

**MARTINSVILLE-HENRY COUNTY
AREA TRANSPORTATION STUDY
(MHATS)- 2020**

DRAFT

**DEVELOPED BY THE
TRANSPORTATION AND MOBILITY PLANNING DIVISION
OF THE
VIRGINIA DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH
THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY
ADMINISTRATION
&
THE CITY OF MARTINSVILLE
HENRY COUNTY**

November 2003

**This report does not constitute a standard specification, regulation or provide
a funding mechanism for the included transportation recommendations.**

INTRODUCTION

The Martinsville-Henry County Area Transportation Study- Year 2020 (MHATS 2020) was developed as a joint effort between the Virginia Department of Transportation, the City of Martinsville, and Henry County. The purpose of the study was to evaluate the transportation system in the Martinsville and Henry County area and to recommend a set of transportation improvements that could best satisfy existing and future transportation needs. This study identified needs, which are based upon capacity, roadway safety, geometric conditions, and land use.

Improved transportation systems remain vital to Virginia's, as well as the Martinsville and Henry County areas, continued economic growth and development. The provision for the effective, safe and efficient movement of people and goods is a basic goal of all transportation programs in the Commonwealth of Virginia. It is with this basic goal in mind, and with further consideration of environmental issues and local desires, that this transportation plan has been developed.

The Virginia Department of Transportation will use this plan when evaluating requests from the local governments for specific transportation projects and/or for implementing projects that the Department initiates. The list of recommendations will also be used in the statewide transportation planning process in order that the statewide magnitude of needs can be better quantified.

STUDY AREA THOROUGHFARE SYSTEM

The City of Martinsville is located in Henry County on Routes 58 and 220. Martinsville is located approximately 30 miles west of Danville, and 50 miles south of Roanoke. The Smith River, and Norfolk Southern Railway tracks pass through the area, necessitating several bridges. This transportation study area includes all of the City of Martinsville as well as Henry County.

Inside the study area limits, a specific set of highways that have been approved by the Virginia Department of Transportation, the Federal Highway Administration, the City of Martinsville, and Henry County, have been selected and designated as the area's thoroughfare system. The thoroughfare system is identified as roads that are functionally classified as collectors or arterials. The subsequent analysis and recommendations were limited to those designated roadways, with the exception of any recommended facility on new location and those improvements that have been requested by representatives of Martinsville and Henry County on the local unclassified street system. In addition, improvements to the following other modes of transportation have been evaluated: bicycle and pedestrian facilities; intercity rail, bus and air travel; transit, paratransit, and taxi; as well as goods movement.

DEMOGRAPHIC OVERVIEW

Between 1990 and 2000, the population of the City of Martinsville decreased from about 16,162 to 15,400. Population growth in the City of Martinsville declined an average of less than a half percent per year in the 1990s. Between 1990 and 2000, the population of Henry County increased from about 56,942 to 57,900.

RECOMMENDATIONS

Recommendations were developed to address capacity, goods movement, safety/roadway geometry, and land use issues in the City of Martinsville and Henry County. These issues were developed through the data analysis (capacity, bridge, rail, etc), as well as through meetings with the MHATS 2020 Technical Committee, which was comprised of City and County officials. The recommendations will also be presented to the public for their review during a public information session on December 11, 2003. Each recommendation is discussed in the following sections, organized by timeframe.

PHASE ONE: BASE YEAR ROADWAY RECOMMENDATIONS

These recommendations address the immediate transportation needs of the community and are comprised of low-cost strategies and include adding turn lanes at intersections; signal addition or improvement; and access management techniques.

City of Martinsville

Intersection of Mulberry Road and Rives Road (Martinsville)

Improve the operation of the intersection by adding a northbound left-turn lane on Rives Road to provide storage for turning vehicles. The estimated cost of the improvement is \$112,500, which consists of \$90,000 for construction and \$22,500 for right-of-way.

Henry County

VA 57

Re-sign the following routes to coincide with the existing roadway infrastructure.

- Existing VA 57: – change to VA 57Alt. between Route 701 and VA 57Alt.
- Route 701 (between existing VA 57 and Route 682): – Temporarily resign Route 609 to VA 57 until the Route 701 bridge over the Smith River is reconstructed. After the bridge is reconstructed, this route should be changed to VA 57 to coincide with the existing roadways.
- River Road (Route 682): change to VA 57 between Route 701 and US 220 By-pass.
- Riverside Dr. (VA 57 Alt.): change to VA 57 between US 220 By-pass and VA 57.

The estimated cost of the re-signage is \$10,000.

Appalachian Drive (Old VA 57 / New VA 57 Alt.)

Widen the shoulder width of the 1.91 mile long segment between Route 701 and US 220. The estimated cost of this improvement is \$700,000, which includes \$560,000 for construction and \$140,000 for right-of-way.

Intersection of Route 698 and New VA 57 / Old VA 57 Alt.

Add northbound and westbound left-turn lanes at this location. This will improve operation of the intersection and decrease traffic congestion. The estimated cost of this improvement is \$225,000, which consists of \$180,000 for construction and \$45,000 for right-of-way.

Intersection of Old VA 57 / New VA 57 Alt. and Route 606

Construct a southbound left-turn lane on Rte. 606 to provide additional storage for turning vehicles, which will improve the operation of the intersection and decrease traffic congestion. The estimated cost of this improvement is \$112,500, which consists of \$90,000 for construction and \$22,500 for right-of-way.

Intersection of Commonwealth Boulevard and Memorial Boulevard

Widen the intersection approaches to include an eastbound left-turn lane and northbound and westbound right-turn lanes. This will provide more capacity for turning vehicles, which in turn will decrease delay for through movements, as well as turning movements. The estimated cost of this improvement is \$297,500, which includes \$59,500 for right-of-way acquisition.

Intersection of US 220 (Greensboro Road) and VA 87 (Morehead Avenue)

Improve this intersection to alleviate safety concerns until the proposed Ridgeway Bypass is constructed. The estimated cost of this improvement, which includes the right-of-way needed for expanded turning radii, is \$150,000.

PHASE TWO: INTERIM YEAR (2010) ROADWAY RECOMMENDATIONS

These recommendations address the anticipated needs of the community in the year 2010 and include more capital-intensive improvements than those covered in Phase One.

Henry County***Morehead Avenue (VA 87)***

Widen Morehead Avenue from the North Carolina State Line to the southern corporate limits of Ridgeway, approximately 3.3 miles, to a standard four-lane rural roadway with depressed median. This will improve traffic flow and decrease congestion along VA 87 corridor. The estimated cost of this improvement is \$8,829,000, which consists of \$6,621,800 for construction and \$2,207,200 for right-of-way.

Morehead Avenue (VA 87)

Widen the portion of this roadway from the southern corporate limits of Ridgeway to US 220 Business to a standard four-lane urban roadway with a raised median. The approximate length of this recommendation is 0.55 miles and the estimated cost is \$2,640,000, which includes \$1,980,000 for construction and \$660,000 for right-of-way.

Dillons Fork Road / Patrick Avenue (Route 609)

Widen this roadway from Route 683 to Route 701 to a standard four-lane rural roadway with a depressed median. The estimated cost of this 2.2 mile long recommendation is \$5,940,000, which consists of \$4,455,000 for construction and \$1,485,000 for right-of-way acquisition.

Bridge Replacements

The following bridges are structurally deficient:

Westbound US 58 over the Smith River – Replace westbound bridge with a two-lane structure (\$3,000,000).

US 200 Business over Route 639 and N&W Railroad – Replace with a two-lane structure (\$4,000,000).

Old VA 57 / New VA 57 Alt. over Daniels Creek– Replace with a two-lane structure (\$2,000,000).

Route 701 over the Smith River – Replace with a two-lane structure (\$3,000,000).

PHASE THREE: STUDY YEAR (2020) ROADWAY RECOMMENDATIONS

These recommendations address the anticipated needs of the community in the year 2020 and include more capital-intensive improvements than those covered in Phase One or Two.

City of Martinsville***Fayette Street (VA 57)***

On the western edge of Martinsville, widen Fayette Street under the Norfolk Southern Railroad tracks to a standard four-lane roadway. This will also require a new railroad overpass to be constructed. The total estimated cost of this recommendation is \$2,120,000.

Henry County***Fairystone Park Highway (VA 57)***

Widen the portion of the roadway from the Henry County corporate limits to Route 675 to a standard four-lane rural roadway with a depressed median. The approximate length of the recommendation is 4.88 miles and the estimated cost is \$13,176,000, which consists of \$9,882,000 for construction and \$3,294,000 for right-of-way.

Appalachian Drive (VA 57)

Widen Appalachian Drive from Route 667 to Route 701 to a standard four-lane urban roadway with a raised median. This 1.77 mile improvement is expected to cost approximately \$8,496,000 which includes \$6,372,000 for construction and \$2,124,000 for right-of-way acquisition.

Riverside Drive (Old VA 57 Alt. / New VA 57) and River Road (Route 682)

Widen this roadway from existing VA 57 to the US 220 Bypass to a standard four-lane rural roadway with a depressed median. This improvement measures approximately 5.75 miles and is estimated to cost \$15,252,000 (\$11,643,800 for construction and \$3,881,200 for right-of-way).

Figsboro Road (VA 108 / Route 890)

The 6.02 mile long segment of Figsboro Road from VA 174 to the Franklin County Line has insufficient pavement width. This recommendation includes upgrading Figsboro Road to a standard two-lane rural roadway for an estimated cost of \$6,020,000, which consists of \$4,515,000 for construction and \$1,505,000 for right-of-way acquisition.

Blackberry Road (Route 698)

Widen Blackberry Road from Route 712 to existing VA 57 (new VA 57 Alt.) to a standard four-lane rural roadway with a depressed median. The approximate length of this recommendation is 0.91 miles and the estimated cost for the project is \$2,457,000, which includes \$1,842,800 for construction and \$614,200 for right-of-way.

Field Avenue (Route 701)

Widen the 0.14 mile long segment of Field Avenue from existing VA 57 (new VA 57 Alt.) to Route 609 to a standard four-lane rural roadway with a depressed median. The estimated cost of this recommendation is \$378,000, which includes \$283,500 for construction and \$94,500 for right-of-way.

Smith River Bridge Replacement

The Rives Road Bridge over the Smith River is structurally deficient and should be replaced with a new four-lane structure. The estimated cost of the new bridge is \$5,906,300.

Bassett Bypass

Construct a new four-lane facility from Route 698 to VA 57 to improve traffic flow along VA 57 corridor and to relieve traffic congestion on VA 57 and VA 57 Alt. in Bassett. The estimated cost of this improvement is \$7,462,000, which consists of \$5,596,500 for construction and \$1,865,500 for right-of-way.

Ridgeway Bypass

Build a new four lane divided limited access facility from US 220 By-pass to US 220 south of Ridgeway, including a Route 87 connector, to decrease traffic congestion and safety issues along existing US 220. The estimated cost of this improvement is \$27,839,000, which consists of \$20,879,250 for construction and \$6,959,750 for right-of-way acquisition.

Commonwealth Boulevard Extension

Extend Commonwealth Boulevard as four-lane urban roadway with a raised median. This will relieve congestion in the current Wal-Mart vicinity and the Collinsville Corridor. The estimated cost of the improvement is \$4,770,000, which consists of \$3,577,500 for construction and \$1,192,500 for right-of-way.

Spruce Street (Route 650)

Widen this roadway from the eastern corporate limits of Martinsville to VA 58 to a standard rural four-lane divided roadway. The length of this project is 1.16 miles and the estimated cost of this recommendation is \$4,205,000 (\$3,364,000 for construction and \$841,000 for right-of-way).

Other Modes of Transportation***Parking***

Throughout the City of Martinsville, most parking needs are met through on-street parallel parking and off-street parking facilities. Parallel parking is provided in the business district and on several other thoroughfares mainly in residential and industrial areas. There are several off-street parking lots downtown. There are no parking recommendations being made as part of this study.

Bicycle / Pedestrian

There are no recommendations associated with pedestrian or bicycle access. Sidewalks are present in downtown Martinsville and along some of the major thoroughfares. However, the sidewalks are not continuous in some locations.

Intercity Rail, Bus, and Air Travel

Greyhound bus service is available in Danville 30 miles to the east and Roanoke 51 miles to the north. The nearest Amtrak service is provided via Amtrak station in Danville. Commercial air travelers are served by the Roanoke Valley Airport in Roanoke (approximately 51 miles north of Martinsville) and the Danville Airport (approximately 35 miles east of Martinsville). There are no recommendations in the plan associated with regional modes of travel.

Transit, Social Service Transportation and Taxi

Two programs within the Martinsville-Henry County area, Piedmont Community Services Board and the Southern Area Agency on Aging, provide social service transportation. Both services cater to seniors or those citizens with disabilities, and specialize in care giving while providing transportation in the process. There are no recommendations in the plan regarding transit, social service transportation or taxi.

Goods Movement

There are no specific recommendations associated with goods movement. Goods movement would be improved as a result of the roadway recommendations, especially goods moving through the area by the proposed Interstate 73.

LOCAL ROADWAY PROJECTS

There are no local projects for either Henry County or the City of Martinsville.

ENVIRONMENTAL OVERVIEW

An environmental overview will be conducted for the roadway recommendations that include widening (providing additional travel lanes) or development of new roadway facilities for the City of Martinsville and Henry County. The results of the environmental overview will be included in the analysis of the recommended improvements for the MHATS 2020 Technical Report.

LOCAL COORDINATION & CITIZEN PARTICIPATION

The development of MHATS 2020 included several coordination meetings with local staff members of the City and included a public meeting held with VDOT representatives, PDC representatives, City officials, and residents of Henry County and the City of Martinsville. For information for all thoroughfare roadways, contact the City of Martinsville or visit the project web site at <http://www.vdoturbanplans.com>.

The coordination meetings consisted of a kick-off meeting and a draft recommendations meeting. The kick-off meeting, held in July 2001, enabled the project team to discuss with VDOT officials the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. In January 2003, a draft recommendations meeting was held at the Virginia Department of Transportation's main office to discuss the existing conditions and proposed recommendations.

A public meeting was held December 11, 2003, from 5:00 PM to 7:00 PM in the Henry County Administration Building located at 3300 King Mountain Road, in Collinsville, Virginia. The purpose of this meeting was to present the recommendations to Town officials, citizens, and other interested parties, and to receive comments on the plan.

PLAN ADOPTION

The Martinsville-Henry County Area 2020 Transportation Plan will be considered for adoption in early 2004.

ADDITIONAL INFORMATION

More details on the development of MHATS 2020 and the study recommendations will be available in the MHATS 2020 Technical Report and the MHATS 2020 website, <http://www.vdoturbanplans.com/Martinsville.htm>.

In addition to this MHATS 2020 transportation plan, the Virginia Department of Transportation Six Year Improvement Program (SYIP) also addresses transportation needs. The SYIP is a comprehensive listing of transportation projects scheduled for construction or improvement over the next six fiscal years, as well as anticipated funding allocations. Not all projects within the study area included in the SYIP are part of this recommendations package. The SYIP can be reviewed online at VDOT's website, <http://virginiadot.org/>. Information on SYIP projects for the City of Martinsville can also be found by contacting the VDOT Resident Engineer at the Martinsville Residency Office in Henry County, Virginia (276)-629-2581.

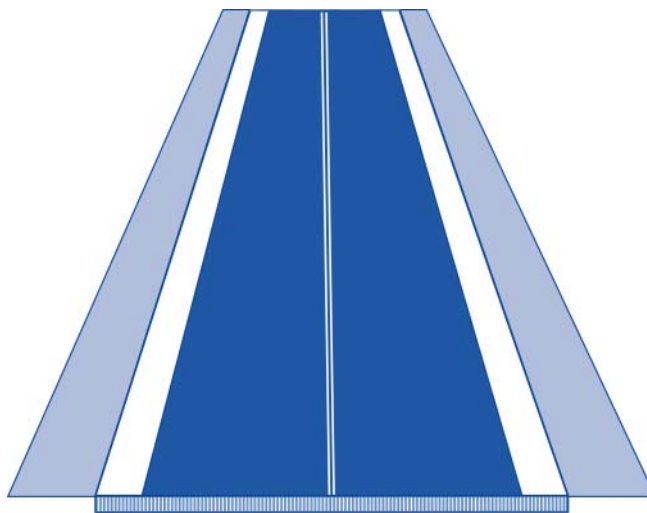
City of Martinsville-Henry County Area Transportation Recommendations

District	Route	Facility Name	From	To	Road Segment Length (miles)	Recommendation	Recom. Typical Section (Width)	Total Cost (Year 2000 \$)	Average Daily Traffic	
									Year 1999	Year 2020
Martinsville	Intersection	NA	Mulberry Road	Rives Road	NA	Add a NB left-turn lane (base year)	NA	\$112,500	NA	NA
Henry County	Existing VA 57	Fairystone Park Hwy	Route 701	Existing VA 57 Alt	6.31	Resign existing VA 57 to VA 57 Alt (base year)	NA	\$6,000	NA	NA
Henry County	Existing VA 57 Alt	Riverside Drive	Existing VA 57	US 220 Byp	4.09	Resign existing VA 57 Alt to VA 57 (base year)	NA	\$4,000	NA	NA
Henry County	Existing VA 57 / New VA 57 Alt	Appalachian Drive	Route 701	US 220 Byp	1.91	Widen shoulder width (base year)	R2 (24')	\$700,000	9,100	11,700
Henry County	Intersection	NA	Route 698	New VA 57 / Old VA 57 Alt	NA	Add NB and WB left-turn lanes (base year)	NA	\$225,000	NA	NA
Henry County	Intersection	NA	Old VA 57 / New VA 57 Alt	Route 606	NA	Add SB left-turn lane (base year)	NA	\$112,500	NA	NA
Henry County	Intersection	NA	Commonwealth Boulevard	Memorial Boulevard	NA	Add EB left-turn lane, WB right-turn lane, and NB right-turn lane (base year)	NA	\$297,500	NA	NA
Henry County	Intersection	NA	Greensboro Road	Moorehead Avenue	NA	Improve intersection for safety (base year)	NA	\$150,000	NA	NA
Henry County	VA 87	Morehead Avenue	NC State Line	SCL Ridgeway	3.27	Widen to a standard four-lane rural roadway with depressed median (year 2010)	R4D (48')	\$8,829,000	9,200	18,600
Henry County	VA 87	Morehead Avenue	SCL Ridgeway	US 220 Bus	0.55	Widen to a standard four-lane urban roadway with raised median (year 2010)	U4R (48')	\$2,640,000	8,500	17,800
Henry County	Route 609	Dillons Fork Road / Patrick Avenue	Route 683	Route 701	2.2	Widen to a standard four-lane rural roadway with depressed median (year 2010)	R4D (48')	\$5,940,000	5,300	5,000
Henry County	Bridge	US 58	Over Smith River		NA	Replace WB direction with two-lane structure (year 2010)	NA	\$3,000,000	NA	NA
Henry County	Bridge	US 220 Bus	Over Route 639 and N&W Railroad		NA	Replace with two-lane structure (year 2010)	NA	\$4,000,000	NA	NA
Henry County	Bridge	Old VA 57 / New VA 57 Alt	Over Daniels Creek		NA	Replace with two-lane structure (year 2010)	NA	\$2,000,000	NA	NA
Henry County	Bridge	Route 701	Over Smith River		NA	Replace with two-lane structure (year 2010)	NA	\$3,000,000	NA	NA
Martinsville	Bridge	Fayette Street	Under Norfolk Southern Railroad		NA	Widen roadway and replace underpass (year 2020)	NA	\$2,121,000	NA	NA
Henry County	VA 57	Fairystone Park Hwy	Henry County CL	Route 675	4.88	Widen to a standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$13,176,000	5,600	8,000
Henry County	VA 57	Appalachian Drive	Route 667	Route 701	1.77	Widen to a standard four-lane urban roadway with raised median (year 2020)	U4R (48')	\$8,496,000	9,000	10,800
Henry County	Existing VA 57 Alt / New VA 57	Riverside Drive / River Road	Existing VA 57	US 220 Byp	5.75	Widen to a standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$15,525,000	9,100	14,400
Henry County	VA 108 / Route 890	Figsboro Road	VA 174	Franklin CL	6.02	Upgrade to a standard two-lane rural roadway (year 2020)	R2 (24')	\$6,020,000	5,100	7,800
Henry County	Route 698	Blackberry Road	Route 712	Existing VA 57 Alt	0.91	Widen to a standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$2,457,000	5,100	21,000
Henry County	Route 701	Field Avenue	Existing VA 57	Route 609	0.14	Widen to a standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$378,000	5,100	21,000
Henry County	Bridge	Rives Road	Over Smith River		NA	Construct new four-lane bridge (year 2020)	NA	\$5,906,300	NA	NA
Henry County	Route 650	Spruce Street	ECL Martinsville	VA 58	1.16	Widen to a standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$4,205,000	NA	NA
Henry County	New Facility	Bassett Bypass	Route 698	VA 57	1.82	Construct a new standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$7,462,000	NA	NA
Henry County	New Facility	Ridgeway Bypass	0.65 MW US 220	US 220	6.79	Construct a new standard four-lane rural roadway with depressed median (year 2020)	R4D (48')	\$27,839,000	NA	NA
Henry County	New Facility	Commonwealth Boulevard Ext.	US 220 Bus	VA 57	0.72	Construct a new standard four-lane urban roadway with raised median (year 2020)	U4R (48')	\$4,770,000	NA	NA

TOTAL-----> **\$129,371,800**

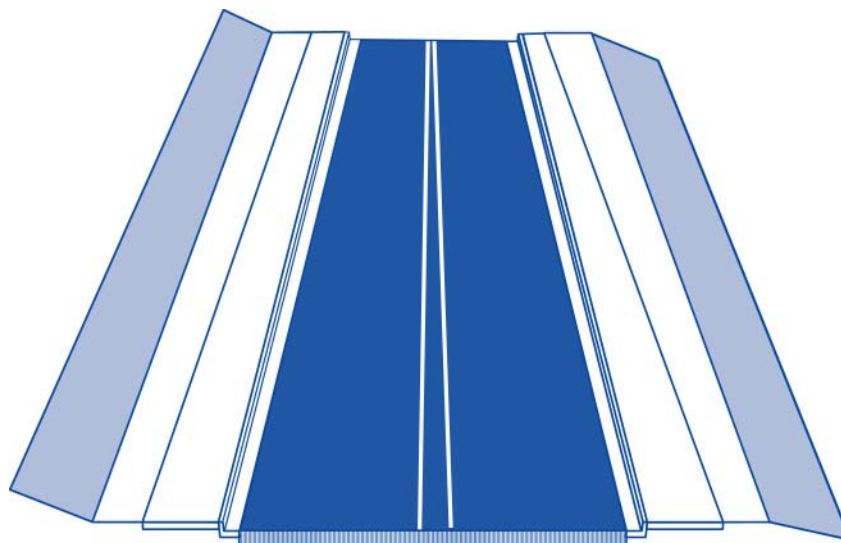
TYPICAL SECTIONS¹**R2**

Rural two-lane roadway with standard shoulders and ditches



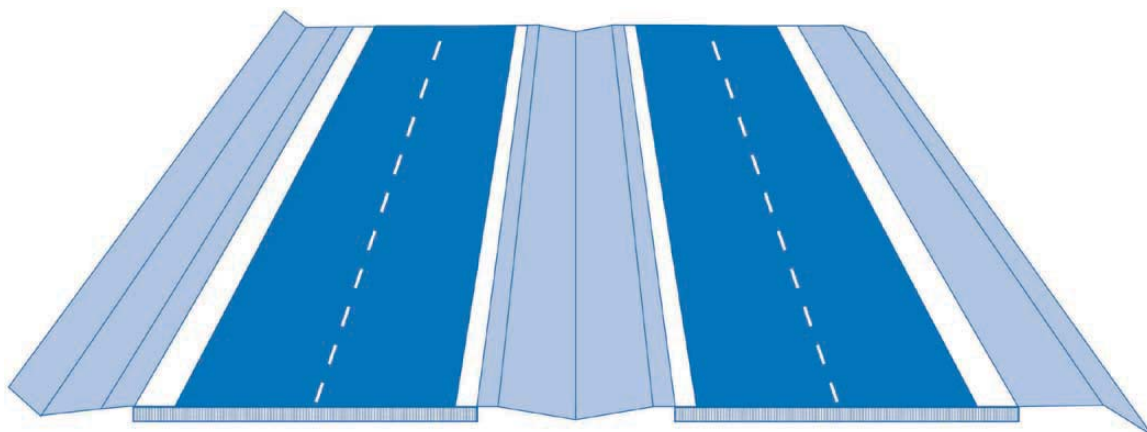
U2

Urban two-lane roadway with curb and gutter



¹ Recommended typical sections assume 12' wide travel lanes.

U4R
Urban four-lane divided roadway with curb and gutter



U4F
Urban four-lane divided roadway with center turn lane and curb and gutter

