

Chapter 3 - Henry County

Figure 3.1 reveals that Henry County's population had declined from the 2010 Census to 2018, based on the U.S. Census Bureau's 2014 - 2018 American Community Survey (ACS), and population projections predict a continued steady decline to the year 2040. Figures 3.2 and 3.3 illustrate comparative differences between age groups in Henry County from the 2010 Census to 2018. Figures 3.2 and 3.3 reveal a slight decline in the share of the younger age cohorts (0 – 19 and 20 – 39) over that time period, and an increase in the population over age 65; this indicates the need for the County to provide senior services, including transportation requirements of this group.

Figure 3.1

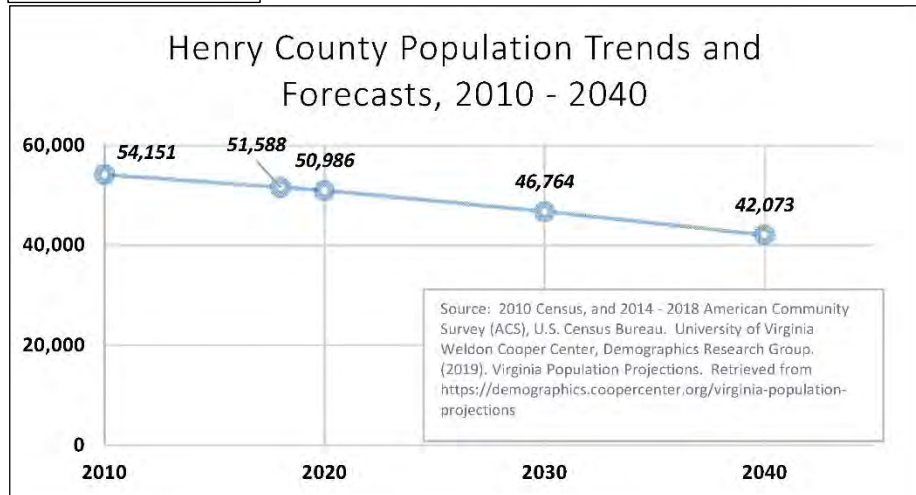


Figure 3.2

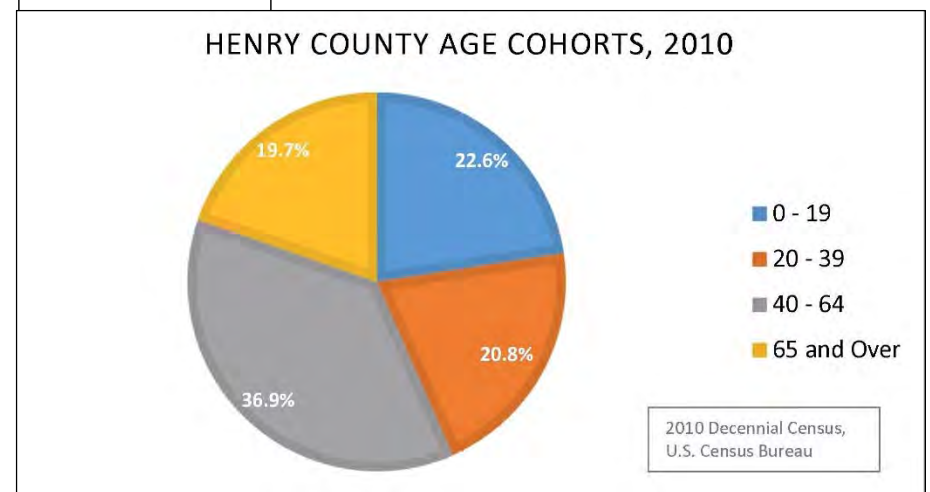


Figure 3.4 shows that the majority of commuters who live in Henry County work in the County as well as in the City of Martinsville. Other prominent localities to which Henry County residents commute include the City of Danville; Franklin County; the City of Roanoke; and Rockingham County, NC.

Figure 3.3

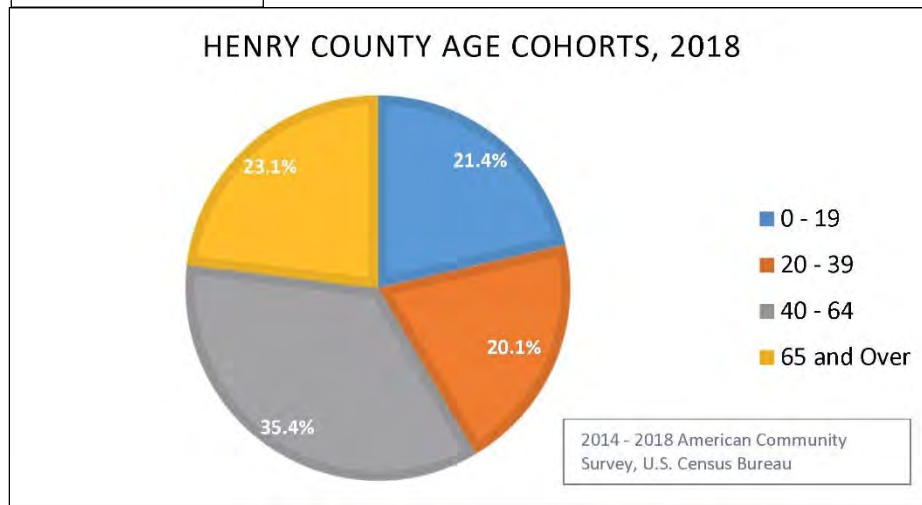
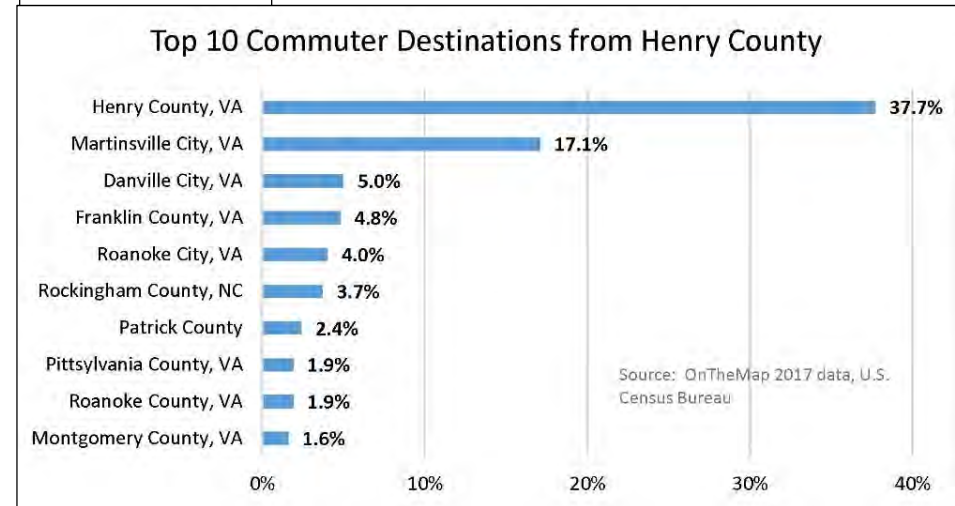


Figure 3.4



As illustrated in Figure 3.5, the top five places of residence of workers employed in Henry County include the County itself, the City of Martinsville, Patrick County, Franklin County, and Pittsylvania County. In terms of socio-economic characteristics of Henry County in contrast to the Commonwealth of Virginia, the County's shares of the population age 65 and over, disabled, and below the poverty level exceed those of the State, though the State's minority population is slightly higher than that of the County.

In terms of means of transportation residents use to get to work, 88 percent drive alone; 8.1 percent carpool; 1.8 percent work at home; 1.1 percent use a taxicab, motorcycle, or other means; 0.5 percent utilize public transportation; and 0.4 percent walk, based on Figure 3.7.

In terms of educational attainment, Figure 3.8 reveals that the share of the population holding an associate degree is higher in the County than for the State. Conversely, bachelor as well as graduate or professional degrees are significantly lower for the County than the equivalent credentials at the state level.

Figure 3.5

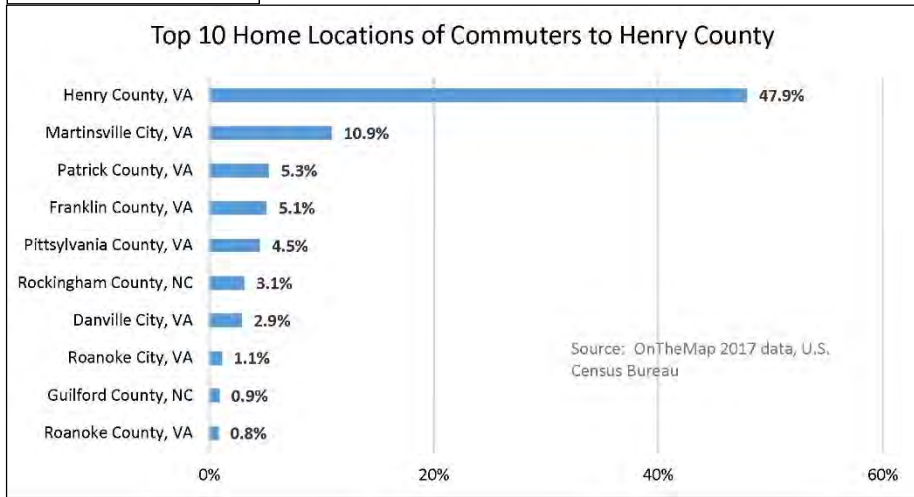


Figure 3.6

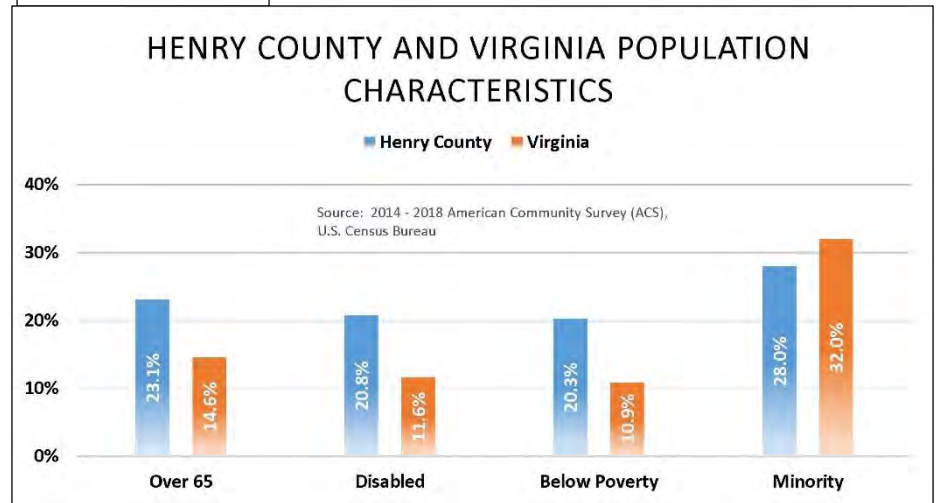


Figure 3.7

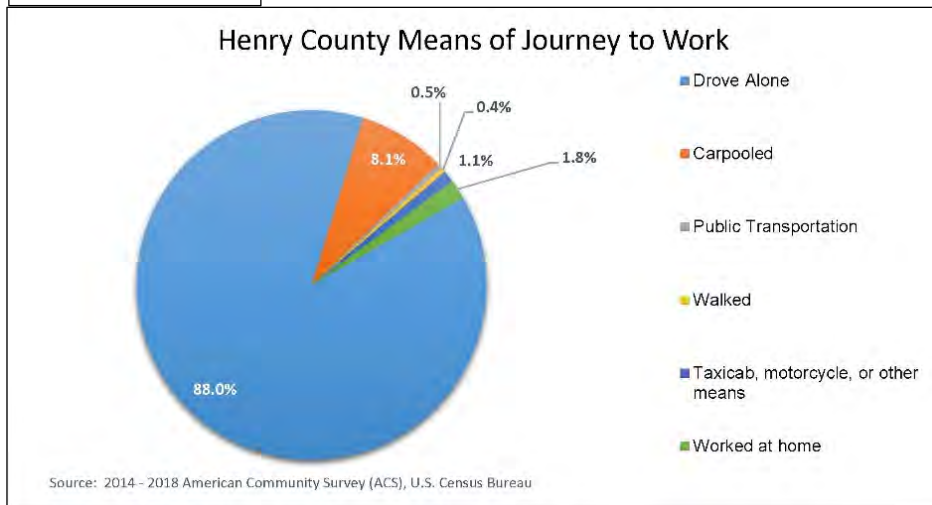
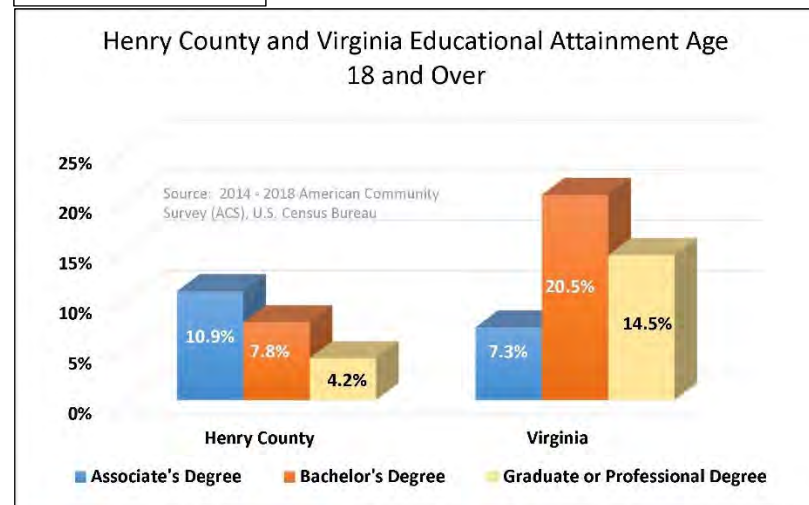


Figure 3.8



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Figure 3.9 indicates that the median household income of Henry County is slightly more than half that of Virginia. In terms of employment, represented by Figure 3.10, manufacturing represents a significantly larger share of the workforce of the County compared to the State; the transportation/warehousing, wholesale trade, and retail sectors also represent larger shares of the County workforce than those of the State. Figure 3.11 illustrates the distribution of employment throughout Henry County, and shows that the greatest concentrations of employment are located near the City of Martinsville, particularly at the Patriot Centre Industrial Park and Martinsville Industrial Park. Dense concentrations of employment can also be found along Virginia Avenue in and near Collinsville, along U.S. Route 220 south of Martinsville, and in smaller population centers such as Bassett and Stanleytown. As the Commonwealth Crossing Business Center, located adjacent to the North Carolina state line, continues to attract investment, that industrial park will likely become a major regional employment center in Henry County as well.

Figure 3.9

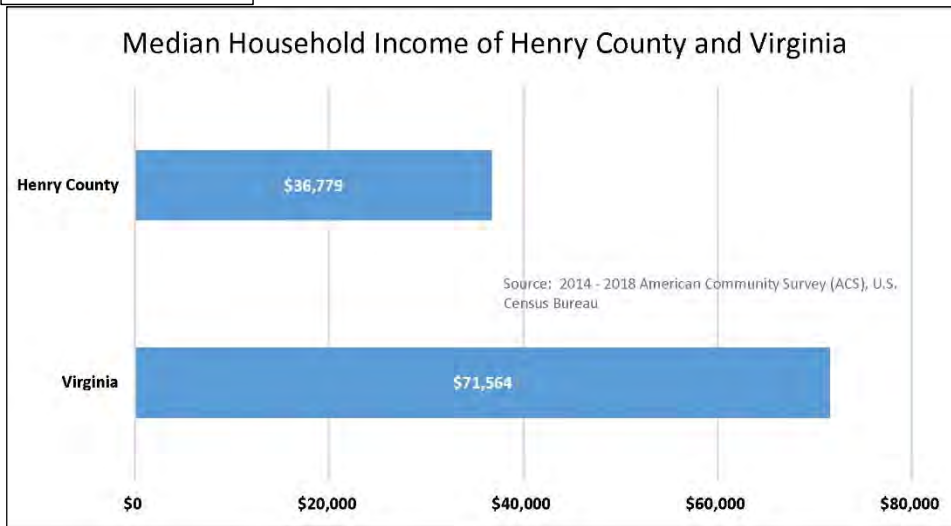


Figure 3.10

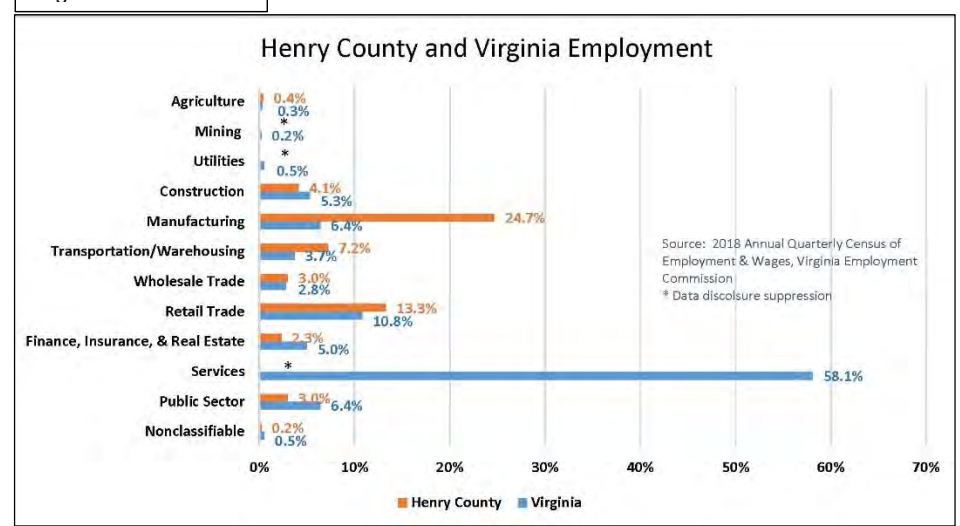
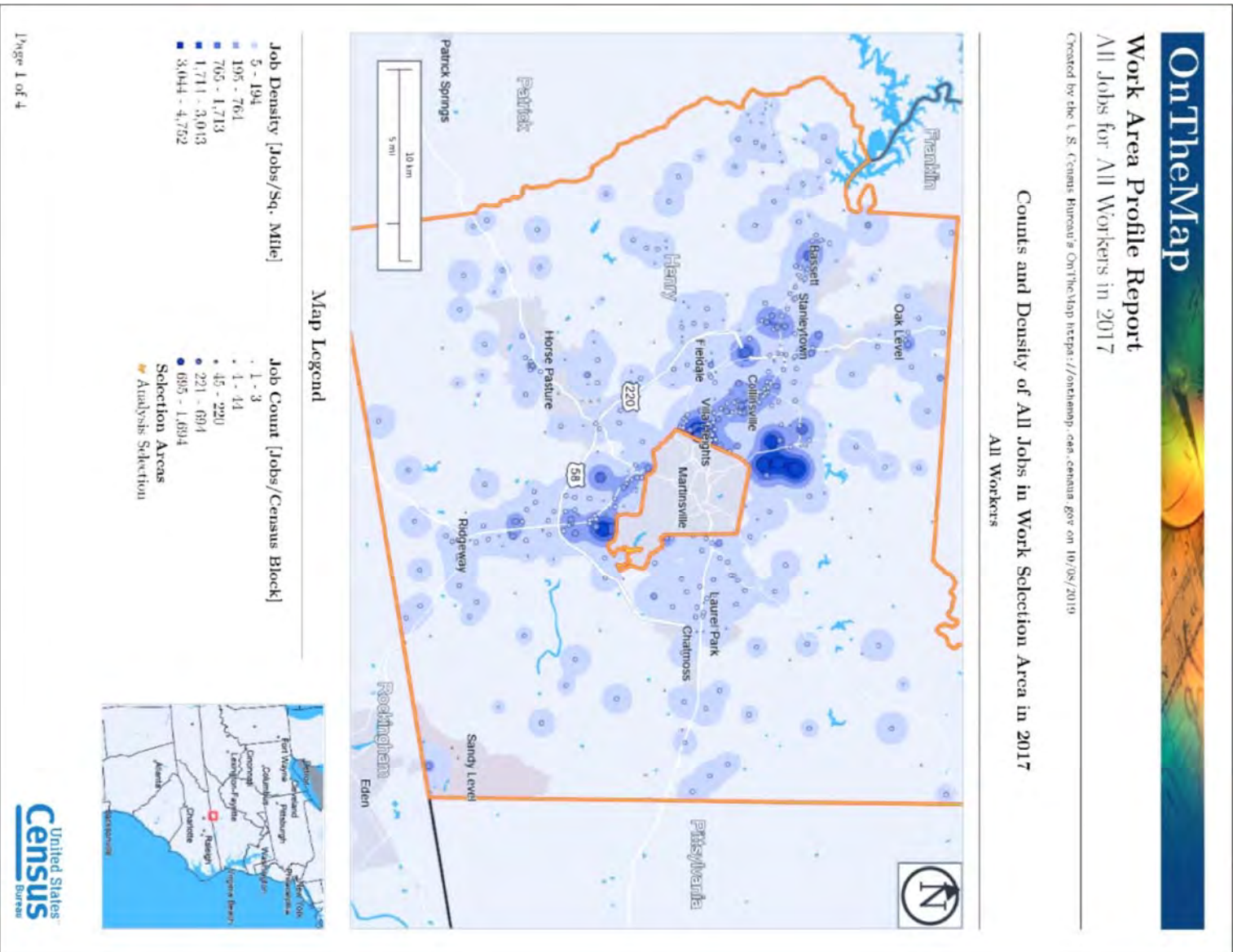


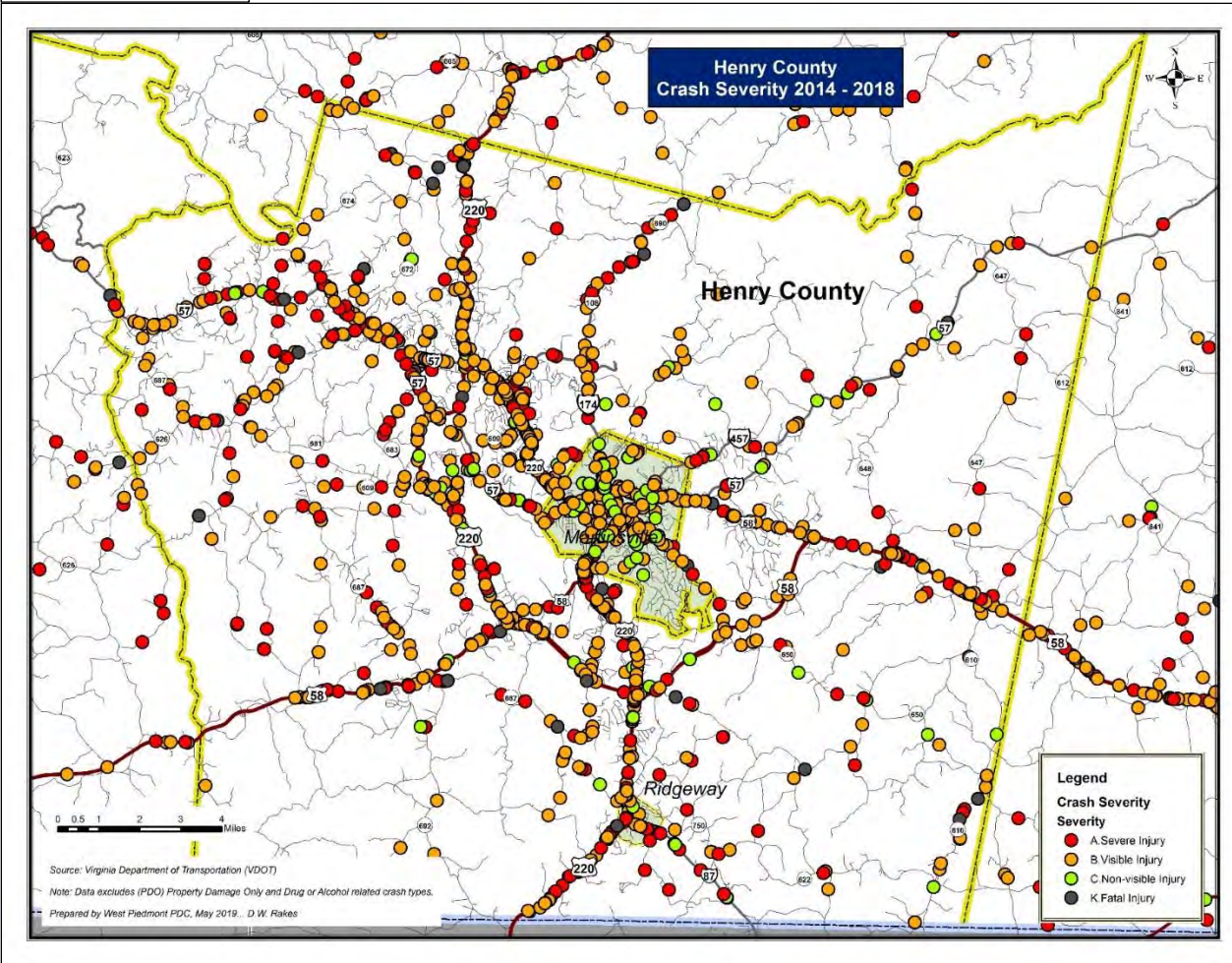
Figure 3.11



State of the Transportation System

Figure 3.12 illustrates the crashes in Henry County by severity inclusive of the years 2014 - 2018, including Severe Injury, Visible Injury, Non-Visible Injury, and Fatal Injury. The table directly beneath this figure summarizes injuries and fatalities by year and injury type. Figure 3.13 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, the U.S. Route 220/58 Bypass, and U.S. Route 58 represent the highest traffic volumes in the County. 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 3.14 illustrates that the County's roadway system performs exceptionally well with regard to roadway levels of service. Figure 3.15 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. According to the figure, Virginia Avenue (U.S. Route 220 Business) in Collinsville has the highest V/C Ratio in the County, falling within the 45.1 percent and over category. Figures 3.16 and 3.17 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 3.17 shows that the vast majority of bridges in the County are rated either fair or good.

Figure 3.12



Henry County Crash Injury Classification, 2014 - 2018				
Year	Non-Visible Injury	Visible Injury	Severe Injury	Fatality
2014	34	152	65	11
2015	28	148	65	12
2016	16	143	61	10
2017	14	152	72	9
2018	30	151	35	7
Total	122	746	298	49

Source: VDOT

Figure 3.13

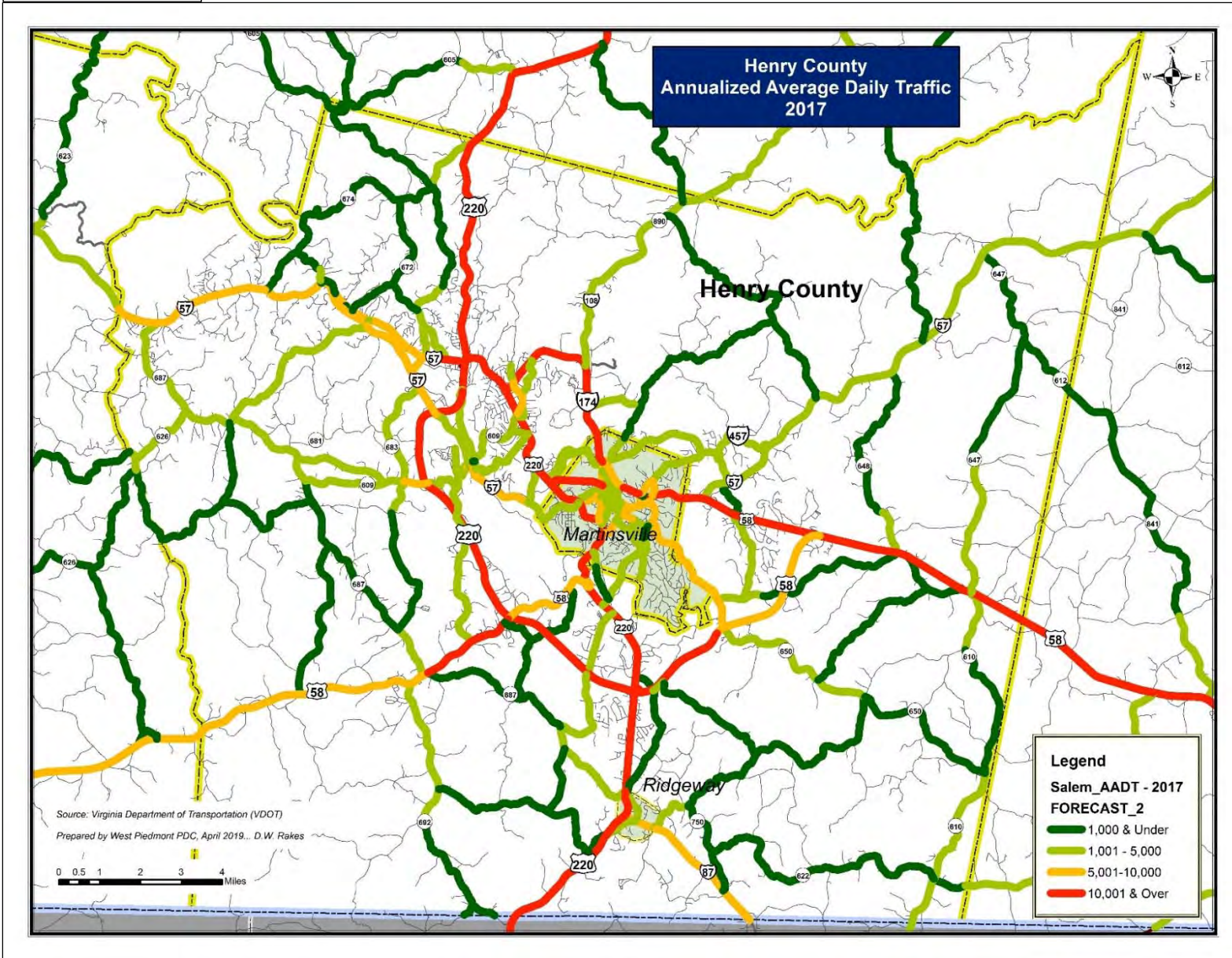


Figure 3.14

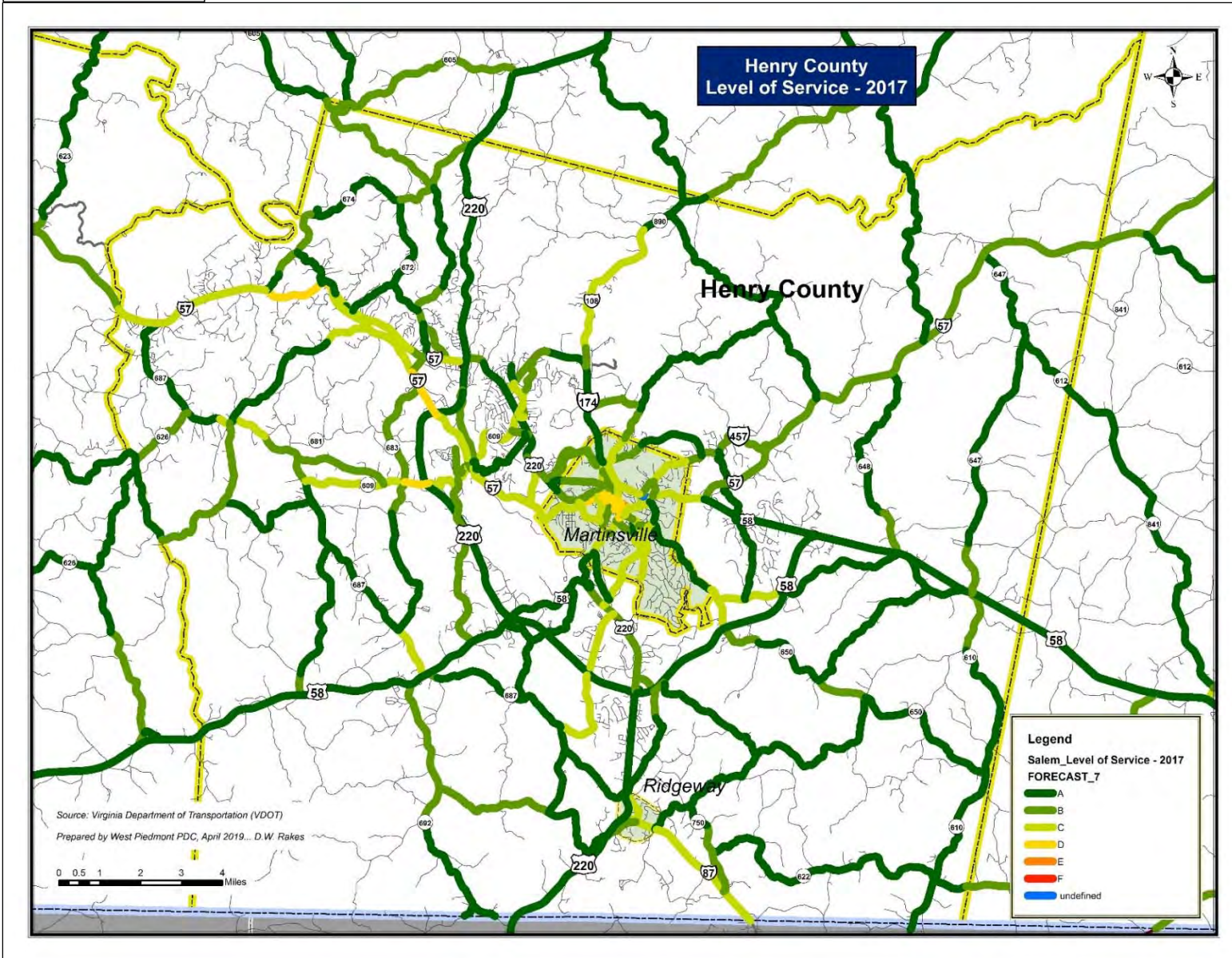


Figure 3.15

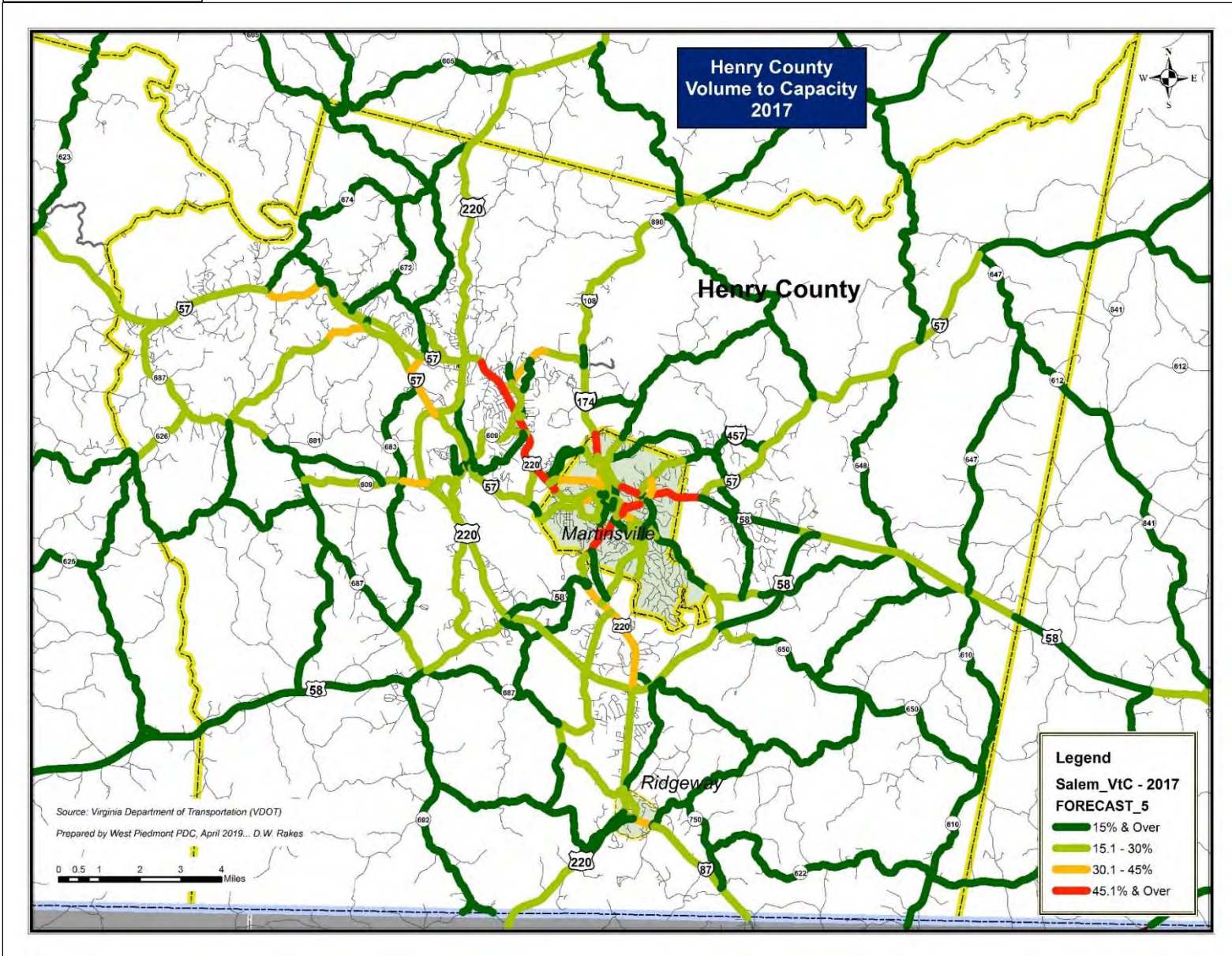


Figure 3.16

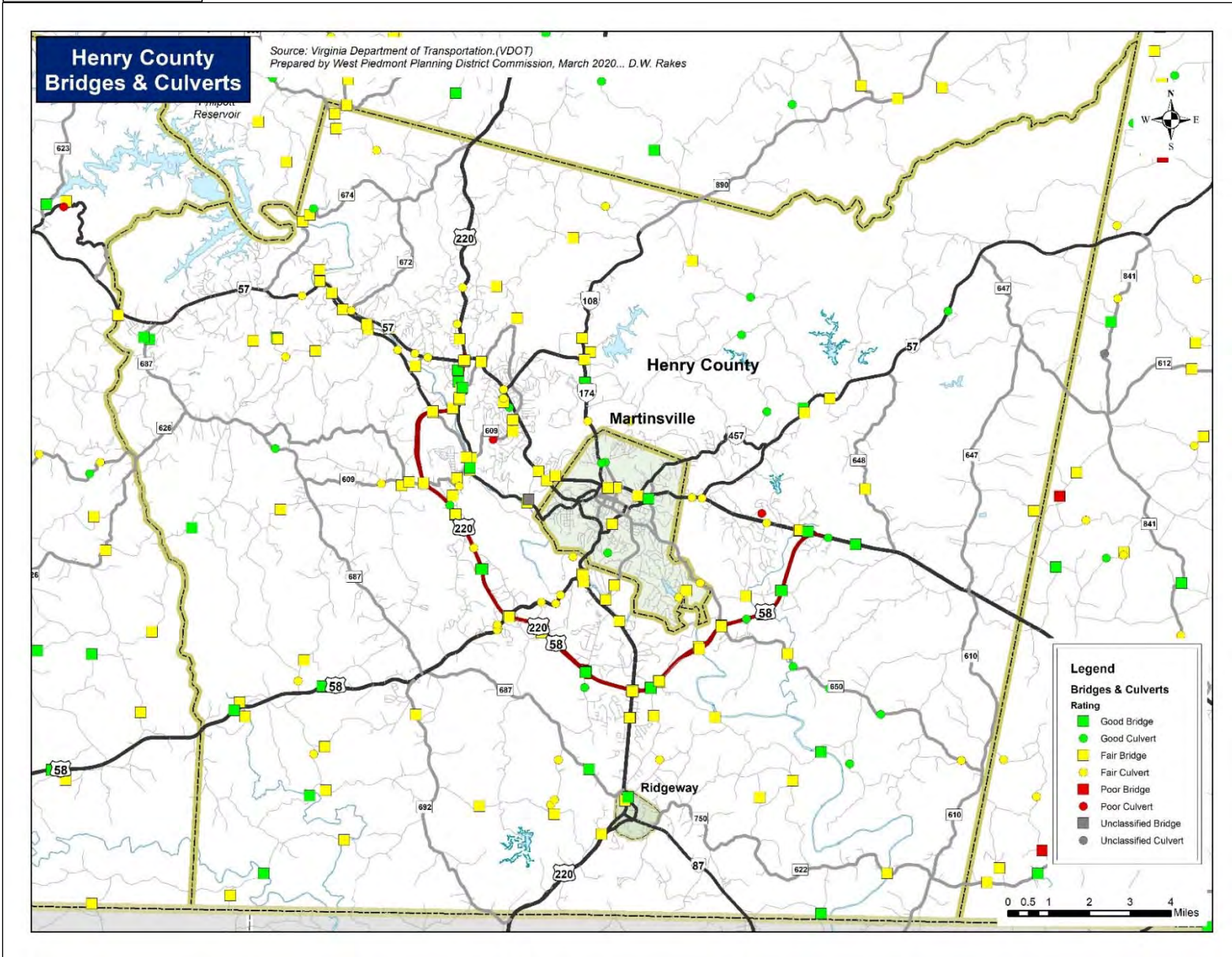
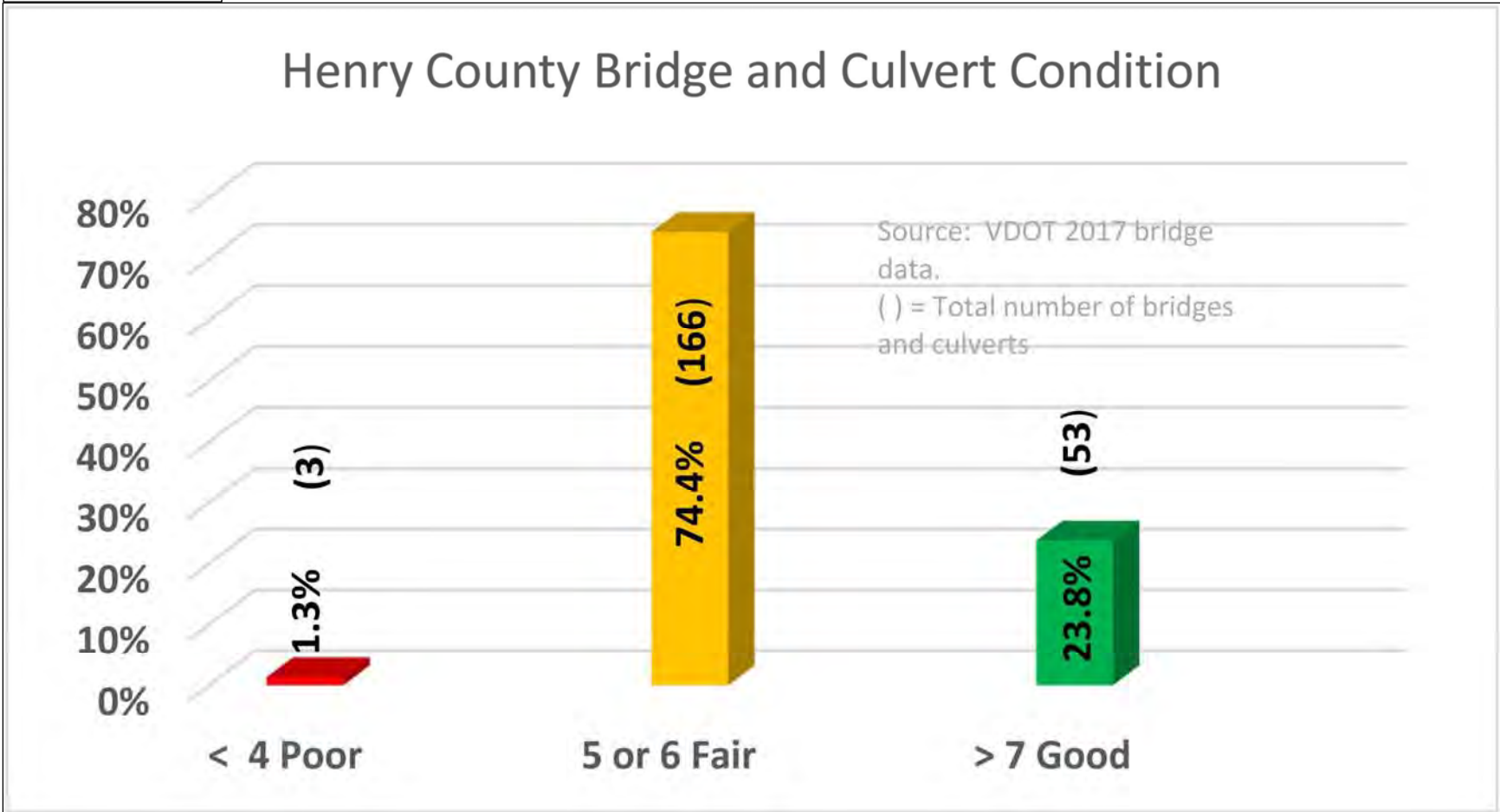


Figure 3.17



Henry County Transportation Recommendations

This section presents two distinct lists of transportation project recommendations for Henry 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 3.18 is the map which corresponds with the Priority list. The second list comprises vision projects, which include those project recommendations ranking 21 and below, based on scoring via the VDOT matrix ranking tool. Figure 3.19 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.

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Henry 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	Strategies
1	US Route 220 (Virginia Ave)	Segment	Dyer St	0.1 Mi-S Dyer St	7.03	17,000	A	0.20	50	PSI Segment; VTrans 2045 Needs segment	<u>Short-term:</u> Convert intersection of US 220/Dyer St to through-cut to prohibit through movements from approaches to US 220, enabling right and left turns only. Change to three-phase signal. Implement access management strategies on the southwest quadrant of the intersection.
2	Commonwealth Blvd	Segment	US 220 Bus (Virginia Ave)	VC Dr	6.81	15,000	A	0.21	75	Crash cluster; traffic congestion, particularly during peak travel periods	<u>Mid-term:</u> Implement access management and/or convert access points to right-in/right-out at shopping center. Construct sidewalk(s) and crosswalks from intersection of Commonwealth Blvd and Virginia Ave east to Martinsville Corporate Limit to enhance mobility. <u>Long-term:</u> Consider working with the City of Martinsville to extend service road which terminates in front of Aldi, to VC Drive to offer more direct connection with rear entrance to Roses shopping center.
3	US 220 Bus (Virginia Ave)	Segment	Wheeler Ave	330 ft south Printers Ln	6.55	18,000	A	0.50	57	Identified PSI intersection; VTrans 2045 Needs Segment, crash cluster; 2020 CEDS priority	<u>Mid-term:</u> Implement access management strategies; undertake sidewalk/pedestrian improvements, if needed. If warranted, consider installation of a mid-block crossing and pedestrian hybrid beacon in the vicinity of the Dutch Inn to further improve pedestrian safety.
4	US 220 Bus (Virginia Ave)	Segment	Daniels Creek Rd	Branch Rd	6.48	18,000	A	0.50	60	Crash cluster; 2020 CEDS priority	<u>Mid-term:</u> Implement access management strategies; undertake sidewalk/pedestrian improvements if needed. If warranted, consider installation of a mid-block crossing and pedestrian hybrid beacon to promote safe pedestrian crossings.

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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	Strategies
5	US Route 220 (Greensboro Rd) / Rives Rd	Intersection	-	-	6.45	13,000	B	0.36	43	Crash cluster; VTrans 2045 Needs Node	<u>Short-term:</u> Install pavement guidance markers (puppy tracks) to guide left-turning vehicles from intersecting streets. <u>Long-term:</u> Consider reconstructing intersection as innovative configuration.
6	Kings Mountain Rd	Segment	Daniels Creek Rd	Plantation Dr W	6.45	13,000	B	0.43	45	Identified PSI intersection at Plantation Rd; westbound PM peak-hour congestion occurs due to inadequate roadway capacity. Henry County previous application for Smart Scale funding. 2020 CEDS priority.	<u>Mid-term:</u> Construct an additional eastbound lane between Daniels Creek Rd and Plantation Rd; provide left-turn lanes in both directions at Daniels Creek Rd and Plantation Rd; construct sidewalk(s) along Kings Mountain Rd between Daniels Creek Rd and Plantation Rd to enhance mobility.
7	US Route 220 (Greensboro Rd)	Segment	US 220 Bus (Main St)	Andra Ln	6.41	19,000	A	0.23	43	PSI Segment; VTrans 2045 Needs Segment; 2020 CEDS priority	Most crashes are rear-end crashes, and it is likely that reconfiguring the intersection of US Route 220 with Soapstone Road to eliminate through-traffic from cross-streets will reduce vehicular queues and, subsequently, rear-end collisions. Continue to monitor for potential improvements following intersection reconfiguration.

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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	Strategies
8	Fairystone Park Hwy (VA 57)	Segment	TB Stanley Hwy	Old Stage Rd	6.30	12,000	C	0.30	45	VTrans 2045 Segment Need; Crash cluster; road project inventory	<p><u>Short-term:</u> Replace yield sign on northbound right turn lane from T.B. Stanley Hwy with stop sign and stop bar. Consider retiming signal to more effectively facilitate vehicles crossing Fairystone Park Hwy. <u>Mid-term:</u> Consider closure of crossover at Food Lion/Nelson Toyota, as crossover does not meet VDOT spacing requirements. Consider eliminating acceleration lane on Fairystone Park Hwy by realigning T.B. Stanley Hwy to intersect directly with Fairystone Park Hwy. Convert ingress/egress point at auto dealership opposite shopping center access to right-in/right-out. Consider left turn lane and vehicle storage on northbound approach of T.B. Stanley Hwy.</p>
9	US 220 Bus (Virginia Ave) / Commonwealth Blvd	Intersection	-	-	6.18	18,000	A	0.47	50	2035 Rural Long-Range Plan, #8; crash cluster; 2020 CEDS priority; hostile to pedestrians, and no pedestrian accommodations to cross Virginia Avenue or Commonwealth Boulevard.	<p><u>Short-term:</u> Install northbound and westbound right turn lanes. <u>Long-term:</u> Consider reconstructing intersection as innovative configuration, such as a Displaced Left Turn, to enhance vehicular safety and facilitatesafe pedestrian movements.</p>
10	US 220 Bus (Virginia Ave)	Segment	Lafayette Ave	Martinsville CL	6.10	18,000	A	0.47	50	Crash cluster; VTrans 2045 Needs Segment; no pedestrian accommodations	<p><u>Mid-term:</u> Implement access management strategies; construct sidewalks and crosswalks along segment. <u>Long-term:</u> Consider reconstructing intersection at Commonwealth Blvd to innovative configuration, such as a Displaced Left Turn, to enhance vehicular safety and facilitate safe pedestrian movements.</p>

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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	Strategies
11	US 220 (Greensboro Rd)	Segment	Veteran Rd	0.1 mi S Joseph Martin Hwy	6.08	13,000	B	0.36	33	VTrans 2045 Needs Segment; crash cluster	<u>Long-term</u> : Consider reconstructing intersections with Rives Rd and Veterans Rd to innovative configurations. Other areas of segment: Deficiency with low priority; continue to monitor for potential improvements.
12	US 220 (Greensboro Rd) / US 87 (Morehead Ave)	Intersection	-	-	6.08	19,000	A	0.20	33	Identified PSI intersection; 2035 Rural Long-Range Plan, #13; 2020 CEDS priority	<u>Mid-term</u> : Improve intersection to address safety issues. Convert intersection to a Continuous Green-T (CGT).
13	Greensboro Rd / EB Ramp 220 Bypass	Intersection	-	-	6.04	19,000	A	0.23	35	Crash cluster; 2035 Rural Long-Range Plan, #17; road project inventory; 2020 CEDS priority	<u>Short-term</u> : Deficiency with low priority; continue to monitor for potential improvements. <u>Mid-term</u> : Extend deceleration lane on NB Greensboro Rd.
14	US 220 Bus (Virginia Ave) / Wheeler Ave	Intersection	-	-	5.95	18,000	A	0.50	40	Identified 2013 - 2017 PSI intersection; 2035 Rural Long-Range Plan, #10	Deficiency with low priority; continue to monitor for potential improvements. <u>Short-term</u> : Construct crosswalk across Wheeler Ave.
15	US 220 (William F Stone Hwy)	Segment	Dillons Fork Rd	0.4 mi S Dillons Fork Rd	5.93	15,000	A	0.18	18	Identified PSI segment; VTrans 2045 Needs Segment	Deficiency with low priority; continue to monitor for potential improvements.

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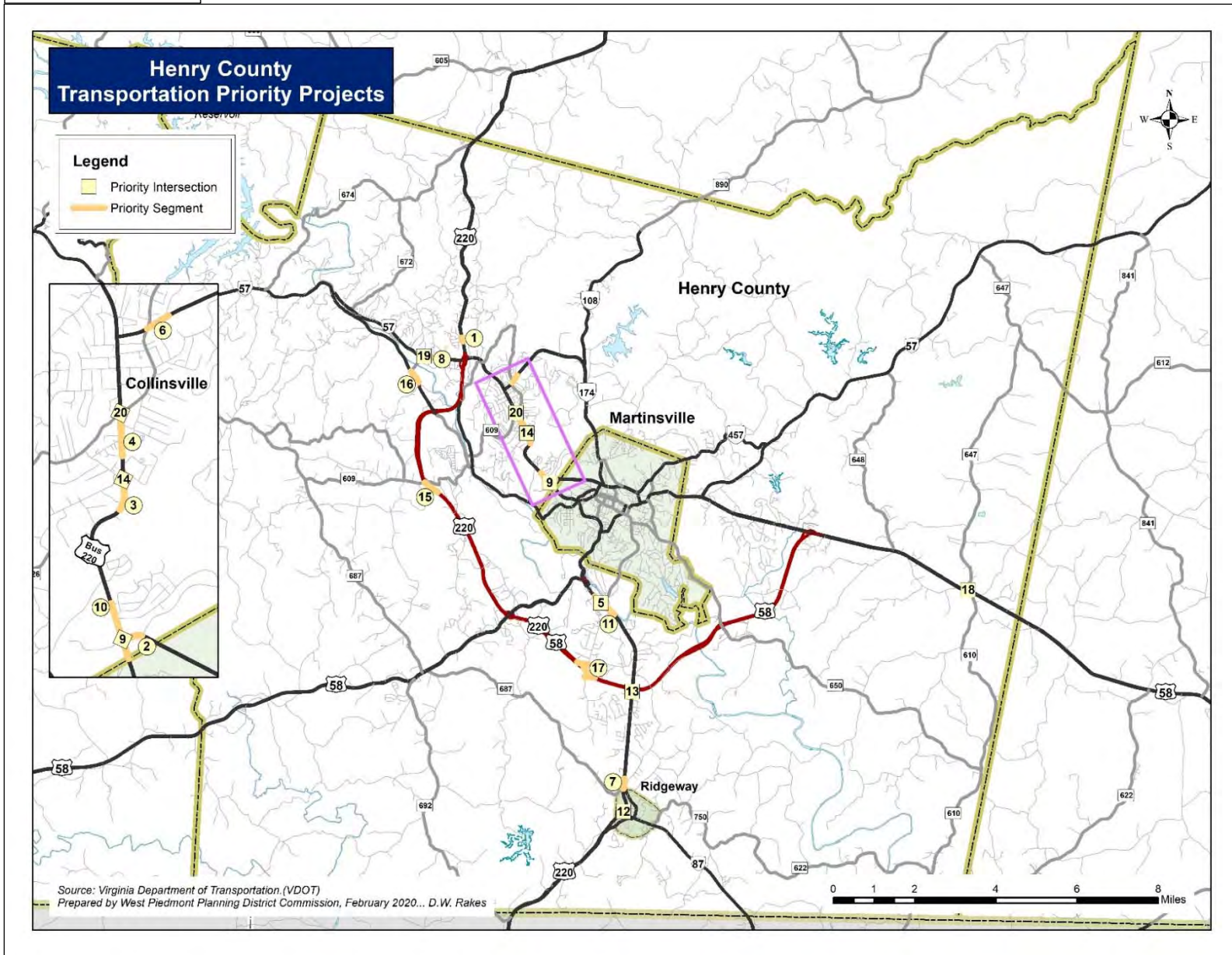
Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Strategies
16	VA 57 Alt (N River Rd)	Segment	TB Stanley Hwy	Bassett High Rd	5.72	8,400	D	0.37	30	Identified 2013 - 2017 PSI segment; VTrans 2045 Needs Segment	<u>Mid-term</u> : Construct sidewalk(s) or multi-use trail and appropriately-placed crosswalks due to presence of commercial/retail uses in combination with student and assisted living populations. Consider constructing right and left-turn lanes at entrance to shopping center across from Stanleytown Health & Rehabilitation Center. Consider constructing protected right-turn lanes on Rt 57A West at T.B. Stanley Hwy and on T.B. Stanley Hwy at Rt 57A to enhance traffic safety and efficiency and to provide porkchop islands to serve as pedestrian refuges.
17	US 220/58 (William F Stone Hwy)	Segment	Ramps N of Joseph Martin Hwy	Ramps S of Joseph Martin Hwy	5.71	15,000	A	0.19	10	Identified PSI segment; VTrans 2045 Needs Segment	Deficiency with low priority; continue to monitor for potential improvements.
18	US Route 58 (A.L. Philpott Hwy) / Mountain Valley Rd	Intersection	-	-	5.68	14,000	A	0.18	18	Crash cluster	Deficiency with low priority; continue to monitor for potential improvements.
19	VA 57(Fairystone Park Hwy) / Henry St	Intersection	-	-	5.54	12,000	C	0.30	23	2035 Rural Long-Range Plan, #3; VTrans 2045 Needs Segment	<u>Short-term</u> : Replace yield sign on northbound right turn lane from T.B. Stanley Hwy with stop sign and stop bar. Consider retiming signal to more effectively facilitate vehicles crossing Fairystone Park Hwy. <u>Mid-term</u> : Consider eliminating acceleration lane on Fairystone Park Hwy by realigning T.B. Stanley Hwy to intersect directly with Fairystone Park Hwy. Consider left turn lane and vehicle storage on northbound approach of T.B. Stanley Hwy.

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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	Strategies
20	US 220 Bus (Virginia Ave) / Daniels Creek Rd	Intersection	-	-	5.52	19,000	A	0.50	25	2035 Rural Long-Range Plan, #7	Deficiency with low priority; continue to monitor for potential improvements. <u>Short-term</u> : Implement pedestrian improvements including crosswalks and potentially pedestrian signals. <u>Mid-term</u> : Consider implementing access management strategies where feasible.

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 3.18



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Henry 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	Strategies
21	Greensboro Rd	Segment	US Route 220 Bypass	Tractor Supply	5.48	13,000	B	0.36	25	PSI Segment; VTrans 2045 Needs Segment; 2020 CEDS priority	Deficiency with low priority; continue to monitor for potential improvements.
22	US Route 220 Bus (Virginia Ave) / Koehler Rd	Intersection	-	-	5.40	18,000	B	0.47	30	Rural Long Range Plan, #11; crash cluster	<u>Short-term</u> : Install signage and rumble strips north of intersection to alert drivers of traffic signal/stopped traffic ahead. <u>Mid-term</u> : Implement access management techniques within influence area of the intersection. Install and/or improve pedestrian accommodations such as sidewalks, crosswalks, and pedestrian signals to promote safe pedestrian travel.
23	US Route 58 (A.L. Philpott Hwy) / Anchor Rd	Intersection	-	-	5.36	12,000	A	0.16	25	PSI Intersection; Vtrans 2045 Needs Node	<u>Long-term</u> : Implement access management techniques along northwest quadrant of intersection.
24	US Route 58 (A.L. Philpott Hwy) / Old Liberty Dr	Intersection	-	-	5.31	14,000	A	0.19	18	Rural Long Range Plan, #16; crash cluster	<u>Short-term</u> : Install rumble strips west of intersection to alert drivers of signal/stopped traffic ahead. <u>Mid-term</u> : Deficiency with low priority; continue to monitor for potential improvements.
25	US Route 58 (A.L. Philpott Hwy) / Preston Rd	Intersection	-	-	5.26	7,100	A	0.13	17	2013 - 2017 PSI Intersection / VTrans 2045 Needs Node	<u>Long-term</u> : Consider reconstructing as innovative intersection.
26	Greensboro Rd (US Route 220)	Segment	Church St	Morehead Ave	5.25	11,000	A	0.10	37	VTrans 2040, NC - WV Corridor; 2020 CEDS priority	<u>Long-term</u> : Reconstruct roadway to address geometric deficiencies (including full width lanes and shoulders).
27	US Route 220 Bus (Virginia Ave) / Kings Mountain Rd	Intersection	-	-	5.15	19,000	A	0.50	23	Rural Long Range Plan, #1	<u>Short-term</u> : Install pedestrian crossing signals. <u>Mid-term</u> : Implement access management and increase northeast corner turning radius.
28	US Route 220 Bus (Virginia Ave) / Mill Creek Dr	Intersection	-	-	5.11	19,000	B	0.28	10	Vtrans 2045 Needs Node; crash cluster	Deficiency with low priority; continue to monitor for potential improvements.

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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	Strategies
29	US Route 58 (Greensboro Rd) / Veteran Rd	Intersection	-	-	5.11	13,000	B	0.36	23	Crash cluster; CEDS 2020 priority	<u>Long-term</u> : Consider reconstructing as innovative intersection. Implement access management techniques in influence area of the intersection.
30	US Route 220 Bus (Virginia Ave) / Sunset Rd	Intersection	-	-	5.05	18,000	A	0.50	20	PSI Intersection / VTrans 2045 Needs Node	<u>Mid-term</u> : Implement access management techniques within influence area of the intersection. If necessary, improve pedestrian accommodations, including the addition of a crosswalk.
31	US Route 220 Bus (Memorial Blvd)	Segment	DuPont Rd	Dye Plant Rd	5.04	16,000	A	0.25	25	Crash cluster / VTrans 2045 Needs Nodes	<u>Long-term</u> : Implement access management techniques along the corridor. Construct and/or improve sidewalks where necessary.
32	US Route 87 (Morehead Ave) / Almond St	Intersection	-	-	4.91	9,000	C	0.36	17	PSI Intersection / VTrans 2045 Needs Node	<u>Mid-term</u> : Consider constructing right turn lane along Rt 87 north. Construct sidewalks and crosswalks at and in the vicinity of the intersection.
33	US Route 220 / Old Sand Rd	Intersection	-	-	4.88	13,000	B	0.36	10	Rural Long Range Plan, #9; 2020 CEDS priority	Deficiency with low priority; continue to monitor for potential improvements.
34	US Route 58 (A.L. Philpott Hwy) / Chatham Rd	Intersection	-	-	4.86	13,000	C	0.49	7	VTrans 2040, Southside Corridor	Deficiency with low priority; continue to monitor for potential improvements.
35	US Route 58 (William F. Stone Hwy)	Segment	Cameron Rd	0.55 mi north US Rt 58 Bus	4.76	15,000	A	0.20	13	Crash cluster, 2013 - 2017 PSI segment	Deficiency with low priority; continue to monitor for potential improvements.
36	US Route 87 (Morehead Ave) / Old Leaksville Rd N	Intersection	-	-	4.61	9,000	C	0.36	13	Vtrans 2045 Needs Node	Deficiency with low priority; continue to monitor for potential improvements.

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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	Strategies
37	US Route 220 (Greensboro Rd) / Church St	Intersection	-	-	4.51	11,000	A	0.15	28	Rural Long Range Plan, #12; PSI Intersection / VTrans 2045 Needs Node; road project inventory; 2020 CEDS Priority	<u>Short-term:</u> Provide stop bars in median area to guide drivers turning left onto, or crossing, Greensboro Road (U.S. 220). Consider painting double-yellow line through the intersection, perpendicular to Greensboro Road (U.S. 220), to guide drivers crossing, or turning left onto, Greensboro Road (U.S. 220). Consider providing pavement markings or traffic islands beyond left-turn lanes on Greensboro Road (U.S. 220) to provide additional safety for crossing or left-turning vehicles from side streets onto Greensboro Road (U.S. 220). Improvements to the intersection to include a potential traffic signal and other safety-related enhancements. <u>Mid-term:</u> Widen median to provide adequate and safe vehicle storage area for vehicles turning left onto Greensboro Road (U.S. 220). <u>Long-term:</u> Consider reconstructing as innovative intersection configuration.
38	US Route 220 Bus (Virginia Ave) / Melrose Dr	Intersection	-	-	4.51	19,000	B	0.28	5	Rural Long Range Plan, #57; road project inventory; 2020 CEDS priority	<u>Short-term:</u> Install warning signs to alert drivers to entering side street vehicles. Trim vegetation and consider trimming down slope along southbound approach of Virginia Avenue (U.S. 220 Business), west of the intersection, to improve sight distance for drivers turning left or crossing from Melrose Drive (VA 993) onto Virginia Avenue (U.S. 220 Business). <u>Mid-term:</u> Add right turn bays in both northbound and southbound directions to improve side street delay. Widen medians to provide adequate and safe storage area for vehicles turning left onto Virginia Avenue (U.S. 220 Business) from Melrose Drive/Reed Creek Drive (VA 993). <u>Long-term:</u> Consider converting Melrose Drive to innovative configuration.
39	US Route 87 (Morehead Ave) / Hanover Pl	Intersection	-	-	4.43	7,400	C	0.26	20	PSI Intersection / VTrans 2045 Needs Node	<u>Mid-term:</u> Implement access management techniques within influence area of the intersection. <u>Long-term:</u> Consider turn lanes on both approaches of Rt 87.

West Piedmont Planning District 2045 Rural Long Range Transportation Plan – Chapter 3 Henry County

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	Strategies
40	US Route 58 (A.L. Philpott Hwy) / Dogwood Dr	Intersection	-	-	4.41	11,000	A	0.13	10	Vtrans 2045 Needs Node	Deficiency with low priority; continue to monitor for potential improvements. Mid-term: Consider access management techniques within influence area of intersection, if needed. Add right turn lane on southbound Dogwood Dr. approach
41	Route 57 (Fairystone Park Hwy)	Segment	Trent Hill Dr	Jackson Dr	4.37	7,400	D	0.33	20	Vtrans 2045 Needs Segment	<u>Long-term:</u> Implement access management techniques along the corridor. Make improvements to pedestrian infrastructure as necessary, including new/improved sidewalks and crosswalks.
42	Morehead Ave (US 87) / Main St (US 220 Bus)	Intersection	-	-	4.31	9,000	C	0.36	8	County interest for improvement	<u>Short-term:</u> Install high-visibility crosswalks and pedestrian signalization. <u>Mid-term:</u> Improve and/or install sidewalks in vicinity of the intersection as needed.
43	US Route 220	Segment	Murry Hill Ln	Franklin CL	4.28	16,000	A	0.19	7	County interest for improvement; road project inventory; 2020 CEDS Priority	<u>Short-term:</u> Implement recommendations contained in VDOT US Route 220 Arterial Preservation Plan. Shift horizontal alignment to eliminate sweeping turns. Reconstruct roadway to address geometric deficiencies (full width lanes and shoulders).
44	Dillons Fork Rd / The Great Rd	Intersection	-	-	4.28	6,100	D	0.38	15	VTrans 2045 Needs Node; County interest for improvement	<u>Mid-term:</u> Reconstruct as innovative intersection configuration, such as a roundabout. Implement access management techniques within the influence area of the intersection as needed.
45	Route 57 (Fairystone Park Hwy) / Graystone Rd	Intersection	-	-	4.13	5,900	C	0.23	15	Vtrans 2045 Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
46	Route 57 (Fairystone Park Hwy)	Segment	Cedar St	Stones Dairy Rd	4.06	5,900	C	0.21	12	Vtrans 2045 Needs Segment	<u>Long-term:</u> Reconstruct roadway to address geometric deficiencies (including full width lanes and shoulders).
47	Route 57 (Chatham Rd)	Segment	0.12 mi east Rob Lee Dr	Peverall Ln	4.04	3,200	B	0.25	10	Vtrans 2045 Needs Segment	<u>Long-term:</u> Reconstruct roadway to address geometric deficiencies (including full width lanes and shoulders). Consider constructing left turn lane along Rt 57 east at Blue Knob Rd
48	US Route 58 (A.L. Philpott Hwy)	Segment	Spencer Preston Rd	Evergreen Dr	4.02	7,100	A	0.13	14	VTrans 2045 Needs Segment	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

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50	US Route 58 (A.L. Philpott Hwy) / Spencer Penn Rd	Intersection	-	-	3.79	7,100	A	0.13	8	Vtrans 2045 Needs Node	<u>Long-term</u> : Consider reconstructing intersection to innovative configuration.
51	Route 57 (Fairystone Park Hwy) / Stones Dairy Rd	Intersection	-	-	3.75	5,900	C	0.24	15	Vtrans 2045 Needs Node/Segment	<u>Mid-term</u> : Implement access management techniques within influence area of the intersection. Construct turn lanes at intersection.
52	Route 57 (Chatham Rd) / Mount Olivet Rd	Intersection	-	-	3.66	3,200	B	0.25	15	Crash cluster	<u>Short-term</u> : Trim vegetation along southwest quadrant of intersection to improve sight distance for vehicles turning left onto Rt 57. <u>Long-term</u> : Continue to monitor for potential deficiencies.
53	Axton Rd	Segment	Irisburg Rd	Morgan Ford Rd	3.48	1,100	A	0.08	3	Rural Long Range Plan, #46	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
54	Soapstone Rd	Segment	Chestnut Knob Rd	Joseph Martin Hwy	3.48	930	A	0.09	3	Vtrans 2045 Needs Segment	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
55	Figsboro Rd	Segment	Kings Mountain Rd	Franklin CL	3.41	3,600	C	0.29	4	Rural Long Range Plan, #57; 2020 CEDS priority	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
56	Morehead Ave / Old Leaksville Rd S	Intersection	-	-	3.26	7,400	C	0.26	10	Vtrans 2045 Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
57	Oak Level Rd / Philpott Dr	Intersection	-	-	3.23	1,400	B	0.12	7	Vtrans 2045 Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
58	Max Kendall Rd	Segment	Northfork Rd	Franklin CL	3.20	100	A	0.02	2	VTrans 2045 Draft Needs Segment	Deficiency with low priority, continue to monitor for potential improvements.
59	Original Henry Rd	Segment	Deer Trail Rd	0.5 mi west Deer Trail Rd	3.02	920	B	0.08	8	Vtrans 2045 Needs Segment	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
60	Eggleston Falls Rd	Segment	Spring Meadow Rd	1.7 mi east Spring	2.09	740	A	0.05	2	Vtrans 2045 Needs Segment	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
61	US 87 (Morehead Ave)	Segment	Main St / Church St	Kings Mill Rd	N/A	9,000	C	0.36	25	County/Town interest for improvement	<u>Mid-term</u> : Construct sidewalks and crosswalks along corridor as needed.

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 3.19

