

**Appendix C**

**Transportation Need Matrix of Floyd County  
Adapted from  
Draft 2035 New River Valley Rural Transportation Plan**

MAP KEY	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS -- RLRP DRAFT
1	VA 681 at US 221	Stop bar is missing on VA 681. Poor intersection alignment and grade creates a less than desirable northbound left-turn maneuver for VA 681 drivers. Horizontal curve on US 221 limits sight distance to all approaches.	Short Term: Install stop bar on VA 681. Trim vegetation along east-leg of US 221 on north side to improve sight distance. Mid-Term: Install eastbound right-turn lane and westbound left-turn lane along US 221. Reconstruct intersection to provide improved northbound left turning operation.
2	US 8 at VA 750	Safety: Stop bar is missing on northbound approach. Single lane configuration westbound creates potential for rear-end crashes given posted speed limit of 55 mph. VA 750 slopes downward and away from intersection and is not highly visible. (Source: 1)	Short-Term: Safety: Install stop bar on northbound approach. Install advance warning signage along east/westbound approaches of US 8 to alert drivers of intersection ahead. Mid-Term: Safety: Install westbound left turn lane (~100 feet with 200 foot taper). (Source: 1)
3	US 221 at VA 642	Safety: Stop sign set back too far from stop bar. Westbound sight distance limited by sharp horizontal curve on south-leg and vacant building in southeast corner. Limited sight distance and lack of left turn lanes increases potential for rear-end accidents. Exposed box culvert in southwest quadrant of the intersection. (Source: 1, 9)	Short-Term: Safety: Enclose box culvert. Remove vacant building to improve sight distance. Install advance warning sign and paint "STOP" on westbound VA 642 approach to alert drivers to stop ahead. Mid-Term: Safety: Install north/southbound left turn lanes on US 221. Long-Term: Safety: Reconstruct intersection to improve sight distance and functionality. (Source: 1)
4	US 8 at VA 730	Safety: Stop bar is missing on northbound approach. Edge of pavement along US 8 is eroded. Horizontal curve alignment on west-leg of US 8 limits sight distance on both roadways. (Source: 1)	Short-Term: Safety: Install stop bar on northbound approach. Repair eroded pavement along US 8. Install advance warning signage along eastbound approach to alert drivers of intersection ahead. (Source: 1)
5	Sowers Mill Road from 0.1 Mi east of VA 617 (White Oak Grove Road) to 1.0 Mi east of VA 617 (White Oak Grove Road)	Safety: Drainage ditches on west side of roadway are eroding and impact travel lanes. Sub-standard roadway conditions that include poor geometric, surface and edge of road conditions. (Source: 1)	Long-Term: Safety: Reconstruct VA 663 to the VDOT rural roadway design standards that are applicable at time of implementation. (Source: 1)
6	US 221 (Floyd Highway South) from VA 787 to VA 799	Congestion: Segment will operate with unacceptable LOS E in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd Highway South) from VA 799 to VA 727	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd Highway South) from VA 727 to VA 726	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd Highway South) from VA 726 to VA 722	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd Highway South) from VA 722 to T-1004	Congestion: Segment will operate with unacceptable LOS E in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
7	US 8 (Locust Street) from Floyd Northern Town Limit to VA 748	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Urban - Improve (Source: 2, 3)
8	US 221 (Floyd highway North) from VA 615 North to VA 860	Congestion: Segment will operate with unacceptable LOS E in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd highway North) from VA 860 to VA 679 West	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd highway North) from VA 679 West to VA 661	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd highway North) from VA 661 to VA 610	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd highway North) from VA 610 to VA 649 West	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
	US 221 (Floyd highway North) from VA 649 West to Roanoke County Line	Congestion: Segment will operate with unacceptable LOS C in 2035. (Source: 2, 3)	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet (Source: 2, 3)
9	US 8 (Locust Street/Webbs Mill Road) from VA 748 to VA 730	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 3)	Long-Term: Safety/Congestion: Rural - Improve (Source: 1)
	US 8 (Locust Street/Webbs Mill Road) from VA 730 to VA 750	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 3)	Long-Term: Safety/Congestion: Rural - improve (Source: 1)
	US 8 (Locust Street/Webbs Mill Road) from VA 750 to Montgomery County Line	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 3)	Long-Term: Safety/Congestion: Rural - Improve (Source: 1)

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10	VA 612 (Stonewall Road) from VA 660 to Montgomery County Line	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
11	VA 660 (Daniel's Run) from VA 612 to VA 610	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
12	VA 610 (Daniel's Run) from VA 660 North to VA 669	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
13	VA 610 (Daniel's Run) from VA 653 to VA 649	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
14	VA 653 (Shawsville Pike) from VA 610 to VA 808 South	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
15	VA 654 (Kings Store Road) from VA 665 South to VA 610	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
15	VA 654 (Kings Store Road) from VA 661 South to VA 654	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
16	VA 661 (King Store Road) from US 221 to Route 665 East	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
17	VA 639 (River Ridge Road) from VA 640 East to Blue Ridge Parkway	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
	VA 639 (River Ridge Road) from Blue Ridge Parkway to I 664	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
18	VA 664 (River Ridge Road) from VA 639 to US 221	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 3)
19	VA 681 (Franklin Pike) from Blue Ridge Parkway to Franklin County Line/VA 666	Safety: Narrow roadway and bridges. (Source: 9, 3)	Short-Term: Safety: Evaluate to identify potential improvements. Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 3)
20	VA 681 (Franklin Pike) from VA 679 to Blue Ridge Parkway	Safety: Narrow roadway and bridges. (Source: 9, 3)	Short-Term: Safety: Evaluate to identify potential improvements. Long-Term: Safety: Rural - 2 Lane 24 Feet (Source: 3)
21	VA 679 (Poor Farm Road) from VA 681 to US 221 South	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
22	VA 681 (Franklin Pike) from US 221 to VA 860	Safety: Narrow roadway and bridges. (Source: 9, 3)	Short-Term: Safety: Evaluate to identify potential improvements. Long-Term: Safety: Rural - 2 Lane 24 Feet
23	VA 615 (Christiansburg Pike) from US 221 East to VA 693	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet (Source: 3)
24	VA 615 (Barberry Road) from VA 637 to T-798	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet (Source: 3)
25	VA 860 (Shooting Creek Road) from Franklin County Line to VA 635 South	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
	VA 860 (Shooting Creek Road) from VA 635 South to Blue Ridge Parkway	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
26	VA 679 (Bethlehem Church Road) from VA 608 to VA 689	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 3)
27	VA 615 (Christiansburg Pike) from VA 817 North to VA 705	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet (Source: 3)
28	VA 719 (Laurel Branch Road) from 1.83 miles VA 729 to Route 221	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 1)
29	VA 719 (Laurel Branch Road) from 0.89 miles VA 729 to 1.59 miles VA 729	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 1)
30	VA 719 (Laurel Branch Road) from VA 729 to 0.89 miles VA 729	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
31	VA 799 (Conner Grove Road) from VA 727 to US 221	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
32	VA 727 (Union School Road) from VA 799 to VA 772	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
33	VA 787 (Indian Valley Road) from VA 740 to Montgomery County Line	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet (Source: 3)
	VA 787 (Indian Valley Road) from VA 622 to VA 751 North	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 1)

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34	VA 787 (Indian Valley Road) from VA 751 North to VA 619 North	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 1)
	VA 787 (Indian Valley Road) from VA 619 North to VA 655	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 1)
35	VA 622 (Indian Valley Post Office Road) from Carroll County Line to VA 754	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 3)
	VA 622 (Indian Valley Post Office Road) from VA 754 to VA 787	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet (Source: 1)
36	VA 740 (White Rock Road) from VA 750 to VA 814	Safety: Geometric Need (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet (Source: 1)
37	VA 8 (Parkway Lane) from VA 709 (Morning Dew Lane) to end of S-curve	Safety: Tight S-curve in roadway needs straightening. (Source: 9)	Short-Term: Safety: Straighten roadway (Source: 8)
38	VA 681 (Franklin Pike) from VA 860 to VA 679	Safety: Narrow roadway and bridges. (Source: 9)	Short-Term: Safety: Evaluate to identify potential improvements. Long-Term: Safety: Rural - 2 Lane 24 Feet (Source: 8)
39	US 221 (Main Street) at US 8 (Locust Street)	Safety: Route signs obscured. Operational and safety concerns with turns into entrance on the southbound approach. Inadequate ADA provisions. Vehicles exiting diagonal parking conflict with traffic. Crashes at this location exceed the planning threshold (nine crashes over three-year period). Congestion: Single lane configuration on all approaches increases delay for vehicles	Await recommendation from the Town of Floyd
40	US 8 (Locust Street) from US 221 to Northern City Limit - Town of Floyd	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 3)	Await recommendation from the Town of Floyd
41	US 221 (Main Street) from VA T-1004 to VA 615 North	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 3)	Await recommendation from the Town of Floyd
42	VA T-615 (Barberry Road) from VA T-798 to US 221 West	Congestion: Segment will operate with unacceptable LOS D in 2035. (Source: 3, 3)	Await recommendation from the Town of Floyd

<p>Source of Defic</p> <p>Source of Deficiencies</p> <ol style="list-style-type: none"> <li>1: Safety/Cong Priority List;</li> <li>2: SMS: State Mobility System;</li> <li>3: Crash Database;</li> <li>4: Small Urban Area Plans;</li> <li>5: High Risk Rural Roads;</li> <li>6: STARS</li> <li>7: Local Recommendations;</li> <li>7: Private Developoer</li> <li>8: SPS (excluding SMS)</li> <li>9: Other</li> <li>9: Unavailable</li> </ol> <p>Source of Recc</p> <p>Source of Recommendations</p> <ol style="list-style-type: none"> <li>1: DSL Studies;</li> <li>2: SMS (State Mobility System);</li> <li>3: Six year transportation improvement program;</li> <li>4: Small Urban Area Plans</li> <li>5: High Risk Rural Roads</li> <li>6: STARS project;</li> <li>7: Local recommendations;</li> <li>7: Proffer/TIA;</li> <li>8: SPS (excluding SMS)</li> <li>9: Other Studies;</li> <li>9: Others;</li> </ol>	<ol style="list-style-type: none"> <li>1: Operation Deficiency (Intersection)</li> <li>2: Safety Deficiency (Intersection)</li> <li>3: Both Deficiency (Intersection)</li> <li>4: Operation Deficiency (Segment)</li> <li>5: Safety Deficiency (Segment)</li> <li>6: Both Deficiency (Segment)</li> <li>7: Geometric Deficiency</li> <li>8: Other</li> </ol>
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