RURAL TRANSPORTATION
PROJECT PRIORITIES

ALLEGHANY COUNTY, BOTETOURT COUNTY, TOWN OF CLIFTON FORGE, CRAIG COUNTY, CITY OF COVINGTON, ROANOKE COUNTY

Roanoke Valley-Alleghany Regional Commission
September 2012
Background:

In 2011, the Virginia Department of Transportation requested, as part of the Roanoke Valley-Alleghany Regional Commission's work program, the prioritization and field review of rural transportation projects. As such, Regional Commission staff met with rural stakeholders to review the transportation projects listed in the 2035 Rural Long-Range Transportation Plan, which was adopted in 2011 by the Virginia Department of Transportation and the Roanoke Valley-Alleghany Regional Commission. Using that document as a foundation, rural stakeholders identified projects of regional priority in the areas of roadway, bicycle/pedestrian, public transportation, and travel demand management. The stakeholders developed the regional priorities in a facilitated meeting using their collective knowledge and a consensus decision-making process. These regional priorities are listed in Tables 1-4 below. Rural stakeholders also prioritized roadway projects for their respective locality. Field visits were conducted to further assess each roadway project's needs. This report summarizes the details of those visits and the participants' recommendations for each project.

Table 1: Regional Rural Roadway Priorities

<table>
<thead>
<tr>
<th>Locality</th>
<th>Priority</th>
<th>Project Location</th>
<th>Report Page #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botetourt County</td>
<td>1</td>
<td>Seven bridges along U.S. 220 (#1022 over Sinking Creek, #1023 over Mill Creek, #1071 and #1072 over Big Creek, #1074 over a cattle pass, #1075 over a seasonal stream and #1076 over a cattle pass) – UPC 103210</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>2</td>
<td>Various turn lane and shoulder improvements on U.S. 220 – UPC 103215</td>
<td>25</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>3</td>
<td>VA 311 (Catawba Valley Drive) at VA 864 (Bradshaw Road)</td>
<td>55</td>
</tr>
<tr>
<td>Town of Clifton Forge</td>
<td>4</td>
<td>New Road to Future Business Center from U.S. 60/220 Business (Main Street) to Chestnut Street</td>
<td>33</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>5</td>
<td>I-64 Exit 21 at VA 696 (Selma Low Moor Road)</td>
<td>11</td>
</tr>
<tr>
<td>City of Covington</td>
<td>6</td>
<td>West Jackson Street from S. Willis Avenue to Totten Drive</td>
<td>45</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>7</td>
<td>I-81 Exit 162 at U.S. 11</td>
<td>27</td>
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<tr>
<td>Craig County</td>
<td>8</td>
<td>VA 311 (Catawba Valley Drive) from Roanoke County Line to VA 621 (Craig Creek Road)</td>
<td>51</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>9</td>
<td>VA 638 (Natural Well Road) at Jackson River</td>
<td>15</td>
</tr>
<tr>
<td>City of Covington</td>
<td>10</td>
<td>I-64 Exit 14 at VA 154 (S. Durant Road)</td>
<td>46</td>
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Table 2: Regional Rural Bicycle/Pedestrian Priorities

<table>
<thead>
<tr>
<th>Locality</th>
<th>Priority</th>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alleghany County</td>
<td>1</td>
<td>Jackson River Trail from Covington to Lake Moomaw</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>2</td>
<td>Greenway from Greenfield Park to Daleville Town Center</td>
</tr>
<tr>
<td>Town of Clifton Forge</td>
<td>3</td>
<td>Connector Trail from Clifton Forge to Douthat State Park</td>
</tr>
<tr>
<td>Craig County</td>
<td>4</td>
<td>Craig County Greenway from VDOT Shops to New Castle</td>
</tr>
<tr>
<td>Craig County</td>
<td>5</td>
<td>Craig County Greenway from Craig County High School to Field of Dreams</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>6</td>
<td>Catawba Greenway from Catawba Hospital to Appalachian Trailhead</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>7</td>
<td>VA 311 (Catawba Valley Drive) at VA 864 (Bradshaw Road)</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>8</td>
<td>VA 311 (Catawba Valley Drive) from VA 419 (Electric Road) to Craig County Line</td>
</tr>
<tr>
<td>Alleghany, Clifton Forge, &amp; Covington</td>
<td>9</td>
<td>Sidewalk connections, crosswalks, and ADA accessibility improvements around Mountain Express bus stops.</td>
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</tbody>
</table>

Table 3: Regional Rural Public Transportation Priorities

<table>
<thead>
<tr>
<th>Locality</th>
<th>Priority</th>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craig County</td>
<td>1</td>
<td>Demand response between New Castle and Roanoke Valley activity centers.</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>2</td>
<td>Demand response along the Route 311 corridor in coordination with the Craig County service.</td>
</tr>
<tr>
<td>Alleghany, Clifton Forge, &amp; Covington</td>
<td>3</td>
<td>Mountain Express in the Alleghany Highlands</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>4</td>
<td>Demand response between Clifton Forge and Roanoke Valley activity centers.</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>5</td>
<td>Demand response between Fincastle and Roanoke Valley activity centers.</td>
</tr>
<tr>
<td>Town of Clifton Forge</td>
<td>6</td>
<td>Increase Amtrak passenger rail to daily service.</td>
</tr>
</tbody>
</table>
Table 4: Rural Travel Demand Management Priorities

<table>
<thead>
<tr>
<th>Locality</th>
<th>Priority</th>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botetourt County</td>
<td>1</td>
<td>I-81 Exit 150 at U.S. 220 – Upgrade park-and-ride lot.</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>2</td>
<td>VA 311 (Catawba Valley Drive) at VA 419 (Electric Road) – Formalize park-and-ride lots including bike racks.</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>3</td>
<td>I-81 Exit 140 – Expand park-and-ride lot.</td>
</tr>
<tr>
<td>Roanoke County</td>
<td>4</td>
<td>I-81 Exit 137 or Exit 141 – Create a park-and-ride lot.</td>
</tr>
<tr>
<td>Botetourt, Craig, Franklin,</td>
<td>5</td>
<td>Determine the demand for park-and-ride lots in New Castle, Fincastle, Bent Mountain, Blue Ridge, and along U.S. 220 North in Botetourt or Alleghany County as well as U.S. 220 South in Roanoke or Franklin County.</td>
</tr>
<tr>
<td>Roanoke Counties</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## ALLEGHANY COUNTY, VA

### ROADWAY PRIORITIES

<table>
<thead>
<tr>
<th>Locality</th>
<th>Priority by Locality</th>
<th>Project Location</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Alleghany County</td>
<td>1</td>
<td>U.S. 220 from Botetourt County Line to U.S. 60 Business</td>
<td>7</td>
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<tr>
<td>Alleghany County</td>
<td>2</td>
<td>U.S. 60 Business from U.S. 220 to I-64</td>
<td>9</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>3</td>
<td>I-64 Exit 21 at VA 696 (Selma Low Moor Road)</td>
<td>11</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>4</td>
<td>I-64 Exit 27 at U.S. 220</td>
<td>13</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>5</td>
<td>VA 638 (Natural Well Road) at Jackson River</td>
<td>15</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>6</td>
<td>VA 311 (Kanawha Trail) tunnels at CSX railroad</td>
<td>17</td>
</tr>
<tr>
<td>Alleghany County</td>
<td>7</td>
<td>VA 666 (E. Morris Hill Road) from VA 641 (Indian Draft Road) to VA 638 (Natural Well Road)</td>
<td>19</td>
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<tr>
<td>Alleghany County</td>
<td>8</td>
<td>VA 606 (Sulfur Spring Road) from Reservoir Trail to Dolly Ann Drive</td>
<td>20</td>
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<tr>
<td>Alleghany County</td>
<td>9</td>
<td>U.S. 220 at VA 778 (Dressler Drive)</td>
<td>21</td>
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</table>
U.S. 220 from Botetourt County Line to U.S. 60 Business
Alleghany County, Priority #1

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  *Rural Long-Range Transportation Plan, page 10, #5:*
US 220/Botetourt Co. Line to US 60 Bus. – Long-term widen to urban four-lane roadway with median.

Project Description:
This project is a continuation of the needed improvements along U.S. 220 in Botetourt County. If the project is phased, Alleghany County prefers accomplishing the improvements by starting in Botetourt County then continuing in Alleghany County. Challenges to widening this section of U.S. 220 are related primarily with how to go through or bypass the Town of Iron Gate. Significant relocations of homes and businesses would take place in Iron Gate if the road is widened in place. Portions of the current alignment are also wedged between the side of a mountain, a railroad and the James River. Bypass options have been developed but also have challenges due to the cost of constructing a new highway through mountainous terrain.

The U.S. 220 widening in Botetourt and Alleghany Counties is the highest priority large-scale rural transportation project in the region.
Recommendations:
- Determine the preferred improvement through Iron Gate.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

U.S. 60 Business from U.S. 220 to I-64
Alleghany County, Priority #2

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 10, #6:
US 60 Bus./US 220 to I-64 – Long-term widen to urban four-lane roadway with median.

Project Description:
U.S. 60 Business serves as the link between U.S. 220 and I-64. This is currently a two-lane roadway, approximately 36-feet wide with curb and no sidewalks. Bicycle and pedestrian activity was noted in the corridor during the field visit near the interchange with U.S. 220 as shown in the photograph below. U.S. 60 Business is lined with private residences and some commercial properties, including two gas stations. It serves as the main street of a small community. Widening U.S. 60 Business in this section to four lanes with a median would cause a number of relocations and significantly affect the character of the community.

U.S. 60 Business looking towards U.S. 220. Note the pedestrian and bicyclist in the eastbound shoulder.
**Recommendations:**

- Identify safe accommodations for bicycles and pedestrians along U.S. 60 Business to connect the neighborhoods east and west of U.S. 220.
- Long-term, identify the appropriate location for a four-lane connection between U.S. 220 and I-64, and widen this section of U.S. 60 Business if it is determined to be a component of the preferred alternative.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

I-64 Exit 21 at VA 696 (Selma Low Moor Road)
Alleghany County, Priority #3

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 10, #1:
I-64, exit 21/VA 696 (Selma Low Moor Rd.) – Mid-term add right turn bay for exit-lane approaches; Long-term consider reconstruction of interchange.

Project Description:
The interchange between VA 696 (Selma Low Moor Road) and I-64 serves a number of facilities. North of I-64, Mountain Valley Elementary School, Clifton Middle School, and the Alleghany County administrative offices are located east of the interchange. Alleghany High School and the Alleghany Highland YMCA are located west of the interchange. MeadWestVaco has a storage facility on the north side of I-64 and a plant on the south side. LewisGale Hospital at Alleghany is also located south of I-64. With so many traffic generators depending on I-64 Exit 21, the interchange experiences significant traffic in the morning and afternoon peak periods; morning traffic routinely backs-up onto the interstate.
HNTB Corporation conducted a study on the I-64 Exit 21 interchange in 2007. The report indicates that in the morning, westbound traffic at the Winterbury Avenue/VA 696 intersection has an average vehicle delay of just under three minutes and a level-of-service F. To improve traffic flow, the Study considered two options: install a series of roundabouts or a series of traffic signals. The consultant’s recommendation was to build the roundabouts because, in this case, they provide the same benefit as traffic signals, require less maintenance, and are easily constructed within the existing right-of-way. The Study also mentions the need for bicycle/pedestrian accommodations between the elementary/middle schools and Commerce Center Drive.

**Recommendations:**

- Per the 2007 Study, design and construct roundabouts to improve traffic flow through the I-64 Exit 21 interchange and adjacent intersections.
- Along with the interchange improvements, if space on the current bridge is sufficient, construct a sidewalk or multi-use path from Winterbury Avenue through the interchange to Westvaco Road.
- Construct a sidewalk or multi-use path along the north side of Winterbury Avenue between the elementary/middle school and the YMCA and high school off of Commerce Center Drive.
**RURAL TRANSPORTATION PROJECT FIELD VISIT**

*June 14, 2012*

I-64 Exit 27 at U.S. 220
Alleghany County, Priority #4

**Attendees:**
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

**Reference:**  *Rural Long-Range Transportation Plan, page 10, #4:*

**Project Description:**
As improvements are made to better facilitate traffic along Grafton Street (U.S. 220) to connect U.S. 220 and I-64, the interchange at U.S. 220 and I-64 will need to be upgraded.

Douthat Road (VA 629) looking south towards the I-64/U.S. 220 interchange.

**Recommendations:**
- Upgrade the I-64/U.S. 220 interchange as needed in coordination with U.S. 220 improvements.
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RURAL TRANSPORTATION PROJECT FIELD VISIT  
June 14, 2012

VA 638 (Natural Well Road) at Jackson River  
Alleghany County, Priority #5

Attendees:  
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission  
Donald Ford, Director of Community Development, Town of Clifton Forge  
Jonathan A. Lanford, Assistant County Administrator, Alleghany County  
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  
*Rural Long-Range Transportation Plan, page 10, #22:  
VA 638 (Natural Well Road) at Jackson River – Mid-term replace bridge and reconstruct bridge approaches.

Project Description:  
VA 638 (Natural Well Road) is used to access the Lake Moomaw recreational area. The 1955 bridge over the Jackson River limits the types of vehicles that can pass because of the 12’-10” height restriction and 14 ton weight limit. The only other alternative for such vehicles to get to Lake Moomaw is on VA 666 (E. Morris Hill Road), which is a narrow road that is also on Alleghany County’s priority list for improvements.

The VA 638 bridge over the Jackson River project is in the FY13-18 VDOT Six-Year Improvement Program. Online records indicate the preliminary engineering phase is underway. The current schedule for right-of-way is FY2015 and for construction is FY2016.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Description</th>
<th>Project Limits</th>
<th>Total Estimate</th>
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<tbody>
<tr>
<td>UPC 88564</td>
<td>VA 638 – Replace bridge and approaches over the Jackson River without added capacity</td>
<td>From 0.54 mi. east of VA 666 to 0.05 mi. west of VA 687</td>
<td>$3,088,000</td>
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</table>
Recommendations:

- Continue project development as scheduled in the Six-Year Improvement Program and support funding needs during each phase.
VA 311 (Kanawha Trail) tunnels at CSX railroad
Alleghany County, Priority #6

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 10, #27:
VA 311 (Kanawha Trail)/VA 159 to West Virginia Co. Line – Short-term perform study to identify needed improvements to address geometric deficiencies in the corridor; Long-term construct improvements identified in study.

Project Description:
VA 311 (Kanawha Trail) passes under the CSX railroad via a pair of tunnels, one lane in each direction. A creek flows along the eastern side of VA 311 and also passes under the railroad in a small square tunnel. West of VA 311, at the base of a mountain, a stream develops during storms. The water is collected into a concrete channel that parallels the railroad, passes through two box culverts under the VA 311 eastbound lane, then proceeds through a metal barrel under the westbound lane to where the water then enters the creek. Due to the quantity of water flowing into the creek during storms, the creek often overflows into the road causing the tunnels to flood and the road to close.
There are many physical constraints at this location including the creek, the railroad, and the limited height distance between them.

**Recommendations:**
- Conduct a study of stormwater management options and other engineering options to prevent the road’s closure due to flooding.
- Pursue the best option for physical improvements at the site.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

VA 666 (E. Morris Hill Road) from VA 641 (Indian Draft Road) to VA 638 (Natural Well Road)
Alleghany County, Priority #7

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: Rural Long-Range Transportation Plan, page 10, #14:
VA 666/VA 641 to VA 638 – Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

Project Description:
VA 666 (E. Morris Hill Road), located west of the Jackson River is the main road leading into the Lake Moomaw recreational area. The road is narrow and windy in places. It is a difficult road to travel for larger vehicles like campers, particularly when passing other vehicles. Improvements including wider lanes, shoulders, and guardrails are needed. Such improvements would improve mobility, safety, and increase tourism and economic development.

Recommendations:
• Widen travel lanes and add shoulders and guardrails.

Looking north on VA 666.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

VA 606 (Sulfur Spring Road) from Reservoir Trail to Dolly Ann Drive
Alleghany County, Priority #8

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: This project is not in the Rural Long-Range Transportation Plan.

Project Description:
This project is physically located in Alleghany County but is a priority for the Town of Clifton Forge. VA 606 between Reservoir Trail and Dolly Ann Drive parallels Smith Creek, which serves as a drinking water source for the Town of Clifton Forge. The creek terminates at the Clifton Forge Reservoir off of Reservoir Trail. VA 606 is narrow and mountainous, and additional measures are needed to prevent a vehicle from inadvertently entering the creek.

VA 606 is also a bike route, used in conjunction with U.S. 220, to ride between the City of Covington and the Town of Clifton Forge.

Recommendations:
- Install guardrails and rumble strips along the edge of the road.
- Install “Share the Road” signs.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

U.S. 220 at VA 778 (Dressler Drive)
Alleghany County, Priority #9

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 10, #2:
U.S. 220/VA 778 – Mid-term reconfigure or relocate parking away from intersection; Long-term relocate intersection to address geometric issues.

Project Description:
VA 778 (Dressler Drive) sharply turns and goes up a small hill to meet U.S. 220 (Hot Springs Road), making sight distance limited for motorists turning onto U.S. 220. The speed limit is 45 mph on U.S. 220. VA 778 serves as the only access road to more than 100 homes. A trailhead and parking area for the Jackson River Trail is located off of VA 778. Additionally, a veterinarian business is located at the southwest corner of the intersection. The parking lot has limited space between the road and the building, and vehicles must back out onto the road.

Looking north along U.S. 220 at VA 778. Vehicle to the left of the picture is in the veterinarian parking lot.
Recommendations:
- Install a traffic signal at the intersection with a loop detector on VA 778.
- Add signage on U.S. 220 to notify people about the Jackson River Trail parking lot.
# BOTETOURT COUNTY, VA

## ROADWAY PRIORITIES

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<td>Seven bridges along U.S. 220 (#1022 over Sinking Creek, #1023 over Mill Creek, #1071 and #1072 over Big Creek, #1074 over a cattle pass, #1075 over a seasonal stream and #1076 over a cattle pass) – UPC 103210</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>2</td>
<td>Various turn lane and shoulder improvements on U.S. 220 – UPC 103215</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>3</td>
<td>U.S. 220 from VA 622 (Prices Bluff Road) to VA 633 (Glen Wilton Road) – UPC 17314</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>4</td>
<td>U.S. 220 from VA 43Y/VA 870 (James Street) to VA 615 (Craig Creek Road)</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>5</td>
<td>U.S. 220 from VA 615 (Craig Creek Road) to VA 43 (Narrow Passage Road)</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>6</td>
<td>U.S. 220 from VA 43 (Narrow Passage Road) to VA 622 N. (Gala Loop Road)</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>7</td>
<td>U.S. 220 from VA 622 N. (Gala Loop Road) to VA 633 (Glen Wilton Road/McKinney Hollow Road)</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>8</td>
<td>U.S. 220 from VA 633 (Glen Wilton Road/McKinney Hollow Road) to VA 753 (Alleghany County Line/Town of Iron Gate Limits)</td>
<td>25</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>9</td>
<td>I-81 Exit 162 at U.S. 11</td>
<td>27</td>
</tr>
<tr>
<td>Botetourt County</td>
<td>10</td>
<td>U.S. 220 at VA 615 (Craig Creek Road)</td>
<td>29</td>
</tr>
</tbody>
</table>
RURAL TRANSPORTATION PROJECT FIELD VISIT

June 4, 2012

U.S. 220 from VA 43Y/VA 870 (James Street) to VA 753 (Alleghany County Line/Town of Iron Gate Limits)
Botetourt County, Priorities #1-8

Attendees:
Jeff Busby, Planner, Botetourt County
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
Ross Zelenske, Planning Intern, Botetourt County

Reference:  Rural Long-Range Transportation Plan, page 11:
#10: US 220/VA 43Y (or 870) to VA 615 - Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders).
#14: US 220/VA 615 to VA 43 - Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders).
#11: US 220/VA 43 to VA 622 (N.) - Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders).
#12: US 220/VA 622 (N.) to VA 633 (McKinney Hollow Rd.) - Short-term acquire right-of-way for future four-lane roadway expansion; Mid-term construct two-lane roadway; Long-term expand to rural four-lane roadway with median.

Project Description:
Interim improvements to seven structures along U.S. 220, improvement to turning lanes and shoulders, as well as the acquisition of right-of-way for future roadway widening are programmed in the VDOT Six-Year Improvement Program.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Description</th>
<th>Project Limits</th>
<th>Total Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPC 103210</td>
<td>Rt. 220 corridor widen/replace 7 narrow bridges/structures</td>
<td>#1022 over Sinking Creek, #1023 over Mill Creek, #1071 and #1072 over Big Creek, #1074 over a cattle pass, #1075 over a seasonal stream and #1076 over a cattle pass</td>
<td>$8,275,000</td>
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<tr>
<td>UPC 103215</td>
<td>Rte. 220 corridor turn lanes, shoulder widening, guardrail install/upgrade</td>
<td>15 LT &amp; 12 RTL locations</td>
<td>$8,250,516</td>
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<tr>
<td>UPC 17314</td>
<td>Rt. 220 - 2 lanes to 4 lanes, Right-of-Way only</td>
<td>From 1.66 miles south of Rt. 722 south to 1 mile north of Rt. 722 south</td>
<td>$27,123,000</td>
</tr>
</tbody>
</table>
The complete U.S. 220 project in Botetourt County involves widening the two-lane roadway to four lanes with a median and shoulders. The corridor is heavily traveled by trucks, as well as cars, and is the primary link between the Alleghany Highlands and the Roanoke Valley. It is the consensus of the region that improvements to this corridor should proceed from the south in Botetourt County to the north in Alleghany County.

The James River water trail parking lot and make-shift park-and-ride lot are located at U.S. 220 and VA 633/ McKinney Hollow Road.

Looking south on U.S. 220 showing typical heavy truck traffic on the corridor.

The U.S. 220 widening in Botetourt and Alleghany Counties is the highest priority large-scale rural transportation project in the region.

**Recommendations:**
- Fund the interim improvements identified in the Six-Year Improvement Program as soon as possible.
- Identify funding to meet the long-term need of widening U.S. 220 to four lanes.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 4, 2012

I-81 Exit 162 at U.S. 11
Botetourt County, Priority #9

Attendees:
Jeff Busby, Planner, Botetourt County
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
Ross Zelenske, Planning Intern, Botetourt County

Reference:  *Rural Long-Range Transportation Plan, page 11, #6:*
I-81, exit 162/US 11 – Mid-term check signal warrants and consider installation of traffic signal and add right turn bays in Eastbound and Westbound approaches.

Project Description:
U.S. 11 is a parallel route to I-81. This section provides a connection between Roanoke to the south and Buchanan to the north. U.S. 11 is a four-lane undivided road from Roanoke through the I-81 Exit 162 interchange until it approaches Buchanan and narrows to two lanes.
I-81 southbound off/on ramps and U.S. 11
Development opportunities exist at the I-81 southbound on/off ramps. Currently a Citgo gas station is located on the southeast corner of the intersection with open fields on the southwest and north sides.

Recommendations:
- If the fields to the north and southeast are developed, add right-turn lanes into the properties constructed by the developer.
- From U.S. 11 southbound, add a left-turn lane onto the I-81 southbound on-ramp to provide greater safety.
- Depending on the future development of the sites, a traffic control signal may be warranted at this intersection.

I-81 northbound off/on ramps and U.S. 11
The right-turn onto I-81 northbound may present challenges to some trucks because of the acute angle. There is a steep embankment along the U.S. 11 westbound right lane leading to I-81 North, and adding a turn lane may require cutting back the embankment. The I-81 bridges limit the available space for future improvements on U.S. 11. Designating turn lanes may require the widening of both I-81 bridges over U.S. 11 or repurposing existing roadway space on U.S. 11. Nevertheless, the addition of left- and right-turn lanes at this location would improve safety.

Recommendations:
- Add a left-turn lane from U.S. 11 northbound to I-81 North.
- Add a right-turn lane from U.S. 11 southbound to I-81 North.
RURAL TRANSPORTATION PROJECT FIELD VISIT

June 4, 2012

U.S. 220 at VA 615 (Craig Creek Road)
Botetourt County, Priority #10

Attendees:
Jeff Busby, Planner, Botetourt County
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
Ross Zelenske, Planning Intern, Botetourt County

Reference: Rural Long-Range Transportation Plan, page 11, #5:
U.S. 220/VA 615 – Mid-term consider lengthening Southbound right-turn lane.

Project Description:
VA 615 (Craig's Creek Road) parallels U.S. 220 for a short distance then makes a sharp turn to intersect U.S. 220, just north of Eagle Rock. A longer right-turn lane on U.S. 220 southbound is needed to accommodate turning vehicles onto VA 615.

Recommendations:
- During a future re-paving project, provide sufficient pavement on the shoulder to make a longer right-turn lane.
# TOWN OF CLIFTON FORGE, VA

## ROADWAY PRIORITIES

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<th>Report Page #</th>
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<td>New Road to Future Business Center from U.S. 60/220 Business (Main Street) to Chestnut Street</td>
<td>33</td>
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<tr>
<td>Town of Clifton Forge</td>
<td>2</td>
<td>U.S. 60/U.S. 220 Business (Main Street) at Jefferson Avenue</td>
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<tr>
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<td>Jefferson Avenue at Church Street</td>
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<tr>
<td>Town of Clifton Forge</td>
<td>4</td>
<td>VA 3551 (Sioux Avenue) from Clifton Forge northern corporate limits to Tremont Street</td>
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<tr>
<td>Town of Clifton Forge</td>
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<td>U.S. 60 Business (Main Street) at Ingalls Street</td>
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<td>Ingalls Street from U.S. 60/220 Business (Main Street) to 0.49 miles south of Jefferson Avenue</td>
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<td>VA 188 (Church Street) from Commercial Avenue to McCormick Boulevard</td>
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<tr>
<td>Town of Clifton Forge</td>
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<td>U.S. 60/U.S. 220 Business (Main Street) from U.S. 60/U.S. 220 Business (Ridgeway Street) to Hazel Hollow</td>
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<tr>
<td>Town of Clifton Forge</td>
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<td>Jefferson Avenue from Benton Street to I-64</td>
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RURAL TRANSPORTATION PROJECT FIELD VISIT
August 9, 2012

New Road to Future Business Center from U.S. 60/U.S. 220 Business (Main Street) to Chestnut Street
Town of Clifton Forge, Priority #1

Attendees: This site was not visited.
Reference: This project is not in the Rural Long-Range Transportation Plan.

Project Description:
The Town of Clifton Forge would like to have a new roadway constructed between Main Street and Chestnut Street to make land accessible for economic development. The E-Z Pass Service Center already exists off of a portion of this partly-constructed roadway. Additional parcels would become accessible with the roadway’s completion.

Recommendations:
- Construct a new road from U.S. 60/U.S. 220 Business (Main Street) to Chestnut Street.
RURAL TRANSPORTATION PROJECT FIELD VISIT

June 14, 2012

U.S. 60/U.S. 220 Business (Main Street) at Jefferson Avenue
Town of Clifton Forge, Priority #2

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 11, #41:
U.S.60/220 Bus. (Main St.)/Jefferson Ave. – Short-term replace existing traffic signal with a new signal.

Project Description:
The traffic control signal at U.S. 60/U.S. 220 Business is located in front of the Clifton Forge Town Hall. The Town has had difficulty finding replacement parts for the signal due to its age. Additionally, traffic on Jefferson Avenue is currently prohibited from turning left onto Main Street. In addition to studying alternate traffic control devices for this intersection, an evaluation of left-turn prohibition should be done to determine if it is still warranted.

Recommendations:
- Pending further study, consider alternate traffic control devices.
- Determine if the prohibition against left turns onto Main Street is still needed, and if not, remove related signage.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

Jefferson Avenue at Church Street
Town of Clifton Forge, Priority #3

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: This project is not in the Rural Long-Range Transportation Plan.

Project Description:
The traffic control signal at Jefferson Avenue and Church Street needs to be evaluated to see if there is still a need for it. If the signal is still warranted, it should be replaced to current standards.

Recommendations:
- Determine if the traffic control signal is still warranted. If it is warranted, replace it with a modern traffic control signal.
- Conduct a signal warrant analysis on all traffic control signals within the Town of Clifton Forge limits.

Jefferson Avenue at Church Street, looking northeast.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

VA 3551 (Sioux Avenue) from Clifton Forge northern corporate limits to Tremont Street
Town of Clifton Forge, Priority #4

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 10, #34:
Sioux Ave./Northern Corp. Limits – Clifton Forge to Tremont St. – Long-term consider widening to 12-foot lanes and maintaining clear areas near shoulders.

Project Description:
VA 3551 (Sioux Avenue) serves as an alternate route for tourists to access Hot Springs. At the Clifton Forge/Alleghany County line, a double yellow line exists on the county side. In Clifton Forge, this road needs to be widened to the standard road width, striped, and a sidewalk constructed on the residential side.

Recommendations:
- During road repaving, provide standard width travel lanes and stripe a double yellow center line.
- Construct a sidewalk in front of the houses and connect it to the existing sidewalk on Rose Avenue.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

U.S. 60/220 Business (Main Street) at Ingalls Street
Town of Clifton Forge, Priority #5

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: Rural Long-Range Transportation Plan, page 10, #37:
US 60 Bus. (Main St.) at Ingalls St. – Short-term reconfigure intersection.

Project Description:
When vehicles on Ingalls Street are waiting to turn left or right onto U.S. 60/220 Business (Main Street), they are challenged with poor sight distance in both directions. Realigning Ingalls Street to intersect at a 90-degree angle with Main Street would improve safety by providing better sight distance.

Recommendations:
- Realign Ingalls Street to intersect at a 90-degree angle with Main Street.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

Ingalls Street from U.S. 60/220 Business (Main Street) to 0.49 miles south of Jefferson Avenue
Town of Clifton Forge, Priority #6

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: Rural Long-Range Transportation Plan, page 11, #42:
Ingalls St./US 60/220 Bus. (Main St.) to 0.49 miles south of Jefferson Ave. – Short-term reconstruct to urban two-lane roadway standards including guardrail in cut sections.

Project Description:
Ingalls Street is used by many residents in Clifton Forge as a bypass, avoiding the central business district to access residential areas on the north part of town. In some sections, Ingalls Street is narrow and windy. Contrary to the information in the Rural Long-Range Transportation Plan, Ingalls Street should be reconstructed as a rural two-lane roadway, north of Camden Street. Lane widths and roadway geometry should meet current standards. Guardrail is needed on the east side.

Recommendations:
- Reconstruct to rural two-lane roadway standards north of Camden Street with guardrails on the east side.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

VA 188 (Church Street) from Commercial Avenue to McCormick Boulevard
Town of Clifton Forge, Priority #7

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: Rural Long-Range Transportation Plan, page 10, #32:
VA 188 (Church St.)/Commercial Ave. to McCormick Blvd. – Long-term consider access mgmt. and alternative methods of traffic control.

Project Description:
This section of Church Street is occupied by businesses and residences. There is parking on both sides via marked 8-foot parking spaces. The road is 32.5 feet wide curb-to-curb. The Town is concerned that the parking on both sides of the street limits traffic flow but is not sure how to better accommodate parking if it were moved off-street.

It was noted during the site visit that there was a foot of unused space between the edges of vehicles and the on-street parking mark. The marked parking spaces on the road give motorists the impression that the travel space is narrower than the actual width. One option is to remove on-street parking striping; this change could improve vehicle travel on the street, maintain convenient parking to adjacent properties, and continue to keep traffic speeds low.

Recommendations:
- Reduce the width of parking spaces to 7-feet wide.
- Consider experimenting with no striping for parking spaces.
- Consider striping sharrows in each direction to accommodate bicyclists.
RURAL TRANSPORTATION PROJECT FIELD VISIT

June 14, 2012

VA 188 (McCormick Boulevard) from Main Street to Church Street
Town of Clifton Forge, Priority #8

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: Rural Long-Range Transportation Plan, page 10, #33:
VA 188 (McCormick Blvd.)/Main St. to Church St. – Long-term consider access mgmt. and alternative methods of traffic control.

Project Description:
McCormick Boulevard between Main Street and Church Street currently accommodates one-way northbound traffic. There is a church on the northwest corner along with a few residences. On-street parking is located on the west side of the street and on the east side, south of the alley. By consolidating the two outbound lanes at Church Street into one single lane, additional parking could be added on the east side between the alley and Church Street.

Recommendations:
- Narrow the width of parking spaces to 7-feet.
- Add parking on the east side from the alley to Church Street.
- Consolidate the outbound lanes from two to one single lane.
RURAL TRANSPORTATION PROJECT FIELD VISIT

June 14, 2012

U.S. 60/U.S. 220 Business (Main Street) from
U.S. 60/U.S. 220 Business (Ridgeway Street) to Hazel Hollow
Town of Clifton Forge, Priority #9

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference:  Rural Long-Range Transportation Plan, page 11, #44:
US 60/220 Bus. (Main St.)/US 60/220 Bus. (Ridgeway St.) to Hazel Hollow –
Mid-term reconstruct to urban two-lane roadway standards, with curb and gutter
and access mgmt.

Project Description:
The primary concern on Main Street between Ridgeway Street and Hazel Hollow (near Booker
T. Washington Park) is the lack of adequate curb height, which is currently almost at street
level. As a result, intersections often flood during rainstorms. Additionally, in narrow sections of
sidewalk, the placement of utility poles may create an obstacle for people with disabilities.

Recommendations:
- Reconstruct the street to provide adequate curb height and accessible sidewalks.
RURAL TRANSPORTATION PROJECT FIELD VISIT
June 14, 2012

Jefferson Avenue from Benton Street to I-64
Town of Clifton Forge, Priority #10

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Donald Ford, Director of Community Development, Town of Clifton Forge
Jonathan A. Lanford, Assistant County Administrator, Alleghany County
Terry R. Short, Jr., Staunton District Planning Manager, Virginia Department of Transportation

Reference: Rural Long-Range Transportation Plan, page 11, #45:
Jefferson Ave./Benton St. to I-64 – Long-term reconstruct to urban two-lane roadway standards.

Project Description:
Jefferson Avenue is the primary north-south road in Clifton Forge. There is curbing along the east side of this section of Jefferson Avenue and overhead utilities on the west side. The pavement width in this section is 25’ wide or 30’ from the face of the utility poles to the face of curb. Based on the project limits stated in the Rural Long-Range Transportation Plan, it appears the project intention is to continue curb and sidewalk along the west side of Jefferson Avenue. However, based on terrain, the presence of utilities, and the fact that curb already exists on the east side, a sidewalk constructed first on the east side of Jefferson Avenue may be more feasible. If such sidewalk were constructed, the project limit on the south end should be extended to connect with the existing sidewalk at Park Street. Ultimately, it is desirable to continue sidewalks on both sides of the street.

Recommendations:
• Provide curb, gutter, and sidewalks on both sides of the street. Consider first the east side if funds are limited.
• Extend the project limit south to Park Street to connect with the existing sidewalk on the east side.
# City of Covington, VA

## Rural Transportation Priorities

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<td>I-64 Exit 14 at S. Durant Road</td>
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<tr>
<td>City of Covington</td>
<td>3</td>
<td>East Chestnut Street at CSX R.R. Underpass</td>
<td>47</td>
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RURAL TRANSPORTATION PROJECT FIELD VISIT
August 9, 2012

West Jackson Street between
S. Willis Avenue and Totten Drive (VA F-203)
City of Covington, Priority #1

Attendees:
Steve Carroll, City Engineer, City of Covington
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Eddie Wells, Senior Planner, Roanoke Valley-Alleghany Regional Commission

Reference: Rural Long-Range Transportation Plan, page 13, #15:
W. Jackson St. at the Wal-Mart – Short-term rehabilitate retaining walls.

Project Description:
West Jackson Street, next to the Walmart shopping center, follows a curve alongside a mountain. Rocks frequently fall down into the street and have occasionally closed the road for removal. Measures, including a retaining wall, need to be constructed to prevent rocks from falling into the road. Additionally, pedestrians from the neighborhood to the south walk along this stretch of road to access northern destinations. A sidewalk is needed along the eastern side of the road.

Recommendations:
- Provide curb, gutter, and sidewalk on the east side of the street.
- Construct a retaining wall to prevent rocks from entering the roadway.
RURAL TRANSPORTATION PROJECT FIELD VISIT
August 9, 2012

I-64 Exit 14 at S. Durant Road
City of Covington, Priority #2

Attendees:
Steve Carroll, City Engineer, City of Covington
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Eddie Wells, Senior Planner, Roanoke Valley-Alleghany Regional Commission

Reference:  Rural Long-Range Transportation Plan, page 13, #1:
I-64, exit 14/VA 154 (S. Durant Rd.) – Mid-term, lengthen Northbound left-turn lane; Long-term widen median.

Project Description:
The I-64 westbound off-ramp at S. Durant Road at times experiences significant traffic volumes that cause vehicles to queue onto the interstate. The space available for vehicles turning right onto S. Durant Road is limited, causing the back-up of vehicles. Lengthening the right-turn lane would be one option for improving the capacity of the ramp to handle vehicles. Another options would be to reconstruct the off-ramp to allow right-turning vehicles to flow continuously onto S. Durant Street and merge into the southbound travel lanes.

Recommendations:
- Reconstruct the I-64 WB off-ramp to improve the movement onto S. Durant Road southbound.
RURAL TRANSPORTATION PROJECT FIELD VISIT
August 9, 2012

East Chestnut Street at CSX R.R. Underpass
City of Covington, Priority #2

Attendees:
Steve Carroll, City Engineer, City of Covington
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Eddie Wells, Senior Planner, Roanoke Valley-Alleghany Regional Commission

Reference: Rural Long-Range Transportation Plan, page 13, #14:
E. Chestnut St. at CSX R.R. underpass – Short-term rehabilitate retaining walls East of bridge.

Project Description:
One of the retaining walls on the east side East Chestnut Street leading to the CSX railroad is angled, having been pushed toward the road by the soil pressure. There is concern about the wall collapsing if the pressure becomes too great. Both the concrete sidewalk next to the wall and the retaining wall itself need to be replaced.

Recommendations:
- Replace the failing retaining wall.
- Replace cracked sidewalks next to the wall.
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## CRAIG COUNTY, VA
### ROADWAY PRIORITIES

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<tr>
<td>Craig County</td>
<td>2</td>
<td>VA 311 (Catawba Valley Drive) curve near Maple Lane</td>
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VA 311 (Catawba Valley Drive) from Roanoke County Line to VA 621 (Craig Creek Road)
Craig County, Priority #1

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Richard Flora, County Administrator, Craig County
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
David Holladay, Planning Administrator, Roanoke County

Reference:  *Rural Long-Range Transportation Plan, page 12, #4:*
VA 311 (Catawba Valley Dr.)/Roanoke Co. Line to VA 621 – Long-term upgrade lane and shoulder widths to current VDOT design standards.

Project Description:
In this section of VA 311 (Catawba Valley Drive), there are several driveways. Vehicles turning from the driveways onto VA 311 are presented with sight distance challenges. Likewise, through vehicles often need to slow down to allow vehicles to turn into the driveways. There is a bus stop at Carroll Lane. Overall, this road could be improved significantly by adding shoulders on both sides of the road.

Recommendations:
- Add shoulders on both sides of the road.
RURAL TRANSPORTATION PROJECT FIELD VISIT
August 8, 2012

VA 311 (Catawba Valley Drive) curve near Maple Lane
Craig County, Priority #2

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Richard Flora, County Administrator, Craig County
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
David Holladay, Planning Administrator, Roanoke County

Reference:  This project is not in the Rural Long-Range Transportation Plan.

Project Description:
This particular curve along VA 311 (Catawba Valley Drive) near Maple Lane has been the location of several vehicles running off the road due to excess vehicle speed. The curve is near Mountain View Church and it is 5.4 miles south of New Castle. Guardrail is needed along the side of the road. Rumble strips on the shoulder as well as on the road may be considered to warn vehicles to slow down.

Recommendations:
- Add shoulders on both sides of the road.
- Add guardrail on the east side.
- Consider other preventive measures to help people reduce speed through the curve.
## ROANOKE COUNTY, VA

### ROADWAY PRIORITIES

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<td>2</td>
<td>VA 311 (Catawba Valley Drive) from VA 419 (Electric Road) to VA 864 (Bradshaw Road)</td>
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<td>VA 311 (Catawba Valley Drive) from VA 864 (Bradshaw Road) to Craig County Line</td>
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<td>U.S. 221 from the Floyd County Line to Roanoke MPO limits</td>
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<td>Roanoke County</td>
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<td>U.S. 221 (Bent Mountain Road) at VA 711 (Tinsley Lane)</td>
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RURAL TRANSPORTATION PROJECT FIELD VISIT
August 8, 2012

VA 311 (Catawba Valley Drive) at VA 864 (Bradshaw Road)
Roanoke County, Priority #1

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Richard Flora, County Administrator, Craig County
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
David Holladay, Planning Administrator, Roanoke County

Reference: Rural Long-Range Transportation Plan, page 13, #1:
VA 311 (Catawba Valley Dr.)/VA 864 – Short-term maintenance; Mid-term add turn bays and consider signalization; Long-term reconstruct intersection to current standards, with appropriate turn lanes.

Project Description:
The intersection of VA 311 and VA 864 (Bradshaw Road) is especially busy in the morning when people are traveling into Roanoke from Craig County and from the Bradshaw Road neighborhoods. Additionally, Mason's Cove Elementary School is located on Bradshaw Road and buses and parents turn left from VA 311 onto Bradshaw Road to drop off children. In the morning, there are often times when there is no gap in traffic southbound on VA 311 to allow vehicles on Bradshaw Road to turn right. Traffic has been known to back-up ½ mile on Bradshaw during the school year. There appears to be an old stream channel adjacent to this intersection on both sides of Bradshaw Road.

Recommendations:
- Consider a continuous right-turn lane/merge lane from Bradshaw Road to VA 311.
- Provide a left-turn lane from VA 311 to Bradshaw Road.
- Along with VA 311 corridor improvements from Bradshaw Road to VA 419, consider a three-lane section with a center managed lane that reverses traffic flow by time of day.
VA 311 (Catawba Valley Drive) from VA 419 (Electric Road) to VA 864 (Bradshaw Road)  
Roanoke County, Priority #2

Attendees:  
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission  
Richard Flora, County Administrator, Craig County  
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission  
Jay Guy, Transportation Planner, Virginia Department of Transportation  
David Holladay, Planning Administrator, Roanoke County

Reference: Rural Long-Range Transportation Plan, page 13, #3:  
VA 311 (Catawba Valley Dr.)/Northern MPO Limits (from VA 419 within the MPO limits) to VA 864 – Mid Term add turn lanes at VA 864; Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders).

Project Description:  
This section of VA 311 serves as a primary link between Craig County and the Roanoke Valley. Motorists travel south on VA 311 in the morning to access jobs and do the reverse in the afternoon. Bicyclists use this stretch to access Carvins Cove via VA 740 (Carvins Cove Road) or Bike Route 76 in Catawba at VA 698 (Keffer Road). Overhead electric lines and Mason’s Creek parallel the east side of VA 311 from VA 419 (Electric Road) to just north of VA 864 (Bradshaw Road) where it crosses VA 311 and continues west. Several driveways lead to private homes on both sides of the road.

Recommendations:  
- To minimize cost, environmental impacts, and residential relocations, consider widening this section of VA 311 to three lanes, using overhead electronic signs to reverse the center lane according to morning and afternoon traffic flow and providing additional left and right turn lanes where needed.
RURAL TRANSPORTATION PROJECT FIELD VISIT
August 8, 2012

VA 311 (Catawba Valley Drive) from VA 864 (Bradshaw Road)
to Craig County Line
Roanoke County, Priority #3

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Richard Flora, County Administrator, Craig County
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
David Holladay, Planning Administrator, Roanoke County

Reference: Rural Long-Range Transportation Plan, page 13, #4:
VA 311 (Catawba Valley Dr.) / VA 864 to Craig Co. Line – Long-term spot improvements to address geometric deficiencies as needed; continue to monitor for capacity needs.

Project Description:
Shoulder improvements were recently made to VA 311 on the southern end from Route 419. The shoulders on both sides of the road are about 18-inches wide and help to prevent vehicles from running off the road. The same improvement is needed north of VA 864 (Bradshaw Road) to the Craig County Line. Spot improvements are also needed at intersections. Specifically a left-turn lane is needed on VA 311 at VA 624 (Newport Road) to more safely access residences. A right-turn lane is needed at VA 698 (Keffer Road) to facilitate a large number of people driving from places in the Roanoke Valley who work at Catawba Hospital.

Recommendations:
- Add shoulders on both sides of VA 311.
- Construct a left-turn lane at VA 624 (Newport Road).
- Construct a right-turn lane at VA 698 (Keffer Road).
RURAL TRANSPORTATION PROJECT FIELD VISIT
August 8, 2012

U.S. 221 from the Floyd County Line to Roanoke MPO limits
Roanoke County, Priority #4

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
David Holladay, Planning Administrator, Roanoke County

Reference: Rural Long-Range Transportation Plan, page 13, #5:
US 221/Floyd Co. Line to Roanoke MPO – Long-term upgrade lane and shoulder widths to current VDOT design standards.

Project Description:
The primary need on this section of U.S. 221 is the widening of shoulders on both sides of the road. Currently there are only a few inches of pavement beyond the edge stripe, as seen in the picture below. Safety would be greatly improved by increasing this width to the current VDOT standard for rural roads.

Recommendations:
- Add shoulders on both sides of U.S. 221.
U.S. 221 (Bent Mountain Road) at VA 711 (Tinsley Lane)
Roanoke County, Priority #5

Attendees:
Cristina Finch, Regional Planner III, Roanoke Valley-Alleghany Regional Commission
Jake Gilmer, Senior Planner, Roanoke Valley-Alleghany Regional Commission
Jay Guy, Transportation Planner, Virginia Department of Transportation
David Holladay, Planning Administrator, Roanoke County

Reference:  *Rural Long-Range Transportation Plan, page 13, #2:*
US 221 (Bent Mountain Rd.)/VA 711 S. (Tinsley Rd.) – Short-term install pavement markings on VA 711 and consider adding flashing lights; Long-term reconstruct intersection with turn lanes and standard lane and shoulder widths.

Project Description:
The intersection of U.S. 221 and the southern portion of Tinsley Lane is challenging for motorists on Tinsley Lane to turn onto U.S. 221 due to lack of sight distance. Tinsley Lane is lower than U.S. 221 and slopes up to connect with it. Raising Tinsley Lane at the intersection would improve sight distance and make it safer for vehicles to turn onto U.S. 221. Bent Mountain Elementary School, which had generated traffic at the intersection, closed in 2010. Bent Mountain Library and residences are now the primary traffic generators in the area.

Recommendations:
- Reconstruct Tinsley Lane at the intersection and raise it up to meet U.S. 221.