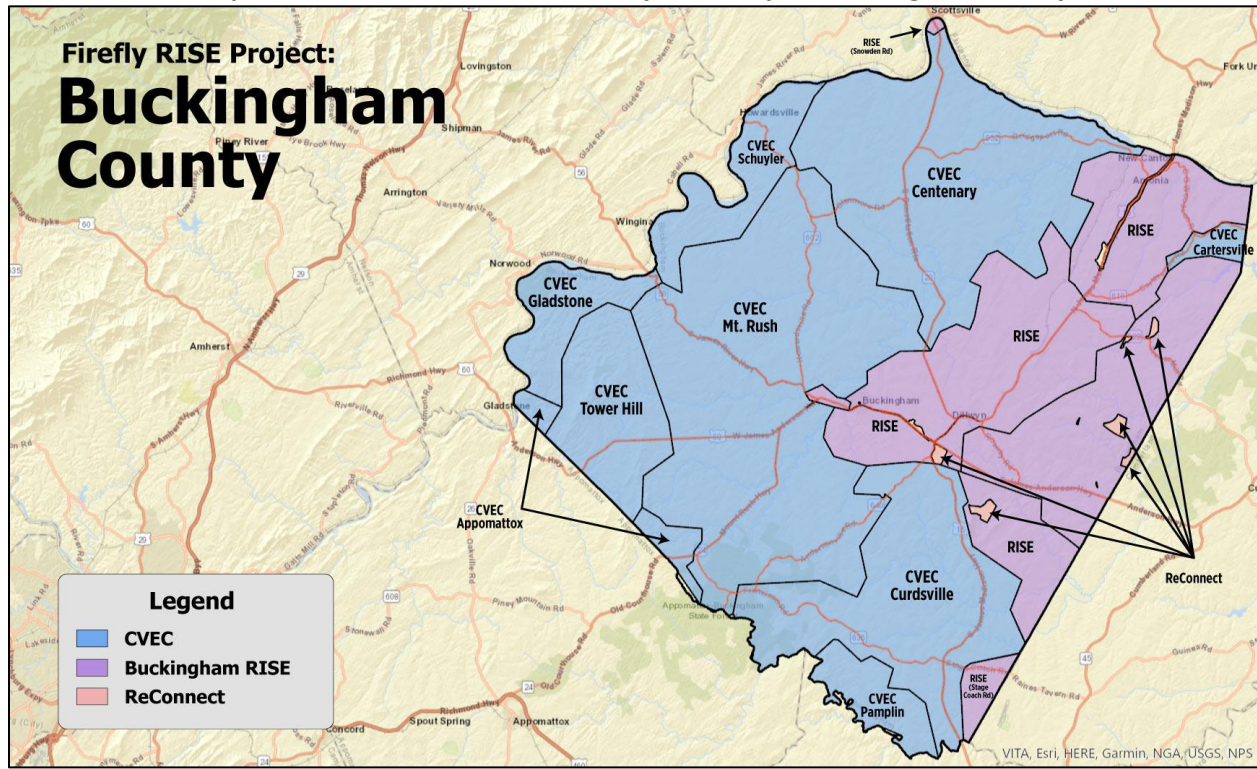


Map created by CRC – October 2023

Source: MBC

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Map 8 – Thomas Jefferson PDC/Firefly VATI Project, Buckingham County



**Source: Thomas Jefferson PDC, Firefly**

RISE: Regional Internet Service Expansion Project – Firefly’s initiative to provide Internet access to underserved homes and businesses in 13 counties across Central Virginia (including Buckingham).

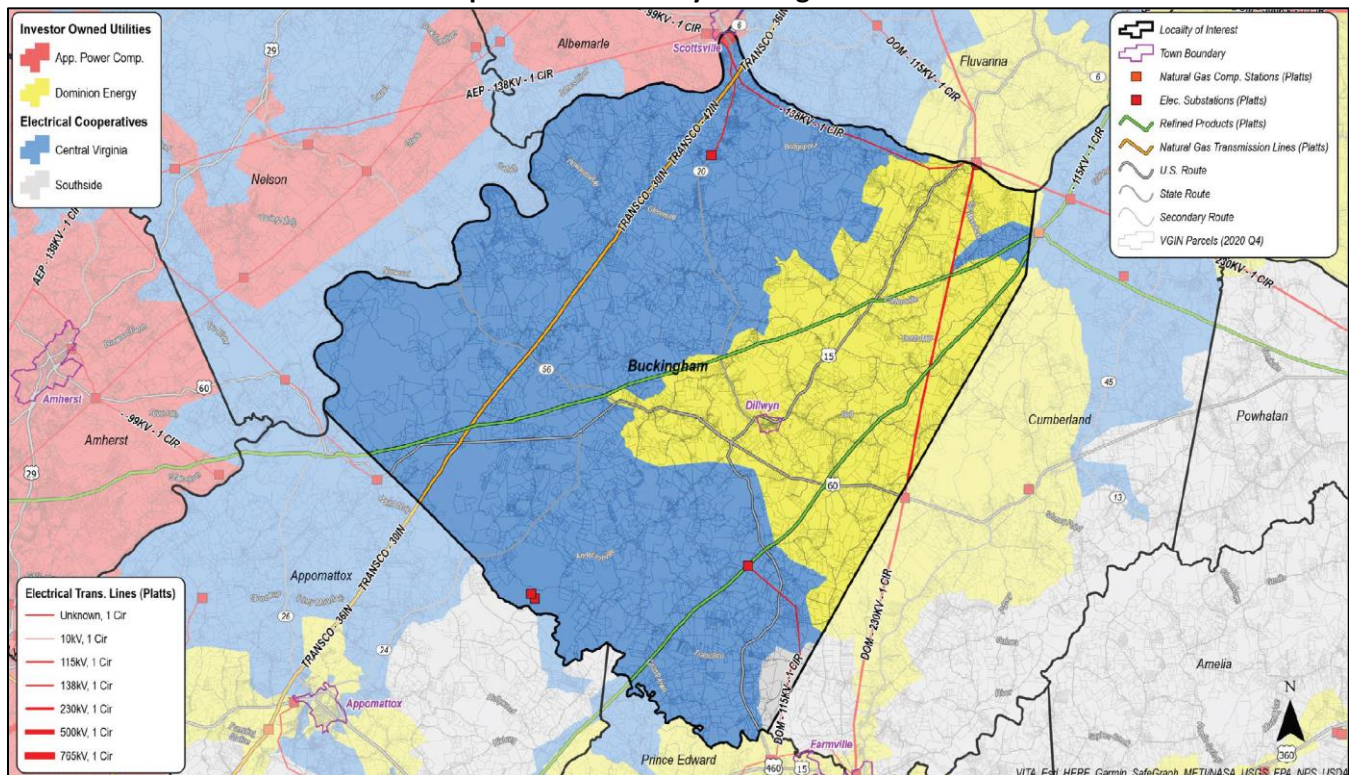
## Electric Services

Buckingham County is serviced by Dominion Virginia Power, Central Virginia Electric Cooperative (CVEC) and Appalachian Electric Power (AEP). Map 9 shows the coverage areas for the County.



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Map 9 – Electric Utility Coverage Areas



Source – Timmons Group

## Natural Gas/Fuel Sources

Two pipelines run through Buckingham County: Colonial and Williams. Colonial transports liquids, while Williams transports natural gas. Colonial also owns the Mithcell Junction Tank Farm, located in northern Cumberland County near the Buckingham County line. The County does not currently have the ability to tap into existing lines. However, the County does have a close proximity to other natural gas distribution including the City of Lynchburg and City of Richmond.

## Recreation

The Buckingham County Recreation Department offers sports and activities including basketball, cornhole, gymnastics, Parents Night Out, soccer, yoga, swimming, tennis, and others. The Department also offers a program for individuals 50 and older, Buckingham Active Seniors. The group meets on the second Tuesday of each month at the Buckingham Community Center. Their program includes guest speakers, program meetings, and game and social time. Buckingham County has a public park, the Buckingham Community Park, located on Route 1003 behind the Buckingham Community Center. The park has a covered pavilion with 12 picnic tables, a grill for cooking, and a playground. The Town of Dillwyn has Ellis Acres Park, which has a covered pavilion with picnic tables, a playground, and basketball/tennis courts.

The Buckingham County Youth League (BCYL) offers leagues in baseball, softball, football, basketball, and cheer. BCYL baseball has four (4) fall leagues and 11 spring leagues. BCYL softball has five (5) fall leagues and six (6) spring leagues. For the 2023-2024 season, BCYL basketball is offering five co-ed leagues plus

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one (1) boys league and four girls leagues. BCYL football offers four fall leagues. BCYL offers cheer for football and basketball to youth aged four to 16.

Buckingham County provides opportunities for outdoor recreation exploration as well. Due to its rural nature, the County is perfect for biking along the backroads while you enjoy the picturesque views and see a variety of wildlife. Additionally, the County is home to a number of public areas.

James River State Park is located in the northwest corner of the County between U.S. 60 and Route 56. It offers cabins for lodging, a natural playground, picnic shelters, multi-use trails, boat launches, campgrounds, a universally accessible fishing pier, and a wheelchair-accessible trail. The park received International Dark Sky Park designation in 2019. DarkSky International, originally founded as the International Dark Sky Association, designates communities, parks, and protected areas around the world that protect dark sites through responsible lighting policies and public education. There are more than 200 designated Dark Sky places around the world consisting of 118 Dark Sky Parks (including James River), 18 Dark Sky Sanctuaries, 21 Dark Sky Reserves, nine (9) Urban Night Sky Places, and 43 International Dark Sky Communities. The Dark Sky designations are part of the organization's mission to restore the nighttime environment and protect communities from the effects of light pollution through outreach, advocacy, and conservation.

Appomattox-Buckingham State Forest is located in parts of Appomattox and Buckingham Counties. Cumberland State Forest covers parts of Cumberland and Buckingham Counties and offers multi-use trails. Both areas offer multi-use trails as well as opportunities for fishing, hunting, trapping, and wildlife watching.

Featherfin Wildlife Management Area is located along the Appomattox River in parts of Appomattox, Prince Edward, and Buckingham Counties and offers opportunities for hunting, fishing, camping, hiking, and birding. Horsepen Wildlife Management Area is located just south of the Buckingham Court House Village area and offers opportunities for hunting, trapping, camping, hiking, horseback riding, boating, and birding.

### Civic Organizations

Buckingham County has many civic clubs and organizations for children and adults. Some, but not all, are listed below:

- Buckingham County 4-H/Holiday Lake 4-H
- Buckingham County Cooperative Extension
- Buckingham County Chamber of Commerce
- Piedmont Habitat for Humanity (serves Buckingham County)
- Buckingham County Lions Club
- American Legion Post 0134
- Veterans of Foreign Wars Post 8446
- Historic Buckingham, Inc.

### Festivals/Community Events

Buckingham County has a variety of local events and community activities for residents and visitors to enjoy. Some, but not all, are listed below.

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- The Historic Village at Lee Wayside hosts events including:
  - Mayfest (early May)
  - Indian Relic Show (September)
  - Fall Farm Fest (early October)
  - Spooky Hollow Drive-Thru (late October)
  - Village Christmas Market (early December).
- The Buckingham Chamber of Commerce hosts events including:
  - Local Artisans Market (early November)
  - Christmas House Tour (early December).
- The Town of Dillwyn hosts events including:
  - Trick-or-treating at the Dillwyn Pocket Park (late October)
  - Annual Christmas Parade (early December).

### Commerce

Businesses within the County include a Food Lion (just south of Dillwyn), Farrish Hardware (near Sprouses Corner), general merchandise stores, convenience stores, a Virginia ABC Store (in Dillwyn), auto dealerships, a florist, and various service-related businesses (restaurants, insurance, attorneys, auto repair, medical/dentistry, gas/oil, beauty salons, and banking). Because of the location of Buckingham County, the Lynchburg, Charlottesville, and Farmville areas are popular destinations for residents when shopping for goods and services.

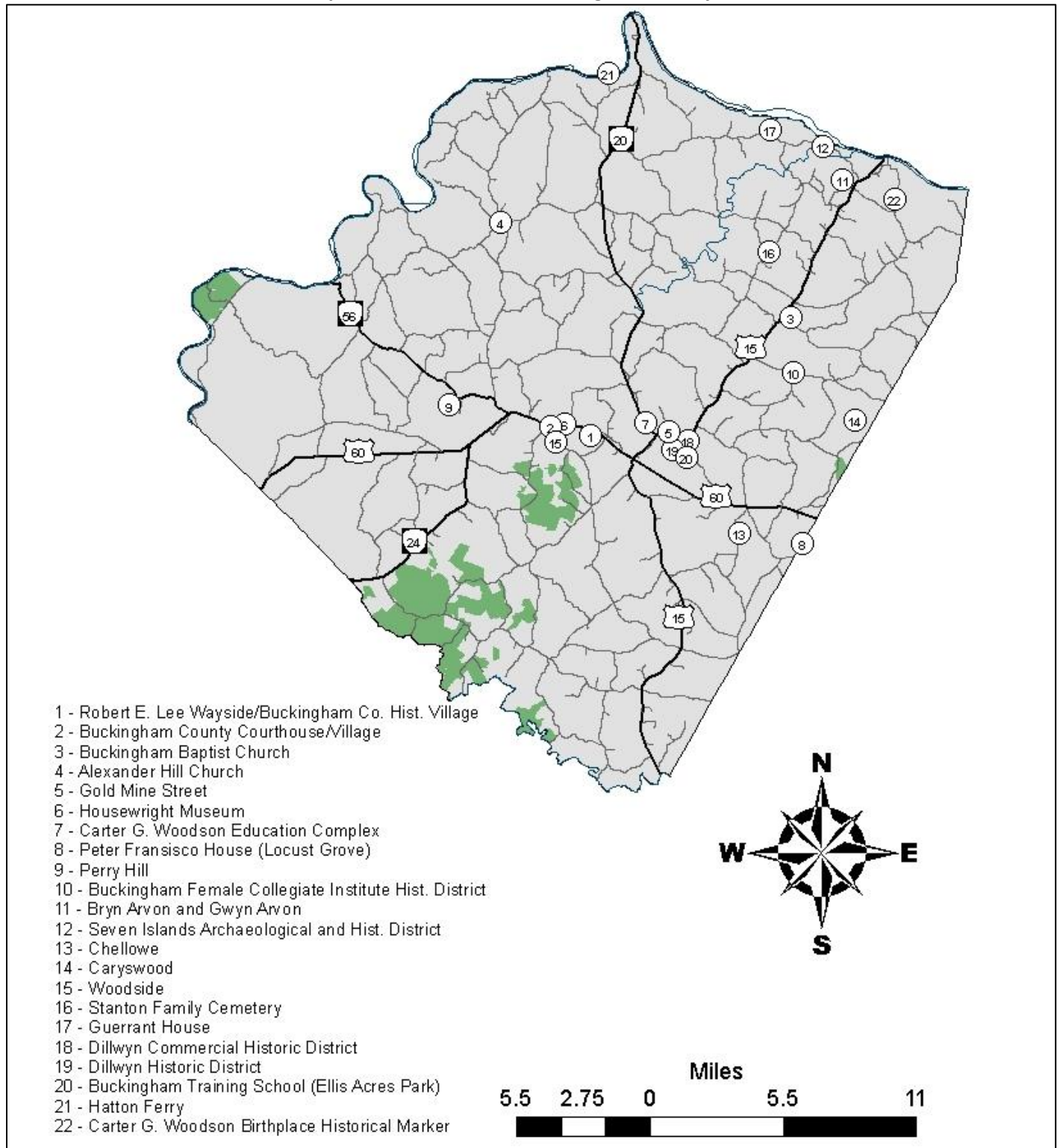
## **D. Historical Sites**

### Introduction

Many historic sites exist throughout Buckingham County. Of these, some have been placed in the Virginia Landmarks Register and the National Register of Historic Places. Through the enhancement of the assets comes economic development via tourism. See Maps 10 and 10a for locations of historic resources in Buckingham County.

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Map 10 – Historic Sites in Buckingham County

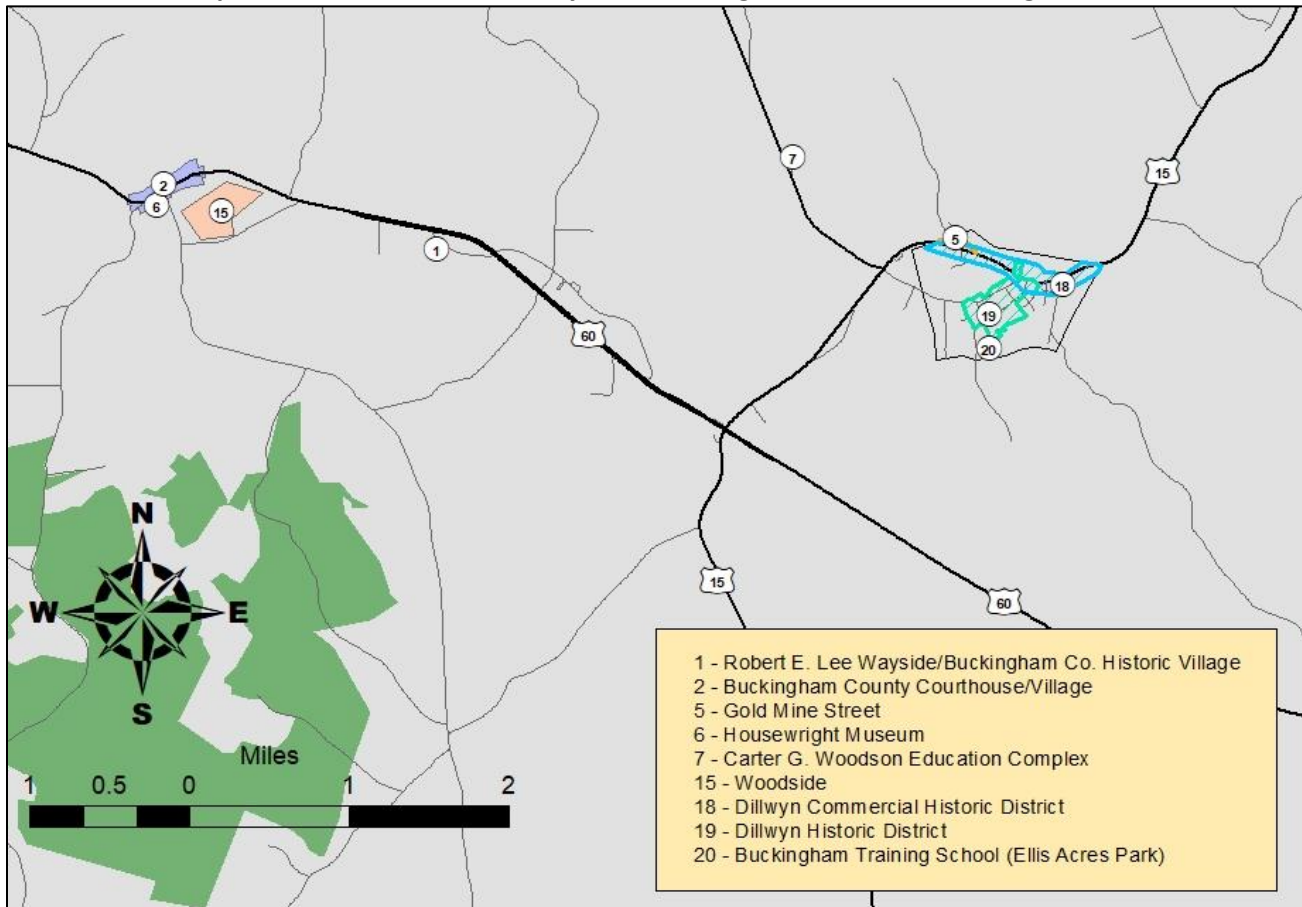


Map created by CRC – September 2014 (updated February 2024)  
 Source: Virginia Department of Historic Resources, Buckingham County



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Map 10a – Historic Sites in Dillwyn and Buckingham Court House Village Areas



Map created by CRC – September 2014 (updated November 2023)  
Source: Virginia Department of Historic Resources, Buckingham County

### Regional Historic Initiatives

In March, 1993, Virginia's Retreat was organized to explore ways that the Counties of Amelia, Appomattox, Buckingham, Charlotte, Cumberland, Dinwiddie, Nottoway and Prince Edward and the City of Petersburg, could work together to promote the region's rich abundance of natural and historical resources. Representatives of these localities, working closely with the Virginia Division of Tourism, the Virginia Division of State Parks and the National Park Service, held a planning retreat in April 1993, to design a strategy for accomplishing the Consortium's mission—increase tourism and economic development activity in this region of Virginia.

Virginia's Retreat, now known as Virginia's Crossroads, has continued its successful mission of increasing tourism, economic activity and quality of life in the participating Southside Virginia localities through the promotion, preservation, enhancement and education of the region's natural, recreational and historic resources. One of those successful regional historic initiatives is the Civil Rights in Education Heritage Trail (see Map 11). In March 2004, Virginia's Crossroads kicked off the grand opening of the trail – which is modeled after the successful Lee's Retreat Trail and the Wilson-Kautz Raid Driving Trail. Instead of focusing on the Civil War, the Heritage Trail highlights contributions made to bring equal education to all Americans.

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The trail includes 53 sites throughout 13 counties (including Buckingham County) and the Cities of Petersburg and Emporia that describe the history of education in Southside Virginia. The self-guided driving tour allows you to enjoy the trail at your own pace, letting you linger longer at some stops and pass by others, if time is short. Because the trail is not linear or chronological, it can be started and ended at any point. Once you begin, follow the Civil Rights in Education trail blazing signs from one stop to the next. The Trail has three (3) stops in Buckingham County (see Map 11a):

- One Room School House – located on Lee Wayside Road, Buckingham, VA
- Buckingham Training School Stephen J. Ellis Elementary School For African Americans – located on 245 Camden Street, Dillwyn, VA
- Carter G. Woodson birthplace – located near 2325 C.G. Woodson Road, New Canton, VA

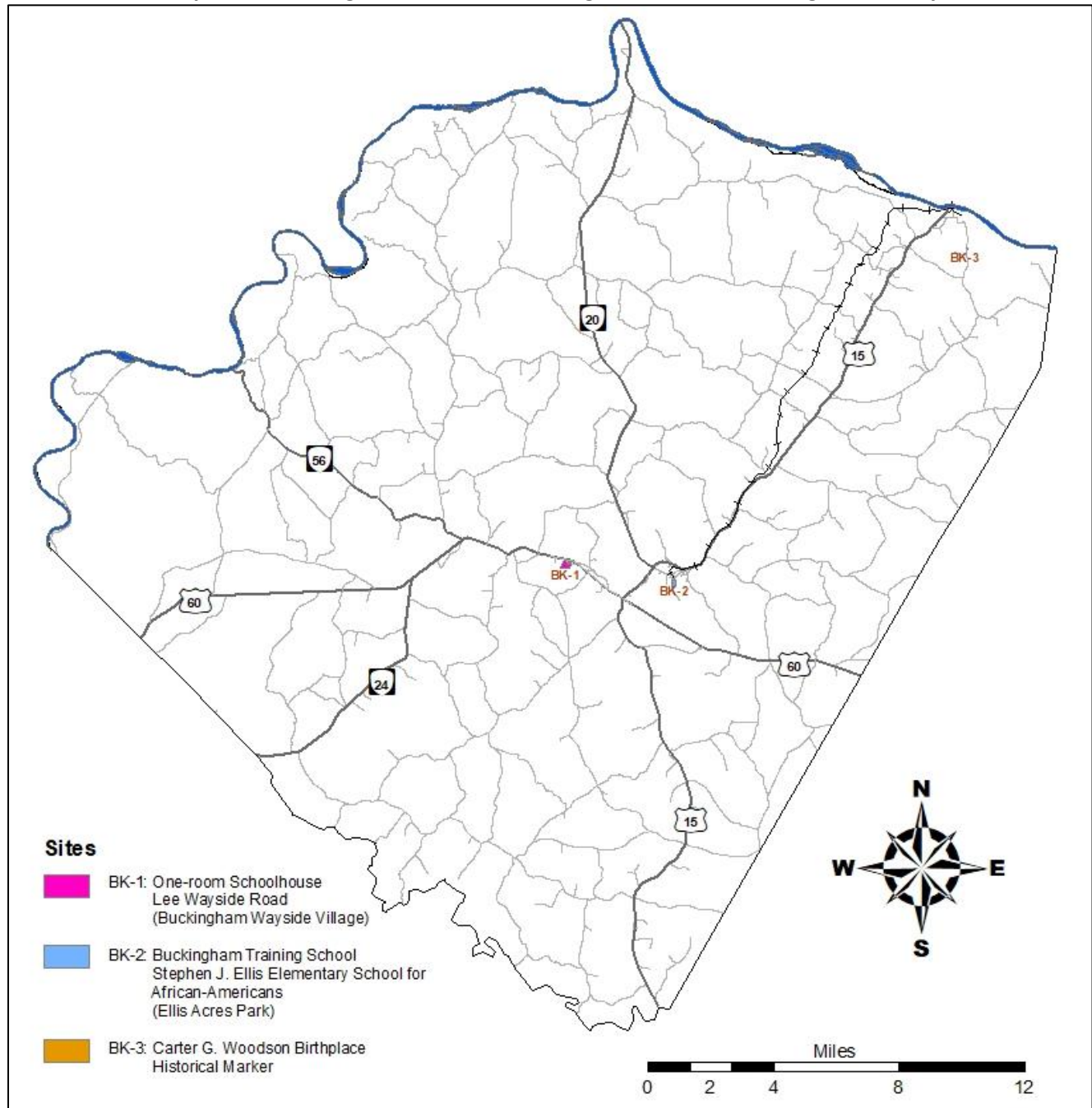
## Map 11 – Civil Rights in Education Heritage Trail



**Source:** [CRIEHT Brochure](#) | [Virginia's Crossroads \(vacrossroads.com\)](#)

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Map 11.a – Civil Rights in Education Heritage Trail Sites in Buckingham County



## E. Natural Resources

### Land Surface

Buckingham County is located in the Virginia Piedmont, which is largely characterized by rolling hills and numerous ridges near the boundary with the Blue Ridge Mountains. Lying between the mountain and



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coastal plain regions, the piedmont region is a naturally diverse landscape. The bedrock consists mostly of gneiss, schist and granite rocks at a typical depth of between 2 and 10 feet. Soils developed from these rocks and minerals form acid, infertile soils, with sandy loam surfaces. Many of the clayey subsoils are red or yellowish red due to the oxidized iron weathered from the primary minerals. Natural fertility is low; however, these soils respond well to liming and fertilization.

Historically, much of the Piedmont region was cleared and farmed intensively, causing extreme erosion over much of the region. Before modern soil fertility and managerial practices were adapted to these soils, agricultural production diminished and most farms reverted to forests. Over two thirds of this region is wooded today. The best soils are still agriculturally productive through well managed soil fertility and erosion control plans. The region contains several areas and stretches of land which are of relatively high agricultural value.

### Climate

Buckingham County has warm summers, relatively cool winters, and normally adequate rainfall. The growing season is approximately 190 days, long enough to allow maturity of a wide variety of crops. The pasture season is slightly longer, but winter months are cold enough to require feed and shelter for livestock. Monthly average precipitation amounts vary greatly from year to year for any given month. Using the Town of Dillwyn as the reference point, Buckingham County is about 180 miles from the Atlantic Ocean. Due to the proximity from the Atlantic Ocean, the remnants of hurricanes or tropical storms may pass over the county from the east or south, occasionally causing flooding and wind damage. The data from the National Weather Service in Figure 30 is for Farmville, as it was not available for Buckingham County, and is based on monthly and yearly averages between 1991 and 2020.

**Figure 30 – Climate Data (Averages), Farmville, VA 1991-2020**

Criteria	Data
Annual Average Precipitation	44.47 inches
Annual Average Snowfall	6.1 inches
Annual Average Temperature	57.2 °F
January Average High Temperature	47.6 °F
January Average Low Temperature	25.7 °F
July Average High Temperature	88.5°F
July Average Low Temperature	67.3 °F
Month with Highest Average Rainfall	September – 4.58 inches
Month with Lowest Average Rainfall	February – 3.00 inches
Month with Highest Average Snowfall	February – 3.1 inches

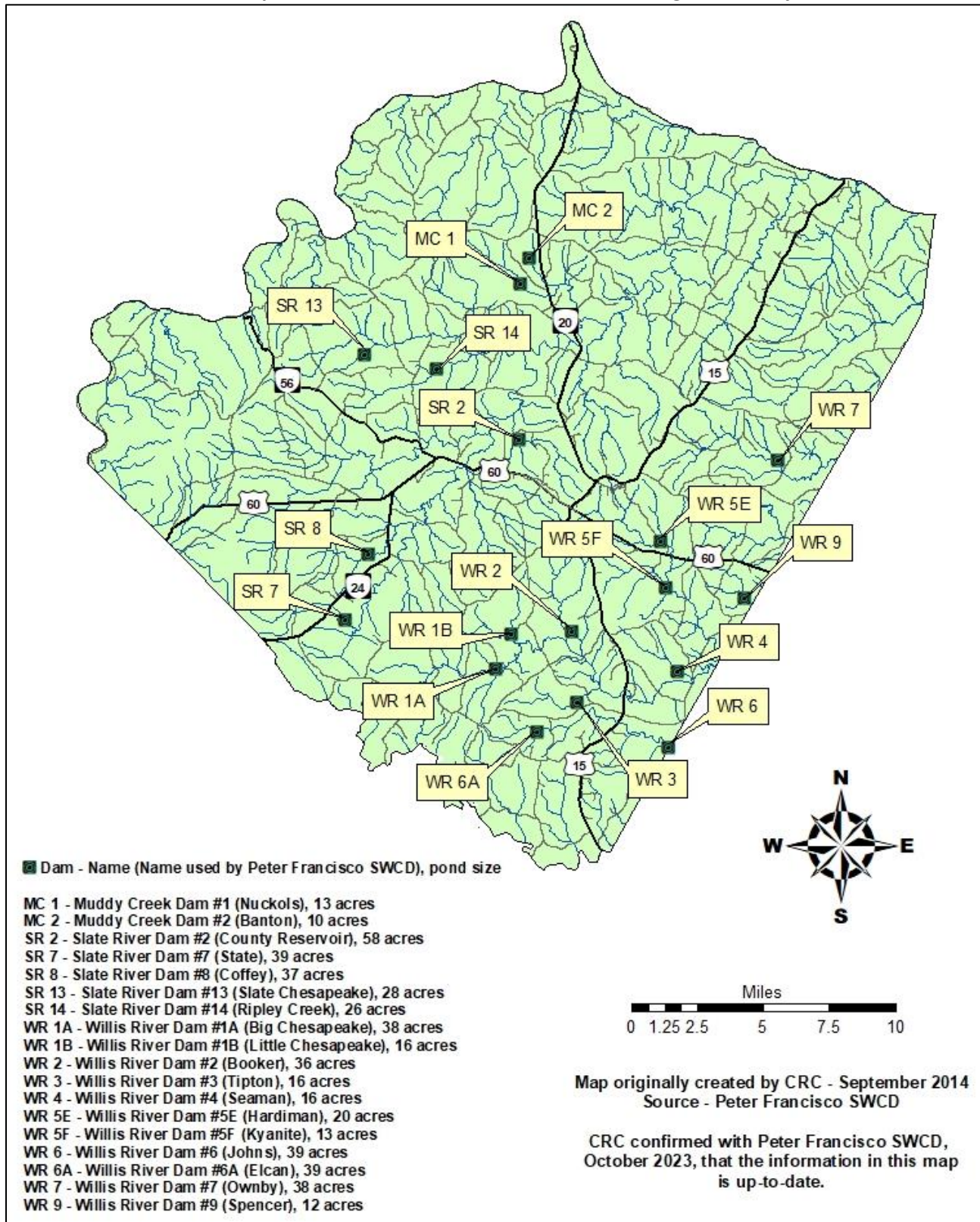
Source: National Weather Service

### Rivers and Watershed Dams

The James River forms the northern border of Buckingham County. It winds through Central Virginia and empties into the Chesapeake Bay. The Appomattox River forms much of the southern border of Buckingham County. It winds through parts of Central Virginia, and empties into the James River east of Richmond. The Willis and Slate Rivers pass through Buckingham County and empty into the James River. Map 12 shows rivers and watershed dams in the County.

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Map 12 – Rivers and Watershed Dams in Buckingham County



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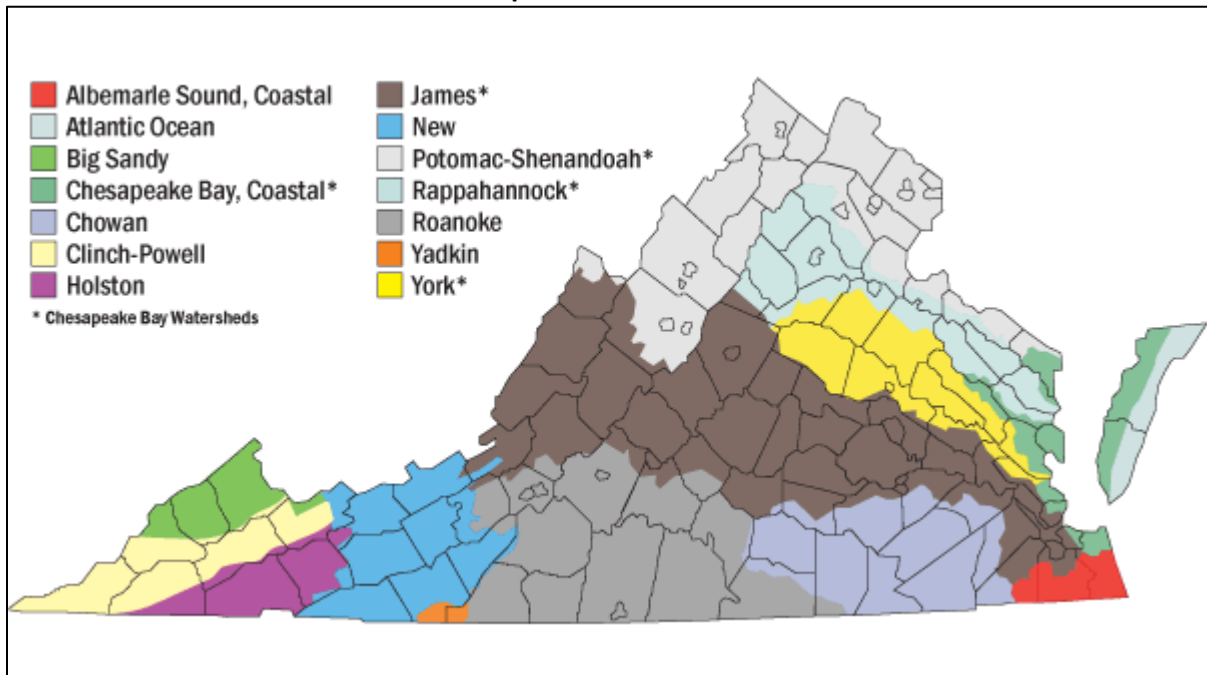
## Watersheds

Buckingham County is within the James River Watershed (see Map 13). The James River Basin runs west to east across the State. According to the James River Association, the watershed covers approximately 10,000 square miles or approximately 25% of the Commonwealth's total area. The basin is bordered by the New River, Roanoke, Chowan, and Albemarle Sound-Coastal Basins to the south, and the Potomac/Shenandoah, Rappahannock, York, and Chesapeake Bay-Coastal Basins to the north. The James River begins at the confluence of the Cowpasture and Jackson Rivers in Botetourt County and ends in the Chesapeake Bay. Map 30a shows the sub watersheds in Buckingham County. The Virginia Cooperative Extension defines a subwatershed as "an area of land that drains into a body of water. Watersheds (or basins) can be any size, but generally the larger the body of water the larger the watershed. Smaller local or sub-watersheds (tributaries) drain much smaller areas that are sometimes only a few acres in size."

## Flood Zones

Federal Emergency Management Agency (FEMA) releases annual data on areas that flooding tends to occur and base flood information is available. Map 14 displays the flood zones within Buckingham County. Zone A is an area that is subject to one (1) percent chance of an annual flood with no base flood information available. Zone AE is an area that is subject to one (1) percent chance of an annual flood with base flood information readily available. FEMA defines Base Flood Elevation as "the elevation of surface water resulting from a flood that has a 1% chance of equaling or exceeding that level in any given year." Zone X is an area that is at a minimal or moderate risk for annual flooding. Map 15 shows different wetlands types in Buckingham County as identified by the U.S. Fish and Wildlife Service.

**Map 13 – Watersheds**



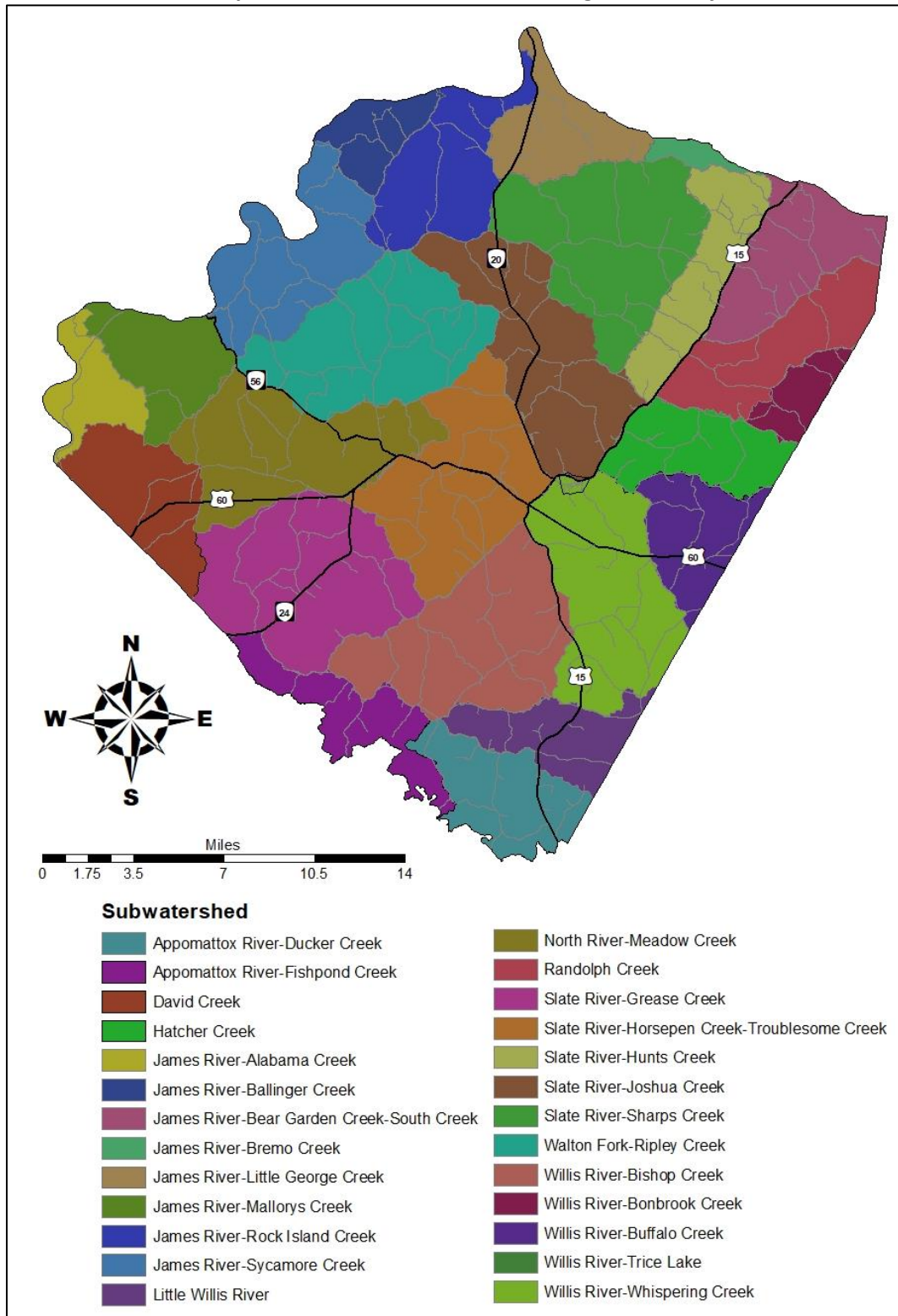
Source: Virginia Department of Conservation and Recreation (DCR) Website

<https://www.dcr.virginia.gov/soil-and-water/wsheds>



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Map 13a – Sub Watersheds in Buckingham County

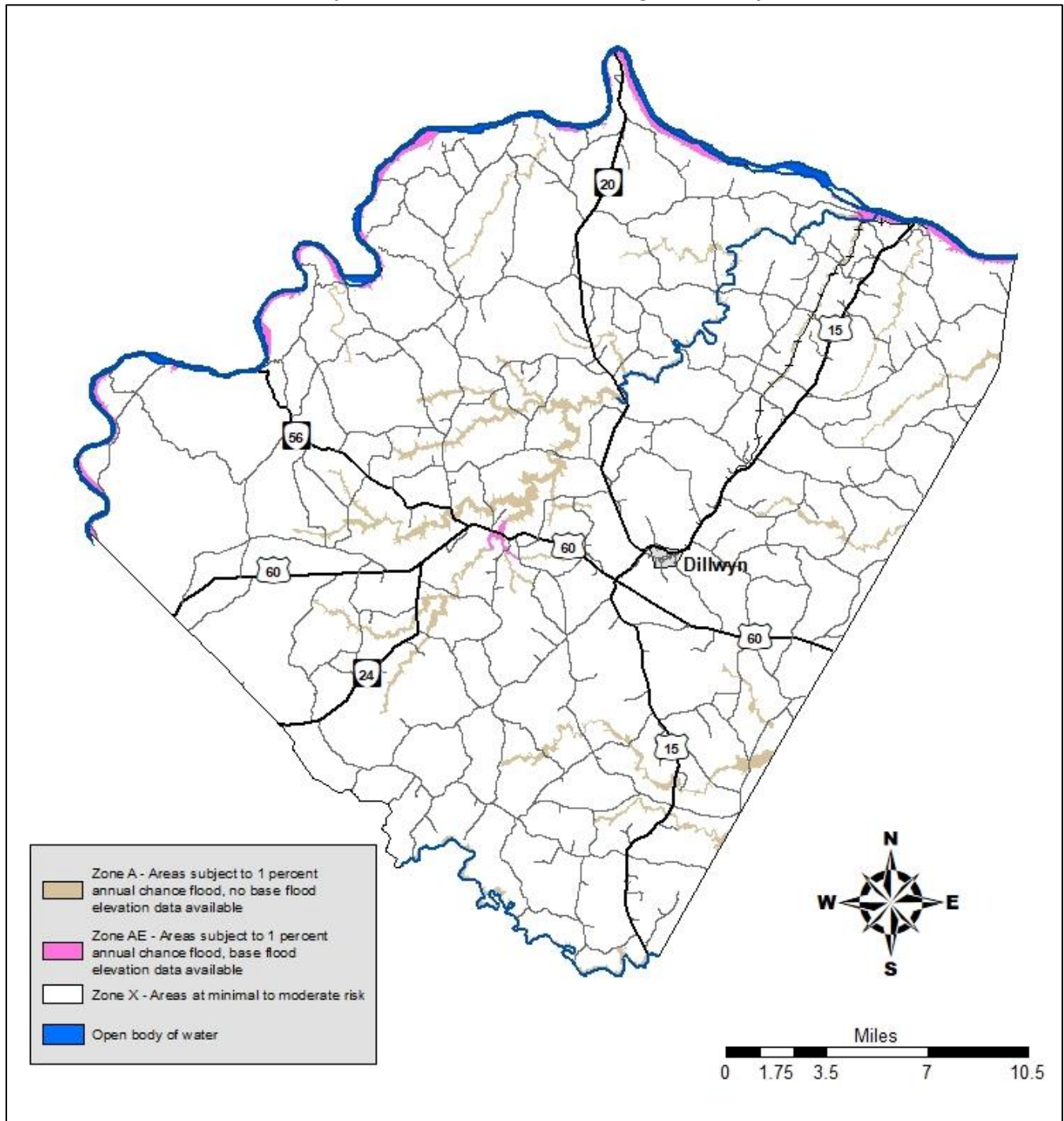


Map created by CRC – March 2023

Source: DCR

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Map 14: Flood Zones within Buckingham County

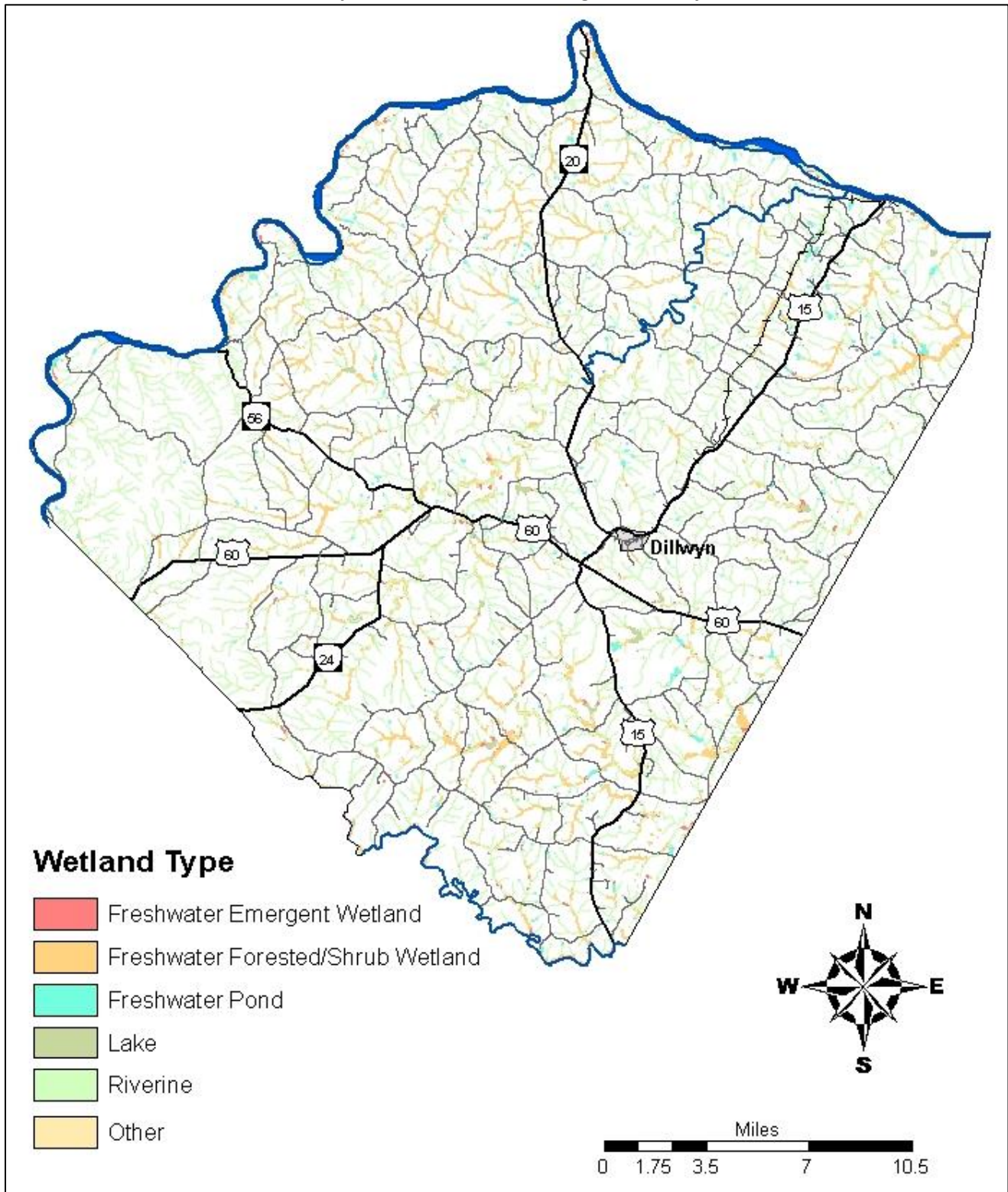


Map created by CRC – March 2023

Source: FEMA

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Map 15 – Wetlands in Buckingham County



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### River/Stream Flow Rates

There are a few locations within Buckingham County that measure river and stream flow rates to determine the amount of discharge that is released at each location. The U.S. Geological Survey Site uses a stream guage to measure the waterflow rate. The waterflow rate is measured by Cubic Feet per Second or CFS. The higher the cubic feet per second the higher the stream or river. According to the U.S. Geological Survey site, the mean for James River at Scottsville is 6270 CFS, the mean for the Appomattox River at Farmville is 457 CPS, and the mean for the Slate River near Arvonias is 313 CFS (See Figure 31). All three of the waterflow rates that were recorded are identified as the calculate average mean of recorded historical data. For the James River at Scottsville, this data is based on 44 years of historical data. For the Appomattox River at Farmville, this data is based on 97 years of historical data. For the Slate River near Arvonias, this data is based on 86 years of historical data.

**Figure 31: Average Mean River/Stream Flow Rates**

River/Stream	Flow Rates Measured by Cubic Feet per Second (CFS)
James River at Scottsville	6270 CFS
Appomattox River at Farmville	457 CFS
Slate River near Arvonias	313 CPS

**Source: United States Geological Survey**

### Farmland

The number of farms within Buckingham County has fluctuated over the course of the last 20 years. Since 1974, a farm is defined by the USDA Census of Agriculture to be a place from which \$1,000 or more agricultural products were produced or sold, or would have normally been sold during the census year. According to the 2022 USDA Agriculture Census, Buckingham County has 375 farms with an average of



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216 acres within each farm. Since 1997, Buckingham County has seen an increase in the number of farms by 75. The average size of farms has also increased by 11 acres within same time frame.

According to the 2022 USDA Agricultural Census, the acreage of farmland is estimated to cover 21.8% of Buckingham County. See Figure 32.

**Figure 32: Buckingham County Agriculture Summary**

	1997	2002	2007	2012	2017	2022
<i>Number of Farms</i>	370	389	411	391	408	375
<i>Farm Land (acres)</i>	75,854	81,150	77,293	83,921	79,245	80,900
<i>Average Size per Farm (acres)</i>	205	209	188	215	194	216
<i>Harvested cropland (acres)</i>	18,014	21,638	19,530	20,241	21,685	20,578
<i>Farm Receipts</i>	\$18,084,000	\$20,254,000	\$32,617,000	\$39,881,000	\$43,445,000	\$56,980,000
<i>Receipts - Crops</i>	\$928,000	\$1,896,000	\$1,417,000	\$6,472,000	\$6,822,000	\$7,501,000
<i>Receipts - Livestock</i>	\$17,209,000	\$18,358,000	\$31,199,000	\$33,409,000	\$36,622,000	\$49,479,000
<i>Hired Farm Workers</i>	328	158	370	348	255	161
<i>Farm Labor Payroll</i>	\$1,349,000	\$379,000	\$1,208,000	\$1,597,000	\$2,681,000	\$1,363,000

**Source: 1992, 1997, 2002, 2007, 2012, and 2017 USDA Census of Agriculture**

### Crops and Livestock

Buckingham County grows a variety of crop throughout the growing season. While some crops such as Hay has seen a decrease in the past 10 years, other crops have seen a dramatic increase in production due to an increase in demand. According to the USDA 2022 Census of Agriculture, Corn that is used for grain has increased by 940 acres since the 2007 Census.

Not only does Buckingham County grow a number of crops, the County's residents also raise a number of livestock. According to the USDA 2022 Census of Agriculture, Poultry products have increased by 5,603,413 animals over the past 10 years. According to the National Agricultural Census Service, the letter D in a column represents National Agricultural Statistics Service (NASS) disclosure rules. NASS is obligated to withhold, under Title 7, U.S. Code, any total that would reveal an individual's information or allow it to be closely estimated by the public. Because of this disclosure rule, data regarding the 2007 inventory of

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Beef and Dairy Cattle, 2017 inventory of Corn (for silage), the 2007 inventory of Soybeans, and the 2022 inventory for wheat are not available for public knowledge. The growth and decline of crops and livestock are denoted in Figure 33.

Central Virginia Poultry Cooperative (CVP) has been formed by a group of former broiler chicken producers to restore and revitalize poultry production in Central Virginia for the benefit of poultry-dependent farms and communities through the production of table eggs. CVP, a farmer-owned agricultural cooperative (Code of Virginia, § 13.1-312), is for the benefit of its producer members and non-voting shareholders, and the first of its kind in Central Virginia. CVP formed in response to Tyson Foods' March 2023 announcement closing its Glen Allen, Virginia, broiler processing facility idling 265 farmer-owned production houses. Economic impact to the region was estimated as a \$358 million dollar loss annually. CVP has negotiated a 13-year contract to sell wholesale cage-free and other premium table eggs to Dutch Country Organics LLC (DCO), a Middlebury, Indiana, based company. DCO has contracted with CVP to purchase the eggs and ship them to their facility in Indiana where the eggs will be processed, graded and shipped across the country.

**Figure 33: Buckingham County Select Farm Activities**

<b>Crop</b>	<b>Acres 2007</b>	<b>Acres 2012</b>	<b>Acres 2017</b>	<b>Acres 2022</b>	<b>Change from 2007 - 2017</b>
<i>Corn (for grain)</i>	459	742	1,432	1,399	+940 acres
<i>Corn (for silage)</i>	1,628	2,028	(D)	460	-1,168
<i>Soybeans</i>	(D)	1,210	1,432	5,147	+3,937 acres
<i>Wheat</i>	208	581	905	(D)	+697 acres
<i>Hay (all types)</i>	17,987	17,102	16,818	12,326	-5,661 acres
<i>Vegetables</i>	8	8	18	17	+9 acres
<b>Livestock</b>	2007 Inventory	2012 Inventory	2017 Inventory	2022 Inventory	Change from 2007-2017
<i>Beef Cattle</i>	(D)	10,294	8,259	6,992	-3,302 animals
<i>Dairy Cattle</i>	(D)	311	56	160	-151 animals
<i>Equine</i>	601	996	654	391	-201 animals
<i>Hogs and Pigs</i>	26,386	21,480	64,071	69,628	+43,242 animals
<i>Sheep and Lambs</i>	1,259	580	921	519	-740 animals
<i>Goats</i>	759	634	395	694	-65 animals
<i>Poultry</i>	249,697	882,808	6,545,091	5,853,110	+5,603,413 animals

(D) represents National Agricultural Statistics Service (NASS) disclosure rules

**Source: 2007, 2012, and 2017 USDA Census of Agriculture**

### Soil

Buckingham County contains a wide variety of soils, with agricultural productivity ratings ranging from very good to very poor. A county-wide soil survey and analysis is found in the publication Soil Survey – Buckingham County Virginia, United States Department of Agriculture Soil Conservation Service and



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Virginia Polytechnic Institute and State University, 1974. The different types of soils in Buckingham County are as follows:

- Bugley-Rock outcrop complex, 7 to 15 percent slopes
- Bugley-Rock outcrop complex, 15 to 35 percent slopes
- Bugley-Rock outcrop complex, 35 to 60 percent slopes
- Carbonton loam, 0 to 2 percent slopes
- Codorus-Hatboro complex, 0 to 3 percent slopes, frequently flooded
- Dan River loam, 0 to 4 percent slopes, occasionally flooded
- Delanco loam, 2 to 7 percent slopes, rarely flooded
- Devotion gravelly sandy loam, 7 to 15 percent slopes
- Devotion gravelly sandy loam, 15 to 25 percent slopes
- Devotion gravelly sandy loam, 25 to 50 percent slopes
- Elsinboro loam, 2 to 7 percent slopes, rarely flooded
- Fairview sandy loam, 2 to 7 percent slopes
- Fairview-Devotion complex, 7 to 15 percent slopes
- Fairview-Devotion complex, 15 to 25 percent slopes
- Fairview-Devotion complex, 25 to 45 percent slopes
- Grassland-Delanco complex, 2 to 7 percent slopes, rarely flooded
- Appomattox-Ayersville complex, 7 to 15 percent slopes
- Appomattox-Ayersville complex, 15 to 25 percent slopes
- Halifax-Delanco complex, 2 to 7 percent slopes, rarely flooded
- Hatboro loam, 0 to 2 percent slopes, frequently flooded
- Jackland-Mirerock complex, 2 to 7 percent slopes
- Littlejoe silt loam, 2 to 7 percent slopes
- Littlejoe silt loam, 7 to 15 percent slopes
- Littlejoe-Appomattox complex, 7 to 15 percent slopes
- Littlejoe-Bentley complex, 7 to 15 percent slopes
- Mayodan-Exway complex, 7 to 15 percent slopes
- Meadows loam, 25 to 60 percent slopes
- Oak Level loam, 7 to 15 percent slopes, extremely boulder
- Oak Level loam, 15 to 50 percent slopes, extremely boulder
- Oak Level-Diana Mills complex, 2 to 7 percent slopes
- Appomattox-Littlejoe complex, 2 to 7 percent slopes
- Appomattox-Littlejoe complex, 7 to 15 percent slopes
- Appomattox-Littlejoe complex, 15 to 25 percent slopes
- Oak Level-Siloam complex, 7 to 15 percent slopes
- Oak Level-Siloam complex, 15 to 25 percent slopes
- Penhook loam, 2 to 7 percent slopes
- Pilot Mountain-Westfield complex, 25 to 60 percent slopes, very rubbly
- Pits, quarry
- Polkton-Altavista complex, 2 to 7 percent slopes, rarely flooded
- Sindion loam, 0 to 3 percent slopes, occasionally flooded
- Spears Mountain silt loam, 2 to 7 percent slopes
- Spears Mountain silt loam, 7 to 15 percent slopes

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- Spears Mountain silt loam, 15 to 25 percent slopes
- Spears Mountain-Bugley complex, 7 to 15 percent slopes
- Spears Mountain-Bugley complex, 15 to 25 percent slopes
- Spears Mountain-Bugley complex, 25 to 50 percent slopes
- Speedwell loam, 0 to 3 percent slopes, occasionally flooded
- Spriggs-Toast complex, 7 to 15 percent slopes
- Spriggs-Toast complex, 15 to 25 percent slopes
- Spriggs-Toast complex, 25 to 50 percent slopes
- Appomattox-Penhook complex, 2 to 7 percent slopes
- Stoneville loam, 2 to 7 percent slopes
- Toast sandy loam, 2 to 7 percent slopes
- Toast-Devotion complex, 7 to 15 percent slopes
- Toast-Devotion complex, 15 to 25 percent slopes
- Udorthents, loamy
- Westfield-Pilot Mountain complex, 7 to 15 percent slopes
- Westfield-Pilot Mountain complex, 15 to 25 percent slopes
- Westfield-Pilot Mountain complex, 25 to 60 percent slopes
- Wintergreen clay loam, 2 to 7 percent slopes, severely eroded
- Wintergreen clay loam, 7 to 15 percent slopes, severely eroded
- Yogaville loam, 0 to 2 percent slopes, frequently flooded
- Ayersville-Meadows complex, 7 to 15 percent slopes
- Ayersville-Meadows complex, 15 to 25 percent slopes
- Banister fine sandy loam, 2 to 7 percent slopes, rarely flooded
- Bentley-Fairview complex, 2 to 7 percent slopes
- Bentley-Fairview complex, 7 to 15 percent slopes
- Bentley-Penhook complex, 2 to 7 percent slopes
- Bentley-Spears Mountain complex, 2 to 7 percent slopes
- Bentley-Spears Mountain complex, 7 to 15 percent slopes
- Bentley-Spears Mountain complex, 15 to 25 percent slopes
- Brickhaven-Creedmoor complex, 2 to 7 percent slopes
- Brickhaven-Creedmoor complex, 7 to 15 percent slopes

### Rocks/Minerals

Map 16 shows the different rock/mineral types in Buckingham County. The data is from Virginia Energy, the agency formerly known as the Virginia Department of Mines, Minerals, and Energy. The County is underlain by phyllite, diorite, greenstone, mylonite, amphibolite, quartzite, felsic volcanic rock, schist, granite, and other rocks.

Map 17 shows locations of mines in Buckingham County. The data is from Virginia Energy, and is broken into three categories: Mines with active permits, mines facing bond forfeiture, and abandoned mines. The third category, abandoned mines, is broken down further by priority for reclamation. Abandoned mine sites have been assessed by an [Orphaned Land Advisory Committee](#) (OLAC) that was created through the Orphaned land Program, which was established by legislation in 1978. The OLAC consists of state, federal, local, and industry stakeholders and evaluates orphaned land sites that have undergone a

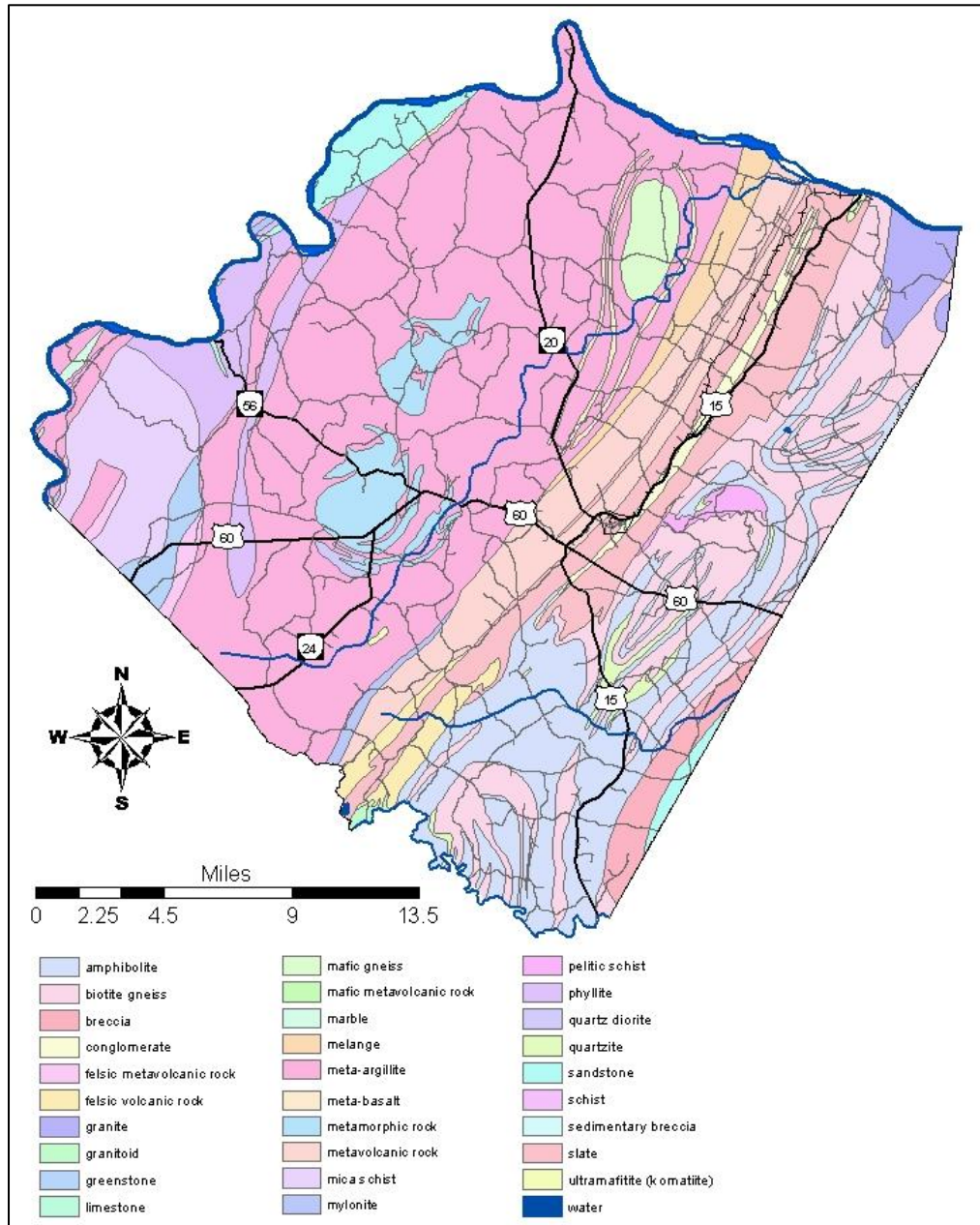
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site investigation by Virginia Energy. Sites are ranked by the Committee based on the evaluation. A site is ranked as:

- High Priority (reclamation of these sites occurs first).
- Medium Priority (reclamation occurs after all high priority sites are complete).
- Low Priority (reclamation will occur after all high and medium priority sites are complete or the site is naturally reclaimed).

It should be noted that some sites have not been evaluated. Those sites are not ranked.

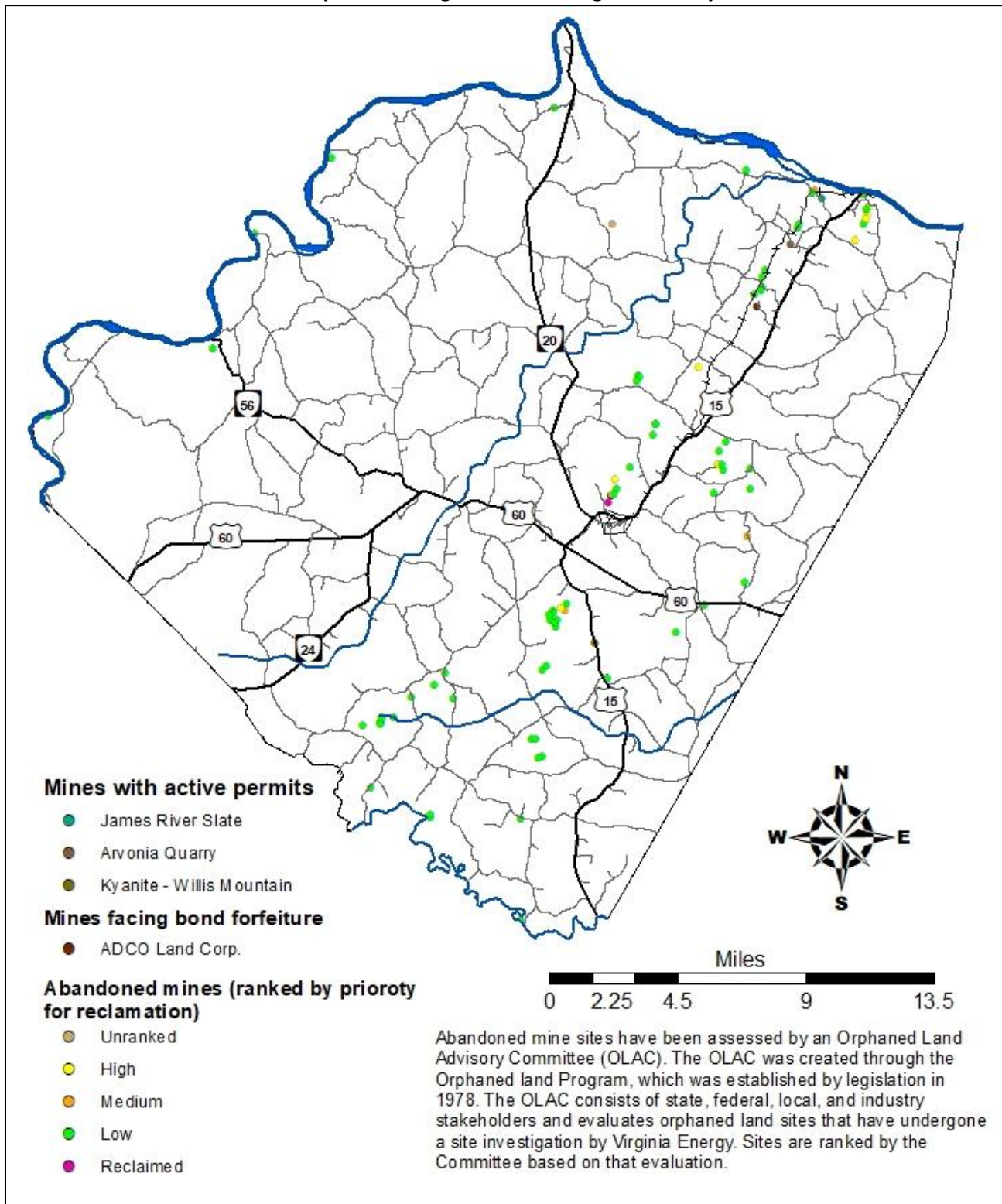
**Map 16 – Rock/Mineral Types in Buckingham County**



Map created by CRC – October 2023 (source: Virginia Energy)

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Map 17 – Mining Sites in Buckingham County



Map created by CRC – December 2023 (source: Virginia Energy)



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### Forestland

Forests make up a large part of Buckingham County, both in terms of acreage and economic yields. Forestland makes up 86% of total acres in Buckingham County. There are 321,356 total acres of forestland in Buckingham County, according to the 2020 data from the USDA Forest Service. Of that total, 22,710 acres are publicly owned and 298,646 are privately owned. The Appomattox - Buckingham State Forest is Virginia's largest state forest covering a total of 19,513 acres in Appomattox and Buckingham Counties. A small portion of the Cumberland State Forest is also located in Buckingham County as well. The Cumberland State Forest is Virginia's second largest state forest at 16,154 acres.

Forestland is defined by the USDA Forest Service as a forest that is at least ten (10) percent stocked by forest trees of any size, or formerly having had such tree cover, and not currently developed for non-forest use. The minimum area is considered for classification as one (1) acre with forest strips must be at least 120 feet wide.

Dominant soft species in the area include Loblolly Pine, Shortleaf Pine, Virginia Pine and Red Cedar. Dominant hardwoods include White Oak, Red Oak, Black Oak, Scarlet Oaks, Yellow Poplar, American Beech, Green Ash, Chestnut, Sycamore, Mockernut and Pignut Hickory, Black Gum, Red Maple and Birch.

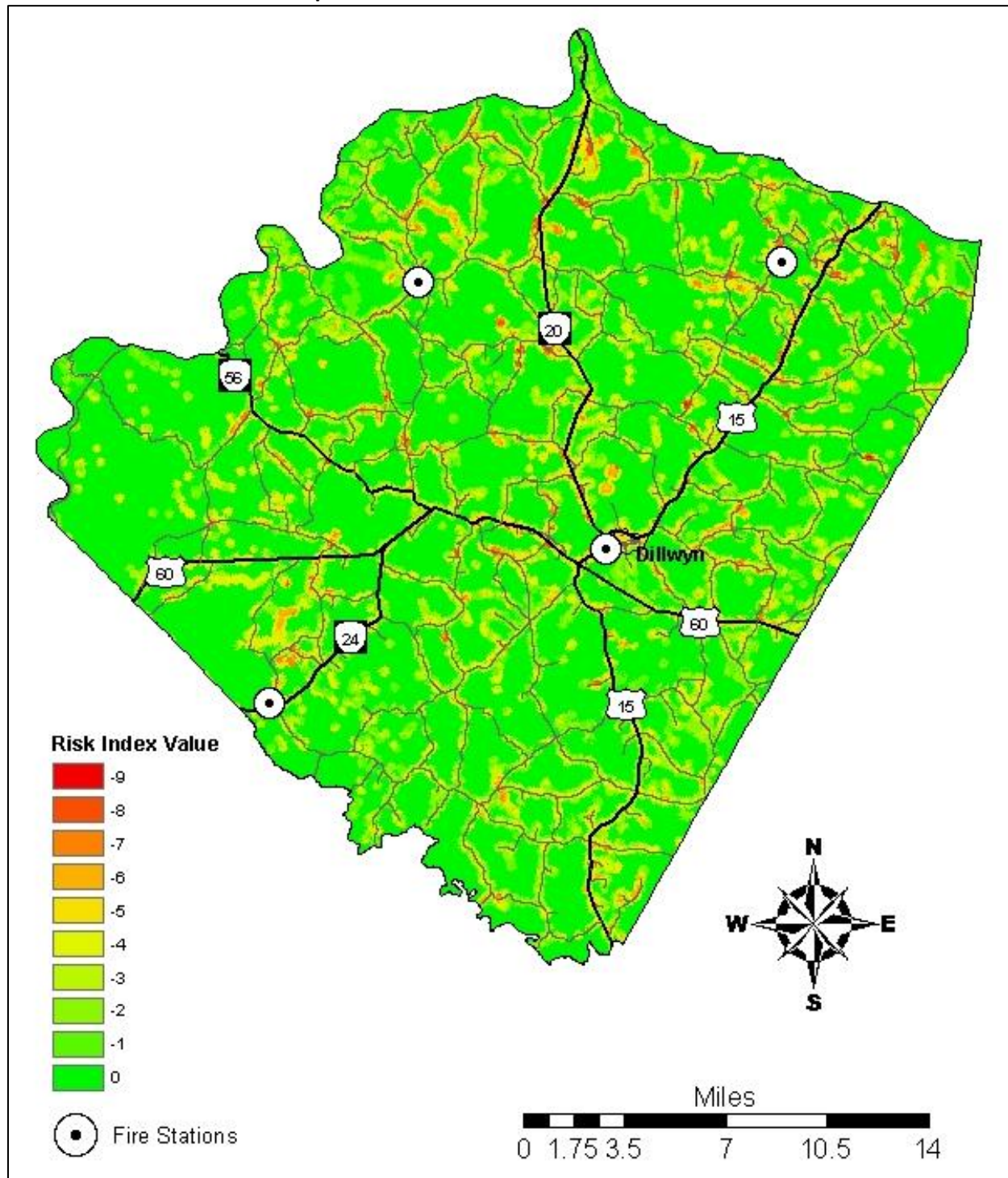
Buckingham County is served by several timber mills, and is home to many forestry consultants and timber managers. They work to monitor the timber markets and respond to product demands. Additionally, they work with the VDOF to control insect or disease outbreaks and keep the forest healthy. Forest landowners who harvest their timber may reforest these areas by planting one-year-old seedlings or rely on natural regeneration of commercially valuable species. The VDOF sells various species of seedlings for planting.

### Wildland Urban-interface

The Wildland Urban Interface (WUI) Risk Index for Buckingham County is shown in Map 18 and maps 18a – 18d. The WUI Risk Index rates the potential impact of wildfire on people and their homes on a scale of 0 (lowest risk) to -9 (highest risk). The Index uses housing density as a key factor to determine risk. The Index was developed by the Southern Group of State Foresters and uses housing density, plus others factors, to assess risk. Housing density is categorized based on the standard Federal Register and U.S. Forest Service Silvics data set categories. The data is presented as the number of houses per acre.

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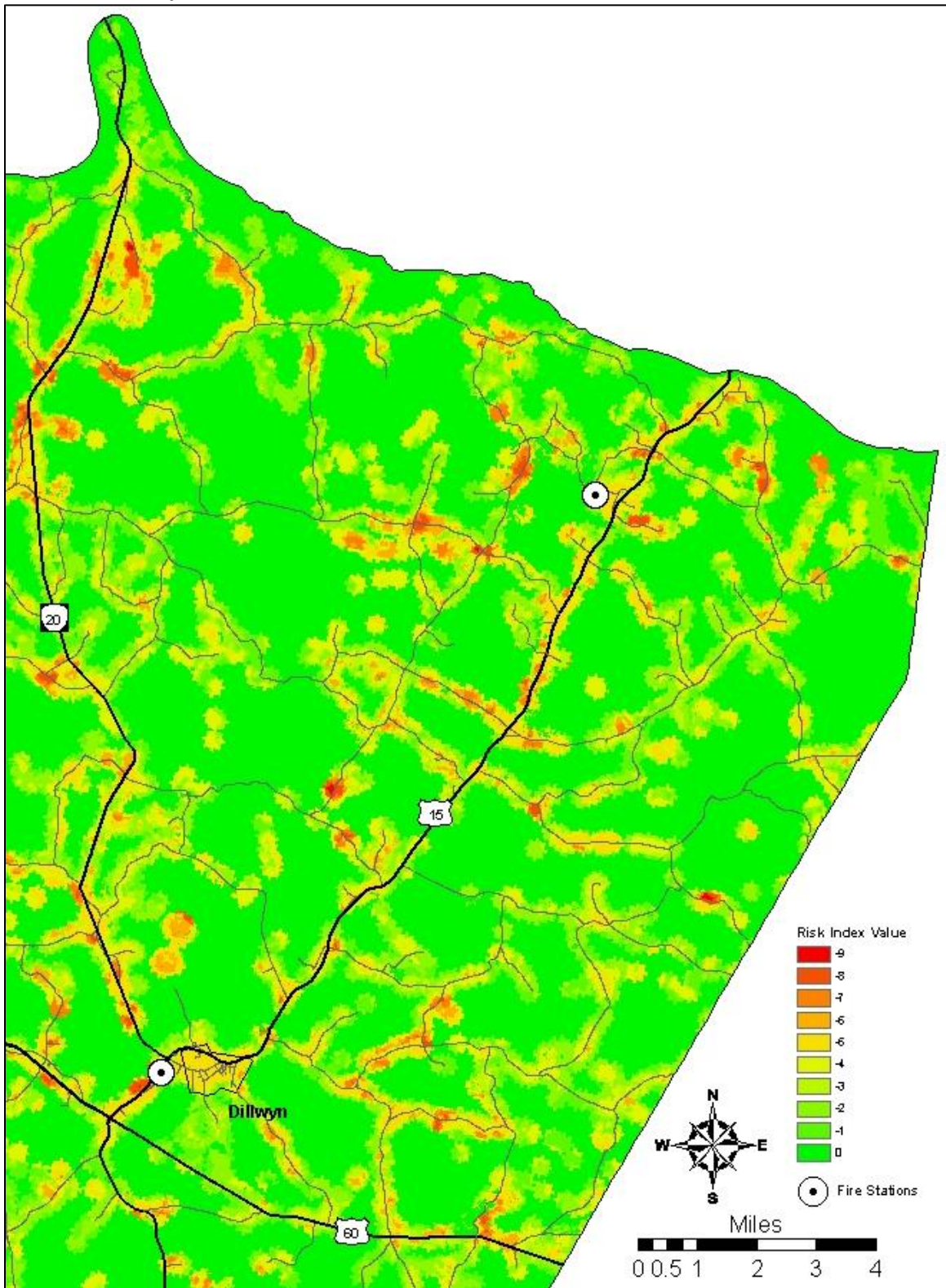
Map 18 – Wildland-Urban Interface Risk Index



Map created by CRC – October 2023  
(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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Map 18a – Wildland-Urban Interface Risk Index, Northeast Quadrant

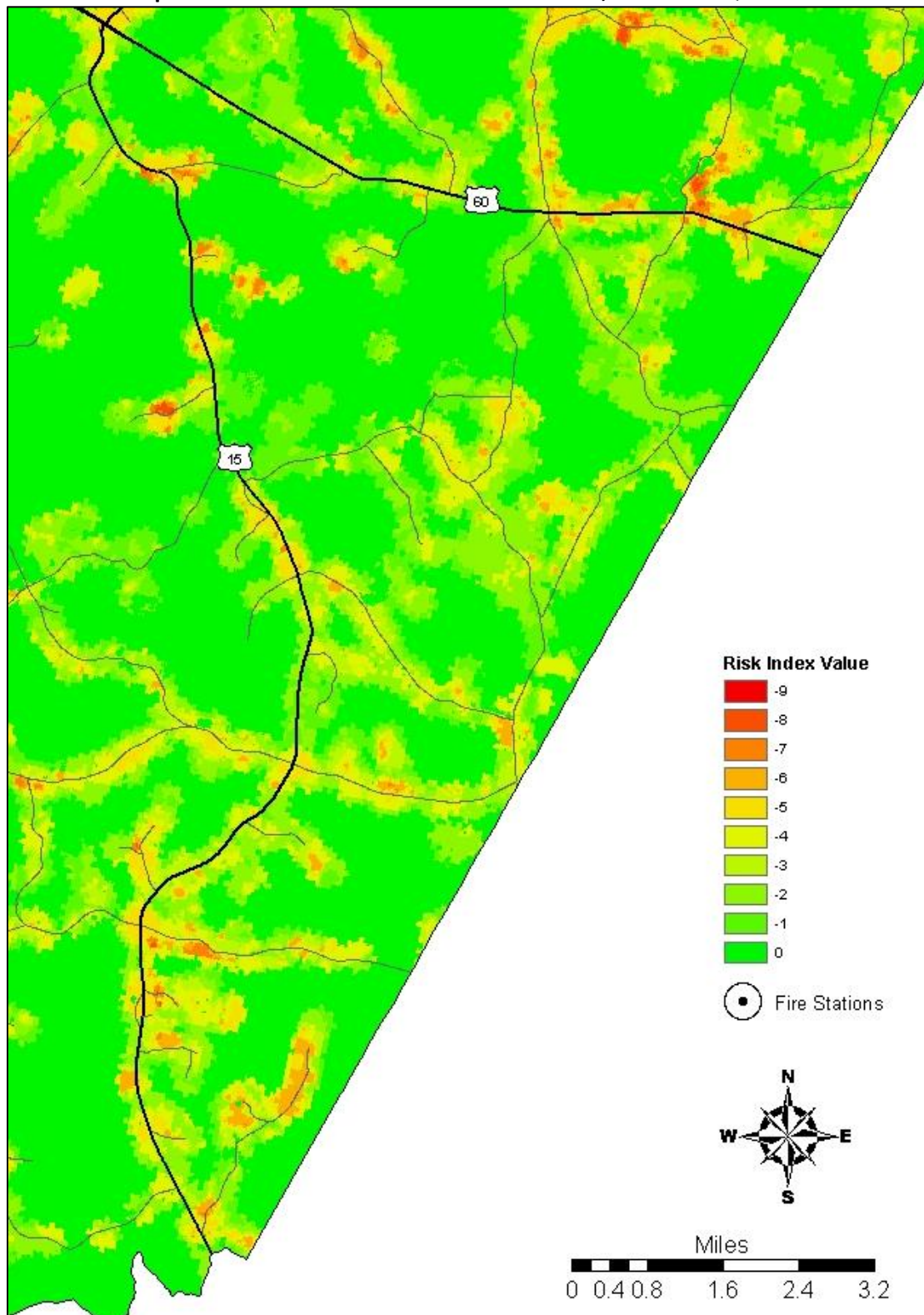


Map created by CRC – October 2023  
(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)



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Map 18b – Wildland-Urban Interface Risk Index, Southeast Quadrant

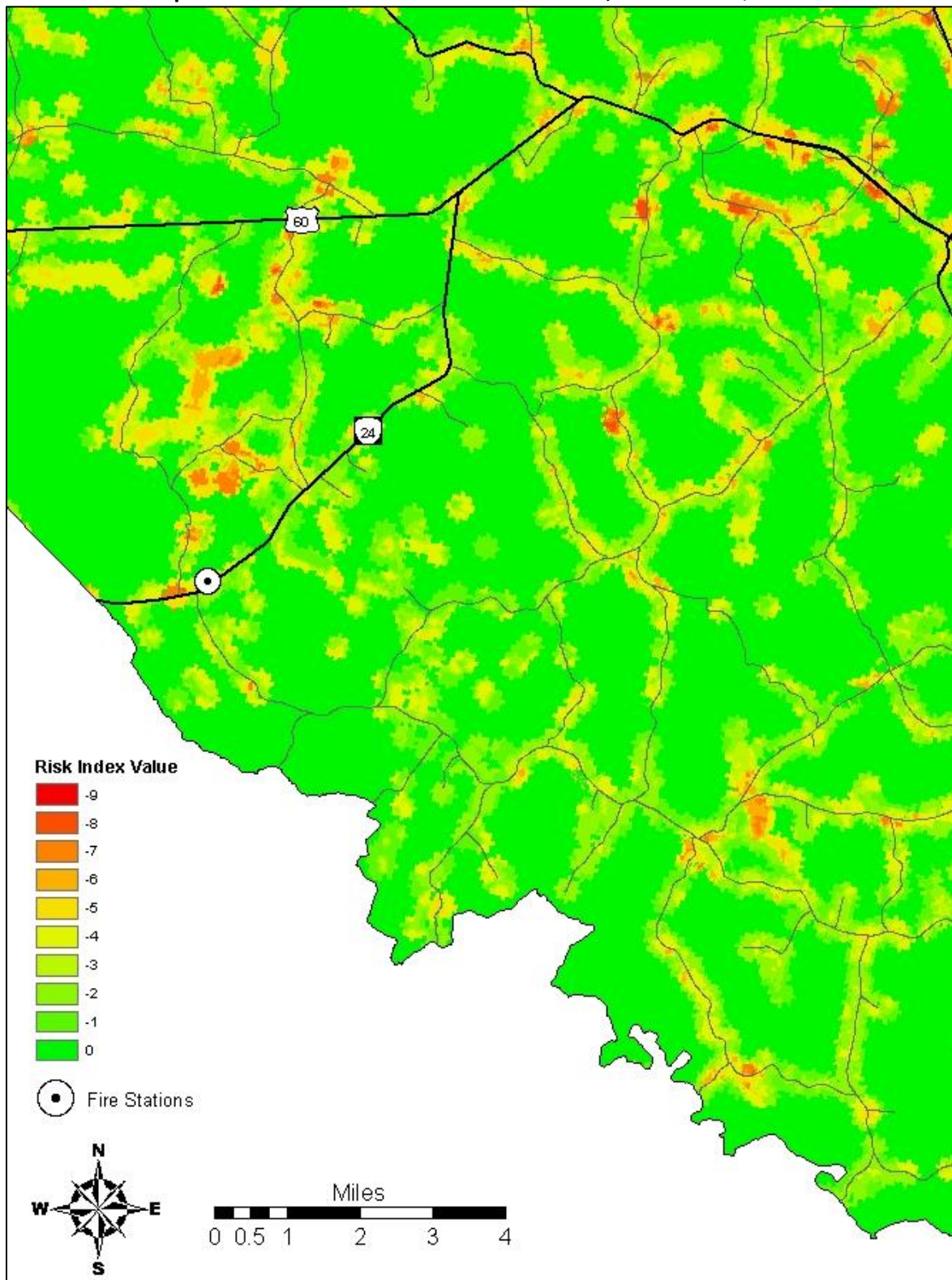


Map created by CRC – October 2023  
(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)



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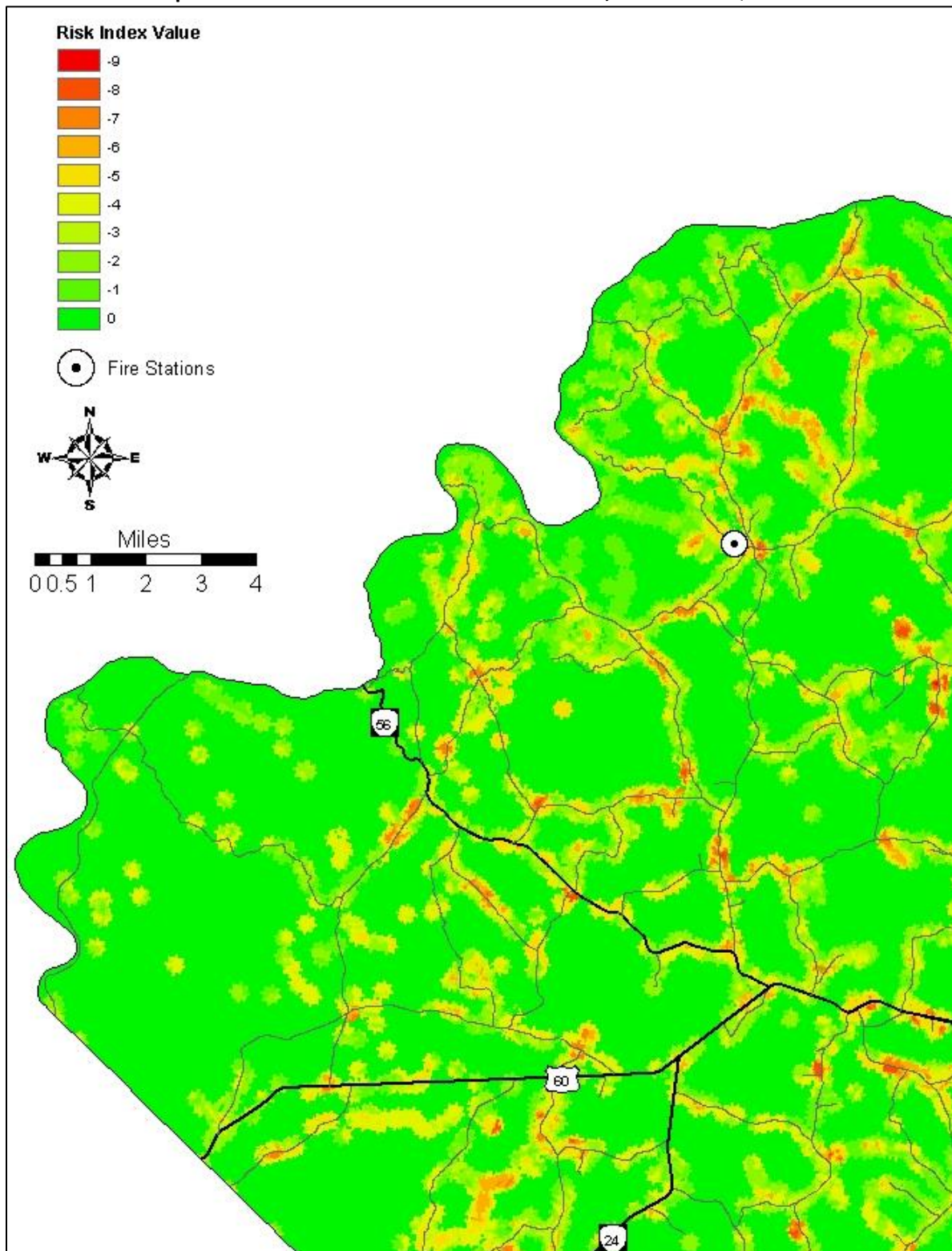
Map 18c – Wildland-Urban Interface Risk Index, Southwest Quadrant



Map created by CRC – October 2023  
(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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Map 18d – Wildland-Urban Interface Risk Index, Northwest Quadrant



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## IV: Transportation

### Introduction

Several factors must be considered in analyzing the transportation facilities for Buckingham County. A transportation system must first and foremost be safe and efficient. Residents expect to be able to transport themselves and their materials in the shortest period of time while being ensured they will arrive at their destination safely. The relationship between the transportation system and existing and proposed land use activities of the area are an additional concern. Greater transportation facilities will be needed more for some anticipated land uses than for others. This may have some bearing on the location of transportation facilities. Additionally, it is critical that the perceived transportation needs and desires of County residents be met.

### Highways and Roadways

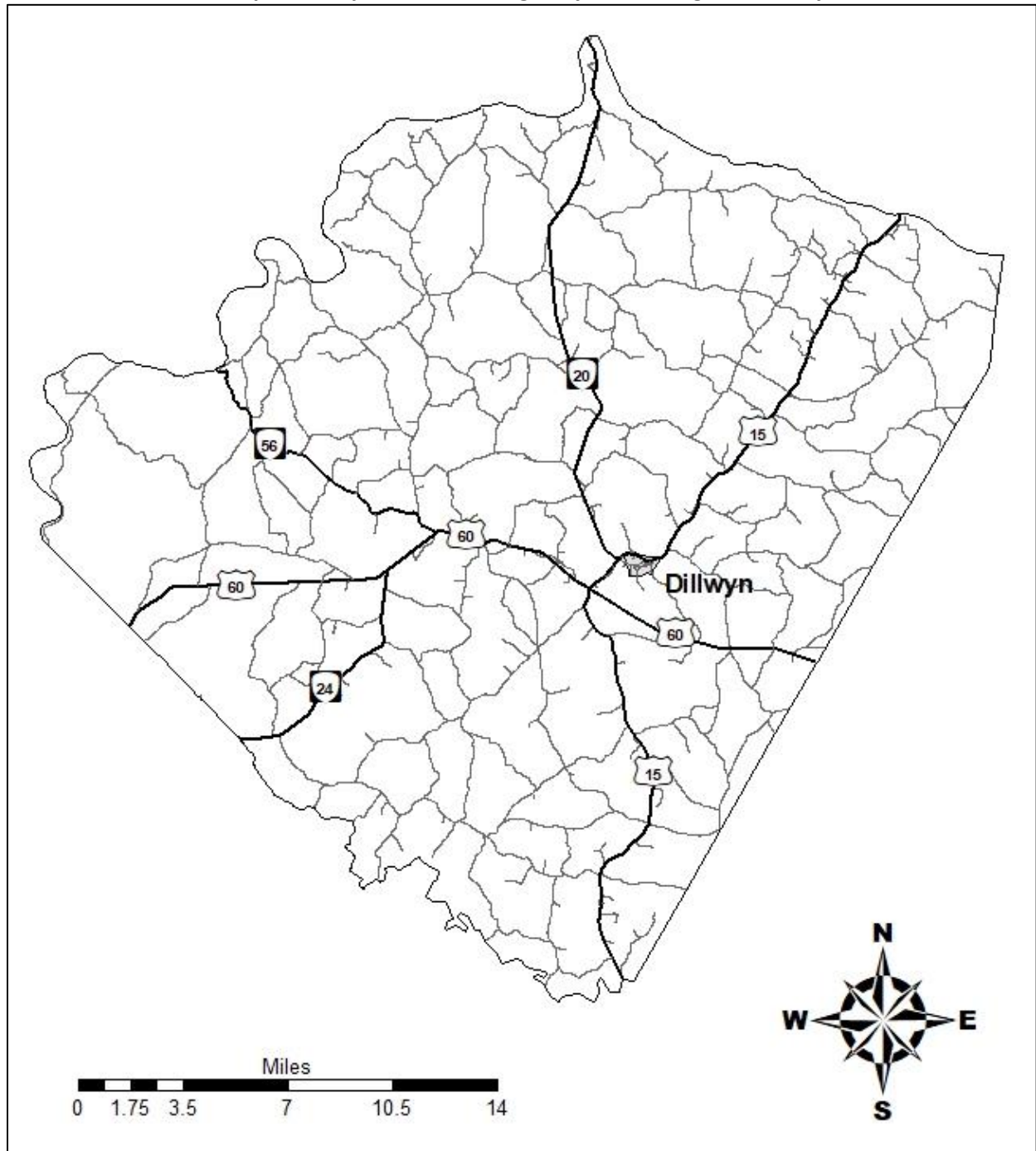
No interstate highways are located in Buckingham County. There is one four-lane highway in the County: a segment of U.S. 60, roughly four miles, passes through the middle part of the County. Map 19 highlights the major roads and highways in Buckingham County.

- U.S. Highway 60 in Buckingham County is a two-lane highway except for the one segment between Sprouses Corner and the Buckingham Court House Village that is four lanes. U.S. Highway 60 connects the County with the Richmond area to the east and Amherst County to the west.
- U.S. Highway 15 is a two-lane highway that connects Buckingham County with the Towns of Farmville and Keysville to the south and Zion Crossroads (where the highway accesses Interstate 64) to the north. From Keysville, the highway continues south through the Raleigh-Durham region of North Carolina then into South Carolina. From Interstate 64, the highway continues north through Maryland and Pennsylvania.
- Virginia Primary Highway 20 is a two-lane highway that starts at the intersection of U.S. Highway 15 just south of Dillwyn and runs north, passing through the City of Charlottesville and the Town of Orange. Virginia Primary Highway 20 ends at and connects to Virginia Primary Highway 3 between the Town of Culpeper and the City of Fredericksburg.
- Virginia Primary Highway 24 is a two-lane highway that starts at the intersection of U.S. Highway 60 just west of Buckingham Court House at Mount Rush and runs west, passing through the Town of Appomattox. From there, Virginia Primary Highway 24 continues west to the City of Roanoke
- Virginia Primary Highway 56 is a two-lane highway that starts at U.S. Highway 60 just west of Buckingham Court House at Duck's Corner and runs northwest into Nelson County.



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Map 19 – Major Roads and Highways in Buckingham County



Map created by CRC – November 2023

## Rail Service

Buckingham Branch Railroad owns the multiple rail lines throughout Western, Central and Southside Virginia. The company was founded by Bob and Annie Bryant in 1989, when they acquired the 17-mile rail line from Dillwyn to Bremo Bluff. Buckingham Branch owns that line and the historic Dillwyn Train Station, as well as lines that run south from Burkeville to Clarksville and lines that run east-west from Richmond to

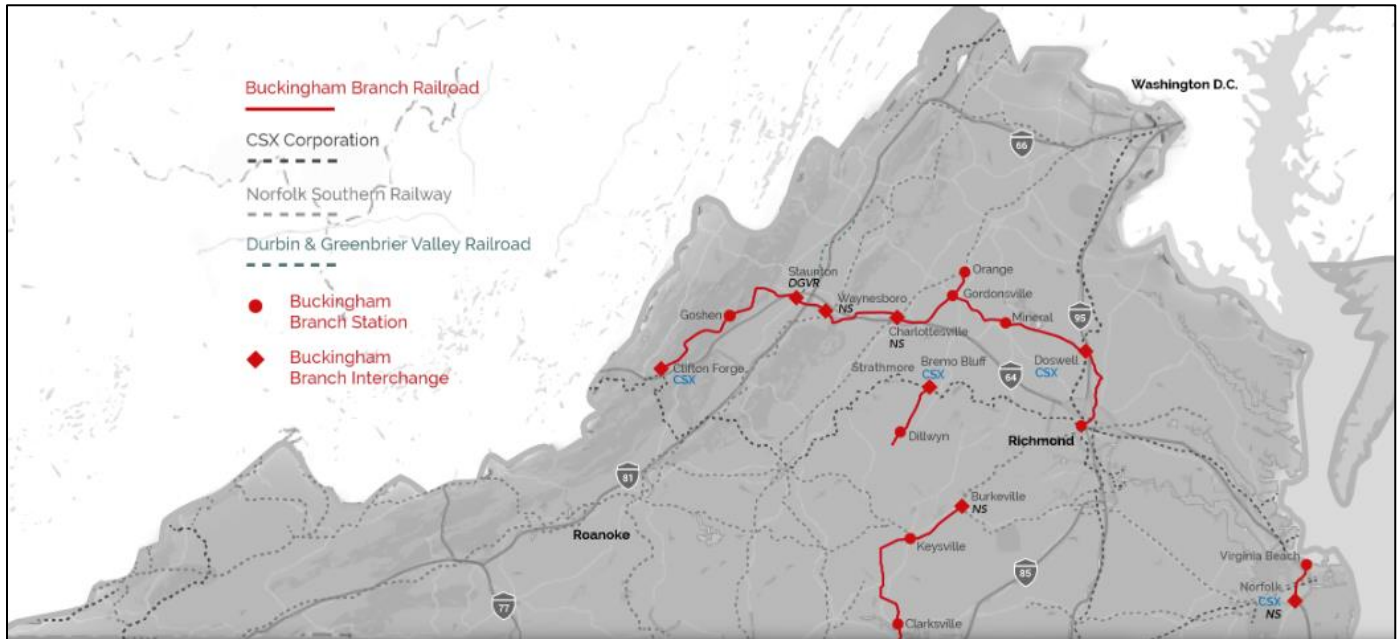


## DRAFT Buckingham County Comprehensive Plan

Clifton Forge and a short line that runs from Virginia Beach to Norfolk. According to the company website, Buckingham Branch now owns 280 miles of track. Buckingham Branch rail lines connect with lines owned by CSX Corporation. Trains using the Buckingham Branch system haul lumber, slate, and other types of freight. Map 20 shows the Buckingham Branch rail system.

There is no passenger rail service in the area. The closest passenger rail is in Richmond, Charlottesville, and Lynchburg, all of which provide Amtrak services.

**Map 20 – Buckingham Branch Rail Network**



Source: Buckingham Branch Railroad (<http://buckinghambranch.com/>)

### Airports

The nearest airports with scheduled commercial air passenger service are Lynchburg Regional Airport in Lynchburg, Virginia (46.3 miles from Buckingham Court House) and Charlottesville-Albemarle Airport just north of Charlottesville, Virginia (52.7 miles from Buckingham Court House). Richmond International Airport just east of Richmond, Virginia (80.2 miles from Buckingham Court House), Dulles International Airport just west of Washington, DC (138 miles from Buckingham Court House), Ronald Reagan Washington National Airport in Arlington, Virginia (144 miles from Buckingham Court House), and Raleigh-Durham International Airport in North Carolina (146 miles from Buckingham Court House) also offer scheduled commercial air passenger service.

There are four airports with paved runways in Planning District 14: Farmville Municipal Airport, Allan C. Perkinson Airport at the Blackstone Army Airfield (Fort Barfoot), Crewe Municipal Airport, and the Lunenburg County Airport. While there are no public airports located in Buckingham County, there are several private runways and grass strips located in the County.

### Road Maintenance

The Virginia Department of Transportation (VDOT) maintains and provides maintenance funds for Buckingham County's Road system. The criterion for funding depends on whether a road is classified as primary or secondary. Primary roads are a statewide network connecting cities, towns, and other points

## DRAFT Buckingham County Comprehensive Plan

of interest. They include all roads with state and federal route numbers below 600 and numbered roads that serve as extensions to primary roads. All other public roads in the area are secondary roads.

VDOT has divided the state into nine (9) construction districts. Buckingham County is included in the Lynchburg District. This District covers a total of nine (9) counties, which include: Amherst, Appomattox, Buckingham, Campbell, Cumberland, Halifax, Nelson, Pittsylvania, and Prince Edward.

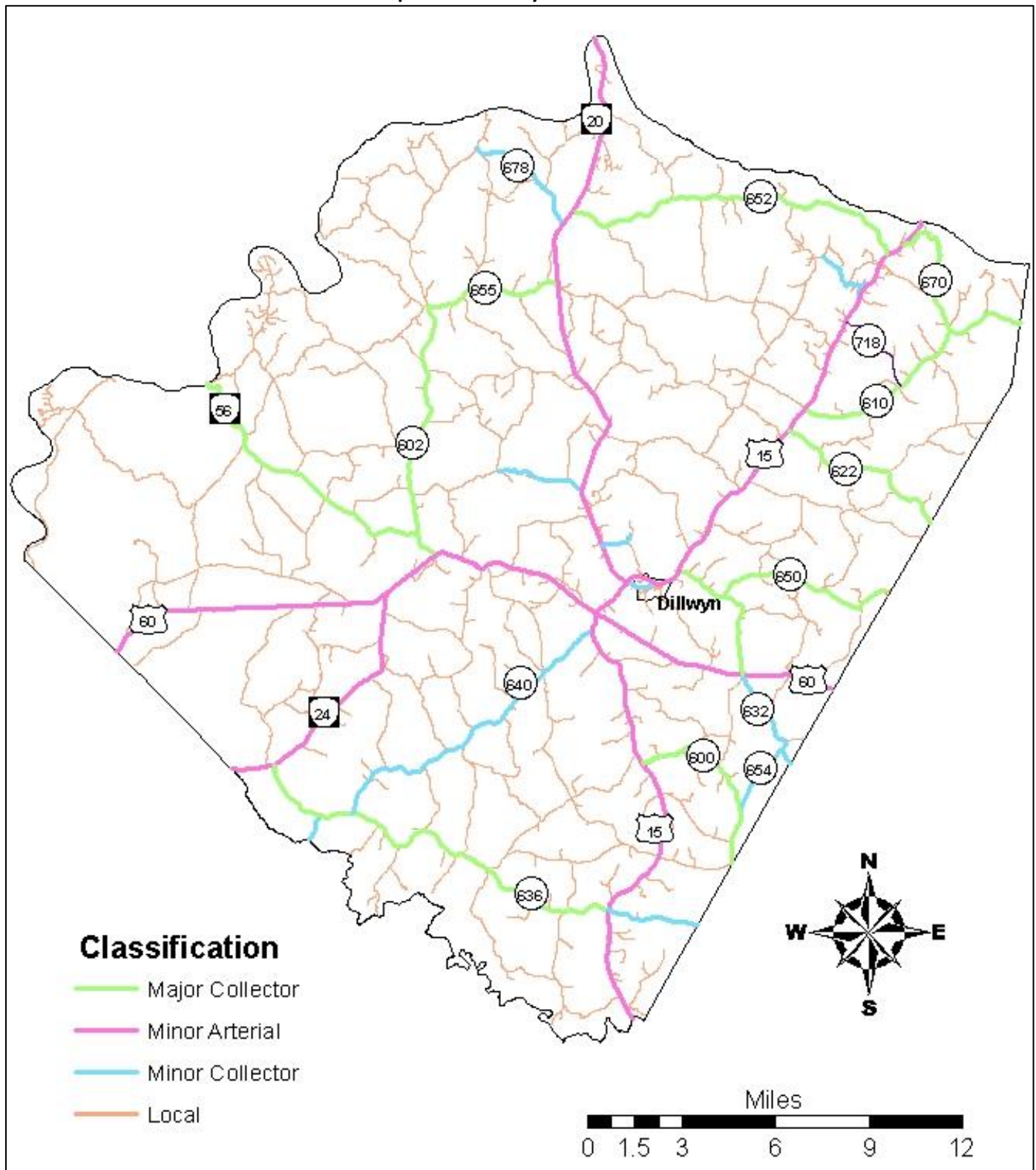
### Highway Functional Classification Plan

According to the VDOT, highway functional classification is a grouping of highways into systems according to the character of service that they are intended to provide (see Map 21 and Figure 31). All roads within Buckingham County are considered rural. The following are the Virginia Department of Transportation definitions for the rural road classifications:

- Principal Arterial – These highways provide an integrated network of roads that connect principal metropolitan areas and serve virtually all of the demands of an urban area such as statewide and interstate travel. Traffic on this type of road normally has the right-of-way except in areas of high hazard, and then controls are used.
- Minor Arterial – These highways link cities and large towns and provide an integrated network for intrastate and inter-county service. They supplement the principal arterial system so that geographic areas are within a reasonable distance of an arterial highway. They are intended as routes that have minimum interference to through movement.
- Major Collector – These highways provide service to any county seat, large towns or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intra-county travel corridors.
- Minor Collector – These highways collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with the rural areas.
- Local – These roads provide access to adjacent land and serve travel of short distances as compared to the higher systems.

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Map 21 – Roadway Classification



Map created by CRC – March 2024  
Source: VDOT

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Figure 31 – Total Roadway Miles in Buckingham County

<b>Total Local Roadway Miles</b>	<b>1,343.38</b>
<b>Major Collector</b>	<b>97.48</b>
<b>Minor Arterial</b>	<b>84.80</b>
<b>Minor Collector</b>	<b>33.24</b>
<b>Local</b>	<b>1,127.86</b>

Source: VDOT

### Virginia Department of Highways and Transportation Plans for Road Improvements

The Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, through the Commonwealth's Transportation Board, promulgates the Virginia Transportation Development Plan, formerly known as the Six Year Improvement Program. This plan is updated annually and is divided into two (2) sections for developing highway projects. In the first section, the Feasibility phase, federal and state laws, and regulations require various studies. During this phase, the scope, schedule, and budget of a project are at their most tentative stage and significant delays often occur. In the second section, the Capital Improvement Program phase, projects are refined and approaching construction. The plan also includes information on all roadway systems, except secondary roads. The Six-Year program includes 28 projects in Buckingham County:

- U.S. 15 – Shoulder widening and addition of rumble strips (construction underway)
- U.S. 15 – Add turn lanes at Route 636 (completed)
- Route 731 – Install flashing lights and gates
- Route 608 – Surface treat non-hard surface
- Route 620 – Surface treat non-hard surface
- Route 622 – Surface treat non-hard surface
- Route 627 – Surface treat non-hard surface
- Route 649 – Surface treat non-hard surface
- Route 653 – Surface treat non-hard surface
- Route 664 – Surface treat non-hard surface
- Route 679 – Surface treat non-hard surface
- Route 693 – Surface treat non-hard surface
- Route 702 – Surface treat non-hard surface
- Route 705 – Surface treat non-hard surface
- Route 708 – Surface treat non-hard surface
- Route 713 – Surface treat non-hard surface
- Route 714 – Surface treat non-hard surface
- Route 717 – Surface treat non-hard surface
- Route 739 – Surface treat non-hard surface
- Route 740 – Surface treat non-hard surface
- Route 756 – Surface treat non-hard surface
- Route 766 – Surface treat non-hard surface
- Route 778 – Surface treat non-hard surface
- Route 780 – Surface treat non-hard surface
- Route 790 – Surface treat non-hard surface
- Route 801 – Surface treat non-hard surface
- Route 804 – Surface treat non-hard surface



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## Citizens Survey Results on Road Improvements

According to feedback gained in the citizen survey, the most cited needs for improvement in the County are: pothole repairs; road widening; brush/tree maintenance; road maintenance/repair; reduce the amount of litter along roadways and road safety. Other needs that got slightly lower response rates were: cut back grass; cut back brush on back roads; no more big trucks/tractor trailers on back roads; and smooth pavement.

## CRC 2045 Regional Long-Range Transportation Plan

The Commonwealth Regional Council's (CRC) 2045 Regional Long-Range Transportation Plan identifies a handful of transportation needs in Buckingham County. The Plan identifies potential projects for VDOT funding. The Plan can be found online at [CRC-LRTP-2045-FINAL.pdf \(viriniasheartland.org\)](https://www.virginiasheartland.org/CRC-LRTP-2045-FINAL.pdf).

## VTrans

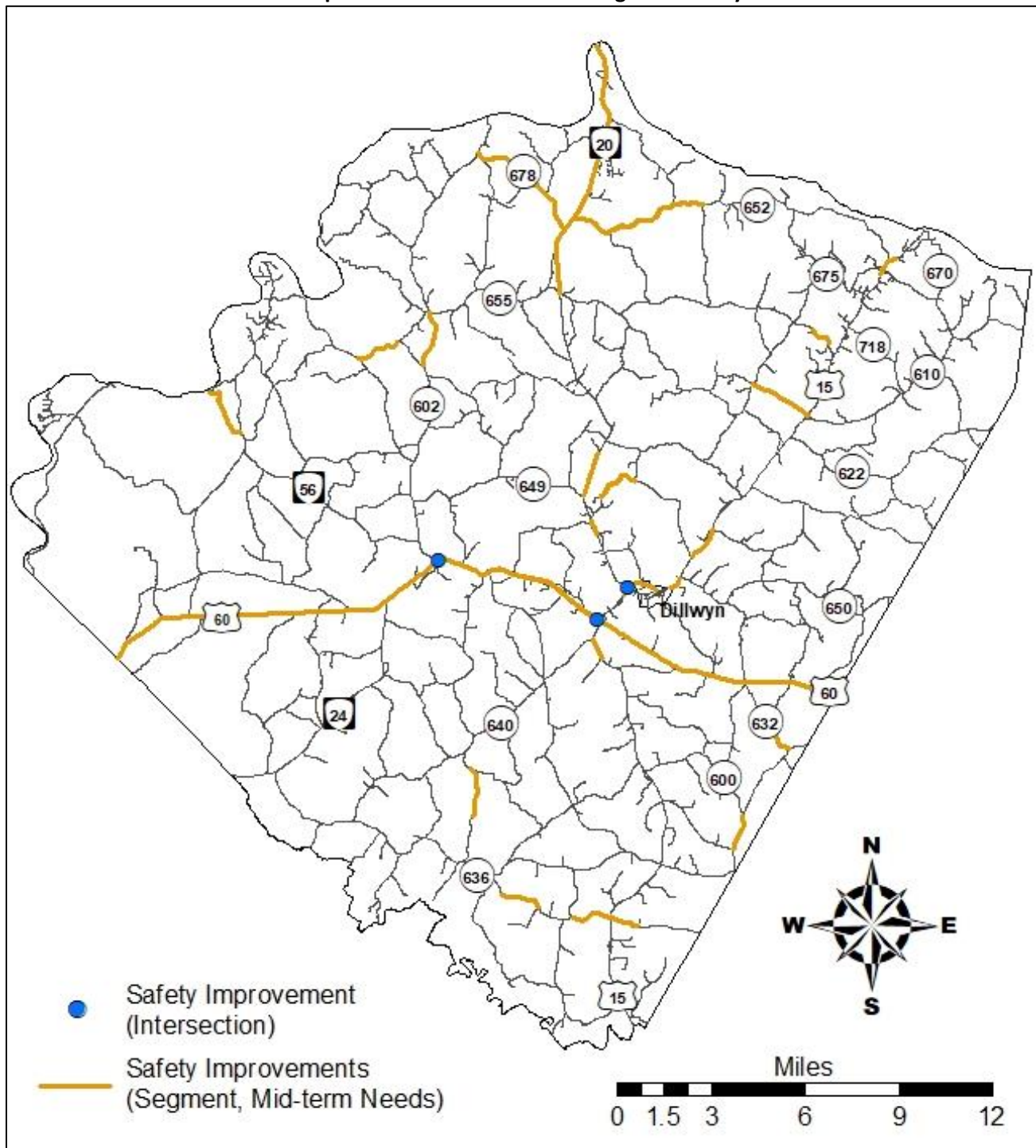
VTrans is the long-range, statewide multimodal policy plan developed by the Commonwealth Transportation Board (CTB) that lays out overarching Vision and Goals for transportation in the State of Virginia. It identifies transportation Investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. The VTrans2025 Report was adopted by the CTB in 2004, and the VTrans2035 Report was adopted in 2009.

The interim update of VTrans2035 (VTrans2035 Update) did not establish a new horizon year or include a fully updated analysis of anticipated long-range transportation needs, but rather focused on transforming the existing components of VTrans2035 into a new framework for linking system-wide performance evaluations to planning, policy development, and funding decisions. Using this "performance-based planning" framework, transportation agencies and decision-makers can use information about projected transportation needs with assessments of current system performance to develop cost-effective strategies that simultaneously address existing transportation needs and anticipated future conditions.

VTrans 2040 was adopted by the CTB in 2018. The most recent iteration of VTrans is the VTrans Update, which is currently underway (the CTB is moving away from including the year on each update). The VTrans Update notes VDOT is working with PDCs/Regional Councils throughout the Commonwealth to evaluate the state's rural multimodal transportation system and to recommend a range of improvements that address existing and future needs. VDOT used data from previous planning studies, Regional Long Range Plans and local comprehensive plans as well as internal data from the Office of Intermodal Planning and Investment to identify needs for localities across the State. Buckingham County is located in the Commonwealth Regional Council (Planning District 14) region. Identified needs in Buckingham County are denoted in Map 22.

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Map 22 – VTrans Needs in Buckingham County



Map created by CRC – January 2024  
Source: VDOT

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### Traffic Volumes/Level of Service/Volume-to-Capacity Ratio

The Virginia Department of Transportation (VDOT) compiles data to assess the condition of roads, highways, bridges, and large culverts. VDOT conducts a program where traffic count data is gathered from sensors in or along roads and highways. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. Annual data going back to 2001 can be seen at <http://www.virginiadot.org/info/ct-TrafficCounts.asp> (Traffic Volumes Maps). VDOT also calculates future traffic projections for roads and highways.

Maps 23 and 24 show present and projected future traffic volumes for Buckingham County for selected routes. Present routes are from 2019. Projected future traffic volumes are for 2045.

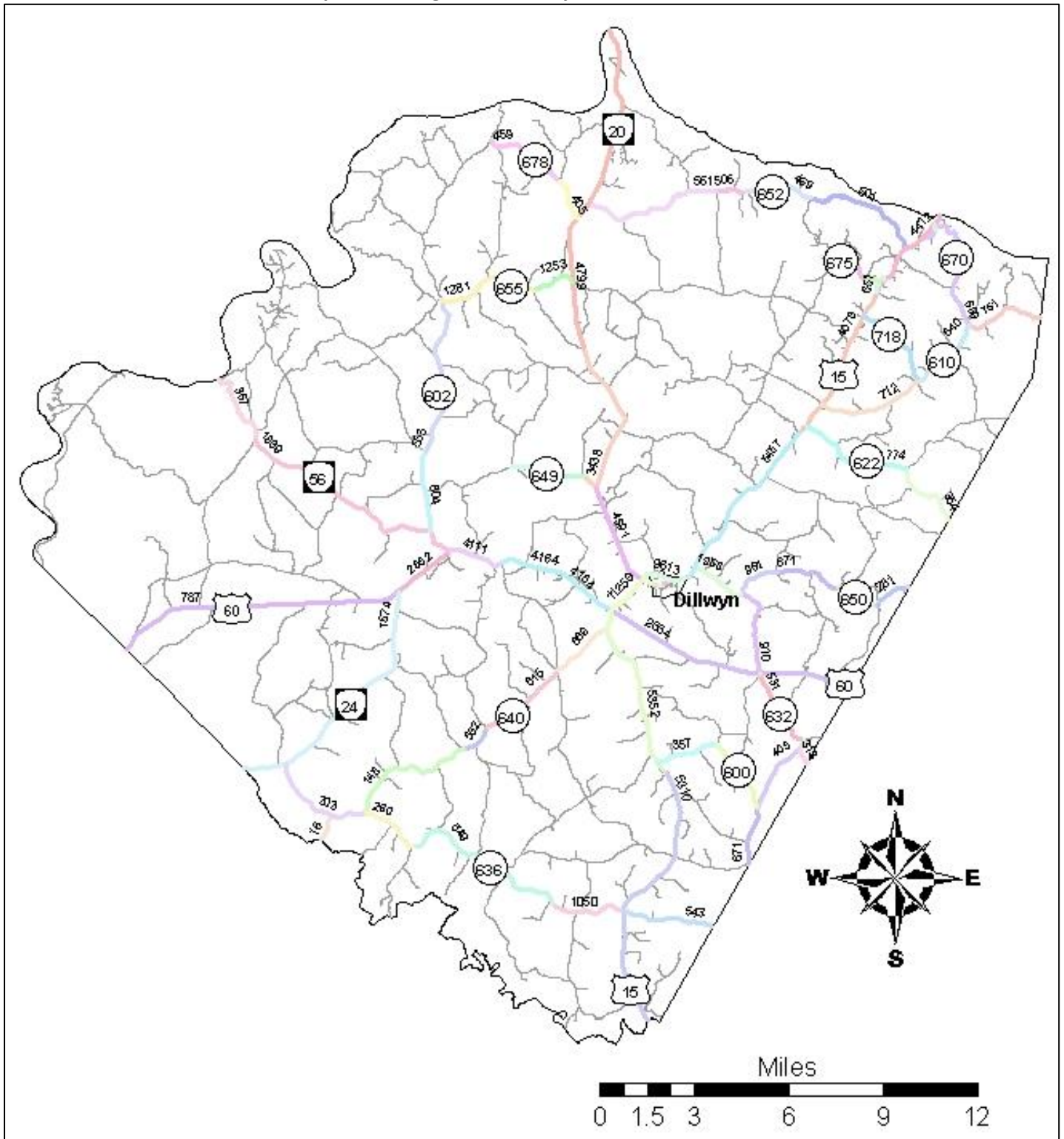
Map 25 shows present Level of Service for Buckingham County roads, and Map 26 shows projected Level of Service for 2045. Level of Service is defined as follows:

- Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
- Level of Service B: Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.
- Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
- Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
- Level of Service E: Unstable flow with intolerable delays.

Map 27 shows the current Volume-to-Capacity ratio of roads in Buckingham County. Map 28 shows projected Volume-to-Capacity Ratio for 2045. A ratio of less than 0.85 generally means that traffic volume capacity is adequate and vehicles are not expected to experience significant delays. A ratio of closer to 1.0 means that traffic flow may become unstable, and delays are possible. A ratio of more than 1.0 means that traffic flow is unstable, and excessive delays can be expected.

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### Map 23 - Average Annual Daily Traffic Volumes - 2019



Map created by CRC – March 2024

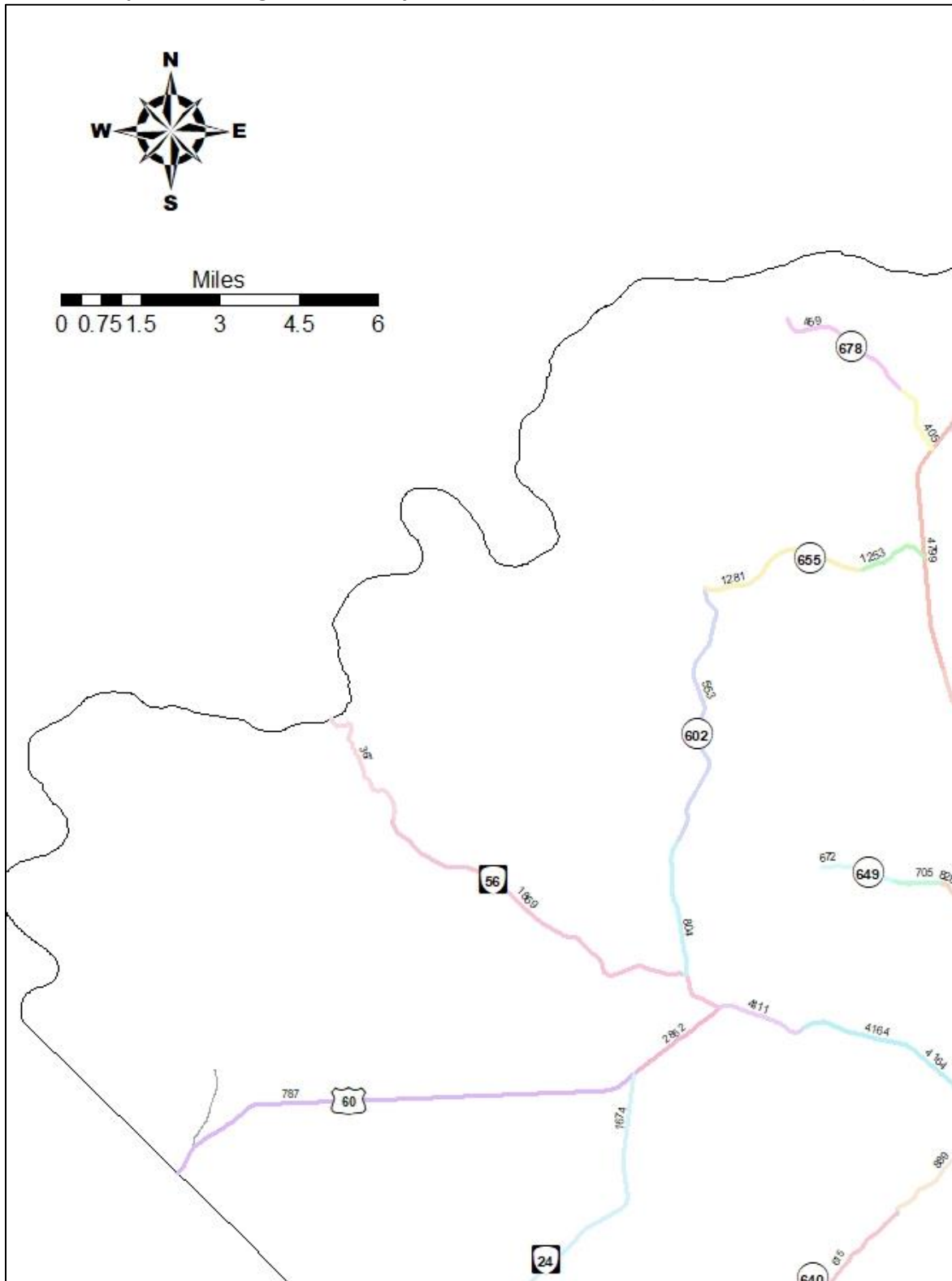
**Source: VDOT**





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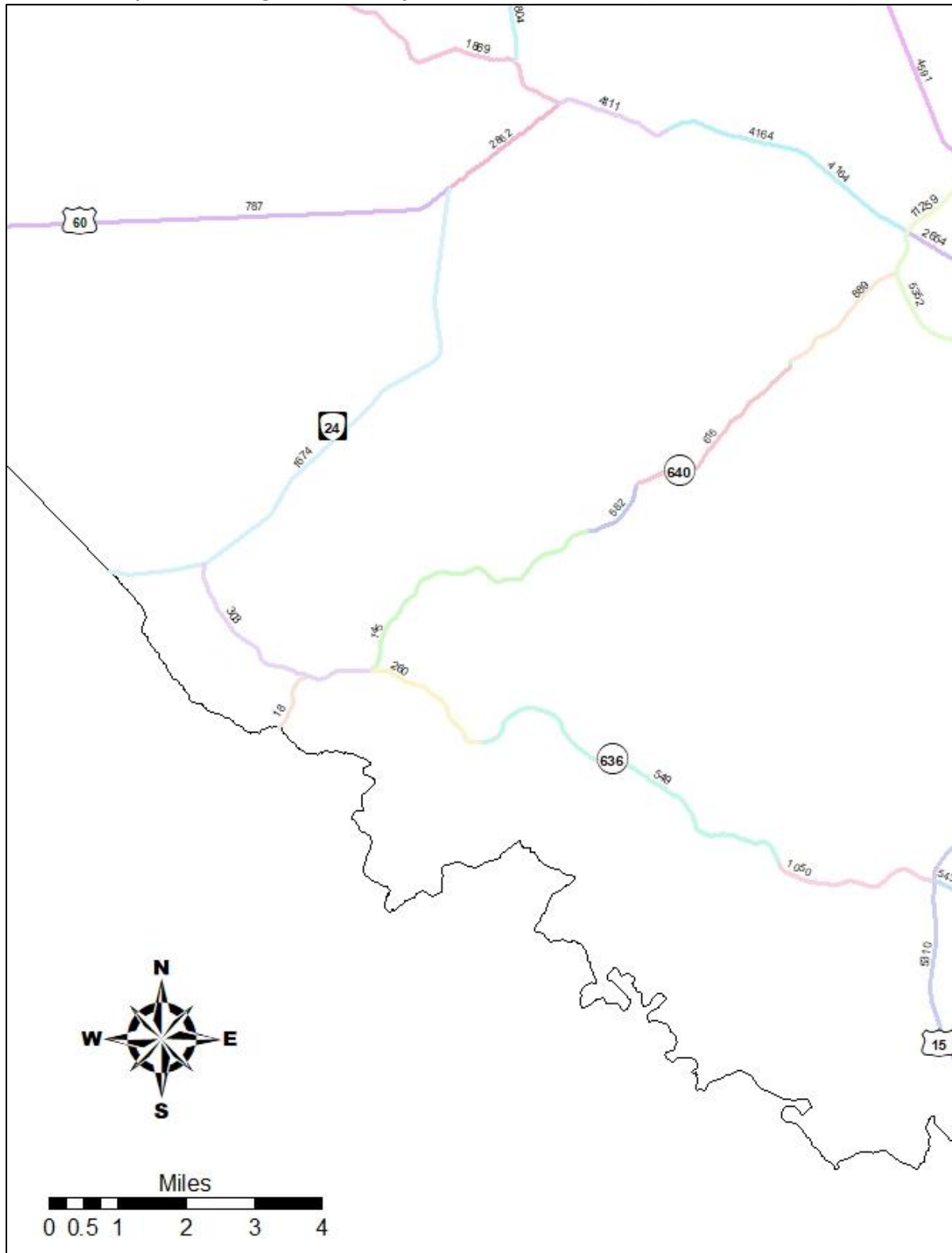
Map 23b - Average Annual Daily Traffic Volumes – 2019 (Northwest Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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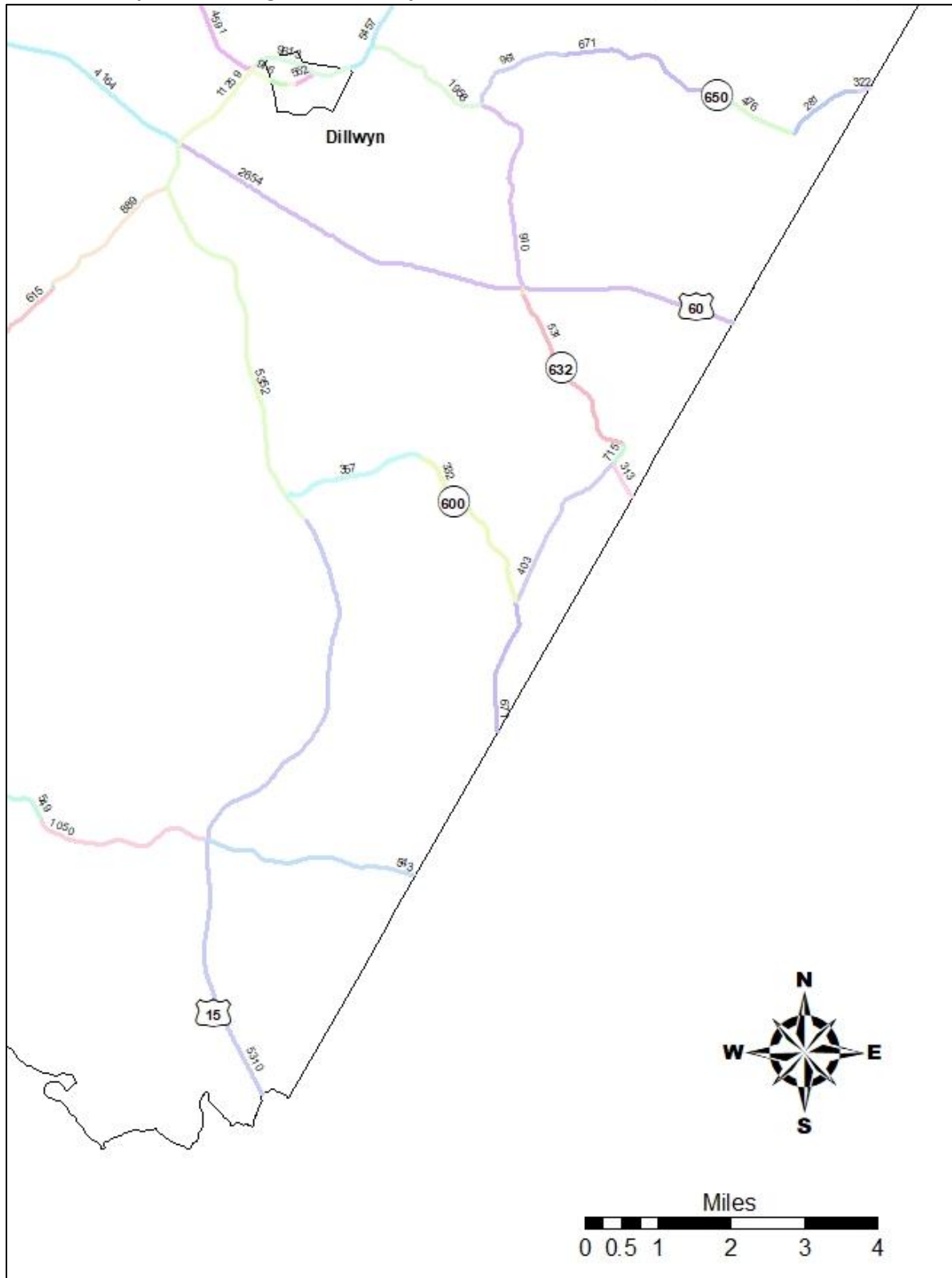
Map 23c - Average Annual Daily Traffic Volumes – 2019 (Southwest Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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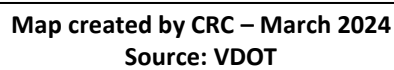
Map 23d - Average Annual Daily Traffic Volumes – 2019 (Southeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

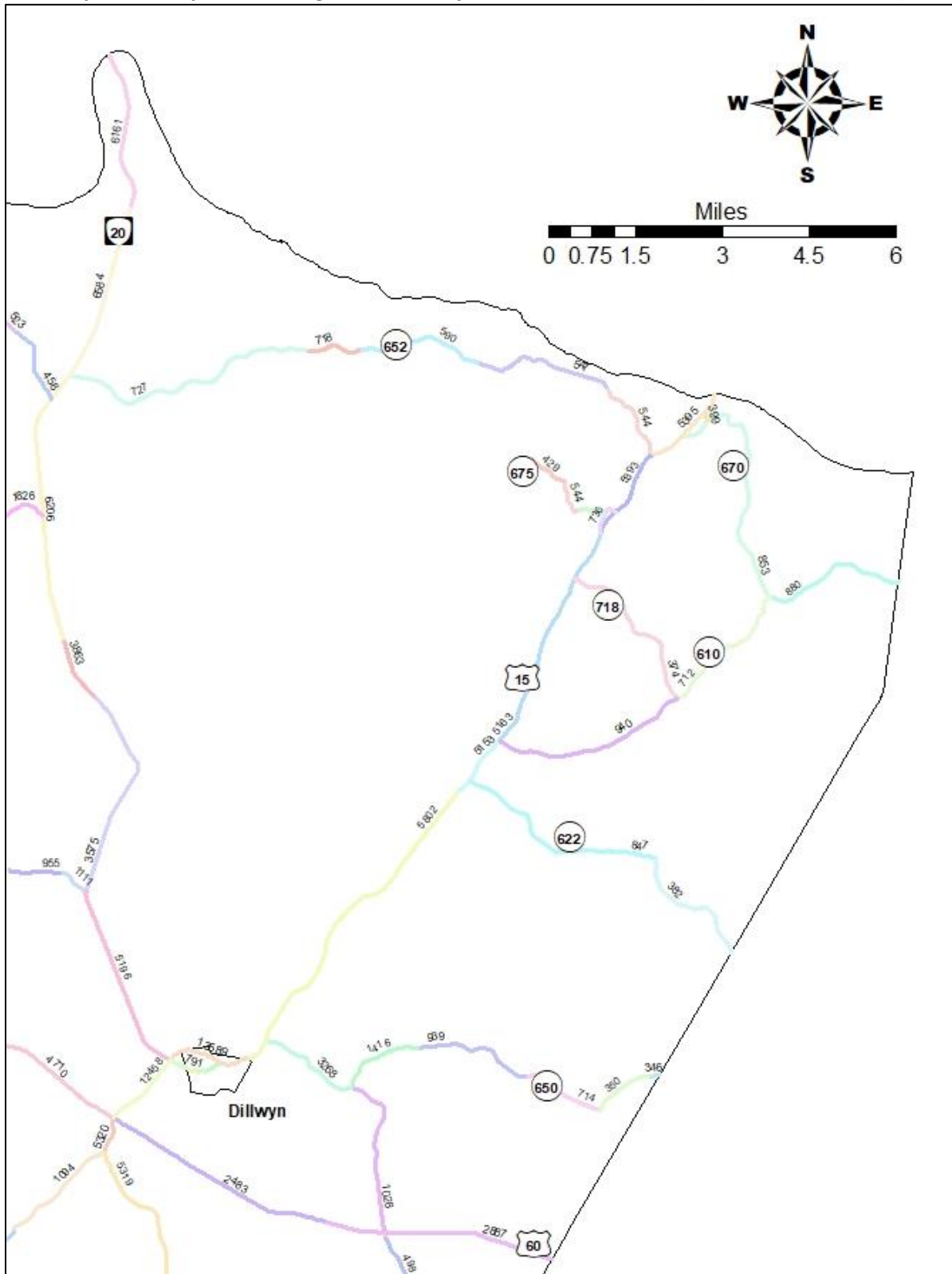


### Map 24 – Projected Average Annual Daily Traffic Volumes - 2045



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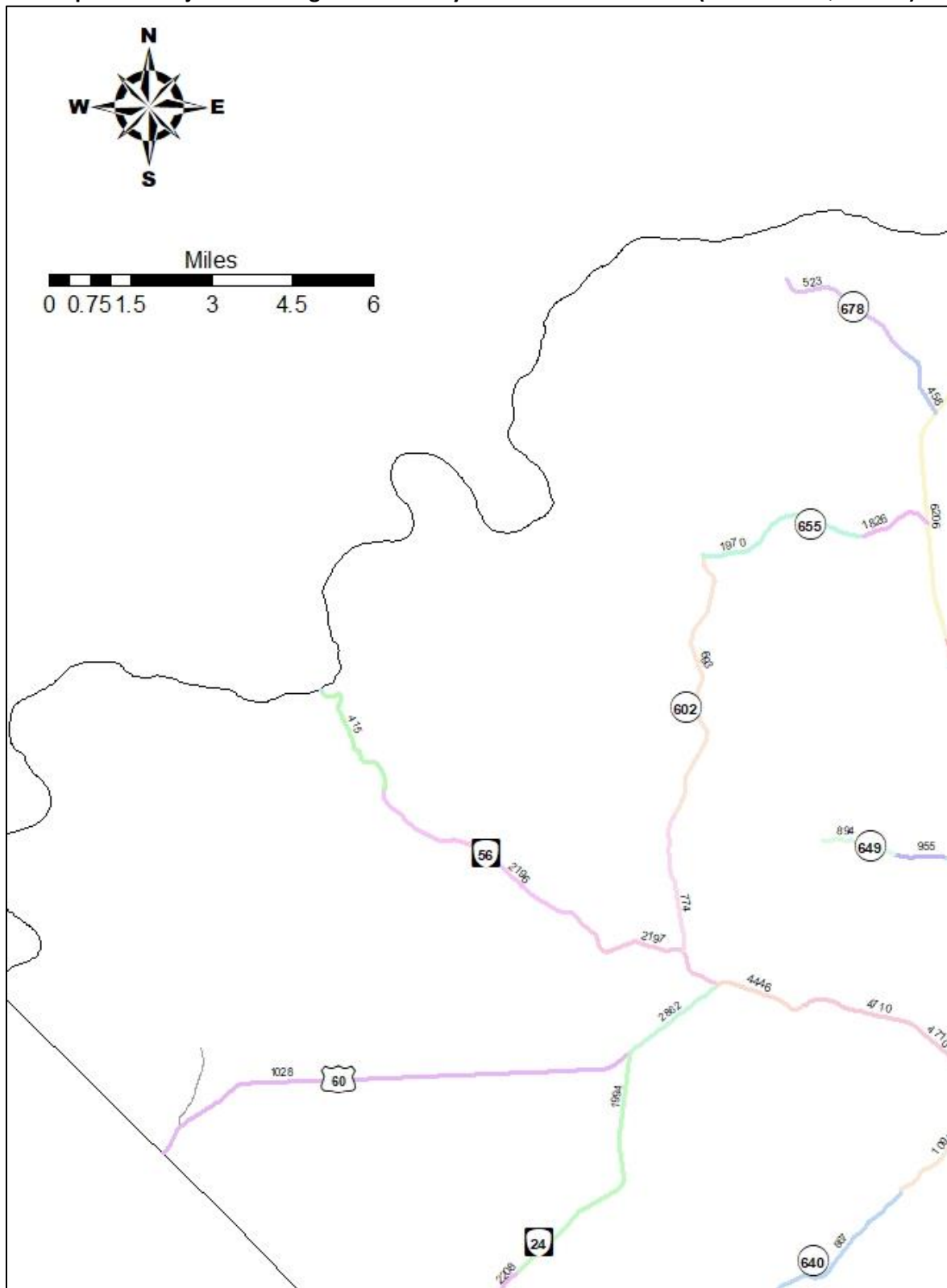
**Map 24a – Projected Average Annual Daily Traffic Volumes – 2045 (Northeast Quadrant)**



Map created by CRC – March 2024  
Source: VDOT

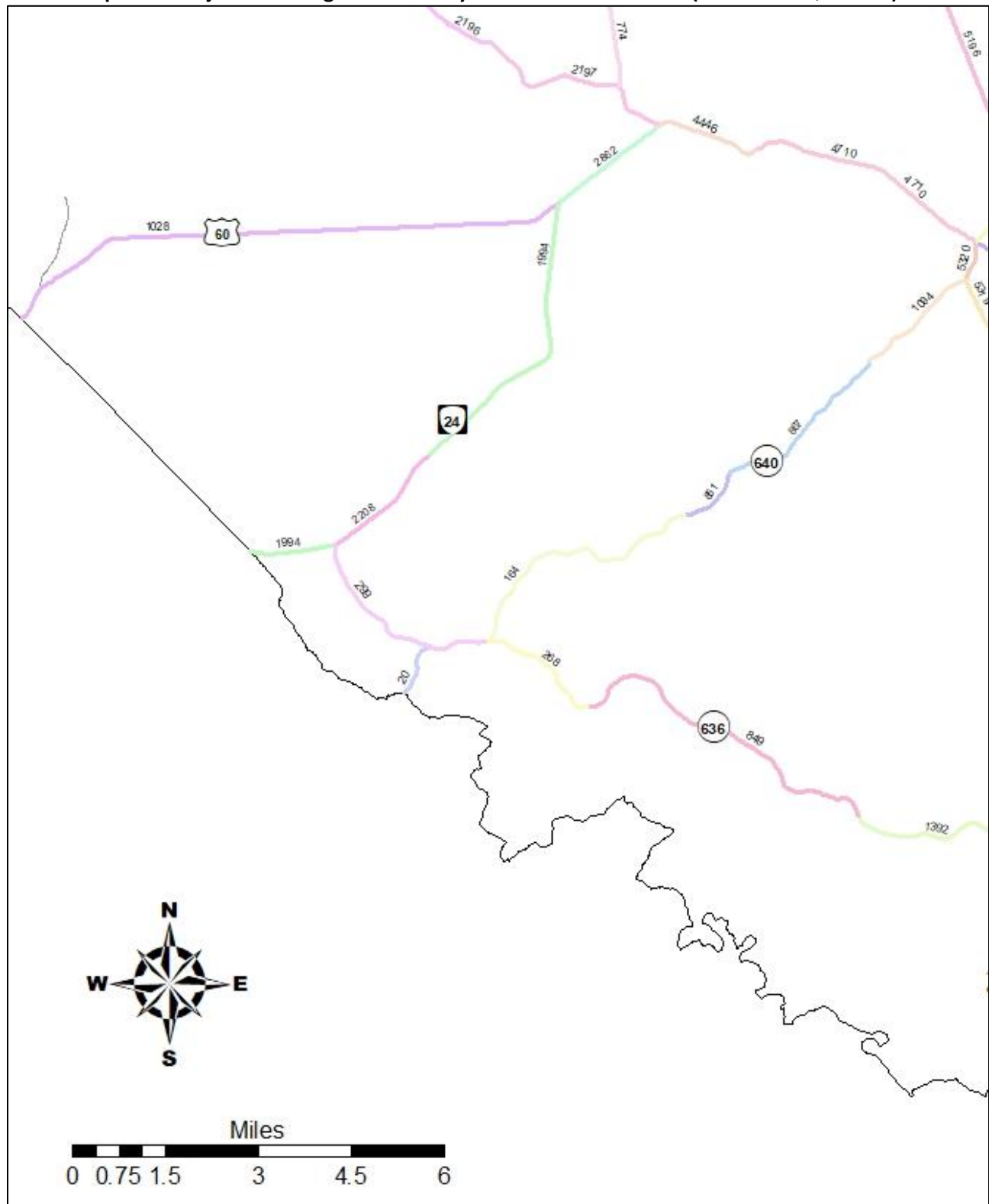
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Map 24b – Projected Average Annual Daily Traffic Volumes – 2045 (Northwest Quadrant)



# DRAFT Buckingham County Comprehensive Plan

Map 24c – Projected Average Annual Daily Traffic Volumes – 2045 (Southwest Quadrant)

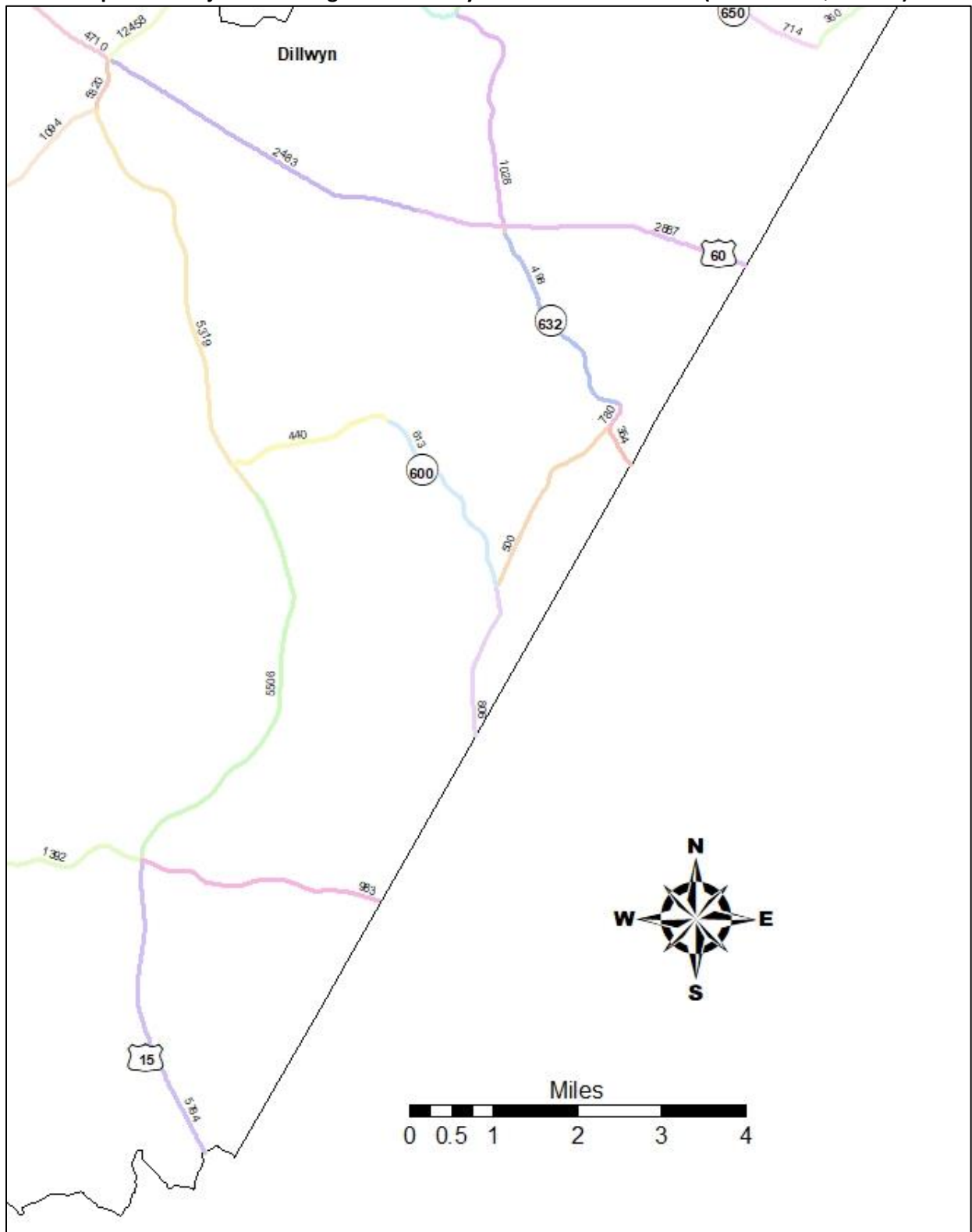


Map created by CRC – March 2024  
Source: VDOT



# DRAFT Buckingham County Comprehensive Plan

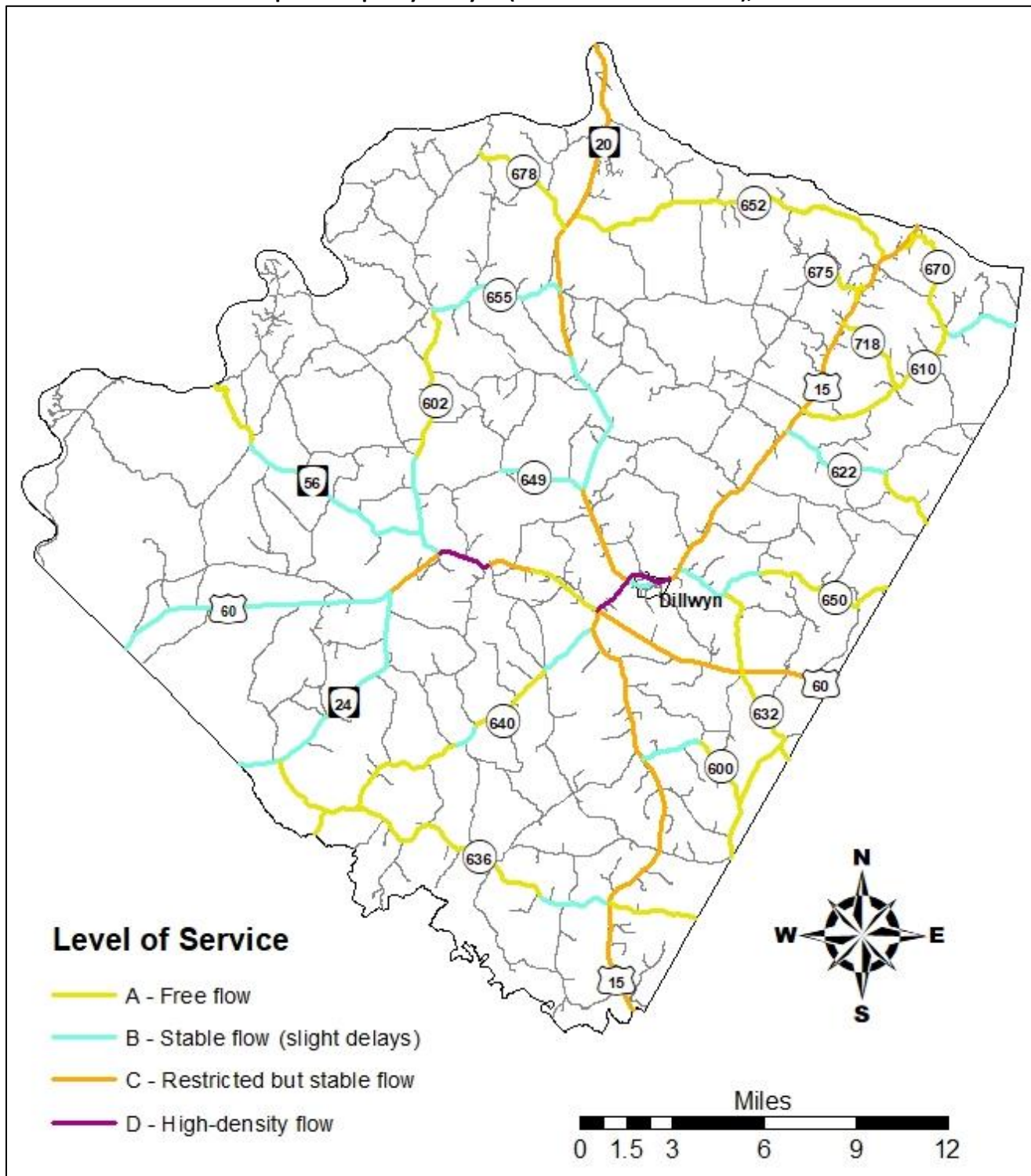
Map 24d – Projected Average Annual Daily Traffic Volumes – 2045 (Southeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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Map 25 – Capacity Analysis (Current Level of Service), 2019

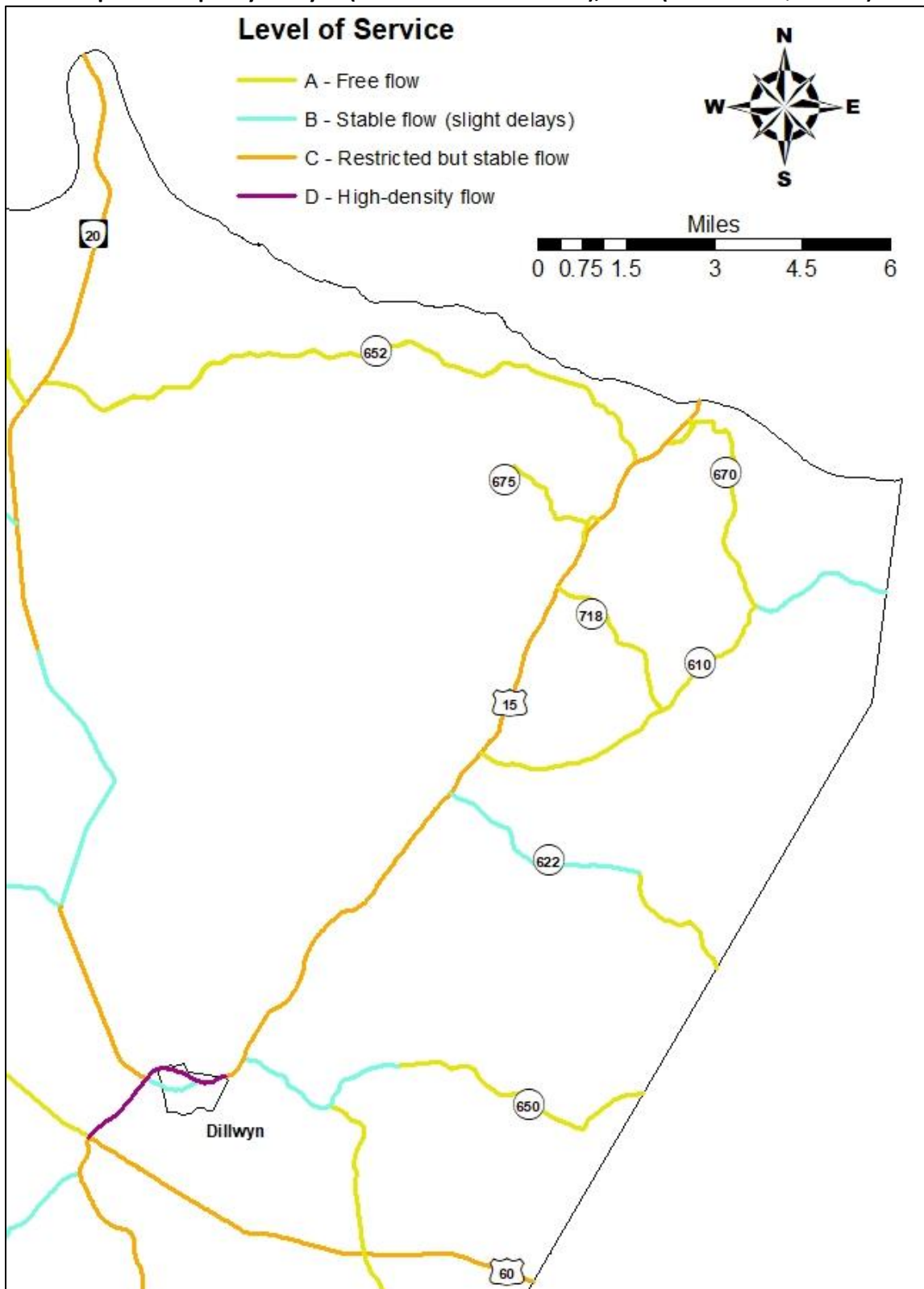


Map created by CRC – March 2024

Source: VDOT

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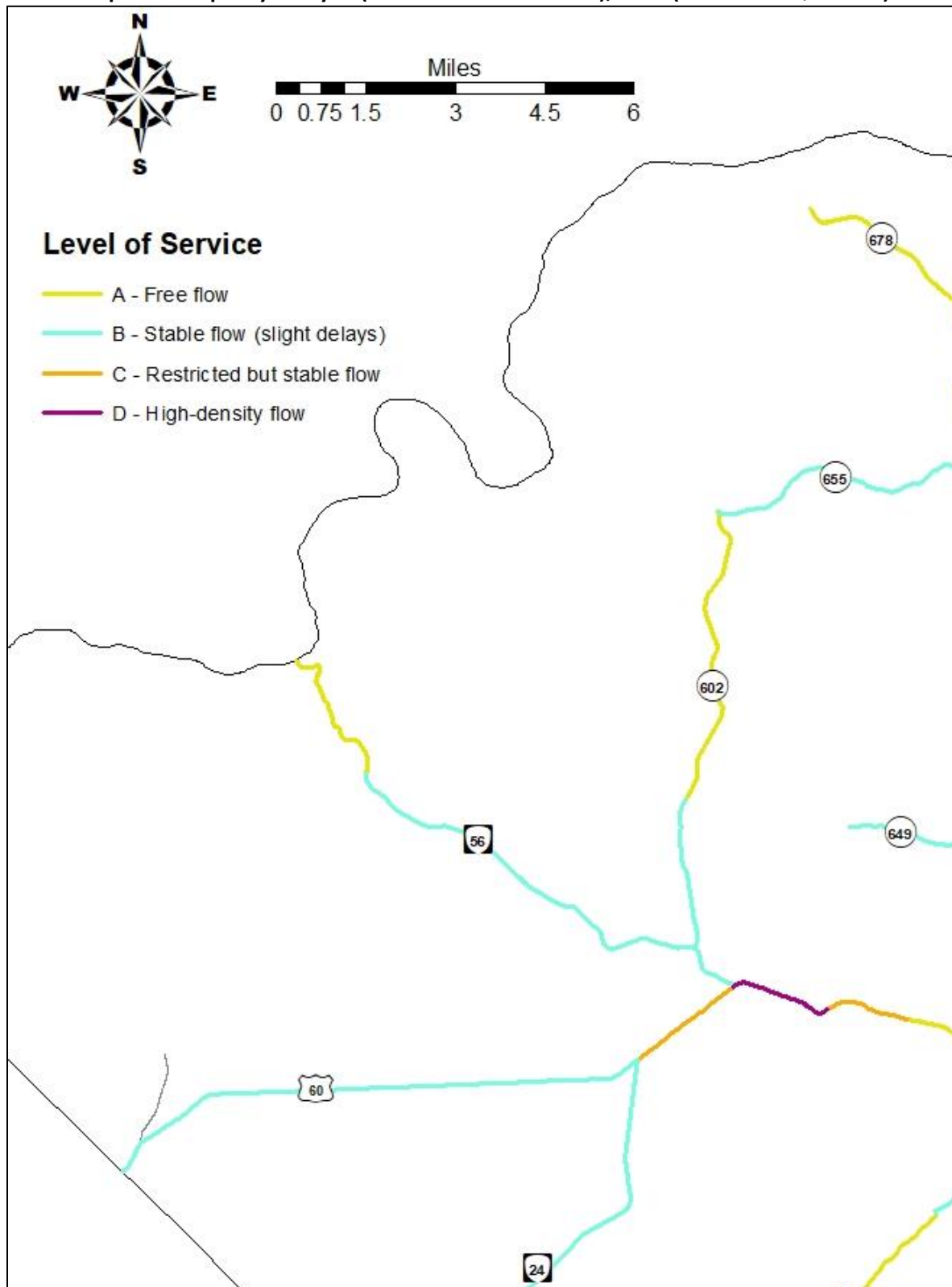
Map 25a – Capacity Analysis (Current Level of Service), 2019 (Northeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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Map 25b – Capacity Analysis (Current Level of Service), 2019 (Northwest Quadrant)

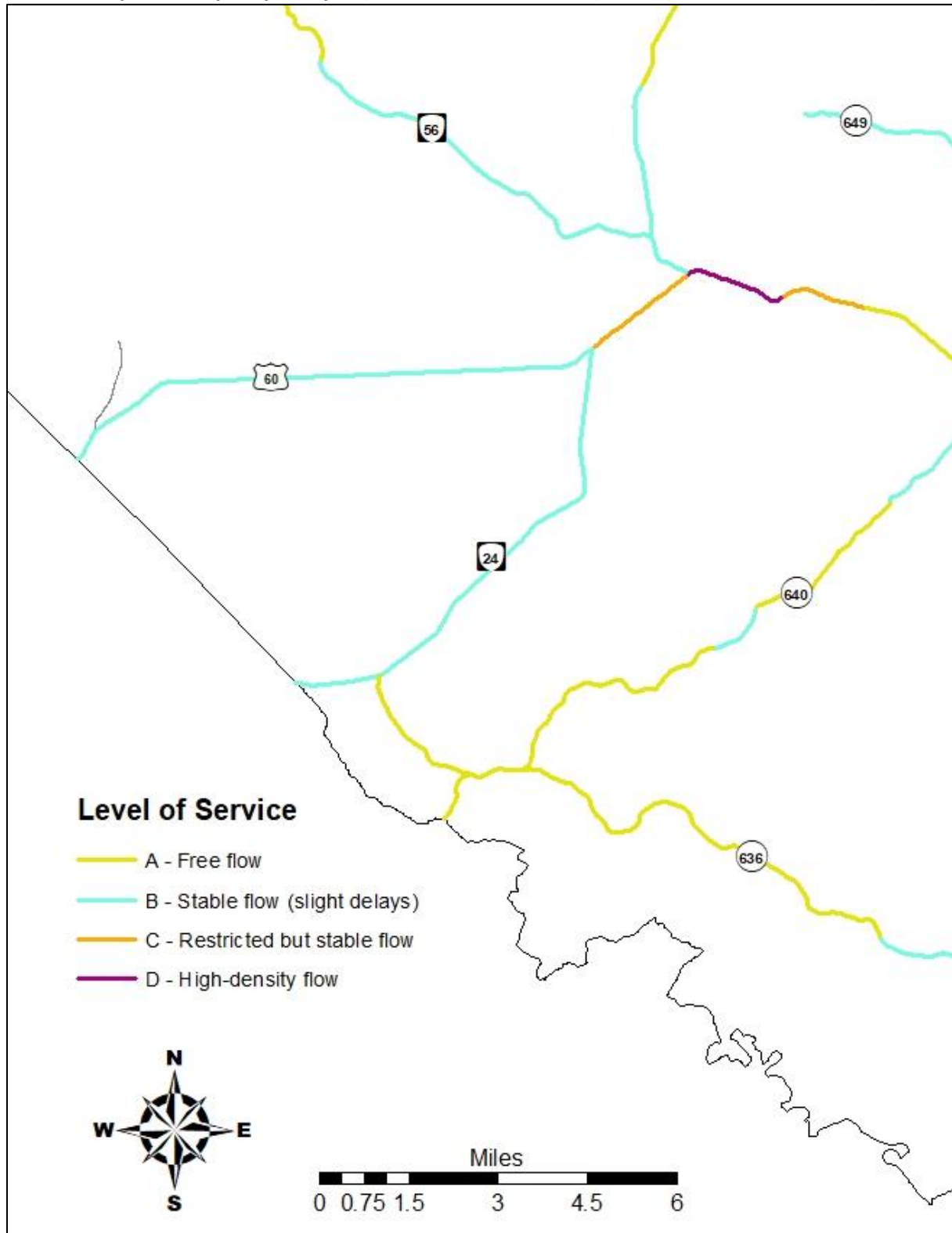


Map created by CRC – March 2024  
Source: VDOT



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Map 25c – Capacity Analysis (Current Level of Service), 2019 (Southwest Quadrant)

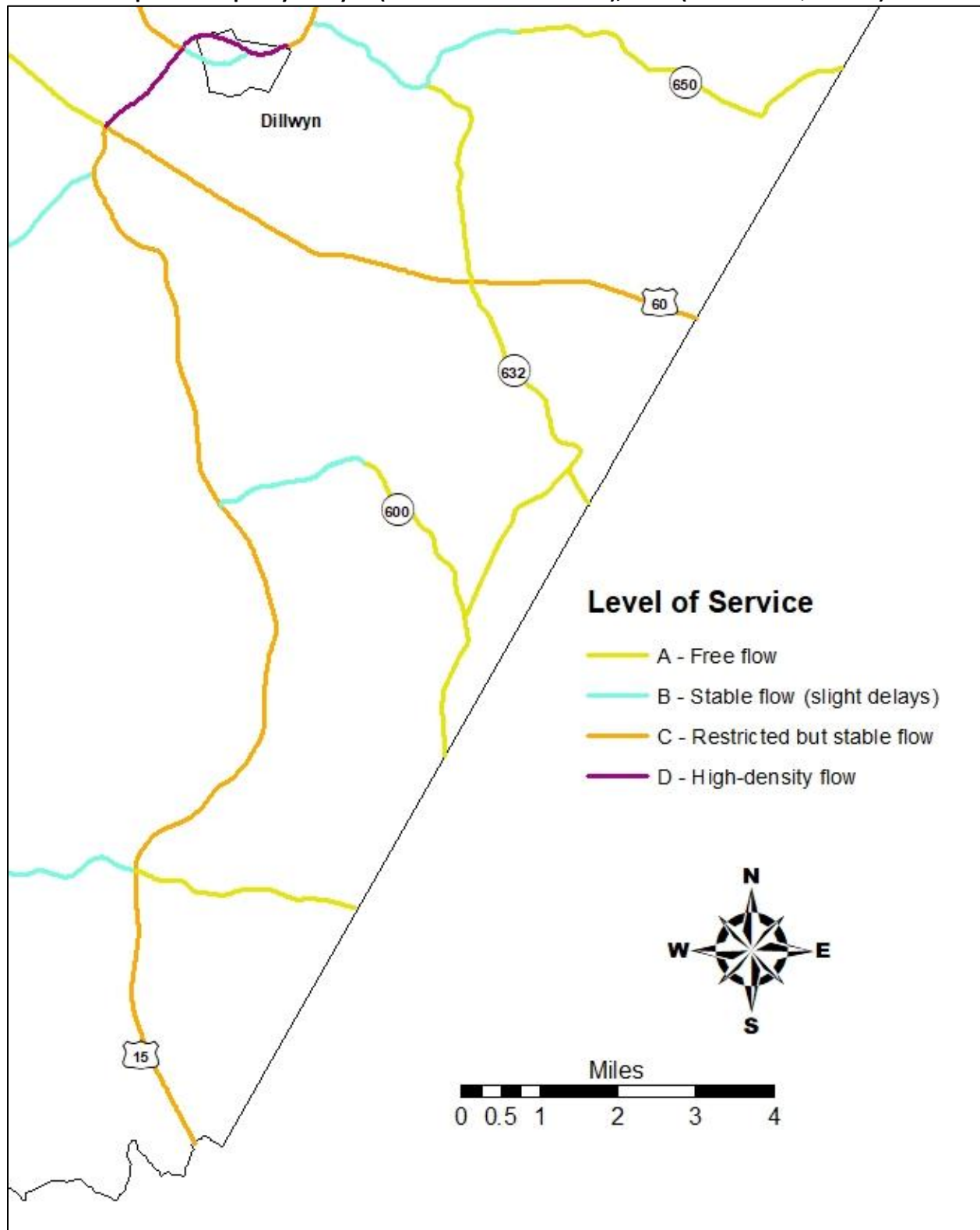


Map created by CRC – March 2024

Source: VDOT

# DRAFT Buckingham County Comprehensive Plan

Map 25d – Capacity Analysis (Current Level of Service), 2019 (Southeast Quadrant)

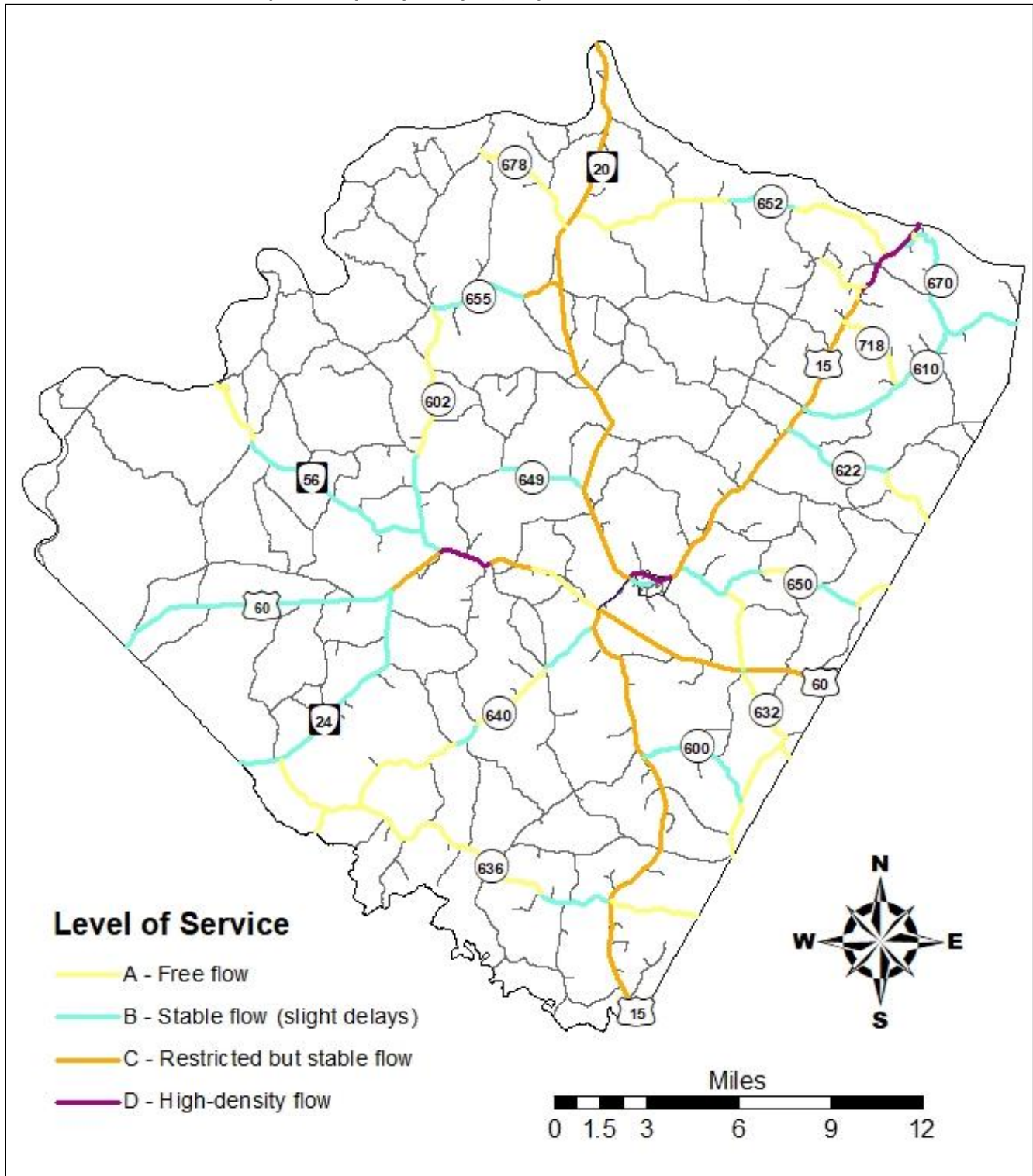


Map created by CRC – March 2024

Source: VDOT

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Map 26 – Capacity Analysis (Projected Level of Service), 2045

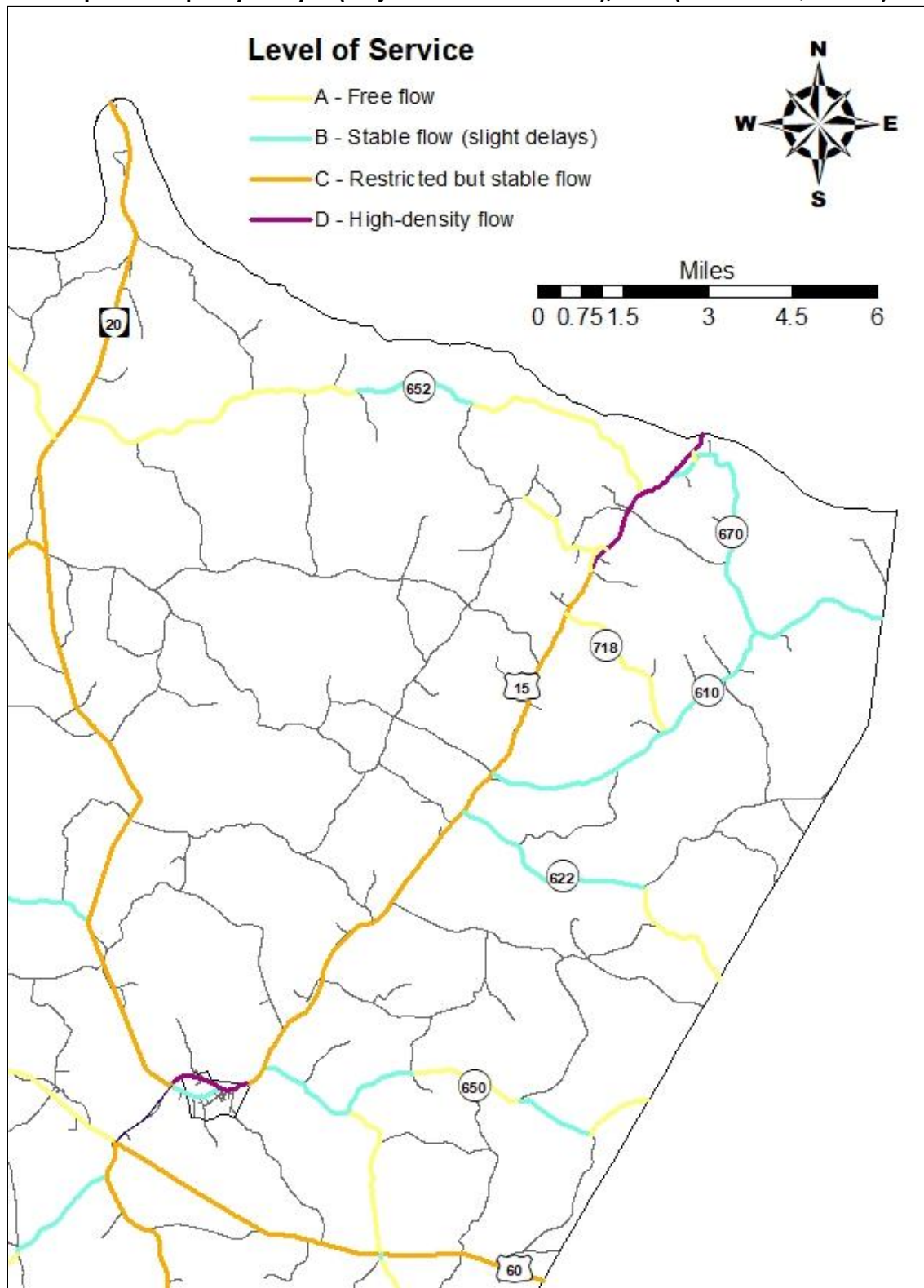


Map created by CRC – March 2024

Source: VDOT

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Map 26a – Capacity Analysis (Projected Level of Service), 2045 (Northeast Quadrant)



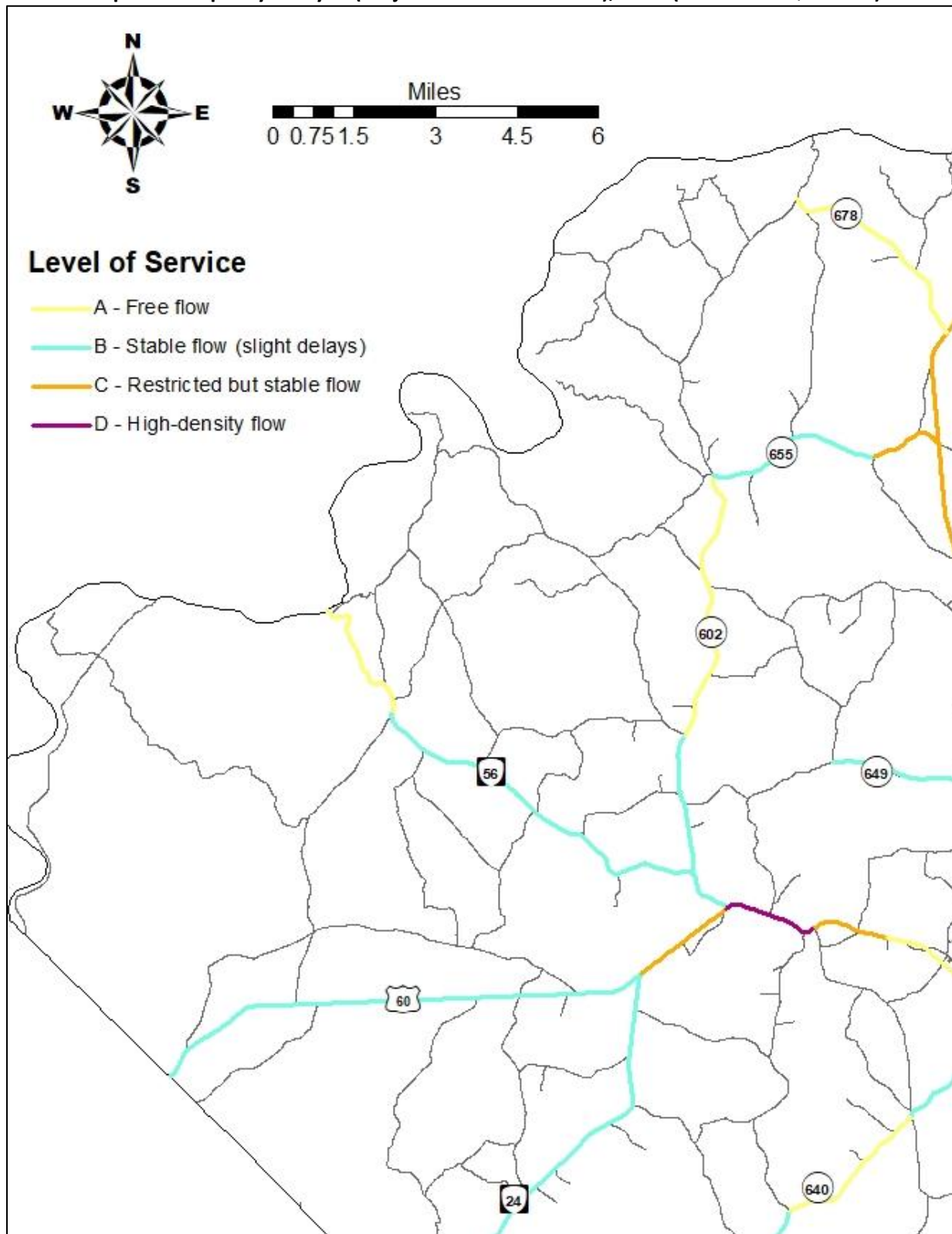
Map created by CRC – March 2024

Source: VDOT



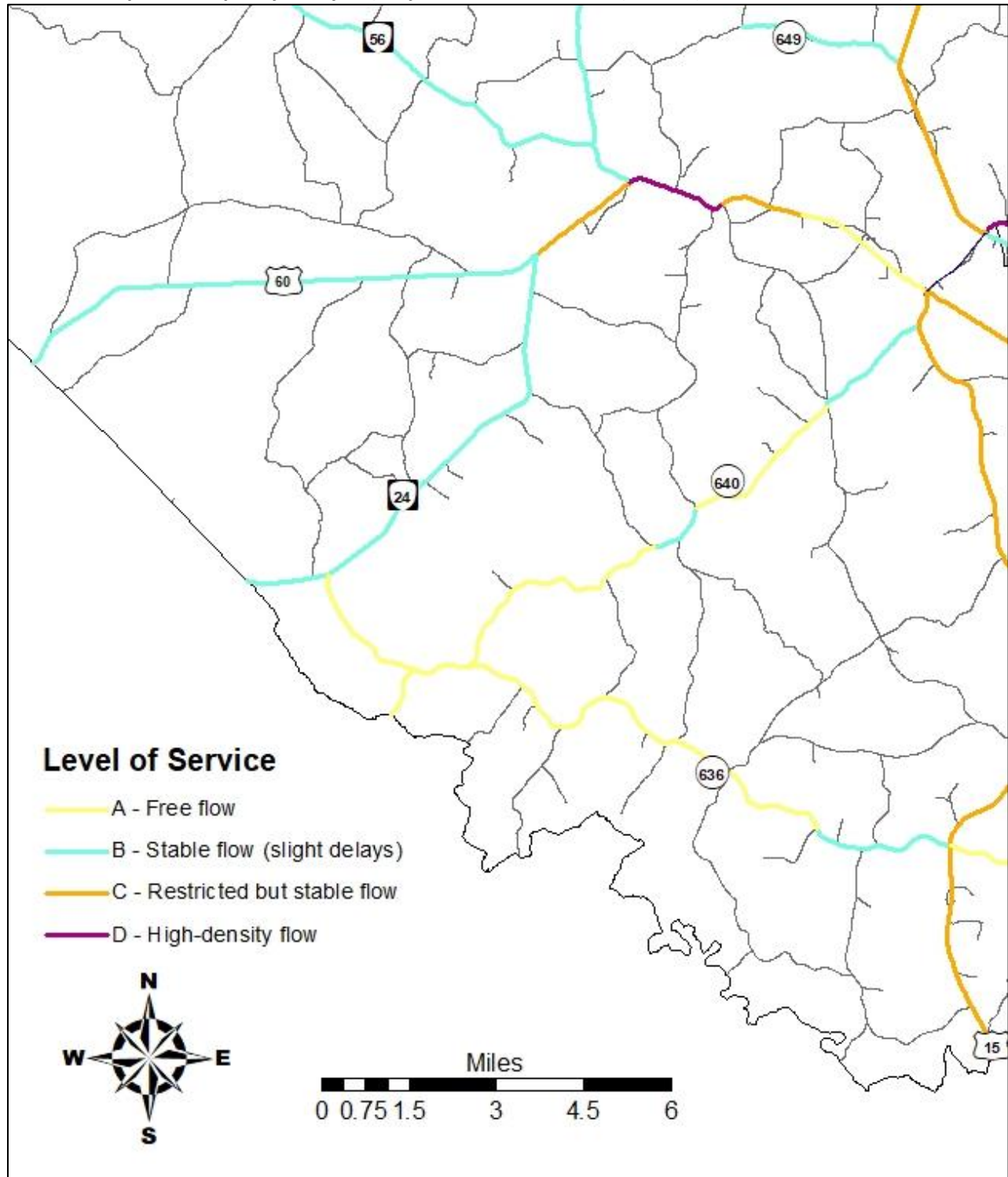
# DRAFT Buckingham County Comprehensive Plan

Map 26b – Capacity Analysis (Projected Level of Service), 2045 (Northwest Quadrant)



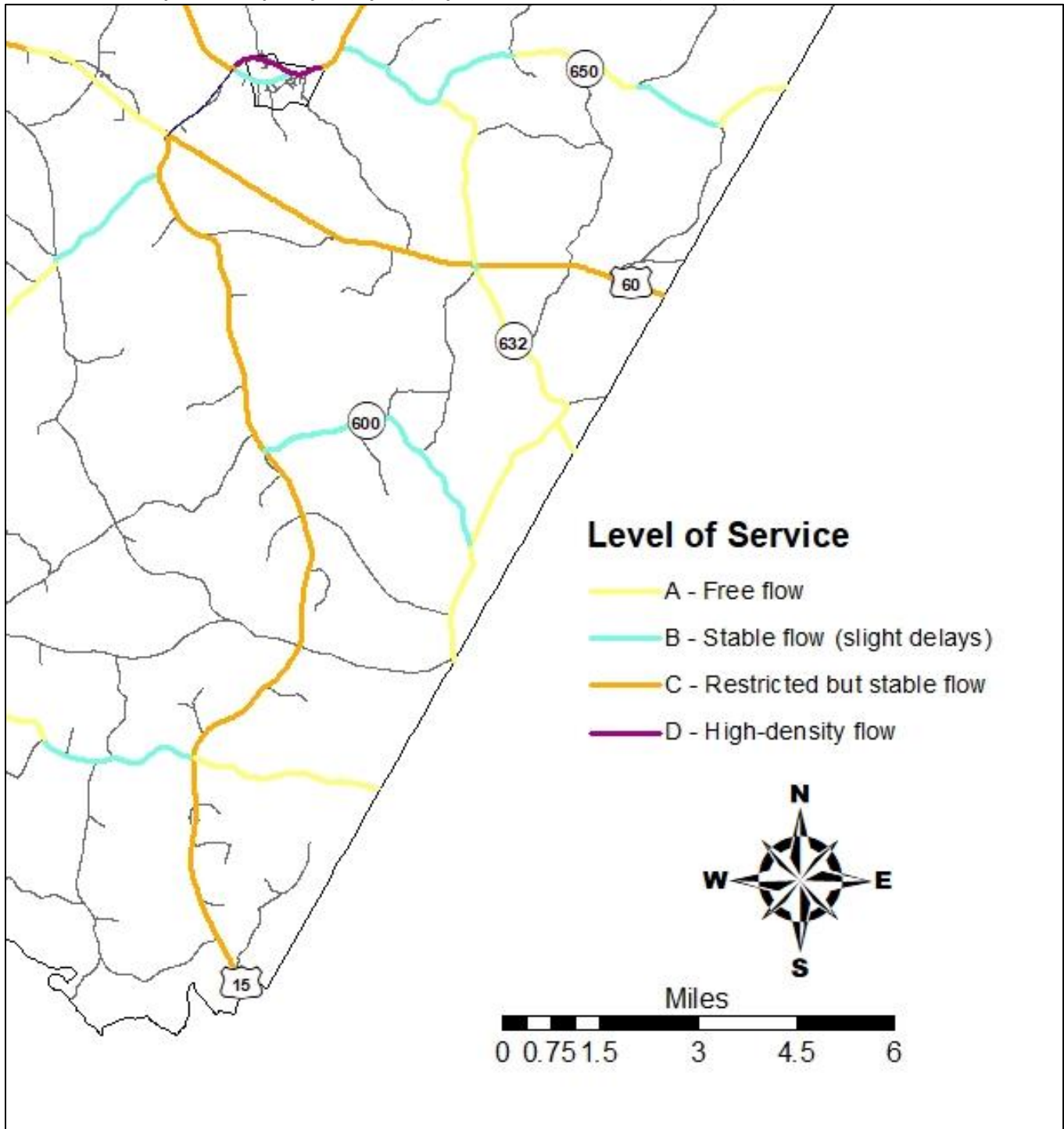
# DRAFT Buckingham County Comprehensive Plan

Map 26c – Capacity Analysis (Projected Level of Service), 2045 (Southwest Quadrant)



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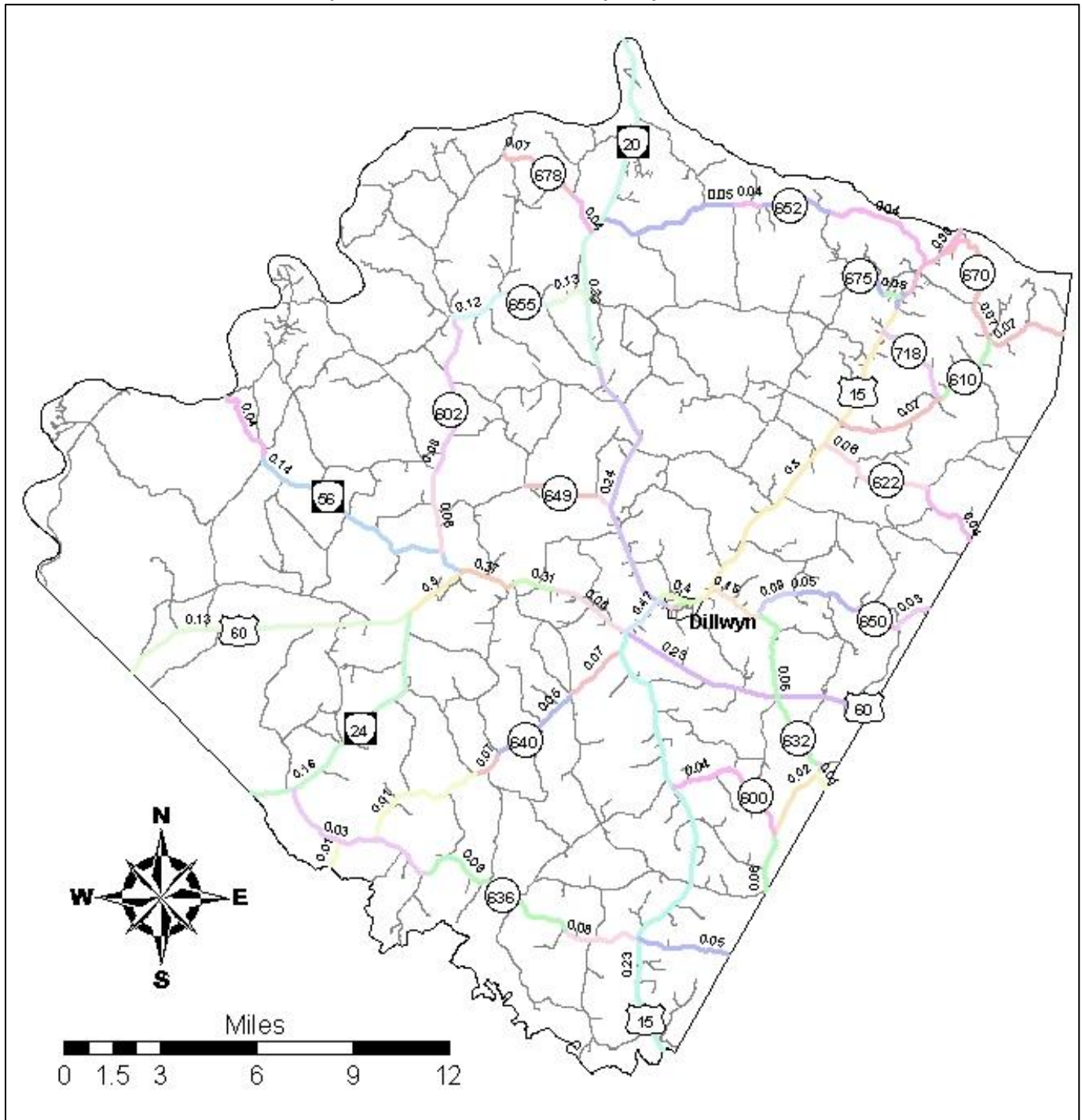
Map 26d – Capacity Analysis (Projected Level of Service), 2045 (Southeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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Map 27 – Current Volume-to-Capacity Ratio, 2019

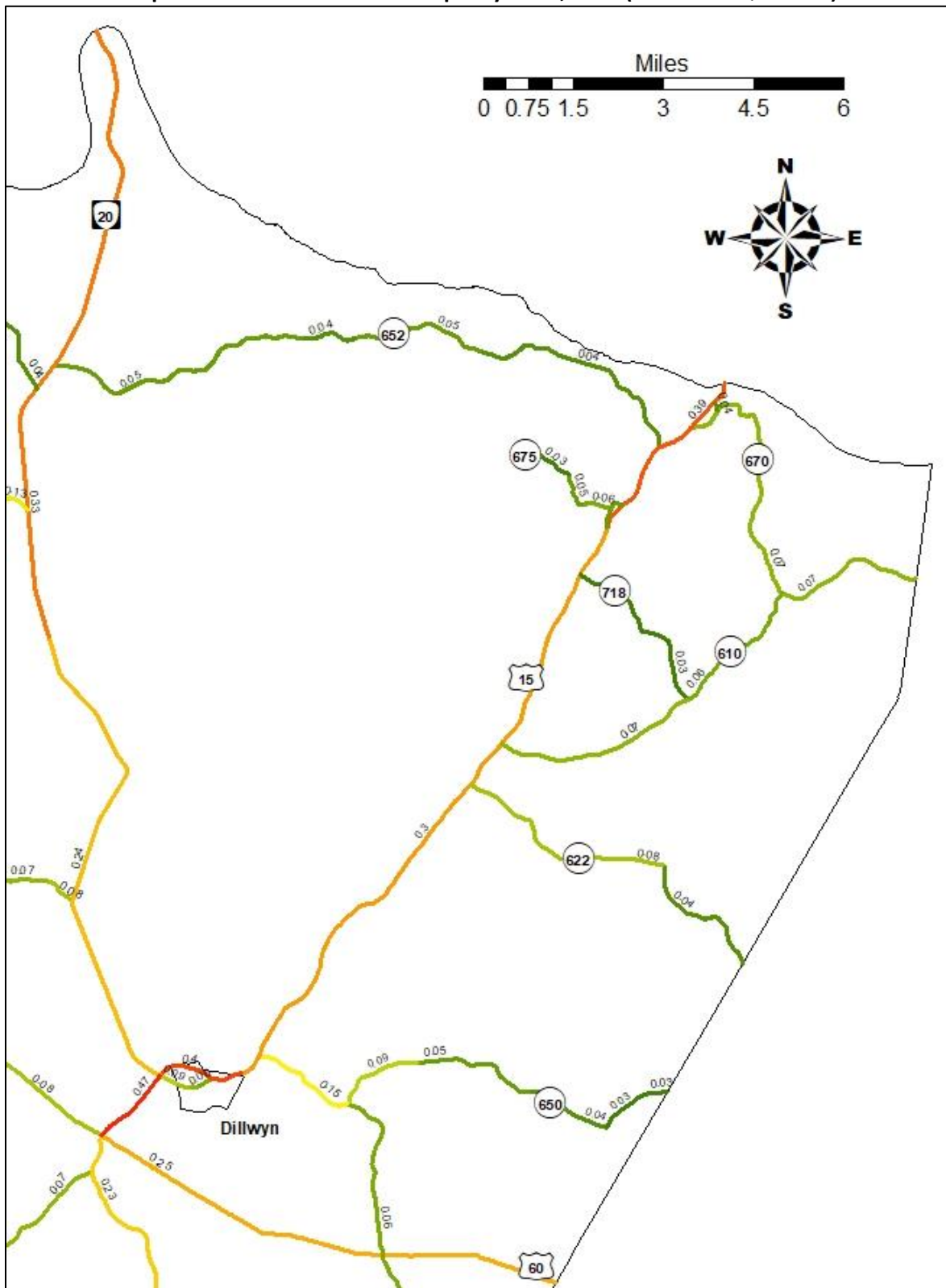


Map created by CRC – March 2024  
Source: VDOT



# DRAFT Buckingham County Comprehensive Plan

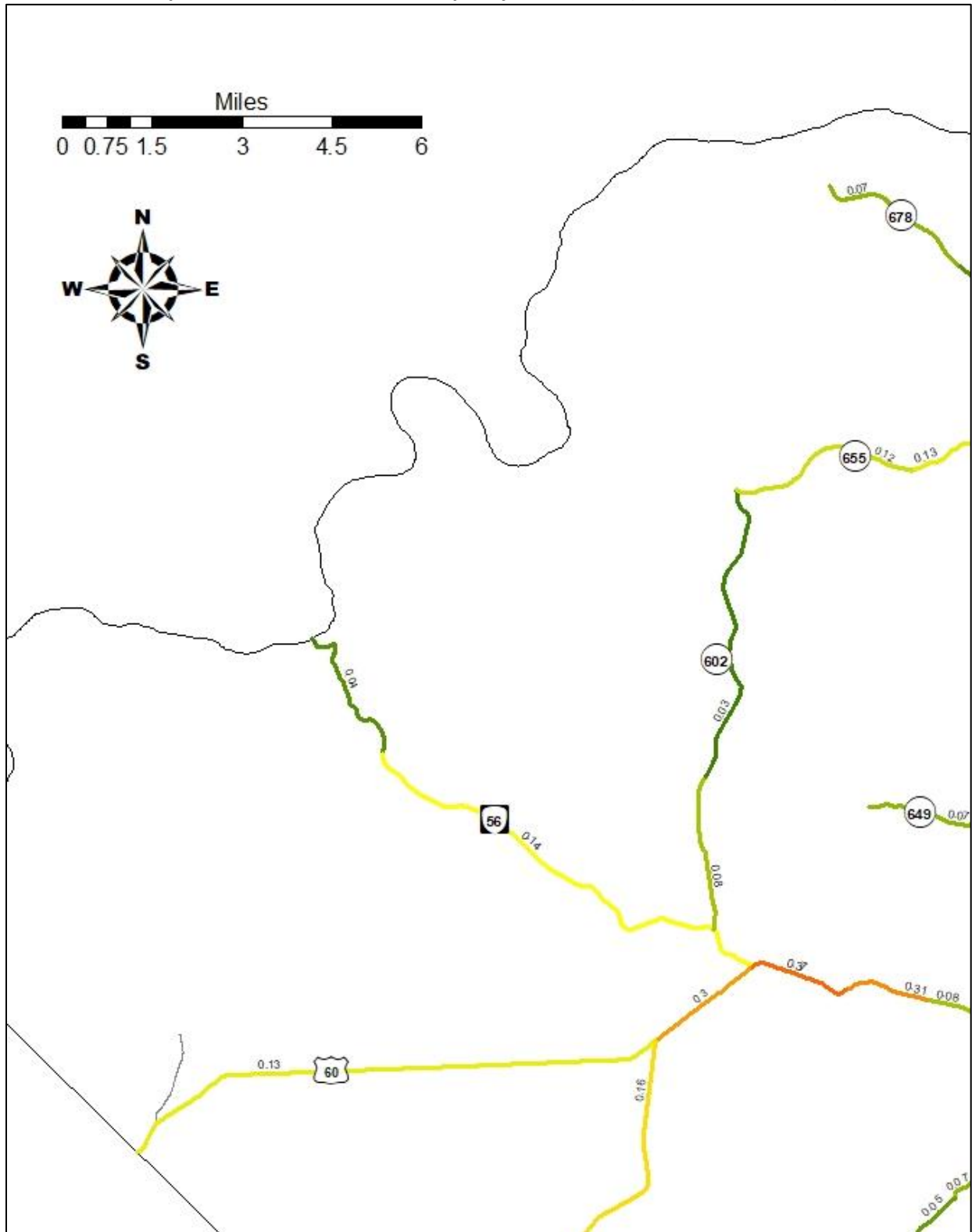
Map 27a – Current Volume-to-Capacity Ratio, 2019 (Northeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

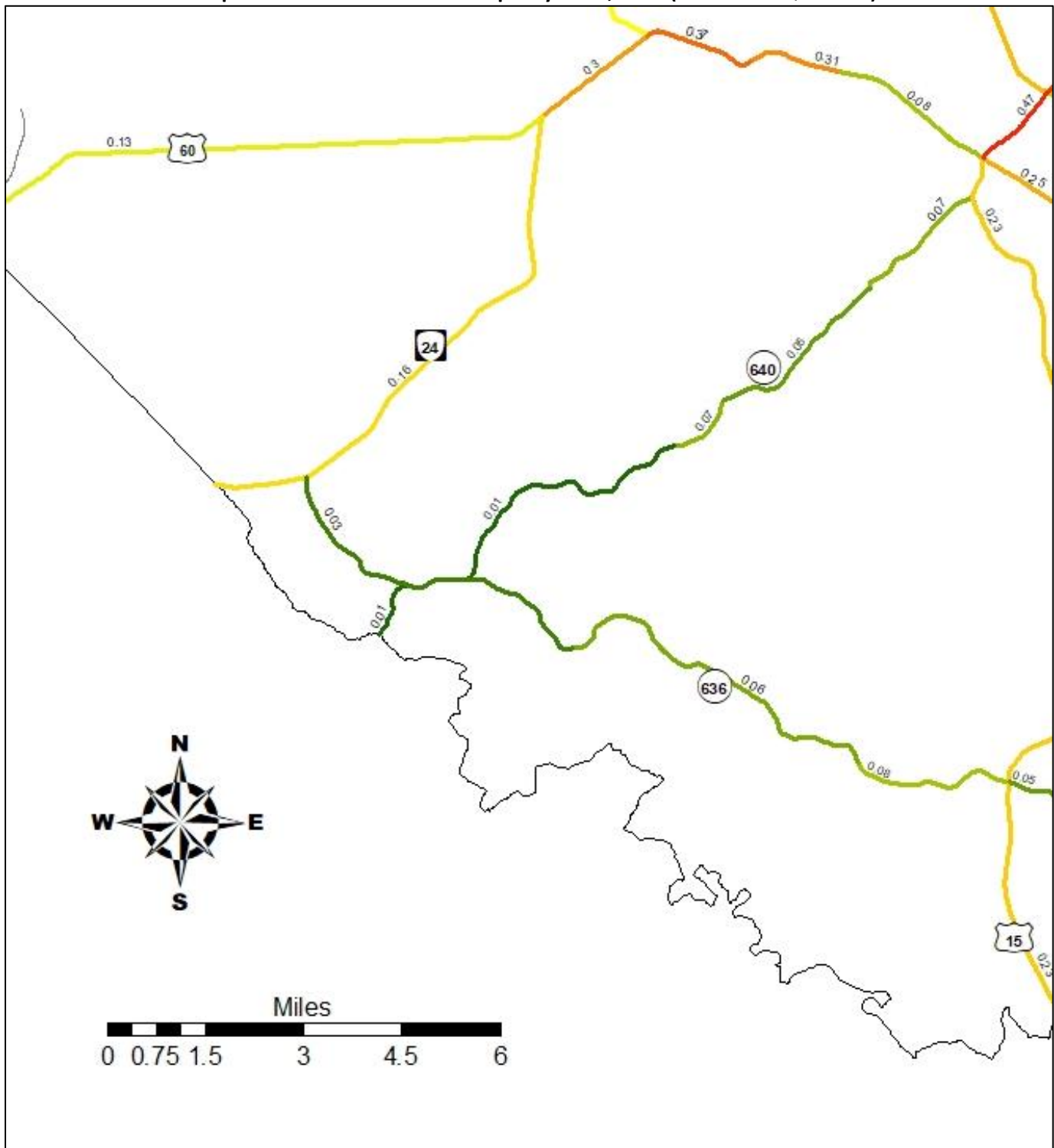
# DRAFT Buckingham County Comprehensive Plan

Map 27b – Current Volume-to-Capacity Ratio, 2019 (Northwest Quadrant)



Map created by CRC – March 2024  
Source: VDOT

**Map 27c – Current Volume-to-Capacity Ratio, 2019 (Southwest Quadrant)**

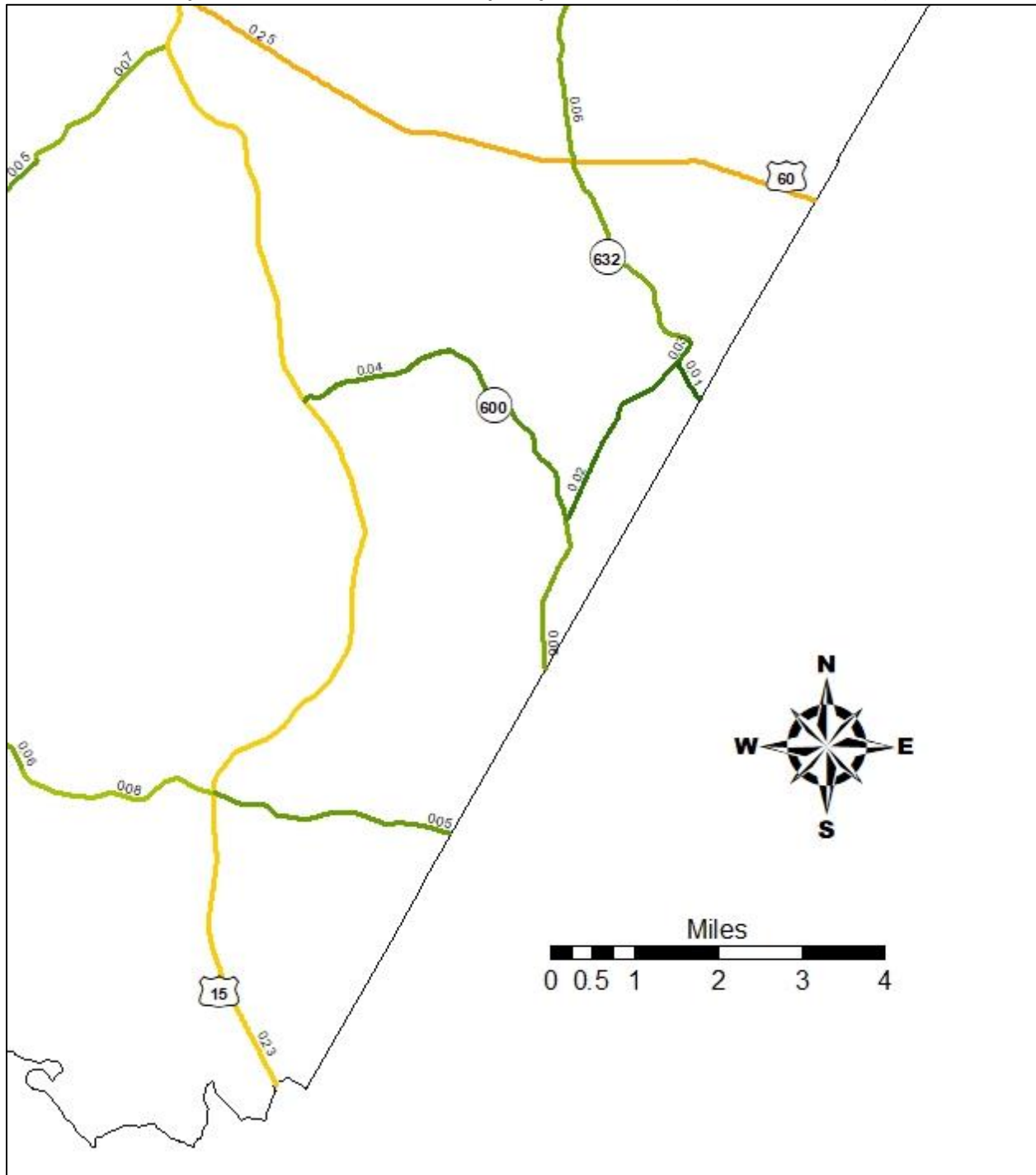


Map created by CRC – March 2024

**Source: VDOT**

# DRAFT Buckingham County Comprehensive Plan

Map 27d – Current Volume-to-Capacity Ratio, 2019 (Southeast Quadrant)

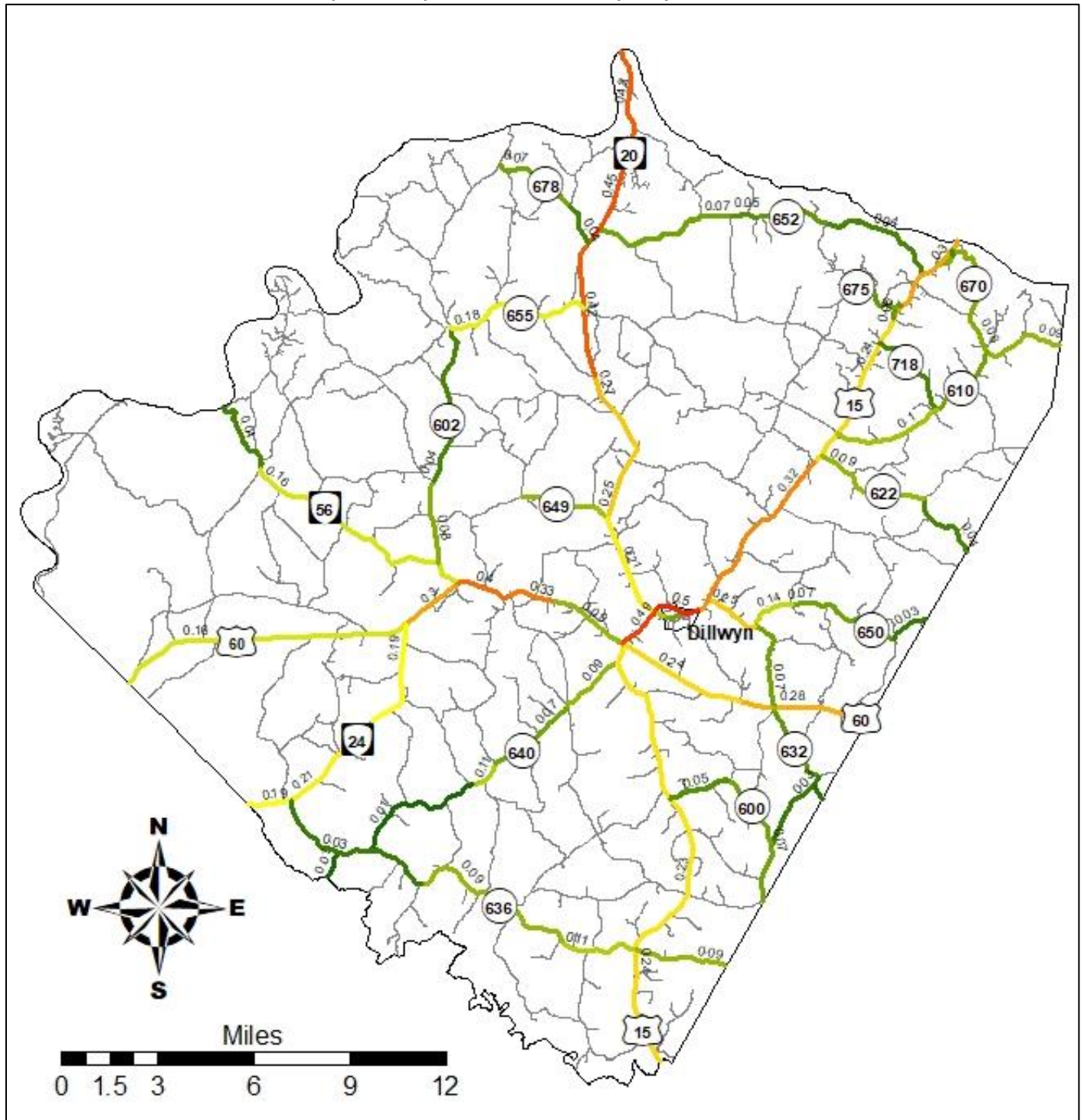


Map created by CRC – March 2024  
Source: VDOT



# DRAFT Buckingham County Comprehensive Plan

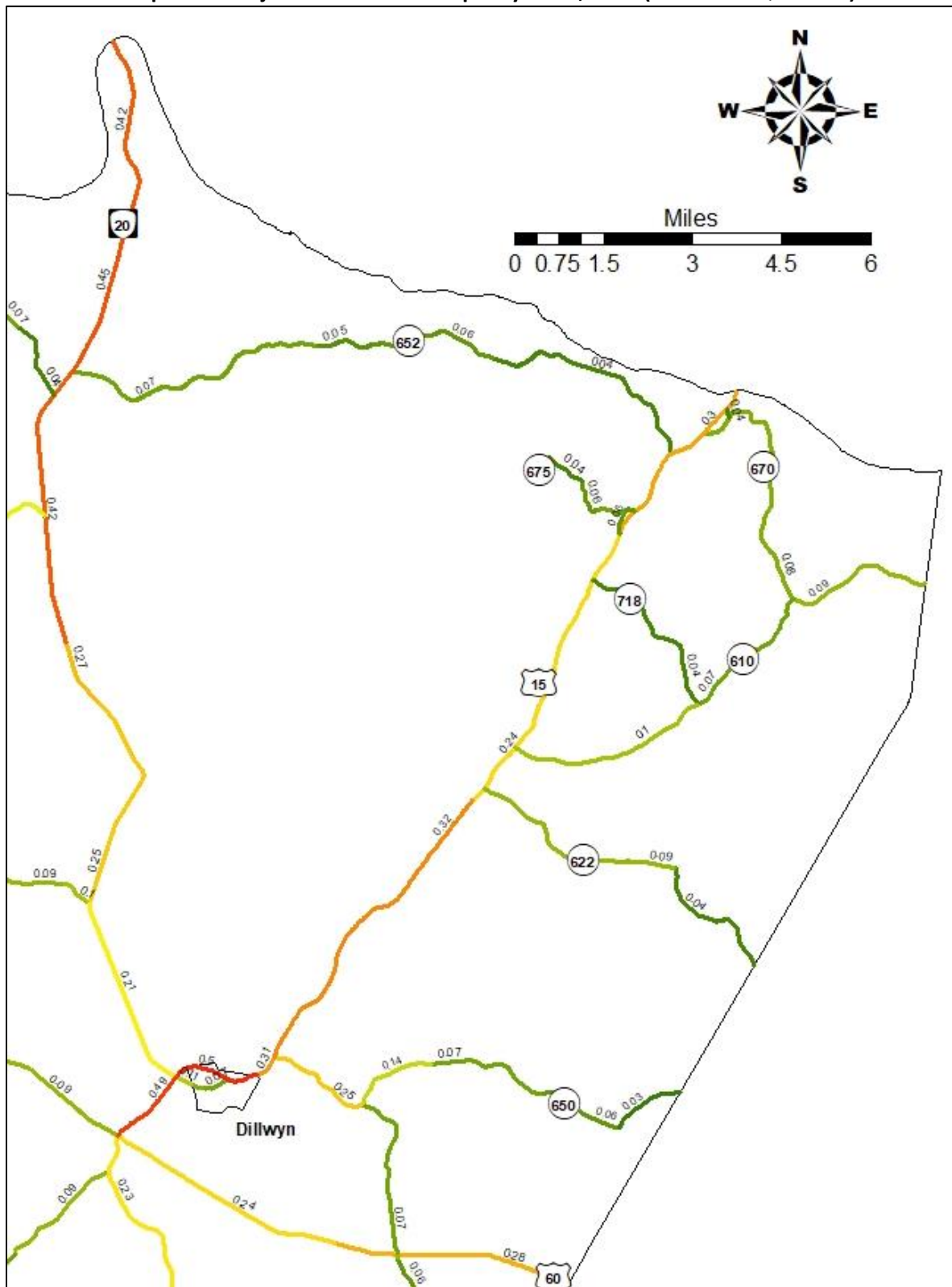
Map 28 – Projected Volume-to-Capacity Ratio, 2045



Map created by CRC – March 2024  
Source: VDOT

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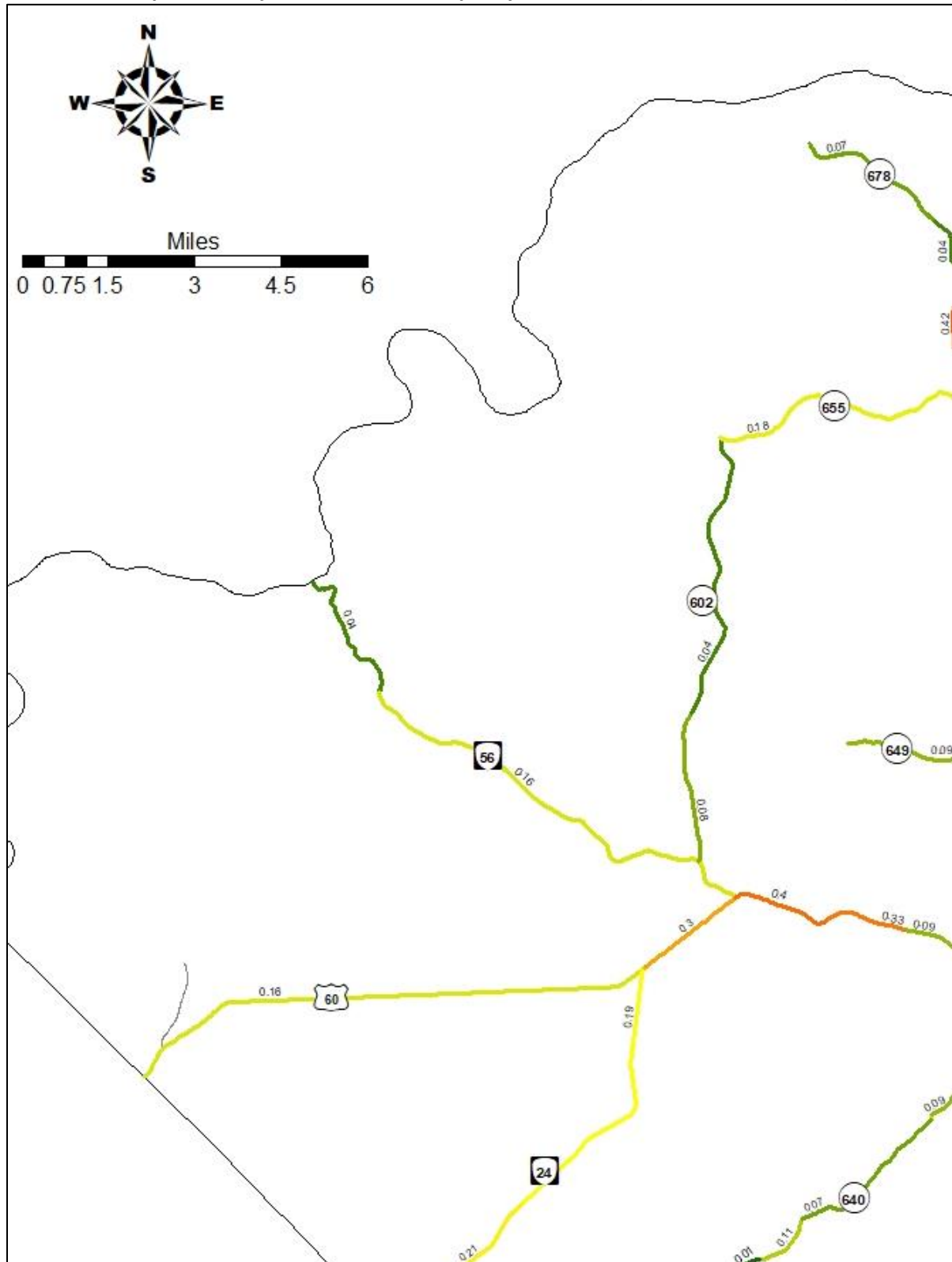
Map 28a – Projected Volume-to-Capacity Ratio, 2045 (Northeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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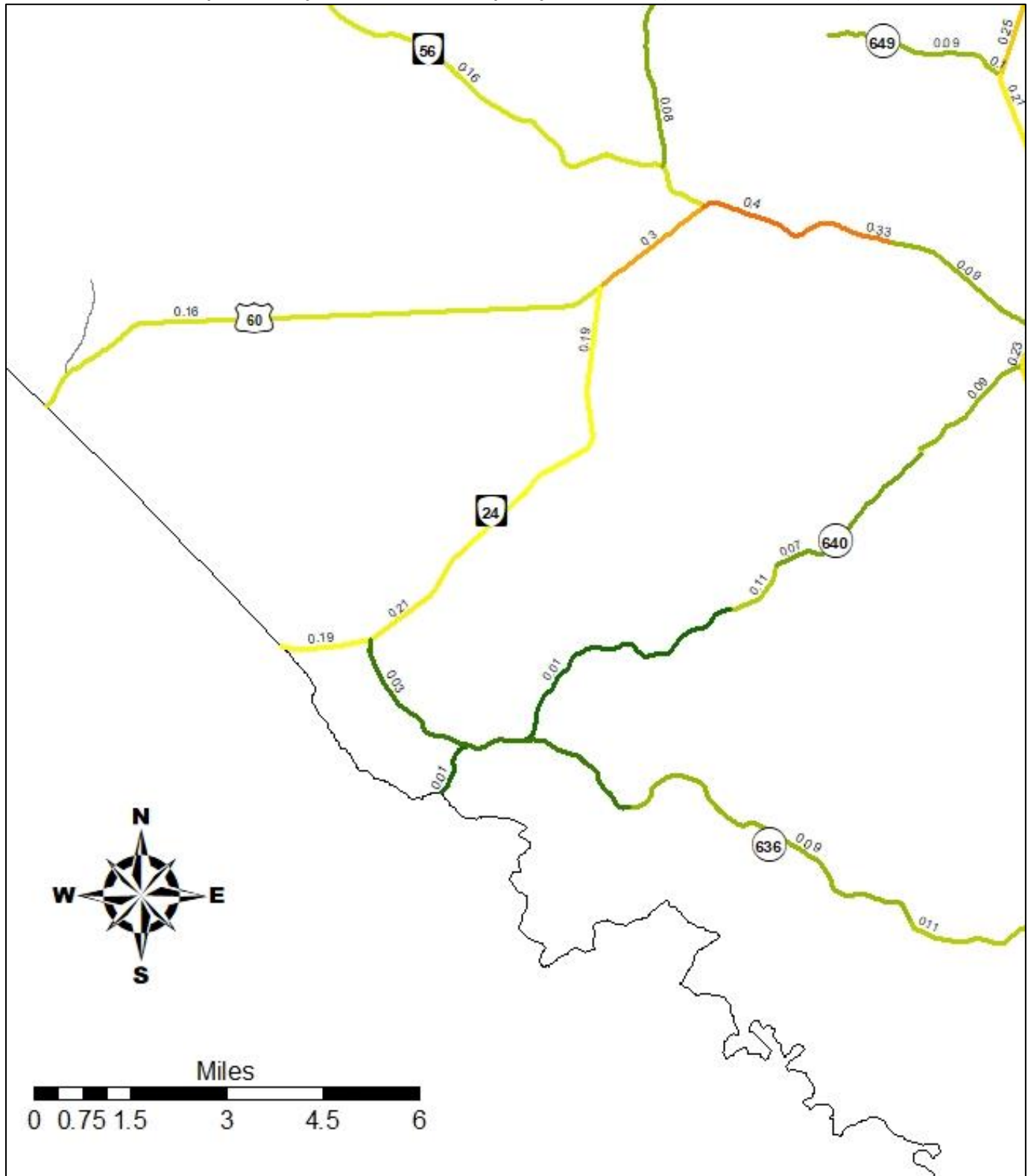
Map 28b – Projected Volume-to-Capacity Ratio, 2045 (Northwest Quadrant)



Map created by CRC – March 2024  
Source: VDOT

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Map 28c – Projected Volume-to-Capacity Ratio, 2045 (Southwest Quadrant)

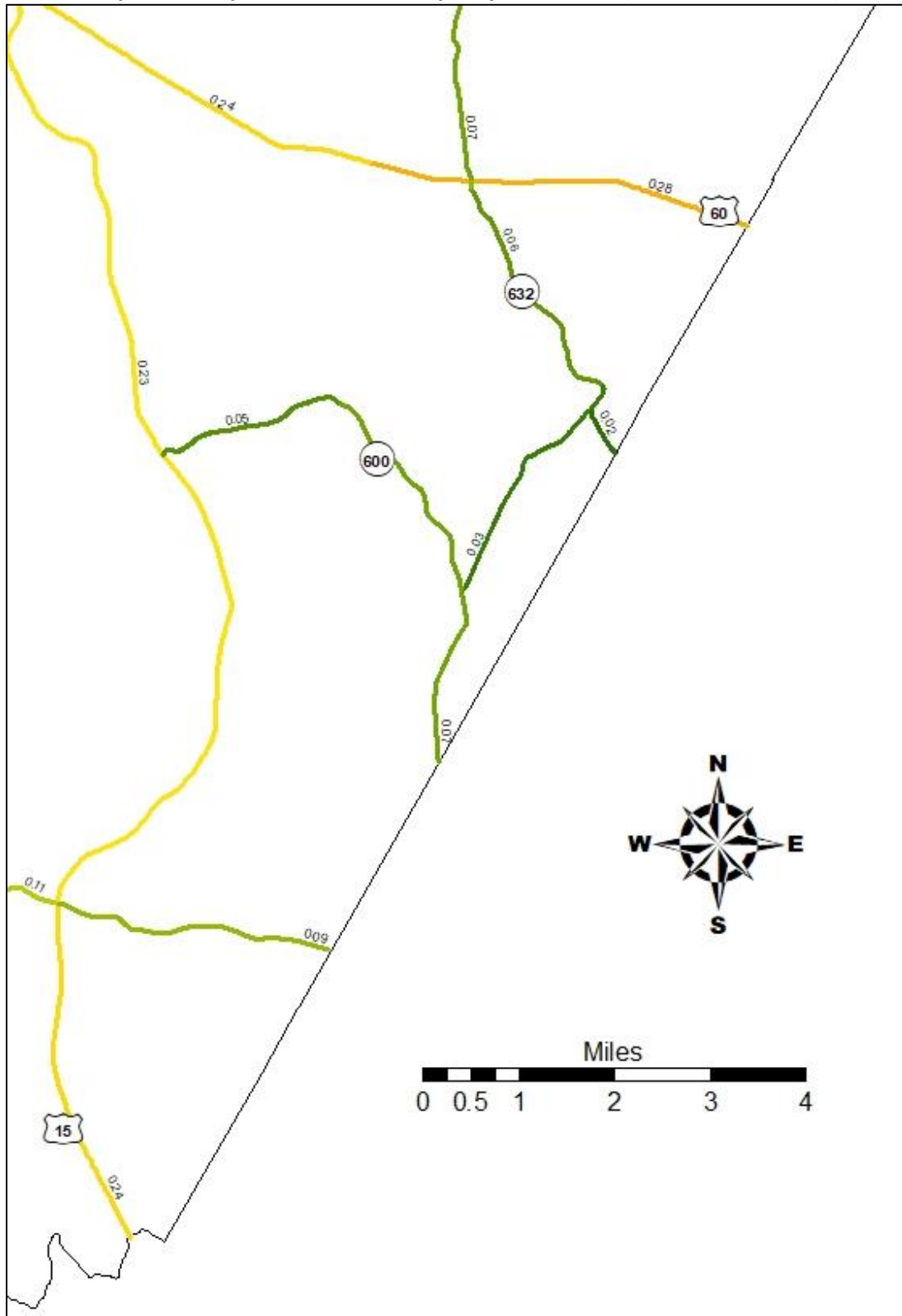


Map created by CRC – March 2024  
Source: VDOT



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Map 28d – Projected Volume-to-Capacity Ratio, 2045 (Southeast Quadrant)



Map created by CRC – March 2024  
Source: VDOT

## DRAFT Buckingham County Comprehensive Plan

### Vehicle Crashes

Figure 32 and 32a break out crash data for roads in Buckingham County from 2015 through 2023. Figure 32 breaks out crashes by severity. Figure 32a breaks crashes out by type. There were 1,826 total crashes during this span, which averages just under 203 crashes per year. A large majority of crashes, roughly 84.5 percent, involved either property damage only or non-serious injury. Just over 13 percent involved serious injuries, and just over two percent involved fatalities. Map 29 shows historical locations of vehicular crashes in Buckingham County during that time.

**Figure 32 – Vehicular Crash Data for Buckingham County, 2015-2023**

**Number of Crashes by Severity**

Severity	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Property Damage Only or Non-Serious Injury	189	213	177	233	166	151	148	140	127	1,544
Serious Injury	26	22	28	17	31	29	24	34	29	240
Fatal Injury	2	8	7	4	5	6	6	3	1	42
<b>TOTAL – ALL CLASSES</b>	<b>217</b>	<b>243</b>	<b>212</b>	<b>254</b>	<b>202</b>	<b>186</b>	<b>178</b>	<b>177</b>	<b>157</b>	<b>1,826</b>

Source: VDOT

**Figure 32a – Vehicular Crash Data for Buckingham County, 2015-2023**

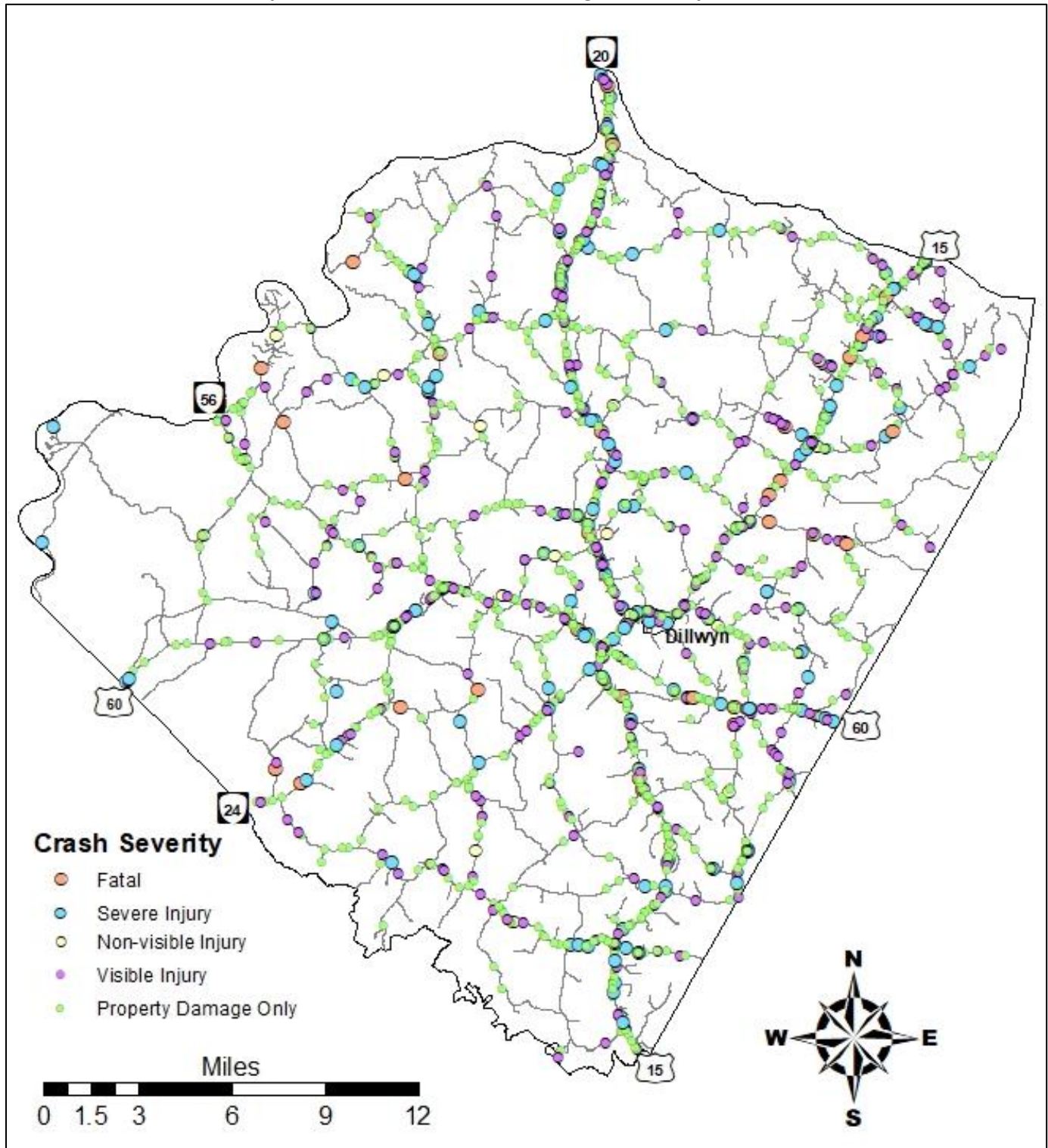
**Number of Crashes by Type**

Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Angle	15	18	22	30	31	22	23	27	25	213
Backed Into	0	1	1	0	0	0	0	0	0	2
Deer	37	43	29	54	28	19	17	21	24	272
Fixed Object – Off Road	101	111	91	104	98	106	94	84	61	850
Fixed Object in Road	7	1	3	4	5	2	0	6	1	29
Head on	4	8	5	0	4	5	3	4	3	36
Non-Collision	8	11	12	4	5	5	6	3	5	59
Other	4	4	3	11	7	2	5	6	10	52
Other Animal	10	4	5	11	2	2	4	2	3	43
Pedestrian	2	0	2	0	0	1	0	0	0	5
Rear End	19	37	29	29	18	15	11	2	17	191
Sideswipe – Opposite Direction	7	5	8	5	4	5	8	2	6	50
Sideswipe – Same Direction	3	0	2	2	0	2	7	6	2	24
<b>TOTAL – ALL TYPES</b>	<b>217</b>	<b>243</b>	<b>212</b>	<b>254</b>	<b>202</b>	<b>186</b>	<b>178</b>	<b>177</b>	<b>157</b>	<b>1,826</b>

Source: VDOT

# DRAFT Buckingham County Comprehensive Plan

Map 29 – Vehicular Crashes in Buckingham County, 2015-2023



Map created by CRC – October 2023

Source: VDOT

## **DRAFT Buckingham County Comprehensive Plan**

### Public Transportation

Residents of Buckingham County have limited access to public transportation. Limited or no access to public transportation is a common characteristic of the entire region. Services are extremely limited in the Commonwealth Regional Council area, with vast areas and many communities not served by the limited transportation systems that do exist. Jaunt, Inc. (based out of Charlottesville) serves Buckingham County as well as Albemarle, Fluvanna, Greene, Louisa, and Nelson Counties plus the City of Charlottesville. Blackstone Area Bus System (based out of Blackstone) has a line that serves Buckingham and Cumberland Counties and has stops in Farmville.

### Other (Bike, Waterways, Pedestrian)

Bicycling and walking are fundamental travel modes and integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network; connectivity with other modes of transportation; and independent mobility regardless of age, physical, constraints, or income. Effective bicycle and pedestrian accommodations enhance the quality of life and benefit the environment. Bicycling and walking are successfully accommodated when travel by these modes is efficient, safe, and comfortable for the public. Under the 2004 VDOT Policy for Integrating Bicycle and Pedestrian Accommodations, VDOT will initiate several policies relating to bicycle and pedestrian accommodations. These policies are as follows:

- VDOT will initiate all roadway construction projects with the presumption that the projects shall accommodate bicycling and walking;
- VDOT will promote the inclusion of bicycle and pedestrian accommodations in transportation activities at Local, Regional and Statewide levels;
- Bicycle and pedestrian accommodations can be developed through projects that are independent of highway construction either within the highway right-of-way or on an independent right-of-way;
- Highway construction funds can be used to construct bicycle and pedestrian accommodations either concurrently with highway construction projects or as independent transportation projects;
- Bicycle and pedestrian accommodation project will be funded in the same manner as other highway construction projects for each system; and
- All accommodations will be designed and constructed, or installed, using guidance from VDOT and AASHTO publications, the MUTCD and the American with Disabilities Act Accessibility Guidelines (ADAAG).

The Town of Dillwyn and the Village of Buckingham Court House have sidewalk systems that are maintained by VDOT.

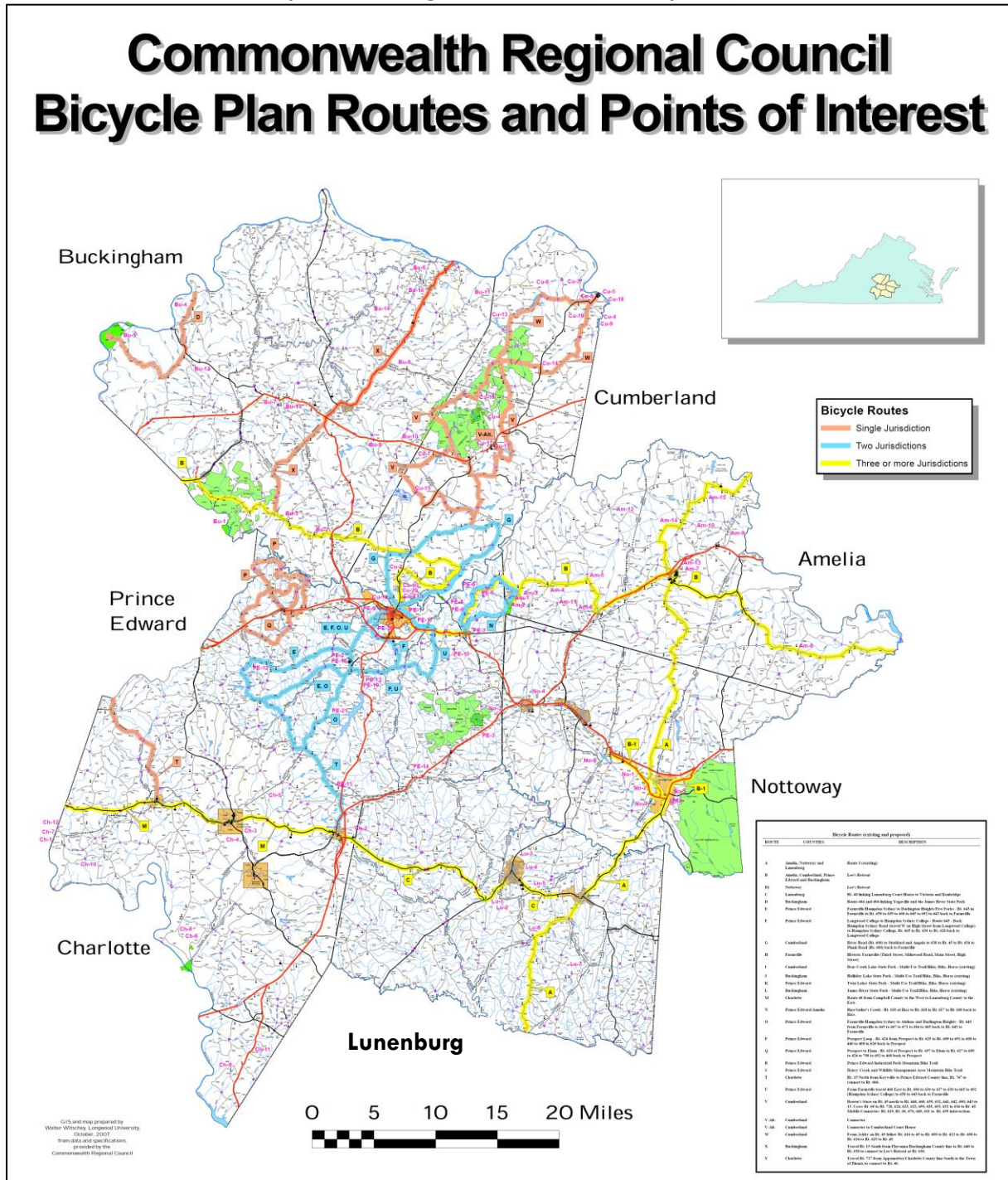
In June 2000, the Piedmont Planning District Commission (PPDC) prepared the Piedmont Regional Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. The FY 2002 Rural Transportation Planning Grant under the Rural Transportation Program funded the project. For any locality or region to be eligible for VDOT funding for highway projects, including bicycle facilities, the local government participating must have an adopted bicycle plan. The Commonwealth Regional Council (formerly the PPDC) completed the CRC Bicycle Plan



# DRAFT Buckingham County Comprehensive Plan

Update in 2010. The Bicycle Plan identifies four (4) routes that go through Buckingham County (see Maps 30 and 30a): Route B, which runs east to west following Route 636 and part of Route 24; Route D, in the western part of the County, connecting James River State Park with the Yogaville area; Route V, which comes into parts of Buckingham County from Cumberland County; and Route X, which runs roughly north to south along U.S. 15, Route 640, and part of Route 638.

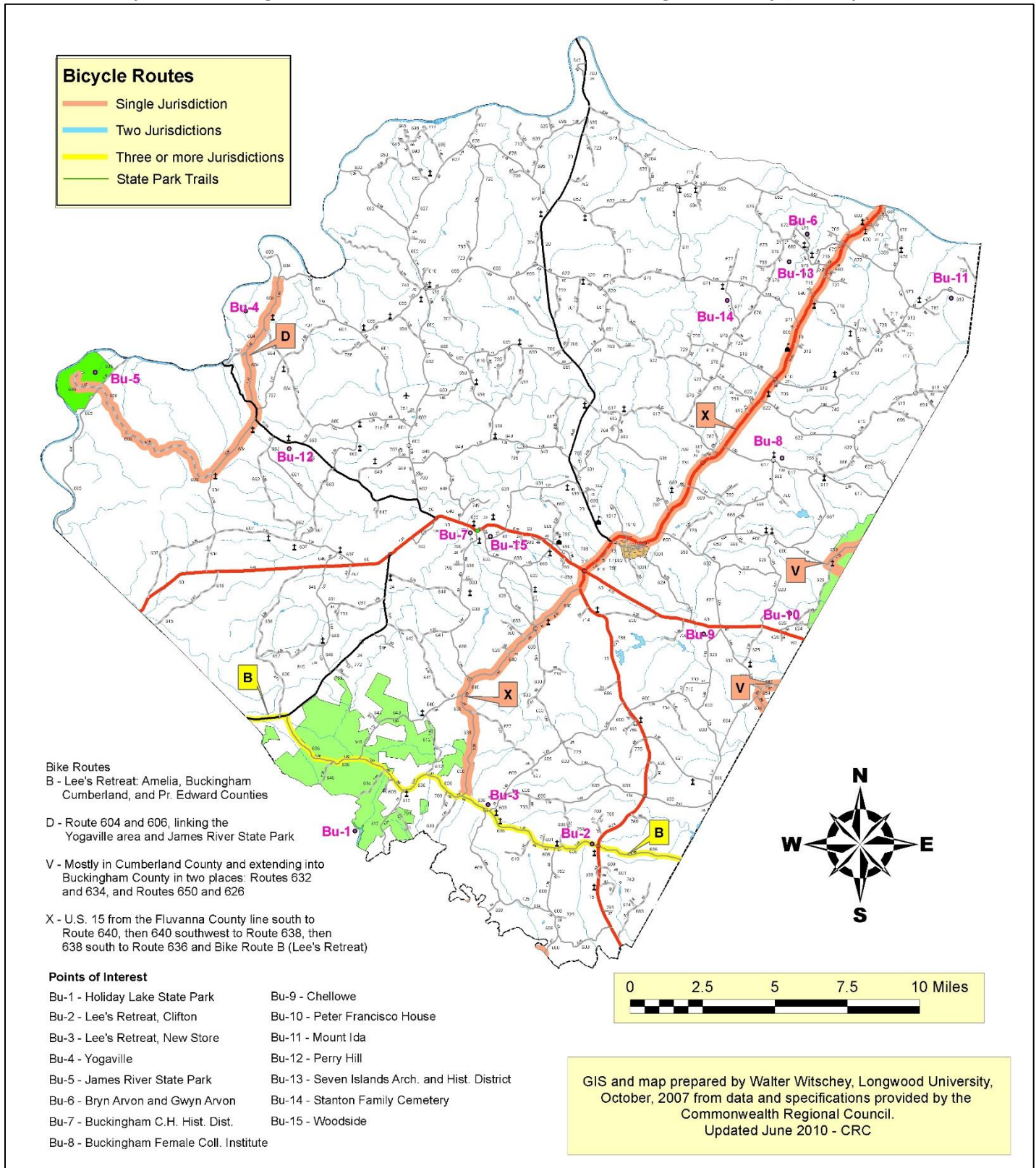
Map 30 – CRC Regional Bike Plan (2010 Update)



Source: CRC Regional Bike Plan, 2010

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Map 30a – CRC Regional Bike Plan Routes in and around Buckingham County (2010 Update)



Source: CRC Regional Bike Plan, 2010



## DRAFT Buckingham County Comprehensive Plan

### Trails

Buckingham County has an abundant scenic natural environment that includes rivers, streams, and forests. These resources offer great potential for the development of special transportation facilities including bikeways, pedestrian paths, and boat ramps. The County offers a few bike and hiking trails in James River State Park, Appomattox-Buckingham State Forest, Cumberland State Forest, Featherfin Wildlife Management Area, and Horsepen Lake Wildlife Management Area. The County also shares proximity to three state parks with bike/ped trails for riders and walker/hikers. These scenic routes can be found in Bear Creek State Lake State Park, High Bridge Trail State Park, and Holiday Lake State Park.

- Bear Creek Lake State Park is in Cumberland County and lies within the boundaries of Cumberland State Forest. Between the Park and the State Forest, users have access to over 37 miles of trails for hiking, biking, and horseback riding. Bear Creek Lake State Park also offers boating and fishing, swimming, an archery range, picnic areas, and camping.
- High Bridge Trail is 31 miles long and ideally suited for hiking, bicycling and horseback riding. The western end of the trail is located in Pamplin City, which is located in parts of Prince Edward and Appomattox Counties. Once a rail bed, the trail is wide, level and generally flat. Its finely crushed limestone surface and dimensions make it easy to enjoy. The park's centerpiece is the majestic High Bridge, which is more than 2,400 feet long and 125 feet above the Appomattox River. It is the longest recreational bridge in Virginia and among the longest in the United States.
- Holiday Lake State Park is in Appomattox County and lies within the boundaries of Appomattox-Buckingham State Forest. Between the State Park and the Forest, users have access to over 20 miles of trails for hiking, biking, and horseback riding. Holiday Lake State Park also offers swimming and camping.

The County also shares proximity to two wildlife management areas (WMA) on the north side of the James River. The Hardware River WMA is located in Fluvanna County and provides access to the Hardware and James Rivers. It offers hiking, horseback riding, hunting, trapping, birding, camping and boat ramps. The James River WMA is located in Nelson County and occupies land that was once home to large estates located along the river. It offers hiking, horseback riding (with restrictions during hunting season), hunting, trapping, birding, camping and boat ramps.

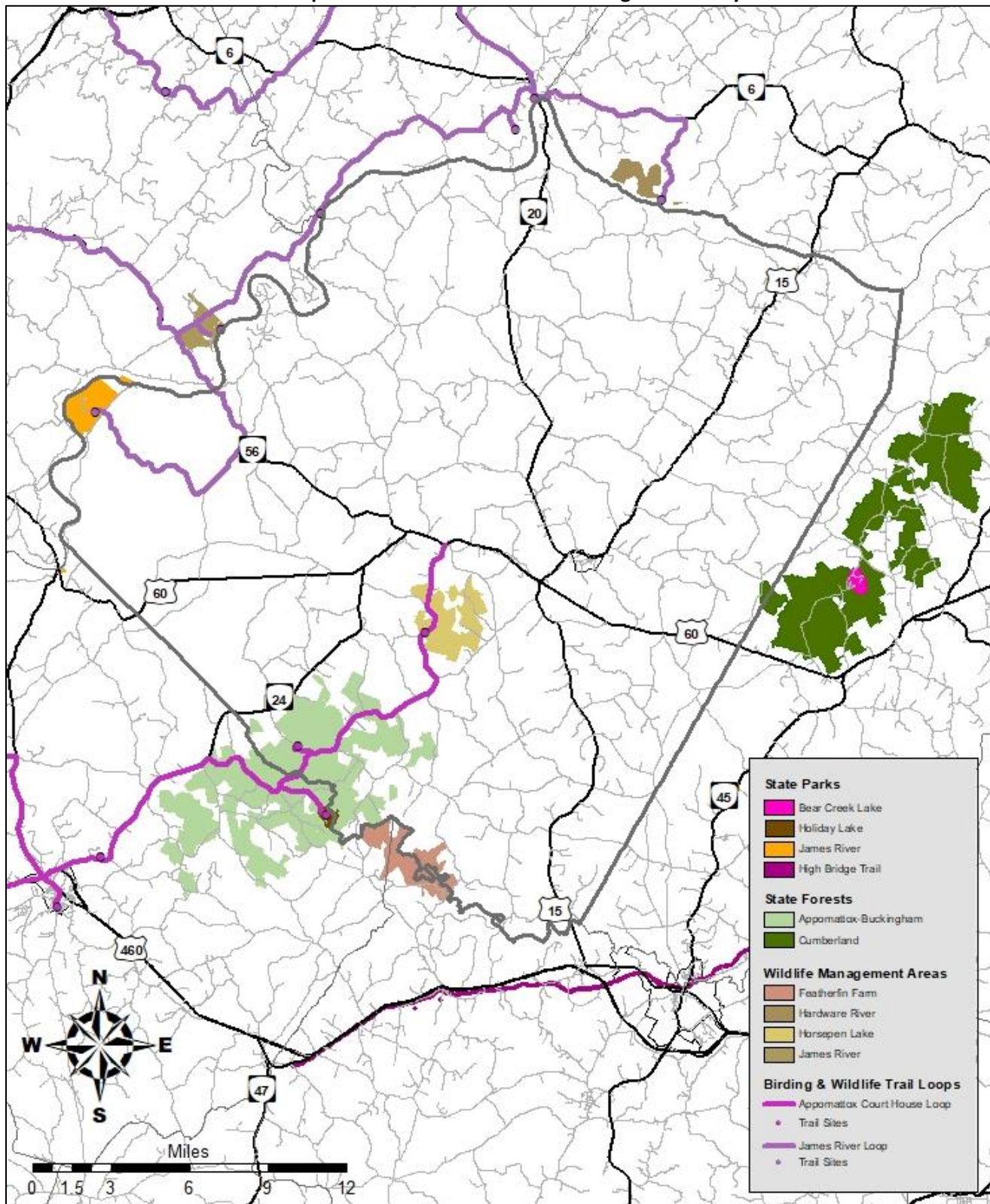
There are two Virginia Birding and Wildlife Trails that run through Buckingham County. The Appomattox Court House Loop Trail starts in Buckingham Court House on the north end and runs south-southwest toward Appomattox Court House National Historical Park. Sites in Buckingham County on this trail include Horsepen Lake Wildlife Management Area and Appomattox-Buckingham State Forest. The James River Loop Trail covers parts of Buckingham, Nelson, Albemarle, and Fluvanna Counties. James River State Park is a site on this trail.

Map 31 shows locations of trail facilities in and around Buckingham County.

There was an array of responses provided about where pedestrian/bike paths are needed within Buckingham County. The most popular responses from the survey are: On county land; in or near parks; Dillwyn; Yogaville; and around schools.

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Map 31 – Trails in and around Buckingham County



Map created by CRC –January 2024  
Source: DCR, DWR, VDOF



## DRAFT Buckingham County Comprehensive Plan

### **VDOT Funding Programs**

Some programs available through VDOT to fund transportation improvements include the following:



#### Purpose

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

#### Funding

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

#### Eligible Projects

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

#### Eligible Applicants

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

#### Evaluation Criteria

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

#### Funding Cycle

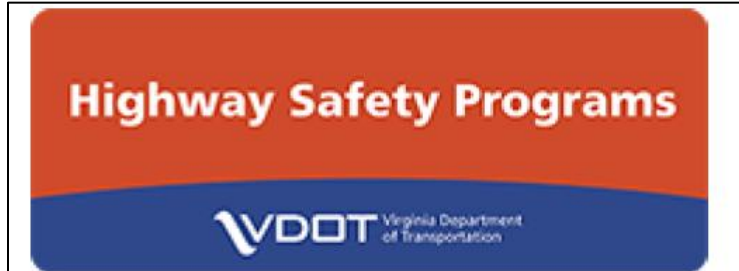
Beginning with the FY2018-FY2023 SYIP Update, the application cycle began alternating every other year with funding generally applied to projects in the last two years of the SYIP. Applications are generally

## DRAFT Buckingham County Comprehensive Plan

accepted beginning in the Spring through Fall. Approximately \$500-600 million 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.vasmartyscale.org/>



### Purpose

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

### Funding

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

### Eligible Projects

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

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

### Eligible Applicants

The Highway Safety Programs (HSP), Rail-At-Grade-Crossing 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

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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](http://www.virginiadot.org/business/ted_app_pro.asp)



### Purpose

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

### Funding

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

### Eligible Projects

- On-road and off-road 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 trails for pedestrians, bicyclists, and other non-motorized transportation users.
- 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.

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- Archeological activities relating to impacts from implementation of a transportation project.
- Environmental mitigation activities to address storm water management control and water pollution related to highway runoff.
- 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 began alternating 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>



### 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.



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## Funding

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

## Eligible Projects

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

## Eligible Applicants

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

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

## Funding Cycle

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

## Website

[http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue\\_Sharing](http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue_Sharing)



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### 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	<a href="#">FHWA's Memo – September 12, 2005 - Pavement Preservation Definitions</a> <a href="#">FHWA's Memo - February 25, 2016 - Pavement Preservation</a>	<a href="#">FHWA's Bridge Preservation Guide – August 2011 – Maintaining a State of Good Repair Using Cost Effective Investment Strategies</a>

### 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: <http://www.ctb.virginia.gov/resources/2016/june/reso/Resolution1.pdf>

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### 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](http://www.virginiadot.org/business/local_assistance_division_funding_programs.asp)