



# Chase City 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

and

The Town of Chase City

March 2001

# Chase City 2020 Transportation Plan

## INTRODUCTION

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The Chase City 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation and the Town of Chase City. The transportation plan is the product of a study that evaluated the transportation system in Chase City and recommended a set of transportation improvements to best satisfy existing and future transportation needs. The study identified needs based on capacity, safety and engineering aspects of the transportation system.

Effective transportation systems are essential to continued economic growth and development in the Chase City region as well as the Commonwealth of Virginia as a whole. Providing for the safe, effective, and efficient movement of people and goods is a basic goal of all transportation programs in Virginia. It is with this basic goal in mind, and with further consideration of environmental issues and local government transportation objectives, that this transportation plan was developed.

The Virginia Department of Transportation (VDOT) will use this plan when evaluating requests from the Chase City government for specific transportation projects, and when implementing projects on the VDOT-maintained roadway system. The recommendations in this Chase City 2020 Transportation Plan will also be used as part of the VDOT statewide transportation planning process to ensure that local transportation projects are compatible with and support transportation improvements both statewide and in neighboring localities.

## STUDY AREA AND THOROUGHFARE SYSTEM

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Chase City is located in Mecklenburg County, part of the fertile Piedmont region of southern Virginia. The Town lies at the intersection of State Primary Routes 92 and 47 and covers an area of approximately 1,400 acres. Historically, Chase City has functioned as a commercial hub for the surrounding agricultural community. Today, it is home to tobacco, lumber, and textile industries.

The study area for this transportation plan coincides with the corporate limits of the Town of Chase City. As part of the analysis of transportation operations and needs performed for the study, however, connectivity to facilities in adjacent Mecklenburg County and potential extension of improvements into the county were also investigated.

A subset of the Town's roadway network is designated by the Virginia Department of Transportation, the Federal Highway Administration, and the Town of Chase City as the urban thoroughfare system. The thoroughfare system includes roads that are functionally classified as collectors or arterials. Arterial roads serve as the major traffic-carrying facilities in the area. Collector roads carry a lesser volume of traffic and feed traffic to these arterial roadways. The focus of the Chase City 2020 Transportation Plan is this thoroughfare system, with recommendations that were developed as part of the study process limited to existing thoroughfares and/or recommendations for new thoroughfares. In addition to roadways, improvements to the following aspects of the transportation system have been evaluated as part of this study: parking; bicycle and pedestrian facilities; intercity rail, bus, and air; transit and paratransit; taxi; and the movement of goods.

While not specifically developed as part of the study process, projects identified and requested by Chase City government officials on the local, non-thoroughfare street system have also been included in this transportation plan.

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## DEMOGRAPHIC OVERVIEW

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Between 1980 and 2000, the population of the Town of Chase City has remained relatively constant at approximately 2,500 inhabitants. Based on an analysis of these historic trends as well as input from local officials, the Town's population is expected to remain stable over the 20-year horizon of this study.

The primary industries in Chase City relate to tobacco, lumber, and textiles. The Town is home to Cargo Furniture, Long Haul Jeans by Jonbil, Wheaton Industries, and Spaulding Lumber Company, the principal manufacturer of industrial pallets on the East Coast. As with the population, employment in Chase City is expected to remain stable over the 20-year horizon of this study.

## PHASE ONE: BASE YEAR (2000) RECOMMENDATIONS

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This study identified current deficiencies in the Chase City transportation system. Aspects of potential deficiencies in the existing transportation system included traffic flow and safety concerns, parking, and goods movement by truck. Two projects, both with low costs and impacts, were identified as short-term, immediate improvements and are shown below.

### Route 49 and West Second Street (Route 92)

The motor vehicle accident analysis performed for this study did not identify any locations in Chase City with serious safety concerns. Compared to other locations in the town, however, this intersection did experience a relatively high number of accidents (six accidents from 1996 to 1998). The installation of warning signage on both Route 49 and Route 92 (warning of an upcoming intersection) may help to reduce the number of accidents at this location.

### East Third Street

Improve sight distance at railroad crossing to improve safety. This project would primarily involve maintenance types of improvements such as removing vegetation.

## PHASE TWO: INTERIM YEAR (2010) RECOMMENDATIONS

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The interim year recommendations for the Chase City 2020 Transportation Plan include projects that are intended to address existing deficiencies but, based on projected costs and potential impacts, would require a number of years to plan and fund.

### Main Street and Second Street

This intersection is both the busiest and most important in the town as it is the point where the two main routes in Chase City come together. It is also the intersection that experienced the highest number of accidents within the town (nine accidents from 1996 to 1998). Safety concerns at this intersection are primarily related to the difficulty of making turns due to very tight radii. This concern is particularly acute for trucks, which often have to extend into opposing traffic lanes to complete their turns. This improvement calls for improving the radius for turns in both the northeast and southeast corners of the intersection. This improvement would involve the paving of additional areas in both of these quadrants.

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## North Main Street and Dodd Street

Dodd Street intersects North Main Street at an oblique angle. This geometry results in difficult turns at this location, primarily for northbound traffic making a right onto eastbound Dodd Street. As with the Main and Second Street intersection, the problems at this intersection are particularly acute for trucks and there are safety concerns with trucks having to make wide turns that extend into opposing traffic lanes. The recommendation for this intersection is to improve the turning radius in the southeast corner of intersection to address these geometric and safety deficiencies.

## South Main Street and Sycamore Street

South Main Street overlaps with the east-west Sycamore Street for a distance of approximately 150 feet, creating two offset intersections and potential traffic and safety concerns. The recommendation of this plan is to remove this overlap by realigning South Main Street either north or south of Sycamore Street. This project would impact several businesses in the area and should be considered as part of Town plans if and when businesses in the area change.

## PHASE THREE: FUTURE YEAR (2020) RECOMMENDATIONS

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The Phase III 2020 recommendations in the Chase City 2020 Transportation Plan are intended to support the economic and business needs of the community while enhancing both the appeal and traffic operations of Chase City's Main Street areas. This would be accomplished through improvements to Main Street and its parking, and by providing alternative routes for vehicles, particularly trucks, to bypass the narrower streets and intersections of downtown Main Street.

## Endly Street from West Sycamore Street to West Fifth Street

As a roadway that runs parallel to Main Street, Endly Street has the potential to provide relief to Main Street. Improvements to Endly Street can also support the development of additional businesses in this corridor. The year 2020 recommendation is to upgrade this roadway to current VDOT standards for an urban 2-lane roadway (designated U2 and illustrated under TYPICAL SECTIONS). These standards include curb and gutter and sidewalk. This recommendation also includes signage to divert those trucks that currently use Main Street but are going to and from areas west of Endly Street. These trucks would be directed to use Endly Street.

## South Main Street

As with Endly Street, this project would improve South Main Street to current VDOT standards and would include curb and gutter and sidewalk. By meeting current roadway design standards, this roadway would have improved safety and functionality.

## Main Street Parking from Sycamore Street to Fifth Street

While there is currently on-street parking along Main Street in Chase City, the number and location of spaces can be increased and made more efficient. Following a study of parking on Main Street, Main Street should be re-striped to create more efficient and rational parking.

## Dodd Street and Dodd Street Extension from North Main Street to East Second Street

Improvements to existing Dodd Street and an extension of Dodd Street to East Second Street have the potential to relieve traffic volumes on both Second and Main Streets. Reductions in traffic volumes on Main and Second Streets

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would improve traffic operations at several congested locations in the Town. These locations include the intersections of East Second Street and Marshall Street, Second Street and Main Street, and several other intersections along both Main Street and Second Street. The year 2020 recommendation is to provide a two-lane road built to current VDOT urban two-lane standards (U2) with curb and gutter and sidewalks. This roadway would connect North Main Street and East Second Street and could be signed to divert traffic from congested downtown streets. Dodd Street is not currently on the Town's thoroughfare system. This improvement would, therefore, be a local project.

## OTHER MODES

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In developing the Chase City 2020 Transportation Plan, all modes of travel were considered. Either within the Town itself or within an area of reasonable accessibility, Chase City residents can make use of transportation by transit, taxi, air, rail, bus, bicycle, and walking. While fixed-route transit service is not provided, transit services are available for the elderly and disabled from the Lake Country Area Agency on Aging. Taxi service for medical transportation is provided by Chase City Taxi. Chase City owns and operates a small general aviation airport two miles west of the town. Commercial air service is available in Richmond and Raleigh-Durham, 70 and 80 miles from the town, respectively. Passenger rail service is available in Danville and Petersburg, 50 and 60 miles from the town, respectively. Inter-city Greyhound bus service is provided in South Hill, approximately 20 miles to the east. Bicycle travel can be accomplished on local roads, which are generally wide enough and carry sufficiently low traffic volumes to allow for safe bicycle travel. Sidewalks for pedestrian travel are provided within the downtown area and several other areas in the Town.

Most goods movement in and through Chase City is accomplished by truck. The Norfolk Southern Railroad passes through the town, but only one company uses the service.

Improvement plans for these other modes of travel include new sidewalks as part of a \$1.4 million Main Street enhancement program; and pursuing, through regional and state efforts, the locating of high-speed rail service through Mecklenburg County with a stop in Chase City.

## LOCAL PROJECTS

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The Town of Chase City has applied for a VDOT Enhancement Grant to help cover costs of a revitalization project along Main Street (Route 47). The project covers five blocks on the west side of Main Street and six blocks on the east. Funds would be used for sidewalk renovation, a section of curb and gutter replacement, attractive street lamps, trash receptacles, tree plantings, and a small pedestrian park along Main Street. Also within the downtown area, the Town has submitted a supplemental application for a Community Development Block Grant to relocate low-hanging utility lines and poles on Main Street and renovate the facades of downtown businesses. This work is ongoing as of the publication date of this plan.

In addition to the local roadway project of improving Dodd Street listed above, the installation of a traffic signal at North Main Street and Fourth Street has been requested by the Town. This signal would be installed when necessary based on standard traffic engineering criteria for traffic signals.

Project details such as length of project and estimated cost are included in the table to the right.

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## ENVIRONMENTAL OVERVIEW

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An environmental overview was conducted for the projects in the Chase City 2020 Transportation Plan. There were no environmental features identified in Chase City that would preclude the implementation of any of the included recommendations.

## LOCAL COORDINATION AND CITIZEN PARTICIPATION

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

The three coordination meetings held for this study were: (1) a kick-off meeting, (2) an existing conditions meeting, and (3) a draft recommendations meeting. The kick-off meeting, held in May 1999, enabled the project team to discuss the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. At the second meeting (existing conditions), held in November 1999, the project team presented the results of the base year and horizon year traffic analysis and discussed potential projects to address projected transportation needs. A final set of transportation improvements was reviewed with Town officials at the draft recommendations meeting in August 2000.

A public meeting was held on October 9, 2000 at the Chase City Municipal Building to present the draft transportation plan to Town officials, citizens and other interested parties. Meeting participants were invited to provide comments on the transportation plan that were considered in the development of the Chase City 2020 Transportation Plan.

## PLAN ADOPTION

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The Chase City Town Council adopted the Chase City 2020 Transportation Plan by resolution on March 12, 2001.

## ADDITIONAL INFORMATION

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Detailed information on the development of the Chase City 2020 Transportation Plan and the study recommendations is included in the Chase City 2020 Transportation Plan Technical Report. This document is available for review at the Chase City Town Hall and the Butler Memorial Library. The technical report is also available in Richmond at the central office of VDOT's Transportation Planning Division, the VDOT Richmond District office in Colonial Heights, and the VDOT residency office in South Hill.

Projects included in the Virginia Transportation Development Plan (VTDP) are not part of the Chase City 2020 Transportation Plan. The VTDP can be reviewed online at <http://www.vdot.state.va.us/proj/projects.html>. VTDP projects in Chase City can be found by selecting Volume 1, then selecting "Urban System" under the Richmond District.

Information on VTDP projects for the Town of Chase City can also be found by contacting the VDOT Resident Engineer at the South Hill Residency Office in South Hill, Virginia (804-774-2300).

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Route	Facility Name	From	To	Road Segment Length	Recommendation	Estimated Cost [1]	Existing Typical Section	Recommended Typical Section	Average Daily Traffic		
									Year 2000	Year 2010	Year 2020
VA 49 at VA 92	VA 49 at West Second St.			N/A	Add warning signs on VA 49 and West Second St.	9,000 [2]	N/A	N/A	N/A	N/A	N/A
	E Third St. at NS Railroad			N/A	Improve sight distance at railroad crossing to improve safety	2,000 [3]	N/A	N/A	N/A	N/A	N/A
VA 47, VA 49, VA 92	Main St. and Second St.			N/A	Improve turning radii on northeast and southeast corners	75,000 [4]	N/A	N/A	N/A	N/A	N/A
VA 47/49	N Main St. at Dodd Street			N/A	Improve turning radius on southeast corner	38,000 [4]	N/A	N/A	N/A	N/A	N/A
VA 92	S Main St. at Sycamore St.			N/A	Realign Main St. to remove offset	788,000 [5]	N/A	N/A	N/A	N/A	N/A
VA 901	Endly St.	W Sycamore St.	Fifth St.	0.30	Upgrade corridor to U2 VDOT standards. Install truck route signage to divert truck traffic around N Main St./E Second St.	957,000 [2] [5]	R2	U2	1,300	1,500	1,800
VA 92	S Main St.	B St.	South Corp. Limits	0.40	Reconstruct existing roadway	1,260,000 [5]	R2	U2	4,300	8,200	10,600
VA 92 and VA 47/49	Main St.	Sycamore St.	Fifth St.	0.48	Improve storefront parking	78,000 [6]	U2	U2	4,300 - 10,600	6,000 - 13,000	7,500 - 15,100
	Dodd St.	E Second St.	Roberts St.	0.29	Extend Dodd St. to E Second St. (VDOT U2 standards). Install truck route signage to divert truck traffic around N Main St./E Second St.	914,000 [5] [8]	N/A	U2	N/A	N/A	N/A
	Dodd St.	Roberts St.	N Main St.	0.82	Upgrade existing Dodd St. to U2 VDOT standards. Install truck route signage to divert truck traffic around N Main St./E Second St.	2,583,000 [5] [8]	N/A	U2	N/A	N/A	N/A
	N Main St. at Fourth St.			N/A	Install signal when warranted to improve capacity	180,000 [7] [8]	N/A	N/A	N/A	N/A	N/A
<b>ESTIMATED TOTAL THOROUGHFARE SYSTEM COST</b>						<b>3,207,000</b>					

[1] The cost estimates included in this table are planning level costs in year 2000 dollars. These cost estimates are based on statewide unit cost averages and should be used for planning purposes only. Actual construction and right-of-way costs may vary based on local conditions.

[2] Assumes a per-sign cost of \$3,000 for signage and installation.

[3] Assumes initial maintenance cost of \$2,000. Ongoing maintenance assumed to be included in annual transportation budgets.

[4] Assumes a unit cost for improving turning radius of \$25,000, with an additional 50 percent for right-of-way and utilities.

[5] The unit cost for an urban 2-lane roadway is assumed to be \$2.1 million per mile, with an additional 50 percent for right-of-way and utilities.

[6] Assumes a unit cost for pavement re-striping of \$60,000 per mile with a study cost of \$20,000.

[7] Assumes a unit cost for traffic signal and installation of \$180,000.

[8] Local projects cost estimates are provided for informational purposes only in the table below, and are not included in the total cost.

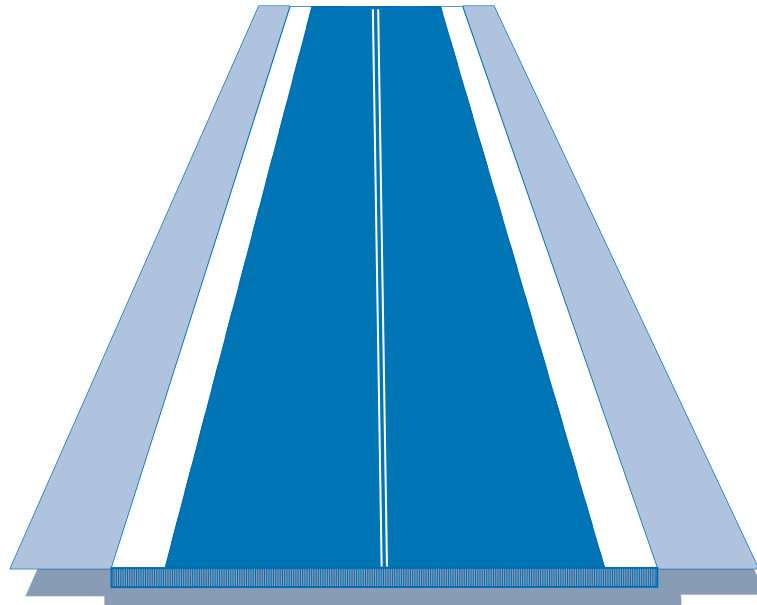
N/A -- Not applicable

TYPICAL SECTIONS

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*R2*

Rural two-lane roadway with standard shoulders and ditches



*U2*

Urban two-lane roadway with curb and gutter

