

## Chapter 2 – Franklin County

Figure 2.1 shows that Franklin County's population remained relatively stable from 2010 to 2018, but is projected to increase at a greater rate after 2020. Figures 2.2 and 2.3 illustrate comparative differences between age groups of Franklin County from the 2010 Census to 2018, based on 2014 - 2018 American Community Survey (ACS) data. The data show that the County is aging, and therefore, services for seniors such as additional transportation options, should be considered.

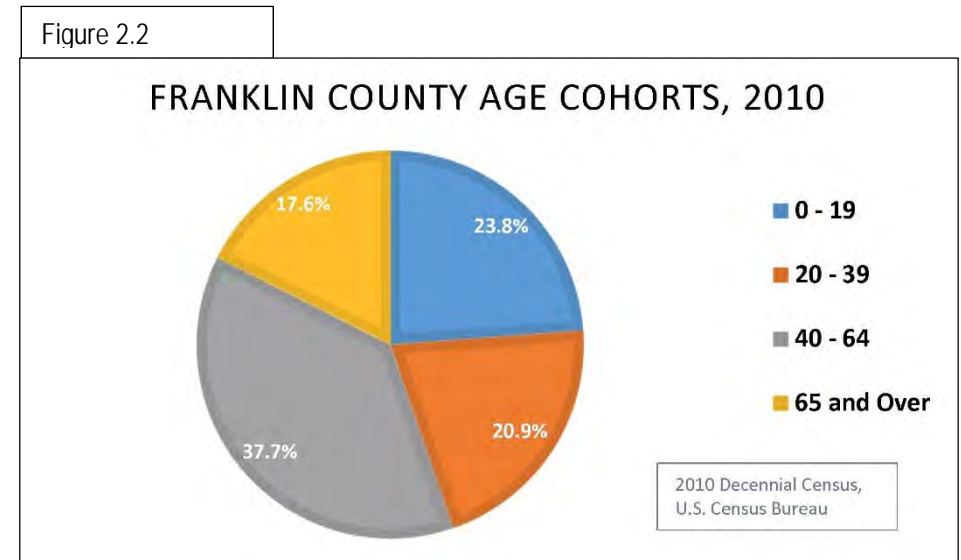
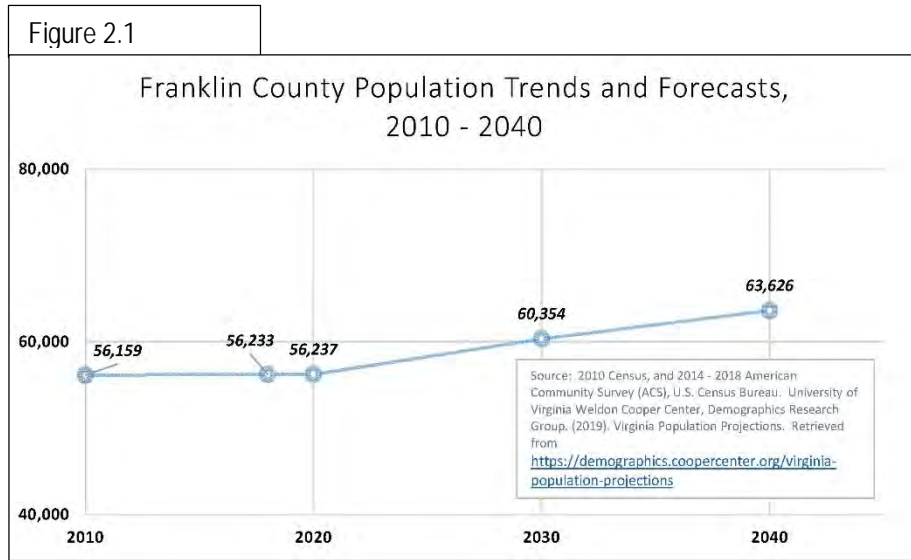


Figure 2.4 shows the localities residents of the County commute to for work. The figure shows that most workers commute within the County, with the next-highest shares commuting north to the Roanoke Valley.

Figure 2.3

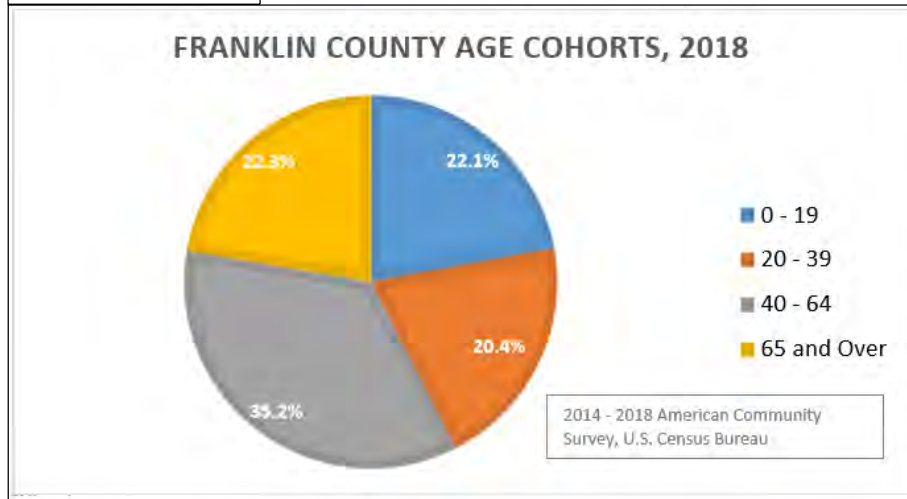
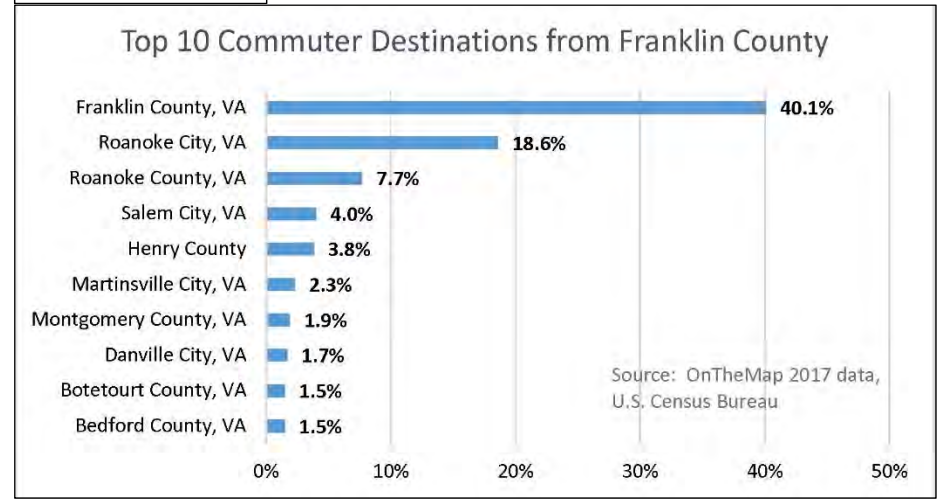


Figure 2.4



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Figure 2.5 shows that, with regard to in-commuting, the vast majority of those who work in the County also live in the County. Figure 2.6 shows that the population over age 65 is significantly higher for Franklin County than for the State. This figure also shows a higher proportion of disabled residents as well as those living below poverty than the State, but the share of minorities in the County is significantly less than that of the Commonwealth.

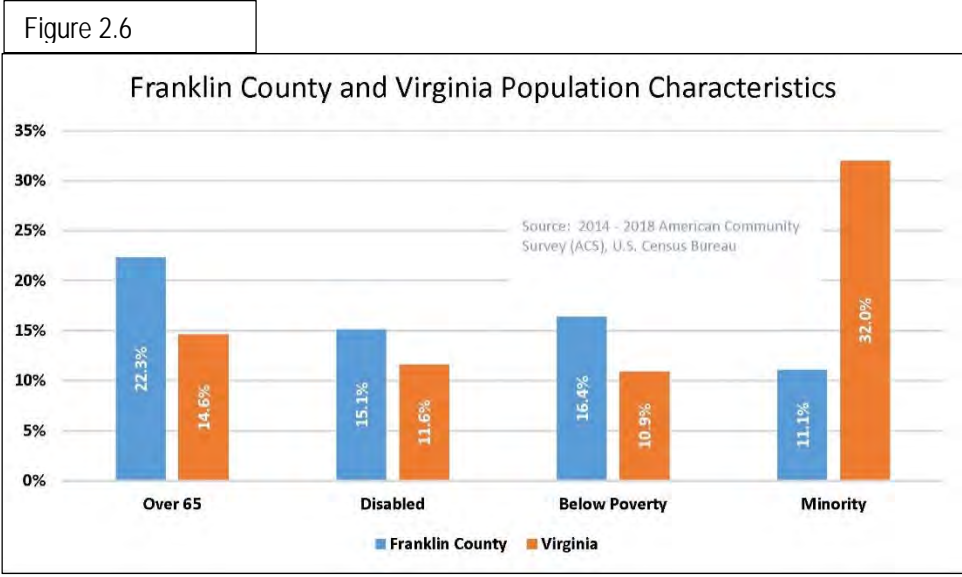
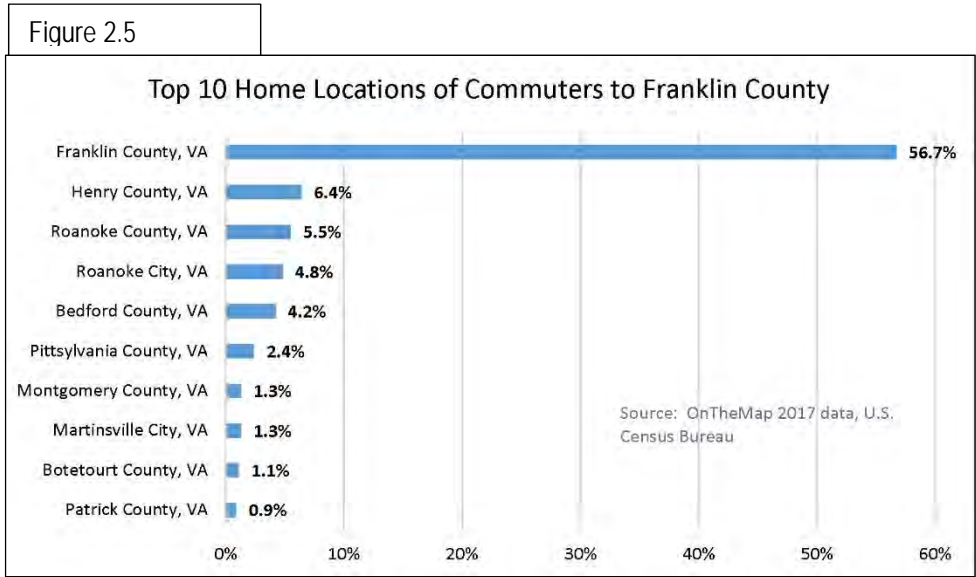


Figure 2.7 shows that, as is the case in the Region as a whole, the majority of residents drive alone to work. Slightly more than 10 percent carpool; 7.3 percent work from home; 1.4 percent walk; 1.3 percent commute via taxicab, motorcycle, or other means; and 0.1 percent bicycle to work. Figure 2.8 shows that the population age 18 and over holding either a bachelor's or graduate or professional degree is significantly lower than that of the State. On the other hand, the share of this population holding an associate degree is higher than that of the State. Figure 2.9 shows that the County lags the State in terms of median household income. Figure 2.10 reveals that the manufacturing sector in Franklin County accounts for more than three times the share of employment compared to the State. The County is also more reliant on the construction and retail sectors than is the State. Figure 2.11 shows employment concentrations within the County, and reveals that employment is most concentrated in and around Rocky Mount as well as in the Village of Ferrum, the latter of which is home to Ferrum College.

Figure 2.7

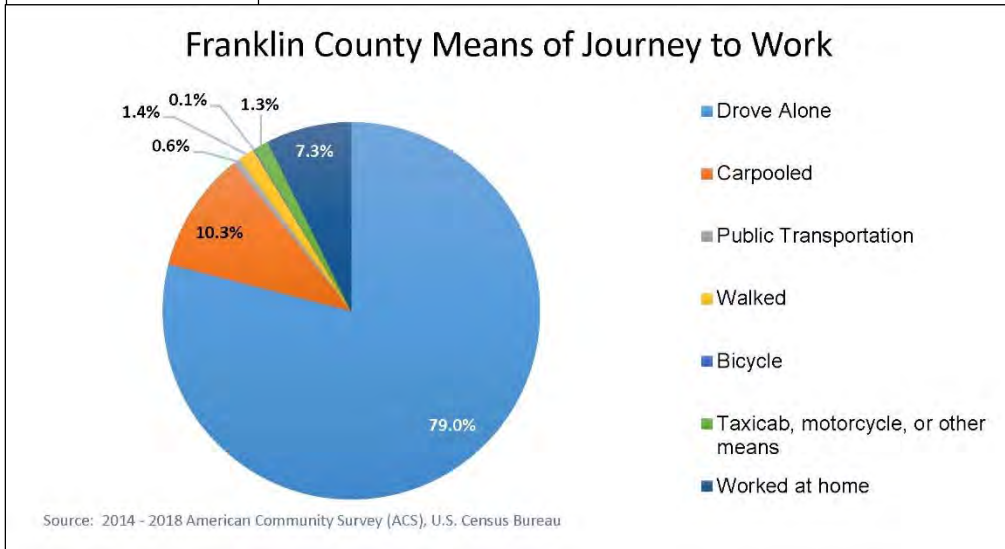


Figure 2.8

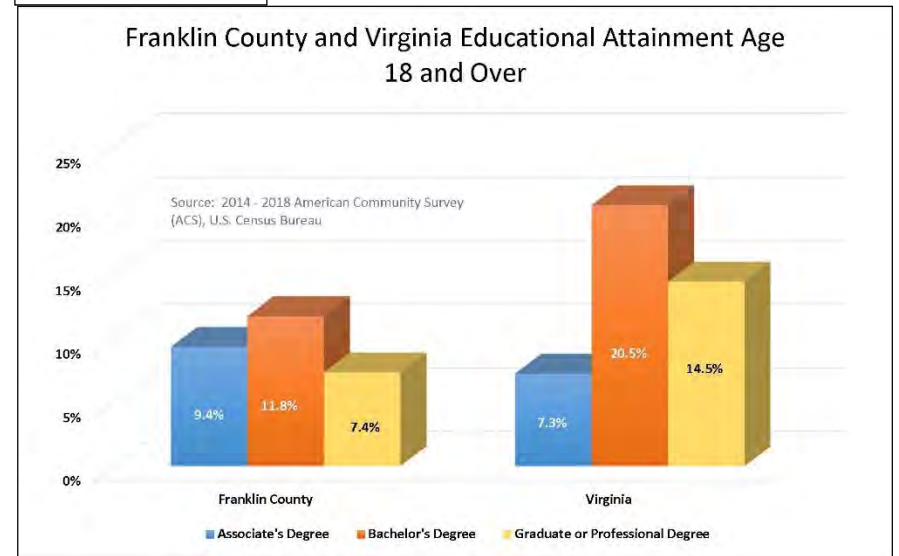


Figure 2.9

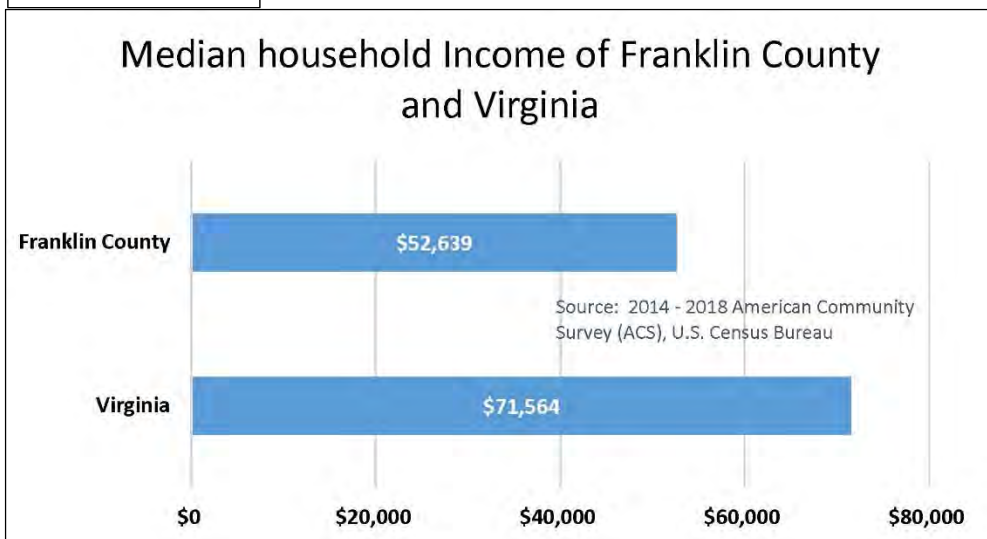


Figure 2.10

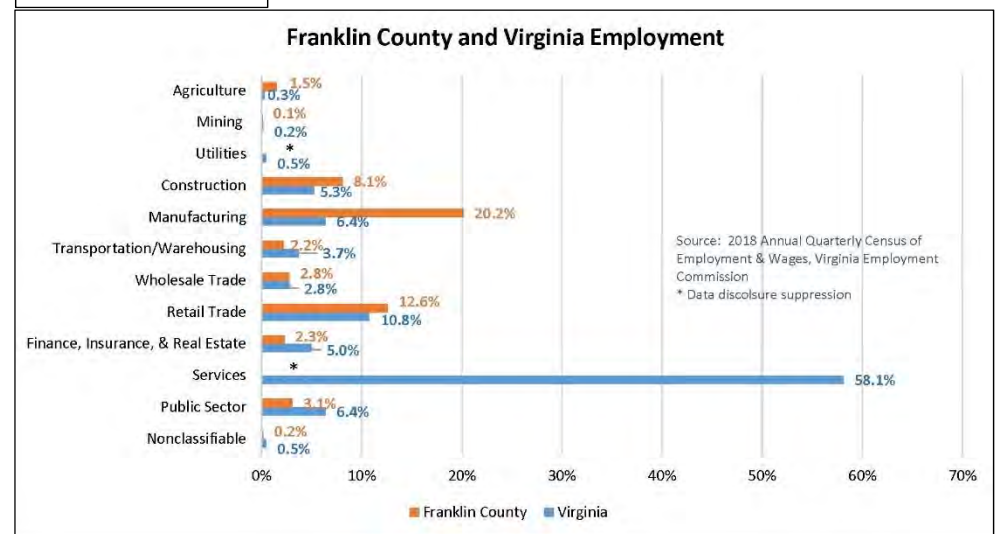
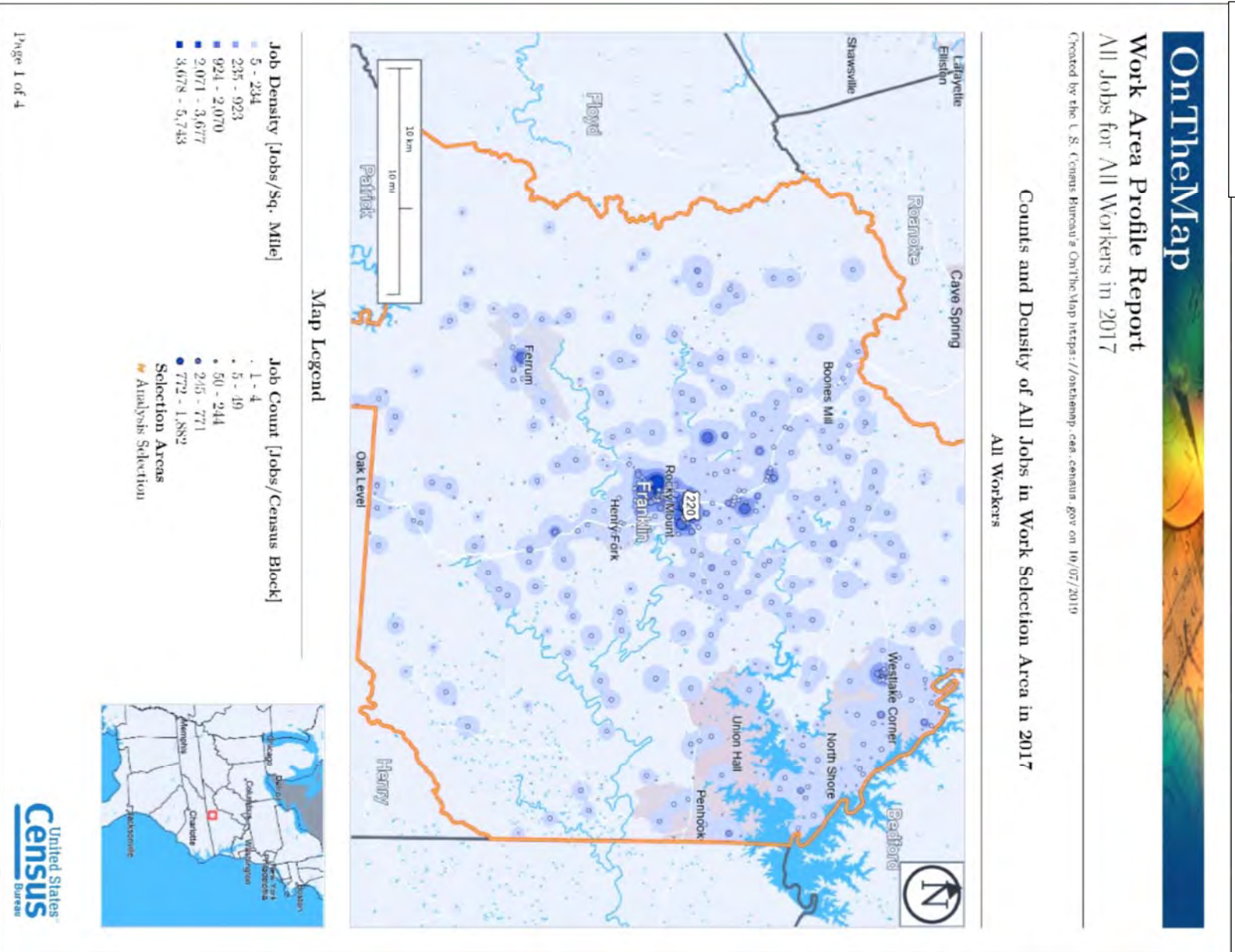


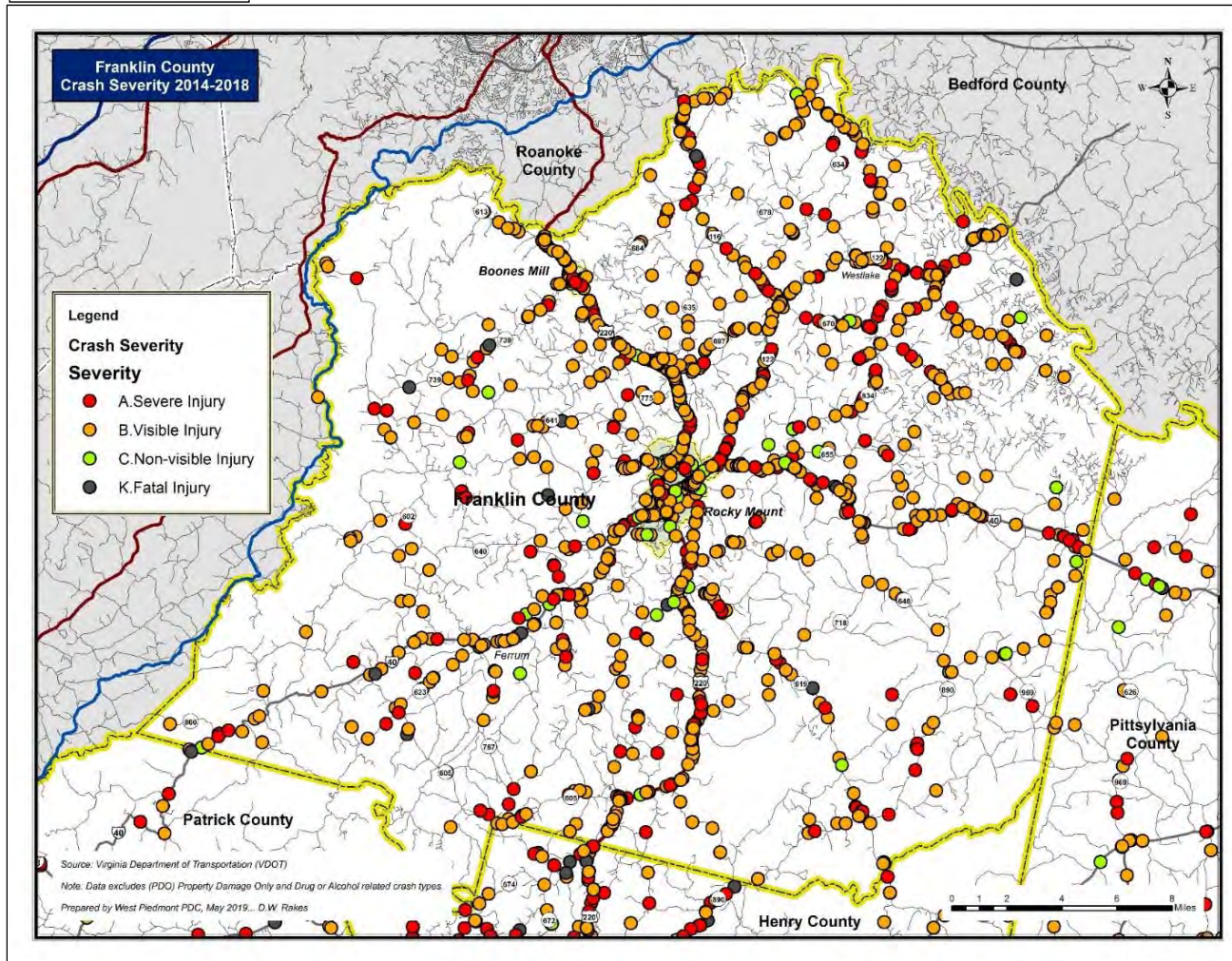
Figure 2.11



***State of the Transportation System***

Figure 2.12 illustrates the crashes in Franklin County by severity inclusive of the years 2014 - 2018, including Severe Injury, Visible Injury, Non-Visible Injury, and Fatal Injury. The table just below the figure summarizes the number of each category of crashes over the five-year span, showing a relatively mixed occurrence of crashes over the period. Figure 2.13 illustrates Annual Average Daily Traffic (AADT) for the year 2017 for the County. AADT is the average daily traffic on a roadway if a year's worth of traffic was divided up over a period of 365 days. The figure shows that U.S. Route 220 is characterized by relatively heavy traffic volumes, as are some roads in the northeast section of the County near Smith Mountain Lake. Roadway Level of Service (LOS) is a measure of roadway performance ranging from A – F, with A representing free-flowing conditions and F representing a roadway that is at capacity and performing poorly. Figure 2.14 illustrates that the County's roadway system performs very well, with relatively higher LOS occurring along Route 122 and Scruggs Road in the Westlake Corner area of the County, as well as on Route 40 immediately east and southwest of Rocky Mount. Figure 2.15 shows Volume to Capacity (V/C) Ratio of roadways in the County. V/C Ratio is a measure of how much traffic a road handles compared to how much it is able to accommodate. A V/C Ratio of 0.4, for instance, indicates that 40 percent of the road capacity is occupied by existing traffic volumes. Figures 2.16 and 2.17 pertain to the condition of bridges and culverts in the County. These structures are rated on a scale of 1 – 9, with 1, 2, 3, or 4 rated as poor, 5 or 6 as fair, and 7, 8, or 9 good. Figure 2.17 shows that the vast majority of bridges in the County are rated either fair or good.

Figure 2.12



Franklin County Crash Injury Classification, 2014 - 2018				
Year	Non-Visible Injury	Visible Injury	Severe Injury	Fatality
2014	18	202	71	6
2015	23	205	58	5
2016	24	191	54	12
2017	19	199	55	9
2018	30	248	53	7
<b>Total</b>	<b>114</b>	<b>1,045</b>	<b>291</b>	<b>39</b>

Source: VDOT

Figure 2.13

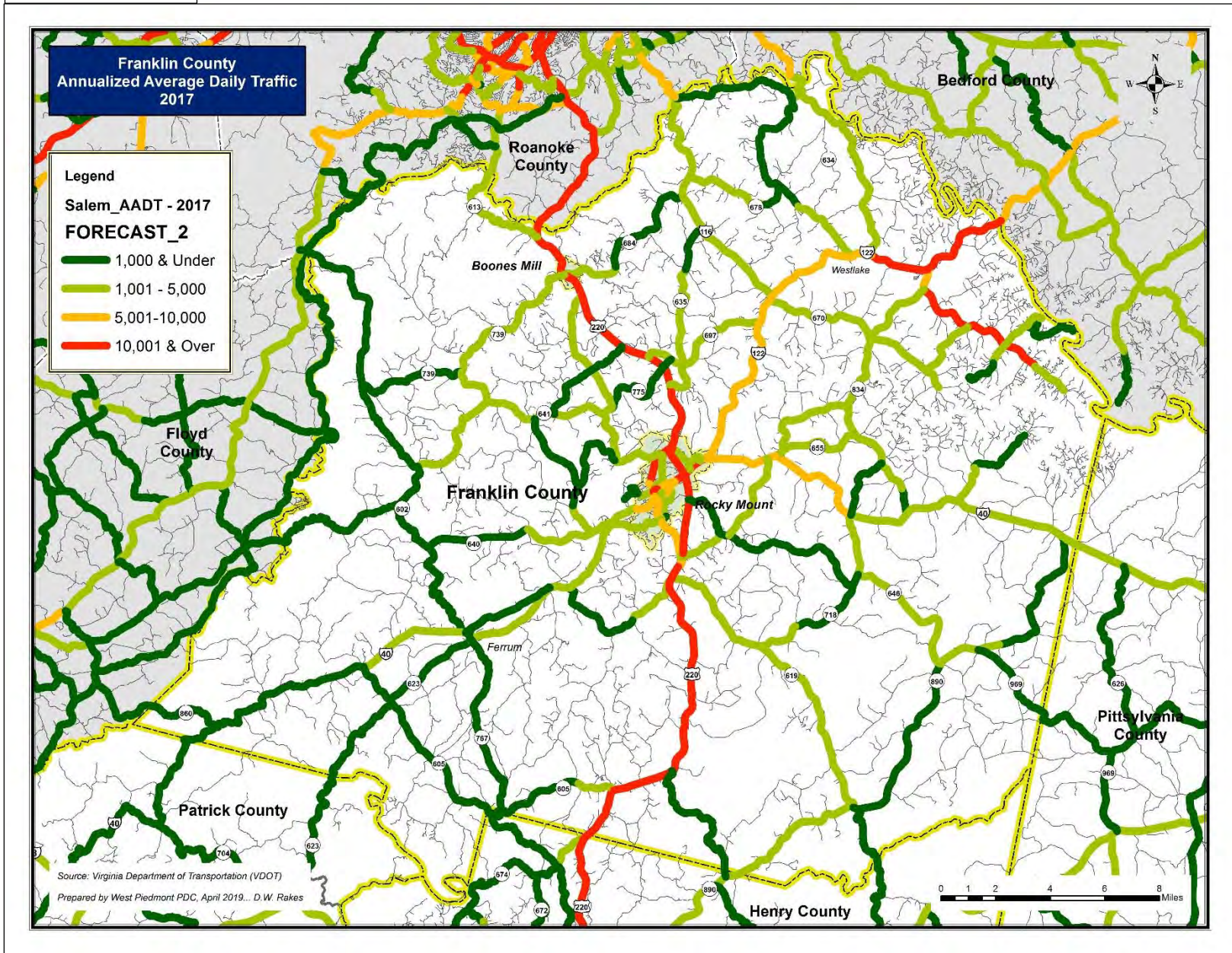




Figure 2.14

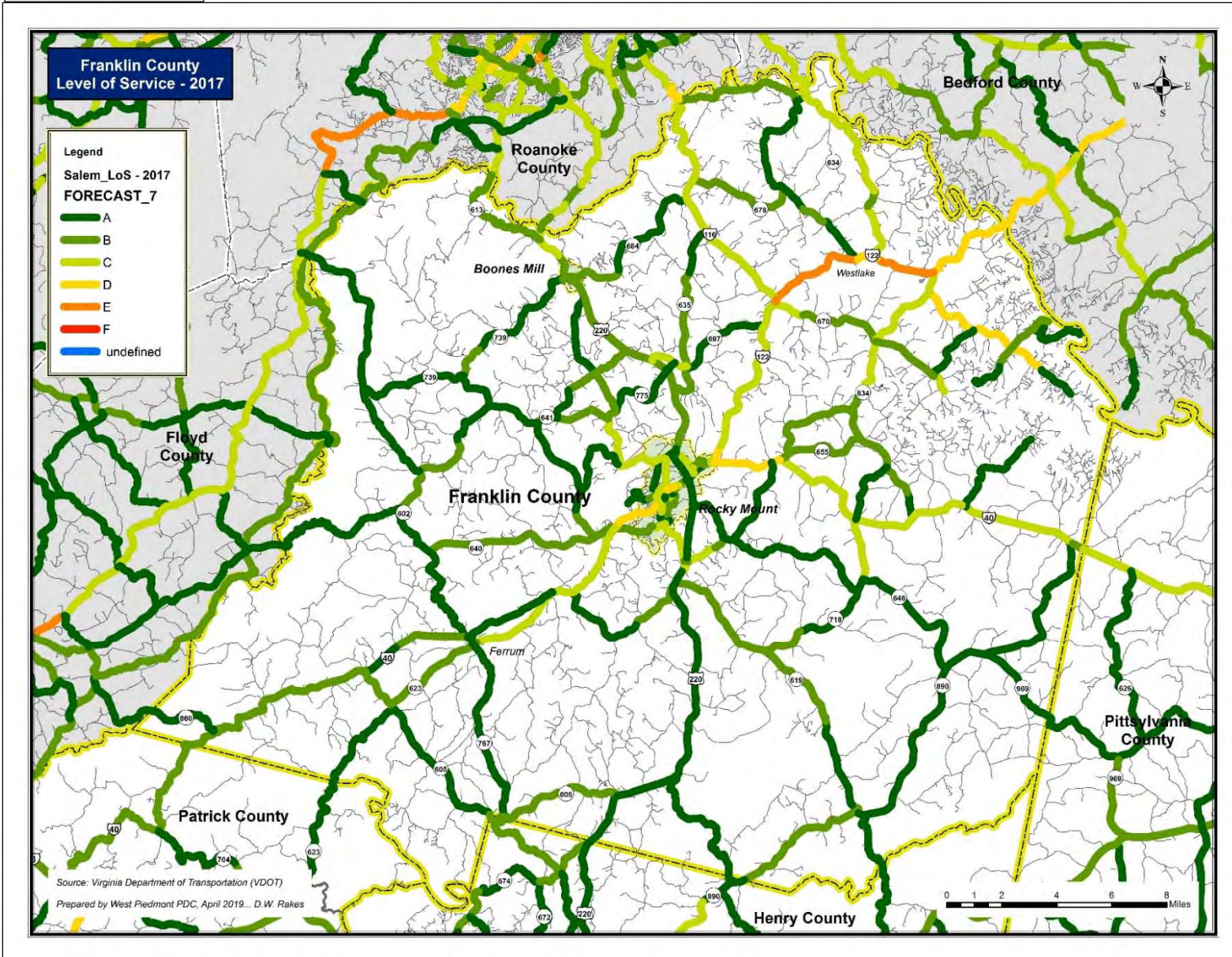


Figure 2.15

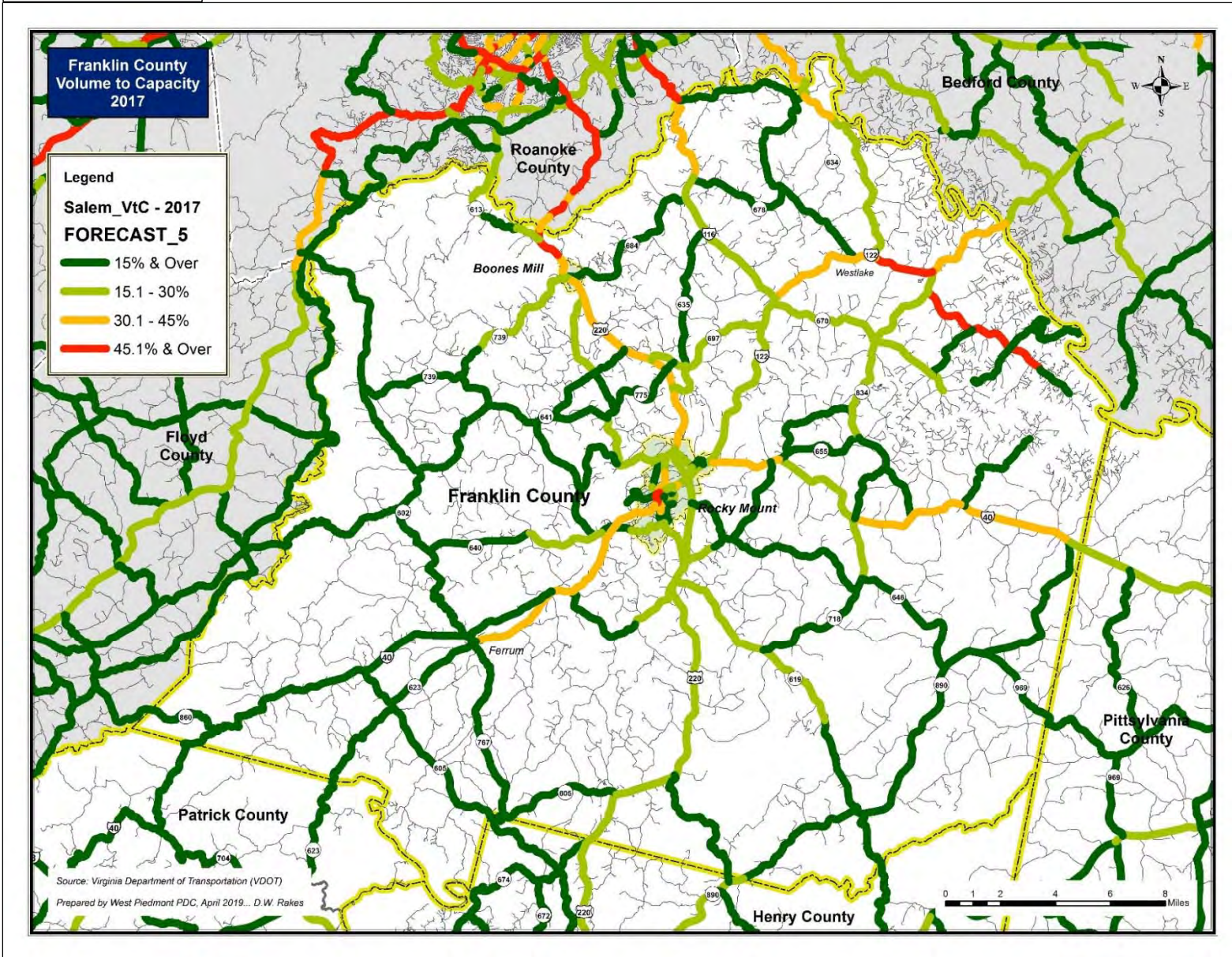


Figure 2.16

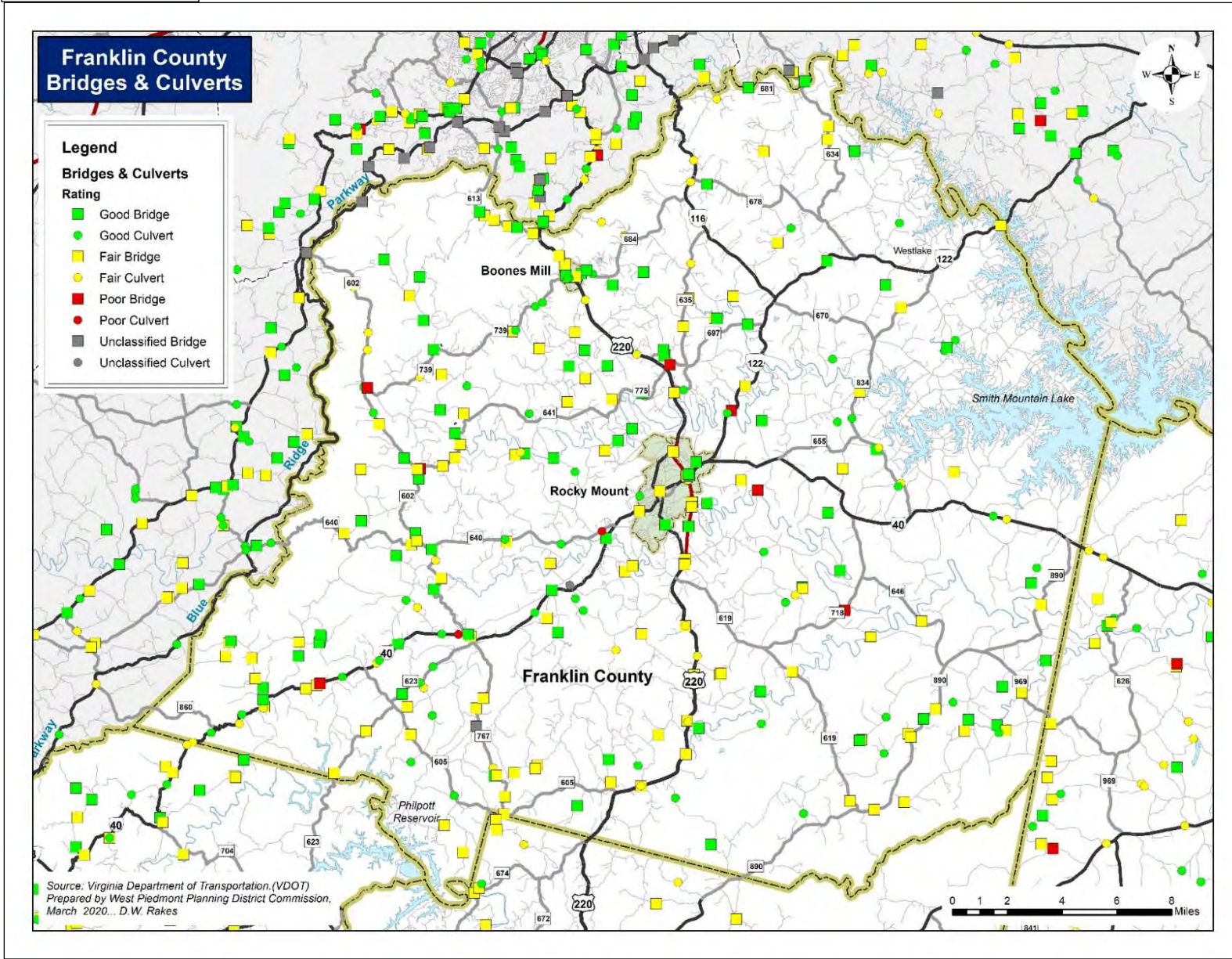
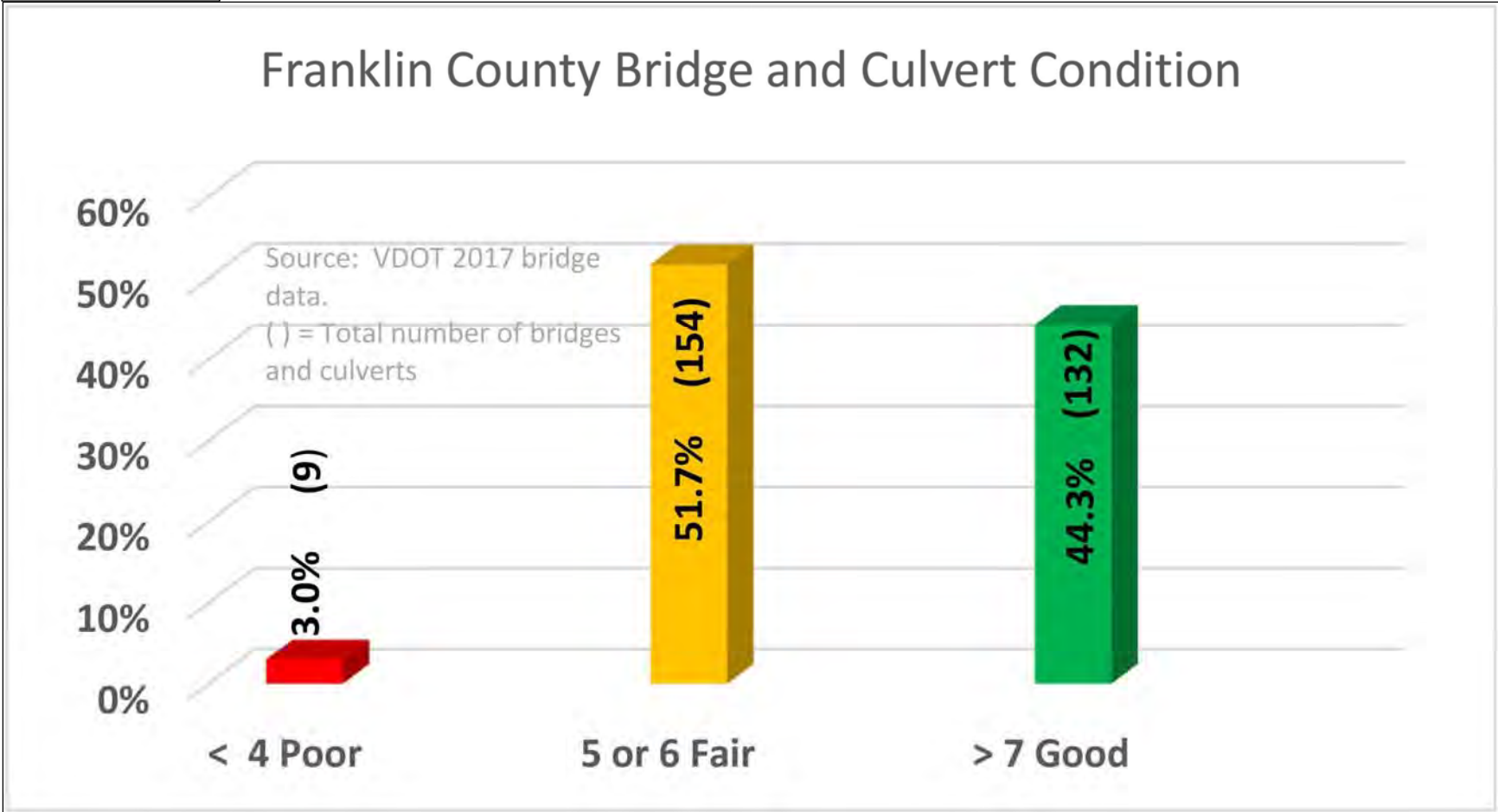


Figure 2.17



***Franklin County Transportation Recommendations***

This section presents two distinct lists of transportation project recommendations for Franklin County. The first is a list of priority projects, which includes those that ranked among the top 20 using the VDOT matrix ranking tool. Figure 2.18 is the map which corresponds with the Priority list. The second list comprises vision projects, which include those recommendations ranking 21 and below. Figure 2.19 is associated with the Vision list.

In addition to the recommendations listed in both the Priority and Vision lists below, implement recommendations with the U.S. Route 220 Arterial Preservation Plan – Corridor Recommendations (see Chapter 7). Recommendations referenced herein can be found at [http://www.virginiadot.org/projects/resources/Arterial\\_Management\\_Plans/US220\\_APPENDICES.pdf](http://www.virginiadot.org/projects/resources/Arterial_Management_Plans/US220_APPENDICES.pdf).

Franklin County Priority Projects											
Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendation
1	Virgil H Goode Hwy (US 220) / Bonbrook Mill Rd	Intersection	-	-	7.77	26,000	B	0.34	50	2014 - 2018 Potential for Safety Improvement (PSI); 2035 RLRP #10; VTrans 2045 Draft Needs Node	<u>Long-term:</u> Consider converting to innovative intersection.
2	Virgil H Goode Hwy (US 220)	Segment	Wirtz Rd	Westcott Rd	7.77	26,000	B	0.34	67	2014 - 2018 PSI Segment; VTrans 2045 Draft Needs Segment	<u>Short-term:</u> Consider installing rumble strips in advance of the intersection. Construct a through-cut at the intersection of US 220 and Wirtz Rd to prohibit through traffic from east and west approaches to Rt 220 and adjust signal to 3-phase to increase throughput of traffic traveling on US 220. <u>Mid-term:</u> Implement access management techniques along US 220 North and South. Construct sidewalks and/or a multi-use path along the segment to improve multimodalism. <u>Long-term:</u> Convert intersection of US 220 and Iron Ridge Rd to Restricted Crossing U-Turn (R-CUT).
3	Virgil H Goode Hwy (US 220) / Naff Rd	Intersection	-	-	6.86	27,000	C	0.57	40	Identified in 2013 - 2017 and 2014 - 2018 Potential for Safety Improvement (PSI); VTrans 2045 Draft Needs Node	<u>Mid-term to long-term:</u> Convert to innovative intersection design. Construct right-turn lanes on Naff Rd approach to US 220, as well as on US 220 South. Extend acceleration lane on US 220 North. Trim or remove vegetation along US 220 South north of the intersection to improve sight distance.
4	Virgil H Goode Hwy (US 220) / Bethlehem Rd	Intersection	-	-	6.74	25,000	B	0.45	23	#36, Rural Long Range Plan; Boones Mill Comprehensive Plan	<u>Short-term:</u> Review and improve signal timing. <u>Long-term:</u> Implement access management strategies within the intersection influence area.

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendation
5	Virgil H Goode Hwy (US 220)	Segment	SCL Boones Mill	NCL Boones Mill	6.67	25,000	B	0.45	26	Crash cluster; Boones Mill Comprehensive Plan	<u>Short-term:</u> Maintenance. <u>Long-term:</u> Widen shoulders. Implement access management techniques along the corridor. Combine smaller parking lots off of Route 220 into one larger parking lot and formalize parking spaces. Construct sidewalk(s) and crosswalks along the corridor.
6	Virgil H Goode Hwy (US 220) / Iron Ridge Rd	Intersection	-	-	6.34	26,000	B	0.34	20	Crash cluster	<u>Long-term:</u> Convert existing intersection to unsignalized Restricted Crossing U-Turn (R-CUT).
7	Virgil H Goode Hwy (US 220)	Segment	NCL Rocky Mount	Wooddale Dr	6.27	26,000	B	0.34	23	Crash cluster	<u>Long-term:</u> Implement access management techniques. Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
8	Virgil H Goode Hwy (US 220)	Segment	View Ln	Taylor's Rd	6.02	24,000	B	0.36	25	Identified in 2013 - 2017 Potential for Safety Improvement (PSI)	Deficiency with low priority; continue to monitor for potential improvements.
9	Virgil H Goode Hwy (US 220)	Segment	Iron Ridge Rd	Wooddale Dr	5.83	26,000	B	0.34	17	2013 - 2017 and 2014 - 2018 PSI Segment; VTrans 2040, Segment F-1, Need H; VTrans 2045 Draft Needs Segment	<u>Long-term:</u> Convert existing intersection of US 220 and Iron Ridge Rd to unsignalized Restricted Crossing U-Turn (R-CUT), and consider converting existing intersection of US 220 and Bonbrook Mill Rd to innovative configuration. Implement access management techniques where warranted along corridor. Reconstruct road to address geometric deficiencies (including full width lanes and shoulders). Consider closing two median crossovers, as they do not meet VDOT distance requirements.
10	Virgil H Goode Hwy (US 220)	Segment	Wirtz Rd	SCL Boones Mill	5.69	24,000	B	0.38	14	Town of Boones Mill Comprehensive Plan	<u>Short-term:</u> Maintenance. <u>Long-term:</u> Widen shoulders.

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11	Virgil H Goode Hwy (US 220) / Taylors Rd	Intersection	-	-	5.46	24,000	B	0.38	13	Ride-along field visit recommendations	<u>Short-term:</u> Trim or remove vegetation that may limit sight distance. <u>Mid-term:</u> Widen shoulders on both sides of US 220. Study feasibility of adding right-turn lane onto US 220 North. <u>Long-term:</u> Consider raising grade of US 220 and Taylors Road in the vicinity of the intersection. Consider converting intersection to innovative configuration.
12	Franklin St (VA 40) / Mountain Top Dr	Intersection	-	-	5.38	4,000	D	0.31	30	Crash cluster: VTrans 2045 Draft Needs Node	<u>Mid-term:</u> Large cluster of rear-end collisions suggest need for a turn lane, perhaps a left-turn lane along VA 40 West.
13	Virgil H Goode Hwy (US 220)	Segment	NCL Boones Mill	Roanoke CL	5.14	27,000	C	0.57	19	Crash cluster	<u>Mid-term to long-term:</u> Convert existing intersection at Naff Rd to innovative configuration. Construct right-turn lanes on Naff Rd approach to US 220, as well as on US 220 South. Extend acceleration lane on US 220 North. Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
14	Franklin St (VA 40) / Scuffling Hill Rd	Intersection	-	-	5.08	4,000	D	0.31	23	2035 RLRP #2; VTrans 2045 Draft Needs Node	<u>Mid-term to Long-term:</u> Implement access management by consolidating driveways and construct right-in/right-out driveways. Construct sidewalks along Franklin St and crosswalk across Franklin St.
15	Old Franklin Tpke (VA 40)	Segment	Scuffling Hill Rd	Rocky Mount CL	5.01	4,000	D	0.31	24	Identified in 2013 - 2017 Potential for Safety Improvement (PSI)	<u>Mid-term to Long-term:</u> Implement access management techniques along the corridor. Construct sidewalk(s) along the corridor, particularly on the corridor's eastern end. Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).

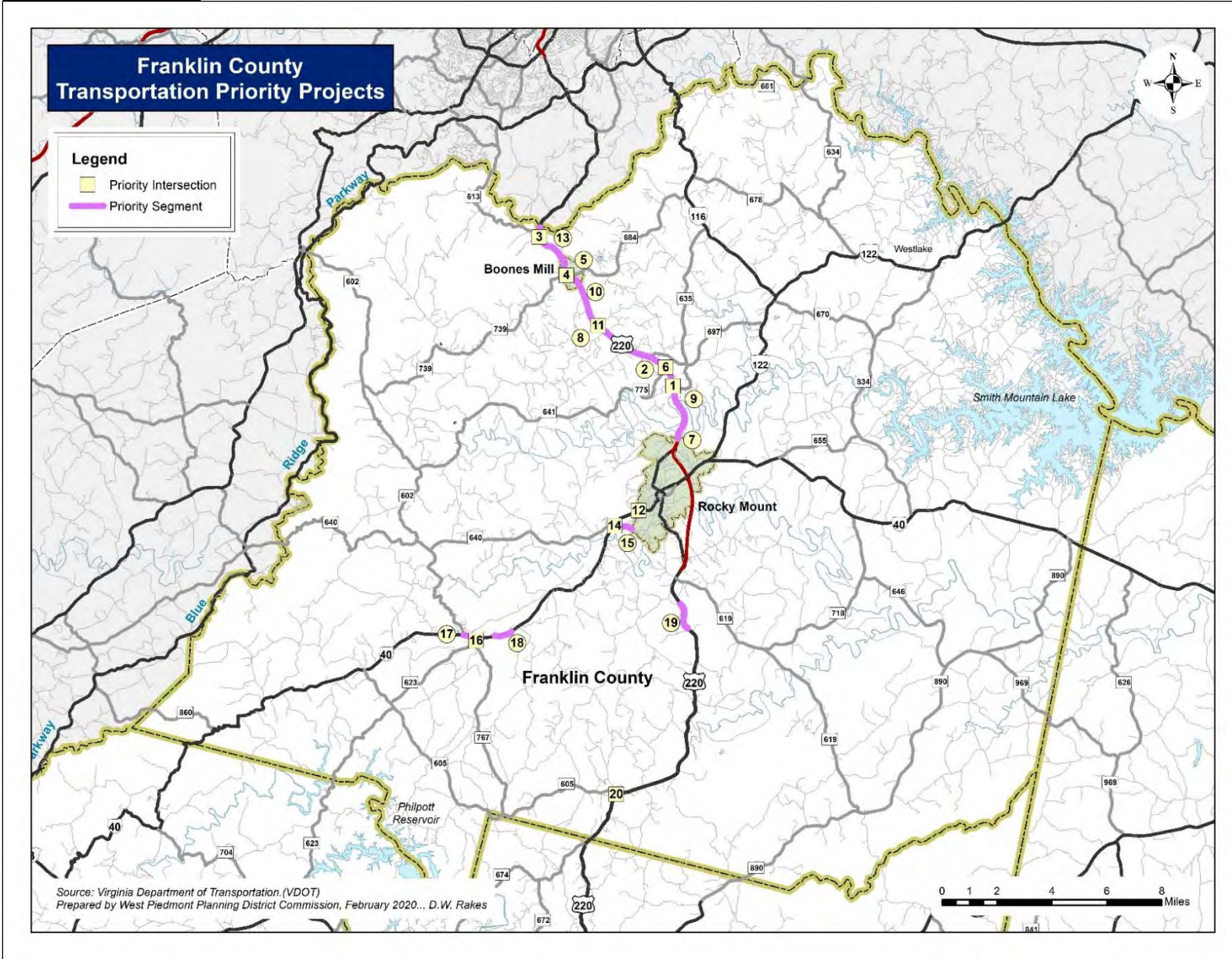


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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendation
16	Franklin St (VA 40) / Fieldcrest Rd	Intersection	-	-	4.96	4,000	C	0.33	13	VTrans 2045 Draft Needs Node	<u>Long-term:</u> Implement access management techniques at business west of the intersection. Consider constructing left-turn lane on VA 40 West.
17	Franklin St (VA 40)	Segment	Ferrum Mountain Rd	Fieldcrest Rd	4.89	4,000	C	0.33	8	#22, Rural Long Range Plan; County interest	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
18	Franklin St (VA 40)	Segment	Shively Rd	Nolen St	4.89	4,000	C	0.33	15	2013 - 2017 PSI Segment; VTrans 2045 Draft Needs Segment	<u>Short-term:</u> Deficiency with low priority; continue to monitor for potential improvements. <u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
19	Virgil H Goode Hwy (US 220)	Segment	Commerce Rd	Clark Rd	4.71	16,000	A	0.22	11	2013 - 2017 PSI segment	<u>Short-term:</u> Deficiency with low priority; continue to monitor for potential improvements. <u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders). Construct left-turn lane at crossover at US 220 South.
20	Virgil H Goode Hwy (US 220) / Henry Rd	Intersection	-	-	4.67	16,000	A	0.17	30	2035 RLRP #12; VTrans 2040 F1 Segment Needs - US 220 - Needs B & C; VTrans 2045 Draft Needs Node	<u>Short-term:</u> Add pavement edge skip lines through the intersection and add chevrons in both directions south of intersection. <u>Mid-term:</u> Realign U.S. Route 220 at and in the vicinity of Henry Rd to improve safety.

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

Figure 2.18



Franklin County Vision Projects											
Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendation
21	Old Franklin Tpke (VA 40)	Segment	ECL Rocky Mount	Webster Rd	4.66	9,600	D	0.41	8	2035 RLRP #9; VTrans 2045 Draft Needs Segment	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders, turn lanes, and access management).
22	Franklin St (VA 40) / Old Ferrum Rd	Intersection	-	-	4.66	4,000	C	0.33	3	2020 CEDS	<u>Mid-term</u> : Safety and geometric improvements to correct deficiencies.
23	Wirtz Rd	Segment	US 220	Bonbrook Mill Rd	4.62	3,800	C	0.27	20	2035 RLRP #48; VTrans 2045 Draft Needs Segment; Ride-along field visit recommendation	<u>Short-term</u> : Replace existing intersection of US 220 and Wirtz Rd with signalized through-cut. <u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full width lanes and shoulders, turn lanes, and access management). Lower roadway at Norfolk-Southern Bridge or replace bridge to increase clearance.
24	Franklin St (VA 40) / Ferrum Mountain Rd	Intersection	-	-	4.59	4,000	C	0.33	0	Requested by Franklin County	<u>Mid-term</u> : Construct roundabout.
25	Route 40 (Franklin St) / Iron Bridge Rd	Intersection	-	-	4.46	4,000	C	0.33	15	VTrans 2045 Draft Needs Node	<u>Short-term</u> : Consider trimming back vegetation and terrain approximately 0.08 mi SW of intersection to improve sight distance of westbound traffic on Rt 40. <u>Long-term</u> : Deficiency with low priority; continue to monitor for potential improvements.
26	Route 40 / Woodman Rd	Intersection	-	-	4.39	9,600	D	0.41	17	VTrans 2045 Draft Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
27	Route 122 (Booker T. Washington Hwy)	Segment	Wirtz Rd	Jubal Early Hwy	4.38	7,800	C	0.29	17	PSI segment; Rural Long Range Plan, #16	<u>Mid-term</u> : Apply access management techniques. <u>Long-term</u> : Reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

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28	US Route 220	Segment	Goose Dam Rd	Henry Rd	4.38	15,000	A	0.19	9	VTrans 2040, Segment F-1, Need H; Rural Long Range Plan, #38 & #39	<u>Short-term:</u> Extend northbound left turn bay and add southbound left turn bay at intersection of Crooked Oak Rd. Close crossover approximately 1/4-mile south of Crooked Oak Rd. <u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders). Consider converting intersection of US 220 and Fork Mountain Rd to innovative configuration.
29	Route 40 / Websters Rd	Intersection	-	-	4.36	9,600	D	0.41	3	Rural Long Range Plan, #44	<u>Mid-term:</u> Provide exclusive turn lanes.
30	Route 122 (Booker T. Washington Hwy) / Red Bud Ln	Intersection	-	-	4.36	11,000	D	0.39	20	Rural Long Range Plan, #35, road project inventory	<u>Short-term:</u> Provide turn lanes. Provide signage on WB Rt 40 alerting drivers of intersection. Trim/remove vegetation along Rt 40 on both sides of intersection. <u>Mid-term:</u> Consider sight easement along Rt 40 NB south of the intersection.
31	Iron Ridge Rd	Segment	US 220	Wirtz Rd	4.31	790	A	0.07	20	#26, Rural Long Range Plan; County interest	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Convert existing intersection with US 220 to unsignalized Restricted Crossing U-Turn (R-CUT).
32	Route 40 (Old Franklin Tpke) / Snow Creek Rd	Intersection	-	-	4.30	3,600	C	0.31	7	Rural Long Range Plan, #47, road project inventory	<u>Mid-term:</u> Realign intersection and provide exclusive eastbound and westbound left and right turn lanes on VA 40 for vehicles accessing Route 890. Implement access management techniques within influence area of intersection.
33	Route 122 (Booker T. Washington Hwy)	Segment	Lost Mountain Rd	Scruggs Rd	4.29	15,000	E	0.52	11	Rural Long Range Plan, #16/Hales Ford Area Plan	<u>Mid-term:</u> Apply access management techniques and reconstruct road to address geometric deficiencies (including full-width lanes and shoulders); install landscaped median.

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34	Railroad at Wirtz Rd	Intersection	-	-	4.25	3,800	C	0.27	20	Road project inventory	<u>Long-term</u> : Lower the road to increase height clearance; the challenge associated with this course of action is existing drainage issues around the site. Remove the existing overpass and construct a wider, taller structure. This option, however, would require the demolition of two nearby houses and coordination and cooperation with Norfolk Southern Railroad, and would require a much greater transition to the structure.
35	Boones Mill Rd	Segment	Morter Ln	Judy Ln	4.10	1,900	B	0.09	13	VTrans 2045 Draft Needs Segment	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
36	Route 122 (Booker T. Washington Hwy) / Lakemount Dr	Intersection	-	-	4.09	11,000	D	0.39	30	Rural Long Range Plan, #41	<u>Short-term</u> : Add turn lanes and improve sight distance.
37	Route 40 (Old Franklin Tpke) / Kemp Ford Rd	Intersection	-	-	4.00	5,000	C	0.31	3	Rural Long Range Plan, #46	<u>Mid-term</u> : Provide exclusive turn lanes.
38	Route 122 (Booker T. Washington Hwy)	Segment	Jubal Early Hwy	Harmony School Rd	3.92	9,400	E	0.40	6	#16, Rural Long Range Plan	<u>Long-term</u> : Apply access management techniques, and reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
39	Brooks Mill Rd / Scruggs Rd	Intersection	-	-	3.85	8,900	C	0.27	17	PSI Intersection, Rural Long Range Transportation Plan,	<u>Mid-term</u> : Add turn lanes, improve sight distance and signage.
40	Grassy Hill Rd / Brick Church Rd	Intersection	-	-	3.84	1,900	A	0.20	8	Vtrans 2045 Draft Needs Node	<u>Mid-term</u> : Realign intersection. Consider turn lanes at all approaches.
41	Route 122 (Booker T. Washington Hwy)	Segment	Harmony School Rd	Lost Mountain Rd	3.79	9,400	E	0.52	17	#16, Rural Long Range Plan	<u>Long-term</u> : Apply access management techniques, and reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

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42	Route 122 (Booker T. Washington Hwy)	Segment	Scruggs Rd	Bedford CL	3.70	11,000	D	0.39	9	#16, Rural Long Range Plan, Westlake Hales-Ford Area Plan	<u>Mid-term</u> : Apply access management techniques, and construct sidewalks and crosswalks as necessary. <u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders); install landscaped median. Reconstruct intersection at Wild Turkey Run as innovative configuration.
43	Route 116 (Jubal Early Hwy)	Segment	Rt 122	Truman Hill Rd	3.65	3,500	C	0.27	5	Rural Long Range Plan, #43; Vtrans 2045 Draft Needs Segment	<u>Short-term</u> : Consider shaving back vegetation and slope on northwest quadrant of intersection to improve sight distance of vehicles turning onto Rt 116. <u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full width lanes and shoulders, turn lanes, and access management).
44	Virgil H Goode Hwy (US 220) / McNeil Mill Rd	Intersection	-	-	3.61	16,000	A	0.22	10	#37, Rural Long Range Plan, County interest	<u>Short-term</u> : Extend southbound left turn bay and add northbound left turn bay
45	Scruggs Rd / Bluewater Dr	Intersection	-	-	3.54	11,000	D	0.59	10	2020 CEDS	<u>Long-term</u> : Implement intersection improvements for safety, such as access management. Consider reconstructing intersection as innovative configuration such as a roundabout.
46	Route 122 (Booker T. Washington Highway / Hales Ford Bridge)	-	-	-	3.53	11,000	D	0.39	5	#42, Rural Long Range Plan, County interest	<u>Long-term</u> : Widen bridge to four lanes to current standards.
47	Route 122 (Booker T. Washington Hwy) / Wirtz Rd	Intersection	-	-	3.51	7,800	C	0.29	17	Rural Long Range Plan, #40; Vtrans 2045 Draft Needs Node	<u>Short-term</u> : Reconstruct intersection to improve sight distance and extend southbound right turn lane and add a northbound left turn lane. <u>Mid-term</u> : Install signal when location meets volume warrants.

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendation
48	Route 40 (Franklin St) / Ruritan Rd	Intersection	-	-	3.28	4,000	C	0.33	10	Vtrans 2045 Draft Needs Node	<u>Mid-term</u> : Add left turn lane on Rt 40 West. <u>Long-term</u> : Realign intersection to correct offset angle of Ruritan Rd.
49	Virgil H. Goode Hwy (US 220) / approx. 0.25 Mi S Crooked Oak Rd	Intersection	-	-	3.27	15,000	A	0.19	5	#39, Rural Long Range Plan, County interest	<u>Short-term</u> : Close crossover.
50	Grassy Hill Rd / Hopkins Rd	Intersection	-	-	3.18	3,400	C	0.21	10	Vtrans 2045 Draft Needs Node	<u>Long-term</u> : Realign Hopkins Rd with Grassy Hill Rd.
51	Route 122 (Booker T. Washington Hwy) / Angle Plantation Rd	Intersection	-	-	3.18	5,200	C	0.29	13	Vtrans 2045 Draft Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
52	Route 40 (Old Franklin Tpke) / Brooks Mill Rd	Intersection	-	-	3.16	5,000	C	0.37	3	Rural Long Range Plan, #45	<u>Mid-term</u> : Provide exclusive turn lanes.
53	Fairy Stone Park Rd	Segment	Henry Rd	Patrick CL	3.13	300	A	0.03	1	#30, Rural Long Range Plan, County interest	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full width lanes).
54	Route 122 (Booker T. Washington Hwy) / Harmony School Rd	Intersection	-	-	3.12	9,400	E	0.40	10	Road project inventory	<u>Short-term</u> : Convert intersection to innovative configuration such as a roundabout.
55	Brooks Mill Rd	Segment	Scruggs Rd	Burnt Chimney Rd	3.08	2,300	C	0.18	8	PSI segment; Vtrans 2045 Draft Needs Segment	<u>Short-term</u> : Provide additional signage at curve 0.05 mi north of bridge, and 0.25 mi north of Pea Ridge Ln. <u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
56	Route 116 (Jubal Early Hwy)	Segment	Truman Hill Rd	Roanoke CL	2.87	4,300	C	0.37	6	Rural Long Range Plan, #43	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders, turn lanes and access management)

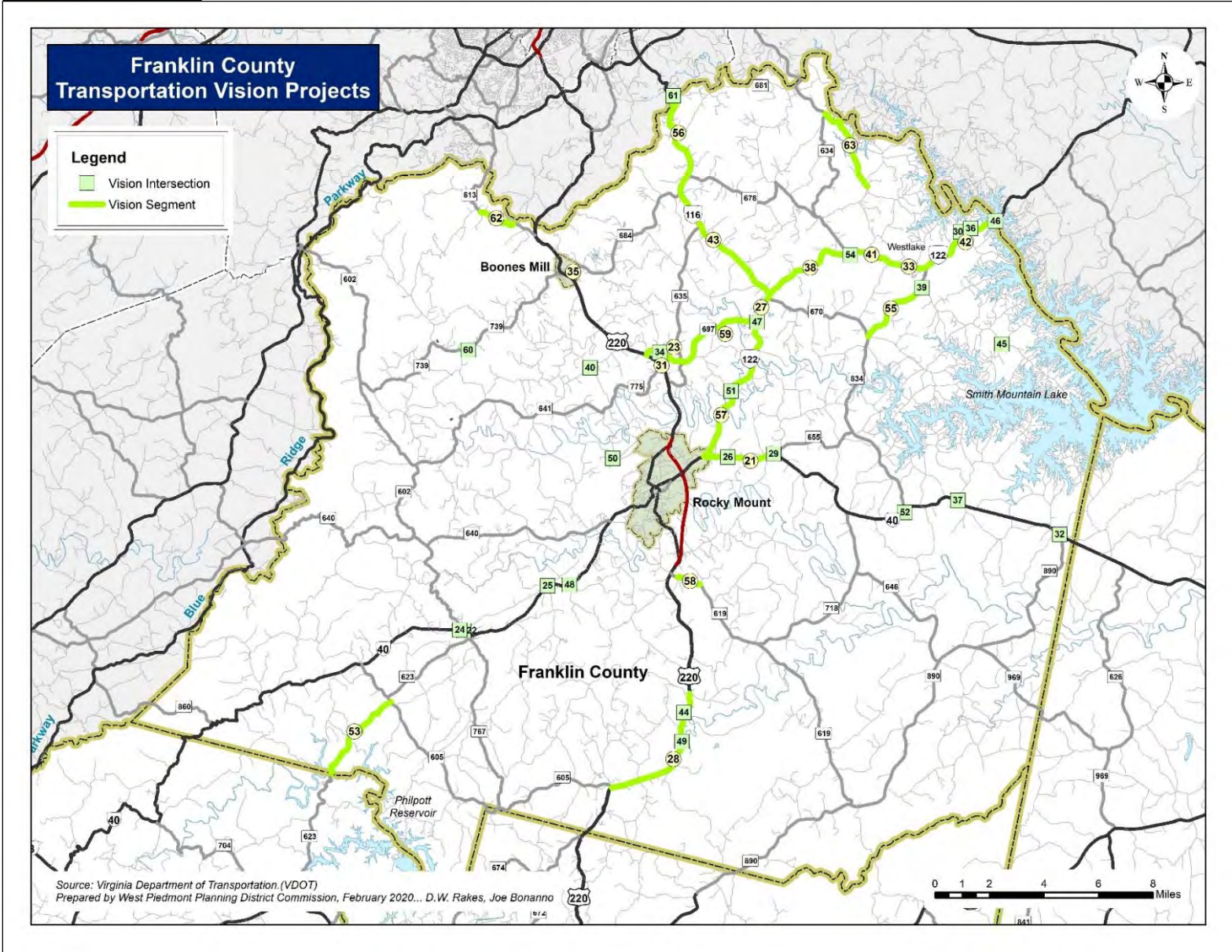
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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendation
57	Route 122 (Booker T. Washington Hwy)	Segment	Route 40	Wirtz Rd	2.80	5,200	C	0.29	8	#15, Rural Long Range Plan	<u>Long-term:</u> Apply access management techniques, and reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
58	Sontag Rd	Segment	Willow Creek Rd	Double Branch Rd	2.75	3,000	B	0.23	6	VTrans 2045 Draft Needs Segment	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and 8' shoulders, turn lanes and access management).
59	Wirtz Rd	Segment	Bonbrook Mill Rd	Route 122 (Booker T. Washington Hwy)	2.73	3,200	A	0.25	5	Rural Long Range Plan, #48	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders, turn lanes and access management).
60	Bethlehem Rd / Dillons Mill Rd	Intersection	-	-	2.73	1,500	B	0.14	3	2020 CEDS	<u>Long-term:</u> Intersection improvements to address safety issues.
61	Route 116 (Jubal Early Hwy) / Coopers Cove Rd	Intersection	-	-	2.64	4,300	C	0.37	5	Road project inventory	<u>Short-term:</u> Improve signage to alert drivers to intersection. Reduce embankment on northeast quadrant of intersection to improve sight distance from Coopers Cove Rd. <u>Mid-term:</u> Construct left and right turn lanes on Rt 116. <u>Long-term:</u> Realign Windy Gap Dr with Coopers Cove Rd. Realign intersection of Coopers Cove Rd and Rt 116 to T-intersection to eliminate angular offset. If feasible, lower Rt 116 in vicinity of the intersection to reduce grade on Coopers Cove Rd approach to Rt 116.
62	Naff Rd	Segment	Guthrie Rd	0.05 mi west Hollow Ln	2.58	1,500	B	0.15	3	Vtrans 2045 Draft Needs Segment	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and 6' shoulders, turn lanes and access management).
63	Hardy Rd	Segment	Rt 634	Wysong Mill Rd	2.47	3,100	C	0.25	5	Rural Long Range Plan, #53	<u>Short-term:</u> Install chevron signs at curve 0.4-mi south Rt 634. <u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders, turn lanes and access management).

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



Figure 2.19



*Town of Rocky Mount Transportation Recommendations*

This section presents a list of Priority transportation projects for the Town of Rocky Mount, utilizing a Matrix tool developed by VDOT to rank potential transportation projects. Figure 2.20 is the map which corresponds with and follows that list.

Town of Rocky Mount Priority Projects												
Rank	Locality	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
1	Town of Rocky Mount	Franklin St	Segment	US Route 220	Wal-Mart	7.88	15,000	A	0.22	72	2035 Rural Long Range Plan, #64; 2013 - 2017 and 2014 - 2018 Potential for Safety Improvement (PSI); VTrans 2045 Safety Needs Segment	<p><u>Short-term:</u> At the US Route 220 NB ramp, move the stop bar forward for northbound right turn movement to improve sight distance. Explore the possibility of more effectively synchronizing each traffic signal east and west of US Route 220 (at the ramps for US Route 220) to minimize traffic backup. <u>Mid-term:</u> At US Route 220 NB ramp, eliminate the eastbound free right turn and accommodate right turns at the signal with appropriate turn provisions. Implement access management to relocate commuter lot access. Apply access management techniques where warranted along the segment. Consider intersection improvements at VA 40 and School Board.</p>
2	Town of Rocky Mount	Tanyard Rd	Segment	Pell Ave	US Route 220	6.91	18,000	B	0.28	53	2035 Rural Long Range Plan, #65; 2013 - 2017 and 2014 - 2018 Potential for Safety Improvement (PSI); VTrans 2045 Safety Needs Segment; road project inventory ride-along	<p><u>Short-term:</u> Explore the possibility of more effectively synchronizing each traffic signal east and west of US Route 220 (at the ramps for US Route 220) to minimize traffic backup. Realign curb cuts on Perdue Ln, install high-visibility crosswalk, and relocate stop bar behind crosswalk. <u>Mid-term:</u> At US 220 SB ramp, lengthen westbound left-turn lane. Eliminate the eastbound free right turn and accommodate right turns at the signal with appropriate turn provisions. Apply access management techniques where warranted along the segment. <u>Long-term:</u> Realign Pell Ave with Perdue Ln, and close the current intersection of Tanyard Rd and Pell Ave</p>

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Rank	Locality	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
3	Town of Rocky Mount	Franklin St	Segment	Rocky Mount CL	Floyd Ave	5.07	9,500	D	0.37	18	2013 - 2017 Potential for Safety Improvements (PSI); VTrans 2045 Safety Needs Segment	<p><u>Short-term:</u> Install rumble strips east of intersection with Dent St on VA 40 West. Upgrade and interconnect signals. Cover exposed pipe culvert at intersection of Franklin St / Floyd Ave. <u>Mid-term:</u> Apply access management techniques where warranted along the segment, particularly at Dairy Queen and adjoining establishments; consider installing westbound left-turn lane at this location. Construct ADA-compliant sidewalk(s), and crosswalks at appropriate locations to promote pedestrian mobility. Reconstruct intersection of Franklin St / Floyd Ave to innovative configuration such as a mini-roundabout or standard T-configuration.</p>
4	Town of Rocky Mount	Franklin St	Segment	Floyd Ave	High St	4.94	8,900	C	0.53	20	2035 Rural Long Range Plan, #66; Identified in 2013 - 2017 Potential for Safety Improvements (PSI); VTrans 2045 Safety Needs Segment	<p><u>Short-term:</u> Cover exposed pipe culvert at intersection of Franklin St / Floyd Ave. Install crosswalks, pedestrian signals, and make sidewalk improvements as needed. <u>Mid-term:</u> Reconstruct intersection of Franklin St / Floyd Ave to innovative configuration such as a mini-roundabout or standard T-configuration. Consider constructing island in center of College St near W Church St with crosswalk to serve as pedestrian refuge and streetscape improvement.</p>
5	Town of Rocky Mount	N Main St (US 220 Bus) / Grassy Hill Rd	Intersection	-	-	4.87	10,000	A	0.27	20	2035 Rural Long Range Plan, #62. Identified in 2013 - 2017 and 2014 - 2018 Potential for Safety Improvements (PSI); VTrans 2045 Safety Needs Segment/Node	<p><u>Short-term:</u> Add advance intersection warning signs. <u>Mid-term:</u> Implement access management to consolidate commercial entrances in southeast quadrant of the intersection.</p>

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Rank	Locality	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
6	Town of Rocky Mount	N Main St (US 220 Bus)	Segment	State St	Greer Ln	4.74	9,800	A	0.22	20	Identified in 2013 - 2017 Potential for Safety Improvements (PSI); Vtrans 2045 Safety Needs Segment	<u>Short-term:</u> Upgrade and interconnect signals. Install crosswalks across intersecting street widths as well as across N Main St at key intersections. <u>Mid-term:</u> Apply access management techniques where warranted along the segment. Realign Ply Gem vehicular access point with Byrd Ln to eliminate intersection offset.
7	Town of Rocky Mount	Franklin St / Floyd Ave	Intersection	-	-	4.52	9,500	C	0.50	7	Rural Long Range Plan, #61	<u>Short-term:</u> Install warning sign with flashing beacon on Floyd Ave to alert driver of firehouse ahead. Cover exposed pipe culvert. <u>Mid-term:</u> Reconstruct intersection of Franklin St / Floyd Ave to innovative configuration such as a mini-roundabout, or standard T-configuration. Implement access management.
8	Town of Rocky Mount	S Main St (US 220 Bus)	Segment	Floyd Ave	State St	4.49	7,400	C	0.41	20	Rural Long Range Plan, #73	<u>Short-term:</u> Upgrade and interconnect signals. Install crosswalks across intersecting street widths as well as across Main St at key intersections. <u>Mid-term:</u> Apply access management techniques where warranted along the segment. <u>Long-term:</u> Consider reconstructing intersection of Main St / Tanyard Rd as innovative configuration such as mini roundabout.
9	Town of Rocky Mount	S Main St (US 220 Bus)	Segment	Patterson Ave	Carilion Franklin Memorial Hospital	4.12	6,300	C	0.40	20	VTrans 2045 Safety Needs Segment	<u>Mid-term:</u> Implement access management techniques along the corridor. Continue to monitor for potential improvements.
10	Town of Rocky Mount	Main St (US 220 Bus) / Tanyard Rd	Intersection	-	-	4.07	7,400	C	0.43	5	Rural Long Range Plan, #60	<u>Mid-term:</u> Implement access management. <u>Long-term:</u> Consider reconstructing as innovative intersection configuration such as a mini-roundabout.

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Rank	Locality	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
11	Town of Rocky Mount	US 220 on-ramp intersection W of Bernard Rd	Intersection	-	-	3.94	15,000	A	0.22	20	Crash cluster	Deficiency with low priority; continue to monitor for potential improvements.
12	Town of Rocky Mount	Tanyard Rd / Wray St / High School	Intersection	-	-	3.60	6,700	B	0.17	7	Rural Long Range Plan, #75; road project inventory ride-along	<u>Short-term:</u> Install speed bumps or rumble strips in advance of the crosswalk. Install traffic signal. If traffic signal is not warranted, install crossing or mid-block crossing consisting of high-visibility crosswalk and hybrid pedestrian beacons. <u>Mid-term:</u> If feasible, install pedestrian bridge across Tanyard Rd.
13	Town of Rocky Mount	School Board Rd / NS Overpass	Intersection	-	-	3.25	4,100	C	0.17	5	Rural Long Range Plan, #74; road project inventory ride-along	<u>Long-term:</u> Reconstruct railroad overpass and widen roadway to improve sight distance. Consider straightening School Board Rd north of bridge to reduce/eliminate S-curve.
14	Town of Rocky Mount	Main St (US 220 Bus) / Sycamore St	Intersection	-	-	3.20	9,800	A	0.16	3	Rural Long Range Plan, #63	<u>Short-term:</u> Install stop bar. <u>Mid-term:</u> consider signalization.
15	Town of Rocky Mount	Diamond Ave	Segment	Franklin St	Future VA 40 Bypass	2.96	1,800	B	0.08	5	Rural Long Range Plan, #77	<u>Long-term:</u> Upgrade to current standards.
16	Town of Rocky Mount	School Board Rd / Rocky Mount Elementary School	Intersection	-	-	2.19	1,900	B	0.10	0	Road project inventory ride-along	<u>Mid-term:</u> Construct left-turn lane at Rocky Mount Elementary School along School Board Road East.

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

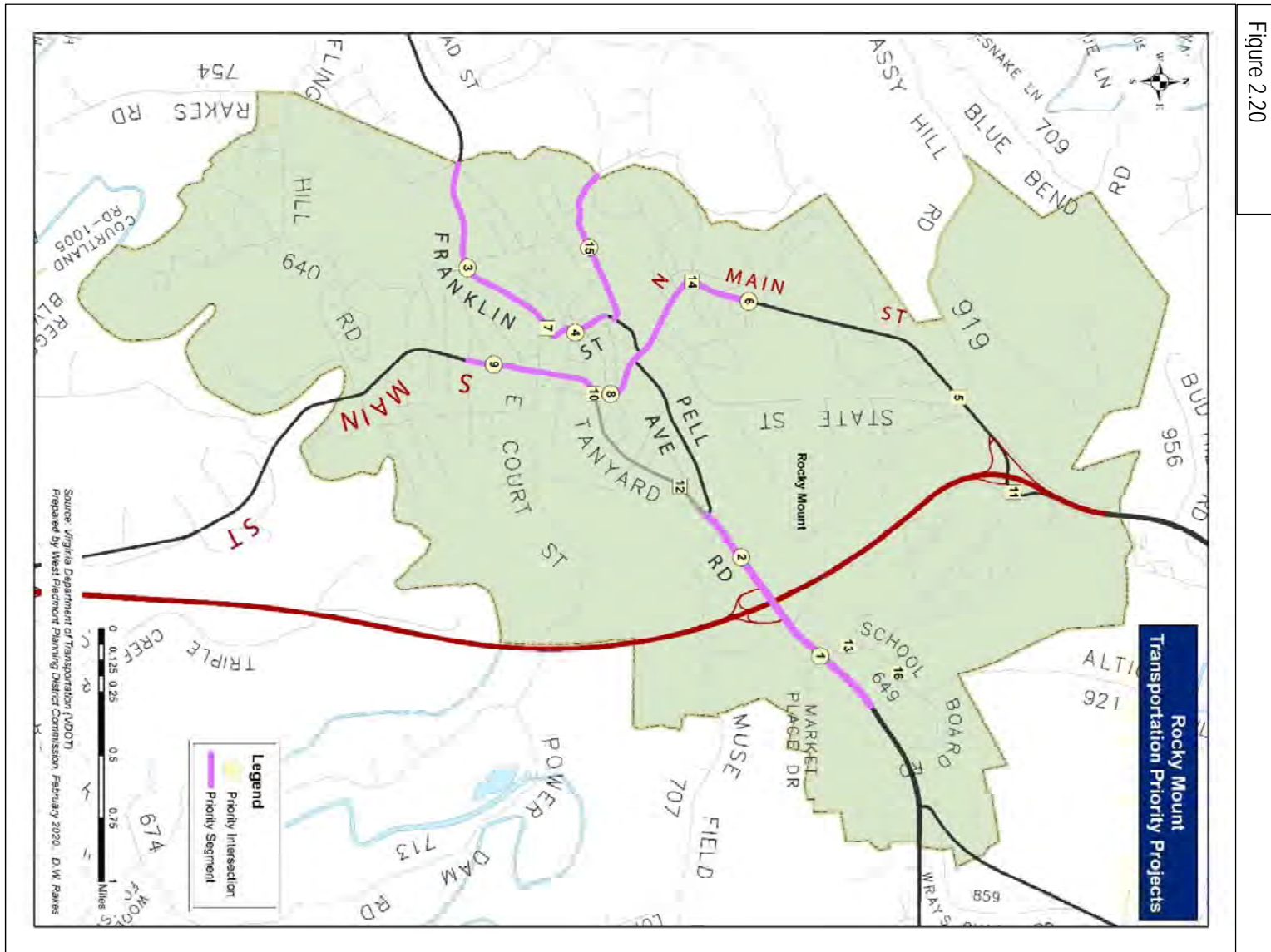


Figure 2.20

