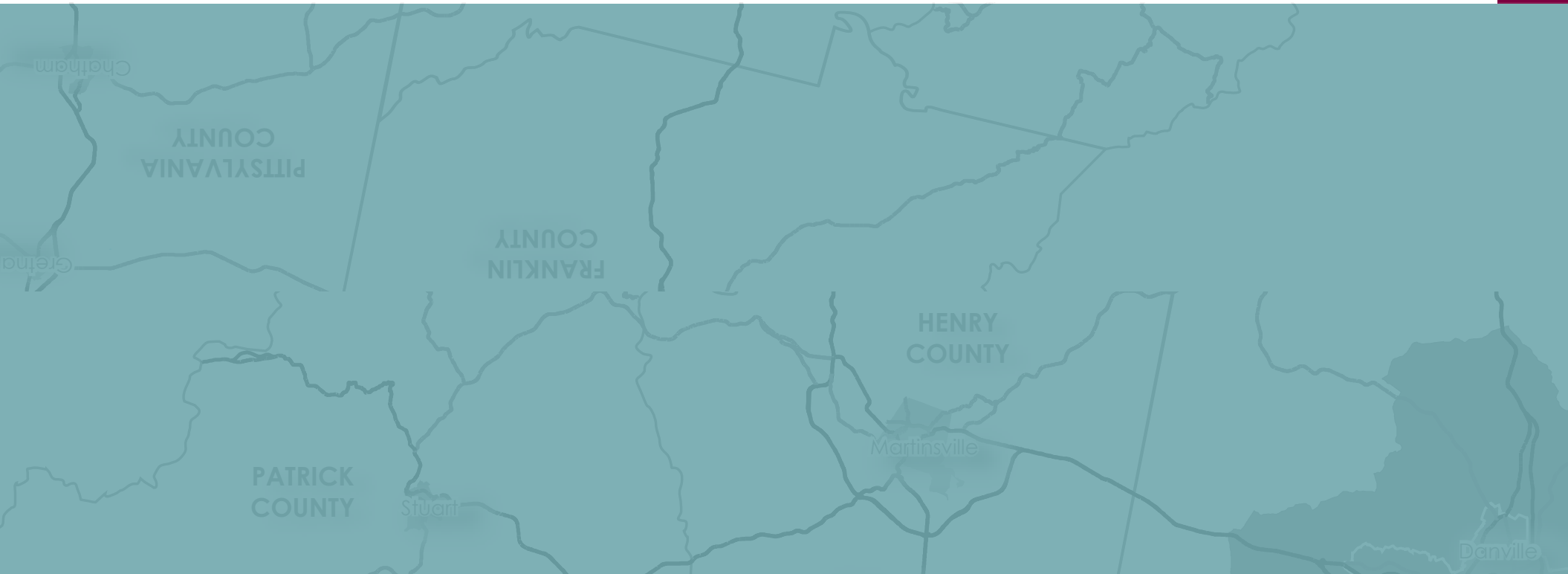




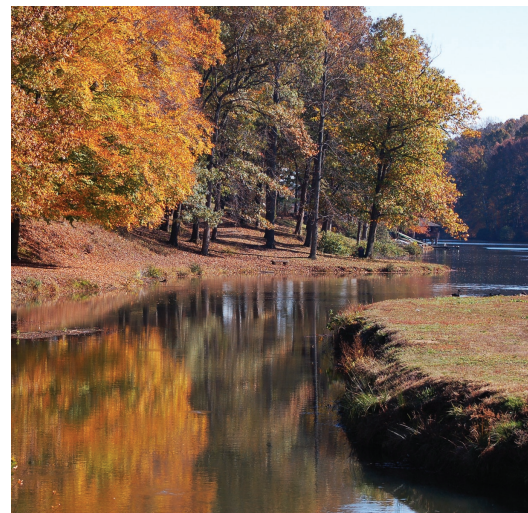
[www.virginiadot.org](http://www.virginiadot.org)

[www.wppdc.org](http://www.wppdc.org)

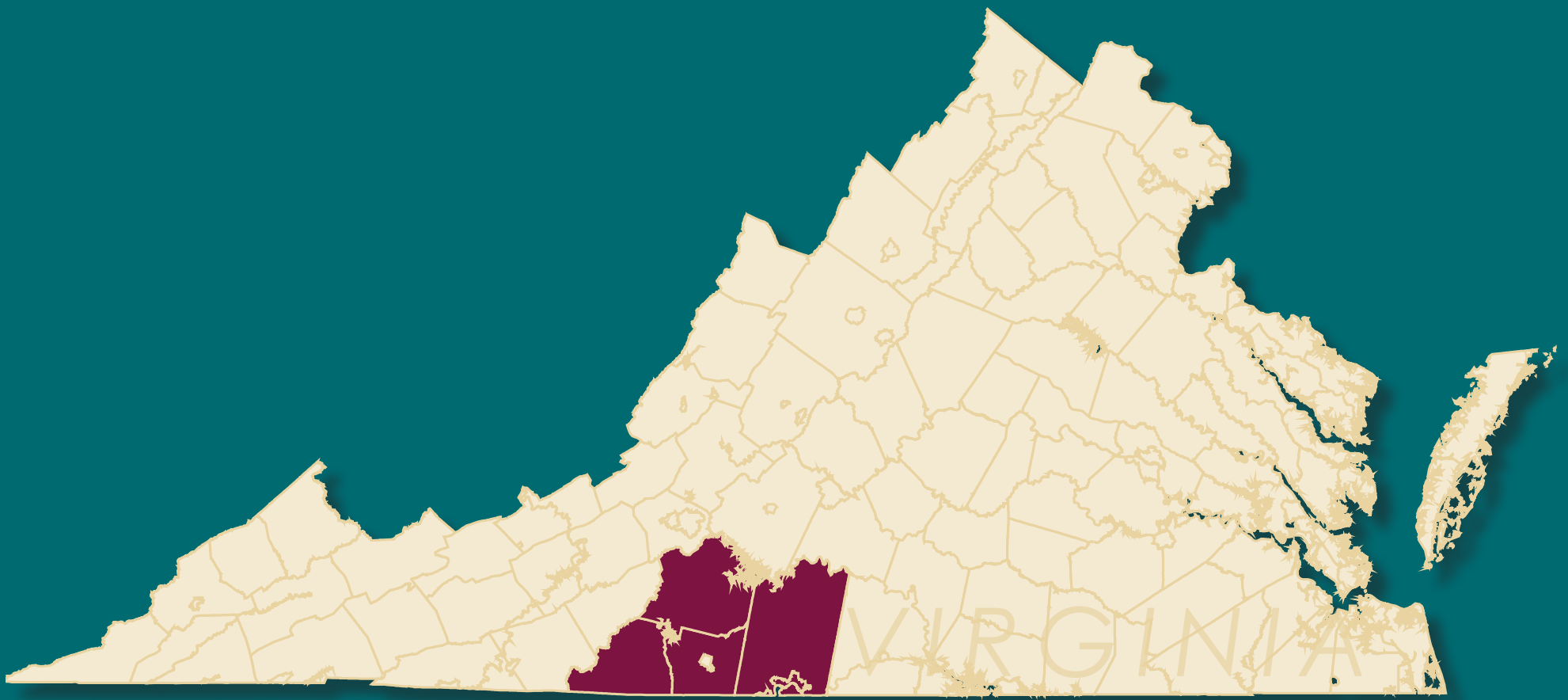
Please visit the VDOT website to find additional information regarding this and other important transportation initiatives in your area.



**WEST PIEDMONT PLANNING DISTRICT COMMISSION**  
 2035 RURAL LONG RANGE TRANSPORTATION PLAN



# WEST PIEDMONT PLANNING DISTRICT COMMISSION



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# INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop *VTrans 2035*, the Commonwealth's multi-modal long range plan and a more detailed subset report known as the *2035 Surface Transportation Plan*. The highway element of the *2035 Surface Transportation Plan* will include proposed improvements on Virginia's federal functionally classified roadways. This *Rural Long Range Transportation Plan* is one piece of the 2035 Plan. VDOT, Virginia's Planning District Commissions (PDCs), and the local governments they represent are partners in the development of this new initiative to create regional transportation plans in rural and small urban areas that complement those in Virginia's metropolitan areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by a metropolitan planning organization (MPO). In the case of the West Piedmont Planning District Commission (WPPDC), there is one urbanized area whose transportation needs are coordinated by an MPO. The Danville Metropolitan Planning Organization (DMPO) conducts the transportation planning for the City of Danville and urbanized portions of Pittsylvania County. The transportation needs of this area are analyzed in its 2035 Fiscally Constrained Long Range Transportation Plan, which is a separate component of the *2035 Surface Transportation Plan*. For the purposes of this Plan, only the transportation network outside of the MPO is analyzed and addressed.



Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used to identify transportation funding priorities. Additional details on topics discussed in this plan can be found in the Technical Report.

## STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental and cost reviews.

*Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.*

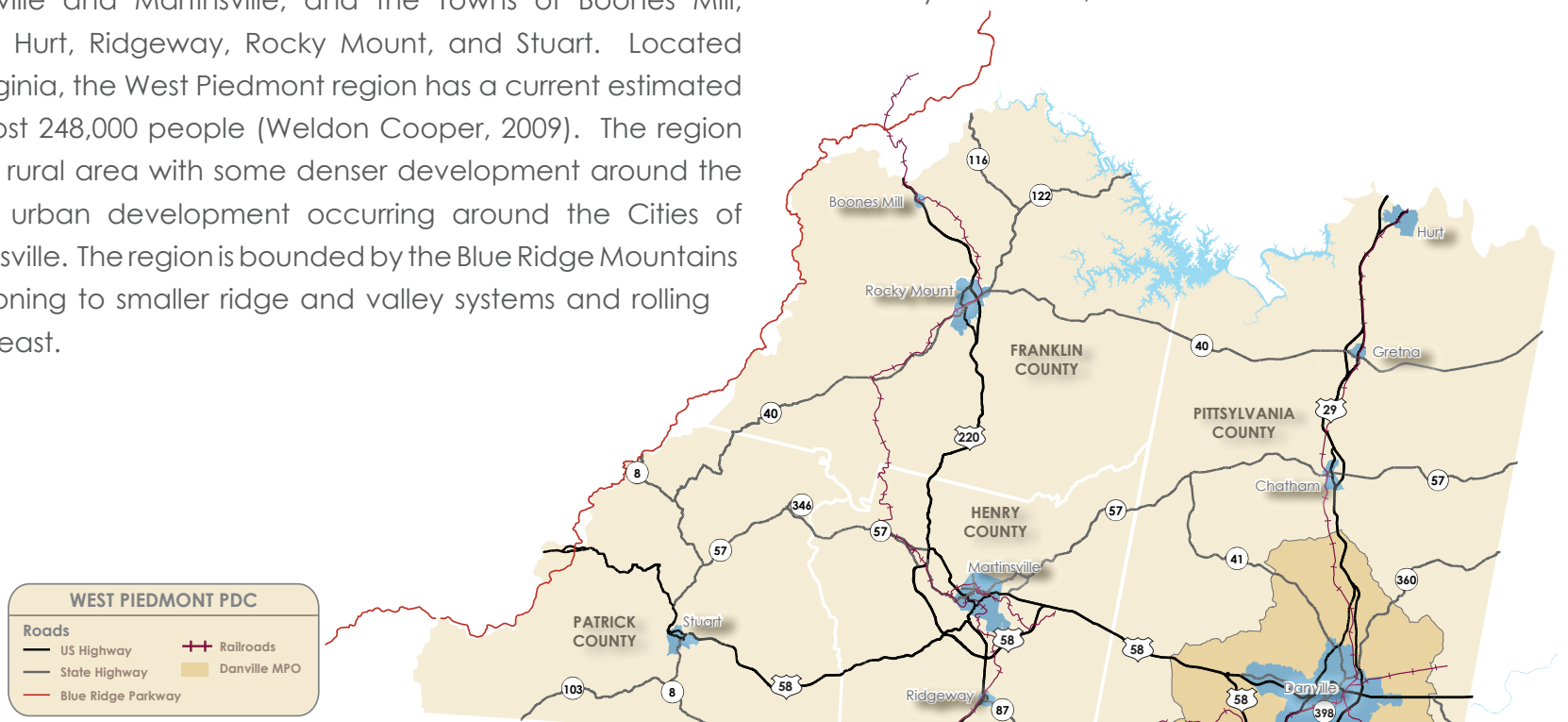
## Summary of Transportation Network

US 29 and US 220 are the primary north-south corridors in the region; primary east-west corridors include US 58, VA 360, VA 40, and VA 57. Public transportation services are provided by Danville Transit, Roanoke-Area-Dial-A-Ride, and the Southern Area Agency on Aging. Existing and proposed bicycle and pedestrian facilities are located within the region. There are also two general aviation airports in the region. Norfolk Southern owns the freight rail lines in the region. A range of travel demand management services is available through RIDE Solutions, which operates in Roanoke but provides service in West Piedmont. There are three official VDOT maintained park and ride lots and twenty unofficial lots within the region. One Amtrak station, in the City of Danville, serves the Amtrak Crescent Route.

# OVERVIEW OF THE REGION

## Description and Function of the West Piedmont Planning District Commission

The WPPDC serves the Counties of Franklin, Henry, Patrick, and Pittsylvania, the Cities of Danville and Martinsville, and the Towns of Boones Mill, Chatham, Gretna, Hurt, Ridgeway, Rocky Mount, and Stuart. Located in south-central Virginia, the West Piedmont region has a current estimated population of almost 248,000 people (Weldon Cooper, 2009). The region is a predominantly rural area with some denser development around the towns and dense urban development occurring around the Cities of Danville and Martinsville. The region is bounded by the Blue Ridge Mountains in the west transitioning to smaller ridge and valley systems and rolling topography in the east.



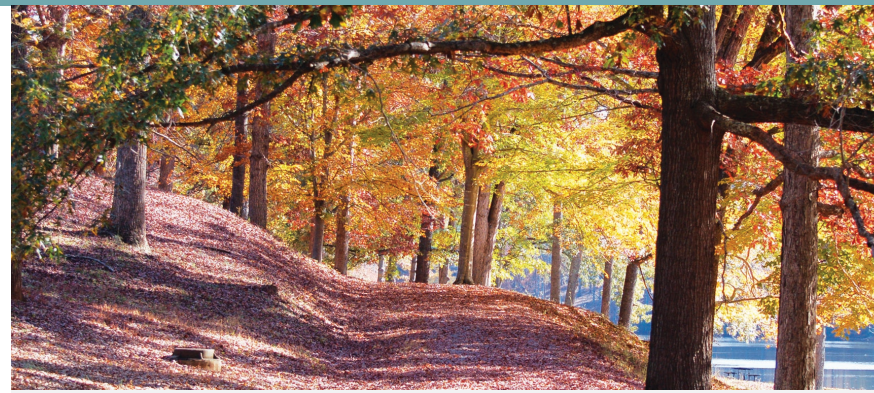
## Goals and Objectives

### West Piedmont Regional Goals

Needs for each regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were found and used to shape common regional long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the WPPD was developed with this primary goal in mind, along with other goals, including consideration for environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area. Rural transportation planning in the WPPD is guided by the Transportation Technical Advisory Committee (TTAC). This committee reviewed the needs of the region and formulated the following goals:

- GOAL 1** Provide a transportation system that facilitates the efficient movement of people and goods.
- GOAL 2** Provide a safe and secure transportation system.
- GOAL 3** Improve Virginia's and the region's economic vitality and provide access to economic opportunities for all Virginians and West Piedmont's citizens.
- GOAL 4** Improve quality of life and minimize potential impacts to the environment.
- GOAL 5** Preserve the existing transportation system and promote efficient system management.

*Needs for each regional plan were developed based on regional and statewide goals and objectives.*



### Common Rural Long Range Plan Goals

In addition, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans 2035 and are listed below:

- GOAL 1** Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.
- GOAL 2** Provide a safe and secure transportation system.
- GOAL 3** Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.
- GOAL 4** Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.
- GOAL 5** Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
- GOAL 6** Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.

# DEMOGRAPHIC AND LAND USE TRENDS

## Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and in the WPPD are working either to seek new economic growth and diversification or to balance growth while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. The extent of growth, and the types of land use changes, varies across the Commonwealth and within the WPPD; proximity to urban areas is often one of the key variables in this variability. Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities - including education, healthcare, social services, employment, and transportation - shift and fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

*There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and in the WPPD.*

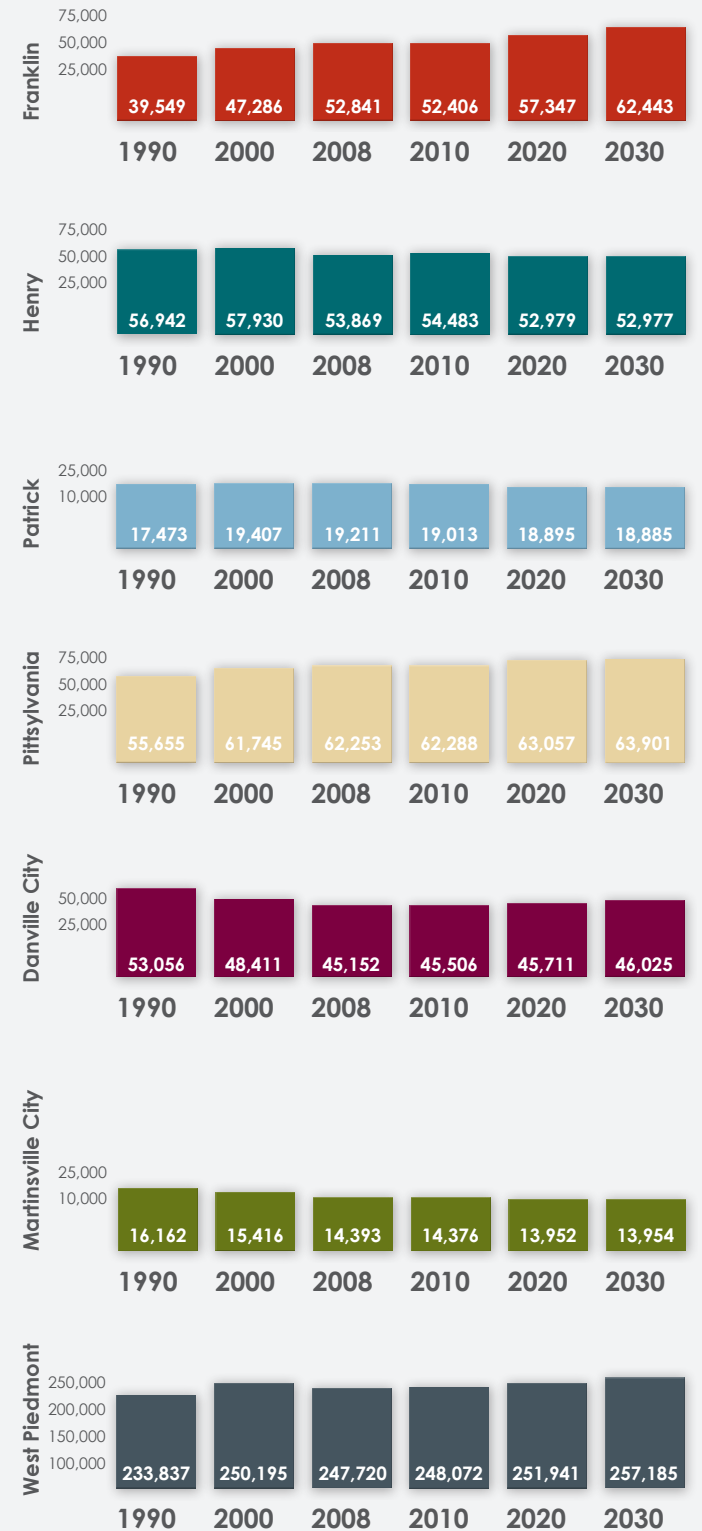
Several factors have affected land use in the WPPD: changes in population within the region itself; population growth in the Roanoke Valley; and the location of two state-wide roadway corridors that traverse the region, US 29 and US 58. Franklin County has experienced the most growth in the region, which is projected to continue. This growth has already affected land use, which is expected to continue and to affect future travel demand on the regional roadway network. In addition, Franklin County is adjacent to the Roanoke Valley, which is influencing population growth and additional residential and commercial development in the county.

### Population Trends

The West Piedmont region has experienced increasing growth in population, but not necessarily equally across the jurisdictions. The region itself experienced a slight decrease in population between 2000 and 2008. Total population in the region was estimated in 2008 at 247,720. Henry County and the cities in the region each experienced a 7 percent decrease in population between 2000 and 2008, Franklin County's population, however, increased almost 12 percent. These trends are, in general, expected to continue. The regional population is projected to increase by just over 4 percent by 2030. Franklin County is projected to experience the largest amount of growth at just over 18 percent.

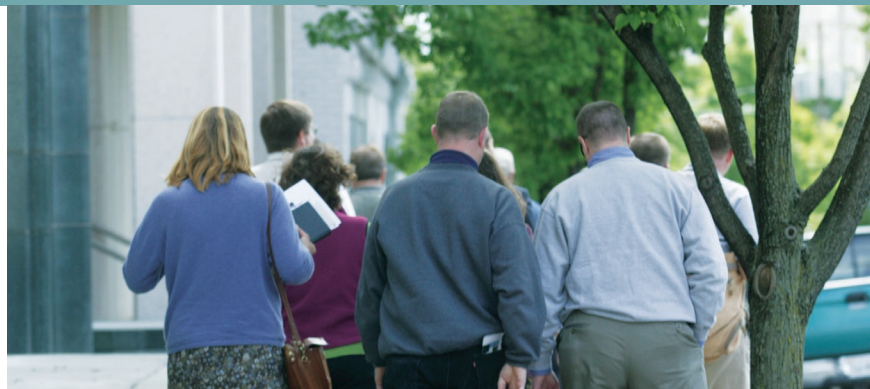


Current and Projected Population



Sources: US Census, 1990, 2000; Weldon Cooper, 2009; and VEC, 2009.

Population trends have implications for the transportation network of any geographic area. As the population and traffic increases, mobility and safety suffer. In the case of the WPPD, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic, particularly along US 29 after this roadway became a four-lane facility and along US 58 as its improvements have been completed.



Disadvantaged groups studied include persons with low-income, minorities, the elderly, and persons with disabilities, as defined by the US Census.

### Demographic Trends

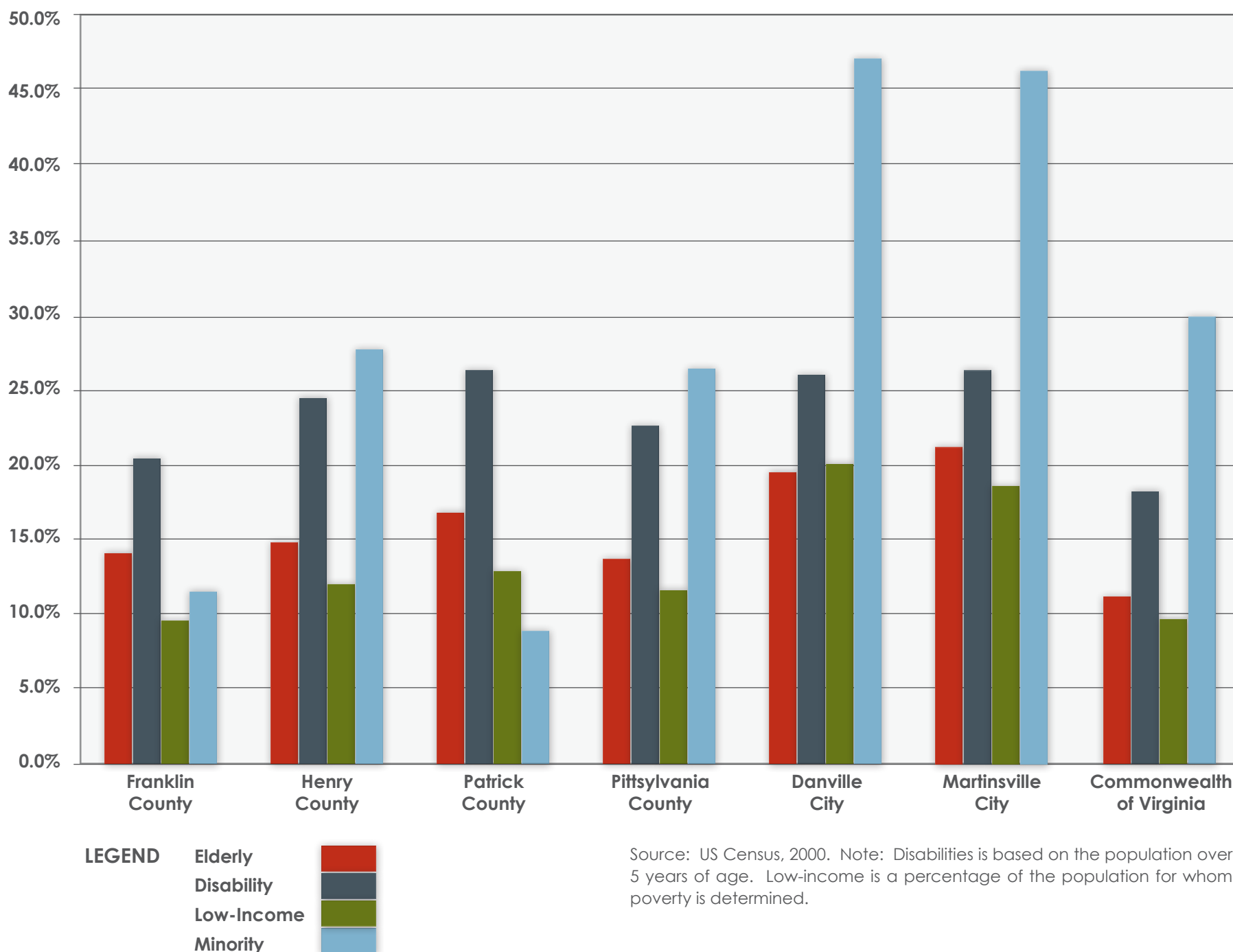
Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include persons with low-income, minorities, the elderly, and persons with disabilities, as defined by the US Census. In 2000, all of the jurisdictions had elderly populations in a higher proportion than the state (11.2 percent). The portion of the

population with disabilities in all jurisdictions is above the state percentage of 18.1 percent. In 2000, all jurisdictions had low-income populations above the state percentage of 9.6 percent. Only the cities had minority population percentages higher than that of the state (29.9 percent).

### Transportation Implications

US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed route and demand-responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, is more dependent on demand-responsive transit in a rural area than in an urban area. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The WPPDC, in conjunction with the Virginia Department of Rail and Public Transportation's (DRPT) statewide effort, recently completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Certain needs are being identified throughout the state, such as limited demand-responsive transit service, limited fixed-route service, and determination of a single point of contact for providers. These needs were also identified in the WPPD, along with funding constraints.

Elderly, Disability, Low-Income, and Minority Populations in the WPPD



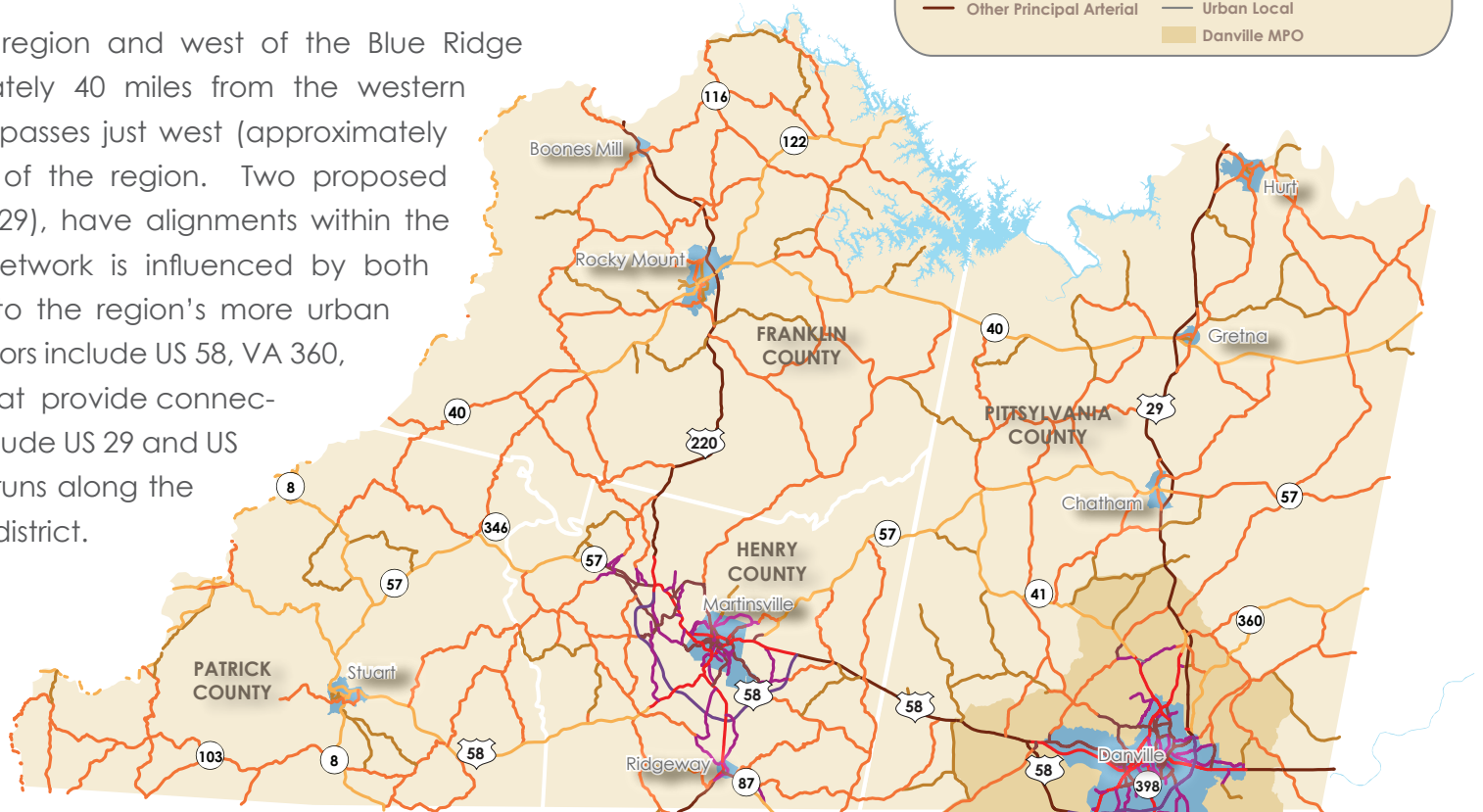
# REGIONAL TRANSPORTATION SYSTEM



Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and forecasted conditions.

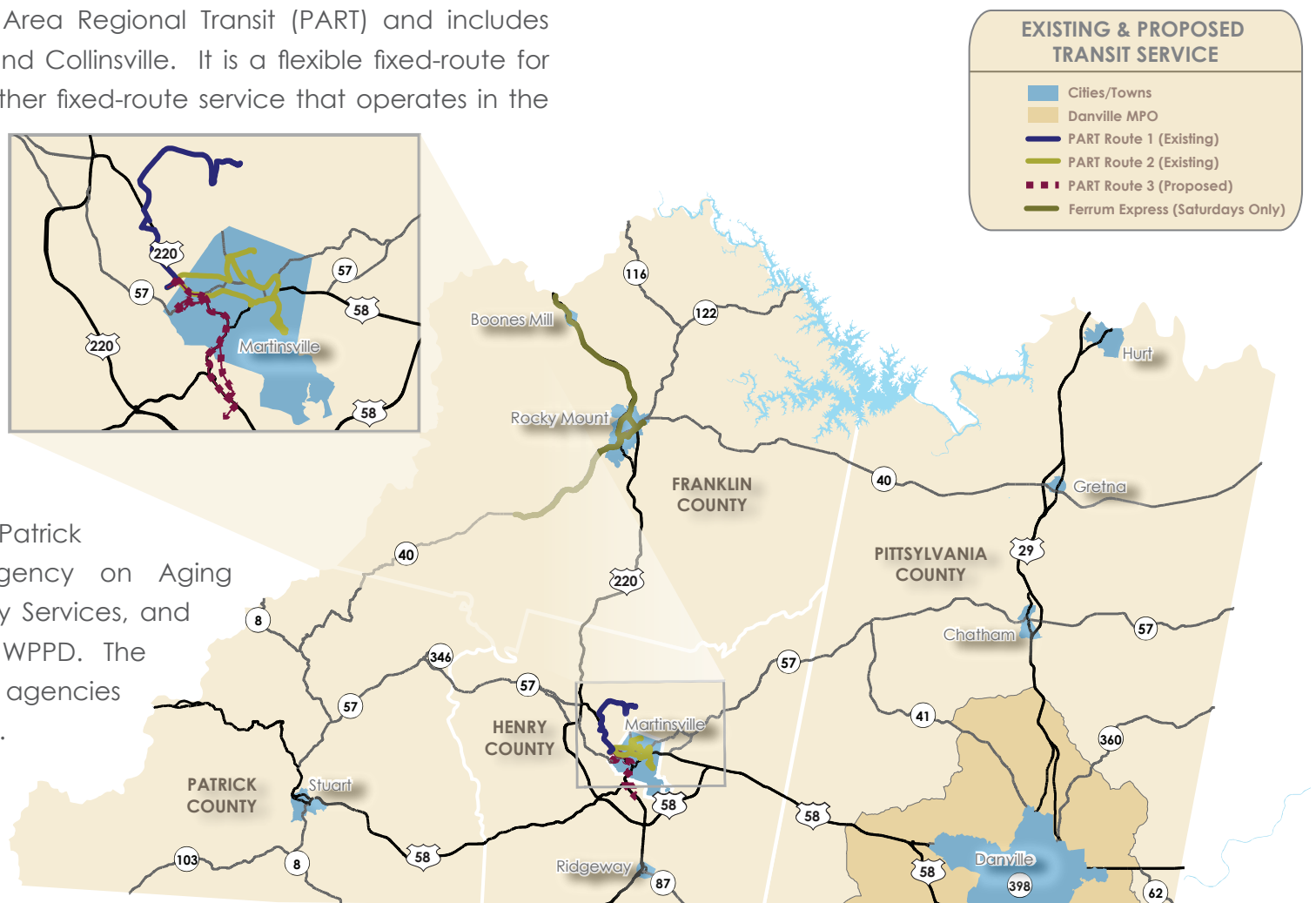
## Roadways

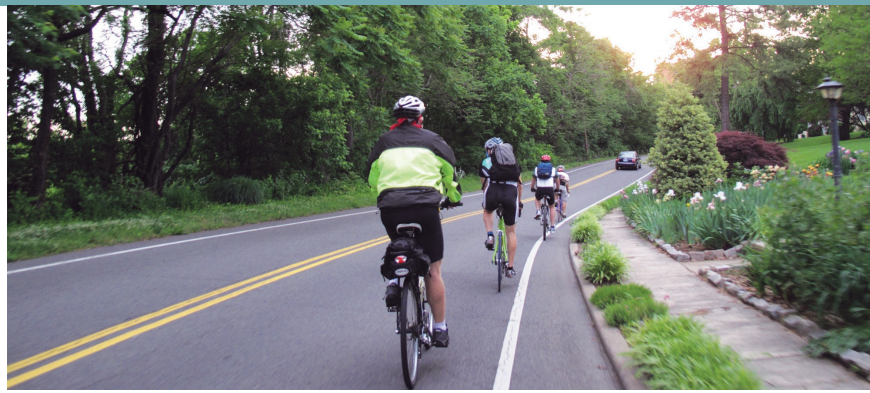
I-81 passes northwest of the region and west of the Blue Ridge Mountains system, approximately 40 miles from the western boundary of the region. I-77 passes just west (approximately 5 miles) of the western end of the region. Two proposed interstates, I-73 and I-785 (US 29), have alignments within the region. The transportation network is influenced by both the topography and access to the region's more urban areas. Primary east-west corridors include US 58, VA 360, VA 40, and VA 57. Corridors that provide connections to the north and south include US 29 and US 220. The Blue Ridge Parkway runs along the western edge of the planning district.



## Public Transportation

There are two public transportation providers in the WPPD. Danville Transit operates fixed-route and demand-responsive service within the city. Planning and needs assessment for this service fall within the MPO planning area. Fixed-route service in and around Martinsville is currently contracted through Roanoke-Area-Dial-A-Ride (RADAR), based in Roanoke. This service is the Piedmont Area Regional Transit (PART) and includes routes between Martinsville and Collinsville. It is a flexible fixed-route for ADA-certified persons. The other fixed-route service that operates in the PDC is the Ferrum Express by Valley Metro in Roanoke, which provides connections between Ferrum College, Rocky Mount, and Roanoke. Social service organizations that serve the transportation needs of their clients or specific disadvantaged groups include PARC Workshop Inc. in Patrick County, Southern Area Agency on Aging (SAAA), Piedmont Community Services, and Logisticare throughout the WPPD. The SAAA subcontracts with six agencies to provide service to its clients.





## Bicycle and Pedestrian Facilities

Much of the topography in the West Piedmont region is ideal for both advanced bicycle users on rugged trails and more casual basic pedestrian and bicycle use. The guiding documents for assessment of existing bicycle and pedestrian facilities include the *West Piedmont Regional Bicycle Plan*, the *Virginia Outdoors Plan*, and the individual jurisdictions' bicycle plans. All of the larger jurisdictions in the WPPD have existing pedestrian and shared use bicycle facilities or mountain bike trails.



## Airports

There are two general aviation airports and no commercial airports in the region. Danville Regional Airport is located within the City of Danville. Blue Ridge Airport is located west of Martinsville, just north of US 58. The nearest commercial airports are Lynchburg Regional Airport, approximately 20 miles north of the region, Roanoke Regional Airport, approximately 15 miles northwest of the region, and Piedmont Triad International Airport in Greensboro, approximately 55 miles south of the region in North Carolina.





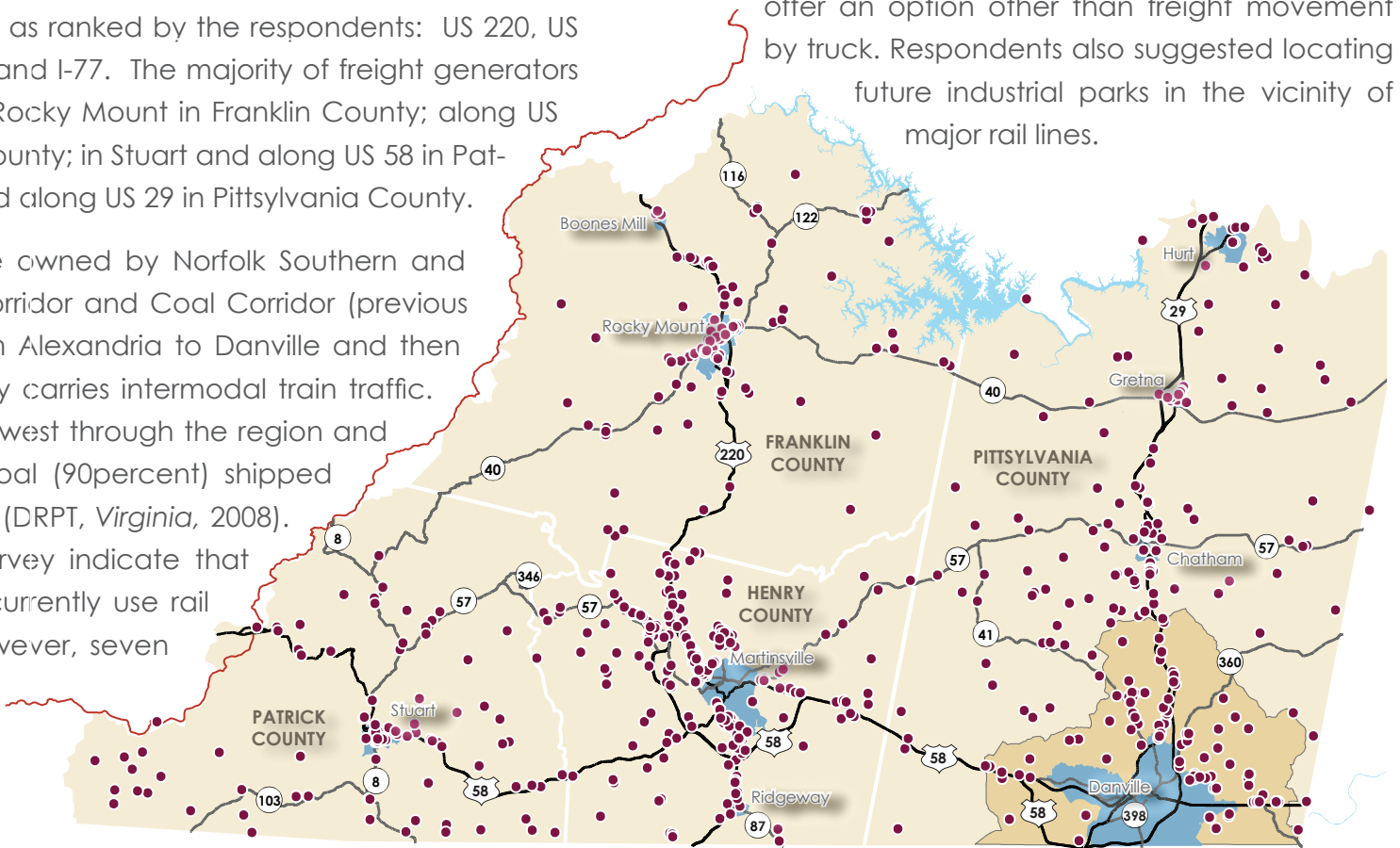
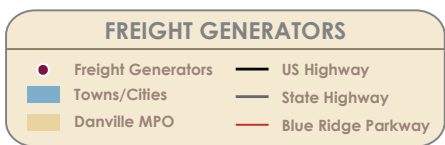
## Goods Movement

Major generators of goods within the WPPD were identified, and their proximity to nearby major roadway and rail corridors noted. The WPPDC conducted a survey of 500 businesses to assess freight and goods movement. A portion of the firms included the number of workers employed, which was used to calculate the average employment per firm in order to determine the extent that these businesses affect the transportation network. The firms averaged 50 employees. Of these firms, most shipped by truck exclusively and the remaining used a combination of rail, air, and truck. The most common number of shipments was 1 to 5 per day by almost half of the firms. Based on the survey, the majority of truck freight movement utilizes the following roadways, as ranked by the respondents: US 220, US 58, US 29, I-81, VA 40, VA 360, and I-77. The majority of freight generators and shippers are clustered in Rocky Mount in Franklin County; along US 220 in Martinsville and Henry County; in Stuart and along US 58 in Patrick County; and in Danville and along US 29 in Pittsylvania County.

The rail lines in the region are owned by Norfolk Southern and are a part of the Crescent Corridor and Coal Corridor (previous page). The Crescent runs from Alexandria to Danville and then to North Carolina and primarily carries intermodal train traffic. The Coal Corridor runs east to west through the region and carries most of the Virginia coal (90percent) shipped to the port of Hampton Roads (DRPT, Virginia, 2008). Responses from the freight survey indicate that only two of the respondents currently use rail once or more per week. However, seven



indicated interest in rail and noted the existing lack of facilities. The need for additional rail sidings was cited, as well as rail access at industrial parks that offer an option other than freight movement by truck. Respondents also suggested locating future industrial parks in the vicinity of major rail lines.



## Land Use

The land use/land cover in the West Piedmont region is generally agricultural, forested and rural residential, with more dense residential and commercial uses centered around Danville, Martinsville, and existing towns. Land use has been influenced primarily by the topography and the locations of existing cities and towns and access to them. In addition, improvements to both US 29 and US 58 have affected land use throughout the region.

## Travel Demand Management

Travel Demand Management (TDM) holds the potential for enhancing many elements of the transportation network and, along with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains in ridership can be realized. There are concentrated areas to which commuters in West Piedmont are currently traveling for employment, primarily Danville, Martinsville, and the Roanoke Valley. According to the 2000 US Census, just over 90 percent of the people living in the WPPD work within the region. The largest portions of people traveling outside of their jurisdiction of residence are between Henry County and the City of Martinsville and between Franklin County and the Roanoke Valley.

RIDE Solutions offers alternative transportation information and assistance primarily in the Roanoke and New River Valleys. It is a joint effort between the Roanoke Valley-Alleghany Regional Commission and the New River Valley Planning District Commission, which match funding received from DRPT. RIDE Solutions provides commuter matching, a

guaranteed ride home program, vanpool assistance, and bicycle information and resources. The commuter service currently has riders throughout Franklin County and as far south as Martinsville.

There are three official VDOT and DRPT maintained park-and-ride lots within the region and twenty unofficial or informal lots throughout the region. Two of the official and two of the unofficial lots are within the DMPO. The unofficial park and ride lots are parking lots of businesses or areas within the right-of-way along roadways. Both the official and unofficial lots have been recently surveyed by the WPPDC to assess the needs and deficiencies of the facilities. One Amtrak station, in the City of Danville, serves the Amtrak Crescent Route, which runs from New York to New Orleans daily in each direction.



# TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

## Roadways

Roadway analysis focused on safety, geometry and structure, and congestion. The WPPDC, in conjunction with member local jurisdictions, prepared a list of roadway priority study locations and safety assessment locations based on reviews of available data sources, input at public meetings, and information provided by local and regional officials. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations have current improvement recommendations from recent studies and required no further analysis. Other priority

Within the WPPD, 56 priority locations were analyzed.

locations require a new or updated analysis. Within the WPPD, 56 priority locations were analyzed; recommendations for these locations are identified separately in the list of recommendations that follow. Twenty-nine of these locations were identified for assessment of congestion concerns, while the remaining 27 were analyzed for safety. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public. A more detailed discussion of all deficiencies and recommendations with planning-level cost estimates is located in the Technical Report.



### 1. Safety

The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

### 2. Operations and Maintenance

#### a. Geometric Conditions

Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address

these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

#### b. Bridge Condition

Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction.

### 3. Capacity

Level of service analyses were performed on all functionally classified roadways in the WPPD to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the WPPDC and local governments as priority study locations. The recommendations to address the deficient locations are identified as operational, by jurisdiction. Short-term, mid-term, and long-term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.

*The safety assessment locations were identified using safety and crash database information.*

## Bridge Deficiencies

Bridge Sufficiency Rating	Functionally Obsolete			Structural Deficiency		
	REPLACE	UPGRADE/REPAIR		REPLACE	UPGRADE/REPAIR	
	0-50	51-80	80+	0-50	51-80	80+
Franklin	4	56	12	28	12	1
Henry	3	20	8	6	6	0
Patrick	2	42	10	28	12	0
Pittsylvania	14	48	3	14	6	0
Martinsville City	0	0	0	0	0	0
West Piedmont	23	166	33	76	36	1



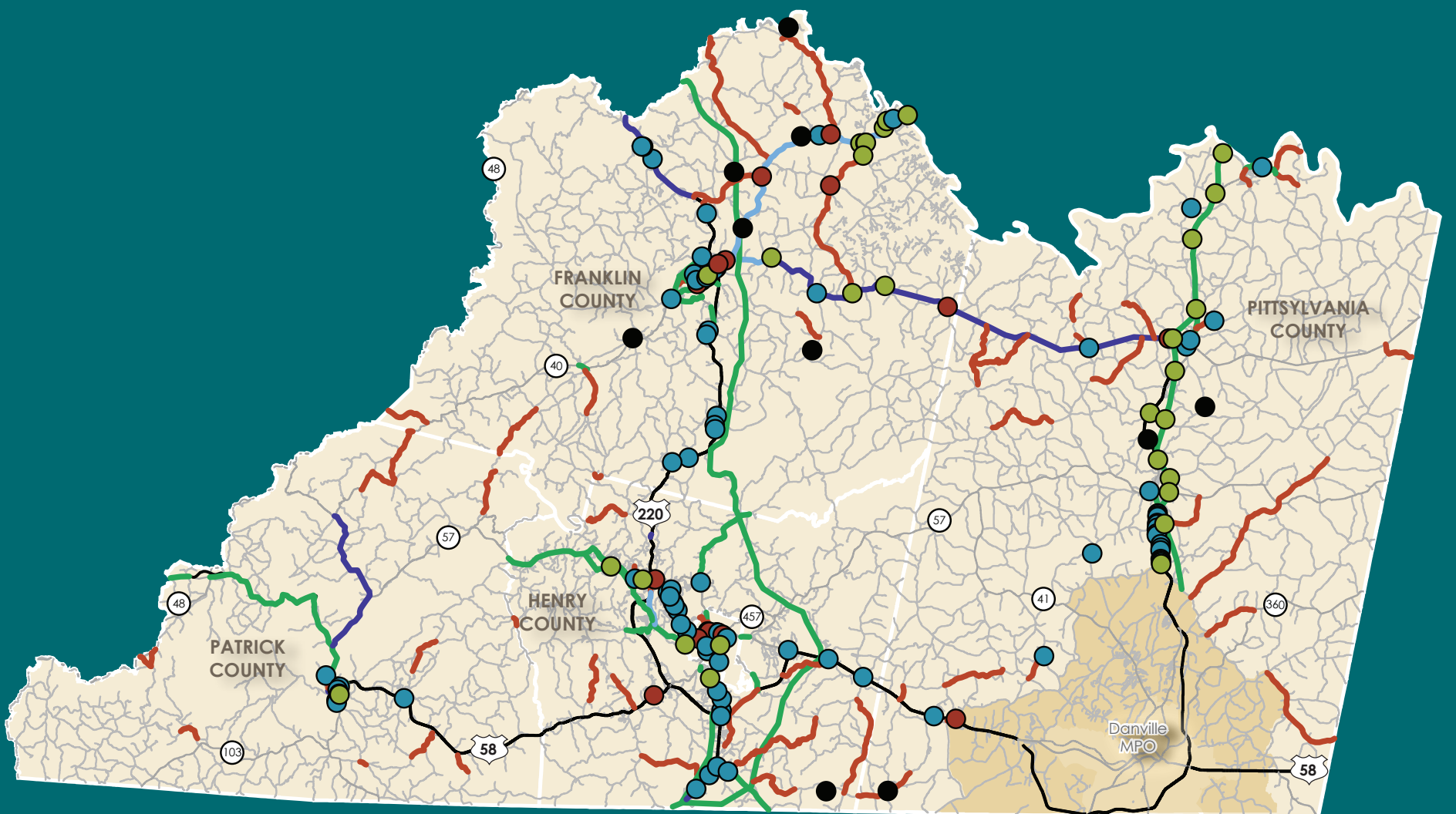
## ROADWAY SYSTEM DEFICIENCIES

### Intersection Deficiency

- Operation Deficiency
- Safety Deficiency
- Both Deficiencies
- Other Deficiencies

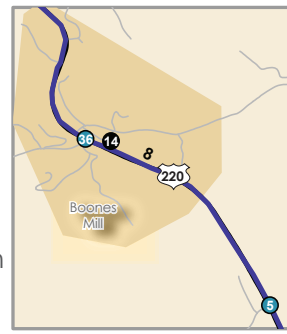
### Segment Deficiency

- Operation Deficiency
- Safety Deficiency
- Geometric Deficiency
- Both Operation and Safety Deficiency



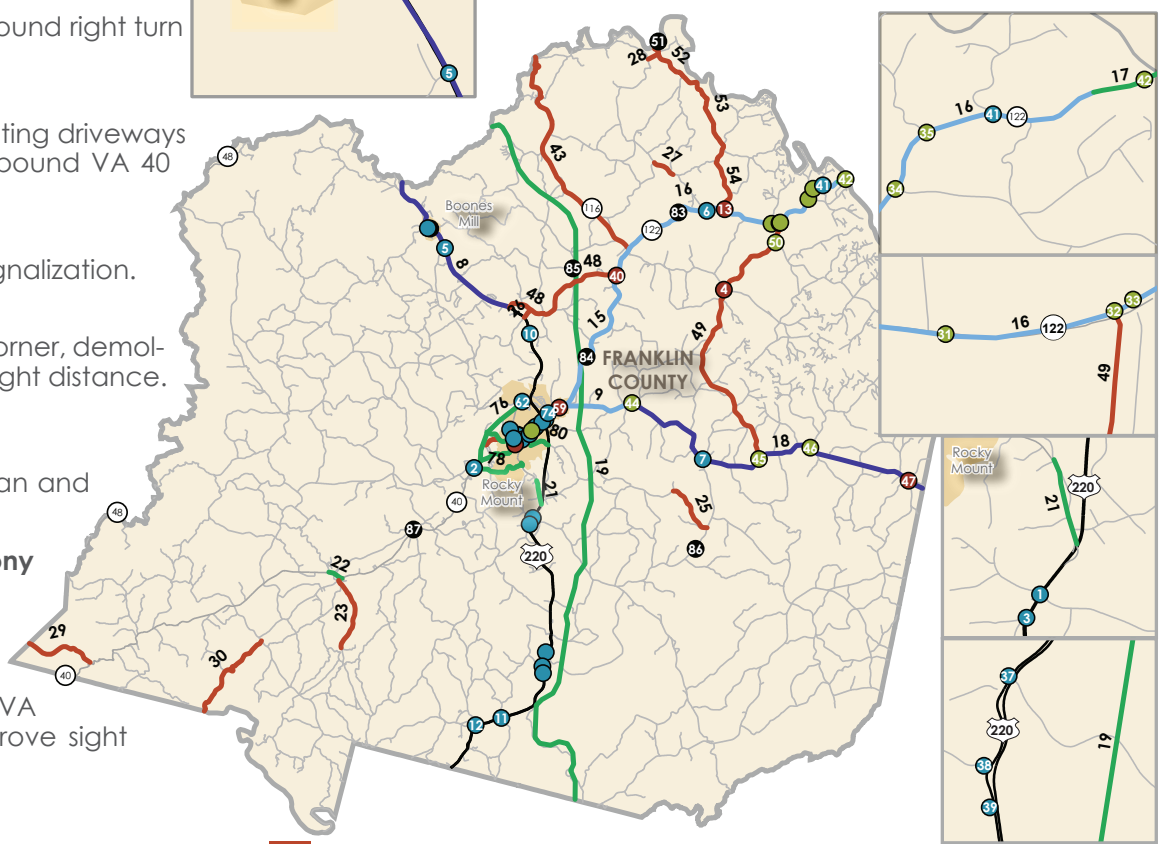
## FRANKLIN COUNTY RECOMMENDATIONS

- 1 US 220 at VA 619 (Sontag Road)**  
Mid-term lengthen US 220 left turn lanes and install westbound right turn lane.
- 2 VA 40 at VA 640 (Six Mile Post Road/Scuffling Hill Road)**  
Long-term implement access management by consolidating driveways and constructing right-in/right-out driveways. Add eastbound VA 40 left turn lane.
- 3 US 220 at VA 619 (Pleasant Hill Lane)**  
Mid-term install southbound left turn lane and consider signalization.
- 4 VA 670 (Burnt Chimney Road) VA 834 (Brooks Mill Road)**  
Mid-term implement access management in southwest corner, demolish vacant building, and remove vegetation to improve sight distance. Add left and right turn lanes.
- 5 US 220 at VA 919 (Grassy Hill Road)**  
Short-term improve sight distance: Mid-term widen median and shoulders on both sides of the roadway.
- 6 VA 122 at VA 634 (Booker T Washington Highway/ Harmony School Road)**  
Short-term add "Intersection Ahead" warning signage and reduce speed limit on VA 122 and install rumble strips on southbound approach of VA 634; Mid-term add left turn lane on VA 122 eastbound and right turn lane on VA 122 westbound; Long-term reconstruct roadway to improve sight distance.
- 7 VA 40 at VA 718**  
Mid-term install turn lanes.
- 8 US 220 from Roanoke County Limit to Wirtz Road**  
Short-term maintenance; Long-term widen shoulders.
- 9 VA 40 from Rocky Mount Town Limit to VA 655**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 10 US 220 at VA 635**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 11 US 220 at VA 608**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 12 US 220 at VA 605**  
Short-term add pavement edge skip lines through the intersection and add chevrons in both directions south of intersection.
- 13 US 122 at VA 636**  
Mid-term install signal.
- 14 US 220 at VA 684**  
Long-term combine smaller parking lots off of Route 220 into one larger parking lot and formalize parking spaces. (Town of Boones Mill)
- 15 VA 122 from VA 40 to VA 697**  
Long-term apply access management techniques and construct new parallel roadways as area continues to develop. Widen roadway to four lanes with median, turn lanes and bike lanes.
- 16 VA 122 from VA 697 to West of Halesford Bridge**  
Long-term apply access management techniques and construct new parallel roadways as area continues to develop. Widen roadway to four lanes with median, turn lanes and bike lanes.
- 17 VA 122 west of Halesford Bridge at Smith Mountain Lake**  
Short-term apply access management techniques and consider a two-way left turn lane. Long-term widen roadway to four lanes with median.
- 18 VA 40 from VA 655 to Pittsylvania County Limit**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 19 I-73 from VA 40 to VA 635**  
Long-term construct new facility, four lanes with median.
- 20 VA 40 from VA 640 to West Corporate Limits of Rocky Mount**  
Long-term widen to four lanes with median.
- 21 US 220 Business from US 220 Bypass to VA 1024**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 22 VA 40 from VA 602 to VA 805**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 VA 767 from VA 690 to VA 805**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 24 VA 906 from VA 820 to VA 1037**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 25 VA646 from VA 718 to VA 674**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).



### FRANKLIN COUNTY DEFICIENCIES

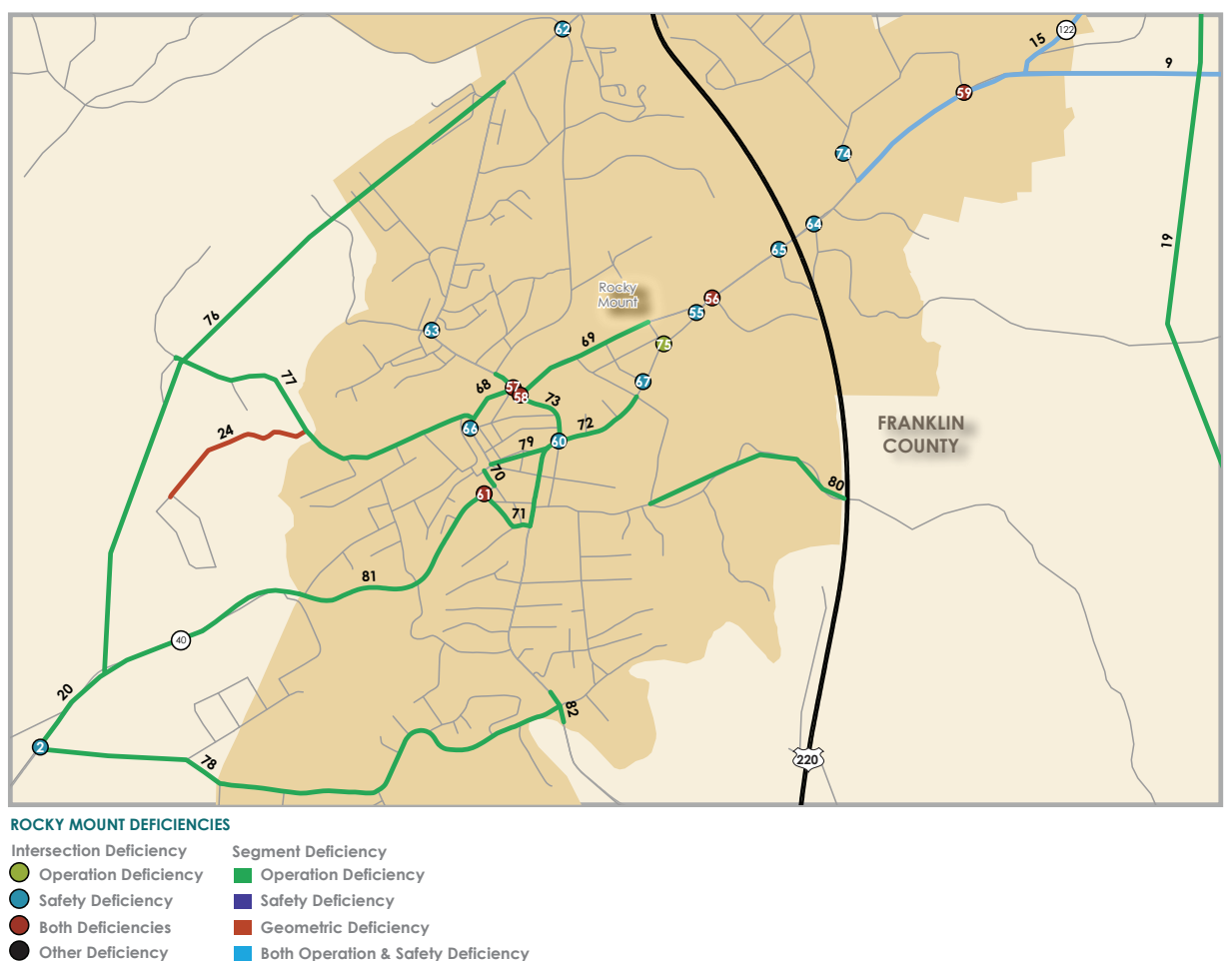
- |                           |                                      |
|---------------------------|--------------------------------------|
| ● Intersection Deficiency | ■ Segment Deficiency                 |
| ● Operation Deficiency    | ■ Operation Deficiency               |
| ● Safety Deficiency       | ■ Safety Deficiency                  |
| ● Both Deficiencies       | ■ Geometric Deficiency               |
| ● Other Deficiency        | ■ Both Operation & Safety Deficiency |



- 26 VA 775 from US 220 to VA 697**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 27 VA 678 from VA 680 to VA 634 West**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 28 VA 635 from VA 634 South to VA 681**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 29 VA 860 from VA 40 to Floyd County Limit**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 30 VA 623 from VA 605 South to Patrick County Limit**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 31 VA 122 at VA 616 West**  
Short-term provide separate turn lanes. Mid-term extend Route 616 (Morewood Rd) southwards to realign with Route 616 (Scruggs Road), south of development on Route 122, add appropriate turn lanes for access.
- 32 VA 122 at VA 616 East**  
Short-term provide separate turn lanes; Mid-term extend Route 616 (Morewood Rd) southwards to realign with Route 616 (Scruggs Road), south of development on Route 122, add appropriate turn lanes for access.
- 33 VA 122 at Food Lion Entrance**  
Short-term add eastbound VA 122 right turn bay.
- 34 VA 122 at VA 666**  
Short-term provide separate turn lanes for all movements; Mid-term lower roadway banks at church on VA 666 to improve sight distance.
- 35 VA 122 at VA 951**  
Short-term provide turn lanes.
- 36 US 220 (Virgil H. Goode Highway) at VA 739 (Bethlehem Road)**  
Short-term review and improve signal timing. (Town of Boones Mill)
- 37 US 220 at VA 718 (McNeill Road)**  
Short-term extend southbound left turn bay and add northbound left turn bay.
- 38 US 220 at VA 718 (Crooked Oak Road)**  
Short-term extend northbound left turn bay and add southbound left turn bay.
- 39 US 220 approximately 1/4 mile south of VA 718 (Crooked Oak Road)**  
Short-term close crossover.
- 40 VA 122 at VA 697 (Jamont Lane / Wirtz Road)**  
Short-term reconstruct intersection to improve sight distance and extend southbound right turn lane and add a northbound left turn lane. Mid-term install signal when location meets volume warrants.
- 41 VA 122 at VA 1235**  
Short-term add turn lanes and improve sight distance.
- 42 VA 122 at Hales Ford Bridge**  
Long-term widen bridge to four lanes to current standards.
- 43 VA 116 from VA 122 to Southern Limit of Roanoke MPO**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).

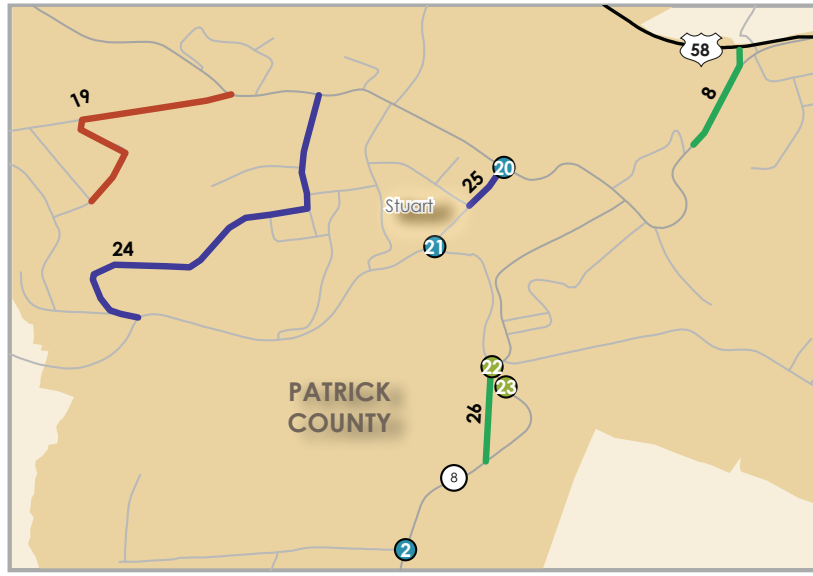
## FRANKLIN COUNTY RECOMMENDATIONS (continued)

- 44 VA 40 at VA 655 (Webster Road)**  
Mid-term provide exclusive turn lanes.
- 45 VA 40 at VA 834 (Brooks Mill Road)**  
Mid-term provide exclusive turn lanes.
- 46 VA 40 at VA 945 (Kemp Ford Road)**  
Mid-term provide exclusive turn lanes.
- 47 VA 40 at VA 890 (Snow Creek Road)**  
Mid-term realign intersection and provide exclusive turn lanes.
- 48 VA 697 from US 220 to VA 122**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 49 VA 834 from VA 40 to VA 122**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 50 VA 834 at VA 616 (Scruggs Road)**  
Mid-term add turn lanes, improve sight distance and signage.
- 51 VA 634 at Hardy Ford Bridge**  
Short-term replace bridge.
- 52 VA 634 from Bedford/Franklin County Line to VA 676**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 53 VA 676 from VA 634 to VA 636**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 54 VA 636 from VA 676 to VA 122**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 55 Pell Ave at Tanyard Road**  
Short-term prohibit right turn on red. (Town of Rocky Mount)
- 56 Pell Ave at Perdue Street**  
Mid-term consider signalization and add turn lanes. (Town of Rocky Mount)
- 57 US 220 Business at VA 40 (Franklin Street)**  
Short-term monitor traffic flows due to recently implemented signal timing changes. Re-paint stop bar offsets on Pell Avenue. (Town of Rocky Mount)
- 58 US 220 Business at Pell Avenue**  
Short-term monitor traffic flows due to recently implemented signal timing changes. Re-paint stop bar offsets on Pell Avenue. (Town of Rocky Mount)
- 59 VA 40 at School Board Road**  
Mid-term consider installing a signal to provide gaps for School Board Road traffic as location meets peak hour warrant. Long-term realign School Board Road with Lowes entrance, provide ADA compliant facilities. (Town of Rocky Mount)
- 60 US 220 Business at Tanyard Road**  
Mid-term implement access management. (Town of Rocky Mount)
- 61 VA 40 at Floyd Avenue**  
Short-term install warning sign with flashing beacon on Floyd Avenue to alert driver of Fire House ahead. Cover exposed pipe culvert. Mid-term reconstruct intersection to standard T-intersection with turn lanes and a signal. Implement access management. (Town of Rocky Mount)
- 62 US 220 Business at VA 919**  
Short-term add advance intersection warning signs. Mid-term implement access management to consolidate commercial entrances in southeast quadrant of the intersection. (Town of Rocky Mount)
- 63 US 220 Business at Sycamore Street**  
Short-term install stop bar; Mid-term consider signalization. (Town of Rocky Mount)
- 64 VA 40 East at US 220 Northbound Ramp**  
Short-term move the stop bar forward for northbound right turn movement to improve sight distance. Mid-term 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. (Town of Rocky Mount)
- 65 VA 40 at US 220 Southbound Ramp**  
Mid-term lengthen westbound left turn lane. Eliminate the eastbound free right turn and accommodate right turns at the signal with appropriate turn provisions. (Town of Rocky Mount)
- 66 VA 40 at High Street**  
Short-term install warning signage. (Town of Rocky Mount)
- 67 Tanyard Road at Center Street**  
Deficiency with low priority; Continue to monitor for potential improvements. (Town of Rocky Mount)
- 68 VA 40 from Diamond Avenue to Main Street**  
Long-term reconstruct as urban four lane roadway. (Town of Rocky Mount)
- 69 VA 40 from Main Street to Wray Street**  
Long-term reconstruct as urban four lane roadway. (Town of Rocky Mount)
- 70 VA 40 from Warren Street to College Street**  
Long-term reconstruct as urban four lane roadway. (Town of Rocky Mount)
- 71 Floyd Avenue from VA 40 (Franklin Street) to US 220 BUS (Main Street)**  
Long-term reconstruct as urban four lane roadway. (Town of Rocky Mount)
- 72 Tanyard Road from Main Street to Donald Avenue**  
Long-term reconstruct as urban four lane roadway. (Town of Rocky Mount)
- 73 US 220 Business (Main Street) from Floyd Avenue to State Street (south end)**  
Short-term upgrade and interconnect signals. (Town of Rocky Mount)
- 74 VA 649 (School Board Road) at Norfolk Southern railroad tracks**  
Mid-term reconstruct railroad overpass and widen roadway to improve sight distance. (Town of Rocky Mount)
- 75 VA 1013 (Tanyard Road) at Wray Street and High School**  
Short-term install signal. (Town of Rocky Mount)
- 76 VA 40 - VA 40 Bypass from North Main Street to VA 40 West**  
Long-term construct new four lane roadway. (Town of Rocky Mount)
- 77 VA 1004 (Diamond Avenue) from Franklin Street to VA 40 Bypass**  
Long-term upgrade to current standards. (Town of Rocky Mount)
- 78 VA 640 and VA 1011 - East-West Connector - Scuffling Hill Road from VA 40 West to South Main Street**  
Long-term construct new two-lane roadway. (Town of Rocky Mount)
- 79 VA 1013 (Tanyard Road Extended) from Main Street to Franklin Street**  
Long-term construct new two lane roadway. (Town of Rocky Mount)
- 80 VA 1002 (East Court Street) from Donald Avenue to East Corporate Limit**  
Long-term upgrade to current two lane urban standards. (Town of Rocky Mount)
- 81 VA 40 (Franklin Street) from West Corporate Limits to Floyd Avenue**  
Long-term widen to four lanes. (Town of Rocky Mount)
- 82 US 220 from 0.289 mile south of Scuffling Hill Road to 0.010 mile north of Scuffling Hill Road**  
Mid-term widen to four lanes. (Town of Rocky Mount)
- 83 VA 122 Over Gills Creek**  
Short-term replace bridge.
- 84 VA 122 Over Blackwater River**  
Short-term replace bridge.
- 85 VA 687 from 0.01 Mile North of VA 691 to 0.70 Mile South VA 689**  
Short-term replace bridge.
- 86 VA 718 Over Pigg River**  
Short-term replace bridge.
- 87 VA 927 (Iron Bridge Road) from VA 40 to VA 864 (Over NS Railroad)**  
Short-term replace bridge.



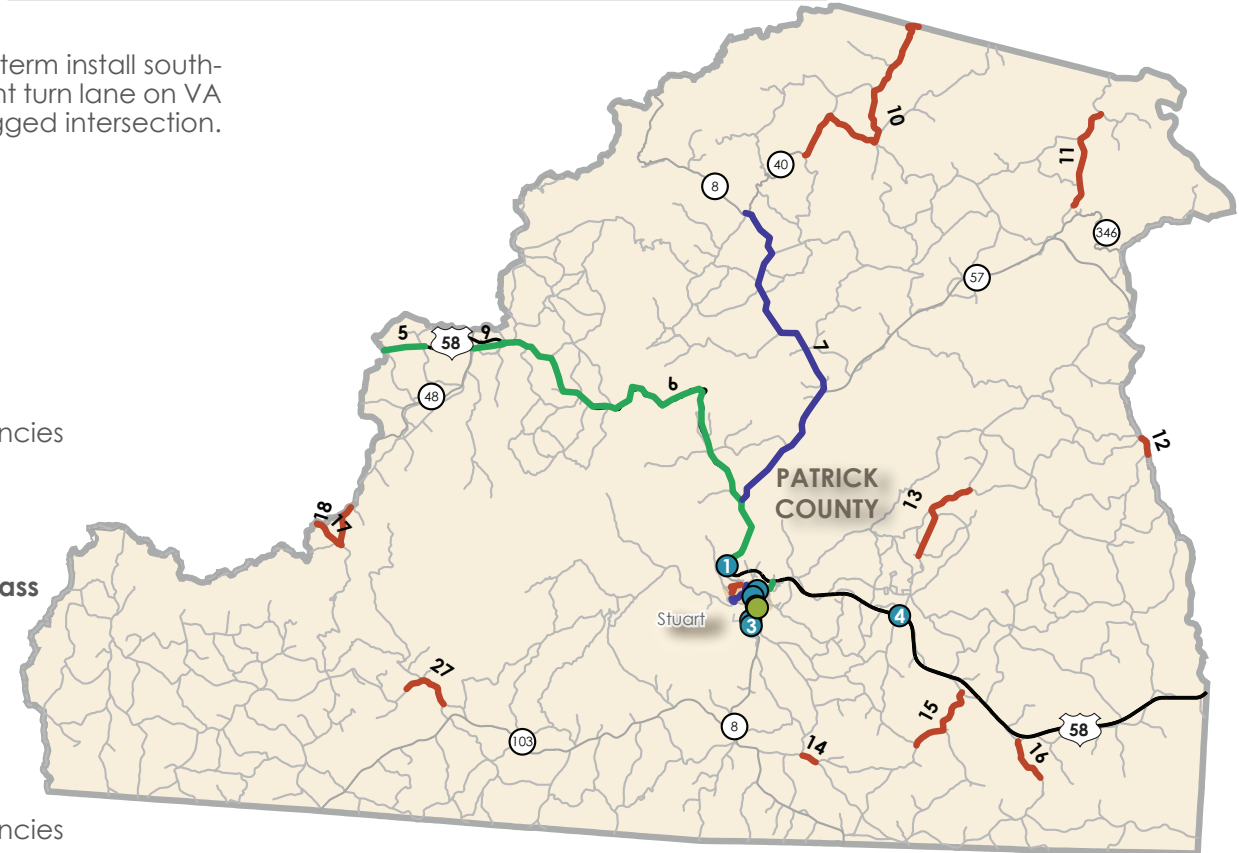
## PATRICK COUNTY RECOMMENDATIONS

- 1 **US 58 Business at US 58 Bypass (Jeb Stuart Bypass)**  
Short-term relocate stop control on southbound approach of the connector road from US 58 Bypass to US 58 Business (Jeb Stuart Highway). Long-term reconstruct intersection to improve connectivity.
- 2 **VA 8 South at VA 836 (Ashby Drive)**  
Short-term install stop bar and centerline on eastbound approach, and add flashing yellow beacons to both approaches of VA 8. Mid-term install appropriate turn lanes on VA 8 to provide storage for turning vehicles. Long-term explore the most feasible option to consolidate VA 836 and VA 631 into typical 4-legged intersection.
- 3 **VA 8 South at VA 631 (Wayside Road)**  
Short-term install stop bar on westbound approach. Mid-term install southbound left turn lane and convert right turn taper to full right turn lane on VA 8. Long-term realign VA 836 and VA 631 into typical 4-legged intersection.
- 4 **US 58 at VA 680**  
Short-term relocate stop bar to improve sight distance.
- 5 **US 58 from Floyd County Limit to VA 600**  
Long-term widen to four lanes with median.
- 6 **US 58 from East US 58 Bypass to West US 58 Business**  
Long-term widen to four lanes with median.
- 7 **VA 8 from US 58 North to VA 40**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 8 **US 58 from Stuart East Town Limit to US 58**  
Long-term widen to four lanes with median.
- 9 **US 58 from West Ramps Blue Ridge Parkway to East US 58 Bypass**  
Long-term widen to four lanes with median.
- 10 **VA 40 from VA 708 to Franklin County Limit**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 11 **VA 623 from 0.6 Mile North VA 346 to VA 624 (Union Church Drive)**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 12 **VA 627 from VA 721 to VA 626 South**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13 **VA 680 from VA 692 to VA 691 South**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 14 **VA 631 from VA 661 East to VA 661 West**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 **VA 653 from VA 680 to VA 827**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 **VA 700 from VA 831 to 0.48 Mile North VA 863 North**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 17 **VA 638 from VA 614 to VA 600**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 **VA 614 from VA 610 to VA 638**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 19 **VA 642 from US 58 to VA 1015**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Stuart)



## PATRICK COUNTY DEFICIENCIES

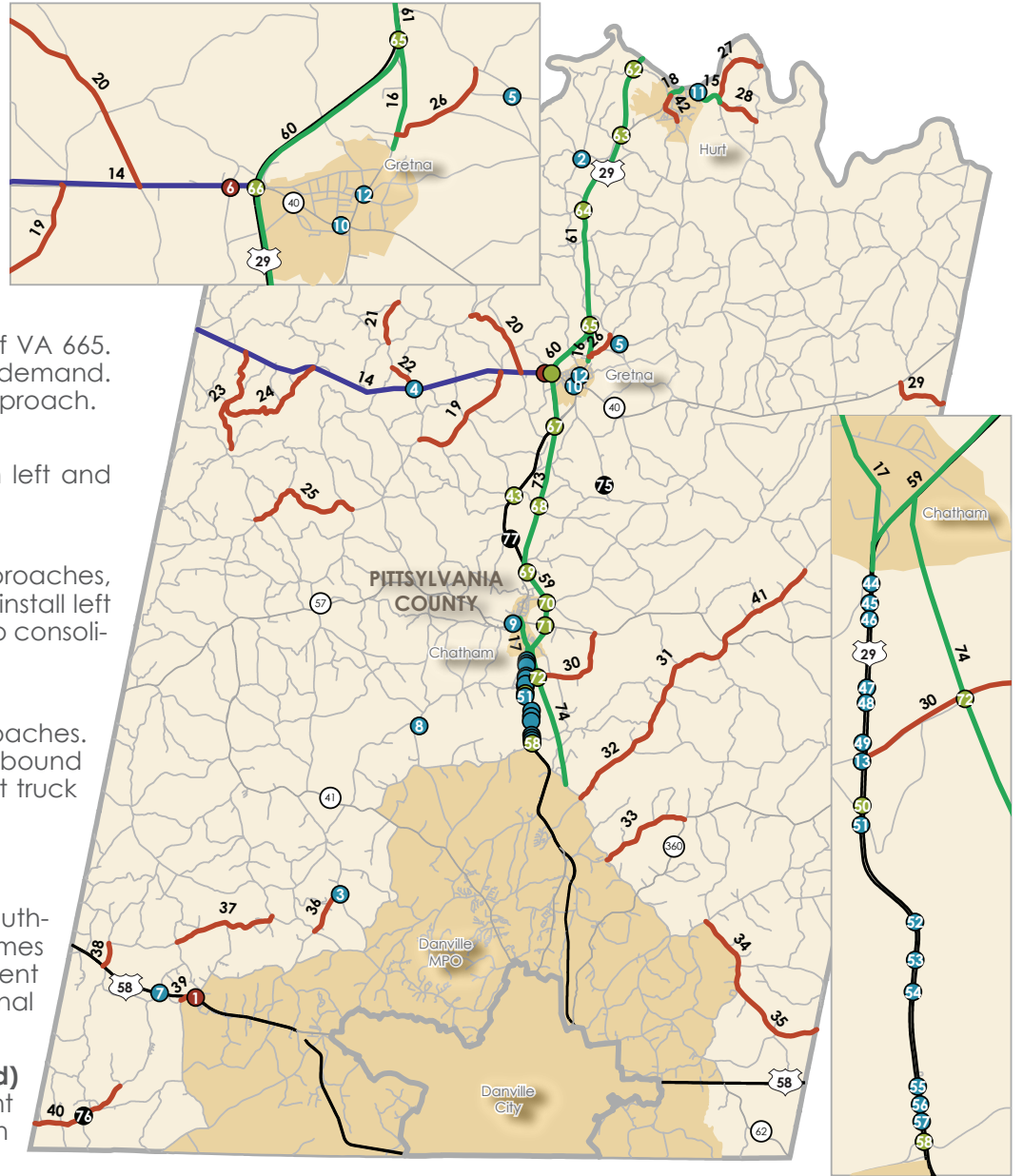
- Intersection Deficiency**
- Operation Deficiency
  - Safety Deficiency
  - Both Deficiencies
  - Other Deficiency
- Segment Deficiency**
- Operation Deficiency
  - Safety Deficiency
  - Geometric Deficiency
  - Both Operation & Safety Deficiency



- 20 **US 58 at VA 1009**  
Short-term improve turn radius. (Town of Stuart)
- 21 **VA 631 at VA 1009**  
Short-term improve turn radius. (Town of Stuart)
- 22 **VA 8 at VA 631 and VA 681**  
Long-term install right turn lane. (Town of Stuart)
- 23 **VA 8 at bridge over Mayo River**  
Long-term reconstruct bridge to current standards. (Town of Stuart)
- 24 **VA 1001 and VA 1010 from Dobyns Road to Blue Ridge Street**  
Short-term install truck restriction signage. (Town of Stuart)
- 25 **North Main Street from Rye Cove Road to Blue Ridge Street**  
Short-term study impacts of converting angle to parallel parking. (Town of Stuart)
- 26 **US 58 Connector Extension from US 58 Connector to VA 8 at South Town Limits**  
Short-term extend US 58 connector to include new bridge. (Town of Stuart)
- 27 **VA 773 from 0.50 Mile East of VA 781 to VA 738**  
Short-term reconstruct roadway to current standards.

## PITTSYLVANIA COUNTY RECOMMENDATIONS

- 1 US 58 (Martinsville Highway) at VA 841 (Whispering Pines Road)**  
Short-term consider reducing speed limits for safety considerations. Mid-term implement access management to intersection to consolidate driveways and install signal to provide gaps for Whispering Pines Road traffic.
- 2 VA 665 (Rockford School Road) at VA 642 (Shula Road)**  
Short-term install stop bar and centerline on both approaches of VA 665. Mid-term install turn lanes on VA 642 based on traffic volume demand. Long-term realign south leg of VA 665 to eliminate skew of the approach.
- 3 VA 750 (Whitmell School Road) at VA 869 (Tunstall High Road)**  
Mid-term reconfigure intersection to standard T-intersection with left and right lanes on VA 869 and appropriate turn lanes on VA 750.
- 4 VA 40 (West Gretna Road) at VA 799 (Climax Road)**  
Short-term install stop bars on northbound and southbound approaches, and install rumble strips on both approaches of VA 40. Mid-term install left and right turn lanes on VA 40. Implement access management to consolidate driveways.
- 5 VA 665 (Rockford School Road) at VA 670 (Deer View Road)**  
Short-term install stop bars on northbound and southbound approaches. Mid-term improve northbound right turn radius and westbound left turn radius to accommodate truck traffic. Long-term redirect truck traffic to other routes.
- 6 VA 40 (West Gretna Road) at VA 935 (Lotus Drive/Farmers Mountain Road)**  
Short-term install stop bars and eliminate islands on northbound/southbound approaches. Mid-term consider signalization when volumes meet warrants to provide for gaps in the traffic stream. Implement access management to consolidate driveways within functional area of the intersection.
- 7 US58(Martinsville Highway)atVA622(Cascade Road/WestFork Road)**  
Mid-term lengthen westbound left turn lane. Install westbound right turn lane and convert eastbound right turn taper to full right turn lane.
- 8 VA 834 (Jones Mill Road) at VA 703 (Irish Road)**  
Short-term trim vegetation along north side of intersection to improve sight distance. Long-term flatten horizontal alignment to improve sight distance.



### PITTSYLVANIA COUNTY DEFICIENCIES

Intersection Deficiency	Segment Deficiency
● Operation Deficiency	■ Operation Deficiency
● Safety Deficiency	■ Safety Deficiency
● Both Deficiencies	■ Geometric Deficiency
● Other Deficiency	■ Both Operation & Safety Deficiency

- 9 VA 57 Business (Depot Street) at T-1403 (Whitehead Street)**  
Short-term install warning signage along both VA 57 approaches alerting drivers to entering side street vehicles and to reduce speeds. Install lighting in underpass to improve visibility of vehicles. Long-term relocate T-1403 to the east to improve separation from VA 57. (Town of Chatham)
- 10 VA 40 (Vaden Drive) at T-1303 (Coffey Street at Shopping Center)**  
Short-term install stop bar on northbound approach. Install tear drop island on southbound approach and install stop signs. Provide ADA compliant crosswalk on north side of intersection. Mid-term install eastbound left turn lane. (Town of Gretna)
- 11 VA 924 (East Hurt Road) at T-668 (Ricky Van Shelton Drive)**  
Short-term install stop bar on VA 924. Mid-term implement access management. (Town of Hurt)
- 12 US 29 at VA 792 / VA 1307**  
Deficiency with low priority; Continue to monitor for potential improvements. (Town of Gretna)
- 13 US 29 at VA 703 (Tightsqueeze Road)**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 14 VA 40 from Franklin County Limit to US 29 Bypass**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- 15 VA 668 from VA 633 South to Hurt Town Limits**  
Long-term widen to four lanes with median.
- 16 US 29 Business from VA 1324 to US 29 North Bypass**  
Long-term widen to four lanes with median.
- 17 US 29 Business from VA 57 North (Depot Street) to US 29 South Bypass**  
Long-term widen to four lanes with median. (Town of Chatham)
- 18 US 29 Business from VA 924 to Roanoke River**  
Long-term widen to four lanes with median. (Town of Hurt)
- 19 VA 790 from VA 40 to VA 799**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 20 VA 672 from VA 40 to VA 609**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21 VA 608 from VA 672 to VA 605**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 22 VA 799 from VA 40 to VA 605**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

- 23 VA 626 from VA 929 to VA 40**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 24 VA 751 from VA 40 East to VA 626**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 25 VA 649 from VA 750 South to VA 626**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 26 VA 634 from VA 665 South to US 29 Business**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 27 VA 633 from VA 640 North to VA 668 North**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 28 VA 633 from VA 668 South to VA 640**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 29 VA 667 from Halifax County Limit to VA 40**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 30 VA 703 from US 29 to VA 57**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 31 VA 640 from VA 57 to VA 718**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 32 VA 640 from VA 718 to Sandy Creek**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 33 VA 716 from VA 726 to VA 360**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 34 VA 713 from VA 730 to VA 729**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 35 VA 713 from Halifax County Limit to VA 730**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 36 VA 869 from VA 844 to VA 750**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

## PITTSYLVANIA COUNTY RECOMMENDATIONS (continued)

- 37 VA 851 from VA 844 to VA 841**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 38 VA 855 from VA 851 to US 58 West**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 VA 708 from US 58 East to VA 862**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 40 VA 622 from VA 857 to Henry County Limit**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 41 VA 640 from VA 686 North to VA 57**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 42 VA 1001 from VA 924 to VA 634 West**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Hurt)
- 43 US 29 at VA 649 North**  
Short-term add intersection warning signs.
- 44 US 29 at Cherrystone Road**  
Short-term install northbound left turn lane. Long-term close driveway and add southbound taper.
- 45 US 29 at Fishers Auto Parts Crossover**  
Long-term close driveway and add U-turn flare out for northbound U-turning vehicles. Sign crossover to prohibit southbound U-turns.
- 46 US 29 at Atkinson Truck Sales driveway**  
Short-term add southbound right turn lane.
- 47 US 29 South of Gas Station**  
Short-term shorten right turn lane by restriping shoulder and adding delineators.
- 48 US 29 at Entrance to Chatham Center**  
Short-term shorten right turn lane by restriping shoulder and adding delineators.
- 49 US 29 at McDonald's and Hardee's**  
Long-term: close driveways along US 29 as access is also provided by other roadway links.
- 50 US 29 at SR 1434 (Samuel Harris Lane)**  
Short-term add southbound right turn bay.
- 51 US 29 at SR 1437 (Woodlawn Academy Road)**  
Long-term relocate intersection to the south by approximately 600 feet and add right and left turn lanes in both directions of US 29.
- 52 US 29 at Meadow's Service Center**  
Short-term add southbound right turn bay.
- 53 US 29 at Copart Auto Auction Median Crossover**  
Short-term install southbound left and right turn lanes, and northbound left turn lane. Long-term close the driveway south of the intersection and install northbound right turn bay.
- 54 US 29 at Median Crossover South of Copart Auto Auction**  
Short-term add southbound right turn bay.
- 55 US 29 north of Pittsylvania Career and Technical Center**  
Short-term install a new crossover to permit northbound U-turns only, add shoulder flare out to accommodate large vehicles.
- 56 US 29 at Chatham Middle School/Atkinson Truck Sales, County Solid Waste Center**  
Long-term install new median opening and combine the school & waste facilities driveways into a single access point. Relocate Atkinson driveway to opposite of new median opening. Add southbound and northbound left and right turn lanes. Close existing main school access and median openings.
- 57 US 29 at Chatham Middle School**  
Long-term install new median opening at existing school bus access to permit southbound left turning buses and sign for buses only.
- 58 US 29 at Dry Fork Road**  
Long-term add southbound right turn lane.
- 59 US 29 from US 29 Business (south of Chatham) to US 29 Business (north of Chatham)**  
Long-term upgrade roadway to freeway standards as four-lane divided facility, including upgrading three interchanges.
- 60 US 29 from US 29 Business (south of Gretna) to US 29 Business (north of Gretna)**  
Long-term upgrade roadway to freeway standards as four-lane divided facility including two new interchanges.
- 61 US 29 from US 29 Business (north of Gretna) to Pittsylvania/Campbell Corporate Limits (near Hurt)**  
Long-term upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange.
- 62 US 29 at VA 924**  
Long-term reconstruct interchange.
- 63 US 29 at US 29 Business South of Hurt**  
Long-term reconstruct interchange.
- 64 US 29 at VA 756**  
Long-term construct new interchange.
- 65 US 29 at US 29 Business North of Gretna**  
Long-term reconstruct interchange.
- 66 US 29 at VA 40**  
Long-term reconstruct interchange.
- 67 US 29 at US 29 Business South of Gretna**  
Long-term reconstruct interchange.
- 68 US 29 at VA 649**  
Long-term construct new interchange.
- 69 US 29 at US 29 Business**  
Long-term reconstruct interchange.
- 70 US 29 at VA 685**  
Long-term reconstruct interchange.
- 71 US 29 at VA 57**  
Long-term reconstruct interchange.
- 72 US 29 at VA 703**  
Long-term construct new interchange.
- 73 US 29 from US 29 Business North of Chatham to US 29 Business South of Gretna**  
Long-term upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange.
- 74 US 29 from North MPO Limit to US 29 Business South of Chatham**  
Long-term construct freeway as four-lane divided facility including constructing two new interchanges.
- 75 VA 676 over Whitehorn Creek**  
Short-term replace bridge.
- 76 VA 622 over Cascade Creek**  
Short-term replace bridge.
- 77 US 29 from VA 803 to 1.37 Miles from US 29 Business**  
Short-term replace bridge.

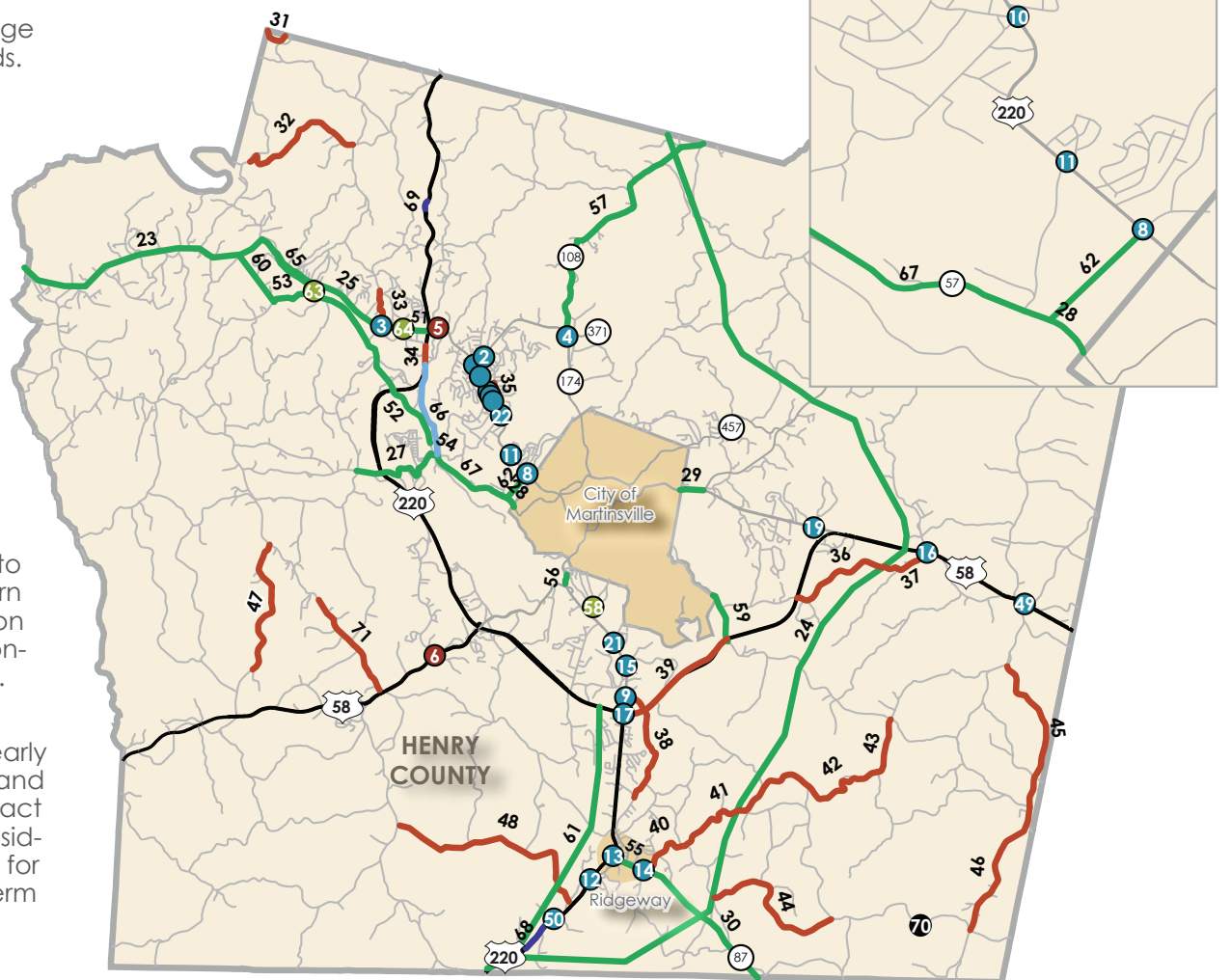


## HENRY COUNTY RECOMMENDATIONS

- 1 US 220 at VA 174**  
Mid-term implement access management and increase northeast corner turning radius.
- 2 VA 174 (Kings Mountain Road) at VA 609 (Daniels Creek Road)**  
Short-term install rumble strips on westbound approach of VA 174. Consider changing operations on VA 609 to split phasing. Remove yield on green ball signs from all approaches and change 5-section signal heads on VA 174 to 3-section heads.
- 3 VA 57 West (Fairystone Park Highway) at VA 903 (TB Stanley Highway)**  
Short-term replace yield sign on northbound right turn lane with stop sign. Mid-term reconstruct intersection to eliminate free right turn, apply access management techniques to the intersection influence area, and install westbound left turn lane at the crossover.
- 4 VA 174 (Kings Mountain Road) at VA 108 (Figsboro Road)**  
Short-term repave the westbound right turn lane and re-paint both stop bars. Long-term consider relocating VA 108 north of Beaver Hills Club Road.
- 5 US 220 (Virginia Avenue) at VA 993 (Reed Creek Drive/ Melrose Drive)**  
Short-term install warning signs to alert drivers to entering side street vehicles. Mid-term add right turn bays in both northbound and southbound direction to improve side street delay. Long-term consider converting Melrose Drive to right-in/right-out operation.
- 6 US 58 West at VA 684 (Carver Road)**  
Mid-term implement access management to clearly define access points to gas station along US 58 and VA 684. Continue to monitor intersection for impact of rumble strips along westbound approach. Consider signalization, when warranted, to provide gaps for Carver Rd and Friendly Church Rd traffic. Long-term lower roadway profile of westbound approach.

### HENRY COUNTY DEFICIENCIES

- |                                |                                      |
|--------------------------------|--------------------------------------|
| <b>Intersection Deficiency</b> | <b>Segment Deficiency</b>            |
| ● Operation Deficiency         | ■ Operation Deficiency               |
| ● Safety Deficiency            | ■ Safety Deficiency                  |
| ● Both Deficiencies            | ■ Geometric Deficiency               |
| ● Other Deficiency             | ■ Both Operation & Safety Deficiency |



- 7 US 220 at VA 609**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 8 US 220 at VA 667 (Commonwealth Blvd)**  
Short-term install northbound and westbound right turn lanes and eastbound left turn lane.
- 9 US 220 at VA 782**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 10 US 220 at VA 728**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 11 US 220 at VA 667 (Koehler Road)**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 12 US 220 at VA 688 / US 220 Business (Church Street)**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 13 US 220 at VA 87**  
Long-term improve intersection to address safety issues. (Town of Ridgeway)
- 14 VA 87 at VA 637**  
Deficiency with low priority; Continue to monitor for potential improvements. (Town of Ridgeway)
- 15 US 220 at VA 970 / VA 641**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 16 US 58 at VA 648**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 17 US 220 (Greensboro Road) at US 58 (William Stone Highway)**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 18 US 220 at VA 796**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 19 US 58 at VA 930**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 20 US 220 at VA 660**  
Deficiency with low priority; Continue to monitor for potential improvements.

- 21 US 220 at VA 724**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 22 US 220 at VA 848**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 23 VA 57 from Patrick County Limit to VA 57 ALT**  
Long-term widen to four lanes with median.
- 24 I-73 from North Carolina State Limit to Franklin County Limit**  
Long-term construct new facility, four lanes with median.
- 25 VA 57 from VA 57 ALT to VA 770**  
Short-term re-sign existing VA 57 as new VA 57 ALT. Long-term widen to current four lane standards.
- 26 VA 609 from US 220 Business to VA 660 South**  
Long-term widen to four lanes with median.
- 27 VA 609 from VA 683 to VA 701**  
Mid-term widen to standard four lanes with depressed median.
- 28 VA 57 from VA 667 to Martinsville West City Limit**  
Long-term widen to urban four lanes with median.
- 29 US 58 from Martinsville East City Limit to VA 57**  
Long-term widen to six lanes with median.
- 30 VA 87 from North Carolina State Limit to Ridgeway South Town Limit**  
Mid-term widen to four lanes with median.
- 31 VA 605 from Franklin County Limit to Franklin County Limit**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 32 VA 674 from 0.19 Mile East VA 603 to VA 672 West**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 33 VA 903 from VA 57 to VA 606**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 34 US 220 Bypass from South VA 57 Ramps to North VA 57 Ramps**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 35 VA 660 from VA 1103 to VA 609**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 36 VA 620 from VA 646 to US 58 Bypass OP (SAB)**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

## HENRY COUNTY RECOMMENDATIONS (continued)

- 37 VA 620 from US 58 to VA 646**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 38 VA 782 from US 220 Business to VA 902**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 US 58 Bypass from US 220 South to VA 650**  
Long-term reconstruct roadway to current four lane standards.
- 40 VA 750 from VA 87 East to VA 636**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 41 VA 636 from VA 750 to VA 632**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 42 VA 636 from VA 632 to VA 697**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 43 VA 697 from VA 650 to VA 636**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 44 VA 622 from VA 632 West to VA 750 North**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 45 VA 610 from VA 697 South to VA 650**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 46 VA 610 from VA 650 to VA 622**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 47 VA 695 from VA 687 to VA 972**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 48 VA 688 from VA 816 to VA 692**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 49 US 58 (A.L. Philpott Highway) at VA 614 (Anchor Road/Sandy River Road)**  
Short-term replace T-intersection warning signs with cross-road warning signs, install double yellow lines in median, and replace existing stop sign in crossover with a yield sign. Mid-term construct westbound left turn lane.
- 50 US 220 approximately 500 feet south of VA 762 (Whitehouse Road)**  
Short-term add southbound left turn lane.
- 51 VA 57 (Fairystone Park Hwy) from VA 770 to US 220 Business (Virginia Avenue)**  
Short-term re-sign existing VA 57 as new VA 57 ALT.
- 52 VA 682 from VA 609 to South Ramp US 220 Bypass**  
Short-term re-sign existing VA 57 as new VA 57 ALT.
- 53 VA 698 (Blackberry Road) from VA 712 to Existing VA 57**  
Long-term widen to four lanes with depressed median.
- 54 VA 701 (Field Avenue) from VA 682 (South River Road) to VA 609**  
Long-term widen to four lanes with median.
- 55 VA 87 (Morehead Avenue) from US 220 Business to Ridgeway South Corporate Limits**  
Long-term widen to urban four lanes with raised median. (Town of Ridgeway)
- 56 US 58 / US 220 at bridge over Smith River**  
Mid-term replace westbound direction with two lane structure.
- 57 VA 108 / VA 890 (Figsboro Road) from VA 174 to Franklin County Limits**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 58 Rives Road at new bridge over Smith River**  
Long-term construct new four lane bridge.
- 59 VA 650 (Spruce Street) from Martinsville East Corporate Limits to US 58 Bypass**  
Long-term construct new four-lane roadway with depressed median.
- 60 Bassett Bypass - new from VA 698 to VA 57**  
Long-term construct new four-lane roadway with depressed median.
- 61 Ridgeway Bypass from 0.65 Miles West US 220 to US 220 Bypass**  
Long-term construct new four-lane roadway with depressed median.
- 62 Commonwealth Blvd - extension from US 220 Business to VA 57**  
Long-term construct new four-lane roadway with depressed median.
- 63 VA 57 at VA 698**  
Short-term add northbound and westbound turn lanes.
- 64 VA 57 at VA 606**  
Short-term add southbound left turn lane.
- 65 ALT VA 57 from VA 57 to US 220 Bypass**  
Short-term re-sign existing VA 57 as new VA 57 ALT. Long-term widen to four lanes with depressed median.
- 66 Existing VA 57 / new VA 57 ALT (Appalachian Drive) from US 220 Bypass to VA 701**  
Short-term re-sign existing VA 57 as new VA 57 ALT, and widen shoulders.
- 67 VA 57 (Appalachian Drive) from VA 667 to VA 701**  
Long-term widen to four lanes with median.
- 68 US 220 from VA 762 to VA 689**  
Short-term construct paved shoulder and remove fixed objects.
- 69 US 220 from VA 657 to VA 669**  
Short-term shift horizontal alignment.
- 70 VA 622 Over Smith River**  
Short-term replace bridge.
- 71 VA 687 from 0.12 miles North of US 58 to 0.27 Mile South VA 787**  
Short-term reconstruct roadway to current standards.

## CITY OF MARTINSVILLE RECOMMENDATIONS

### 1 Commonwealth Boulevard at Market Street

Short-term repaint faded pavement markings. Install left turn yield on green ball sign on westbound approach. Consider retiming traffic signal to improve operations and coordination with Liberty Street and review clearance interval on Commonwealth Boulevard approaches. Mid-term install ADA compliant ramps as needed to accommodate pedestrians. Install left turn lanes on the southbound approaches.

### 2 Commonwealth Boulevard at Liberty Street

Short-term install left turn yield on green ball sign on all approaches. Consider retiming traffic signal to improve operations and coordination with Market Street and review clearance interval on Commonwealth Boulevard approaches. Mid-term install ADA compliant ramps as needed to accommodate pedestrians. Install left-turn lanes on the southbound approaches. Change "free" southbound right turn operation to signal controlled right turn and prohibit right turn on red.

### 3 Commonwealth Boulevard at Northside Drive

Short-term trim vegetation in northwest quadrant to improve sight distance, install intersection ahead warning signs on Northside Drive, and eliminate right turn on red from southbound Northside Drive. Mid-term reconstruct to standard T-intersection.

### 4 Fayette Street at Memorial Boulevard

Short-term re-paint all pavement markings and paint diagonal lines in cross-walks along US 220 Business and Fayette Street to increase pedestrian visibility. Install left turn yield on green ball signs on Fayette Street approaches. Eliminate right turns on red on westbound Fayette Street. Consider increasing cycle length and revise east/ westbound left turn phases to permitted/protected. Install left turn lane on Church Street. Mid-term eliminate eastbound Fayette Street free right turn movement and prohibit right turn on red. Long-term relocate Church Street to intersect with Memorial Boulevard and reconstruct current intersection to traditional 4-leg intersection.

### 5 Commonwealth Boulevard at Hospital Drive

Short-term lengthen eastbound left turn lane, prohibit southbound right turn on red and replace yield sign for exit from Martinsville High School.

### 6 Commonwealth Boulevard at Fairy Street

Short-term lengthen left turn lanes on Commonwealth Boulevard. Long-term widen Hooker Street.

### 7 Memorial Boulevard at Starling Avenue

Short-term re-paint all crosswalks and stop bars, install "puppy tracks" to guide westbound left turners, and upgrade way-finding signage; Mid-term upgrade to design standards and eliminate "pork chop" island.

### 8 Church Street at Brookdale Street

Short-term re-paint stop bars. Mid-term reconstruct "pork chop" island to accommodate ADA pedestrians and to improve channelization for the right turns.

### 9 Rives Road at Drewry Road

Short-term install stop bars on northbound/southbound approaches. Trim vegetation in southeast quadrant. Mid-term install westbound left and eastbound right turn lanes. Long-term lower roadway profile of cut-back slope in the southeast corner to improve sight distance for northbound approach.

### 10 Memorial Boulevard at Bridge Street

Mid-term implement access management to consolidate driveways.

### 11 VA 912 (East Church Street) from Ellsworth Street to Starling Avenue

Long-term reconstruct as urban four-lane roadway.

### 12 US 58 (East Church Street) from Starling Avenue to Church Street Ext

Long-term reconstruct as urban four-lane roadway.

### 13 Stultz Road from Martinsville Northern City Limit to Liberty Street

Long-term reconstruct as urban two-lane roadway.

### 14 Franklin Street from Liberty Street to Jones Street

Long-term reconstruct as urban two-lane roadway.

### 15 Mulberry Road at Rives Road

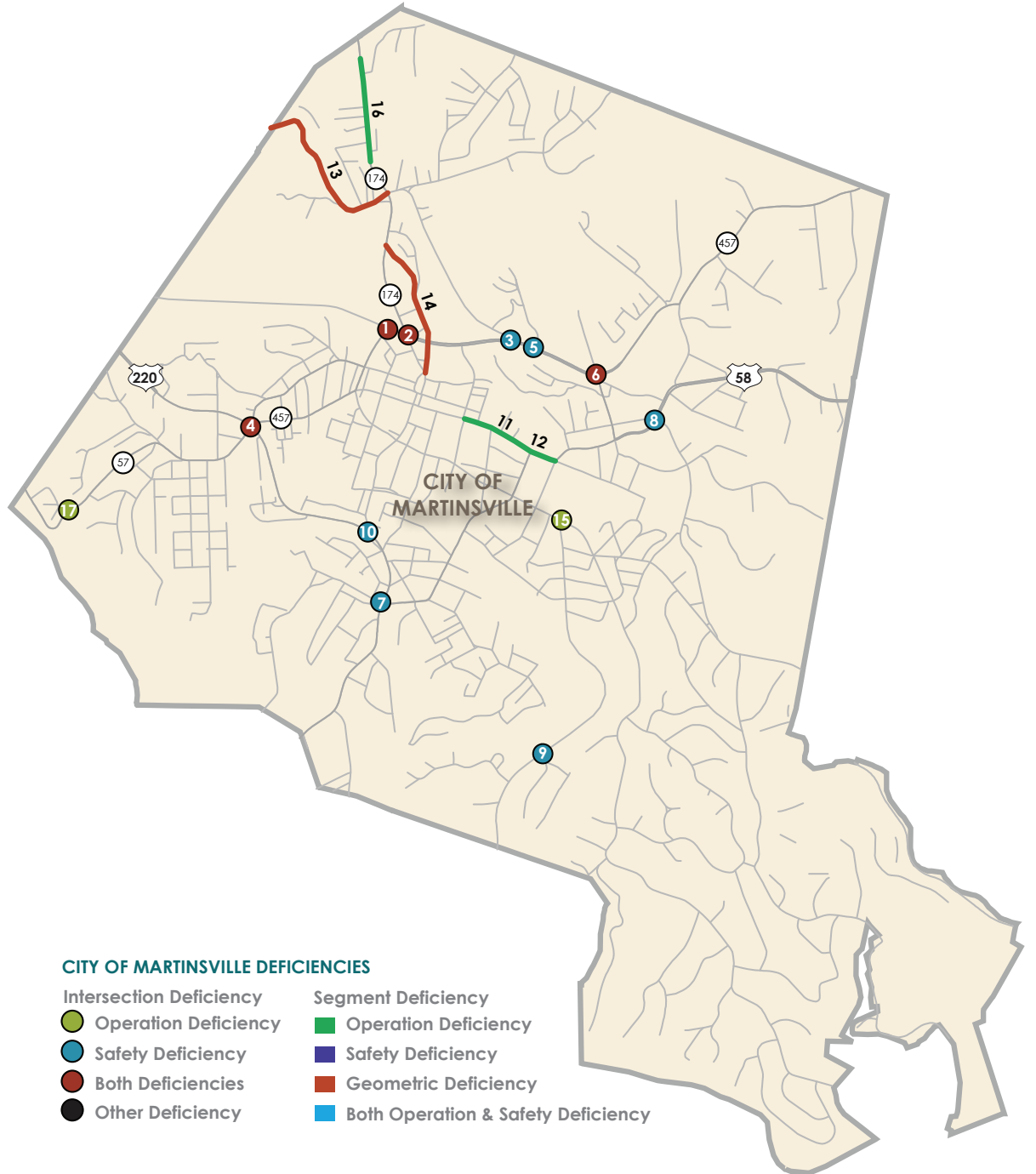
Short-term add northbound left turn lane.

### 16 VA 174 from North York Street to North Longview Street

Short-term widen to five lanes.

### 17 Fayette Street under Norfolk Southern Railroad

Long-term widen to four lane facility and replace underpass.





## Public Transportation

One set of deficiencies and recommendations (base year and forecast year) was developed for the public transportation component of the Plan. They were developed primarily from the Coordinated Human Services Mobility (CHSM) plan for the region (DRPT, *West Piedmont*, 2008). The recommended strategies had specific potential projects that could address the needs and deficiencies identified by the plan.

The review of disadvantaged population groups determined that there is somewhat limited access to public transportation by these populations through fixed-route and demand-responsive service. Addition of fixed-route or flexible fixed-route transit service along the principal arterials within the PDC could provide better mobility and access for these populations.

The recommended strategies from the CHSM had specific potential projects that could address the needs and deficiencies identified by the plan.

## Public Transportation Deficiencies and Recommendations in the WPPD

Strategy	Potential Projects
Continue to support and maintain capital needs of coordinated human service/public transportation providers.	Capital expenses to support the provision of coordinated transportation services to meet the special needs of older adults, people with disabilities, and people with lower incomes. Capital needs to support new mobility management and coordination programs among public transportation providers and human service agencies providing transportation.
Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.	Expand current demand-response system to serve additional trips (within same hours of operation/service). Expand hours and days of current demand-response system to meet additional service needs.
Build coordination among existing public transportation and human service transportation providers.	Mobility manager to facilitate cooperation between transportation providers, including examining opportunities for coordination between providers with wheelchair-accessible vehicles. Implement voucher program through which human service agencies are reimbursed for trips provided by another agency.
Provide targeted shuttle services to access employment opportunities.	Operating assistance to fund specifically-defined, targeted shuttle services. Capital assistance to purchase vehicles to provide targeted shuttle services. Partnership arrangements with major employers.
Establish a ride-sharing program for long distance medical transportation.	Development of a ride-share matching database that could be used to effectively match potential drivers with people who need rides. Development of volunteer driver program to provide long distance medical trips.
Implement new public transportation services or operate existing public transit services on more frequent basis.	Increase frequency of public transit services as possible. Convert demand-responsive services to fixed schedule or fixed-route services as appropriate to meet transportation needs.
Expand outreach and information on transportation options and issues in the region.	Implement mobility management strategy to facilitate access to transportation services, including an information clearinghouse on available public transit and human services transportation in the region and/or educate appropriate decision makers on transportation issues and efforts.
Provide flexible transportation options and more specialized or one-to-one services through expanded use of volunteers.	Implement new or expand existing volunteer driver program to meet specific geographic, trip purpose, or timeframe needs.
Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.	Implement new or expand existing outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services. Implement mentor/advocate program to connect current riders with potential customers for training in use of services.
Expand access to taxi services and other private transportation operators.	Implement voucher program to subsidize rides for taxi trips or trips provided by private operators. Purchase vehicles to support new accessible taxi, ride-sharing, and/or vanpooling programs.
Bring new funding partners to public transit/human service transportation.	Employer funding support programs, either directly for services and/or for local share. Employer-sponsored transit pass programs that allow employees to ride at reduced rates. Partnerships with private industry, e.g., retailers and medical.

## Bicycle and Pedestrian Facilities

The sources of recommendations are the *West Piedmont Regional Bicycle Plan*, and the individual jurisdictions' comprehensive and parks and recreation plans. The Regional Plan divides the facilities into three tiers of cost and has multiple strategies for implementation and development. A detailed list of recommended bicycle and pedestrian facilities appears in the Technical Report.

## Airports

The *Virginia Air Transportation System Plan Update (2003)* contains forecasts of average annual growth rates of based aircraft through 2020 for both commercial and general aviation airports. Aircraft based at Danville Regional are expected to grow by 0.5 percent annually with no growth projected at Blue Ridge Airport. Future growth in based aircraft at these airports is not expected to have long-term effects on the existing transportation network.

## Goods Movement

The transfer of some goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailer trips and preserving or possibly enhancing roadway levels of service. Because there is existing access to the rail network in the West Piedmont region, these types of transfers may occur in the future. Key truck freight corridors will continue to include the major arterials and collectors in the region, including US 29, US 58, US 220, VA 40, VA 57 and VA 360, as well as nearby I-77 and I-81.



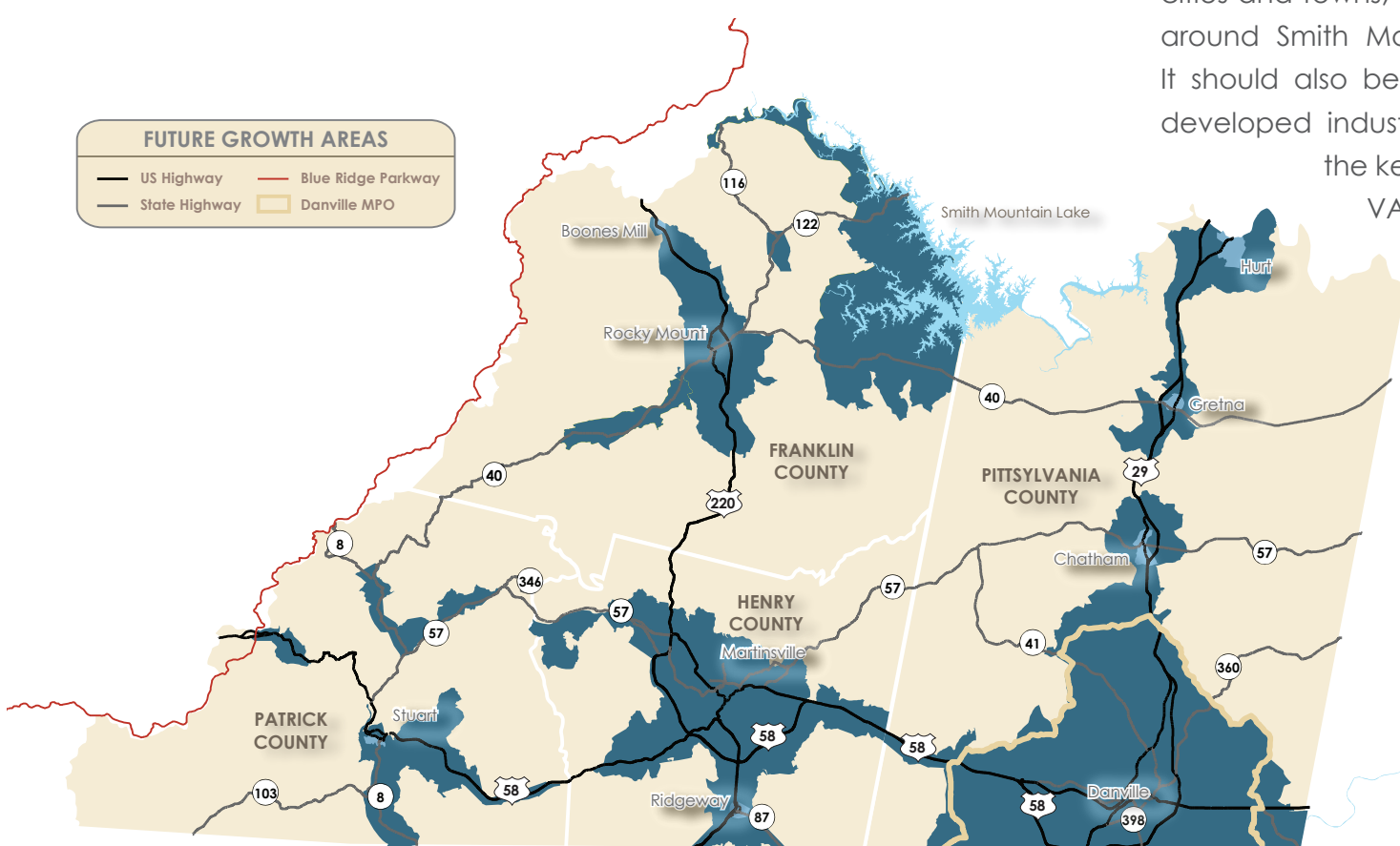
Aircraft based at Danville Regional are expected to grow by 0.5 percent annually with no growth projected at Blue Ridge Airport.

There are currently improvements proposed for the Norfolk Southern rail corridors in the region. Added capacity along the Crescent Corridor, which generally parallels US 29 through the region, is expected to transfer more truck shipments from I-81 to this rail corridor. The Coal Corridor of Norfolk Southern also traverses the region and there are plans to expand capacity. Improvements along this line are not expected to divert truck traffic from the existing roadway network because coal is currently moved almost exclusively by rail. Recently completed improvements to the Norfolk Southern Heartland Corridor, north and west of the region, included removal of height restrictions for double-stacked container trains. This improvement is expected to shift some freight from the roadways to rail lines.

*Future growth areas in the West Piedmont region are expected to focus in existing cities and towns, along major roadway corridors, and around Smith Mountain Lake.*

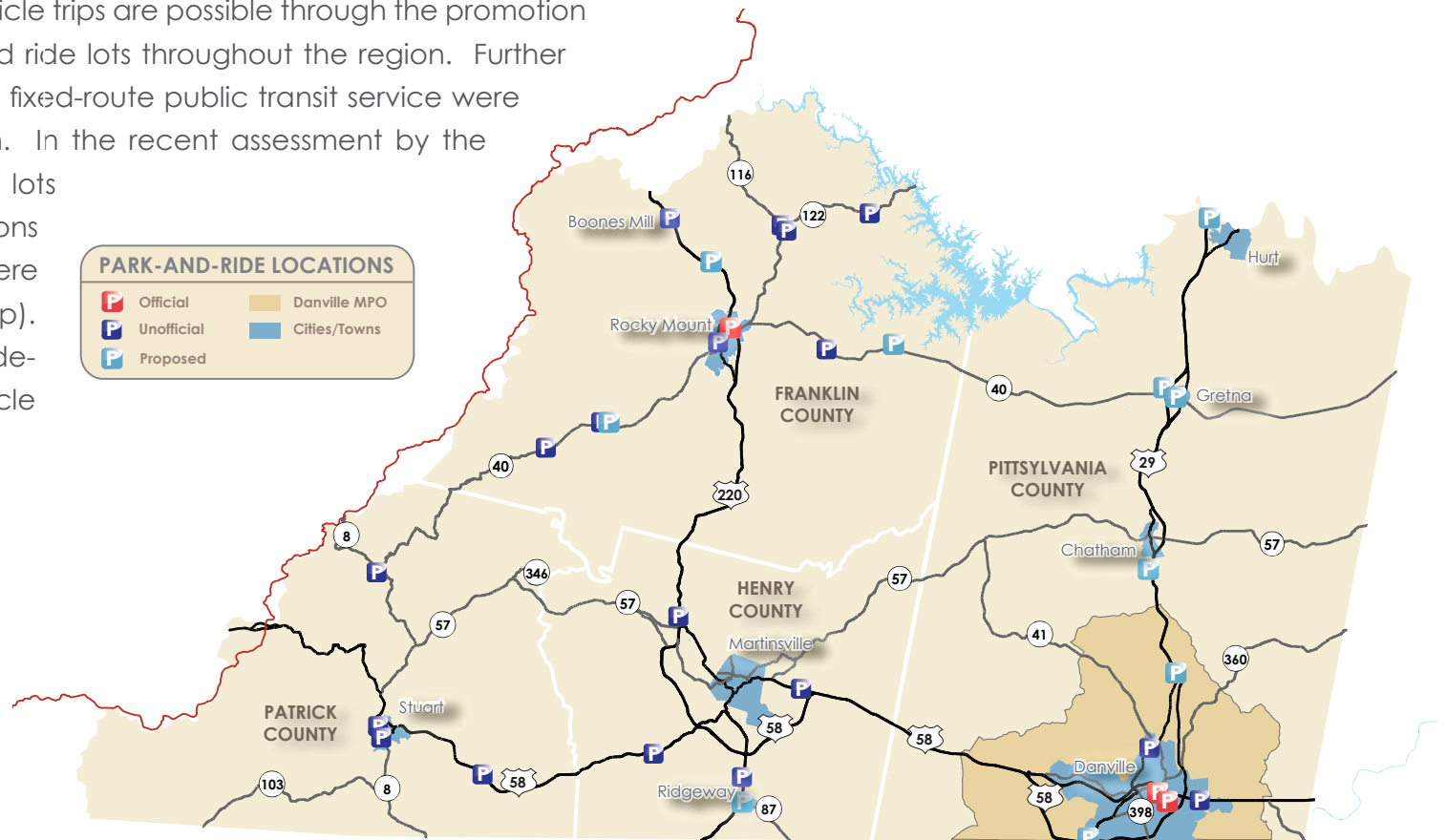
## Land Use and Future Growth

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined the locations of potential future growth areas. These locations are where the individual jurisdictions wish to direct future growth based on the presence of existing transportation infrastructure, water and sewer existing and future capacity, existing retail locations, and major employers. Future growth areas in the West Piedmont region are expected to focus in existing cities and towns, along major roadway corridors, and around Smith Mountain Lake (see adjacent map). It should also be noted that all four counties have developed industrial or business parks that lie near the key routes: US 58, US 29, US 220, VA 40, VA 360, and VA 174. Once successfully developed and occupied, these sites will become larger traffic generators in the future.



## Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high public transportation use and/or other travel demand management strategies. In the WPPD, this is somewhat the case; however, there is some concentration of employment locations, particularly in Danville, Martinsville, and the towns. Therefore, some decreases in single-occupant vehicle trips are possible through the promotion and continued use of park and ride lots throughout the region. Further reductions would be possible if fixed-route public transit service were to be expanded in the region. In the recent assessment by the WPPDC of park and ride lots throughout the region, locations of ten potential future lots were identified (see adjacent map). Additional lots could further decrease single-occupant vehicle trips on the roadway network.



## LOCALITY CONCERNS

The process used to develop this long-range transportation plan included detailed analysis of available transportation inventory, volume, capacity, and safety data; input from local governments, other stakeholders and the general public; and operations and safety analysis at priority analysis locations. Several transportation concerns were identified outside of this process, including spot locations that, while not meeting the study threshold for safety or operations deficiencies, are nevertheless safety concerns within the region's localities. These include the following locations in Patrick County:

- VA 103 intersections with VA 645, 649, 666, 738, and 773;
- VA 626 at Abram Penn Bottoms (sharp curve, close proximity to creek with no guard rails);
- Large number (eight) one-lane bridges on Pole Bridge Road (VA 680) between VA 57 and VA 687.

In addition, it should be noted that the location of the proposed I-73 corridor in Henry County is currently being studied.

## PLAN ADOPTION

The 2035 Rural Long Range Transportation Plan for the West Piedmont Planning District was adopted by the West Piedmont Planning Commission on May 26, 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 *Surface Transportation Plan*. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the 2035 *Surface Transportation Plan* and *VTrans 2035* can be found at [www.vdot.virginia.gov](http://www.vdot.virginia.gov).

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- Virginia Department of Rail and Public Transportation, *Virginia Statewide Rail Plan - Draft*. Richmond, VA: DRPT, 2008.
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- Virginia Employment Commission, *Population Projections by Gender, Age, and Race/Ethnicity*, [www.vec.virginia.gov](http://www.vec.virginia.gov). Richmond, VA: VEC, 2009.
- Weldon Cooper Center for Public Service, University of Virginia, *Population Estimates for Virginia Localities, Planning Districts, and Metropolitan Areas: Final 2007 and Provisional 2008*. Charlottesville, VA: Weldon Cooper Center for Public Service, January 2009.