

Phase 2 – Preferred Alternative

Route 117 (Peters Creek Road) & Route 11 (Williamson Road) - Peters Creek Road at Wood Haven Road & Peters Creek Road at Wendover Road & Newland Road

Project Description

The proposed improvements shown in Figure 1 include:

- Wood Haven Road**
 - Install Thru-Cut and restrict eastbound and westbound through vehicles from traveling across Peters Creek Road
 - Install signalized pedestrian crossings on the east and west legs and across Peters Creek Road
- Highway Motors Median Opening**
 - Install a left-turn lane on southbound Peters Creek Road

The proposed improvements shown in Figure 2 include:

- Wendover Road**
 - Close the median opening
- Newland Road**
 - Install RCUT and restrict left-turn and through movements from Newland Road

Project Benefits

The preferred alternative provides the following benefits:

- Reduces conflict points and improves safety at both signalized and unsignalized intersections along Peters Creek Road
- Improves pedestrian safety by providing signalized pedestrian crossings

The preferred alternative addresses VTrans needs relating to reliability, bicycle & pedestrian access, safety improvements, and capacity preservation.

Needs and Priorities			
Reliability	Very High	Pedestrian Access	High
Transportation Demand Management	Very High	Transit Access for Equity Emphasis Areas	High
Bicycle Access	Very High	Transit Access	Medium
Safety Improvement	High	Congestion Mitigation	Low
Capacity Preservation	High		

Public Input Survey Summary

- The Public Input survey ran from March 18 – April 1, 2024
- There were a total of 923 respondents and 1,840 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Improvements at Wood Haven Road had average ratings of 3.149 for the Thru-cut and 3.327 for the signalized crosswalk
- Closure of the Wendover Road median had an average rating of 3.366 while the RCUT at Newland Road had a rating of 3.413

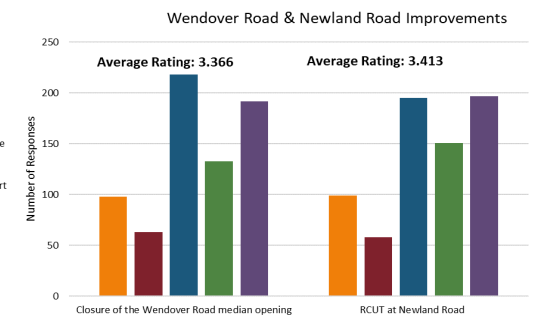
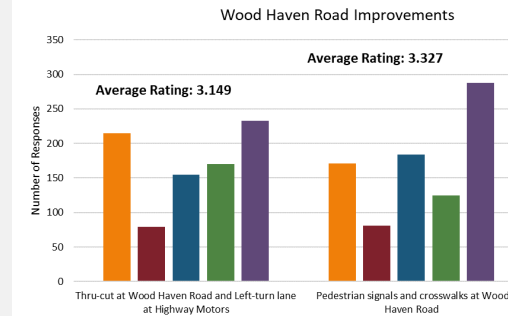


Figure 1: Peters Creek Road at Wood Haven Road

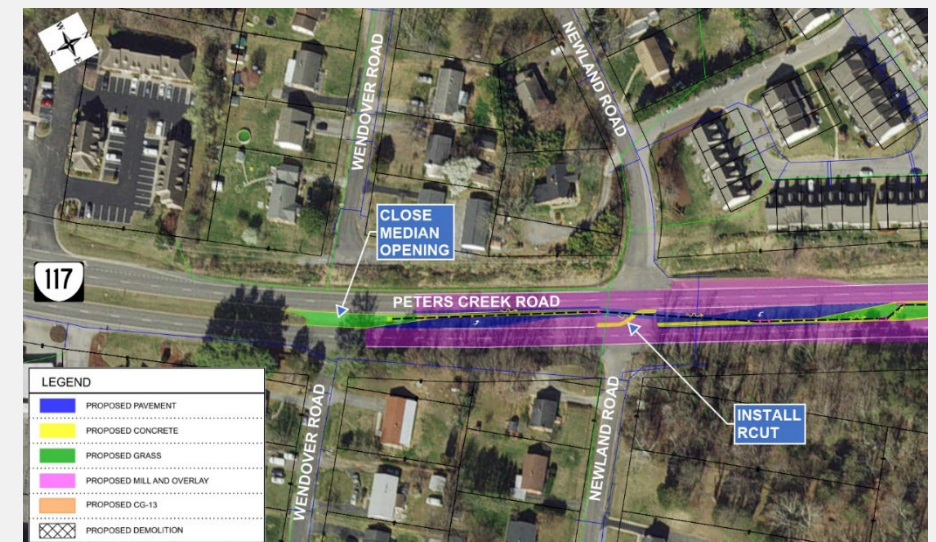


Figure 2: Peters Creek Road at Wendover Road & Newland Road

Phase 2 – Preferred Alternative

Route 117 (Peters Creek Road) & Route 11 (Williamson Road) - Peters Creek Road at Airport Road/Archcrest Drive & Peters Creek Road at Dwight Street

Project Description

The proposed improvements shown in **Figure 3** at Airport Road/Archcrest Drive include:

- Install Thru-Cut to restrict eastbound and westbound through vehicles from traveling across Peters Creek Road
- Install a double left-turn lane on westbound Airport Road
- Offset the northbound and southbound Peters Creek Road left-turn lanes to improve sight distance for left-turning vehicles
- Install signalized pedestrian crossings across Archcrest Drive and across Peters Creek Road
- Install a raised median along Airport Road between Peters Creek Road and Burlington Drive
- Restrict access from driveway east of Peters Creek Road to right-in/right-out
- Install a left-turn lane on eastbound Airport Road to Burlington Drive to accommodate U-turns and left turns

The proposed improvements shown in **Figure 4** at Dwight Street include:

- Install an RCUT to reduce conflict points at the intersection by restricting left-turn and through movements from Dwight Street

Project Needs

The preferred alternative addresses VTrans needs relating to reliability, bicycle & pedestrian access, safety improvements, and capacity preservation.

Needs and Priorities			
Reliability	Very High	Pedestrian Access	High
Transportation Demand Management	Very High	Transit Access for Equity Emphasis Areas	High
Bicycle Access	Very High	Transit Access	Medium
Safety Improvement	High	Congestion Mitigation	Low
Capacity Preservation	High		

Public Input Survey Summary

- The Public Input survey ran from March 18 – April 1, 2024
- There were a total of 923 respondents and 1,840 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Installing a raised median and a double left turn was the highest average rating for Airport Road improvements with a score of 3.949
- The RCUT at Dwight Street received an average rating of 3.524

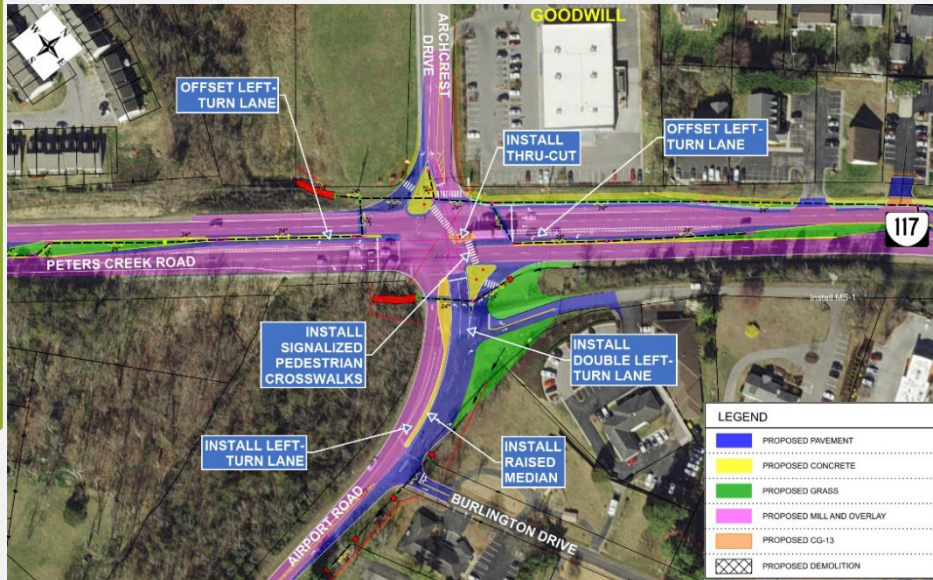
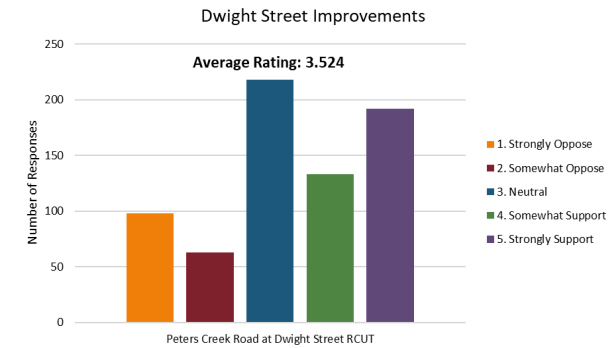
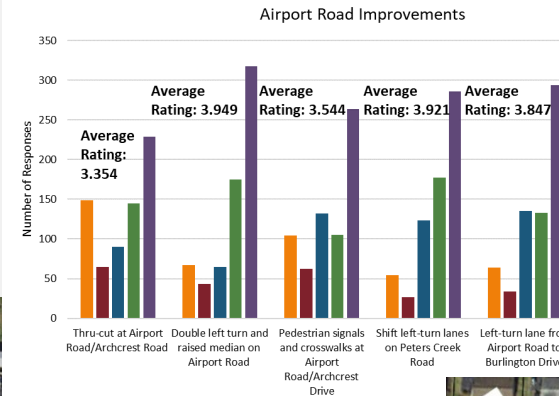


Figure 3: Peters Creek Road at Airport Road

Project Benefits

The preferred alternative provides the following benefits:

- Reduces conflict points and improves safety at both signalized and unsignalized intersections along Peters Creek Road
- Increases efficiency and capacity at Airport Road intersection
- Improves safety along Airport Road
- Improves safety by providing pedestrian accommodations along the west side of Peters Creek Road



Figure 4: Peters Creek Road at Dwight Street

Phase 2 – Preferred Alternative

Route 117 (Peters Creek Road) & Route 11 (Williamson Road) - Peters Creek Road at North Roanoke Baptist Church & Peters Creek Road at Barrens Road

Project Description

The proposed improvements shown in **Figure 5** at North Roanoke Baptist Church (NRBC) include:

- Install an RCUT to reduce conflict points at the intersection by restricting left-turn and through movements from NRBC and the private business driveway
- Install northbound and southbound left-turn lanes along Peters Creek Road

The proposed improvements shown in **Figure 6** at Barrens Road include:

- Offset the left-turn lanes on northbound and southbound Peters Creek Road to improve sight distance for left-turning vehicles
- Convert the protected-only left-turn phasing to flashing yellow arrow (FYA) left-turn phasing on the northbound and southbound Peters Creek Road approaches
- Install signalized pedestrian crossings on the north, west, and east legs of the intersection

Project Needs

The preferred alternative addresses VTrans needs relating to reliability, bicycle & pedestrian access, safety improvements, and capacity preservation.

Needs and Priorities			
Reliability	Very High	Pedestrian Access	High
Transportation Demand Management	Very High	Transit Access for Equity Emphasis Areas	High
Bicycle Access	Very High	Transit Access	Medium
Safety Improvement	High	Congestion Mitigation	Low
Capacity Preservation	High		

Public Input Survey Summary

- The Public Input survey ran from March 18 – April 1, 2024
- There were a total of 923 respondents and 1,840 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Providing left-turn lanes at the North Roanoke Baptist Church crossover had an average rating of 4.011 while converting the intersection to an RCUT had an average rating of 3.742
- Improvements at Barrens Road received the ratings ranging from 3.877 to 4.175

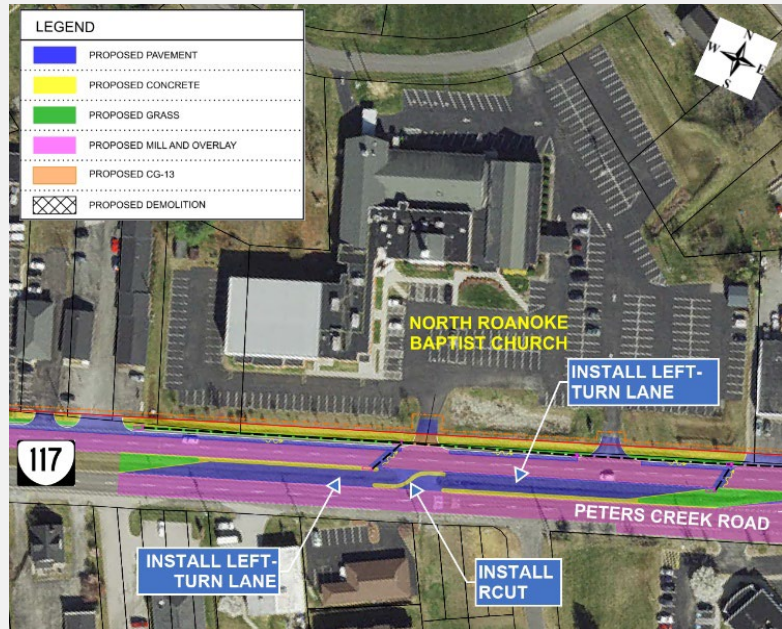
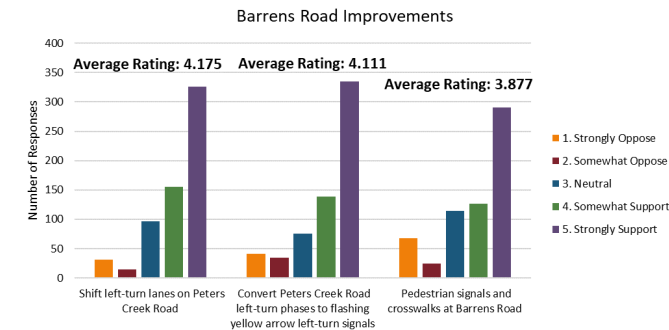
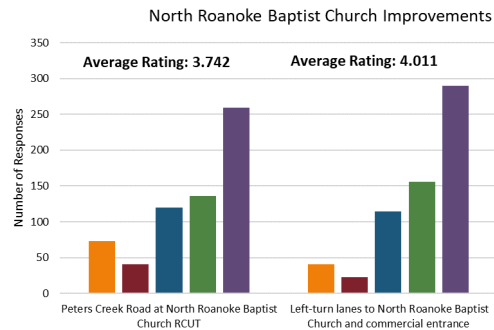


Figure 5: Peters Creek Road at N. Roanoke Baptist Church

Project Benefits

The preferred alternative provides the following benefits:

- Reduces conflict points and improves safety at both signalized and unsignalized intersections along Peters Creek Road
- Improves sight distance for left-turning vehicles at Barrens Road
- Increases efficiency and capacity at Barrens Road intersection
- Improves safety by providing pedestrian accommodations along the west side of Peters Creek Road

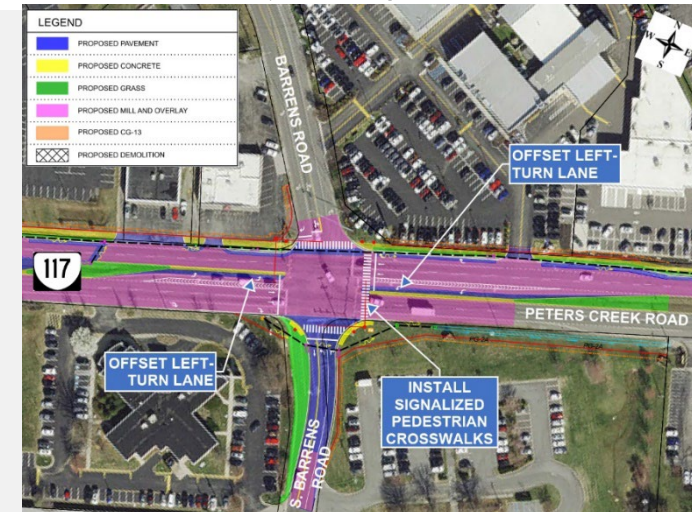


Figure 6: Peters Creek Road at Barrens Road

Phase 2 – Preferred Alternative

Route 117 (Peters Creek Road) & Route 11 (Williamson Road) - Peters Creek Road at Deer Branch Road and Southern Team & Peters Creek Road at Williamson Road

Project Description

The proposed improvements shown in **Figure 7** include:

1) Deer Branch Road

- Install RCUT to reduce conflict points at the intersection by restricting left-turn and through movements from Deer Branch Road and the private business driveway

2) Southern Team

- Install RCUT to reduce conflict points at the intersection by restricting left-turn and through movements from Southern Team and Market Square North

The proposed improvements shown in **Figure 8** include:

- Install a roundabout at the intersection of Williamson Road and Peters Creek Road

Project Benefits

The preferred alternative provides the following benefits:

- Reduces conflict points and improves safety at both signalized and unsignalized intersections along Peters Creek Road
- Significantly reduces the potential for crashes and increases efficiency at Peters Creek Road at Williamson Road intersection
- Improves safety by providing pedestrian accommodations along the west side of Peters Creek Road

Project Needs

The preferred alternative addresses VTrans needs relating to reliability, bicycle & pedestrian access, safety improvements, and capacity preservation.

Needs and Priorities			
Reliability	Very High	Pedestrian Access	High
Transportation Demand Management	Very High	Transit Access for Equity Emphasis Areas	High
Bicycle Access	Very High	Transit Access	Medium
Safety Improvement	High	Congestion Mitigation	Low
Capacity Preservation	High		

Public Input Survey Summary

- The Public Input survey ran from March 18 – April 1, 2024
- There were a total of 923 respondents and 1,840 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- The proposed RCUT at Deer Branch Road received an average rating of 3.555
- The proposed improvements at Williamson Road received ratings ranging from 3.158 to 3.785

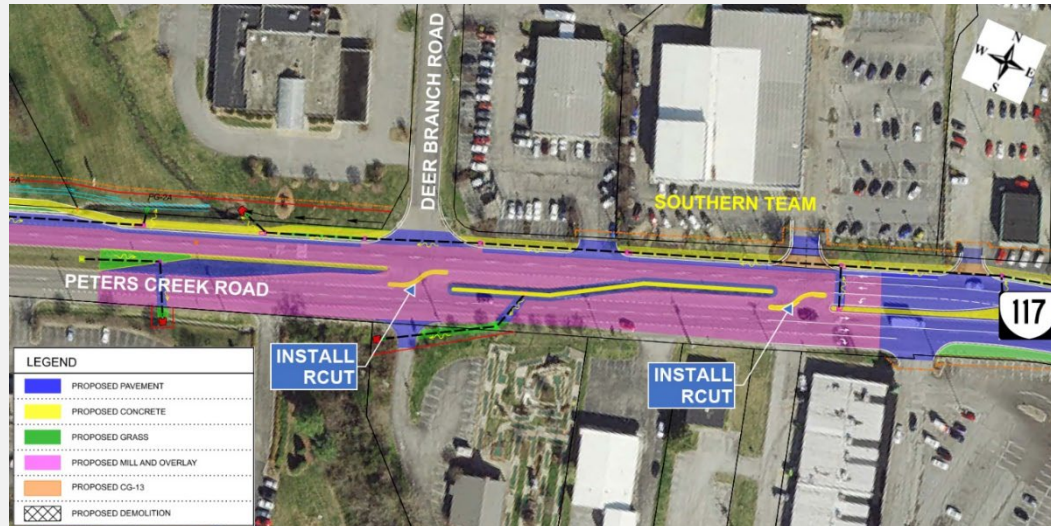
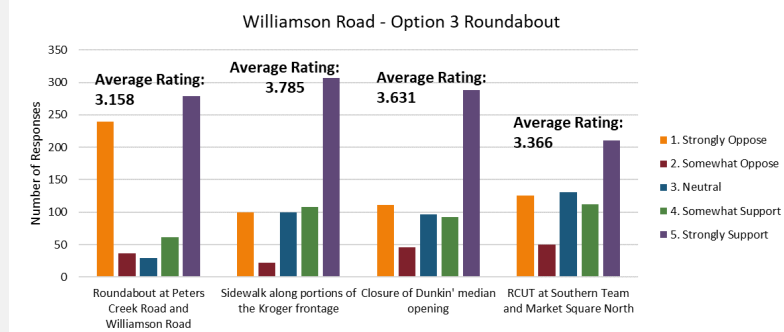
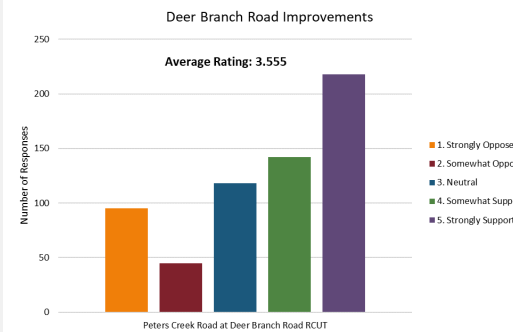


Figure 7: Peters Creek Road at Deer Branch Road and Southern Team



Figure 8: Peters Creek Road at Williamson Road: Roundabout

Phase 2 – Preferred Alternative

Route 117 (Peters Creek Road) & Route 11 (Williamson Road) – Williamson Road at Plantation Road & Peters Creek Road Pedestrian Improvements

Project Description

The proposed improvements shown in Figure 9 include:

- Williamson Rd at Plantation Rd**
 - Install an eastbound right-turn lane
 - Install a northbound right-turn lane

The proposed improvements shown in Figure 10 include:

- Peters Creek Road from Archcrest Drive to Williamson Road**
 - Install an 8-foot-wide sidewalk along the west side of Peters Creek Road

Project Needs

The preferred alternative addresses VTrans needs relating to reliability, bicycle & pedestrian access, safety improvements, and capacity preservation.

Needs and Priorities			
	Reliability	Very High	Pedestrian Access High
	Transportation Demand Management	Very High	Transit Access for Equity Emphasis Areas High
	Bicycle Access	Very High	Transit Access Medium
	Safety Improvement	High	Congestion Mitigation Low
	Capacity Preservation	High	

Public Input Survey Summary

- The Public Input survey ran from March 18 – April 1, 2024
- There were a total of 923 respondents and 1,840 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Right-turn lane improvements at Plantation Road received average ratings of 4.520 on eastbound Williamson Road and 4.511 on northbound Plantation Road
- Sidewalk improvements in the corridor received an average rating of 3.555

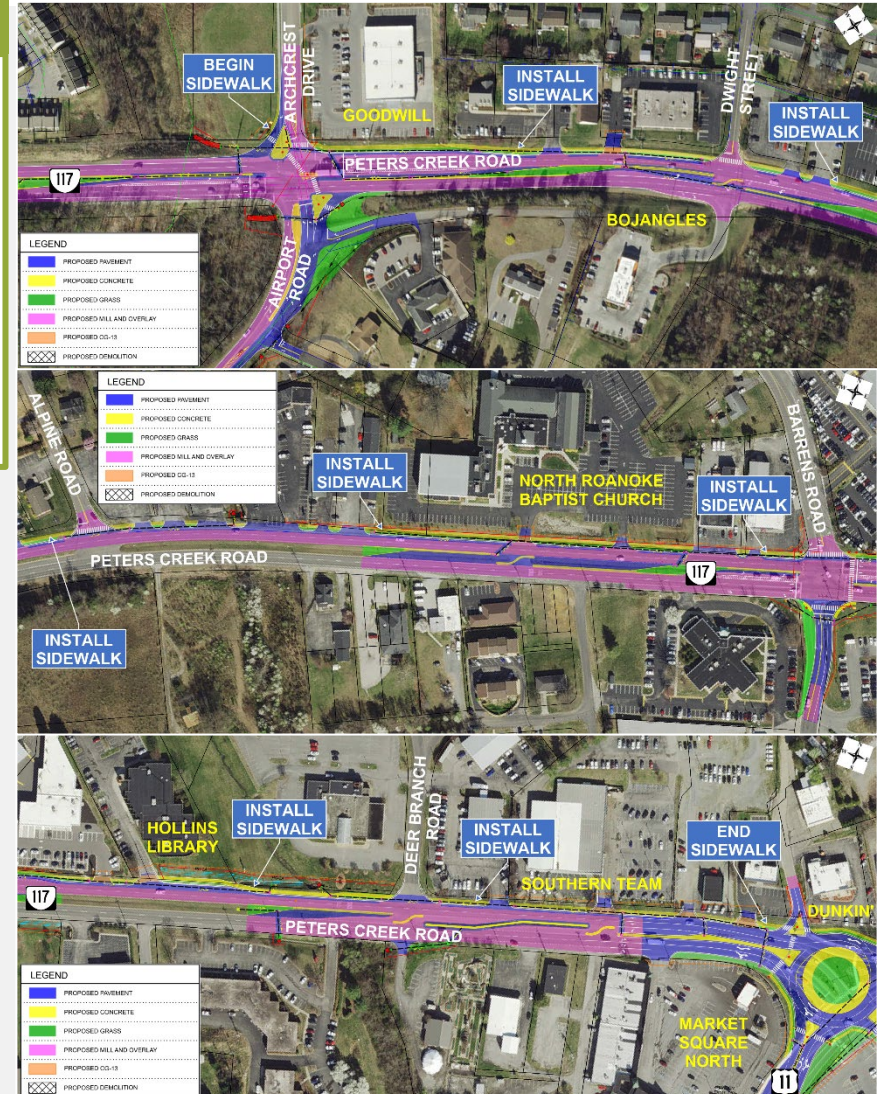


Figure 10 : Peters Creek Road Pedestrian Improvements

Project Benefits

The preferred alternative provides the following benefits:

- Increases intersection efficiency, reduces delays, and reduces the potential for rear end crashes with proposed right-turn lanes
- Improves pedestrian safety by providing sidewalk accommodations along the west side of Peters Creek Road from Archcrest Drive to Williamson Road

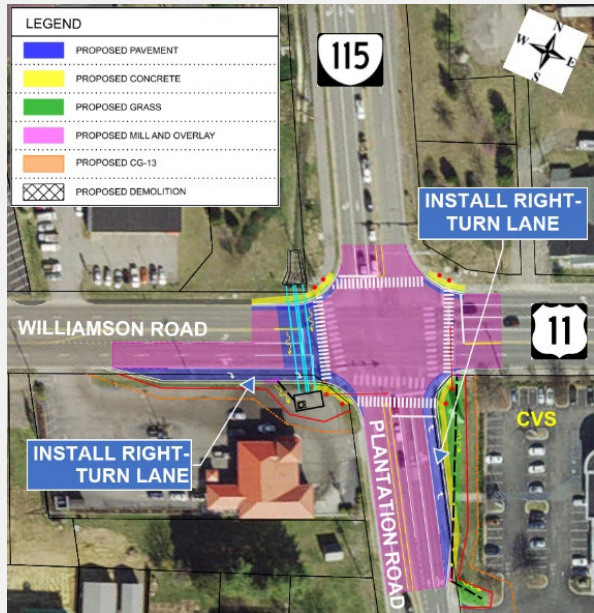


Figure 9: Williamson Road at Plantation Road

