

LEBANON 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 LEBANON**

January, 2001

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

INTRODUCTION

The Lebanon 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation and the Town of Lebanon. The purpose of the study was to evaluate the transportation system in the Lebanon 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 and presents a set of recommendations that address these needs.

Improved transportation systems remain vital to Virginia's, as well as the local area's, 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

Lebanon, which is the county seat of Russell County, lies at the conjunction of State Routes 82 and 71 with US Route 19 Business. The Town of Lebanon is located approximately 20 miles from I-81 in Abingdon. The Little Cedar Creek runs from the southern corporate limits to the northern corporate limits of Lebanon, and Big Cedar Creek lies along the eastern edge of Town. A finite urban area was established for the purposes of this transportation study. Commonly called the cordon line, the study area boundary coincided with the corporate limits of the Town of Lebanon.

Inside the study area limits, a specific set of highways that have been approved by the Virginia Department of Transportation, the Federal Highway Administration, and the Town of Lebanon have been selected and designated as the area's urban thoroughfares. The urban 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 Lebanon on the local unclassified street system. In addition, improvements to the following other modes of transportation have been evaluated: bicycle/pedestrian facilities; intercity rail, bus and air travel; transit, paratransit, and taxi; and goods movement.

DEMOGRAPHIC OVERVIEW

Between 1980 and the beginning of this study, the population of the Town of Lebanon has increased from approximately 3,200 to 3,400 inhabitants. Major employers in the area include Lebanon Apparel Corporation, Buster Brown Apparel Inc., and Reynolds Wheels, Inc. Currently, the housing units available in Lebanon are not enough to support the demand for housing in the area.

PHASE ONE: BASE YEAR ROADWAY RECOMMENDATIONS***Route 19 Business and Pioneer Drive Intersection***

This recommendation is to provide a traffic signal at an unsignalized T-intersection of Route 19 Business and Pioneer Drive. This is of particular importance since Pioneer Drive provides access between Lebanon High School and Route 19 Business. The projected cost of providing this traffic signal is \$270,000.

PHASE TWO: INTERIM YEAR (2010) ROADWAY RECOMMENDATIONS***Route 19 Business***

Widen Route 19 Business to four lanes. The new roadway alignment would be a minimum pavement width of 48 feet with two thru lanes of travel in each direction. The sections of Route 19 Business affected by this recommendation are from Route 841 (Pioneer Drive) to Church Avenue and from Flannagan Street to the east corporate limits. The total length of roadway included in this recommendation is 3.5 miles. The proposed cost of this recommendation is \$25,728,000 (\$16,800,000 in construction costs and \$8,928,000 in right-of-way costs).

Route 71

Widen the existing two-lane roadway to four lanes from the western corporate limits to Route 19 Business. This roadway is currently 20 to 22 feet wide and 1.4 miles in length. Route 71 provides an alternative route to reach Alt Route 58 towards St. Paul via US 19. The recommended improvement would widen the roadway to include a minimum pavement width of 48 feet. This recommendation is designed to address the capacity problems projected to occur on this roadway in the future. The proposed cost of improving this roadway is \$8,640,000 (\$6,720,000 for construction and \$1,920,000 for right-of-way).

Route 19 Business and Route 71 Intersection

Improve the intersection to provide a wider truck turning radius. Many businesses currently exist on Route 71 and improving the turning radius at this intersection would help to improve their access to Route 19 Business. The projected cost of this recommendation is \$37,500 (\$25,000 construction costs and \$12,500 in right-of-way costs).

Big Cedar Drive

Widen roadway to a standard two-lane rural roadway with a minimum pavement width of 24 feet, from the southern corporate limits to Route 19 Business, a distance of 0.7 miles. This roadway currently has a width of 18 feet and follows Big Cedar Creek. Growth is projected to occur to the southeast of Town and Big Cedar Drive would provide the projected traffic access to Route 19 Business and US Route 19. The cost of this recommendation is \$875,000, which includes \$700,000 in construction costs and \$175,000 in right-of-way costs.

Route 19 Business and Big Cedar Drive Intersection

Improve intersection geometry and sight distance. This intersection, which is located on the east end of Town, currently has sight distance limitations. The projected cost of

improving this intersection is \$37,500, which includes \$25,000 in construction costs and \$12,500 in right-of-way costs.

PHASE THREE: STUDY YEAR (2020) ROADWAY RECOMMENDATIONS

Route 82

Widen existing two-lane roadway to a four-lane roadway from Route 19 Business to the northern corporate limits, a distance of 0.5 miles. Route 82 provides access to northern Russell County. This recommendation is projected to cost \$3,600,000 (\$2,400,000 in construction costs and \$1,200,000 in right-of-way costs).

OTHER MODES OF TRANSPORTATION

Parking

Throughout the Town of Lebanon, most parking needs are met through off street parking facilities. In the downtown area of US 19 Business, angled and parallel on-street parking is provided. No parking deficiencies or recommendations were identified.

Bicycle / Pedestrian

There are no recommendations associated with bicycle access. Pedestrian access will be improved at those roadway locations where widening to an urban cross-section is recommended since sidewalks are to be included in the widening.

Transit, Paratransit, and Taxi

A park-and-ride lot exists near the Pittston Road Interchange with US 19 to service commuters in the area. A paratransit system is in place to provide on-demand transit service. There are no needs or recommendations associated with these modes of transportation.

Goods Movement

There are no specific recommendations associated with goods movement. However, goods movement would be improved as a result of the roadway recommendations, including improving the truck turning radius at Business Route 19 and Route 71.

Intercity Rail, Bus and Air Travel

Currently, there is no passenger rail service, bus service or air service located in, or directly adjacent to, the Town of Lebanon. The nearest passenger bus service is available from Greyhound Bus Lines in Abingdon, VA. Air travel is available commercially at the Tri-City Regional Airport near Blountville, Tennessee, which is located approximately 40 miles south of Lebanon. In addition, the Virginia Highlands Airport located in Abingdon, provides general aviation services to the Washington County area. There is no passenger rail service located in Southwest Virginia. Due to the lack of intercity rail, bus or air travel in the vicinity of Lebanon, no improvements are recommended at this time.

LOCAL ROADWAY PROJECTS

There is one local project of interest to the Town of Lebanon involving a road that is not part of the VDOT thoroughfare system. This recommendation is to reconstruct the bridge on Stoots Street that crosses over Little Cedar Creek. This base year

recommendation would help to improve traffic operating conditions along Route 19 Business since Stoots Street is a parallel facility to Main Street. The projected cost of this recommendation is \$302,400.

ENVIRONMENTAL OVERVIEW

An environmental overview has been conducted for the roadway recommendations that included widening (providing additional travel lanes) or development of new roadway facilities for the Town of Lebanon. The results of the environmental overview were included in the analysis of the recommended improvements for the Lebanon 2020 Transportation Plan.

LOCAL COORDINATION & CITIZEN PARTICIPATION

The development of the Lebanon 2020 Transportation Plan included several coordination meetings with local staff members of the Town and a public meeting held with VDOT representatives, PDC representatives, Town officials, and residents of Lebanon. For information for all thoroughfare roadways, contact the Town of Lebanon or visit the project web site at www.vdoturbanplans.com.

The coordination meetings consisted of a kick-off meeting, an existing conditions meeting, and a draft recommendations meeting. The kick-off meeting, held in May, 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 November, 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 February, 2000, the project team presented and discussed with Town officials the draft 2020 Transportation recommendations. Input was provided by Town staff that was then used to draft the final recommendations.

After the series of coordination meetings held with members of the project team and local staff, a public meeting was held at the Lebanon Town Hall on November 13, 2000. 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 the plan for adoption.

PLAN ADOPTION

The Lebanon Town Council adopted the Lebanon 2020 Transportation Plan at the Council meeting on December 18, 2000.

ADDITIONAL INFORMATION

More details on the development of the Lebanon 2020 Transportation Plan and the study recommendations are available in the Lebanon 2020 Transportation Plan Technical Report, which is available from VDOT or the Town of Lebanon.

In addition to this 2020 transportation plan for the Town of Lebanon, the Virginia Transportation Development Plan (VTDP) also addresses transportation needs. The VTDP is a comprehensive listing of transportation projects scheduled for construction or improvement over the next six fiscal years, as well as anticipated funding allocations. More information regarding the VTDP can be obtained on the Internet at the address <http://www.vdot.state.va.us/proj/projects.html>. VTDP projects in the Town of Lebanon

are found by selecting Volume 1, then selecting 'Urban System' under the Bristol District. Information on VTDP projects for the Town of Lebanon can also be found by contacting the VDOT Resident Engineer at the Bristol Residency Office in Lebanon, Virginia (540-889-7600).

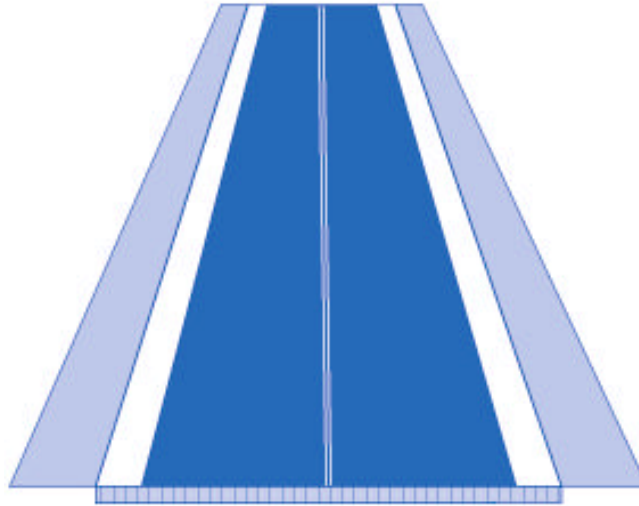
LEBANON TRANSPORTATION RECOMMENDATIONS

Route	Facility Name	From	To	Road Segment Length	Recommendation	Cost (Year 2000 \$)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Average Daily Traffic (ADT)	
									Year 1999	Year 2020
	Intersection Improvement	Route 19 Business	Pioneer Drive	N/A	Provide signal at unsignalized intersection in the year 2010	270,000	N/A	N/A	N/A	N/A
US 19 BUS	Route 19 Business	Pioneer Drive	Route 71	0.2	Widen to four lanes in the year 2010	1,440,000	R2 (24')	U4 (48')	10,830	14,810
US 19 BUS	Route 19 Business	Route 71	Route 82	0.6	Widen to four lanes in the year 2010	4,608,000	U2 (24')	U4 (48')	12,580	17,200
US 19 BUS	Route 19 Business	Route 82	Fugate Avenue	0.1	Widen to four lanes in the year 2010	768,000	U2 (40')	U4 (48')	13,260	18,130
US 19 BUS	Route 19 Business	Fugate Avenue	Church Avenue / Route 701	0.4	Widen to four lanes in the year 2010	3,072,000	U3 (40')	U4 (48')	9,450	12,920
US 19 BUS	Route 19 Business	Flannagan Street	Pittston Road	0.9	Widen to four lanes in the year 2010	6,480,000	R2 (24')	U4 (48')	12,300	16,820
US 19 BUS	Route 19 Business	Pittston Road	Memorial Drive	1.0	Widen to four lanes in the year 2010	7,200,000	U3 (38')	U4 (48')	13,370	18,290
US 19 BUS	Route 19 Business	Memorial Drive	Eastern corporate limits	0.3	Widen to four lanes in the year 2010	2,160,000	R2 (24')	U4 (48')	7,800	10,670
VA 71	Fincastle Road	Western corporate limits	0.23 miles west of Route 19 Business	1.2	Widen to four lanes in the year 2010	7,200,000	R2 (20')	U4 (48')	7,090	10,070
VA 71	Fincastle Road	0.23 miles west of Route 19 Business	Route 19 Business	0.2	Widen to four lanes in the year 2010	1,440,000	R2 (22')	U4 (48')	9,980	14,170
	Intersection Improvement	Route 19 Business	Route 71	N/A	Improve truck turning radius in the year 2010	37,500	N/A	N/A	N/A	N/A
	Big Cedar Drive	Southern corporate limits	Route 19 Business	0.7	Widen to standard two lane cross section in the year 2010	875,000	R2 (18')	R2 (24')	810	1,150
	Intersection Improvement	Route 19 Business	Big Cedar Drive	N/A	Improve geometry and sight distance in the year 2010	37,500	N/A	N/A	N/A	N/A
VA 82	Cleveland Road	Route 19 Business	Northern corporate limits	0.5	Widen to four lanes in the year 2020	3,600,000	U2 (40')	U4 (48')	4,850	6,880
	Local Bridge Improvement	Stoots Street	Little Cedar Creek	N/A	Reconstruct bridge in the base year	302,400	N/A	N/A	N/A	N/A

TYPICAL SECTIONS¹

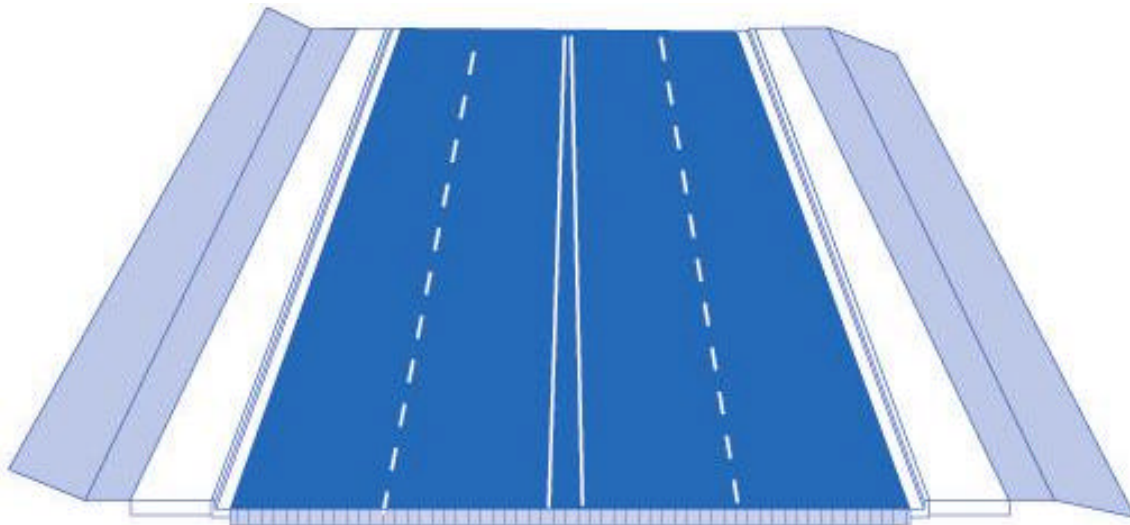
R2

Rural two-lane roadway with standard shoulders and ditches



U4

Urban four-lane roadway with curb and gutter



¹ Recommended typical sections assume 12' wide travel lanes