TAZEWELL 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 TAZEWELL

Adopted December 2000
Revised January 2003

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

INTRODUCTION

The Tazewell 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation and the Town of Tazewell. The purpose of the study was to evaluate the transportation system in the Tazewell 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 addresses 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

Tazewell is located in central Tazewell County at the conjunction of State Routes 16 and 61 with US Routes 460 and 19. The Clinch River and the Norfolk Southern railroad cross the north side of the Town. Tazewell is comprised of the original Town of Tazewell and the former Town of North Tazewell, which straddle the US 460 and 19 bypass. In 2000, the Town annexed additional areas to form one contiguous municipality that included all the areas that formerly were between the two townships. A finite urban area was established for purposes of this transportation study, which followed the corporate limits of the Town of Tazewell as of 1999 when the Study was initiated. The recommendations for roadways within the annexed area have been moved from the County's comprehensive plan to this 2020 Transportation Plan.

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 Tazewell 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 Tazewell 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 Tazewell declined from about 4,500 to 4,100. This represents a decline of just over half a percent

per year. Tazewell County had a population drop in the early 1980s, but has rebounded and is projected to grow at close to a one percent annual growth rate in the future.

PHASE ONE: BASE YEAR ROADWAY RECOMMENDATIONS

VA 61

On Riverside Drive from the old western corporate limits to the intersection where VA 61 branches south from Market Street, provide left turn lanes to improve traffic flow, and provide improved access management for commercial development. The estimated cost for up to five individual turning lanes is $450,000, and the estimated cost of additional right-of-way that would be required is $270,000. The total estimated cost is $720,000.

At Market Street and VA 61, realign the intersection to better coordinate with adjacent land use and improve turning movements. This would allow the traffic light to operate in all four directions (currently it operates for three). Construction cost is estimated at $1,200,000, and estimated right-of way costs are $1,200,000, totaling $2,400,000.

From Market Street to Fincastle Turnpike, widen VA 61 to a three-lane cross section with a continuous turning lane. This improvement would provide a wider turning radius for industrial traffic from Walnut Street and remove turning traffic from the through lanes. Constraints/ considerations include the Clinch River Bridge at the south end and the Norfolk Southern at-grade rail crossing. The reconstructed roadway would have a minimum 48-foot pavement width for a distance of up to 0.2 miles. Estimated construction cost is $800,000, and right-of-way is estimated to cost $480,000, for a total estimated cost of $1,280,000.

At Market Street and Fincastle Turnpike, widen the turning radius in the northwest quadrant of the intersection. This traffic improvement should be coordinated with the VA 61 improvement from Market Street to Fincastle Turnpike. This improvement is assumed to include the reconstruction/widening of the Clinch River Bridge just north of this intersection. Estimated cost of this recommendation is $565,000.

US 460 and US 19 Business

A traffic signal was recognized as being warranted at the intersection of Fincastle Turnpike and Ben Bolt Avenue. Estimated construction cost is $180,000 and right-of-way is estimated to cost $90,000, for a total estimated cost of $270,000.

Fincastle Turnpike in the vicinity of Bull Dogs Lane requires Transportation System Management improvements. One or more turning lanes and other operational improvements, possibly including a traffic signal, are needed at the entrance to the school campus. In addition, operational improvements such as turning lanes and a traffic signal may also be needed in the vicinity of Steeles Lane. Estimated construction cost for these improvements is $772,000, with additional right-of-way costs estimated at $386,000. Total cost for the improvements is $1,158,000.

PHASE TWO: INTERIM YEAR (2010) ROADWAY RECOMMENDATIONS

Alt VA 16 Fairground Road

Reconstruct the portions of Fairground Road that are in the corporate limits to a two-lane cross-section with paved shoulders, curb and gutter. This improvement will correct the

geometric deficiencies of the existing roadway and add sidewalks. The project will be done in two segments totaling 1.4 miles in length. One of the segments, from Pisgah Road to Riverside Drive, includes a railroad overpass that is a safety and geometry problem. The cost estimate includes reconstruction of this structure. Segment costs are detailed in the adjacent table, and the total cost is estimated at $8,092,400 ($5,567,300 for construction and $2,525,100 for right-of-way).

PHASE THREE: STUDY YEAR (2020) ROADWAY RECOMMENDATIONS

VA 61

Widen Riverside Drive to four lanes from the old corporate limits just east of US 460/US 19 bypass to the point where VA 61 turns south from Market Street. The length of the project is 0.64 miles. The roadway would be widened to an urban four-lane cross section with a minimum 48-foot pavement width. This improvement is needed to resolve projected capacity problems in the future. The estimated cost is $4,471,200, including $2,794,500 for construction and $1,676,700 for right-of-way.

VA 16

Reconstruct Tazewell Avenue between the US 460 / US 19 bypass ramps and Riverside Drive to the north as well as Fincastle Turnpike to the south. This improvement will provide sidewalk facilities on both sides of the road and in some locations widen the pavement width. The total length of the improvement is 1.3 miles, and the final cross-section will provide a minimum pavement width of 24 feet. The total cost of this improvement is estimated at $124,800 ($83,200 for construction and $41,600 for right-of-way).

Widen the turning radius at the intersection of Tazewell Avenue and Riverside Drive (both are VA 16). At present, the intersection does not provide a sufficient turning radius for large trucks. This improvement may involve shifting the roadway to the north to avoid displacing existing buildings on the south side of the intersection. If the post office on the north side of the intersection relocates in the interim years, right-of-way should be preserved for this improvement. The estimated cost of the improvement is $50,000, which includes an estimated $25,000 for right-of-way.

Widen the intersection of Fairground Road (Alt. VA 16) and Riverside Drive (VA 16) near the northwestern corporate limits. The existing intersection does not provide sufficient turning radius for large trucks. The deficient bridge over the Clinch River on the south side of the intersection would be reconstructed/relocated as part of this improvement. The estimated cost of the improvement is $622,500.

OTHER MODES OF TRANSPORTATION

Parking

Throughout the Town of Tazewell, most parking needs are met through off-street parking facilities. On Main Street and Riverside Avenue, on-street parking is provided in the business districts. No parking deficiencies were identified.

Bicycle / Pedestrian

There are no recommendations associated with bicycle access. Sidewalks are provided along most of Main Street and Riverside Drive, but are not present or lack continuity on

most other local roads. 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. This includes Tazewell Avenue and Fairground Road.

Transit, Paratransit, and Taxi

The Appalachia Agency currently provides paratransit service throughout Tazewell County. No needs or recommendations associated with these modes of transportation were identified in the development of this plan.

Goods Movement

Goods movement needs are addressed in several of the roadway recommendations, including the intersection improvements on VA 61 and VA 16 and the reconstruction of the railroad overpass included in the Fairground Road improvements.

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 Tazewell. The nearest passenger bus service is available from Greyhound Bus Lines in Bluefield, West Virginia, approximately 20 miles northeast of Tazewell. Air travel is available commercially at the Mercer County Airport near Bluefield, West Virginia. In addition, the Tazewell County Airport in Richlands provides general aviation services to Tazewell County. 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 Tazewell, no improvements are recommended at this time.

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 Tazewell. The results of the environmental overview were included in the analysis of the recommended improvements for the Tazewell 2020 Transportation Plan.

LOCAL COORDINATION & CITIZEN PARTICIPATION

The development of the Tazewell 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 Tazewell. For information for all thoroughfare roadways, contact the Town of Tazewell or visit the project web site at http://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 Tazewell Municipal Building on November 14, 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 Tazewell Town Council adopted the Tazewell 2020 Transportation Plan at the Council meeting on December 12, 2000.

Shortly after the adoption of the Tazewell 2020 Transportation Plan, the Town of Tazewell annexed additional land from Tazewell County. The recommendations planned for the following roadways within the annexed area have been moved from the County's comprehensive plan to this 2020 Transportation Plan. These recommendations are discussed in more detail in the recommendations section of this report.

- Alternate Rte 16, Fairground Road (PHASE TWO)
- Rte 61, Riverside Drive (PHASE ONE and PHASE THREE)

These changes are also located in Appendix C of the Tazewell 2020 Transportation Plan Technical Report.

ADDITIONAL INFORMATION

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

In addition to this 2020 transportation plan for the Town of Tazewell, 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 Tazewell are found by selecting 'Urban System' under the Bristol District. Information on VTDP projects for the Town of Tazewell can also be found by contacting the VDOT Resident Engineer at the Tazewell Residency Office in Tazewell, Virginia (276-988-2566).

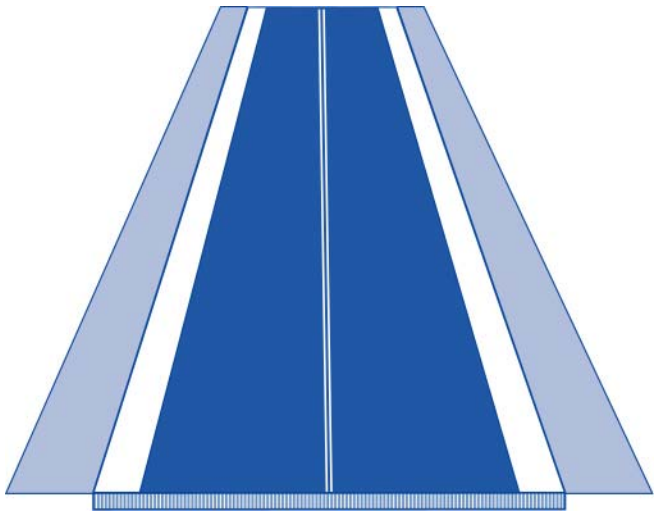
TAZEWELL TRANSPORTATION RECOMMENDATIONS

Route	Facility Name	From	To	Road Segment Length (miles)	Recommendation	Cost (Year 2000 $)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Average Daily Traffic (ADT)	
									Year 1999	Year 2020
Alt VA 16	Fairground Road	Main Street (Business 19)	Northern Corporate Limits	0.7	Virginia Transportation Development Plan Preliminary Engineering Study	500,000	R2 (18')	N/A	3,750	4,540
	Ben Bolt Avenue	Route 61	Fincastle Turnpike	0.3	Virginia Transportation Development Plan Reconstruction	2,060,000	R2 (18')	U2 (26')	N/A	N/A
VA 61	Riverside Drive	Old WCL Tazewell	Market Street / Route 61 Intersection	0.4	Provide access management and up to five left turn lanes in the base year	720,000	R2 (20')	R2 (20')	9,790	11,840
	Intersection Improvement	VA 61	Market Street	N/A	Realign intersection and improve turning movements in the base year	2,400,000	N/A	N/A	N/A	N/A
VA 61		Market Street / Route 61 Intersection	Fincastle Turnpike	0.2	Widen to a three-lane cross section with a center turn lane in the base year	1,280,000	R2 (22')	U3 (36')	8,440	10,210
	Intersection and Bridge Improvements	VA 61	Fincastle Turnpike	N/A	Improve truck turning radius and replace deficient bridge in the base year	565,000	N/A	N/A	N/A	N/A
	Intersection Improvement	Fincastle Turnpike	Ben Bolt Avenue	N/A	Provide signal at unsignalized intersection in the base year	270,000	N/A	N/A	N/A	N/A
19 / 460 Bus	Fincastle Turnpike	Bull Dogs Lane	Ben Bolt Avenue	0.6	Intersection and turning lane improvements in the base year	1,158,000	R2 (21')	R2 (21')	11,750	15,450
Alt VA 16	Fairground Road	Main Street (Business 19)	0.85 MN Bus Rte 16	0.85	Widen to standard two-lane roadway in the year 2010	5,406,000	R2 (18')	U2 (24')	6,620	8,010
Alt VA 16	Fairground Road	0.85 MN Bus Rte 16	US 19 WB Ramp	0.24	Widen to standard two-lane roadway in the year 2010	1,526,400	R2 (20')	U2 (24')	3,750	4,540
Alt VA 16	Fairground Road	Old SCL Tazewell	Pisgah Road	0.13	Widen to standard two-lane roadway in the year 2010	315,000	R2 (20')	U2 (24')	3,890	4,700
Alt VA 16	Fairground Road	Pisgah Road	Riverside Drive	0.18	Widen to standard two-lane roadway in the year 2010	845,000	R2 (20')	U2 (24')	3,890	4,700
VA 61	Riverside Drive	Old NCL Tazewell	Old WCL Tazewell	0.22	Widen to a four-lane roadway in the year 2020	1,537,000	R2 (20')	U4 (48')	9,790	11,840
VA 61	Riverside Drive	Old WCL Tazewell	Market Street / Route 61 Intersection	0.42	Widen to a four-lane roadway in the year 2020	2,934,200	R2 (20')	U4 (48')	9,790	11,840
VA 16	Tazewell Avenue	Fincastle Turnpike	Lyons Ave	0.5	Widen to standard two-lane roadway in the year 2020	48,000	R2 (24')	U2 (24')	4,500	5,450
VA 16	Tazewell Avenue	Lyons Ave	Westbound US 19/460 Ramp	0.4	Widen to standard two-lane roadway in the year 2020	38,400	R2 (24')	U2 (24')	4,110	4,970
VA 16	Tazewell Avenue	Westbound US 19/460 Ramp	Riverside Drive	0.4	Widen to standard two-lane roadway in the year 2020	38,400	R2 (24')	U2 (24')	4,110	4,970
	Intersection Improvement	Tazewell Avenue (VA 16)	Riverside Drive	N/A	Improve truck turning radius in the year 2020	50,000	N/A	N/A	N/A	N/A
	Intersection and Bridge Improvements	Fairground Road	Riverside Drive	N/A	Improve truck turning radius and replace deficient bridge in the year 2020	622,500	N/A	N/A	N/A	N/A
					Total:	**$19,753,900**				

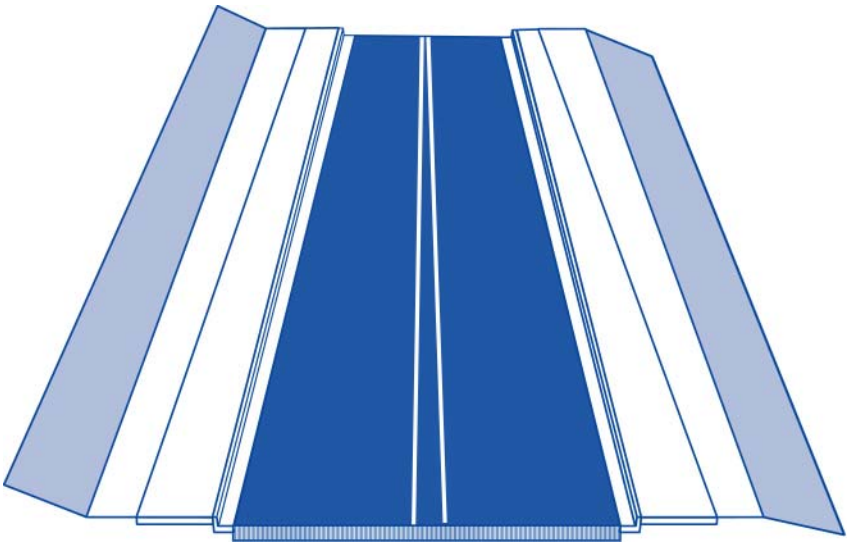
Total does not include projects included in the Virginia Transportation Development Plan.

TYPICAL SECTIONS[1]

R2
Rural two-lane roadway with standard shoulders and ditches

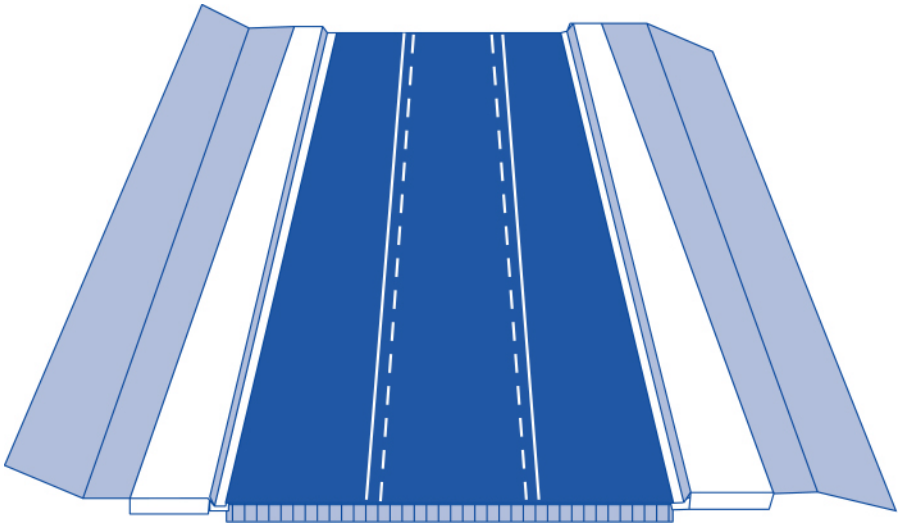


U2
Urban two-lane roadway with curb and gutter



[1] Recommended typical sections assume 12' wide travel lanes.

U3
Urban two-lane roadway with curb and gutter and center turn-lane



U4
Urban four-lane roadway with curb and gutter