INTRODUCTION AND PURPOSE

OVERVIEW OF THE REGION
Description and Function of the LENOWISCO Planning District Commission
Summary of the Transportation Network
Goals and Objectives

DEMOGRAPHIC AND LAND USE TRENDS
Relationship of Land Use and Development to Transportation
Population Trends
Demographic Trends
Transportation Implications

REGIONAL TRANSPORTATION SYSTEM
Roadways
Public Transportation
Airports
Bicycle and Pedestrian Facilities
Goods Movement
Land Use
Travel Demand Management

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS
Roadways
Safety
Operations and Maintenance
Capacity
Public Transportation
Bicycle and Pedestrian Facilities
Airports
Land Use and Future Growth
Goods Movement
Travel Demand Management

PLAN ADOPTION

REFERENCES
INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop VTrans 2035, the Commonwealth’s multi-modal long range plan and a more detailed subset report known as the 2035 Surface Transportation Plan. The highway element of the 2035 Surface Transportation Plan includes proposed improvements on Virginia’s federal functionally classified roadways. This Rural Long Range Transportation Plan is one piece of the 2035 Plan. VDOT, Virginia’s Planning District Commissions (PDCs), and the local governments they represent are partners in the development of this new initiative to create regional transportation plans in rural and small urban areas that complement those in Virginia’s metropolitan areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by a metropolitan planning organization (MPO). In the case of the LENOWISCO Planning District (LENOWISCO), the majority of the region is rural, however, Kingsport, Tennessee is four miles south of the state border and is an urbanized area whose transportation needs are coordinated by the Kingsport MPO. Gate City, Weber City, and the urbanized portions of Scott County are a part of this MPO and the transportation needs of these areas are coordinated under a separate long range plan. For the purposes of this Plan, only the transportation network outside of the MPO is analyzed and addressed in this report.

Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used as a basis to identify transportation funding priorities. Additional details on topics discussed in this plan can be found in the Technical Report.

STUDY APPROACH

- Development of transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental overview.

OVERVIEW OF THE REGION

Description and Function of the LENOWISCO Planning District Commission

The LENOWISCO region is located in the southwest corner of Virginia and lies on the borders of Kentucky and Tennessee. The LENOWISCO PDC serves the Counties of Lee, Scott, and Wise, and the City of Norton. The LENOWISCO region is a predominantly rural area with denser development occurring around Norton and the towns. The geography of the region is primarily influenced by the topography. The entire PDC is within the ridge and valley system of the Appalachian Mountains. The towns, cities, and almost all development, including the transportation network, are situated along the river valleys.

Summary of the Transportation Network

I-81 passes southeast of the region within the ridge and valley system. Primary corridors running northeast to southwest include US 58, Alternate US 58, VA 65, VA 71, and VA 72. Corridors that provide connections to the north and south include US 421 and VA 23. There is one public transit agency that serves the LENOWISCO Region: Mountain Empire Older Citizens, Inc. (MEOC). There are currently 33 miles of existing bicycle and pedestrian facilities throughout the region. There are no commercial airports in the region and two general aviation airports. Within the LENOWISCO region, there are two rail carriers, Norfolk Southern and CSX. There are ten official VDOT maintained park and ride lots. Passenger rail is currently not available in the region.
Goals and Objectives

Needs for each regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were found and used to shape common regional long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for LENOWISCO was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area. Rural transportation planning in LENOWISCO is guided by the Rural Transportation Planning Technical Committee. The transportation committee reviewed the needs of the region and formulated goals:

**GOAL 1** Increase the safety of the transportation system.

**GOAL 2** Protect and enhance the natural, historic, and neighborhood environment while making improvements to the existing system or building new sections.

**GOAL 3** Preserve the existing transportation system.

**GOAL 4** Align transportation projects with economic development goals and opportunities.

**GOAL 5** Improve coordination of transportation planning between VDOT, cities, counties, and towns.

Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area.

**Common Rural Long Range Plan Goals**

In addition to the regional goals, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans 2035:

**GOAL 1** Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.

**GOAL 2** Provide a safe and secure transportation system.

**GOAL 3** Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

**GOAL 4** Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.

**GOAL 5** Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

**GOAL 6** Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.
DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and in the LENOWISCO region are working either to seek new economic growth and diversification or to balance growth, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and in the LENOWISCO region, based particularly on proximity to urban areas. Many of the rural counties throughout the Commonwealth are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities - including education, health care, social services, employment, and transportation - shift and fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

Improvements to the network are needed because mobility and safety are affected by increases in population.

Population Trends

The LENOWISCO region has experienced a general decline in population since the 1950s and 1960s, which continued until 2000. All of the jurisdictions have experienced growth in population between 2000 and 2008; total population was estimated in 2008 at 94,720. The populations in both Lee County and the City of Norton increased by 7%. However, population projections forecast that by 2030, only Wise County is expected to have any growth. The remaining jurisdictions are expected to lose population.

Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the LENOWISCO region, population changes can and will affect the transportation network due to the topographic constraints on the network.

Land use in the LENOWISCO Region has not changed dramatically. Due to the steep slopes throughout most of the region, development has almost exclusively concentrated in the valleys. Population changes have not been remarkable enough in the region to prompt major changes in growth and development. All development is expected to remain along the valley floors and the major roadways: US 23, US 58, and Alt US 58. This trend will affect future land use in the counties and could intensify travel demand on the regional roadway network.

Current and Projected County Population

Population Trends

The LENOWISCO region has experienced a general decline in population since the 1950s and 1960s, which continued until 2000. All of the jurisdictions have experienced growth in population between 2000 and 2008; total population was estimated in 2008 at 94,720. The populations in both Lee County and the City of Norton increased by 7%. However, population projections forecast that by 2030, only Wise County is expected to have any growth. The remaining jurisdictions are expected to lose population.

Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the LENOWISCO region, population changes can and will affect the transportation network due to the topographic constraints on the network.
Demographic Trends
Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include the elderly, persons with disabilities, persons with low-income, and minorities, as defined by the US Census. In the 2000 US Census, all of the jurisdictions had a minority population percentage lower than that of the state (29.9%). In 2000, all jurisdictions had low-income populations above the state percentage of 9.6%. The portion of the population with disabilities in all jurisdictions is above the state percentage of 18.1%. All of the jurisdictions also have elderly populations in a higher proportion than the state in 2000 (11.2%).

Transportation Implications
US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on demand-responsive transit in a rural area than in urban areas. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The LENOWISCO PDC, in conjunction with the Virginia Department of Rail and Public Transportation’s (DRPT) statewide effort, recently completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Certain needs are being identified throughout the state such as limited demand-responsive transit service, limited fixed-route service, determination of a single point of contact for providers, and funding constraints. Some of these needs were also identified in the LENOWISCO region.
REGIONAL TRANSPORTATION SYSTEM

Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and forecasted conditions.

Roadways

I-81 passes southeast of the region within the ridge and valley system. The transportation network is largely influenced by the ridges and valleys that generally travel northeast to southwest; many of the primary arterials also run in this direction. Primary corridors running northeast to southwest include US 58, Alternate US 58, VA 65, VA 71, and VA 72. Corridors that provide connections to the north and south include US 421 and VA 23.

Airports

There are no commercial airports in the region. The nearest commercial airport, Tri-Cities Regional, is located south of Scott County in Blountville, Tennessee adjacent to I-81. There are two general aviation airports in the region, Lee County Airport west of Jonesville and Lonesome Pine Airport east of the Town of Wise. The Virginia Air Transportation System Plan Update includes data on changes in the number of based aircraft at airports. The average annual growth rate of based aircraft between 1990 and 2000 was 0.2% at Lee County, and -0.1% at Lonesome Pine (DOAV, 2003).

Public Transportation

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. Mountain Empire Older Citizens Inc. (MEOC) is the primary transit agency in LENOWISCO. It is also the region’s Area Agency on Aging and Children’s Advocacy Center. Fixed-route service is currently not available. Demand-responsive transit is provided throughout the region with 24-hour notice. The service is available to all ages as well as health and human service agencies through contracts. In the case of the LENOWISCO region, there are no other organizations that serve the transportation needs of specific disadvantaged groups other than MEOC because it is the already the broker for Medicare, the Veteran’s Administration, and other social service agencies. In 2008, ridership was over 137,000.

Bicycle and Pedestrian Facilities

The mountainous terrain in the LENOWISCO PDC provides less opportunities for recreational trails used by casual bikers or pedestrians. However, the PDC currently does have some of these types of trails in the towns as well as rugged trails for more advanced bicycle users and pedestrian users/hikers: Leeman Field, Daniel Boone Bike Trail, Benge’s Revenge Century Ride, Wilderness Road Bike Trail, Cave’s Spring Hiking Trail, Cumberland Gap National Forest and Jefferson National Forest trails, Cumbeland Mountain Trail, Heart of Appalachia Bike Trail, Natural Tunnel State Park trail system, Sugar Hill Loop Bike Trail, Guest River Gorge Bike Trail, Big Stone Gap Greenbelt, and Big Stone Gap/Appalachia Bike Trail (under development). These facilities total 33 miles in the region.
Goods Movement

The majority of goods movement in the region, other than coal, is by truck and utilizes US 23, US 58, Alt US 58, US 421, VA 65, and VA 72. The freight generators and shippers are clustered in towns throughout the region (adjacent map). Less than half these locations use rail to move freight. Due to the topography of the area and the area’s current economic development, goods movement in the region is not expected to shift from truck to freight. There are numerous rail lines within the area. The rail lines are owned by Norfolk Southern and CSX and are a part of both company’s Coal Corridor. The Norfolk Southern lines carry most of the Virginia coal (90%) shipped to the port of Hampton Roads (DRPT, Virginia, 2008).

According to the 2000 US Census, sixty-one percent of workers in Scott County traveled outside of their county of residence.

Land Use

The land use in the LENOWISCO region is generally forested, rural residential, and surface mined, with slightly more dense residential and commercial uses centered around the existing towns. Land use has been influenced primarily by the topography. Steep slopes have discouraged development in favor of stream beds and valleys where roads are located. However, flooding potential has also constrained development. Growth areas and activity centers are within the existing towns and have not changed dramatically in recent years. The location and extent of land use and development throughout the region is reviewed as a part of traffic analysis. Changes in existing land use and geographic shifts of land use and development can have a long-term effect on traffic forecasts and demand on the transportation network.

Travel Demand Management

Travel demand management (TDM) holds the potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains in mass transit ridership for commuters can sometimes be realized. In the case of the LENOWISCO region, there is some concentration of employment destinations, in the towns and in Kingsport, Tennessee. There is the potential that some decreases in single-occupant vehicle trips could occur. According to the 2000 US Census, sixty-one percent of workers in Scott County traveled outside of their county of residence. In Lee and Wise Counties, the percentage of out of county commuters was 38% and 37%, respectively. Additional commuter-oriented pieces of the transportation network in the region include park and ride lots. There are ten VDOT maintained park and ride lots in the region. There is no commuter or passenger rail service available in the region.
TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways
Roadway analysis focused on safety, geometry and structure, and congestion. Through the review of available data, input at public meetings, and information provided by local and regional officials, the LENOWISCO PDC, in conjunction with the local jurisdictions, prepared a list of priority locations. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations required a new or updated analysis. Within the LENOWISCO region, 36 priority locations were analyzed; recommendations for these locations are identified separately in the list of recommendations that follow. Twenty-one of these locations were identified for assessment of congestion concerns, while the remaining 15 were analyzed for safety. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public.

The safety assessment locations were identified using safety and crash database information, and input from local officials and the public.

1. Safety
The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

2. Operations and Maintenance
   a. Geometric Conditions
   Roadways and intersections with geometric deficiencies such as sub-standard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.
   b. Bridge Condition
   Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction.

3. Capacity
   Level of service analyses were performed on all functionally classified roadways in the LENOWISCO region to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the LENOWISCO PDC and local governments as priority study locations. The recommendations to address the deficient locations are identified as congestion or safety, by jurisdiction. Current Day, Mid-Term, and Long-Term recommendations were combined in the tables and maps.

   Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasts deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.

Bridge Deficiency Summary

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ROADWAY SYSTEM DEFICIENCIES

Segment Deficiency
- Operation Deficiency
- Safety Deficiency
- Both Operation and Safety Deficiency
- Geometric Deficiency

Intersection Deficiency
- Operation Deficiency
- Safety Deficiency
- Both Deficiencies
- Other Deficiencies
LEE COUNTY RECOMMENDATIONS

1. US 58 (Daniel Boone Trl.)/US 421
   Short-term install signage and warning lights; Long-term consider signalization.

2. US 58 (Daniel Boone Trl./Wilderness Rd.)/VA 911 (Cardinal Rd./DeRoyal Industrial Rd.)
   Long-term consider installing signage and warning lights; Continue to monitor for improvements.

3. Alt. US 58 (Trail of the Lonesome Pines)/VA 645 (Clyde Pearson Rd.)
   Short-term install signage and warning lights; Long-term consider signalization.

4. US 58 (Daniel Boone Trl.)/VA 724 (Peoples Bank Rd./Sand Rd.)
   Deficiency with low priority; Continue to monitor for potential improvements.

5. US 58 (Daniel Boone Trl./Wilderness Rd.)/VA 909 (American Trl.)
   Short-term consider installing signage and warning lights.

6. US 421/VA 621 (Right Poor Valley Rd.)
   Short-term apply pavement markings; Mid-term implement access management in northwest corner and install raised curb along southbound US 421.

7. US 58 (Wilderness Rd.)/Stickleysville School Entrance (near VA 738)
   Short-term maintenance, apply pavement markings, cover exposed drainage or install low-lying guardrail.

8. US 58/VA 662 (Kurt Russell Rd.)
   Mid-term implement access management; Long-term realign VA 662 to intersect Chappell Drive south of intersection, lengthen eastbound US 58 right turn lane, widen northbound approach to provide right turn lane.

9. US 421/VA 642
   Short-term install stop bars on VA 642 approaches, install left and right turn lanes in both directions of US 421.

10. US 58 (Daniel Boone Trl./Wilderness Rd.)/VA 640 (Shavers Ford Rd.)
    Short-term install stop bar and signage and warning lights on VA 640; Long-term add turn lanes on US 58, implement access management, and reconstruct US 58 to improve sight distance.

11. US 58 (Daniel Boone Trl./Wilderness Rd.)/VA 783 (Cooney Hollow Loop)
    Short-term install stop bar on VA 783; Long-term continue to monitor for potential improvements, including turn lanes on US 58.

12. Proposed Jonesville Bypass from US 58 W. to Alt. US 58 N.
    Long-term construct Jonesville Bypass.

13. US 58 from VA 612 West to Scott Co. Line
    Long-term widen to rural three-lane roadway.

14. Alt. US 58 (Trail of the Lonesome Pines) from NCL of Jonesville to 0.17 mile E. of VA 648
    Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

15. US 58 from Proposed Jonesville Bypass to WCL of Jonesville
    Long-term construct Jonesville Bypass.

16. US 58 Alt. (Trail of the Lonesome Pines) from VA 645 to VA 644 E.
    Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders) with appropriate left turn lanes.

17. US 58 Alt. (Trail of the Lonesome Pines) from VA 644 E. to VA 643 N.
    Long-term widen to four-lane roadway with median with appropriate left turn lanes.

18. US 58 Alt. (Trail of the Lonesome Pines) from VA 643 N. to WCL of Pennington Gap
    Long-term construct Pennington Gap Bypass.

19. US 421 from VA 606 to VA 621 N.
    Long-term widen to four-lane roadway with median.

20. VA 744 from Tennessee State Line to US 58
    Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

21. VA 682 from VA 851 to VA 672 S.
    Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

LEE COUNTY DEFICIENCIES

Intersection Deficiency
Operation Deficiency
Safety Deficiency
Both Deficiencies
Other Deficiency
Segment Deficiency
Operation Deficiency
Safety Deficiency
Geometric Deficiency
Both Operation & Safety Deficiency
LEE COUNTY RECOMMENDATIONS (continued)

23 VA 682 from VA 674 to US 58
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

24 VA 680 from VA 852 to VA 667
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

25 VA 661 from VA 667 to 0.10 mile W. of VA 660
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

26 VA 661 from 0.19 miles E. of VA 660 to VA 662
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

27 VA 662 from VA 661 to 1.10 miles E. of VA 666
   Long-term reconstruct road to address geometric deficiencies
   (9-foot lanes).

28 VA 758 from VA 679 to 0.30 miles S. of VA 662
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

29 VA 758 from VA 662 to VA 661
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

30 VA 662 from VA 656 to VA 654
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

31 VA 654 from VA 615 to VA 662
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

32 VA 70 from Tennessee State Line to VA 610
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

33 VA 70 from VA 610 to VA 603
   Long-term reconstruct roadway to improve horizontal alignment.

34 VA 604 from VA 70 S. to VA 603 E.
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

35 VA 603 from VA 604 E. to Scott County Line
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

36 VA 617 from VA 70 to VA 612
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

37 VA 612 from VA 617 to VA 823
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

38 VA 612 from VA 823 to US 58 W.
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

39 VA 657 from VA 880 E. to VA 659 W.
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

40 VA 650 (Harlan Rd.) from 0.56 miles N. of VA 1226 to VA 647
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

41 VA 647 from US 58 Alt. S. (Trail of the Lonesome Pines) to VA 646
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

42 VA 647 from VA 646 to VA 644
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

43 VA 621 from VA 645 to 3.05 miles E. of VA 645
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

44 VA 621 from VA 788 to 1.00 mile E. of VA 633
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

45 VA 640 from US 58 to VA 646
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

46 VA 640 from 0.55 mile S. VA 639 to VA 641 S.
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

47 VA 640 from VA 641 S. to VA 641 N.
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

48 VA 638 from VA 882 to VA 642
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

49 VA 642 from VA 638 to US 421
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

50 VA 642 from VA 785 to VA 743
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders).

51 VA 642 from VA 743 to US 58 Alt.
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

52 VA 621 from VA 767 to VA 726
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

53 VA 621 from VA 726 to 0.20 miles E. of VA 726
   Long-term reconstruct road to address geometric deficiencies
   (10-foot lanes).

54 VA 606 from VA 624 Middle to VA 624 E.
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

55 VA 691 from Tennessee State Line to US 58
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

56 US 58 (Daniel Boone Trl.) at bridge over Powell River
   Short-term replace bridge.

57 US 58 (Dr. Thomas Walker Rd.) at bridge over Indian Creek
   Short-term replace bridge.

58 VA 612/bridge over Warren Creek, near VA 611
   Short-term replace bridge.

59 VA 811/bridge over Indian Creek
   Short-term replace bridge.

60 VA 633 at bridge 0.3 miles S. of VA 661 over Powell River
   Short-term replace bridge.

61 US 58/VA 9710 (Middle School Dr.)
   Short-term apply pavement markings, and install stop sign and
   bar for exiting school bus traffic; Mid-term perform access
   management and signalization study. (Jonesville)

62 US 58 Alt./VA 649 (Park St.)
   Short-term repaint pavement markings and modify signal phasing;
   Mid-term maintenance and add turn lanes; Long-term upgrade to
   urban design standards. (Jonesville)

63 VA 608 (Jones St.) from US 58 Alt. (Main St.) to VA 1204
   Long-term widen to urban three-lane roadway. (Jonesville)

64 US 58 (Jones St.) from VA 1204 to ECL of Jonesville
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders). (Jonesville)

65 US 58 Alt. (Main St.) from VA 1206 to NCL of Jonesville
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders). (Jonesville)

66 VA 650 (Harlan Rd.) from US 58 to NCL of Jonesville
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders). (Jonesville)

67 VA 648 (Town Branch Rd.) from SLC of Jonesville to US 58 (Jones St.)
   Long-term reconstruct road to address geometric deficiencies
   (11-foot lanes).

68 US 58 (Morgan Ave.)/VA 640 (Skaggs Hill Rd. / Harrell St.)
   Short-term repaint pavement markings and install stop bars
   and crosswalks; Long-term close Jaslyn Ave., redirect traffic to S.
   Kentucky Street, and install appropriate traffic control. (Pennington Gap)

69 US 58/US 421 (Doris Ave.)
   Short-term maintenance and lengthen eastbound left turn lane.
   (Pennington Gap)

70 Pennington Gap Bypass from 0.41 miles W. of WCL of Pennington
   Gap to 0.50 miles E. of ECL of Pennington Gap
   Mid-term construct roadway on new alignment; Long-term
   construct Pennington Gap Bypass. (Pennington Gap)

71 US 58 Alt. (Morgan Ave.) from WCL of Pennington Gap to 0.13 miles
   E. of VA 1112
   Long-term construct Pennington Gap Bypass. (Pennington Gap)

72 US 58 Alt. (Morgan Ave.) from 0.13 miles E. of VA 1112 to VA 1104
   Long-term construct Pennington Gap Bypass. (Pennington Gap)

73 US 58 Alt. (Morgan Ave.) from VA 1104 to ECL of Pennington Gap
   Long-term construct Pennington Gap Bypass. (Pennington Gap)

74 VA 634 from VA 352 to NCL of St. Charles
   Long-term reconstruct road to address geometric deficiencies
   (including full-width lanes and shoulders). (St. Charles)
Long-term reconstruct road to address geometric deficiencies VA 627 from VA 665 W. to VA 665 E (10-foot lanes).

Long-term reconstruct road to address geometric deficiencies VA 639 from VA 679 to VA 680 S (11-foot lanes).

Long-term reconstruct road to address geometric deficiencies VA 675 from VA 72 (Veteran Memorial Hwy.) to VA 679 (11-foot lanes).

Long-term reconstruct road to address geometric deficiencies VA 679 from VA 675 to VA 671 (11-foot lanes).

Long-term reconstruct road to address geometric deficiencies VA 671 from VA 679 to VA 680 S (11-foot lanes).

Long-term reconstruct road to address geometric deficiencies VA 585/VA 709 (A.P. Carter Hwy.) Long-term reconstruct road to address geometric deficiencies VA 653 (Mabel Rd.) at bridge over Stock Creek Branch Short-term replace bridge.

VA 72 (Veteran Memorial Hwy.) from VA 720 to VA 65 W.

VA 603 from Lee Co. Line to VA 613 Long-term widen to rural three-lane roadway.

VA 71/VA 613 (Big Moccasin Rd.) Long-term reconstruct intersection to address geometric and safety issues.

VA 71/VA 671 (Twin Springs Rd.) Long-term reconstruct road to address geometric deficiencies.

US 58/VA 709 (A.P. Carter Hwy.) Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

US 58 from Lee Co. Line to VA 1500 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 774 (Long Hollow Rd.) from VA 71 to VA 805 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 58 over North Fork Holston River (0.15 Miles S. Rt. 689) Short-term replace bridge.

US 58 bridge over Robert Creek Short-term replace bridge.

US 687 bridge over Big Moccasin Creek Short-term replace bridge.

US 653 (Hagan Hall Rd.) at bridge over Staunton Creek Short-term replace bridge.

US 653 (Mabe Rd.) at bridge over Stock Creek Branch Short-term replace bridge.

US 65 from VA 613 to VA 682 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 23 from VA 625 (Anglers Way Rd.) Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 65 from VA 23 to VA 637 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 65 from US 23 to VA 837 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 23 at US 58/US 421/VA 871 and VA 757 Short-term consider access management and alternative methods of traffic control. (Duffield)

US 65 from WCL of Dungannon to VA 72 E. Short-term improve pavement markings, signage, and operation of beacon alerting drivers of red light ahead. Mid-term convert access at VA 757 to right-in/right-out and lengthen/install turn lanes. (Duffield)

VA 709 from US 58 to VA 712 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 712 from VA 709 to VA 614 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 613 from VA 71 to VA 682 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 774 (Long Hollow Rd.) from VA 71 to VA 805 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 58 over North Fork Holston River (0.15 Miles S. Rt. 689) Short-term replace bridge.

US 58 bridge over Robert Creek Short-term replace bridge.

US 687 bridge over Big Moccasin Creek Short-term replace bridge.

US 653 (Hagan Hall Rd.) at bridge over Staunton Creek Short-term replace bridge.

US 653 (Mabe Rd.) at bridge over Stock Creek Branch Short-term replace bridge.

US 23 at VA 625 (Anglers Way Rd.) Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 65 from VA 613 to VA 682 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 671 from VA 675 to VA 671 (11-foot lanes).

VA 679 from VA 675 to VA 671 (11-foot lanes).

VA 675 from VA 72 (Veteran Memorial Hwy.) to VA 679 (11-foot lanes).

VA 679 from VA 675 to VA 671 (11-foot lanes).

VA 671 from VA 679 to VA 680 S (11-foot lanes).

VA 585/VA 709 (A.P. Carter Hwy.) Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 58 from Lee Co. Line to VA 1500 Long-term widen to rural three-lane roadway.

US 774 (Long Hollow Rd.) from VA 71 to VA 805 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 58 over North Fork Holston River (0.15 Miles S. Rt. 689) Short-term replace bridge.

US 58 bridge over Robert Creek Short-term replace bridge.

US 687 bridge over Big Moccasin Creek Short-term replace bridge.

US 653 (Hagan Hall Rd.) at bridge over Staunton Creek Short-term replace bridge.

US 653 (Mabe Rd.) at bridge over Stock Creek Branch Short-term replace bridge.

US 23 at VA 625 (Anglers Way Rd.) Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 65 from VA 613 to VA 682 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 671 from VA 675 to VA 671 (11-foot lanes).

VA 679 from VA 675 to VA 671 (11-foot lanes).

VA 675 from VA 72 (Veteran Memorial Hwy.) to VA 679 (11-foot lanes).

VA 679 from VA 675 to VA 671 (11-foot lanes).

VA 671 from VA 679 to VA 680 S (11-foot lanes).

VA 585/VA 709 (A.P. Carter Hwy.) Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 58 from Lee Co. Line to VA 1500 Long-term widen to rural three-lane roadway.

US 774 (Long Hollow Rd.) from VA 71 to VA 805 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 58 over North Fork Holston River (0.15 Miles S. Rt. 689) Short-term replace bridge.

US 58 bridge over Robert Creek Short-term replace bridge.

US 687 bridge over Big Moccasin Creek Short-term replace bridge.

US 653 (Hagan Hall Rd.) at bridge over Staunton Creek Short-term replace bridge.

US 653 (Mabe Rd.) at bridge over Stock Creek Branch Short-term replace bridge.
**WISE COUNTY RECOMMENDATIONS**

1. **US 58 Alt. (Norton-Coeburn Rd.)/VA 706 (Tacoma Mountain Rd.)**
   - Short-term maintenance and signal coordination with railroad.
   - Mid-term lengthen westbound left turn lane.

2. **US 58 Alt. (Norton-Coeburn Rd.)/VA 657 (Carlfax Rd.)**
   - Short-term maintenance and install warning signage for turning vehicles.
   - Mid-term lengthen westbound turn lane.
   - Long-term reconstruct to improve alignment.

3. **US 23 (Orby Cantrell Hwy.)/VA 387 (Mountain Empire Rd.)**
   - Deficiency with low priority; Continue to monitor for potential improvements.

4. **US 23 (Orby Cantrell Hwy.)/VA 610 (Powell Valley Rd.)**
   - Mid-term install southbound left turn lane.

5. **US 23 at US 23 Business (Park Ave.)/VA 757**
   - Short-term maintenance and improve signage; Mid-term improve operation of warning signage alerting drivers of red light ahead and consider installing intersection lighting; Long-term install paved shoulders on US 23.

6. **US 23 Business (Gilley Ave.)/US 23 (Orby Cantrell Hwy.)**
   - Deficiency with low priority; Continue to monitor for potential improvements.

7. **US 23 Business (East 5th Street) from NCL of Big Stone Gap to SCL of Appalachia**
   - Long-term widen to rural four-lane roadway with median.

8. **VA 646 (Coeburn Mount Rd.) from ECL of Wise to US 382 E.**
   - Long-term widen to urban four-lane roadway with median and apply access management.

9. **VA 646 (Coeburn Mount Rd.) from VA 801 to VA 706**
   - Long-term widen to rural four-lane roadway with median.

10. **VA 72 from Scott Co. Line to VA 664**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

11. **VA 685 from VA 78 to VA 812**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

12. **VA 613 from VA 683 to VA 612 E.**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

13. **VA 683 from VA 613 to VA 609**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

14. **VA 683 from VA 609 to VA 610**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

15. **VA 610 from VA 612 W. to US 23**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

16. **VA 744 from West Corporate/Co. Limits of Norton to US 23 Business**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

17. **VA 621 from US 23 Business to VA 610**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

18. **VA 644 from US 1145 to VA 643**
    - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

19. **VA 649 (Craney Ridge Rd.) from VA 650 to Dickenson Co. Line**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

20. **VA 643 from VA 645 to VA 636 (Dotson Creek Rd.)**
    - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

21. **VA 636 (Dotson Creek Rd.) from VA 643 to VA 634 (Bean Gap Rd.)**
    - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

22. **VA 634 (Bean Gap Rd.) from US 23 to 1.02 miles E. of US 23**
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

23. **VA 641 (Bean Gap Rd.) from VA 641 to Dickenson Co. Line**
    - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

24. **VA 633 (Bold Camp Rd.) from VA 748 to VA 797**
    - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

25. **VA 633 (Bold Camp Rd.) from VA 797 to VA 634 (Bean Gap Rd.)**
    - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

26. **US 23 (Kent Junction Rd.) over railroad, located near Alt. US 58**
    - Short-term replace bridge.

27. **Wise Innovation Hwy. from Alt. US 58 to Lonesome Pine Airport**

    - Mid-term widen to urban three-lane roadway.
WISE COUNTY RECOMMENDATIONS (continued)

29 Big Stone Gap Bypass from US 58 to Big Stone Gap WCL
Long-term construct Big Stone Gap Bypass.

30 Big Stone Gap Bypass from Big Stone Gap ECL to US 23
Long-term construct Big Stone Gap Bypass.

31 VA 658 (River View Rd.) from VA 813 (Old Norton Coeburn Rd.) to VA 1118
Long-term widen to urban two-lane roadway.

32 VA 658 (River View Rd.) from VA 1118 to WCL of Coeburn
Long-term widen to urban two-lane roadway.

33 VA 813 (Old Norton Coeburn Rd.) from US 58 Alt. W. to US 58 Alt. off Ramp
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

34 US 23 at VA 671 (South Fork Rd.)
Short-term maintenance and consider installing warning and speed advisory signage on US 23 approaches; Mid-term consider access management and replace pavement and pavement markings on both approaches of VA 671.

35 Proposed Coalfields Expressway from US 23 Bypass to Dickenson Co. Line
Long-term construct Coalfields Expressway with new roadway to provide link to US 23.

36 VA 83 from VA 850 to Dickenson Co. Line
Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders).

37 VA 671 from 0.40 miles W. of VA 679 to VA 788
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

38 US 23 (Orby Cantrell Hwy.) at US 23 Business (Main St.)/VA 823 (Indian Creek Rd.)
Short-term maintenance and refresh pavement markings; Mid-term improve pavement, signage, and operation of beacon alerting drivers of red light ahead; Long-term improve sight distance in intersection corners.

39 VA 636 (Birchfield Rd.) from NCL of Wise to VA 654
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

40 US 23 Business at VA 160/VA 68 (North Inman St.)
Short-term install centerline and change signal to four-section head signal; Mid-term implement access management and construct additional southbound through lane. (Appalachia)

41 US 23 Business from VA 68 to ECL of Appalachia
Long-term widen to rural four-lane roadway with median. (Appalachia)

42 Main Street at US 23 Business (Norton Rd.)
Short-term repaint all pavement markings, adjust signal timing, and consider realigning intersection with Norton Rd. (Wise)

43 Main Street at Railroad Ave./Oakwood Ave. SE
Short-term remove signal pole from sidewalk; Mid-term apply access management and add right turn lane on eastbound approach. (Wise)

44 Main Street/Birchfield Rd.
Short-term repaint all pavement markings and adjust signal timings; Long-term consider realigning intersection with Norton Rd. (Wise)

45 US 23 (Orby Cantrell Hwy.)/VA 624 (Addington St.)
Short-term install “Intersection Ahead” warning signs along US 23: Mid-term lengthen and install turn lanes and consider signalization based on warrant analysis. (Wise)

46 US 23 (Orby Cantrell Hwy.)/US 23 Business (Norton Rd.)
Long-term provide two through lanes in each direction on minor approaches, add second left turn lane on both US 23 approaches, and channelize southbound right turn to a free-flow movement. (Wise)

47 Birchfield Rd. from Church St. to NCL of Wise
Long-term continue to monitor for improvements, including widening roadway with necessary turn lanes. (Wise)

48 Birchfield Rd. at Lake St.
Short-term add crosswalk markings and signage and southbound right turn lane. (Wise)

49 Birchfield Rd. from US 23 (Main St.) to Church St.
Short-term add through truck prohibition signs along corridor to divert trucks to Wise Bypass; Long-term widen to urban two-lane roadway. (Wise)

50 Main Street from US 23 Business (Norton Rd.) to Park Ave.
Short-term add through truck prohibition signs along corridor to divert trucks to Wise Bypass. (Wise)

51 Park Ave. from Main St. to Darden Dr.
Short-term add through truck prohibition signs along corridor to divert trucks to Wise Bypass. (Wise)

52 Addington Ave. from US 23 Bypass to US 23 Business
Mid-term reconstruct roadway to two-lane rural standards. (Wise)

53 Lake Street from Birchfield Rd. to Hurricane Rd.
Mid-term reconstruct roadway to two-lane rural standards, including sidewalks. (Wise)

54 US 23 from SCL to Woodland Dr.
Mid-term install street lighting on US 23 approaches. (Wise)

Short-term widen roadway to three-lane urban standards with a continuous left turn lane; Long-term widen roadway to four-lane urban standard. (Wise)

56 VA 646 (Darden Dr.) from Park Ave./Hurricane Rd. to ECL of Wise
Long-term widen to urban three-lane roadway. (Wise)

57 Warner St. from Norton Dr. to Yellow Creek Rd.
Long-term reconstruct roadway to urban two-lane standard. (Wise)
US 23 (Orby Cantrell Hwy.) at US 23 Business (Main St.)/VA 630
Short-term install stop bars on VA 630 and Main Street; Long-term safety improvements may be implemented as part of Coalfields Expressway project. (Pound)

US 23 Business/V A 83
Deficiency with low priority; Continue to monitor for potential improvements. (Pound)

US 23 Business from VA 83 to VA 671
Long-term widen to urban four-lane roadway. (Pound)

US 23 Business from VA 671 to US 23 N. Bypass
Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders). (Pound)

US 23 Business from US 23 Bypass S. Pound to VA 633 (Bold Camp Rd.)
Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders). (Pound)

VA 83 from US 23 Business to VA 850
Long-term widen to urban four-lane roadway. (Pound)

Big Stone Gap Bypass from Big Stone Gap WCL to Big Stone Gap ECL
Long-term construct Big Stone Gap Bypass. (Big Stone Gap)

US 58 (Wood Ave.) from WCL of Big Stone Gap to E. 1st St.
Long-term reconstruct roadway to three-lane urban standards. (Big Stone Gap)

Short St. from US 58 Alt. (Wood Ave.) to 2nd Ave.
Long-term widen to urban two-lane roadway. (Big Stone Gap)

2nd Ave. from Short St. to US 23 Business (E. 5th St.)
Long-term widen to urban two-lane roadway. (Big Stone Gap)

US 23 Business (E. 5th St.) at US 23 (Gilley Ave.)
Short-term correct sight distance at intersection; Long-term realign intersection and widen to four lane urban section with turn lanes. (Big Stone Gap)

US 23 Business (E. 5th St.) at US 58 (Wood Ave.)
Short-term implement signal improvements, including radius improvements on Miner’s Park side of intersection. (Big Stone Gap)

Gilley Ave. over South Fork Powell River
Mid-term reconstruct and widen bridge to four-lane divided urban standard. (Big Stone Gap)

Gilley Ave. from E. 5th St. to Hamblen St.
Long-term widen bridge over South Fork Powell River, then widen roadway to four-lane divided urban standard. (Big Stone Gap)

Gilley Ave. from Hamblen St. to Dogwood Dr.
Short-term correct sight distance along corridor; Long-term widen roadway to four-lane divided urban standards, including additional turn lanes at Dogwood Drive. (Big Stone Gap)

Gilley Ave. from Dogwood Dr. to ECL
Short-term widen roadway to four-lane divided urban standards, including additional turn lanes at Dogwood Drive. (Big Stone Gap)

Armory Rd. – E. Shawnee Ave. Connection from E. Shawnee Ave. to Armory Rd.
Mid-term construct roadway to two-lane urban standard. (Big Stone Gap)

Shawnee Ave. W. at bridge over South Fork Powell River
Mid-term replace/repair bridge. (Big Stone Gap)

US 23 Business/V A 83
Deficiency with low priority; Continue to monitor for potential improvements. (Pound)

US 23 Business from VA 83 to VA 671
Long-term widen to urban four-lane roadway. (Pound)

US 23 Business from VA 671 to US 23 N. Bypass
Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders). (Pound)

US 23 Business from US 23 Bypass S. Pound to VA 633 (Bold Camp Rd.)
Long-term reconstruct to rural four-lane roadway with median (including full-width lanes and shoulders). (Pound)

VA 83 from US 23 Business to VA 850
Long-term widen to urban four-lane roadway. (Pound)

Big Stone Gap Bypass from Big Stone Gap WCL to Big Stone Gap ECL
Long-term construct Big Stone Gap Bypass. (Big Stone Gap)

US 58 (Wood Ave.) from WCL of Big Stone Gap to E. 1st St.
Long-term reconstruct roadway to three-lane urban standards. (Big Stone Gap)

Short St. from US 58 Alt. (Wood Ave.) to 2nd Ave.
Long-term widen to urban two-lane roadway. (Big Stone Gap)

2nd Ave. from Short St. to US 23 Business (E. 5th St.)
Long-term widen to urban two-lane roadway. (Big Stone Gap)

US 23 Business (E. 5th St.) at US 23 (Gilley Ave.)
Short-term correct sight distance at intersection; Long-term realign intersection and widen to four lane urban section with turn lanes. (Big Stone Gap)

US 23 Business (E. 5th St.) at US 58 (Wood Ave.)
Short-term implement signal improvements, including radius improvements on Miner’s Park side of intersection. (Big Stone Gap)

Gilley Ave. over South Fork Powell River
Mid-term reconstruct and widen bridge to four-lane divided urban standard. (Big Stone Gap)

Gilley Ave. from E. 5th St. to Hamblen St.
Long-term widen bridge over South Fork Powell River, then widen roadway to four-lane divided urban standard. (Big Stone Gap)

Gilley Ave. from Hamblen St. to Dogwood Dr.
Short-term correct sight distance along corridor; Long-term widen roadway to four-lane divided urban standards, including additional turn lanes at Dogwood Drive. (Big Stone Gap)

Gilley Ave. from Dogwood Dr. to ECL
Short-term widen roadway to four-lane divided urban standards, including additional turn lanes at Dogwood Drive. (Big Stone Gap)

Armory Rd. – E. Shawnee Ave. Connection from E. Shawnee Ave. to Armory Rd.
Mid-term construct roadway to two-lane urban standard. (Big Stone Gap)

Shawnee Ave. W. at bridge over South Fork Powell River
Mid-term replace/repair bridge. (Big Stone Gap)
**WISE COUNTY RECOMMENDATIONS (continued)**

86 Quillen Ave. Southeast from VA 72 to VA 658  
Long-term widen to urban four-lane roadway. (Coeburn)

87 VA 158 (Front St. W.) from US 58 All. W. (Coeburn Bypass) to VA 72  
(Front St. East-Laurel Ave.)/VA 884 (Trail of the Lonesome Pine)  
Long-term widen to urban four-lane roadway. (Coeburn)

88 VA 72/158 (Front St. E.) from Quillen Ave. SE to VA 72/East St. NE  
Long-term widen to urban four-lane roadway. (Coeburn)

89 VA 658 (Central Ave. SW) from WCL of Coeburn to VA 1129 (May Ave. SW)  
Long-term widen to urban two-lane roadway. (Coeburn)

90 VA 813 (Old Norton Coeburn Rd.) from US 58 All. Off Ramp to VA 72/VA 813/  
US 58 Business  
Long-term widen to urban three-lane roadway. (Coeburn)

91 US 58 Business/VA 158 over Toms Creek  
Short-term replace bridge. (Coeburn)

92 US 58 All. (St. Paul Bypass)/VA 63 (Wise St.)  
Short-term install “Right on Green Arrow Only” signage on US 58 approaches and monitor signal operation. (St. Paul)

93 VA 270 from US 58 All. to VA 43  
Long-term widen to rural four-lane roadway. (St. Paul)
NORTON COUNTY RECOMMENDATIONS

1. US 23 Business (Park Ave.)/11th St.
   Short-term maintenance and refresh pavement markings; Mid-term improve right turn radii to accommodate truck traffic and continue to monitor for potential capacity improvements.

2. US 23 Business (Park Ave.)/15th St.
   Short-term install signal, add left turn lanes, and apply access management.

3. US 23 Business (Park Ave.)/14th St.
   Short-term prohibit southbound left turns from 14th St. onto US 23 Business during peak hours and divert traffic to 15th St.

4. US 23 Business (Park Ave.)/Coeburn Ave.
   Short-term improve turn radius.

5. Alt. US 58/Trent St.
   Short-term extend left turn bay and construct barrier to separate US 58 through lanes from mall traffic and add signage to divert mall traffic to second access; Long-term add second left turn lane on all approaches.

6. Alt. US 58/Hawthorne Dr.
   Short-term signalize intersection and restripe roadway to accommodate future demand.

7. 2nd St./Norfolk Southern railroad crossing
   Short-term install flashing lights and rail crossing gates.

8. Coeburn Ave./Norfolk Southern railroad crossing
   Short-term install flashing lights and rail crossing gates.

9. Coeburn Ave./Norfolk Southern railroad crossing
   Short-term reconstruct approaches and install flashing lights and crossing gates.

10. East Park Ave./Norfolk Southern railroad crossing
    Mid-term install flashing lights and rail crossing gates.

11. 11th St./Kentucky Ave./12th St.
    Long-term reconstruct intersection to provide dual lefts on eastbound approach and dual rights on southbound approach.

12. US 23 Bypass/Alt. US 58 Interchange
    Mid-term construct fourth loop ramp to complete interchange as a cloverleaf.

13. US 23 Business (Park Ave.) from WCL to 14th St.
    Mid-term widen roadway to four-lane urban standards and apply access management.

14. US 23 Business (Park Ave.) from 14th St. to 11th St.
    Short-term restrict westbound curb lane as a shared through-right lane; Mid-term widen roadway to four-lane urban standards.

15. US 23 Business (Park Ave.) from 11th St. to Coeburn Ave.
    Short-term develop signal timing plan to improve progression along corridor and then continue to monitor for performance.

16. US 23 Business (Park Ave.) from Coeburn Ave. to Begin Divided Hwy.
    Short-term widen roadway to four-lane urban standards, upgrade signals, and develop signal timing plan to optimize progression along corridor.

17. US 23 Business (Park Ave.) from Begin Divided Hwy. to VA 283
    Short-term upgrade signals and develop signal timing plan; Long-term widen roadway to four-lane urban standard with appropriate turn lanes.

18. East Park Ave. from VA 283 to 12th St. NE
    Mid-term widen to urban four-lane roadway.

19. 12th St. SW from Kentucky Ave./11th St. to US 23 Bypass
    Long-term widen to urban four-lane roadway.

20. 11th St. from Kentucky Ave./12th St. to Park Ave.
    Long-term widen to urban four-lane roadway and reconstruct bridge over railroad tracks.

21. 12th St. connector from VA 619 to Main St.
    Long-term construct new roadway to urban two-lane standards.

22. VA 619 from US 23 Interchange to SCL
    Long-term reconstruct roadway to rural two-lane standards.

23. 16th St. Connector from 16th St. to Dorchester Rd.
    Long-term construct new roadway to rural two-lane standards.

24. Hawthorne/Kentucky Connector from Hawthorne Dr. to Kentucky Ave.
    Long-term construct new roadway to rural two-lane standards.

25. Hawthorne Dr. from US 58 Alt. to Wal-Mart Dr.
    Short-term implement signal and safety improvements per CTB Six Year Program.
Public Transportation
One set of deficiencies and recommendations (base year and forecast year) was developed for both fixed-route and demand-responsive transit. They were developed primarily from the MERTAC Regional Mobility Plan (MEOC, 2007). These are vision goals/recommendations for improvements that the plan identified:

- A one-call 24-7 Regional Transportation Center for and within the LENOWISCO PDC - a central contact point for all human service transportation needs;
- Fill the funding gaps in existing transportation programs;
- Maintain and enhance mobility through increasing trips for access to CORE services, support new startups and expansion of existing transportation providers;
- Support coordination of referral services and Mobility Managers to assist consumers;
- Encourage monitoring of provider performance and new technologies like real time vehicle locator services;
- Provide relevant training to providers, consumers, and the public at large;
- Support regional employers and workers with employment-related transportation;
- Support freedom of choice among consumers for transportation providers and consistent and equitable treatment of trip requests from consumers; and
- Support the creation of a self-sustaining and economically efficient transportation system to serve the LENOWISCO region.

There is potential for a widespread mountain trail system in the region.

Bicycle and Pedestrian Facilities
Determination of the need for bikeways and pedestrian facilities is dependent on several factors. One is to define areas for development that have numerous trip generators and attractors, such as neighborhoods, parks, schools, and shopping areas. Another factor in development is the determination of areas appropriate for extensions of existing routes and paths to provide better links between facilities.

Due to the topography in the LENOWISCO PDC, there is not an extensive network of traditional casual bicycle and pedestrian facilities. The few existing facilities are for more advanced bicycle users. The current comprehensive plans of almost all of the individual jurisdictions do not call for extensions of existing facilities or expansion of the network. Only the Wise County Comprehensive Plan (1998) states that, in the future, the transportation network should include alternative modes of transportation such as bikeway and pedestrian facilities.

The review of disadvantaged population groups determined that even though there is no fixed-route service, mobility by these populations is served by the MEOC existing demand-responsive service. Addition of fixed-route or flexible fixed-route transit service along the principal arterials within the PDC could provide better mobility and access for these populations.

Airports
The Virginia Air Transportation System Plan Update contains forecasts of average annual growth rates through 2020 of aircraft based at both commercial and general aviation airports (DOAV, 2003). Aircraft based at Lee County are expected to grow by 0.4% annually and at Lonesome Pine Airport by 0.1%. Future growth at these airports is not expected to have long-term effects on the existing transportation network.

The Towns of Big Stone Gap and Appalachia are planning a multi-purpose trail using an abandoned section of rail line. The trail is proposed to parallel the Powell River and US 23 Business between the towns. Termini and access points are still being evaluated.

The Southwest Regional Recreation Authority (SRRA) was established by the Virginia General Assembly as a recreational, tourism, and economic development initiative to oversee the development and management of a network of trails through the LENOWISCO PDC and the Cumberland Plateau PDC to the northeast. The trails would primarily serve all terrain vehicles, mountain bicycles, hikers, and horseback riders.
Land Use and Future Growth

A review of the jurisdictions’ comprehensive plans, zoning, and proposed future land use determined where future growth areas could be. Existing land use in the LENOWISCO region is generally forested and rural agricultural or residential in nature, therefore future development is expected to focus in existing towns, along major roadway corridors, and where water and sewer service is currently available. These growth areas were developed by the LENOWISCO PDC in conjunction with the individual jurisdictions. These areas were used in the analysis of the roadway network to review existing traffic forecasts for the individual roadways and to produce new forecasts. The analysis was then used to prepare the recommendations.

Goods Movement

The transfer of goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailers trips, and preserving or possibly enhancing roadway Level-of-Service (LOS). Even though there is an extensive rail network in the LENWISCO region, these type of transfers are not as likely to happen due to the dominance of coal on the existing rail networks. Key truck freight corridors will continue to include the major arterials and collectors in the region, US 23, US 58, Alt US 58, US 421, VA 65, and VA 72. The jurisdictions wish to guide any new industrial and commercial development towards the existing development in order to utilize the current infrastructure such as water and sewer service and the transportation network.

Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high public transportation use. This is particularly true in the LENOWISCO PDC. Some decreases in single-occupant vehicle trips are possible through the promotion and continued use of park and ride lots throughout the region. Further reductions would be possible if fixed-route public transit service were to be established in the region. During surveys conducted for the MERTAC Regional Mobility Plan, employees of major employers in the region were asked about their travel habits and preferences. Most of these workers were in the middle income brackets and were between the ages of 35 to 54. Due to limited funding opportunities for transit in the region, the Transportation Advisory Council is trying to focus existing funding on service for the traditionally underserved or disadvantaged groups in the population to improve mobility and access.

PLAN ADOPTION

The 2035 Rural Long Range Transportation Plan for the LENOWISCO PDC will be adopted by the Planning District Commission in 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 Surface Transportation Plan. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the 2035 Surface Transportation Plan and VTrans 2035 can be found at www.vdot.virginia.gov.

REFERENCES


