

Phase 2 – Preferred Alternative

Route 40 (Tanyard Road/Old Franklin Turnpike) – Tanyard Road west of US 220



Project Description

Public Input Survey Summary

The proposed improvements shown in **Figure 1** include:

- 1) **Tanyard Road at Pell Avenue**
 - Install pedestrian signals for the west leg of the intersection
 - Install flashing yellow arrow left-turn signal on the eastbound approach
- 2) **Tanyard Road at Perdue Lane**
 - Install crosswalk across south leg of the intersection
- 3) **Tanyard Road at Rocky Mount Plaza**
 - Reconstruct and reconfigure the entrance to restrict wrong-way traffic

The proposed improvements shown in **Figure 2** include:

- 1) **Tanyard Road at US 220 Southbound Ramps**
 - Extend the westbound left-turn lane from Tanyard Road to US 220 southbound
 - Reconfigure the pedestrian crossing on the south leg including relocating the pedestrian signal heads and push buttons to the islands and upgrading to accessible pedestrian equipment
 - Install flashing yellow arrow left-turn signal on the eastbound approach

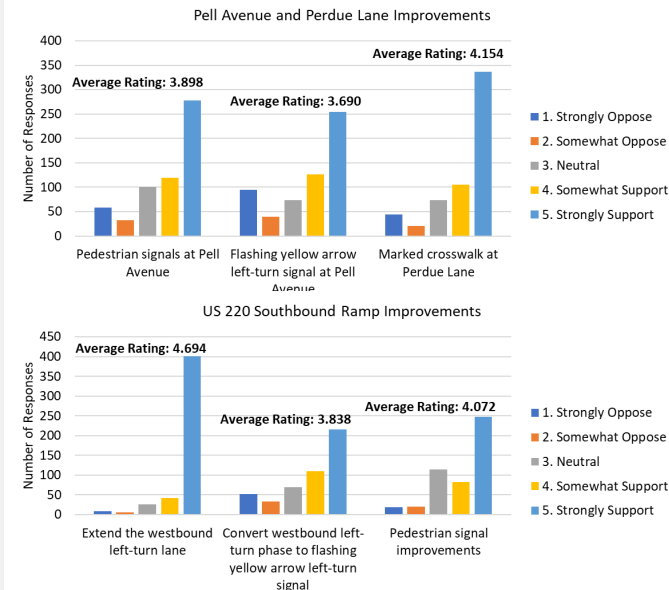
- The Public Input survey ran from March 1 – March 15, 2024
- There were a total of 615 respondents and 689 comments
- Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Average ratings ranged from 3.838 to 4.694
- Extending the westbound left-turn lane to the US 220 Southbound ramps received the highest average rating of 4.694



Figure 2: Tanyard Road at US 220 Southbound Ramps



Figure 1: Tanyard Road from Pell Avenue to Rocky Mount Plaza



Project Needs

The preferred alternative addresses VTrans needs relating to safety improvements.

Needs and Priorities



Safety Improvement

Very High

Project Benefits

The preferred alternative provides the following benefits:

- Reduces crashes throughout the corridor
- Improves pedestrian facilities
- Reduces traffic congestion at signalized intersections
- Improves access management
- Reduces the number of conflict points

Phase 2 – Preferred Alternative

Route 40 (Tanyard Road/Old Franklin Turnpike) – Old Franklin Turnpike east of US 220



Project Description

Public Input Survey Summary

The proposed improvements shown in **Figure 3** include:

- Old Franklin Turnpike at US 220 Northbound Ramps**
 - Reconfigure the pedestrian crossing on the south leg including relocating the pedestrian signal heads and push buttons to the islands
 - Upgrade the pedestrian signals to accessible pedestrian equipment
 - Convert to flashing yellow arrow left-turn signal on the westbound approach

The proposed improvements shown in **Figure 4** include:

- Old Franklin Turnpike at School Board Road/Market Place Drive**
 - Install Thru-Cut to restrict through vehicles from traveling across Old Franklin Turnpike
- Convert to Flashing Yellow Arrow Left-Turn Signal**
 - Both eastbound and westbound left-turn lanes from Old Franklin Turnpike to School Board Road/Market Place Drive
- Old Franklin Turnpike at Powder Creek Lane/Dollar Tree**
 - Install RCUT to restrict left-turn and through movements from Powder Creek Lane and Dollar Tree
- Old Franklin Turnpike from west of Powder Creek Lane to School Board Road**
 - Install raised median

- The Public Input survey ran from March 1 – March 15, 2024
- There were a total of 615 respondents and 689 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Average ratings ranged from 2.984 to 4.072
- The pedestrian signal improvements at the US 20 Northbound Ramps was the most supported improvement with a rating of 4.072
- The Thru-Cut at School Board Road/Market Place Lane was the least supported improvement with a rating of 2.984

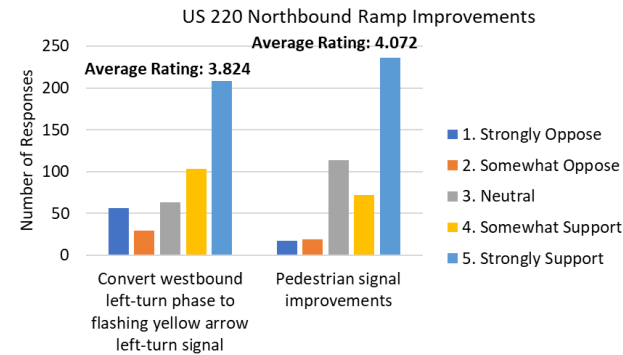


Figure 3 : Old Franklin Turnpike at US 220 Northbound Ramps

Powder Creek Lane to School Board Road Improvements

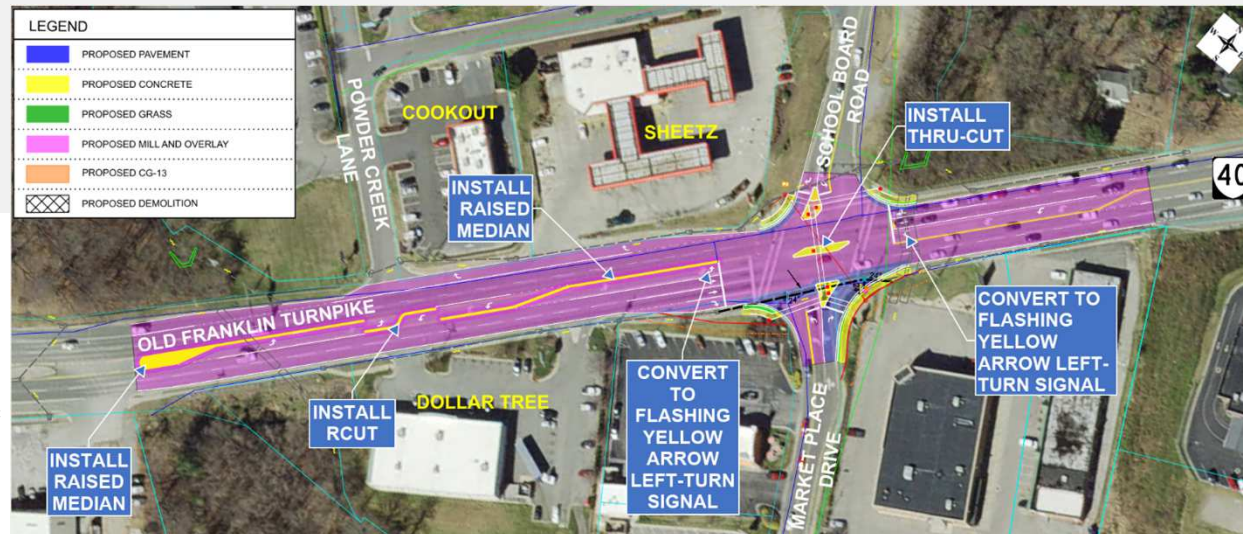
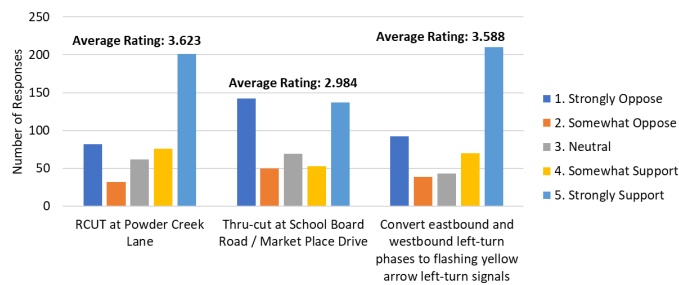


Figure 4: Old Franklin Turnpike from Powder Creek Lane to School Board Road/Market Place Drive

Project Needs

The preferred alternative addresses VTrans needs relating to safety improvements.

Needs and Priorities

Safety Improvement Very High

Project Benefits

The preferred alternative provides the following benefits:

- Reduces crashes throughout the corridor
- Improves pedestrian facilities
- Reduces traffic congestion at signalized intersections
- Improves access management
- Reduces the number of conflict points