

ABINGDON 2020 TRANSPORTATION PLAN

**Developed by the
Transportation Planning Division**

Of the

Virginia Department of Transportation

In Cooperation With

The U.S. Department Of Transportation, Federal Highway Administration

&

**The Town of Abingdon
August 2001**

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

INTRODUCTION

The Abingdon 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation (VDOT) and the Town of Abingdon. The purpose of this study was to evaluate the existing transportation system and future demand in the Town of Abingdon and to recommend a set of transportation improvements that could best meet existing and future transportation infrastructure needs.

Improved transportation systems are vital to Virginia's and to the local area's economic growth and development. Providing effective, safe, and efficient movement of people and goods is a basic goal of VDOT's transportation program. This guiding principle, together with consideration of environmental issues and local mobility needs, was the basis for the development of this transportation plan.

VDOT will use this plan when evaluating requests from the local governments for specific transportation projects and/or implementing projects that VDOT initiates. This list of recommendations will also be used in the statewide transportation planning process so that the magnitude of transportation needs statewide can be more accurately quantified.

STUDY AREA AND THOROUGHFARE SYSTEM

Abingdon serves as the county seat for Washington County and is located adjacent to I-81 approximately 12 miles northeast of Bristol, Virginia. Major roadways in the Town include US 11, US 19, ALT US 58, VA 75, I-81, and VA 140. The thoroughfare system consists of approximately 14 miles of roadway within the Town and the Town's boundary encompasses 8.5 square miles.

The study area for the 2020 Transportation Plan coincided with the boundary line of the corporate limits. Within this boundary line (commonly called a cordon line), a set of specific roadways was selected and designated as the urban thoroughfares. The analyses and recommendations were limited to these urban thoroughfares and any new facilities recommended in this study.

Thoroughfares are defined as facilities that operate as arterials or collector routes. The distinction between functional classifications (arterial, collector, local street) is based on whether the facility primarily serves "through-traffic" or provides direct access to adjacent land. Thoroughfare roadways in cities and towns with populations over 5,000 have an "urban" designation and those in cities and towns with populations less than 5,000 are designated "rural".

Roadways not classified by this system, but deemed important by local governments, may be in the 2020 Transportation Plan as "non-thoroughfare" roadways. Typically, these are planned roadways or improvements that will be built with funds (public or private) other than VDOT funds.

DEMOGRAPHIC OVERVIEW

Between 1970 and 1980 the population of Abingdon remained stable at approximately 4,300 residents. From 1980 to 1990, the population of Abingdon increased by roughly 60 percent to 7,000 residents due primarily to the annexation of large portions of land. Since 1990 the population has increased annually at a rate of 1.5 percent. The Abingdon population in the year 2000 was approximately 7,780. An estimate provided by the Abingdon Comprehensive Plan projected the 2020 population to be roughly 10,175 residents. This represents an annual growth of 1.2 percent, which is slightly higher than Washington County at 1.0 percent.

SUMMARY OF APPROACH AND ANALYSIS METHODS

The development of the transportation plan followed a process that included data collection, review, and analysis. The data collected included information such as traffic counts, police accident reports, roadway geometric inventory data, bridge structural inspection reports, at-grade railroad crossing geometric data, tourism surveys, and goods movement surveys. Review and analysis of this data was combined with a review and analysis of previous transportation and land-use plans and other studies. Furthermore, meetings were held with local staff throughout the study process to gather additional input.

TRANSPORTATION RECOMMENDATIONS

Transportation recommendations are included in the plan as phased recommendations or other recommendations.

Phased recommendations are generally improvements to the VDOT-maintained roadway system and have been phased to establish a basis for prioritization. Phased recommendations are divided into three phases. Phase One recommendations are base year improvements intended to address the most immediate needs of the Town. Phase Two recommendations are interim study year (2010) improvements. Typically, these improvements are not needed in the immediate future. However, planning and budgeting for their future implementation may allow them to be in place for the interim study year of 2010. Phase Three recommendations are long-term (2020) improvements that do not have an immediate or short-term need. However, in the long-term, as traffic grows and existing facilities age, their importance will become more apparent. Long-term recommended improvements may also be re-evaluated as this plan is updated to determine if the need for their implementation has been met, or whether they should be deferred into the future again when their need may develop. In some instances, long-term recommended improvements may be removed from the transportation planning effort if their need does not develop or if other circumstances cause a change of priorities in the study area.

Other recommendations focus on parking, bicycle/pedestrian facilities, intercity rail, intercity bus, air travel, transit, paratransit, taxi, and goods movement and may include areas of special concern. These items are not typically funded as part of the urban transportation plan, but may include components addressed by any of the phased recommendations.

PHASED RECOMMENDATIONS

PHASE ONE: BASE YEAR (2001) RECOMMENDATIONS

Roadway Improvements

- US 11 (Main Street) - Transportation System Management (TSM) improvements are recommended along US 11 (Main Street) in the center of the historic downtown from ALT US 58 (Russell Road) to Boone Street. These include low-cost transportation investments that improve overall system performance and efficiency. It is recommended that pavement markings and signage to direct vehicular and pedestrian traffic be provided in this section of downtown Abingdon. Pedestrian crosswalks at key intersections should also be provided.
- US 11 (Main Street) - Widen US 11 (Main Street) from Hillman Highway to the ECL at Exit 19. This 0.8-mile section of roadway should be re-built as an urban 4-lane typical section with center-turn lane, including curb and gutter, and sidewalks to provide enhanced pedestrian connections between developments along the roadway. This improvement will also include signalization and sight distance enhancements at the intersection with Old Eleven Drive.
- US 11 (Main Street) - Provide drainage improvements along the 0.5-mile section from Charwood Drive to Old Reedy Creek Road.
- VA 140 Extension (Jonesboro Road) - Extend VA 140 (Jonesboro Road) as a new 4-lane divided roadway north from the existing VA 140 (Jonesboro Road)/US 11 (Main Street) intersection to US 19 (Porterfield Highway). The approximate length of the new roadway is 1.4 miles. The road is intended to provide direct access to I-81 from US 19. Due to existing development in the Town of Abingdon, the new road section may likely connect to US 19 (Porterfield Highway) outside of Abingdon in Washington County.
- Cook Street - Reconstruct and extend Cook Street from ALT US 58 (Cummings Street) to Lowry Drive (0.6 miles). This roadway should be constructed as an urban 2-lane facility with roughly 36 feet of pavement width and be included as part of the thoroughfare system.
- Lowry Drive - Reconstruct Lowry Drive to urban 2-lane standards (36') from the Cook Street extension to Stone Mill Road (0.3 miles) and include as part of the thoroughfare system.

Intersection Improvements

- US 11 (Main Street) at ALT US 58 (Cummings St) - On westbound US 11 (Main Street) add a second left-turn lane to form dual lefts. The extra width to accommodate the additional turn lane would be provided by eliminating on-street parking on the south side of US 11 (Main Street). This improvement would be completed within existing right-of-way and would only involve restriping.

- US 11 (Main Street) at US 19 (Porterfield Highway) – On eastbound US 11 (Main Street) convert one through-lane to a dedicated left-turn lane to form dual lefts.
- US 19 (Porterfield Highway) at ALT US 58 (Russell Road) - Add signage to restrict left-turns from US 19 (Porterfield Highway) to ALT US 58 (Russell Road) during peak periods.
- US 11 (Main Street) at VA 140 (Jonesboro Road) - On northbound VA 140 (Jonesboro Road) convert right-turn lane to dual rights. This will require adjustments to the signal at this intersection.
- Valley Street at Court Street – On eastbound Valley Street add an exclusive left-turn lane.
- Wyndale Road at US 11 (Main Street) - Add signage to restrict left-turns from Wyndale Road to US 11 (Main Street).
- VA 372 (VA Highlands Access Road) at VA 140 (Jonesboro Road) - Signalize intersection and add left-turn bay on northbound and southbound VA 140 (Jonesboro Road).

PHASE TWO: INTERIM YEAR (2010) RECOMMENDATIONS

Roadway Improvements

- VA 75 (Cummings Street) - Widen VA 75 (Cummings Street) from two lanes to four lanes from the SCL to the I-81 interchange improvements at Exit 17. The roadway segment length is approximately 0.7 miles.
- VA 372 (VA Highlands Access Road) - Reconstruct existing VA 372 to urban 2-lane standards (0.60 miles).
- VA 372 (VA Highlands Access Road) - Extend VA 372 to Stone Mill Road by constructing an urban 2-lane roadway on new location (0.70 miles). This road would provide additional access to the Virginia Highlands Community College from Stone Mill Road and from ALT US 58 (Cummings Street) and would be added to the VDOT thoroughfare system.
- Wyndale Road - Widen and reconstruct Wyndale Road from US 11 (Main Street) to the WCL (0.78 miles). The current pavement width along this roadway is approximately 20 feet. Widen and improve roadway to provide an urban 2-lane typical section with 36 feet of pavement.
- Hillman Highway - Widen and improve the existing roadway to a standard urban 2-lane typical section (36') from US 11 (Main Street) to the ECL. Also, provide curb and gutter and sidewalks along the road.

Intersection Improvements

- West US 11 (Main Street) at Old Reedy Creek Road - Restrict the northbound left-turn on Old Reedy Creek Road. This would require the addition of signage on Colonial Road directing westbound traffic to continue to the Colonial Road/US 11 (Main Street) intersection. Also, it is recommended that a right-turn bay be constructed on northbound Old Reedy Creek Road.
- US 11 (Main Street) at Colonial Road - Signalize intersection.
- ALT US 58 (Cummings Street) at US 11 (Main Street) - Add a left-turn lane on northbound ALT US 58 (Cummings Street).
- VA 75 (Cummings Street) at Fairway Drive - Signalize intersection.

PHASE THREE: STUDY YEAR (2020) RECOMMENDATIONS

Roadway Improvements

- US 11 (Main Street) - Widen the 0.40-mile section of US 11 (Main Street) to four lanes from the WCL to 0.13 miles west of VA 140 (Jonesboro Road). The additional travel lanes will accommodate the increasing traffic growth in the developing areas west of the corporate limits. Additionally, the wider roadway will also provide better access to the airport. The roadway should consist of a 4-lane urban cross section with a pavement width of 48 feet.
- Old Saltworks Road - Provide an urban 2-lane roadway from the intersection with Hillman Highway to the northeast corporate limits of Abingdon (0.14 miles).

Intersection Improvements

- Pecan Street at US 11 (Main Street) – On northbound Pecan Street add an exclusive left-turn lane.
- ALT US 58 (Cummings Street) at Kroger Entrance - Signalize intersection.
- Valley Street at White's Mill Road - Signalize intersection.
- ALT US 58 (Cummings Street) at Cook Street – On northbound ALT US 58 (Cummings Street) add an additional left-turn lane. On southbound ALT US 58 (Cummings Street) add an exclusive right-turn lane.
- Tanner Street at US 11 (Main Street) – On southbound Tanner Street add a short right-turn bay.
- Deadmore Street at US 11 (Main Street) – On southbound Deadmore Street add a short right-turn bay.

Bridge Improvements

- Old Saltworks Road - Replace the railway bridge over Old Saltworks Road due to the widening of the roadway.

OTHER RECOMMENDATIONS

Parking

Parking in Abingdon consists of both on-street and surface parking lots. The merchants and commercial interests in the central business district of Abingdon provide surface parking. A study is underway to site and evaluate peripheral downtown public parking. Although peripheral parking facilities outside of the downtown to accommodate large tourist groups and special events are being suggested as part of this plan, they are not a roadway budget item in the urban funding program.

Bicycle/Pedestrian

A bicycle and trail system is being adopted into the Abingdon Trail and Greenway Plan. The Virginia Creeper Trail is a component of that plan. The Trail and Greenway Plan is incorporated in the Town's Comprehensive Plan. The Abingdon 2020 Transportation Plan recognizes the Trail and Greenway Plan and incorporates it by reference.

Intercity Rail

The nearest intercity rail stop (un-staffed) is in Hinton, West Virginia (120 miles north) on the east-west rail route. A full service station on the same line is located in Prince, West Virginia (135 miles north). Nearest direct access to the north-south line is at High Point, North Carolina (165 miles southeast). Feasibility studies conducted by the Virginia Department of Rail and Public Transportation in 1994 and 1997 investigated initiation of rail passenger service between Bristol, Richmond, and Washington D.C. that included a proposed station in Abingdon. It is recommended that the Town of Abingdon support any plans that may be formalized to establish rail passenger service in the region.

Intercity Bus

Greyhound Lines bus service is located in the Town of Abingdon on Main Street and provides regularly scheduled access to transfers nationwide. No enhancements to intercity bus are recommended at this time.

Air Travel

Commercial Service

For commercial air passenger service, the nearest airport to the Town of Abingdon is the Tri-Cities Regional Airport near Blountville, Tennessee (25 miles southwest). It is served by four commercial carriers offering service to six major hubs. Additional commercial airports are located over 100 miles away.

General Aviation

The Virginia Highlands Airport is located near the Town of Abingdon in Washington County. This airport serves the Town of Abingdon and Washington County with general aviation services. It also serves as a headquarters for the Virginia State Police. It is owned by Washington County and is operated by the Virginia Highlands Airport Commission.

No enhancements to air travel are recommended at this time.

Transit, Paratransit, and Taxi

Public transit services do not exist in the Town of Abingdon. However, the Regional Cooperative Council provides paratransit service that operates on a deviated route and schedule to provide transit services to the handicapped and to the elderly for medical, health, and shopping needs. Taxi service is provided in the Town of Abingdon. The Town has recommended that a shuttle bus service be added to link tourists and pedestrians with parking facilities and / or hotels located outside the downtown. Preliminary costs to provide shuttle service have been estimated at \$600,000 per year. This fee includes the cost of two shuttles and annual operating expenses to include three drivers, fuel, and maintenance. The cost for the shuttle service is not included in urban funds which would result as part of this recommendations package.

Goods Movement

Truck traffic moving through the area tends to use I-81. US 11 (Main Street) is the main commercial corridor in the Town of Abingdon. According to local officials, truck traffic is particularly heavy on Stone Mill Road, Colonial Road, US 11 (Main Street), and Deadmore Street. Local officials do not see any intermodal opportunities for freight movement and there is no indication of goods movement issues that hinder economic development in the Town of Abingdon. The VA 140 (Jonesboro Road) extension has been recommended to alleviate truck traffic in downtown sections of Abingdon by providing direct access to I-81 from US 19.

Tourism and Recreation

Traffic congestion in Abingdon is often related to the amount of tourists visiting the Town. Most of the traffic problems occur along ALT US 58/VA 75 (Cummings Street) and US 11 (Main Street). The major events or festivals that increase traffic within the Town are the Virginia Highlands Festival, Memorial Day, Plumb Alley Day, and the Fourth of July. The Virginia Highlands Festival, held during the first week of August, attracts more than 250,000 visitors. A significant amount of through-traffic uses ALT US 58/VA 75 (Cummings Street) during the summer months to access South Holston Lake. Additionally, traffic on ALT US 58/VA 75 (Cummings Street) is heavy before and after events at the Bristol Motor Speedway. Due to the duration of operations and frequency of special events, tourist traffic has an effect on the transportation network year round. However, most problems associated with tourist traffic occur on the weekends.

Several initiatives were identified during the development of this plan to accommodate tourist-related traffic. These initiatives include the addition of a shuttle service to operate during special events and the addition of a parking garage. There are also plans to expand the parking area at the Barter Green. These initiatives are not eligible for VDOT urban funding and therefore are not included as part of this recommendations package. The recommended VA 140 (Jonesboro Road) extension should alleviate downtown through-traffic on ALT US 58/VA 75 (Cummings Street) headed to South Holston Lake and to the Bristol Motor Speedway.

Traffic Calming and Downtown Pedestrian Circulation

During the public information meeting several concerns were raised over traffic speeds in the central business district and historic district sections of downtown Abingdon. Additionally, citizens expressed interest in identifying improvements that would enhance pedestrian activity, circulation, and safety in these sections of Abingdon. Therefore, TSM improvements have been recommended which include the installation and/or improvement of pedestrian crosswalks at major pedestrian street crossing areas, such as the area near the Barter Theater and the Martha Washington Inn. These would include a combination of striping and/or raised crosswalks. If necessary, additional signage, flashing lights, and signal improvements could be added to improve safety by increasing driver awareness of crosswalks and also by providing pedestrians adequate time to cross. Raised crosswalks would also slow traffic in these areas.

At the public meeting, concerns were also raised over traffic speeds on Valley Street. Before physical traffic calming techniques are implemented which can reduce roadway system capacity, it is recommended to increase enforcement of existing speed limits on Valley Street.

LOCAL PROJECTS¹

The following local roadways have been identified for improvement by the Town of Abingdon. Although outside the jurisdiction of the VDOT thoroughfare roadway system, they are listed to provide continuity and consistency between local plans and VDOT plans.

- Short Street Extension - Improve existing Short Street to urban 2-lane standards and extend it along the north side of I-81 to US 11 (Main Street). The cost of this 1.0 mile improvement would be roughly \$2,625,000.
- Stone Mill Road - Reconstruct Stone Mill Road to urban 2-lane standards from Colonial Road to the SCL of Abingdon (0.65 miles). The total cost for this road improvement would be approximately \$3,250,000. In addition, extend Stone Mill Road from Colonial Road to US 11 (Main Street). This extension would be roughly 0.10 miles in length and would require a bridge over the Norfolk Southern Railway. The total cost of this improvement would be approximately \$1,339,500. Therefore, the total cost of the Stone Mill Road improvements would be \$4,589,500.
- Morgan Street Extension - Reconstruct Morgan Street to urban 2-lane standards from Norfolk Street to its existing terminus. In addition, extend Morgan Street from its existing terminus to the Short Street Extension. The total length of these improvements would be 0.65 miles and the total cost would be approximately \$1,706,250.
- Nicholas Street Extension - Reconstruct Nicholas Street to urban 2-lane standards from the Morgan Street Extension to its existing terminus. In addition, extend Nicholas Street from its existing terminus to US 11 (Main Street). The total length of these improvements would be 0.62 miles and the total cost would be approximately \$1,627,500.
- Remsburg Drive East Extension - The Barter Theatre has proposed a 2-lane extension of Remsburg Drive similar to the existing section from ALT US 58 (Cummings Street) to Green Spring Road, which is adjacent to the northern boundary of the Norfolk Southern Railway right-of-way (0.15 miles). The total cost for the proposed extension would be approximately \$472,500.
- Park Street - Reconstruct Park Street to urban 2-lane standards from Tanner Street to Partington Place. The length of this improvement would be 0.45 miles and the cost would be \$1,417,500.
- South Trigg Street - Widen and reconstruct the roadway from Nicholas Street to the SCL (0.4 miles). The cost for the project would be approximately \$1,050,000.
- Bonnycastle Drive - Extend Bonnycastle Drive from its existing terminus west to Route 647 at the SCL. This project would be approximately 0.9 miles in length and would cost approximately \$2,362,500.

ENVIRONMENTAL OVERVIEW

An environmental overview was conducted for the Abingdon thoroughfare roadway recommendations that included widening (providing additional travel lanes) or development of new roadway facilities. To conduct the environmental overview, secondary data from VDOT and other readily available sources was used. Information on the environmental overview methodology can be found in the Abingdon 2020 Transportation Plan Technical Report. The following is a brief summary of potential environmental impacts:

- Stream crossings were identified for the Jonesboro Road extension and for the widening of VA 75 (Cummings Street), Wyndale Road, Hillman Highway, and the VA 372 extension to Stone Mill Road.
- Business and/or residential relocations could occur for the Jonesboro Road extension, the widening of US 11 (Main Street) near the ECL, the Cook Street extension, and for the VA 372 extension to Stone Mill Road.

¹ Local recommendations are included for information purposes only and are not necessarily supported by VDOT.

These estimates are intended to represent the worst-case scenario of impacts. Further evaluation of environmental impacts resulting from each of these recommendations should occur once they are developed in more detail. Local projects included in this plan are for information purposes only and are not necessarily supported by VDOT. Therefore, they were not reviewed as part of the environmental overview. There were no additional environmental features identified in Abingdon that would preclude implementation of any of the recommendations.

LOCAL COORDINATION AND CITIZEN PARTICIPATION

The development of the Abingdon 2020 Transportation Plan included several coordination meetings with Town staff and a public meeting held with VDOT representatives, Town officials, and residents from Abingdon.

The coordination meetings consisted of a kick-off meeting, an existing conditions meeting, and a draft recommendations meeting. The kick-off meeting, held in April 1999, enabled the project team to discuss with local staff the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. The second meeting (existing conditions), held in October 1999, allowed the project team to present the results of baseline and horizon year traffic analysis and also allowed local staff to communicate desired transportation needs. Finally, at the draft recommendations meeting, held in July 2000, the project team presented and discussed with Town officials the draft 2020 Transportation Plan recommendations. For the Town of Abingdon, a second recommendations meeting was held in March 2001 to refine the recommendations. From these refined recommendations, Town staff provided input that was then used to draft the final recommendations.

After the series of coordination meetings, a public meeting was held at the Abingdon Town Hall on May 30, 2001. The purpose of this meeting was to present the recommendations to Town officials, citizens, and other interested parties, to receive comments on the plan, and to allow the Town Council to consider adopting the plan.

PLAN ADOPTION

The Small Urban Area Transportation Plan for the Town of Abingdon was adopted by the Abingdon Town Council on August 6, 2001.

ADDITIONAL INFORMATION

More details on the development of the Abingdon 2020 Transportation Plan and the study recommendations are available in the Abingdon 2020 Transportation Plan Technical Report and at the Abingdon 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Abingdon.htm>. Copies of the Technical Report are located at the Abingdon Town Library and the Abingdon Town Hall. They are also available for review at the VDOT Transportation Planning Division central office in Richmond, Virginia, at the VDOT Bristol District office in Bristol, Virginia, and at the VDOT Residency office in Abingdon, Virginia.

Projects included in the Virginia Transportation Development Plan (VTDP) are not part of this recommendations package. The VTDP can be reviewed online at VDOT's website, <http://virginiadot.org>.

Information on VTDP projects for the Town of Abingdon can also be obtained by contacting the VDOT Resident Engineer at the Abingdon Residency office in Abingdon, Virginia (540-676-5503).

ABINGDON TRANSPORTATION RECOMMENDATIONS²

Route #	Route Name	From	To	Length	Recommendation	Cost (Yr 2000 \$)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Average Daily Traffic (ADT)		
									Year 2000	Year 2010	Year 2020
US 11	Main St	AL T US 58 (Russell Rd)	Boone St	1.50	Year 2001 provide signage, pavement markings, pedestrian crosswalks	35,000	U2 (44')	U2 (44')	16,380	18,500	20,500
US 11	Main St	Hillman Hwy	ECL Abingdon	0.80	Year 2001 widen and reconstruct to urban 4-lane standards	5,836,800	R2 (20')	U4F (48')	15,160	24,300	32,700
US 11	Main St	Charwood Dr	Old Reedy Creek Rd	0.50	Year 2001 provide drainage improvements	2,400,000	R4F (52')	U4F (52')	29,400	36,800	43,600
VA 140	Jonesboro Rd Extension	US 11 (Main St)	US 19 (Porterfield Hwy)	1.40	Year 2001 construct new urban 4-lane divided roadway	9,275,000	N/A	R4D (48')	N/A ³	N/A	N/A
	Cook St (Ext)	Lowry Dr	ALT US 58 (Cummings St)	0.60	Year 2001 reconstruct and build urban 2-lane roadway	3,000,000	R2	U2 (36')	N/A ³	N/A	N/A
	Lowry Dr	Stone Mill Rd	Cook St Ext	0.30	Year 2001 reconstruct to urban 2-lane standards	1,500,000	R2	U2 (36')	N/A ³	N/A	N/A
VA 75	Cummings St	SCL Abingdon	I-81	0.70	Year 2010 widen and reconstruct to urban 4-lane standards	4,200,000	R2 (24')	U4 (48')	9,060	13,100	16,700
VA 372	VA Highlands Access Rd	VA 140 (Jonesboro Rd)	Existing Terminus	0.60	Year 2010 reconstruct to urban 2-lane standards	3,000,000	R2 (20')	U2 (36')	2,290	2,900	3,400
VA 372	VA Highlands Access Rd	Existing Terminus	Stone Mill Road	0.70	Year 2010 provide new urban 2-lane roadway	3,500,000	N/A	U2 (36')	N/A	N/A	N/A
	Wyndale Rd	US 11 (Main St)	WCL Abingdon	0.78	Year 2010 reconstruct to urban 2-lane standards	3,900,000	R2 (20')	U2 (36')	1,380	1,700	2,100
	Hillman Hwy	US 11 (Main St)	ECL Abingdon	1.40	Year 2010 reconstruct to urban 2-lane standards	7,089,600	R2 (20')	U2 (36')	3,540	5,500	7,300
US 11	Main St	WCL Abingdon	0.13 MW of VA 140 (Jonesboro Rd)	0.40	Year 2020 widen and reconstruct to urban 4-lane standards	2,880,000	R2 (30')	U4 (48')	10,790	12,700	14,400
	Old Saltworks Rd	Hillman Hwy	NCL Abingdon	0.14	Year 2020 widen road to urban 2-lane standards	700,000	R2 (16')	U2 (36')	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	ALT US 58 (Cummings St)		Year 2001 on WB US 11 add second left-turn lane	3,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	US 19 (Porterfield Hwy)		Year 2001 on EB US 11 convert one through-lane to left-turn lane	91,705	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 19 (Porterfield Hwy)	ALT US 58 (Russell Rd)		Year 2001 add signage to restrict peak period left-turn from US 19 to Russell Rd	3,300	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	VA 140 (Jonesboro Rd)		Year 2001 on NB VA 140 convert right-turn lane to dual rights and adjust signal	164,400	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	Valley St	Court St		Year 2001 on EB Valley St add exclusive left-turn lane	90,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	Wyndale Rd	US 11 (Main St)		Year 2001 add signage to restrict left-turns from Wyndale Rd	3,300	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	VA Highlands Access Rd	VA 140 (Jonesboro Rd)		Year 2001 add signal and left-turn bay on NB and SB VA 140 (Jonesboro Rd)	360,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	Old Reedy Creek Rd		Year 2010 on NB Old Reedy Creek Rd restrict left-turn and add right-turn lane	74,800	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	Colonial Rd		Year 2010 add signal	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	ALT US 58 (Cummings St)		Year 2010 on NB ALT US 58 (Cummings St) add left-turn lane	144,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	VA 75 (Cummings St)	Fairway Dr		Year 2010 add signal	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	Pecan St		Year 2020 on NB Pecan St add exclusive left-turn lane	144,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	ALT US 58 (Cummings St)	Kroger Entrance		Year 2020 add signal	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	Valley St	White's Mill Rd		Year 2020 add signal	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	ALT US 58 (Cummings St)	Cook St		Year 2020 on NB ALT US 58 add left-turn lane, SB add right-turn lane	262,400	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	Tanner St		Year 2020 on SB Tanner St add short right-turn bay	59,200	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Main St)	Deadmore St		Year 2020 on SB Deadmore St add short right-turn bay	59,200	N/A	N/A	N/A	N/A	N/A
	Bridge Improvement	Old Saltworks Road	Norfolk Southern Railway Bridge		Year 2020 replace the railway bridge over Old Saltworks Rd	849,000	N/A	N/A	N/A	N/A	N/A
Total						50,344,705					

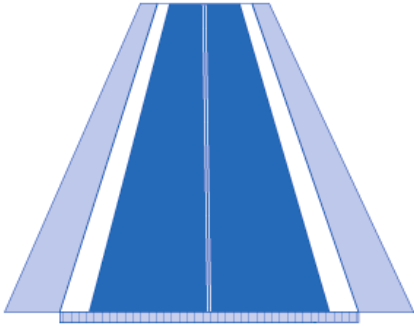
² Only thoroughfare roadways with recommendations are shown. For a complete listing of thoroughfare roadways, please refer to the Abingdon 2020 Transportation Plan Technical Report or the Abingdon 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Abingdon.htm>.

³ Average Daily Traffic is unavailable for new roads and for roads not currently on the thoroughfare system.

TYPICAL SECTIONS

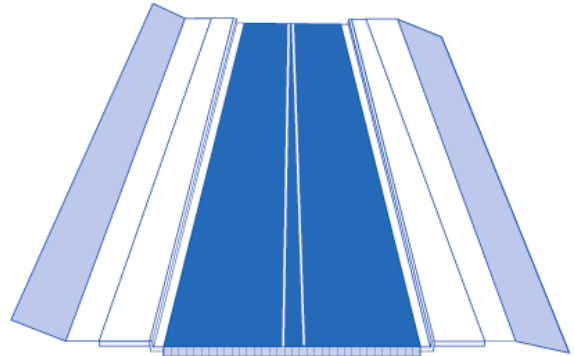
R2

Rural 2-lane roadway with standard shoulders and ditches



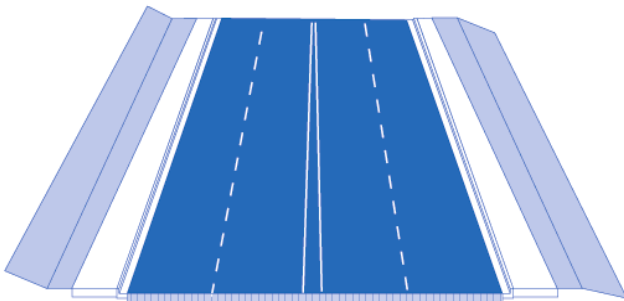
U2

Urban 2-lane roadway with curb and gutter



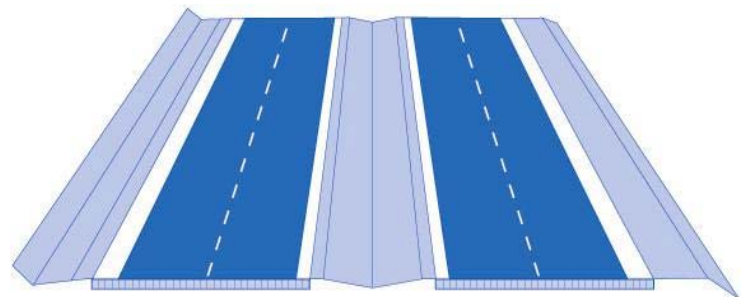
U4

Urban 4-lane roadway with curb and gutter



R4D

Rural 4-lane divided roadway with standard shoulders and ditches



U4F

Urban 4-lane roadway with curb and gutter and flush median (center-turn lane)

