

# CUMBERLAND PLATEAU PLANNING DISTRICT COMMISSION



2045 Regional Long Range Transportation Plan

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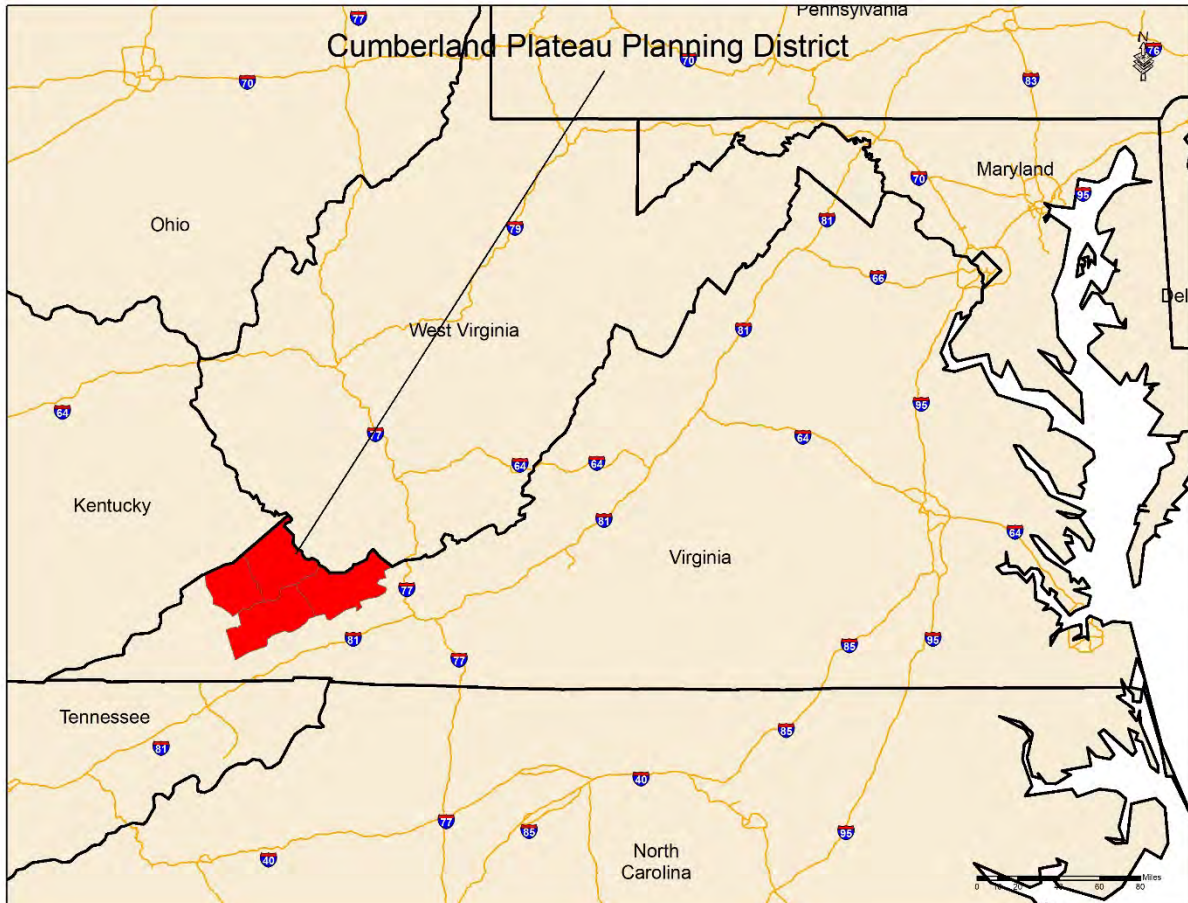
## REFERENCES

## INDTRODUCTION & PURPOSE

The Cumberland Plateau Planning District's (CPPDC) 2045 Rural Long Range Plan is a document developed as a transportation planning resource for Buchanan, Dickenson, Russell and Tazewell counties in Virginia.

This rural plan was developed as a vision plan, addressing all needs of the transportation system regardless of anticipated funding availability and will be used as a basis to identify transportation funding priorities.

The rural regional plan has a horizon year of 2045 and addresses the anticipated impacts of population and employment growth upon the transportation system. A range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian are recommended that can best satisfy existing and future needs.



## **OVERVIEW OF REGION**

### **Description and Function of the Cumberland Plateau Planning District Commission**

The CPPDC serves the counties of Buchanan, Dickenson, Russell, and Tazewell and the towns of Bluefield, Cedar Bluff, Richlands, Tazewell, Pocahontas, Lebanon, Cleveland, Honaker, Clintwood, Clinchco, Haysi, and Grundy.

The Cumberland Plateau region is located in the southwest corner of Virginia and lies on the borders of Kentucky and West Virginia. The District borders West Virginia on the north and Kentucky on the north west. Wise, Scott, Washington, Smyth and Bland Counties in Virginia form the boundaries on the west, south, and east. The District is 67 miles long and 40 miles wide and covers approximately 1,848 square miles.

The District is divided into two physiographically distinct regions, both lying in the Appalachian Highlands. The counties of Buchanan and Dickenson, along with the northern portions of Russell and Tazewell Counties, lie in the Cumberland Plateau which is, in turn, a part of the Appalachian Plateau. This area has a uniformly mountainous surface characterized by many small streams separated by sharply rising ridges, steep slopes, and narrow valleys. The remaining region of the District, comprising the greater portion of Russell and Tazewell Counties, lies in the Valley and Ridge Province of the Appalachian Highlands. This belt, consisting of alternate valleys and ridges is bordered on the south by the Clinch Mountains and on the north by the Cumberland Plateau. Elevations vary from 845 feet above sea level where the Levisa Fork crosses into Kentucky to 4,705 feet atop Garden Mountain in the southeastern part of the District near the Bland County line. The most prominent physiographic features in the District are Clinch Mountain, Breaks of the Cumberland, Burkes Garden, Big A Mountain, and Pine Mountain.

Comparatively smooth to moderately sloping uplands are found in places in the southern and southeastern portions of the District. The northern and northwestern portions of the District are areas that have been thoroughly dissected by streams, with the result that the land features consist of steep ridges and narrow valleys. There is practically no smooth upland or lowland in this area.

The southern section of the District lies in the Clinch River Basin. The northern portion of the District lies in the Big Sandy River Basin. Numerous creeks and branches in all parts of the district afford a good drainage system for the upland areas. The only poorly drained areas are in the flat, low places near some of the streams.

Approximately 80 percent of the District in the Cumberland Plateau region is covered by forest. The portion of the District that lies in the ridge and valley province is approximately 50 percent forest cover and 50 percent grass and pasture land.

## **Summary of Transportation Network**

I-77 and I-81 pass east and 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, including US 460, VA 61, VA 67, VA 71, and VA 83. Corridors that provide connections to the north and south include US 19, Alternate US 58, VA 16, VA 63, and VA 80. Four County Transit is the public transit agency that serves the CPPDC. There are no commercial airports in the region and two general aviation airports. Within the CPPDC, there are two rail carriers, Norfolk Southern and CSX. There are seven official VDOT maintained park and ride lots within the region. Passenger rail is currently not available in the region.

## **GOALS AND OBJECTIVES**

Needs were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDC were found and used to shape common regional long range plan goals 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. This plan has this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. The PDC developed transportation goals and objectives that were used to guide the development of the Regional Long Range Transportation Plan for the area. Rural transportation planning in the CPPDC is guided by a transportation technical committee. This transportation committee reviewed the needs of the region and formulated goals:

GOAL 1: Provide a transportation system that facilitates the efficient movement of people and goods.

GOAL 2: Provide a safe and secure transportation system.

GOAL 3: Improve CPPDC's economic vitality and provide access to economic opportunities for all District businesses and residents.

GOAL 4: Improve quality of life and minimize potential impacts to the environment.

GOAL 5: Preserve the existing transportation system and promote efficient system management.

## **COMMON GOALS AND OBJECTIVES**

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 21 PDCs in Virginia that include rural areas within their boundaries. These goals are Consistent with those of VTrans :

- 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.

## **DEMOGRAPHICS AND LAND USE TRENDS**

### **Relationship of Land Use and Development to Transportation**

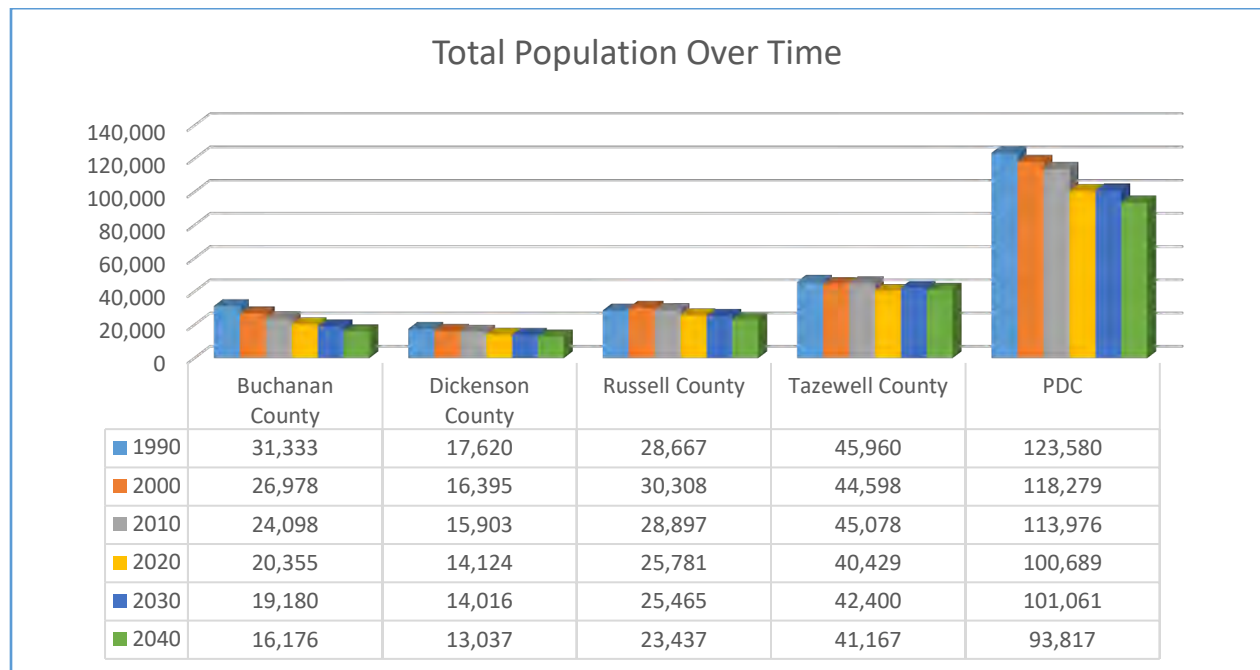
Rural counties throughout the Commonwealth and in the Cumberland Plateau region are working either to seek new economic growth and diversification or to balance growth, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, 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, based particularly on proximity to urban areas. In the CPPDC, the nearest urban areas are Bristol, Virginia and Kingsport, Tennessee, which have not had a large influence on the land use and development in the region. Many of the rural counties throughout the Commonwealth are trying to direct 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.

Land use in the Cumberland Plateau 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: primarily US 19 and US 460. This trend will affect future land use in the counties and could intensify travel demand on the regional roadway network.

### POPULATION TRENDS

The CPPDC region has experienced a general decline in population since 1990. Between 2010 and 2020, the population in the District decreased 13.20 percent, declining from 113,976 to 100,689. The lowest decline rates were recorded in Russell and Tazewell Counties (-12.09 and -11.05 percent, respectively), followed by Dickenson with -12.60 percent and Buchanan with -18.39 percent population decline. Buchanan County's 18.39 percent population decline was the largest experienced among the four counties. Projections by the Virginia Employment Commission indicate that the population in Tazewell County will increase slightly through 2040. However, population will continue to decline in Buchanan, Dickenson and Russell counties.

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 Cumberland Plateau, the effects of population changes on the transportation network can be exacerbated by the topographic constraints within the region.



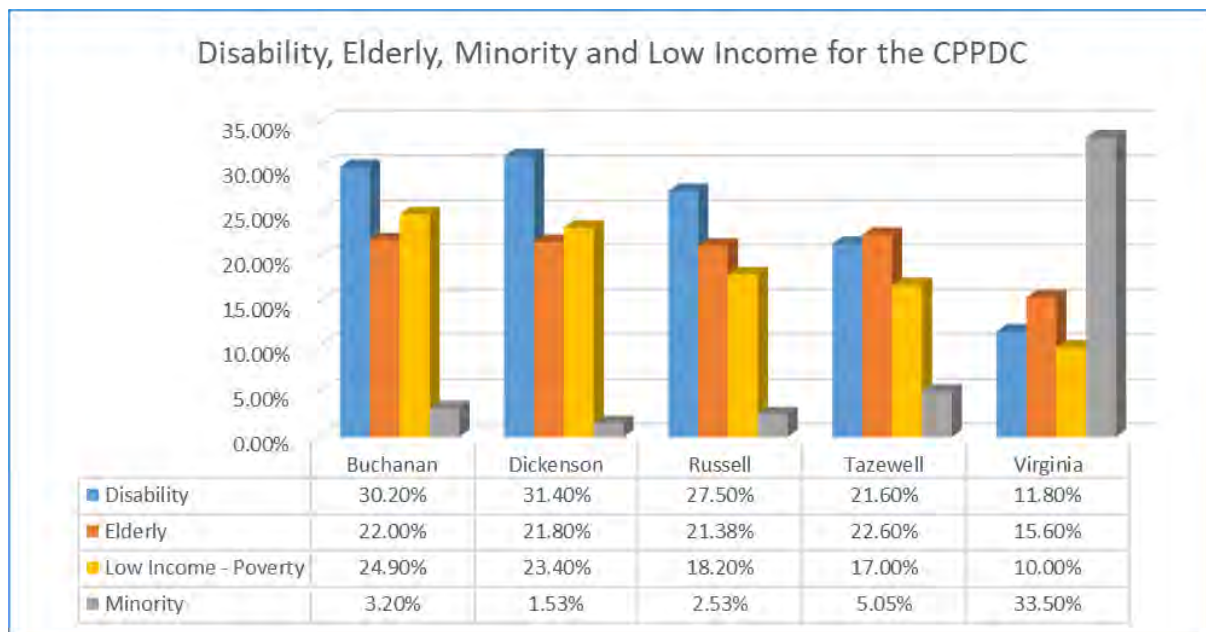
Source: US Census Bureau - 2020

## 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 2020 US Census, all of the jurisdictions had a minority population percentage lower than that of the state (33.5 percent). In 2020, all jurisdictions had low-income populations above the state percentage of 10.0 percent. The portion of the population with disabilities in all jurisdictions is above the state percentage of 11.8 percent. All of the jurisdictions also have elderly populations in a higher proportion than the state in 2020 (15.6 percent).

## TRANSPORTATION IMPLICATIONS

US Census data from 2020 was 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, is more dependent on demand responsive transit in a rural area than an urban area. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The CPPDC, in conjunction with the Virginia Department of Rail and Public Transportation’s (DRPT) statewide effort, completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Certain needs were identified throughout the state, such as limited demand-responsive transit service, limited fixed-route service and determination of a single point of contact for providers. Some of these needs were also identified in the Cumberland Plateau, along with funding constraints.



Source: US Census Bureau - 2020



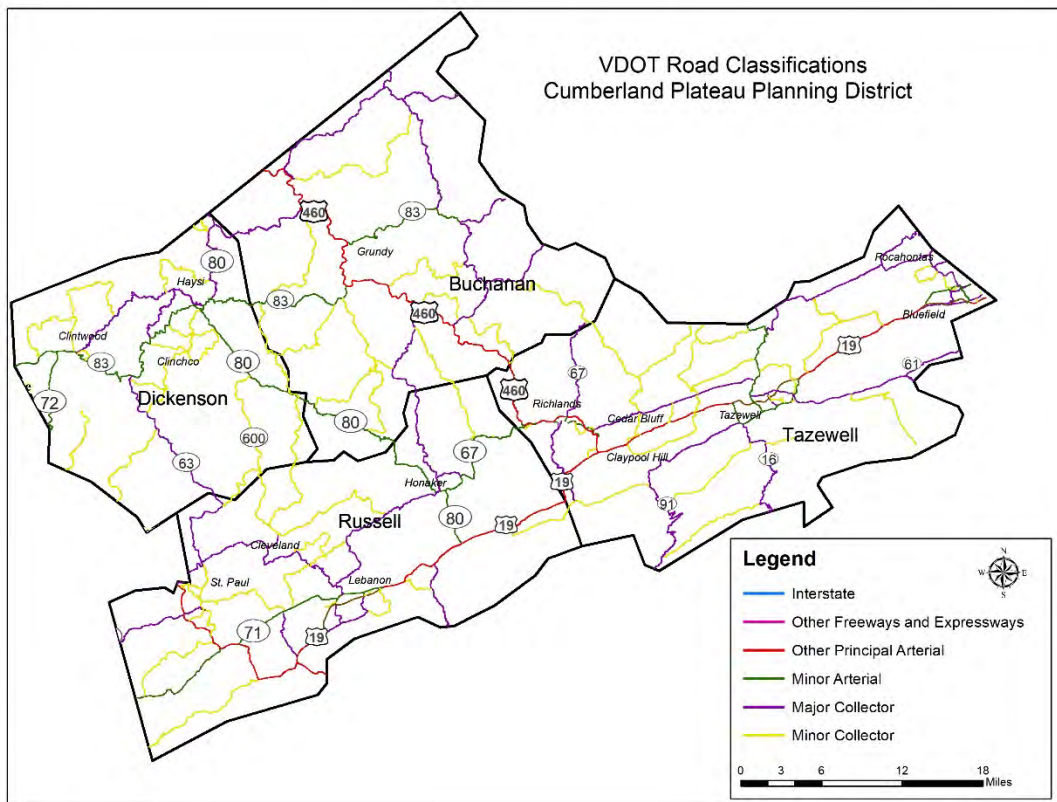
# REGIONAL TRANSPORTATION SYSTEM

## Roadways

I-81 passes southeast of the region within the ridge and valley system. I-77 passes just east of the region. The transportation network is largely influenced by the ridges and valleys that generally run from the northeast to southwest; many of the primary arterials also run in this direction. Primary corridors running northeast to southwest include US 460, VA 61, VA 67, VA 71, and VA 83. Corridors that provide connections to the north and south include US 19, Alternate US 58, VA 16, VA 63, and VA 80. US 460 turns northwest to cut through the ridge and valley system at Richlands.

## Roadway Classifications

The Cumberland Plateau PDC road network is classified by VDOT as principal or minor arterials, major or minor collectors and other freeways and expressways and local. Arterials are intended to emphasize mobility, the efficiency by which traffic can move. Collectors are intended to emphasize access, connecting different uses along the route. Functional classifications are used for the purpose of funding, design, determining statewide network for the State Highway Needs Assessment Study, and to help establish construction priorities.

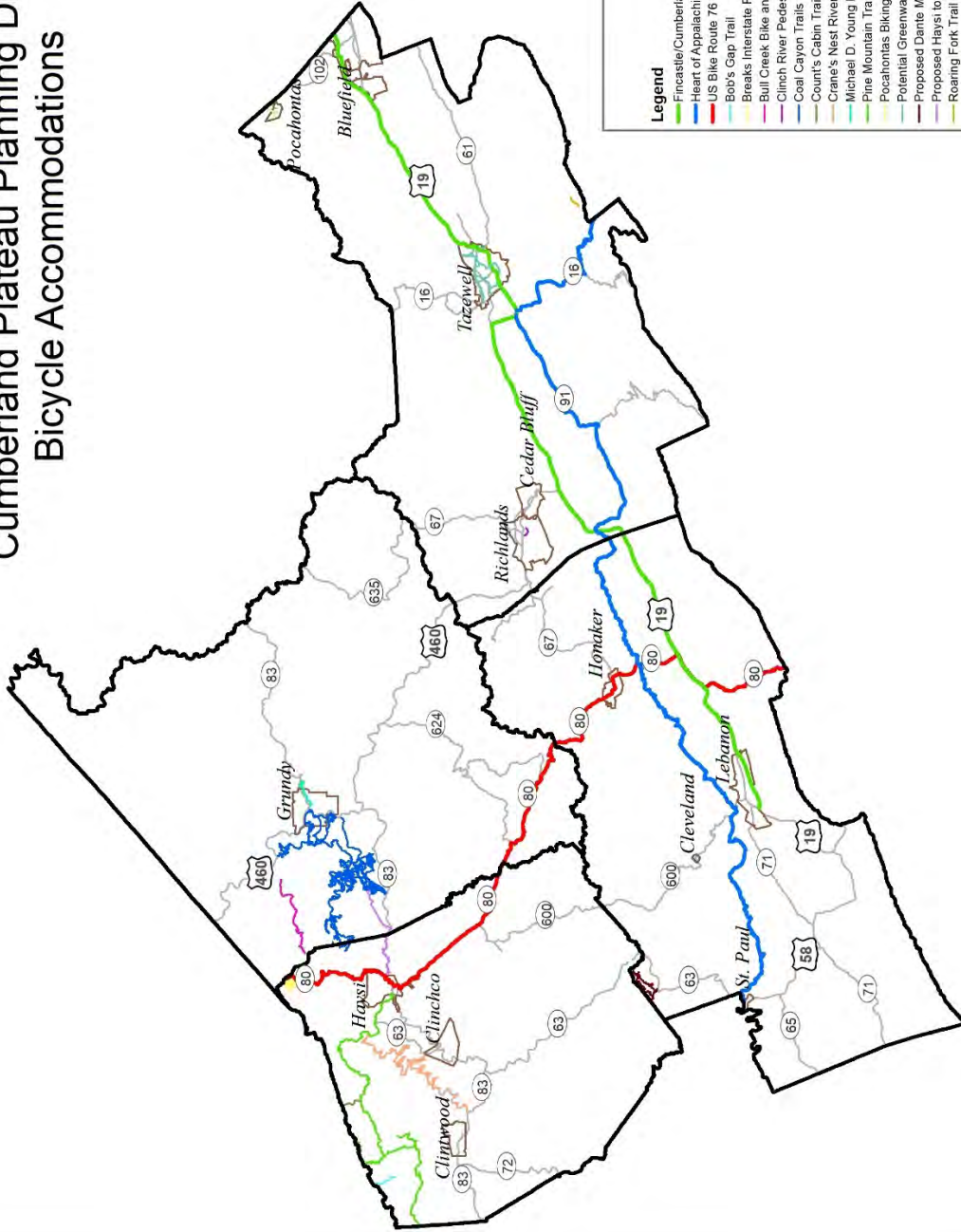




## **Bicycle and Pedestrian Facilities**

The topography in the CPPDC is not as conducive as in other PDCs for numerous recreational trails on gentle terrain used by casual bikers. However, the PDC currently does have some rugged trails for more advanced bicycle users, including: the Appalachian Trail, Breaks Interstate Park Trail System, Crane's Nest River Trail, Heart of Appalachia Bike Trail, US Bike Route 76, Sugar Hill Loop Hiking and Biking Trail, Roaring Fork Trail, Witten Lake Nature Trail, Town of Pocahontas Rail Trail, Cedar Bluff Overlook Trail, Clinch River Walking Trail, Laurel Meadows Park Trail, Clinch Mountain Loop, and St. Paul Loop. The 2016 Town of Tazewell, Tazewell County Comprehensive Plan includes objectives to provide designated bicycle and pedestrian facilities.

# Cumberland Plateau Planning District Bicycle Accommodations



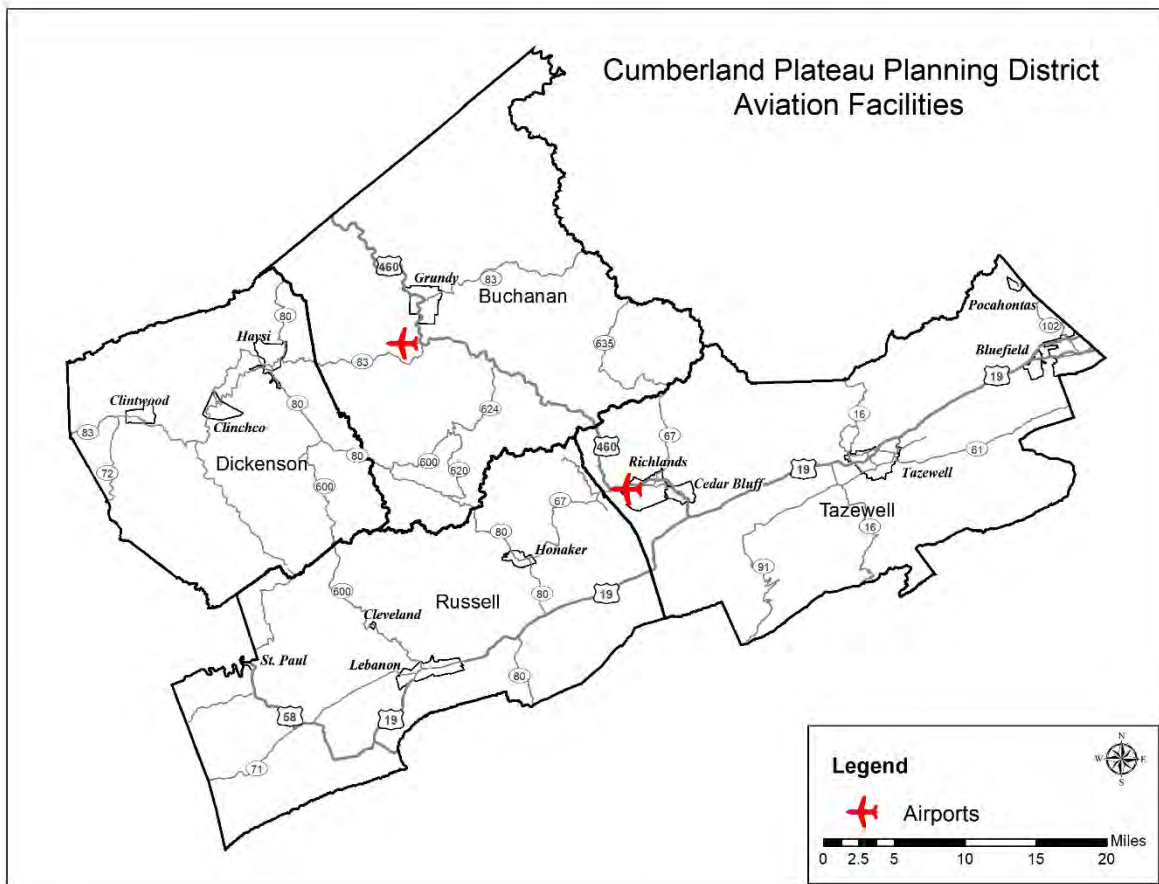
**Legend**

- Fincastle/Cumberland Gap Turnpike
- Heart of Appalachia Bike Route
- US Bike Route 76
- Bob's Gap Trail
- Breaks Interstate Park
- Bull Creek Bike and Pedestrian Trail
- Clinch River Pedestrian Walkway and Bike Trail
- Coal Canyon Trails
- Count's Cabin Trail
- Crane's Nest River Trail
- Michael D. Young Memorial Bicycle Trail
- Pine Mountain Trail
- Pocahontas Biking & Walking Trail
- Potential Greenways & Gateways
- Proposed Dante Multi-Purpose Trail
- Proposed Haysi to Vacey Trail
- Roaring Fork Trail
- Sugar Loop Hiking & Biking Trail

0 2 4 8 12 16 Miles

## Airports

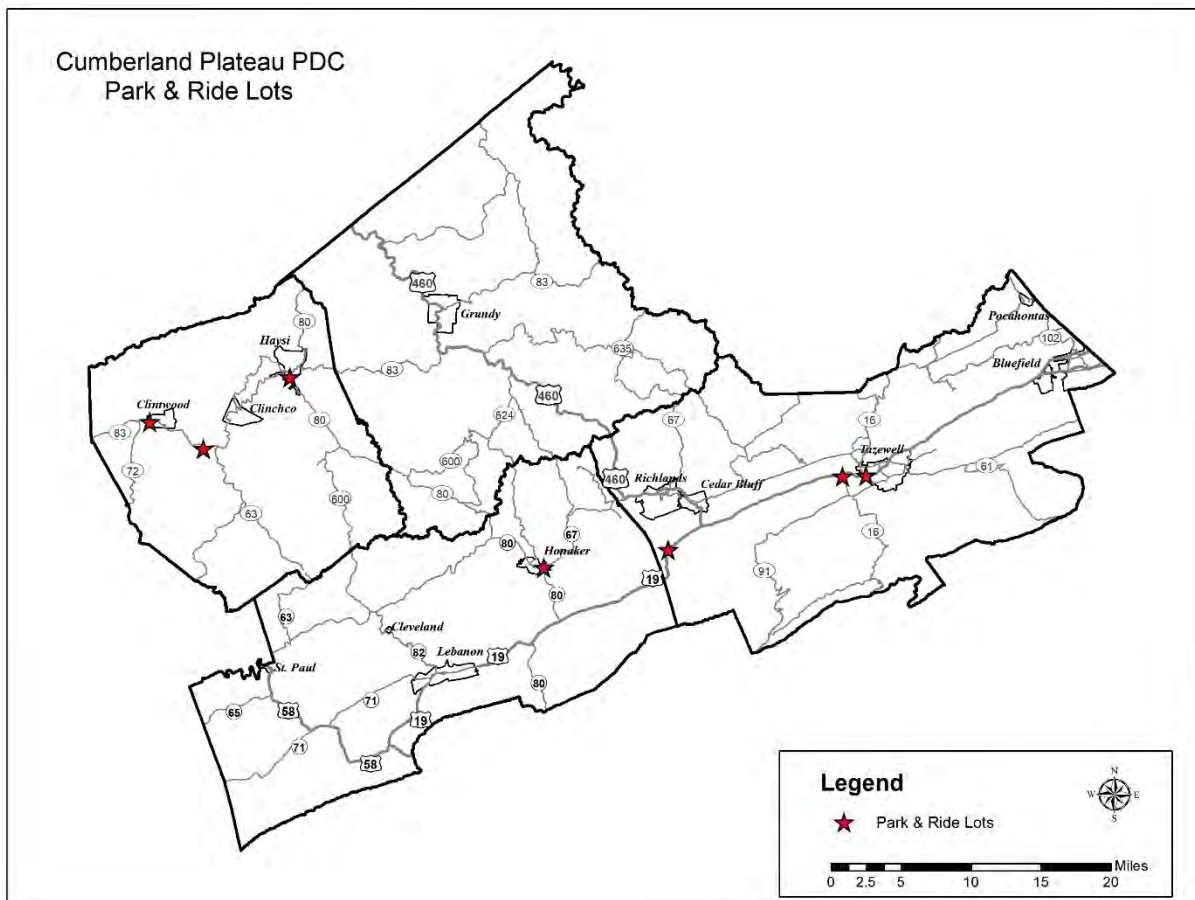
There are no commercial airports in the region. The nearest commercial airports are Roanoke Regional Airport, 120 miles east, and Tri-Cities Regional, 40 miles south of the southern portion of the region. There are two general aviation airports in the region, Tazewell County Airport in Cedar Bluff and Grundy Municipal Airport, just west of Grundy.



## 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, gains in mass transit ridership for commuters can sometimes be realized. In the case of the Cumberland Plateau, there

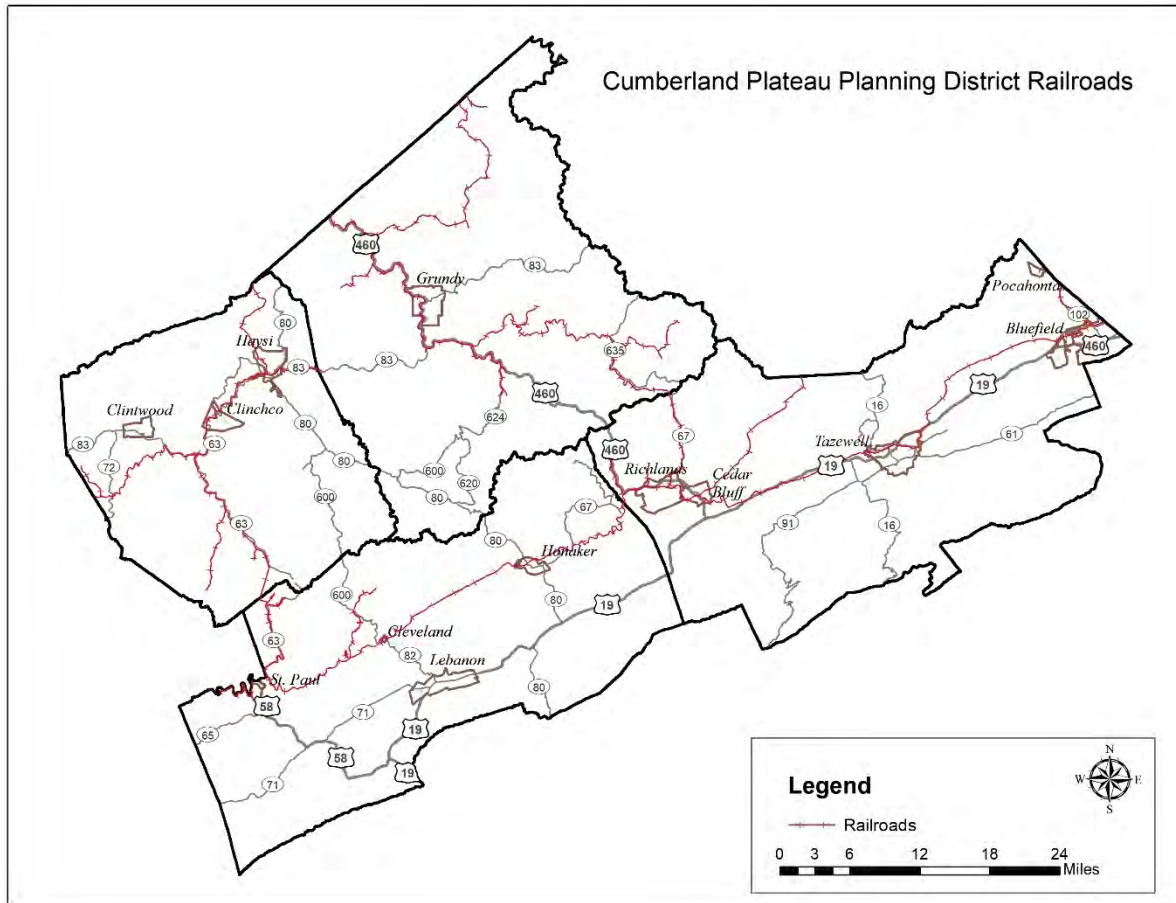
is some concentration of employment destinations in the towns. There is the potential that some decreases in single-occupant vehicle trips could occur. According to the 2020 US Census, workers traveling outside their county of residence for employment ranged from 20% in Buchanan County, 34% in Dickenson County, 38% in Russell County and 32% in Tazewell County. These workers are targets for travel demand management strategies already in place as discussed above in public transportation. Additional commuter oriented pieces of the transportation network in the region include park and ride lots. There are seven VDOT maintained park and ride lots. There is no commuter or passenger rail service available in the region.



## Goods Movement

The majority of goods movement in the region, other than coal, is by truck and utilizes US 19, Alternate US 58, US 460, VA 80, and VA 83. The majority of freight moving through the region is coal via the rail network. Due to the topography of the area and its current economic development, the goods movement in the region that is currently via truck is not expected to shift to rail.

There are numerous rail lines within the area. They currently only carry freight as there is no Amtrak service in the region. The rail lines are owned by Norfolk Southern and by CSX. The Norfolk Southern lines are a part of the company's Coal Corridor. The corridor carries most of the Virginia coal (90%) shipped to the port of Hampton Roads (DRPT, Virginia, 2022). The CSX lines are a part of the Coal Corridor of CSX which terminates in Newport News, Virginia.



## Land Use

The land use/land cover in the Cumberland Plateau 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.

## **VDOT PROGRAMS AND FUNDING OPPORTUNITIES**

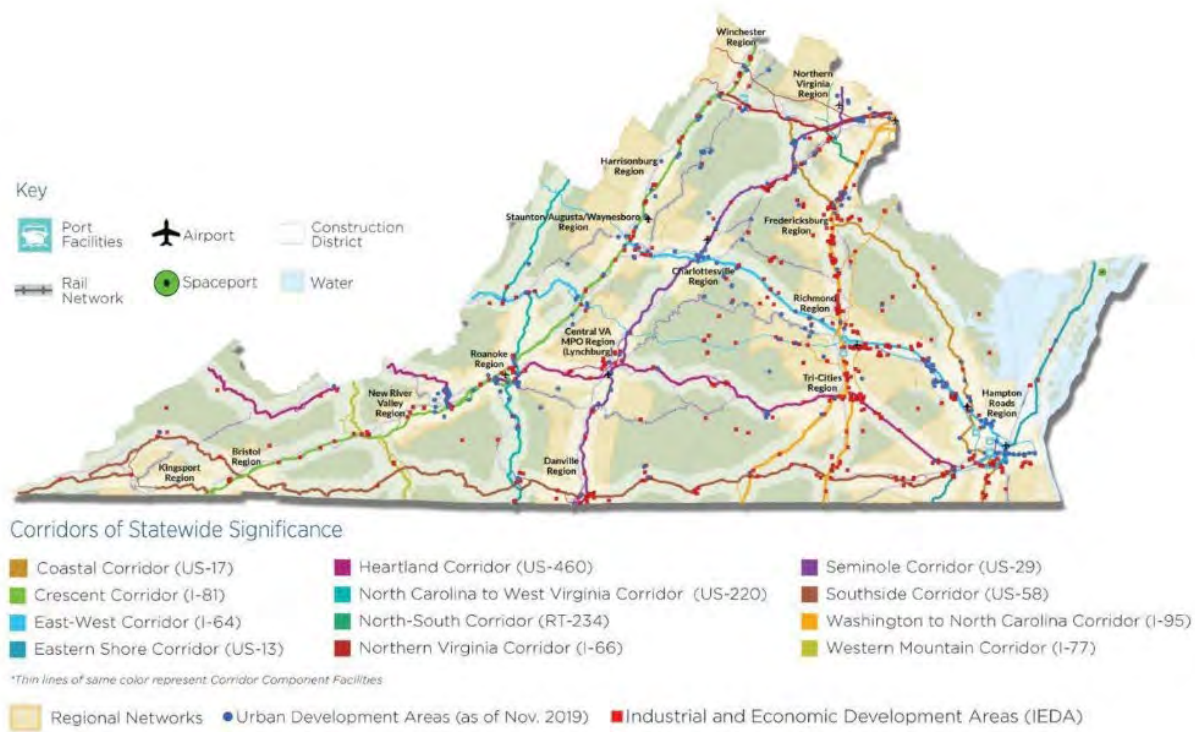
### **SMART SCALE**

The SMART SCALE funding process assesses transportation applications on a statewide level, considering factors such as congestion, safety, environmental impact, accessibility, and economic development. The allocation of funds for project prioritization follows two primary routes: the District Grant Program (DGP) for construction and the High-Priority Projects Program (HPPP). The District Grant Program (DGP) is accessible to localities, with competing projects emerging within the same construction district. On the other hand, the High-Priority Projects Program (HPPP) involves competition among projects spanning the entire Commonwealth.

Applications for funding are expected in the autumn of each even-numbered year. These funds, after approval by the CTB (Commonwealth Transportation Board), are granted during odd-numbered years. The projects selected receive funding through inclusion in the Six Year Improvement Plan, either as a VDOT High Priority Project (categories #1 and #2) or via the Construction District Grant Program (all categories). SMART SCALE-funded projects are categorized into the following four groups:

1. **Corridor of Statewide Significance** – 12 key multimodal travel corridors that move people and goods within and through Virginia, serving primarily long- distance/interregional travel.
2. **Regional Networks** – multimodal infrastructure within 15 Regional Network that are based on designated Metropolitan Planning Organizations (MPO) within the Commonwealth, serving primarily intraregional travel
3. **Urban Development Areas (UDA)** – areas where jurisdictions intend to concentrate future population growth and development consistent with the UDA definition in the Code of Virginia and locally-identified Industrial and Economic Development Areas (IEDA) included in Virginia Economic Development Partnership's (VEDP) Virginia Business Ready Sites Program (VBRSP)
4. **Transportation Safety Needs** – statewide safety needs identified in the current VTrans Plan.





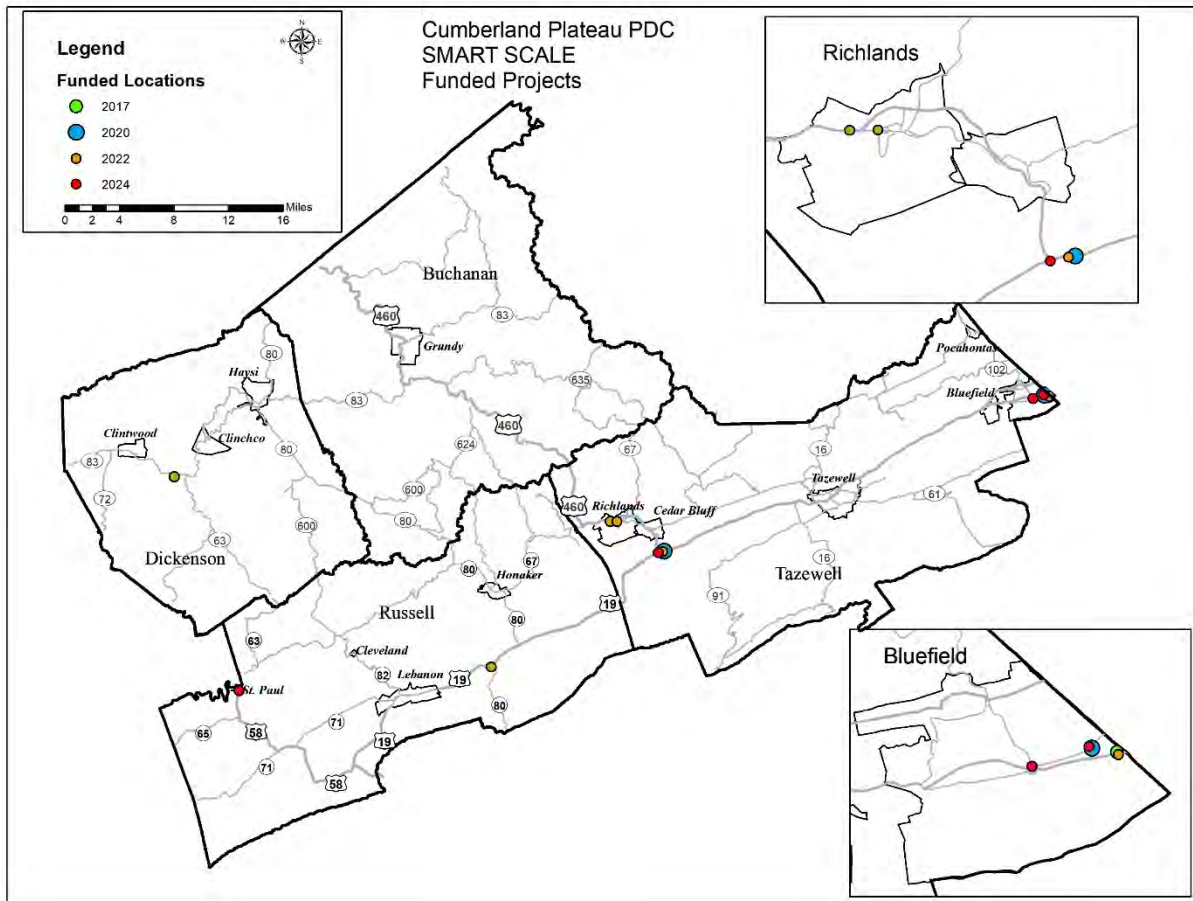
## Project Screening

A project application for funds from the HPPP or the DGP must meet an identified need in Vtrans, the Commonwealth's long-range transportation plan. The regional or local government must identify its top regional/local priorities. If a project meets an identified need, then the regional or local government must provide a resolution of support and supporting information for the SMART SCALE application.

SMART SCALE funded projects are scored and awarded funds based on their impact on the following evaluation criteria/measures:

1. Safety
2. Congestion Mitigation
3. Accessibility
4. Environmental Quality
5. Economic Development
6. Land Use

Below is a map and list of projects that have been funded through SMART SCALE for the years 2017 to 2024:



### Approved Funding for SMART SCALE Projects

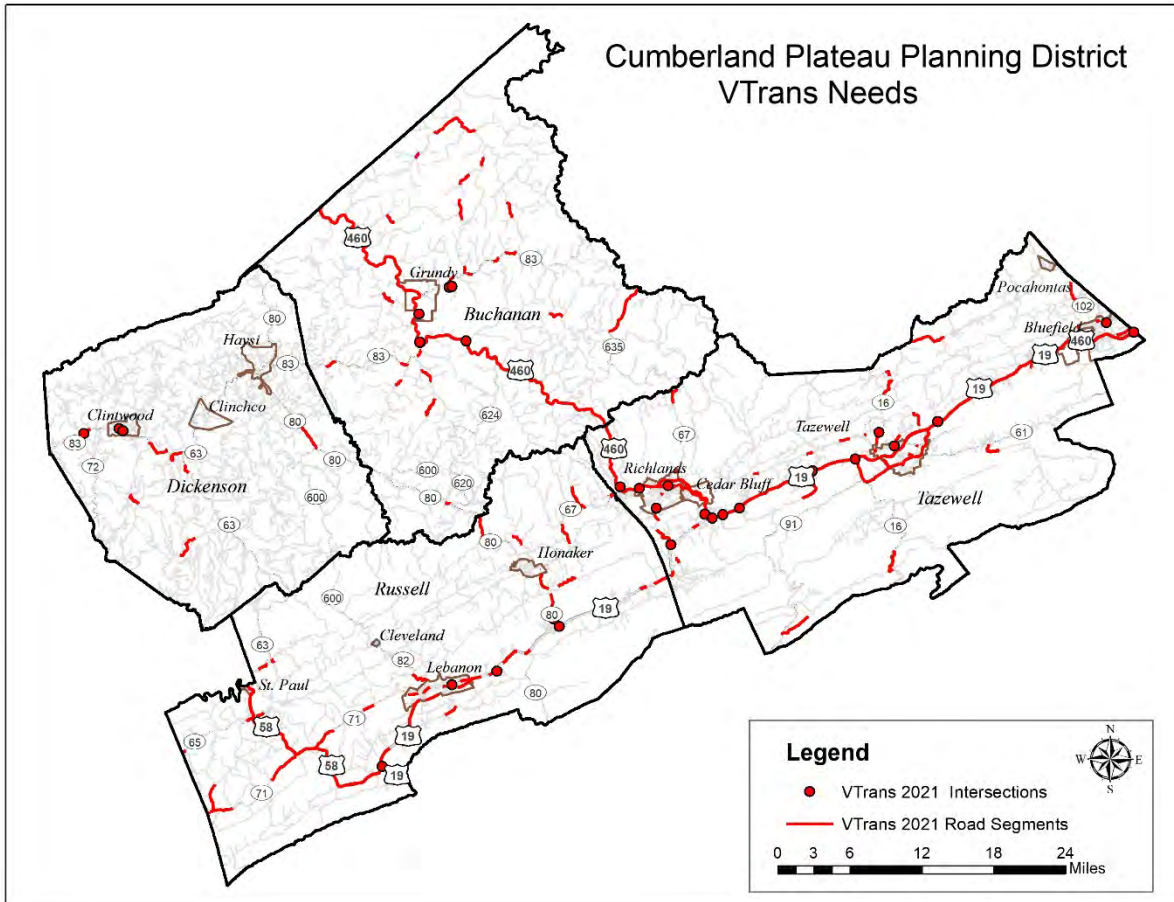
<u>Year</u>	<u>Organization</u>	<u>Project Name</u>	<u>Cost</u>
2017	Bluefield Town	US 460 at Leatherwood Ln.	\$1,271,749
2020	Bluefield Town	College Ave. Traffic Signal	\$859,000
2020	Tazewell County	Rt. 460 Corridor Improvements	\$3,597,000
2022	Bluefield Town	US 460 at Leatherwood Ln. Offset	\$4,594,934
2022	Dickenson County	SR 83 at SR 637 Roundabout	\$5,824,065
2022	Richlands Town	221- US 460 Intersections	\$1,571,631
2022	Richlands Town	Realignment of 2 <sup>nd</sup> Street Approach	\$1,533,931
2022	Russell County	US19 Super Elevation Improvements	\$4,941,660
2022	Tazewell County	US 460 at SR 610 Intersection Improvements	\$9,358,603
2024	Bluefield Town	College Ave. at Bluefield College Dr.	\$3,866,120
2024	Bluefield Town	College Avenue and Route 720 Intersection	\$9,160,466
2024	CPPDC/Russell County	US 58 Alt Turn Ln. Improvements at Sundown Dr.	\$3,637,078
2024	Tazewell County	US 460 at US 19 Intersection Improvements	\$26,609,204

## **VTrans & Identified Needs**

VTrans serves as Virginia's comprehensive transportation blueprint, outlining its aspirations and objectives for transportation across the state. This strategic plan identifies transportation requirements and allocates investment priorities for initiatives such as SMART SCALE, VDOT Revenue Sharing, and advanced projects, all aligned with the guidelines set by the Board.

Heading the effort, the Office of Intermodal Planning and Investment (OIPI) collaborates with partner agencies at statewide, regional, and local levels to shape the Virginia Statewide Transportation Plan (VTrans). This encompassing plan represents the Commonwealth's multi-modal, long-term vision for transportation. Among its contents are proposed improvements on Virginia's federal functionally classified roadways, contributing to a broader endeavor aimed at facilitating the allocation of transportation funds at a statewide level.

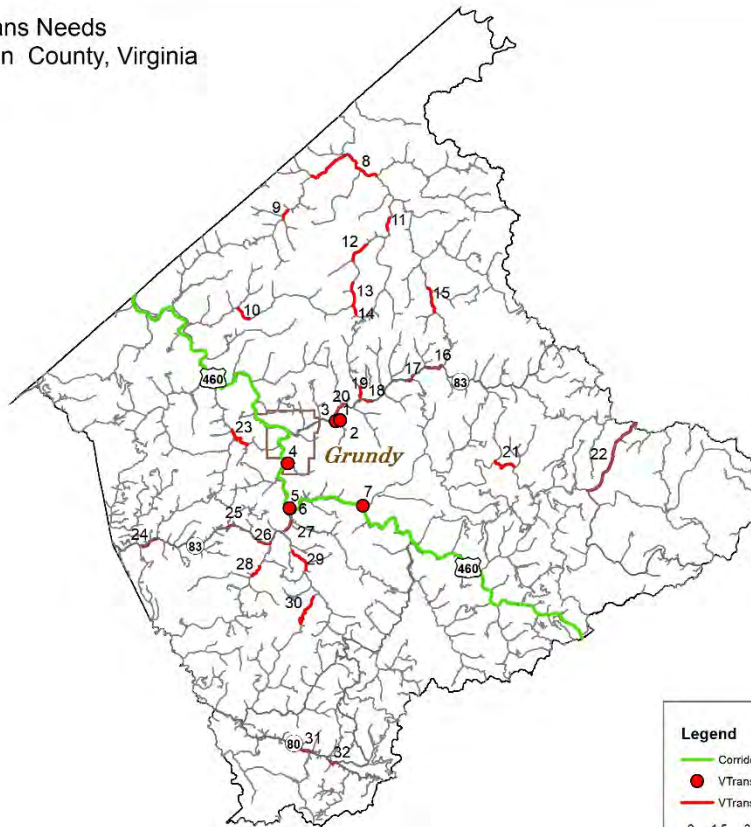
A pivotal aspect of the plan's implementation involves the consideration of projects that effectively address identified needs within VTrans. Specifically, the SMART SCALE statewide prioritization process evaluates projects for funding eligibility, focusing solely on those projects that align with these needs. Identified needs for the Cumberland Plateau PDC in VTrans for the year of 2021 are as follows:



<https://vtrans.org/mid-term-planning/mid-term-needs-and-priorities>

Projects that address VTrans needs may become eligible for state funding under the [SMART SCALE program](#) and receive priority consideration in [VDOT's Revenue Sharing program](#). Similarly, areas designated as Priority 1 locations in VTrans will gain eligibility for study funding through the [Project Pipeline program](#).

VTrans Needs  
Buchanan County, Virginia



**Legend**

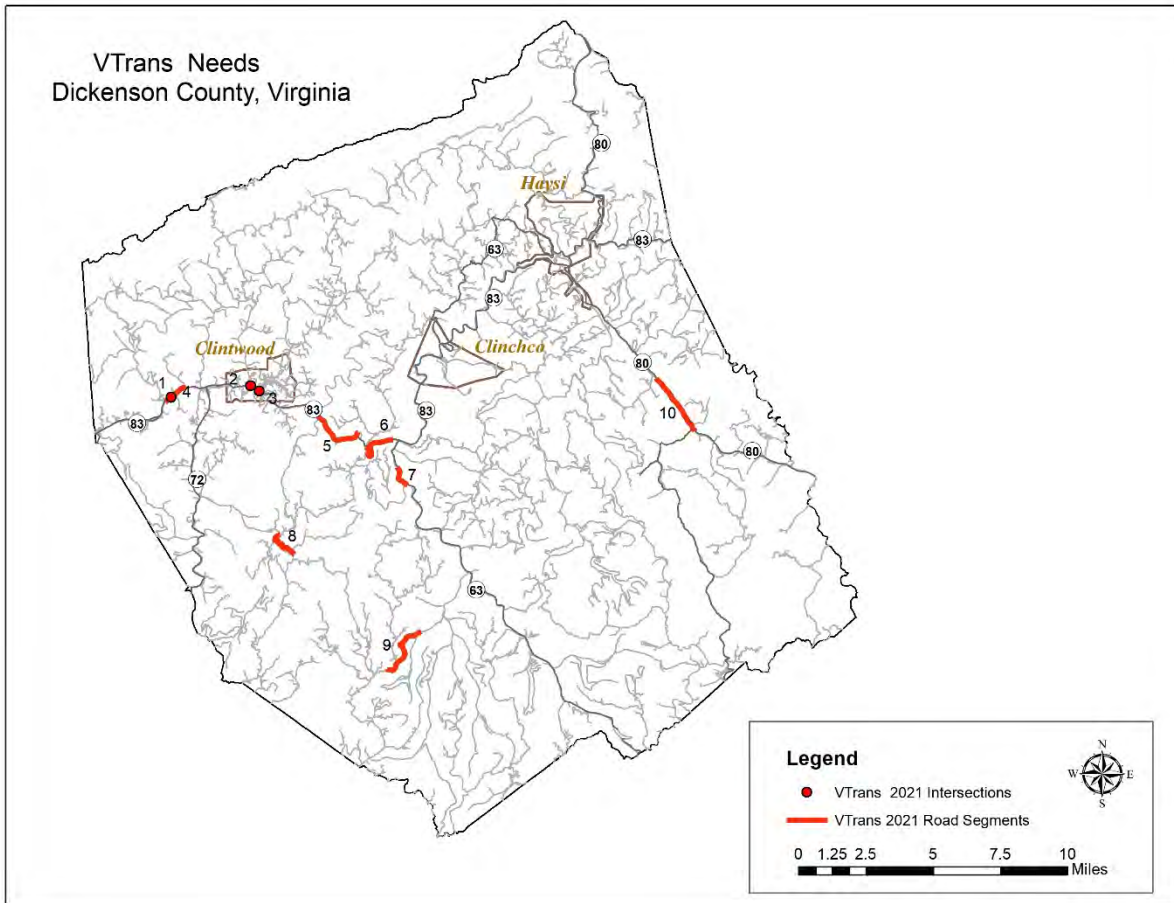
- Corridor of State Wide Significance
- VTrans 2021 Intersections
- VTrans 2021 Road Segments

0 1.5 3 6 9 12 Miles

**VTrans Needs - Buchanan County, Virginia**

<u>Number</u>	<u>Intersections</u>
1	Rt. 686, Bend of Slate Cir & Rt. 013, Crabtree Rd.
2	Rt. 686, Bend of Slate Cir & Rt. 83, Slate Creek Rd.
3	Rt. 83, Slate Creek Rd. & Golden Wave Dr.
4	US 460, Riverside Dr & Rt. 661, Watkins St.
5	US 460, Riverside Dr & Baxter Hill Rd.
6	US 460, Riverside Dr & Rt. 83, Lovers Gap Rd.
7	US 460, Riverside Dr & Rt. 638, Dismal River Rd.

<u>Number</u>	<u>Segments</u>
	Rt. 460 is a Corridor of Statewide Significance
8	Rt. 643 (Hurley Rd.) - From Rt. 645 (PawPaw Rd.) to Rt. 646 ( Guesses Fork Rd.)
9	Rt. 645 (PawPaw Rd.) From Rt. 670 (Abners Fork Rd.) to Drakes Fork Rd.
10	Rt. 650 (Home Creek Rd.) From Rt. 659 Old (Home Creek Rd.) to Sandman Rd.
11	Rt. 650 (Lester's Fork Rd.) From Buffalo Bill Dr. to Hawkins Hollow Rd.
12	Rt. 650 (Lester's Fork Rd.) From Mile Branch Rd. to Front Lane Rd.
13	Rt. 650 (Lester's Fork Rd.) From Willow Rd. to Rt. 651 (Roseann Rd.)
14	Rt. 651 (Roseann Rd.) From Rt. 650 (Lester's Fork Rd.) to Gusty Rd.
15	Rt. 643 (Hurley Rd.) From Willard Bandy Rd. to Hiram Fork Rd.
16	Rt. 83 (Slate Creek Rd.) From Rt. 643 (Hurley Rd.) to Rt. 701 (Smith Branch Rd.)
17	Rt. 83 (Slate Creek Rd.) From Pine Cone Rd. to Turnbull Rd.
18	Rt. 83 (Slate Creek Rd.) 2,125 ft. west of Dandelion Rd.
19	Rt. 642 (Dandelion Rd.) From Rt. 83 (Slate Creek Rd.) to Horse Branch Rd.
20	Rt. 83 (Slate Creek Rd.) From Right Way Rd. to Green Leaf Rd.
21	Rt. 638 (Dismal River Rd.) From Rt. 640 (Hale Creek Rd.) to Rt. 634 (Spruce Pine Rd.)
22	Rt. 635 (Wimmer Gap Rd.) From Rt. 638 (Dismal River Rd.) to Rt. 616 (Compton Mountain Rd.)
23	Rt. 615 (Hoot Owl Rd.) From Rt. 604 (Poplar Creek Rd.) to Dogpound Rd.
24	Rt. 83 (Lovers Gap Rd.) From Rt. 658 (Cranesnest Rd.) to Rt. 604 (Sunset Hollow Rd.)
25	Rt. 83 - From Gamble Rd. to Coleman Curve Rd.
26	Rt. 83 (Lovers Gap Rd.) From Presidio Rd. to Rt. 619 (Leemaster Dr.)
27	Rt. 83 (Lovers Gap Rd.) From Deskins Rd. to Rt. 627 (Dry Fork Rd.)
28	Rt. 619 (Leemaster Dr.) From Spicewood Branch Rd. to Greenfields Rd.
29	Rt. 620 (Deskins Rd.) From Bamboo Rd. to Dead Bolt Rd.
30	Rt. 657 (Boyd's Ridge Rd.) From Foxhound Rd. to Shasta Rd.
31	Rt. 80 (Helen Henderson Hwy.) From Plateau Rd. to Magnet Rd.
32	Rt. 80 (Helen Henderson Hwy.) From Rt. 623 (Council Mountain Rd.) to Rt. 620 (Old Grissom Creek Rd.)



**VTrans Needs - Dickenson County,**

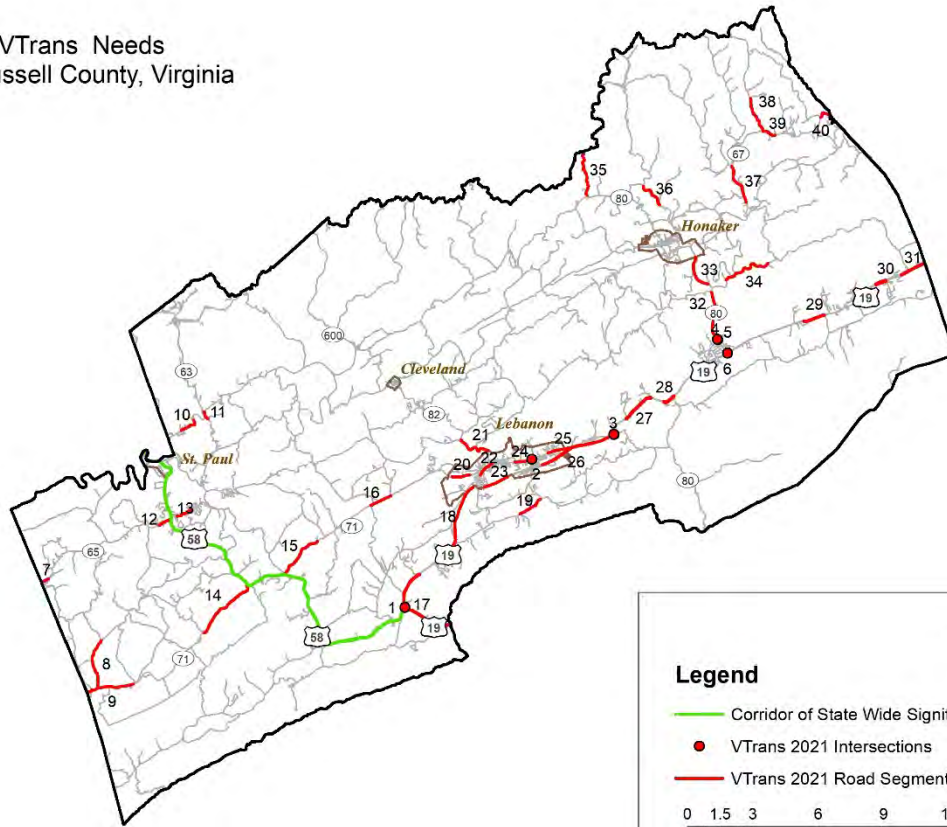
**Number                      Virginia Intersections**

- 1     Rt. 83, Dickenson Hwy. & Rt. 1026, Tomken Rd.
- 2     Rt. 83, Dickenson Hwy. & Rt. 631, Brush Creek Rd. & Rt. 631, Ralph Cummins Ave.
- 3     Rt. 83, Dickenson Hwy. & Rt. 1006, Pioneer St. & Rt. 1009, Chase St.

**Number                      Segments**

- 4     Rt. 83, (Dickenson Hwy.) From Rt. 624 (Camp Creek Rd.) to Rt. 721 (Jakes Branch)
- 5     Rt. 83, (Dickenson Hwy.) From Rt. 649 (Rush Creek) to Old Tunnel Inn Lane
- 6     Rt. 83, (Dickenson Hwy.) From Rt. 637 (DC Caney Ridge Rd) & Rt. 637 (Rose Ridge) to Rt. 63 (Dante Mountain Rd.)
- 7     Rt. 63 (Dante Mountain Rd.) From Harmony Lane to Rt. 773 (Herndon Rd.)
- 8     Rt. 649 (DC Caney Ridge Rd) From Rt. 637 (Rockhouse Rd.) to Rt. 708 (Little Brushy Rd.)
- 9     Rt. 652 (Doctor Ralph Stanley Hwy) From Rt. 643 (Carter Stanley Hwy.) to Spring Fork
- 10    Rt. 80 (Sandlick Rd.) From Rt. 698 (Rock Lick Rd.) to Rt. 625 (Frying Pan Rd.)

VTrans Needs  
Russell County, Virginia



**Legend**

- Corridor of State Wide Significance
- VTrans 2021 Intersections
- VTrans 2021 Road Segments

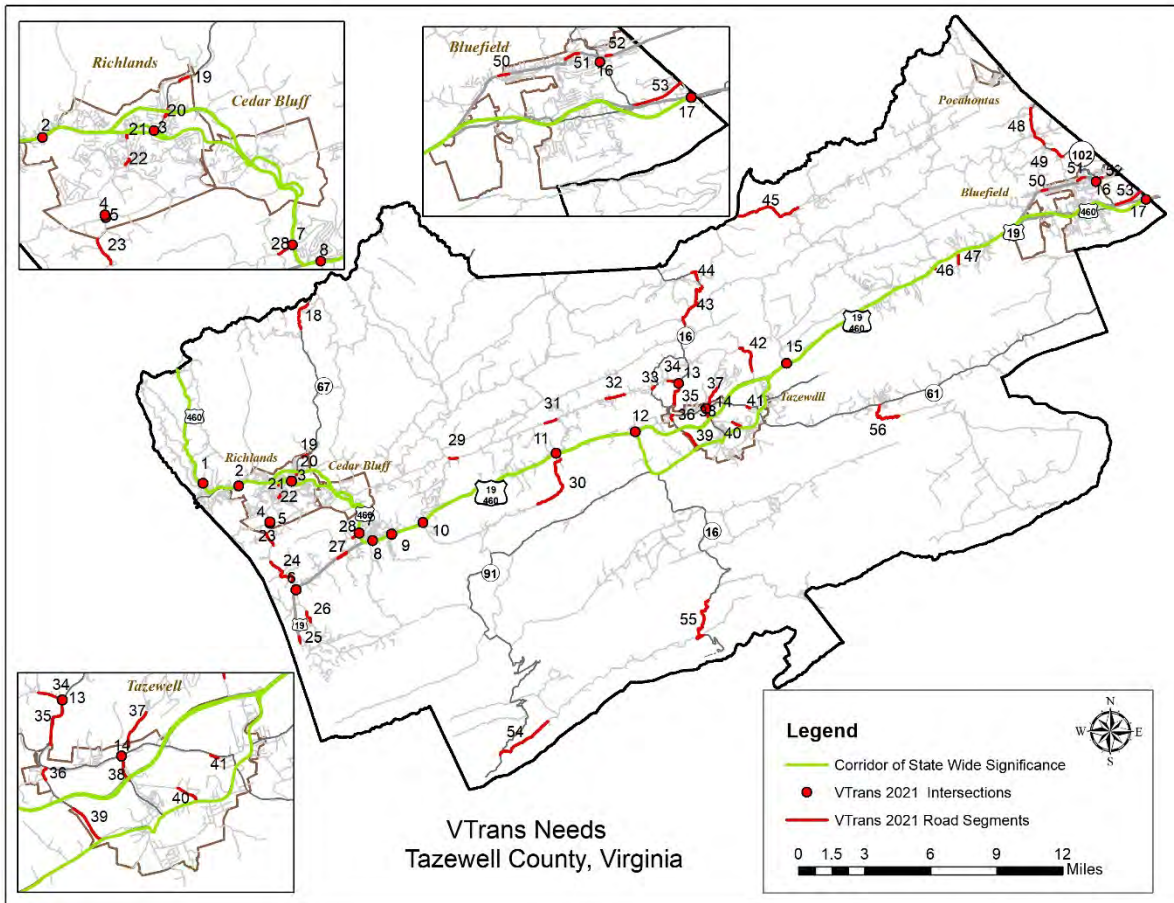
0 1.5 3 6 9 12 Miles



## Vtrans Needs - Russell County, Virginia

<u>Number</u>	<u>Intersections</u>
1	US 58, Us Highway 58 & US19, Us Highway 19
2	US 19, East Main St. & Rt. 1279, Pittston Rd.
3	US19, Us Highway 19 & Rt. 656, Elk Garden Rd.
4	Rt. 80, Redbud Hwy. & Rt. 903, Rosedale Heights Ln
5	Rt. 80, Redbud Hwy. & Rt. 921, Arch Barrett Dr
6	US19, Us Highway 19 & Rt. 80, Redbud Hwy.

<u>Number</u>	<u>Segments</u>
	US Route 58 is a Corridor of Statewide Significance
7	Rt. 65 (Sinking Creek Hwy) From Rt. 610 (Sunny Point Rd.) to Russell County Line
8	Rt. 611 (Grassy Creek Rd.) From Rt. 71 (South 71) to Rt. 611 (Johnson Settlement Rd.)
9	Rt. 71 (South 71) From Rt.604 (Molls Creek Rd.) to Russell County Line
10	Rt. 63 (Dante Rd.) From Greenhouse Rd. to Rt. 762 (Phillips St)
11	Rt. 615 (Red Oak Ridge Rd.) From Rt. 615 ( Gravel Lick Rd.) to Rt. 732 (Crooked Branch Rd)
12	Rt. 65 (Mew Rd.) From US58 (US Highway 58) to Rt. 755 (Chiggersville Cir.)
13	Rt. 683 (Memorial Dr.) From Rt. 6448 (Blue Devil Cir.) to Rt. 862 (Meades Dr.)
14	Rt. 71 (South 71) From Rt. 602 (Ridgeway Dr.) to US 58 (US Highway 58)
15	Rt. 71 (North 71) From US 58 (US Highway 58) to Couch Lane
16	Rt. 71 (North 71) From Rt. 614 (Cross Rds.) to Rt. 645 (Jessees Mill Rd.)
17	US 19 (US Highway 19) From Russell County Line to Rt. 674 (Purcell Rd.)
18	US 19 (US Highway 19) From Mannhein Rd. to West Main St.
19	Rt. 657 (Green Valley Rd.) From Rt. 1058 (Shaw St.) to Rt. 654 (Pittston Rd.)
20	Rt. 71 (Fincastle Rd.) From Rt. 853 (Clydesway Dr.) to Thornhill Dr.
21	Rt. 82 (Cleveland Rd.) From Town limits to Rt. 640 (Long Hollow Rd.)
22	Rt. 19 (West Main St.) From Rt. 71 (Fincastle Rd.) to Rt. 82 (Cleveland Rd.)
23	US 19 (US Highway 19) From US 19 Ramp to Frontage Rd.
24	US 19 (East Main St.) From Ferguson St. to Rt. 1279 (Pittston Rd.)
25	US 19 (East Main St.) From Jones Dr. to US 19 (US Highway 19)
26	US 19 (US Highway 19) From US Highway Ramp to Rt. 656 (Elk Garden Rd.)
27	US 19 (US Highway 19) From Rt. 872 (Ridgeway Dr.) to Rt. 904 (Fairview Ln.)
28	US 19 (US Highway 19) From Tiller Trailer Ct. to Rt. 80 (Hayters Gap Rd.)
29	US 19 (US Highway 19) From Altizer Dr. to Rt. 643 (Belfast School Rd.)
30	US 19 (US Highway 19) From Crossover B to Rt. 1050 (Spring Hill Rd.)
31	US 19 (US Highway 19) From Rt. 770 (Old Highway 19) to Russell County Line
32	Rt. 80 (Redbud Highway) From Rt. 903 (Rosedale Hights Ln.) to Rt. 640 (River Mountain Rd.)
33	Rt. 80 (Redbud Highway) From Rt. 641 (Cedar Cliff Rd.) to Miller Hill Farm Rd.
34	Rt. 640 (Clifton Farm Rd.) From Deertrack Ln. to Casey Branch Rd.
35	Rt. 80 (Redbud Highway) From Rt. 620 (Finney Rd.) to Russell County Line
36	Rt. 624 (Drill Rd.) From Rt. 715 (Stone Branch Rd.) to Rt. 639 (Laurel Branch Rd.)
37	Rt. 67 (Swords Creek Rd.) From Rt. 879 (Perry Dr.) to Rt. 622 (Miller Creek Rd.)
38	Rt. 634 (Pine Creek Rd.) From Rt. 67 (Swords Creek Rd.) to Rt. 768 Robinson Hollow Rd.
39	Rt. 67 (Swords Creek Rd.) From Rt. 634 (Pine Creek Rd.) to Swifty John Rd.
40	Rt. 67 (Swords Creek Rd.) From Rt. 635 (Horton Ridge Rd.) to Russell County Line



### VTrans Needs - Tazewell County, Virginia

<u>Number</u>	<u>Intersections</u>
1	US 460, Gov. G. C. Peery Hwy & Rt. 805, Southerland Branch Rd.
2	US 460, Gov. G. C. Peery Hwy & Rt. 783 Acme Rd.
3	US 460 Bus., Second St. & Rt. 67 Railroad Ave.
4	Rt. 4700, Kents Ridge Rd. & Rt. 19, Daw Rd.
5	Rt. 4700, Kents Ridge Rd. & Rt. 21, Birmingham Rd.
6	US19, Steelsburg Hwy & Rt. 609, Kents Ridge Rd & Rt. 609, Wardell Rd.
7	US 460, Gov. G. C. Peery Hwy & Rt. 719, Claypool Hill Mall Rd.
8	US 460, Gov. G. C. Peery Hwy & Rt. 610, Indian Paint Rd.
9	US 19, Gov. G. C. Peery Hwy & Rt. 1249, Granny's Rd.
10	US 19, Gov. G. C. Peery Hwy & Rt. 637, Limestone Rd & Rt. 637, Pounding Mill Branch Rd.
11	US 19, Gov. G. C. Peery Hwy & Rt. 637, Pounding Mill Branch Rd. & Rt. 637, Cochran Hollow Rd.
12	US 19, Gov. G. C. Peery Hwy & Rt. 632, Pisgah Rd & US 19, Crab Orchard Rd.
13	Rt. 16, Adria Rd. & Rt. 631, Baptist Valley Rd.
14	Rt. 16, W Riverside Dr. & Rt. 61, E Riverside Dr. & Rt. 16, Tazewell Ave.

- 15 US 19, Gov. G. C. Peery Hwy & Rt. 651, Wittens Mill Rd.
- 16 Rt. 102, South College Ave. & Rt. 3252, Tazewell Ave.
- 17 US 460, C. Jefferson Stafford Hwy & Rt. 868, Leatherwood Ln

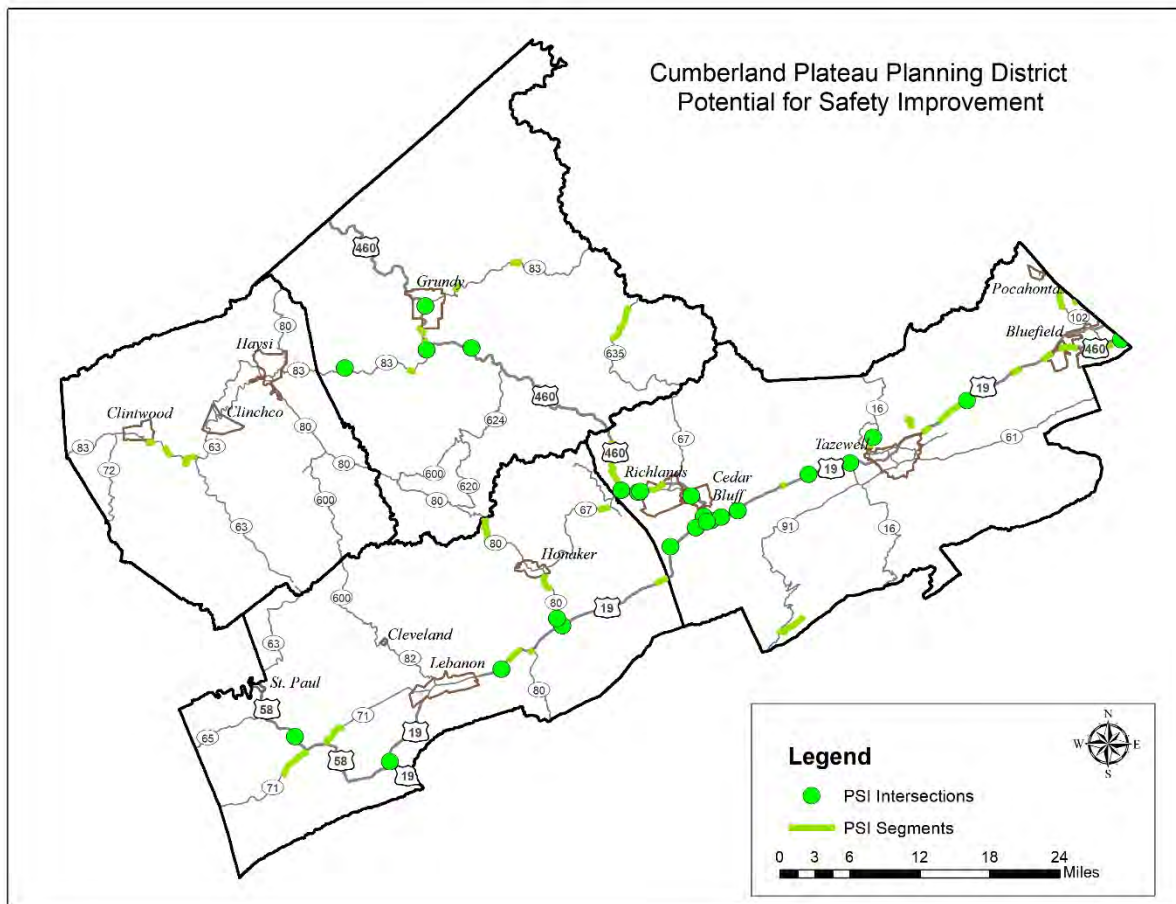
**Number**                      **Segments**

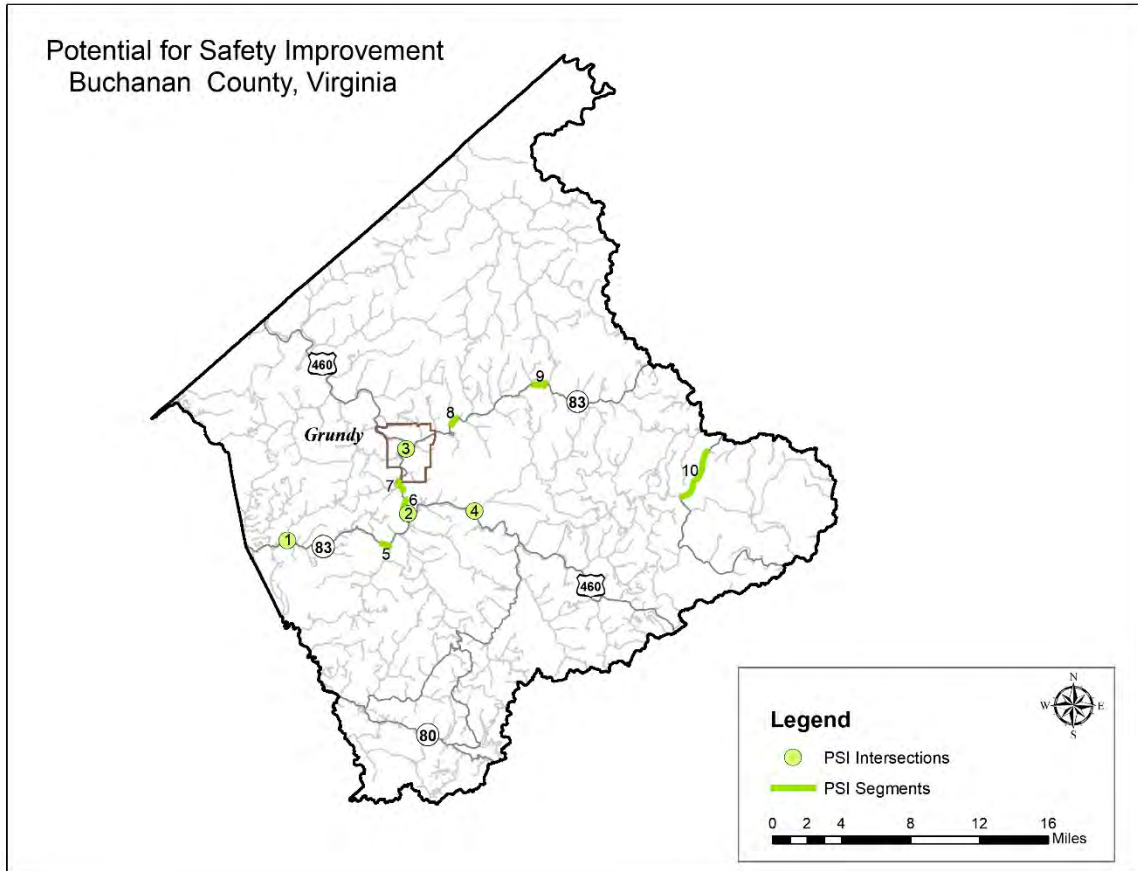
- US 460 is a Corridor of Statewide Significance
- 18 Rt. 67 (Jewell Ridge Rd.) From Rt. 620 (Jewell Main Rd.) to Tiller Rd.)
- 19 Rt. 67 (Jewell Ridge Rd.) From Jabo Ln to Shadow Ln
- 20 Rt. 67 (Railroad Ave.) From US 460 Ramp to Fifth St.
- 21 Rt. 4700 (Kents Ridge Rd.) From Brick St. to Front St.
- 22 Rt. 4700 (Kents Ridge Rd.) From Mason St. to Kimberly Ln.
- 23 Rt. 609 (Kents Ridge Rd.) From Pepper Loop St to Richlands Town Boundary
- 24 Rt. 609 (Kents Ridge Rd.) From Land St. to Little River Rd
- 25 US 19 (Steelsburg Hwy) From Rt. 1219 (Wardell Industrial Park Rd.) to County Line
- 26 Rt. 609 (Wardell Rd.) From Terrier Ln to Kansas St
- 27 US 19 (Steelsburg Hwy) From Montcalm Ln to South Ln.
- 28 Rt. 719 (Claypool Hill Mall Rd.) From US 460 (Gov. G. C. Peery Hwy) to Clinic Rd.
- 29 Rt. 631 (Baptist Valley Rd.) From Rt. 699 (Green Mountain Rd.) to Rt. 773 (Bailey Rd.)
- 30 Rt. 637 (Pounding Mill Branch) From Citation St to Rt. 698 (Maxwell Rd.)
- 31 Rt. 631 (Baptist Valley Rd.) From Rt. 812 (Webb St.) to Rt. 801 (Sutherland Dr.)
- 32 Rt. 631 (Baptist Valley Rd.) From Rt. 1510 (Daileys Chapel Rd.) to Campbell Dr.
- 33 Rt. 631 (Baptist Valley Rd.) From Rt. 635 (Hubble Hill Rd.) to Rt. 855 (Burkett Dr.)
- 34 Rt. 631 (Baptist Valley Rd.) From Raywood Dr. to Rt. 16 (Adria Rd.)
- 35 Rt. 16 (Adria Rd.) From Rt. 631 (Baptist Valley Rd.) to Town of Tazewell Boundary
- 36 Rt. 16 (Fairground Rd.) From Pisgah Rd to Rt. 16 (Adria Rd.) & Rt. 16 (W Riverside Dr.)
- 37 Rt. 831 (Whitley Branch Rd.) From Rt. 732 (Vanhoozer Rd.) to Blackhorse Rd.
- 38 Rt. 16 (Tazewell Ave.) From Rt. 16 (W Riverside Dr.) & Rt. 61 (E Riverside Dr.)  
to US19 Ramp (Gov. G. C. Peery Hwy.)
- 39 Rt. 16 (Fairground Rd.) From US 19 Ramp (Gov. G. C. Peery Hwy.) to US 19 (West Main St.)
- 40 Rt. 23 (Cemetary Ln.) From Rt. 9707 to US 19 (E Fincastle Tpke.)
- 41 Rt. 61 (E Riverside Dr.) From Valley View St. to Maplewood Ln.
- 42 Rt. 645 (Lake Witten Rd.) From Mountain Springs Ln. to Recreation Dr
- 43 Rt. 16 (Stoney Ridge Rd.) From Rt. 643 (Healing Springs Rd.) to Rt. 644 (Horsepen Rd.)
- 44 Rt. 16 (Stoney Ridge Rd.) From Rt. 642 (Crocketts Cove Rd.) to Gertrude Ln.
- 45 Rt. 644 (Abbs Valley Rd.) From Rt. 655 (Goss Rd.) to Russell County Line
- 46 Mallard Way - From US19 to end of Mallard Way.
- 47 Rt. 665 (Camp Joy Rd.) From US19 to Century Ln.
- 48 Rt. 102 (Falls Mills Rd.) From Yards Rd to Rt. 717 (Adams Dr.)
- 49 Rt. 102 (Falls Mills Rd.) From Southern Dr. to Hampshire Rd.
- 50 US19 (Virginia Ave.) From Rt. 749 (Deaton St.) to Glenn St.
- 51 US19 (Virginia Ave.) From Olney Ave. to East St.
- 52 US19 (Virginia Ave.) From Depot St. to Walton St.
- 53 Rt. 102 (College Ave.) From Sanders Ln. to Leatherwood Ln.
- 54 Rt. 601 (Freestone Valley Rd.) From Rt. 91 (Veterans Rd. to Laurel Creek Ln.

- 55 Rt. 16 (B F Buchanan Hwy.) From Rt. 601 (B F Buchanan Hwy.) to Doe Ln.
- 56 Rt. 623 (Burkes Garden Rd.) From Rt. 61 (Clear Fork Rd.) & Rt. 61 (Gratton Rd.) to 1.8 Miles South East going towards Wolf Creek Dr.

### Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) identifies and improves locations where there is a high concentration, or risk, of vehicle crashes that result in deaths or injuries. These factors are identified by Potential for Safety Improvement intersection and road segments from VDOT. Areas that have potential for safety improvement for the Cumberland Plateau Planning District are as follows:

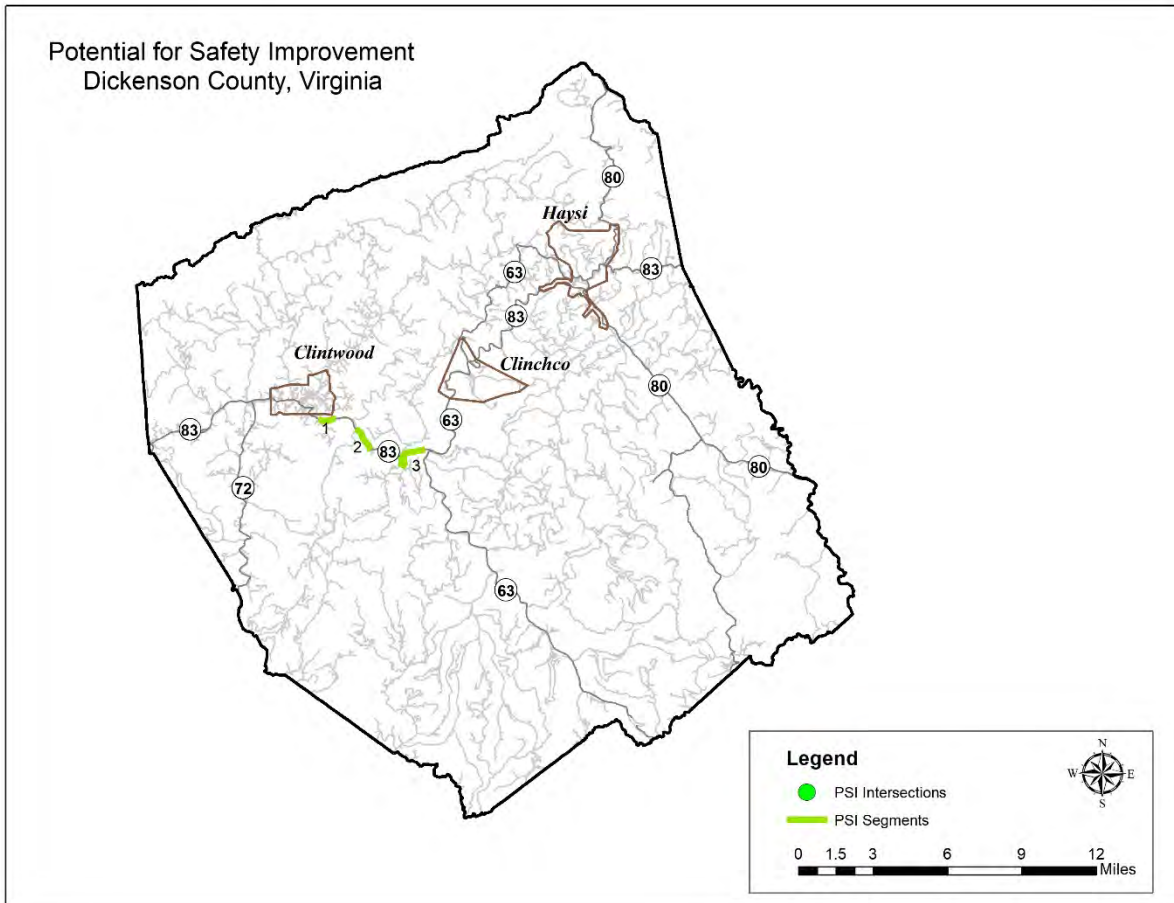




Potential for Safety Improvements - Buchanan County, Virginia

<u>Number</u>	<u>Intersections</u>
1	Rt. 83, Lovers Gap Rd. & Rt. 604, Sunset Hollow Rd.
2	US 460, Riverside Dr. & Rt. 83, Lovers Gap Rd.
3	US 460, Riverside Dr. & Rt. 1012, Riverview St.
4	US 460, Riverside Dr. (Eastbound) & Rt. 638, Dismal River Rd.

<u>Number</u>	<u>Segments</u>
5	Rt. 83, Lovers Gap Rd., From Presidio Dr. to Rt. 619, Leemaster Dr.
6	US 460, Riverside Dr., From Rt. 83, Lovers Gap Rd. to Rt. 732, Sycamore Rd.
7	US 460, Riverside Dr., From Cold Springs Rd. to Plaza Dr.
8	Rt. 83, Slate Creek Rd., From Green Leaf Rd. to Right Way Rd.
9	Rt. 83, Slate Creek Rd., From Rt. 701, Smith Branch Rd. to Rt. 643, Hurley Rd.
10	Rt. 635, Wimmer Gap Rd., From Rt. 638, Dismal River Rd. to Iris Rd.

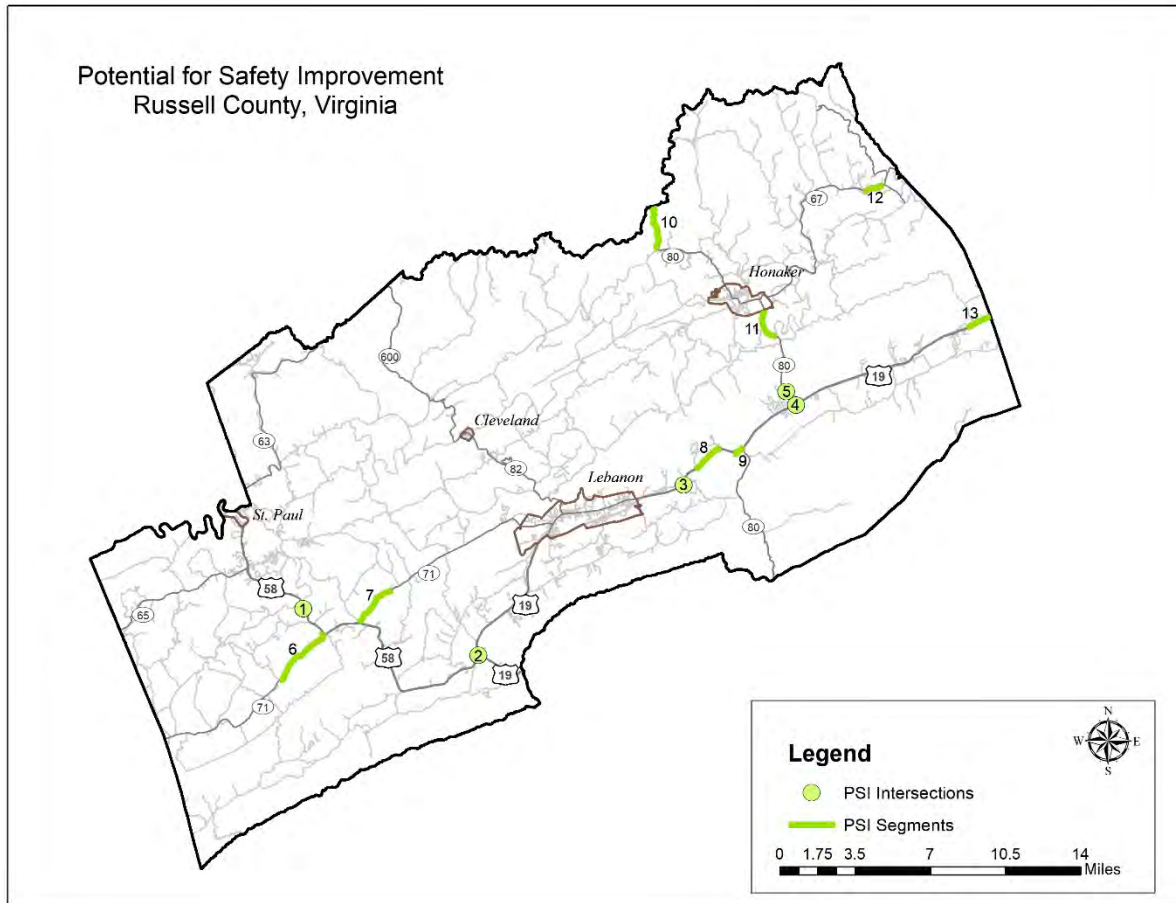


Potential for Safety Improvements - Dickenson County, Virginia

Number                      Intersections

Number                      Segments

- |   |  |
|---|--|
| 1 | Rt. 83, Dickenson Hwy., From Living Faith Dr. to Wish Hill                             |
| 2 | Rt. 83, Dickenson Hwy., From Rt. 649, Rush Creek to Tammy Jo Drive                     |
| 3 | Rt. 83, Dickenson Hwy., From Rt. 637, Dc Caney Ridge Rd. to Rt. 63, Dante Mountain Rd. |

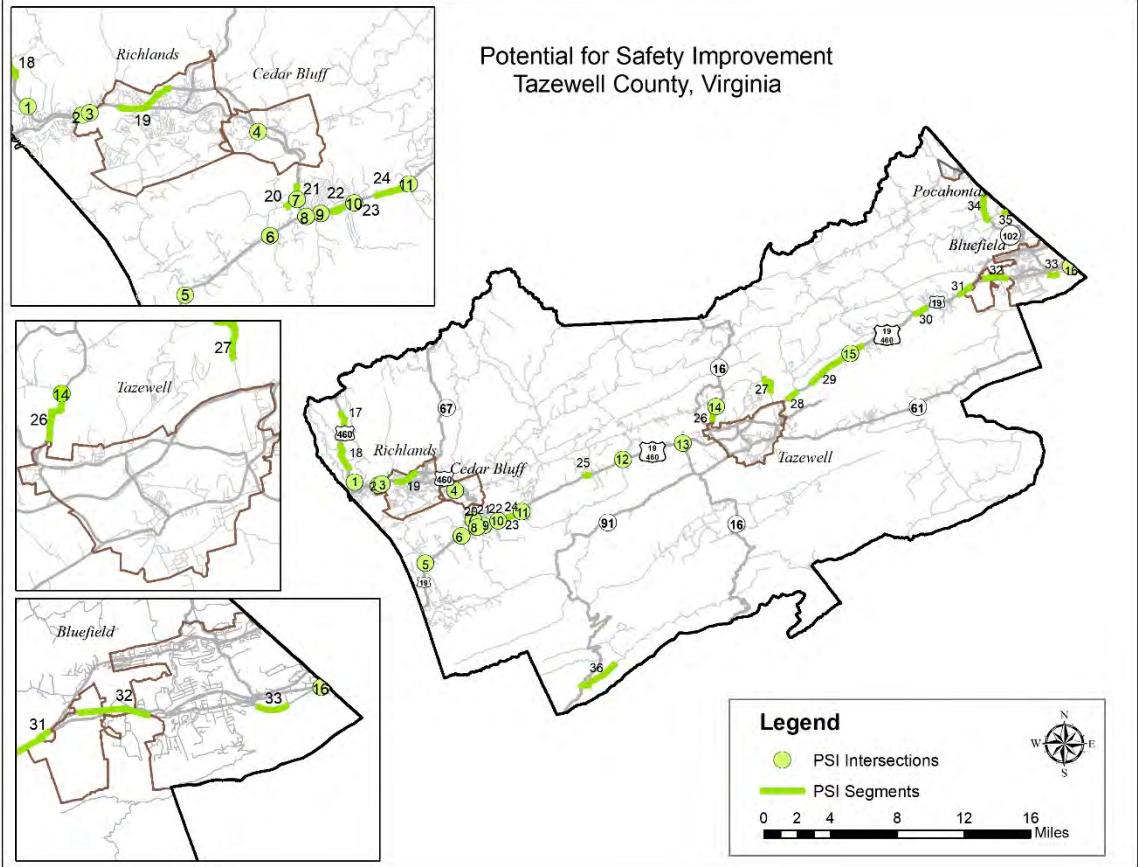


Potential for Safety Improvement - Russell County, Virginia

<u>Number</u>	<u>Intersections</u>
1	US 58, US Highway 58 & Rt. 604, Copper Ridge Rd. & Rt. 683, Memorial Dr.
2	US 19, US Highway 19 & US 58, US Highway 58
3	US 19, US Highway 19 & Rt. 656, Elk Garden Rd.
4	US 19, US Highway 19 & Rt. 80, Redbud Hwy.
5	Rt. 80, Redbud Hwy. & Rt. 921, Arch Barrett Dr.

<u>Number</u>	<u>Segments</u>
6	Rt. 71, South 71, From Rt. 62, Ridgeway Dr. to US 58, US Highway 58
7	Rt. 71, North 71, From US 58, US Highway 58 to Couch Ln.
8	US 19, US Highway 19 From Rt. 872, Ridgeway Dr. to Rt. 904, Fairview Ln.
9	US 19, US Highway 19 From Tiller Trailer Ct. to Rt. 80, Hayters Gap Rd.
10	Rt. 80, Redbud Hwy. From Rt. 620, Finney Rd. to Russell County Line
11	Rt. 80, Redbud Hwy. From Rt. 641, Cedar Cliff Rd. to Miller Hill Farm Rd.
12	Rt. 67, Swords Creek Rd. From Rt. 796, Robinson Ridge Rd. to Rt. 635, Maple Gap Rd.
13	US 19, US Highway 19 From Rt. 770, Old Highway 19 to Russell County Line

# Potential for Safety Improvement Tazewell County, Virginia





Potential for Safety Improvement - Tazewell County, Virginia

<u>Number</u>	<u>Intersections</u>
1	US 460, Gov. G. C. Peery Hwy. & Rt. 805, Southerland Branch Rd.
2	US 460, Gov. G. C. Peery Hwy. & Rt. 67, Raven Rd.
3	US 460, Gov. G. C. Peery Hwy. & Rt. 783, Acme Rd.
4	US 460, Cedar Valley Dr. & Rt. 1213, Alfalfa Ln.
5	US 19, Steelsburg Hwy. & Rt. 609, Wardell Rd. & Rt. 609, Kents Ridge Rd.
6	US 19, Steelsburg Hwy. & Rt. 835, Willow Springs Rd. & Rt. 719, Claypool Hill Mall Rd.
7	US 460, Gov. G. C. Peery Hwy. & Rt. 719, Claypool Hill Mall Rd. & Rt. 1234, Fill St.
8	US 19, Steelsburg Hwy. & US 460, Gov. G. C. Peery Hwy.
9	US 19, Steelsburg Hwy. & Rt. 610, Indian Paint Rd.
10	US 19, Gov. G. C. Peery Hwy. & Rt. 1249, Cedar Creek Rd.
11	US 19, Gov. G. C. Peery Hwy. & Rt. 637, Pounding Mill Branch Rd. (West Side)
12	US 19, Gov. G. C. Peery Hwy. & Rt. 637, Pounding Mill Branch Rd.(East Side)
13	US 19, Gov. G. C. Peery Hwy. & Rt. 19, Crab Orchard Rd.
14	Rt. 16, Adria Rd & Rt. 631, Baptist Valley Rd.
15	US 19, Gov. G. C. Peery Hwy. & Rt. 1401, E River Dr.
16	US 460, C. Jefferson Stafford Hwy. & Rt. 868, Leatherwood Ln.

<u>Number</u>	<u>Segments</u>
17	US 460, Gov. G. C. Peery Hwy., From Major Rd. to Burning Bush Rd.
18	US 460, Gov. G. C. Peery Hwy., From Rt. 804, Red Ash Camp Rd. to 2,717 short of Major Rd.
19	US 460, Gov. G. C. Peery Hwy., From Hill Creek Rd. to 1.6 miles east
20	Rt. 719, Claypool Hill Mall Rd., From Clinic Rd. to US 460, Gov. G. C. Peery Hwy.
21	US 460, Gov. G. C. Peery Hwy., From Rt. 719, Claypool Hill Mall Rd. to Clarissa St.
22	Rt. 19, Gov. G. C. Peery Hwy., From Vfw Rd. to Centre St.
23	Rt. 19, Gov. G. C. Peery Hwy., From Rt. 1249, Cedar Creek Rd. to 1,073 ft. east
24	Rt. 19, Gov. G. C. Peery Hwy., From .55 miles east of Cedar Creek Rd. to Rt. 637, Pounding Mill Branch Rd.
25	Rt. 19, Gov. G. C. Peery Hwy., From Rt. 639, Earls Branch Rd. to Rogich Rd.
26	Rt. 16, Adria Rd., From Tazewell County Corporate Limits to Rt. 631, Baptist Valley Rd.
27	Rt. 645, Lake Witten Rd., Starting .06 miles north from Tazewell County Corporate Limits on Lake Witten Rd. to Recreation Dr.
28	Rt. 19, Gov. G. C. Peery Hwy., From C2US00019 RAMP to Rt. 651, Wittens Mill Rd.
29	Rt. 19, Gov. G. C. Peery Hwy., From Rt. 781, Industry Rd. to Rt. 680, Ireson Rd.
30	Rt. 19, Gov. G. C. Peery Hwy., From Rt. 656, Bailey Switch Rd. to Rt. 665, Camp Joy Rd.
31	Rt. 19, Gov. G. C. Peery Hwy., From Rt. 1520, Ebenezer Ave. to Rt. 720, Hockman Pike
32	US 460WB, C. Jefferson Stafford Hwy., From US00460WRAMP, Virginia Ave. to US00460 RAMP, C. Jefferson Stafford Hwy.
33	US 460, C. Jefferson Stafford Hwy., From US00460 RAMP, C. Jefferson Stafford Hwy. to 0.75 miles east
34	Rt. 102, Falls Mills Rd., From Rt. 643, Brushfork Rd. to Starling Ave.
35	Rt. 643, Brushfork Rd., From Mark Cir. to Wickam St.
36	Rt. 601, Freestone Valley Rd., From Rt. 91, Veterans Rd. to Laurel Creek Ln.

## Six-Year Improvement Program

The Six-Year Improvement Program (SYIP) allocates transportation funds across various sources to support a multitude of projects over the upcoming six years. Its primary aim is to guide the distribution of Virginia's transportation funding, determining where investments will be directed within this time frame. The SYIP encompasses an array of projects that have been chosen for funding through a comprehensive process of statewide prioritization known as SMART SCALE. Additionally, it incorporates projects financed by distinct programs, such as those pertaining to bridge construction, road resurfacing, safety enhancements, and specialized federal and state programs. Furthermore, the SYIP incorporates initiatives that receive funding from external



UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
111429	#SGR18LB - BRIDGE REPLACEMENT BOOTH BRANCH (29712 FED.)	0	Bristol	Miscellaneous	Buchanan County	\$290	\$290	\$0	\$0	\$0
111431	#SGR18LB - BRIDGE REPLACEMENT SUGAR BEND RD. (29702 FED)	0	Bristol	Miscellaneous	Buchanan County	\$180	\$180	\$0	\$0	\$0
111434	#SGR18LB - REPLACE SUPERSTRUCT. & REPAIR SUBSTRUCT(29759 FED)	0	Bristol	Miscellaneous	Buchanan County	\$90	\$90	\$0	\$0	\$0
111435	#SGR18LB - BRIDGE REPLACEMENT CAMPGROUND RD. - (29803 FED)	0	Bristol	Miscellaneous	Buchanan County	\$290	\$290	\$0	\$0	\$0
111436	#SGR18LB - BRIDGE REPLACEMENT RUSSELL FORK (29801 FED)	0	Bristol	Miscellaneous	Buchanan County	\$180	\$180	\$0	\$0	\$0
111437	#SGR18LB - BRIDGE REPLACEMENT GRANNY CREEK (29696 FED)	0	Bristol	Miscellaneous	Buchanan County	\$180	\$180	\$0	\$0	\$0
111448	#SGR18LB - REPLACE DECK AND SUPER. & REPAIR SUB. (29731 FED)	0	Bristol	Miscellaneous	Buchanan County	\$170	\$170	\$0	\$0	\$0
112353	#SGR18LB - REPLACE SUPERSTRUCT & REPAIR SUBSTRUCT(29808 FED)	0	Bristol	Miscellaneous	Buchanan County	\$265	\$265	\$0	\$0	\$0
121738	#BF BUCH. CO. REPLACEMENT FED 29684 VA 5003 YR 3	9999	Bristol	Miscellaneous	Buchanan County	\$6,454	\$2,204	\$1,205	\$3,044	\$0
108751	RTE. 83 CURVE REALIGNMENT AND INTERSECTION IMPROVEMENT	83	Bristol	Primary	Buchanan County	\$6,393	\$6,393	\$0	\$0	\$0
85126	RTE 121 - VDOT ALPHA/PIONEER OVERSIGHT CFX - FEDERAL	121	Bristol	Primary	Buchanan County	\$7,117	\$7,117	\$0	\$0	\$0
90282	121 CFX - 460 CORRIDOR Q POPLAR CREEK PHASE A FINISH	121	Bristol	Primary	Buchanan County	\$201,135	\$201,135	\$0	\$0	\$0
122015	COALFIELDS EXPRESSWAY PRE-ENGINEERING STUDY	121	Bristol	Primary	Buchanan County	\$1,995	\$1,995	\$0	\$0	\$0
64144	ROUTE 460 CONNECTOR PHASE I, VDOT OVERSIGHT	460	Bristol	Primary	Buchanan County	\$17,917	\$17,917	\$0	\$0	\$0
88140	OVERSIGHT CORRIDOR Q - 460 CONN. 2, INTERCHANGE & HAWKS NEST	460	Bristol	Primary	Buchanan County	\$169,795	\$169,795	\$0	\$0	\$0
100468	CORRIDOR Q ROUTE 121-460 INTERSECTION VDOT OVERSIGHT	460	Bristol	Primary	Buchanan County	\$18,777	\$18,777	\$0	\$0	\$0
117788	CFX - POPLAR CREEK PHASE B - VDOT OVERSIGHT AND RW ACQ. COST	460	Bristol	Primary	Buchanan County	\$25,100	\$24,422	\$1,152	\$0	(\$475)
117789	CFX 121/460 CORRIDOR Q INTERSECTION/HAWK'S NEST OVERSIGHT	460	Bristol	Primary	Buchanan County	\$4,525	\$1,942	\$2,583	\$0	\$0
117807	121/460 CORRIDOR Q INTERSECTION/HAWK'S NEST FINISH GRADE	460	Bristol	Primary	Buchanan County	\$16,732	\$12,316	\$4,417	\$0	\$0
117808	CFX - 121/460 POPLAR CREEK PHASE B - PE/RW	460	Bristol	Primary	Buchanan County	\$9,981	\$9,981	\$0	\$0	\$0
118490	CFX - 121/460 POPLAR CREEK PHASE B - FINAL DESIGN AND CN	460	Bristol	Primary	Buchanan County	\$171,992	\$102,578	\$8,313	\$61,101	\$0
120492	#SS - RTE 460 (GRASSY CREEK BRIDGES) EPOXY OVERLAY	460	Bristol	Primary	Buchanan County	\$1,344	\$1,344	\$0	\$0	\$0
121024	#ITTF23 FEASIBILITY STUDY-ANIMAL DET. WARN SYS-CORR Q-RT 460	460	Bristol	Primary	Buchanan County	\$200	\$150	\$50	\$0	\$0
121142	#SS 460 CONNECTOR BRIDGE STRUCTURAL HEALTH MONITORING	460	Bristol	Primary	Buchanan County	\$1,200	\$220	\$980	\$0	\$0
T27043	RTE. 613 - BUCHANAN COUNTY - RURAL RUSTIC	613	Bristol	Secondary	Buchanan County	\$425	\$0	\$0	\$427	(\$2)
113498	BUCHANAN COUNTY RTE 621 RURAL RUSTIC	621	Bristol	Secondary	Buchanan County	\$341	\$341	\$0	\$0	\$0
115347	GRADE, DITCH AND PAVE RTE. 628	628	Bristol	Secondary	Buchanan County	\$449	\$449	\$0	\$0	\$0
116926	RTE. 643 WIDENING	643	Bristol	Secondary	Buchanan County	\$599	\$599	\$0	\$0	\$0
T27040	RTE 649 - BUCHANAN COUNTY - RURAL RUSTIC	649	Bristol	Secondary	Buchanan County	\$112	\$0	\$112	\$0	\$0
113984	BUCHANAN COUNTY ROUTE 680 RUMBLE STRIPS	680	Bristol	Secondary	Buchanan County	\$1,391	\$30	\$0	\$1,361	\$0
T27042	RTE. 704 - BUCHANAN COUNTY - RURAL RUSTIC	704	Bristol	Secondary	Buchanan County	\$385	\$0	\$55	\$330	\$0
118905	RTE 718 - RECONSTRUCT AND SURFACE TREAT	718	Bristol	Secondary	Buchanan County	\$109	\$0	\$0	\$109	\$0
123134	FY23 BUCHANAN COUNTY - MACHINE PATCHING/PAVEMENT RESTORATION	9999	Bristol	Secondary	Buchanan County	\$116	\$116	\$0	\$0	\$0

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
113890	#SGR19VB - RT 63 1042 OVER RUSSELL FORK RIVER - FED 5792	63	Bristol	Primary	Dickenson County	\$8,176	\$4,480	\$0	\$3,696	\$0
119440	#SMART22 - SR 83 AT SR 637 ROUNDABOUT	83	Bristol	Primary	Dickenson County	\$6,343	\$2,667	\$0	\$3,676	\$0
115039	DITCH CLEANING AND IMPROVEMENTS RTE 613	613	Bristol	Secondary	Dickenson County	\$500	\$500	\$0	\$0	\$0
118906	ROUTE 644 - LITTLE CANEY RIDGE - BLADE, DITCH, SURFACE TREAT	644	Bristol	Secondary	Dickenson County	\$485	\$143	\$92	\$250	\$0
104774	ROUTE 649 INTERSECTION IMPROVEMENTS	649	Bristol	Secondary	Dickenson County	\$1,217	\$1,228	\$0	\$0	(\$12)
T28411	ROUTE 707 - LOCKHART LOOP - BLADE, DITCH AND SURFACE TREAT	707	Bristol	Secondary	Dickenson County	\$140	\$0	\$0	\$140	\$0
99867	COUNTYWIDE RURAL ADDITIONS	4003	Bristol	Secondary	Dickenson County	\$250	\$96	\$21	\$189	(\$56)
99718	COUNTYWIDE RIGHT OF WAY ENGR. DICKENSON CO. - COUNTYWIDE -	4008	Bristol	Secondary	Dickenson County	\$250	\$1	\$0	\$0	\$249
T26950	TRANSPORTATION SERVICES	9999	Bristol	Secondary	Dickenson County	\$70	\$30	\$21	\$21	(\$2)

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
113499	RUSSELL COUNTY - DANTE DEPOT RESTORATION	9999	Bristol	Enhancement	Russell County	\$426	\$426	\$0	\$0	\$0
119438	#SMART22 - US 19 EB SUPER ELEVATION IMPROVEMENTS	19	Bristol	Primary	Russell County	\$4,942	\$1,000	\$1,500	\$2,442	\$0
123674	#SMART24 - ALT RTE. 58/SUNDOWN DR. TURN LANE IMPROVEMENT	58	Bristol	Primary	Russell County	\$3,637	\$0	\$0	\$3,637	\$0
117769	ROUTE 82 - ADD LEFT TURN LANE	82	Bristol	Primary	Russell County	\$154	\$154	\$0	\$0	\$0
117772	INSTALL GUARDRAIL - ROUTE 82 RUSSELL CO	82	Bristol	Primary	Russell County	\$28	\$28	\$0	\$0	\$0
115383	RTE. 606 - BLADE, DITCH AND PAVE	606	Bristol	Secondary	Russell County	\$517	\$207	\$310	\$0	\$0
123499	RTE 609 - GRADE, DITCH AND PAVE - RURAL RUSTIC	609	Bristol	Secondary	Russell County	\$180	\$0	\$0	\$180	\$0
117767	SAFTEY IMPROVEMENTS - RTE 615 RUSSELL CO	615	Bristol	Secondary	Russell County	\$69	\$69	\$0	\$0	\$0
117773	INSTALL GUARDRAIL - ROUTE 615 RUSSELL CO	615	Bristol	Secondary	Russell County	\$84	\$84	\$0	\$0	\$0
123321	#SGR24VB RTE 624 DRILL ROAD OVER LEWIS CREEK (FED ID 16424)	624	Bristol	Secondary	Russell County	\$4,509	\$1,602	\$0	\$2,907	\$0
T27070	ROUTE 636 - KENTS RIDGE ROAD - RURAL RUSTIC	636	Bristol	Secondary	Russell County	\$450	\$0	\$0	\$450	\$0
118911	RTE 671 - HONAKER CHAPEL RD - BLADE, DITCH, AND PAVE	671	Bristol	Secondary	Russell County	\$550	\$2	\$0	\$548	\$0
115384	RTE. 678 - BLADE, DITCH AND PAVE	678	Bristol	Secondary	Russell County	\$484	\$336	\$148	\$0	\$0
123500	RTE 678 - GRADE, DITCH AND PAVE - RURAL RUSTIC	678	Bristol	Secondary	Russell County	\$520	\$0	\$0	\$355	\$165
113035	RTE. 679 (TUMBEZ HOLLOW RD) RURAL RUSTIC	679	Bristol	Secondary	Russell County	\$153	\$153	\$0	\$0	\$0
106175	#SGR17VB - BR REPL-ROANOKE HILL RD OVER RT 63 (FED 16511)	687	Bristol	Secondary	Russell County	\$4,319	\$4,601	\$118	\$0	(\$400)
123498	RTE 721 - GRADE, DITCH AND PAVE - RURAL RUSTIC	721	Bristol	Secondary	Russell County	\$318	\$0	\$0	\$318	\$0
T27068	RTE 746 - STONEY POINT DRIVE - RURAL RUSTIC	746	Bristol	Secondary	Russell County	\$407	\$0	\$0	\$407	\$0
T27069	RTE 801 - STEEL HOLLOW ROAD - RURAL RUSTIC	801	Bristol	Secondary	Russell County	\$130	\$0	\$0	\$130	\$0
118907	RTE 824 - WALT DRIVE - BLADE, DITCH, AND PAVE	824	Bristol	Secondary	Russell County	\$109	\$4	\$32	\$74	\$0
122660	RURAL ADDITION - RTE. 1080 - NORTH CEDAR DRIVE	1080	Bristol	Secondary	Russell County	\$30	\$30	\$0	\$0	\$0

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
117768	SAFETY IMPROVEMENTS - ROUTE 16 - TAZEWELL CO.	16	Bristol	Primary	Tazewell County	\$32	\$32	\$0	\$0	\$0
117771	INSTALL GUARDRAIL UPGRADES - ROUTE 16 TAZWELL CO	16	Bristol	Primary	Tazewell County	\$350	\$234	\$117	\$0	\$0
109504	#SGR17VB - RT 19 STR 1135 NSRR & WRIGHTS VALLEY CK - 18461	19	Bristol	Primary	Tazewell County	\$3,248	\$3,248	\$0	\$0	\$0
116927	RTE. 19/460 CROSS-OVERS (BETWEEN CLAYPOOL HILL AND RTE. 820)	19	Bristol	Primary	Tazewell County	\$360	\$360	\$0	\$0	\$0
123672	#SMART24 - RTE. 460/RTE. 19 INTERSECTION IMPROVEMENTS	19	Bristol	Primary	Tazewell County	\$26,609	\$0	\$0	\$26,609	\$0
113848	#SGR19VB - RT 61 OVER COVE CRK TAZEWELL VA 1069 FED 18469	61	Bristol	Primary	Tazewell County	\$3,354	\$1,332	\$13	\$2,010	\$0
117770	INSTALL GUARDRAIL UPGRADES - RTE 67 TAZEWELL CO	67	Bristol	Primary	Tazewell County	\$354	\$249	\$105	\$0	\$0
121828	RTE. 91 GRADE AND PAVE	91	Bristol	Primary	Tazewell County	\$1,765	\$1,765	\$0	\$0	\$0
119441	#SMART22 - US460 AT SR610 INTERSECTION IMPROVEMENTS	460	Bristol	Primary	Tazewell County	\$11,043	\$2,240	\$834	\$7,969	\$0
118912	RTE 610 - RECONSTRUCT AND PAVE NON-HARD SURFACE ROAD	610	Bristol	Secondary	Tazewell County	\$490	\$285	\$205	\$0	\$0
123497	RTE. 624 - DITCH, DRAINAGE/PIPE IMPROVEMENTS, PATCHING	624	Bristol	Secondary	Tazewell County	\$77	\$23	\$0	\$0	\$55
118922	RTE 643 - RECONSTRUCT AND PAVE NON-HARD SURFACE ROAD	643	Bristol	Secondary	Tazewell County	\$545	\$0	\$9	\$536	\$0
118952	ROUTE 662 - RECONSTRUCT & PAVE NON-HARDSURFACE ROAD	662	Bristol	Secondary	Tazewell County	\$450	\$0	\$0	\$452	(\$2)
115390	RECONSTRUCT AND PAVE NON-HARD SURFACE ROAD - RTE. 677	677	Bristol	Secondary	Tazewell County	\$142	\$142	\$0	\$0	\$0
101374	#SGR21VB - BRIDGE REPLMNT. RTE 717, FED ID 18657 VA STR 6113	717	Bristol	Secondary	Tazewell County	\$1,150	\$1,150	\$0	\$0	\$0
118931	RTE 761 - RECONSTRUCT AND PAVE NON-HARD SURFACE ROAD	761	Bristol	Secondary	Tazewell County	\$110	\$0	\$0	\$110	\$0
115392	RECONSTRUCT AND PAVE NON-HARD SURFACE ROAD - RTE. 769	769	Bristol	Secondary	Tazewell County	\$199	\$145	\$54	\$0	\$0
118930	ROUTE 819 - BLADE, DITCH, AND SURFACE TREAT	819	Bristol	Secondary	Tazewell County	\$203	\$0	\$0	\$203	\$0
118913	ROUTE 821 - BLADE, DITCH, AND SURFACE TREAT	821	Bristol	Secondary	Tazewell County	\$34	\$0	\$28	\$6	\$0
118914	ROUTE 822 - BLADE, DITCH, AND SURFACE TREAT	822	Bristol	Secondary	Tazewell County	\$68	\$55	\$13	\$0	\$0
118924	ROUTE 825 - BLADE, DITCH, AND SURFACE TREAT	825	Bristol	Secondary	Tazewell County	\$111	\$0	\$0	\$111	\$0
120948	RTE. 19-460/637 INTERSECTION IMPROVEMENTS	19	Bristol	Urban	Tazewell County	\$200	\$0	\$0	\$200	\$0
123222	#PIPELINE23 RTE 19 (09)	19	Bristol	Urban	Tazewell County	\$100	\$100	\$0	\$0	\$0
117112	#SGR22VB-BR REPL-RTE 806 OVER COAL CRK-VA #6298-FED ID 18686	806	Bristol	Urban	Tazewell County	\$7,394	\$1,000	\$0	\$6,394	\$0

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
121145	SOUTH COLLEGE AVENUE - SIDEWALK - TOWN OF BLUEFIELD	102	Bristol	Enhancement	Bluefield	\$1,055	\$315	\$741	\$0	\$0
121023	VALLEY DALE ST. - SIDEWALK - TOWN OF BLUEFIELD	720	Bristol	Enhancement	Bluefield	\$1,186	\$500	\$500	\$186	\$0
119432	#SMART22 - US 460 AT LEATHERWOOD LANE OFFSET LEFT TURN LANES	460	Bristol	Primary	Bluefield	\$4,941	\$4,595	\$346	\$0	\$0
104229	REALIGNMENT OF CURVE HIGHLAND AVENUE/HIGH ST.	0	Bristol	Urban	Bluefield	\$809	\$809	\$0	\$0	\$0
113168	INSTALL NEW SIDEWALK, NEEL ST., DEPOT ST., MT. LANE	0	Bristol	Urban	Bluefield	\$80	\$80	\$0	\$0	\$0
115482	#SMART20-COLLEGE AVENUE TRAFFIC SIGNAL SYNC (APP ID#5039)	102	Bristol	Urban	Bluefield	\$395	\$859	\$0	\$0	(\$464)
120638	RTE. 102 COLLEGE AVE. -ACCESS MGMT./SIDEWALK	102	Bristol	Urban	Bluefield	\$2,573	\$2,573	\$0	\$0	\$0
123665	#SMART24 - RTE. 102 COLLEGE AVE. - LEFT TURN LANE IMPROV.	102	Bristol	Urban	Bluefield	\$3,866	\$0	\$0	\$3,866	\$0
123676	#SMART24 - RTE. 102 COLLEGE AVE/RTE. 720 INTERSECTIN IMP.	102	Bristol	Urban	Bluefield	\$9,160	\$0	\$0	\$9,160	\$0

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
121137	#SGR23VB (FED ID 16438) BR REPL/RTE 634 OVER PINE CREEEK	634	Bristol	Secondary	Lebanon	\$4,241	\$1,034	\$910	\$2,296	\$0
122929	TOWN OF LEBANON - SYSTEMIC SAFETY IMPROVEMENTS	19	Bristol	Urban	Lebanon	\$124	\$44	\$50	\$30	\$0

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
113932	#SGR19LBA - 2ND ST RT 67 CLINCH RV RICHLAND VA 1804 FED 22469	67	Bristol	Primary	Richlands	\$1,741	\$1,741	\$0	\$0	\$0
119430	#SMART22 - 221 - US460 INTERSECTION IMPROVEMENTS	460	Bristol	Primary	Richlands	\$1,678	\$1,572	\$106	\$0	\$0
112277	#SGR19LBA - RT 460/67 APPROACHES & BR REPL OVER CLINCH RIVER	460	Bristol	Urban	Richlands	\$11,496	\$2,408	\$4,339	\$1,072	\$3,676
119437	#SMART22 - REALIGNMENT OF 2ND STREET APPROACH	460	Bristol	Urban	Richlands	\$1,534	\$400	\$0	\$1,134	\$0

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance
						(Values in Thousands of Dollars)				
113876	#SGR19LBA - FAIRGROUND RD RT 16 CLIN RV TAZ VA 1802 FED 22544	16	Bristol	Primary	Tazewell	\$6,336	\$2,300	\$0	\$4,036	\$0
120958	#SGR23LP - FREEDOM AVE. -MILL, SURFACE PAVE, PVMT. MKG.	61	Bristol	Primary	Tazewell	\$263	\$263	\$0	\$0	\$0
111238	#SGR18LB - RT 16 TAZEWEEL CO VA #1800 FEDERAL #22542	16	Bristol	Urban	Tazewell	\$2,952	\$2,398	\$1,118	\$0	(\$564)
120949	RTE. 19/460 PAVEMENT REPLACEMENT	19	Bristol	Urban	Tazewell	\$5,254	\$0	\$0	\$4,574	\$679
111261	#SGR18LB - RT 61 TAZEWEEL CO VA #1807 FEDERAL STR 22548	61	Bristol	Urban	Tazewell	\$2,165	\$2,165	\$0	\$0	\$0

## Secondary Six-Year Plan

The Secondary Six-Year Plan entails the creation of distinct programs aimed at enhancing the state highways within the secondary system of each county. Unlike the SYIP, the administration of this plan diverges. Each county independently manages its own secondary road plan, subject to approval by the Board of Supervisors on an annual basis. The selection of projects to be incorporated into the plan hinges on factors such as traffic volume, urgent safety requirements, and the economic viability of the projects.

## Revenue Sharing Program

The Dollar-for-Dollar State Match Revenue Sharing Program facilitates a state-level financial contribution that matches local funds dedicated to transportation projects. This initiative can be leveraged to fund qualifying improvements within local highway systems. These improvements encompass not only roadways but also encompass pedestrian and bicycle amenities like sidewalks, trails, and other facilities that enhance accessibility alongside the road network. A list of recent revenue sharing projects for the Cumberland Plateau PDC are:

- Buchanan County - Route 643 Widening
- Russell County - Route 667 Widening
- Tazewell County - Route 19/460 Crossover Improvement – West of Route 820
- Route 609 Widening
- Route 631 – Structural Rehabilitation

Route 645 – Structural Rehabilitation  
Rt. 19/460 Cross-overs (Between Clay Pool Hill and Rt. 820)

**Coal and Gas Road Improvement Program**

This initiative is financially supported through a local tax linked to coal and gas road enhancements, as well as funding from the Virginia Coalfield Economic Development Authority. The funds allocated within this initiative are supplementary to the county's existing share of state highway funds. It's important to note that the receipt of revenues from the Coal Haul Program does not lead to a reduction in state highway funds.

The funding obtained through the Coal Haul Road Plan encompasses a broad range of purposes, including but not limited to county road maintenance and construction, Public Service Authority (PSA) projects, State Revenue Sharing, Disaster Relief efforts, and more.

Approval for construction and maintenance funding is obtained on a fiscal year basis through the Coal Haul Road Committee. Subsequently, this funding proposal is presented to the Board of Supervisors for their assessment and approval. To ensure timely planning and implementation, the Coal Haul Road Plan for the upcoming fiscal year needs to be submitted and accepted by the Board of Supervisors prior to July 1, which is the beginning of each fiscal year.

**State of Good Repair Program**

The State of Good Repair Program allocates funds to address the asset management requirements of highways and bridges. This initiative offers financial support for the restoration of degraded pavements and bridges with structural deficiencies that are under the jurisdiction of the Virginia Department of Transportation and/or local administrations.

To be eligible for the program, bridges need to be in the National Bridge Inventory, while deteriorated pavements should be located on Interstate or Primary Highways. Funding distribution across different districts will range from 5.5 percent to 17.5 percent of the total available funds each year, based on the specific needs of each district.

Within the context of this program, the Cumberland Plateau Planning District has 28 bridges in poor condition. Among these 28 bridges, eleven are currently slated for replacement or repair in the six-year plan. The Cumberland Plateau Planning District has 69.0 miles of primary roads that are listed as poor or very poor condition. Below is a list of bridges and primary roads by county that are in poor to very poor condition:

## Bridge Status - National Bridge Inventory 2022

BUCHANAN COUNTY					
STRUCTURE NUMBER	FEATURES DESCRIPTION	FACILITY CARRIED BY	YEAR BUILT	BRIDGE CONDITION	IN SIX-YEAR PLAN
3891	Dismal River	Brown Mtn. Rd.	1972	POOR	NO
3918	Paw Paw Run	Paw Paw Rd.	1980	POOR	NO
3924	Levisa River	Old Rocklick Rd.	1966	POOR	NO
3990	Dismal Creek	Big Branch Rd.	1973	POOR	NO
29684	Levisa Fork	Wellmore Hollow Rd	1932	POOR	NO
29712	Slate Creek	Booth Branch Rd.	1932	POOR	NO
29803	Stream	Campground Rd.	1932	POOR	YES
29808	Russell Fork	Monroe Rd.	1932	POOR	YES
29818	Garden Creek	Turndown Rd.	1932	POOR	NO

DICKENSON COUNTY					
STRUCTURE NUMBER	FEATURES DESCRIPTION	FACILITY CARRIED BY	YEAR BUILT	BRIDGE CONDITION	IN SIX-YEAR PLAN
5792	Russell Fork River	Big Ridge Road	1960	POOR	YES

RUSSELL COUNTY					
STRUCTURE NUMBER	FEATURES DESCRIPTION	FACILITY CARRIED BY	YEAR BUILT	BRIDGE CONDITION	IN SIX-YEAR PLAN
16424	LEWIS CREEK	DRILL RD.	1960	POOR	YES
16438	PINE CREEK	PINE CREEK ROAD	1932	POOR	YES
16482	NS RAILWAY	ARTRIP ROAD	1932	POOR	NO
16496	MOCCASIN CREEK	CLINCH MOUNTAIN RD.	1956	POOR	NO
16511	SR-63	ROANOKE HILL ROAD	1957	POOR	YES
16520	LEWIS CREEK	ARNOLD RD.	1932	POOR	NO
16529	INDIAN CREEK	OLD HIGHWAY 19	1913	POOR	NO

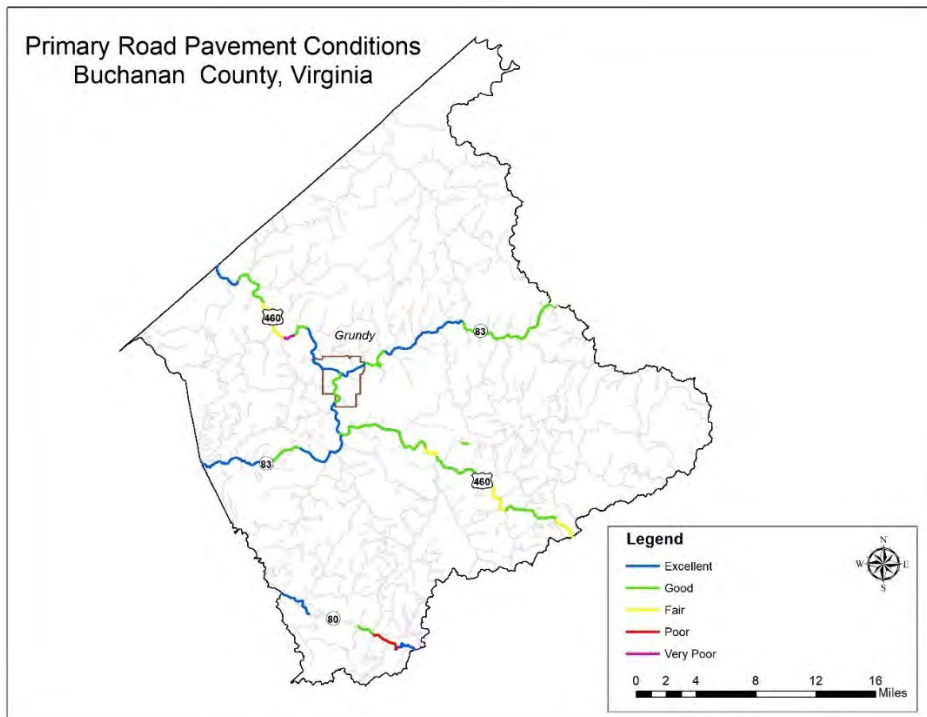


TAZEWELL COUNTY					
STRUCTURE NUMBER	FEATURES DESCRIPTION	FACILITY CARRIED BY	YEAR BUILT	BRIDGE CONDITION	IN SIX-YEAR PLAN
18469	COVE CREEK	ROUTE 61	1957	POOR	YES
18530	LITTLE TUMBLING CREEK	FREESTONE VALLEYRD	1950	POOR	NO
18555	MIDDLE CREEK	MIDDLE CREEK RD	1981	POOR	NO
18587	SPRING BRANCH	ROUTE 0631	1955	POOR	NO
18604	DRY FORK CREEK	ROUTE 637	1964	POOR	NO
18686	COAL CREEK	ROUTE 806	1952	POOR	YES
22463	RTE. 460 & NS RAILWAY	VETERANS DR./ 609	1984	POOR	NO
22467	CLINCH RIVER	FRONT STREET	1950	POOR	NO
22542	CAVITTS CREEK	WEST RIVERSIDE DR.	1928	POOR	YES
22544	CLINCH RIVER	FAIRGROUND ROAD	1923	POOR	YES
22548	N FORK CLINCH RIVER	ROUTE 61	1923	POOR	YES

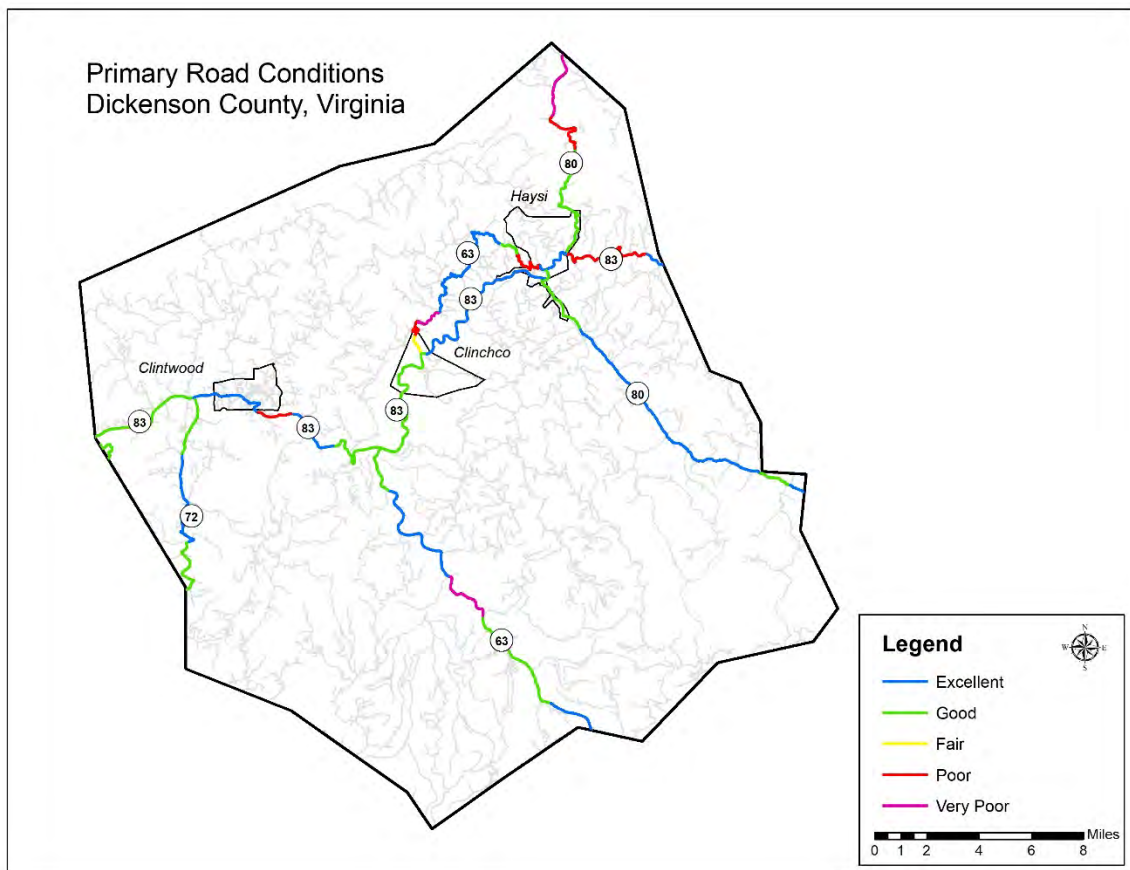
### VDOT Primary Road Pavement Conditions

The following shows VDOT primary road conditions. The ones that are listed as poor or very poor condition are eligible for the State of Good Repair Program.

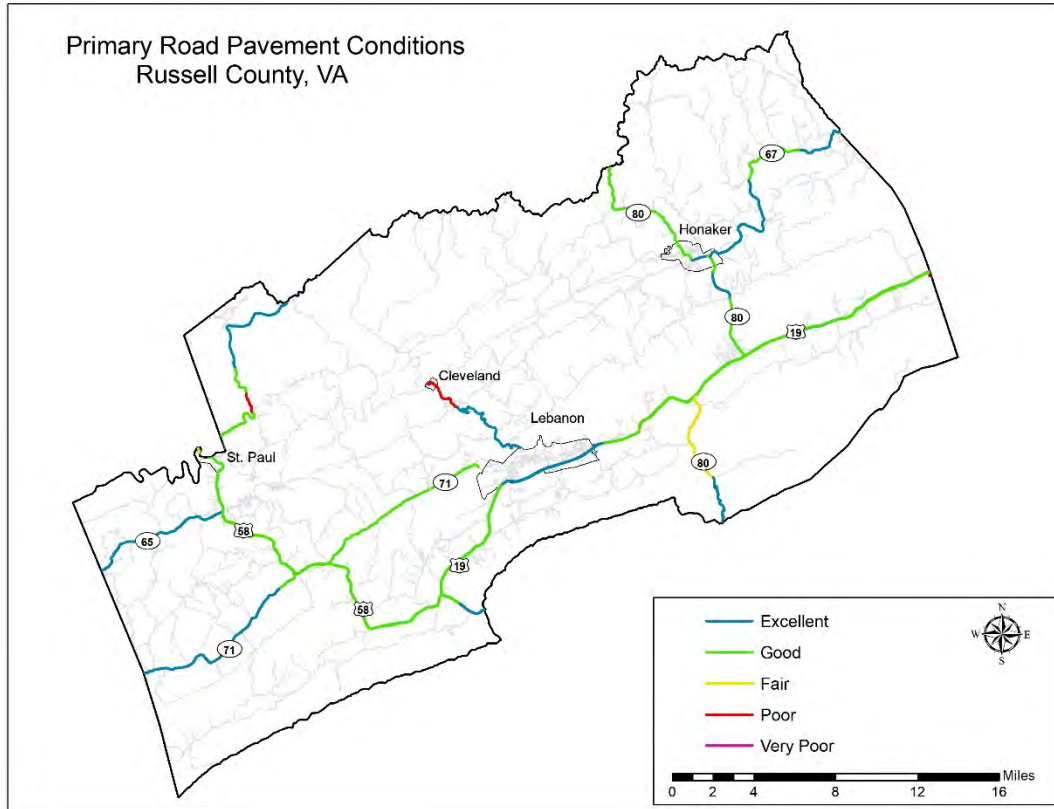
Buchanan County				
EFF_YEAR	SYSTEM	ROUTE_NAME	VA_LANE_MILE	CONDITION
2020	PRIMARY	R-VA SR00080NB	1.92	POOR
2020	PRIMARY	R-VA US00460EB	0.68	VERY POOR



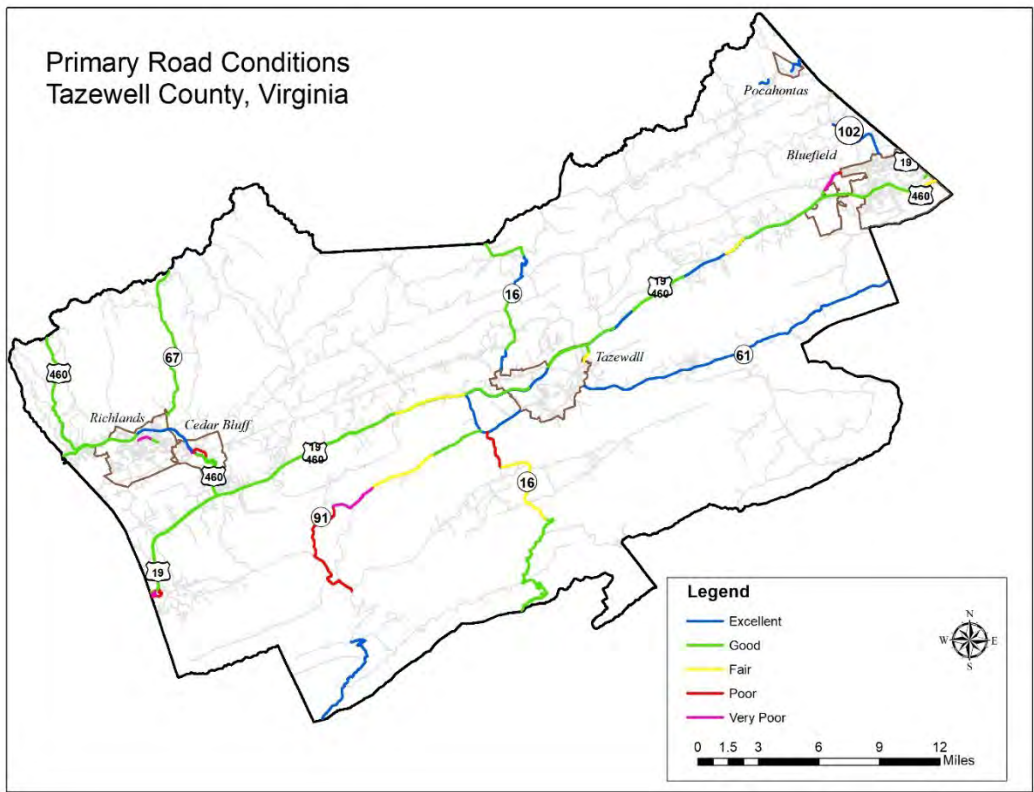
Dickenson County					
EFF_YEAR	SYSTEM	ROUTE_NAME	VA_LANE_MILE	Condition	
2020	Primary	R-VA SR00063NB	3.884	Very Poor	
2020	Primary	R-VA SR00063NB	3.22	Poor	
2020	Primary	R-VA SR00080NB	4.238	Very Poor	
2020	Primary	R-VA SR00083EB	6.92	Poor	
2020	Primary	R-VA SR00080NB	4.148	Poor	
2020	Primary	R-VA SR00083EB	2.332	Poor	
2020	Primary	R-VA SR00063NB	1.618	Poor	
2020	Primary	R-VA SR00063NB	1.784	Very Poor	



Russell County				
EFF_YEAR	SYSTEM	ROUTE_NAME	VA_LANE_MI	Condition
2020	Primary	R-VA SR00063NB	1.158	Poor
2020	Primary	R-VA SR00082NB	3.32	Poor
2020	Primary	R-VA SR00369NBINS001	2.1	Poor
2020	Primary	R-VA US00019NB	0.2	Very Poor
2020	Primary	R-VA US00058EBALT001	2.68	Poor



Tazewell County				
EFF_YEAR	SYSTEM	ROUTE_NAME	VA_LANE_MILE	Condition
2020	Primary	R-VA SR00369NBINS001	2.1	Poor
2020	Primary	R-VA SR00016NB	3.358	Poor
2020	Primary	R-VA SR00091NB	5.256	Poor
2020	Primary	R-VA US00019NB	1.92	Poor
2020	Primary	R-VA SR00091NB	5.136	Poor
2020	Primary	R-VA US00460EBBUS009	1.33	Poor
2020	Primary	R-VA SR00091NB	3.818	Very Poor
2020	Primary	R-VA SR00369NBINS002	0.76	Very Poor
2020	Primary	R-VA US00019SB	1.574	Very Poor
2020	Primary	R-VA US00460EBBUS009	0.702	Very Poor
2020	Primary	R-VA US00460EB	1.756	Very Poor
2020	Primary	R-VA US00460PABUS009	1.14	Very Poor



## **Rural Rustic Roads Program**

The concept of the Rural Rustic Road presents a pragmatic strategy for surfacing Virginia's less-traveled, unpaved roads. These roads, falling under the classification of Rural Rustic Roads, are governed by a top speed limit of 35 mph. Additionally, they are limited to accommodating up to 1,500 vehicles per day (VPD), primarily serving local traffic. These roads are characterized by their minimal projected increase in traffic and are exclusively drawn from the existing unpaved roads within the State Secondary System.

## **Transportation Alternatives Program**

The Transportation Alternatives Program allocates resources to initiatives aimed at broadening options for non-motorized travel and elevating transportation quality by enriching the cultural, historical, and environmental facets of transportation infrastructure. The primary emphasis lies in augmenting pedestrian and bicycle amenities as well as implementing various enhancements within communities. Under this program, a reimbursement of up to 80% of eligible project expenditures is possible, contingent upon meeting specific criteria, while a 20% local contribution is mandatory. Eligible projects encompass:

- Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths
- Infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Conversion and use of abandoned railway corridors for rails-to-trails facilities
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising (billboards)
- Preservation and rehabilitation of historic transportation facilities including train depots, lighthouses and canals
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment
- Wildlife mortality mitigation activities to decrease negative impacts of roads on wildlife and habitat connectivity

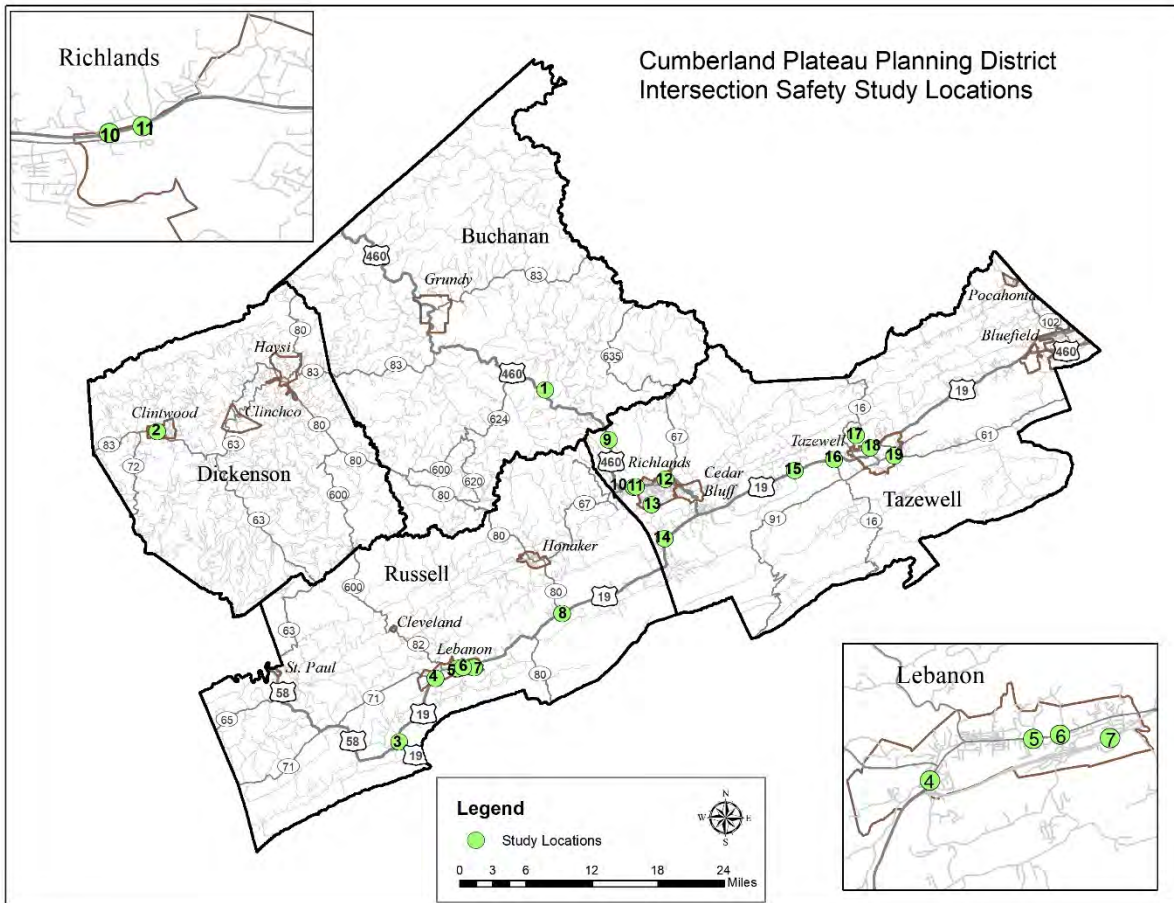
The Cumberland Plateau PDC currently has one Transportation Alternatives project located at Dante in Russell County. The project is to restore the historical train depot and create a pedestrian bridge and crosswalk. Buchanan, Dickenson and Tazewell counties currently do not have any ongoing Transportation Alternatives projects.

## **OTHER STUDIES**

### **Intersection Safety Study**

The Virginia Department of Transportation has undertaken a comprehensive safety analysis and project development investigation encompassing the entire VDOT Bristol District. The focus of this study is on intersections that have witnessed three or more fatal or injury-related crashes over the past five years, and which currently lack ongoing projects or plans. A total of fifty intersections have been designated for in-depth examination, with nineteen out of the fifty falling within the Cumberland Plateau Planning District.

The study's results will culminate in individualized reports for each location, offering recommendations tailored for short-term, medium-term, and/or long-term actions. These recommendations will be furnished upon the study's conclusion. Furthermore, the outcomes of these recommendations will be shared with the respective localities in the Cumberland Plateau Planning District. This will empower them to make informed decisions regarding the type of funding they wish to pursue for implementing the proposed measures. A map and list of the nineteen intersections are listed below:



Cumberland Plateau PDC Safety Study Locations		
Number	Jurisdiction	Intersection Location
1	Buchanan County	US 460, Riverside Dr. & Rt. 680, Contrary Creek Rd.
2	Dickenson County	Rt. 83, Dickenson Hwy. & Rt. 631, Brush Creek Rd. & Rt. 631, Ralph Cummins Ave.
3	Russell County	US 19, Us Highway 19 & US 58, Us Highway 58
4	Russell County	US 19, W Main St. & Pioneer Dr.
5	Russell County	US 19, E Main St. & Highland Dr.
6	Russell County	US 19, E Main St. & Rt. 1279, Pittston Rd.
7	Russell County	US 19, Us Highway 19 & Regional Park Rd.
8	Russell County	US 19, Us Highway 19 & Rt. 80, Redbud Hwy.
9	Tazewell County	US 460, Gov. G. C. Peery Hwy. & Buckskin Rd.
10	Tazewell County	US 460, Gov. G. C. Peery Hwy. & Rt. 67, Raven Rd.
11	Tazewell County	US 460, Gov. G. C. Peery Hwy. & Rt. 783, Acme Rd.
12	Tazewell County	Rt. 67, Big Creek Rd. & US 460 RAMP
13	Tazewell County	Rt. 4700, Kents Ridge Rd. & Rt. 19, Daw Rd.
14	Tazewell County	US 19, Steelsburg Hwy. & Rt. 609, Wardell Rd. & Rt. 609, Kents Ridge Rd.
15	Tazewell County	US 460, Gov. G. C. Peery Hwy. & Rt. 637, Pounding Mill Branch Rd. & Rt. 637, Cochran Hollow Rd.
16	Tazewell County	US 460, Gov. G. C. Peery Hwy. & US 19, Crab Orchard Rd. & Rt. 632, Pisgah Rd.
17	Tazewell County	Rt. 16, Adria Rd. & Rt. 631, Baptist Valley Rd.
18	Tazewell County	Rt. 16, W Riverside Dr. & Rt. 61, E Riverside Dr. & Rt. 16, Tazewell Ave.
19	Tazewell County	US 19, E Fincastle Tpke. & Ben Bolt Ave.

## **STARS Study**

The STARS (Strategically Targeted Affordable Roadway Solutions) Program aims to identify economical measures for enhancing safety and mitigating congestion on roadways. The findings of these studies can potentially secure funding from various sources, including maintenance budgets, the SMART SCALE program, Highway Safety Program, State of Good Repair Program, and the Revenue Sharing Program.

Within the Cumberland Plateau PDC, a STARS study from 2019 has been completed within the Town of Bluefield. This study focuses on assessing 17 intersections along US 460 (C. Jefferson Stafford Hwy) and Route 102 (College Avenue).

A STARS study from 2017 has been completed within the Town of Richlands. This study focuses on assessing 12 intersections along US 460 from Route 67 to Front Street and along Front Street from US 460 to Rockbridge Avenue.

A STARS study from 2018 has been completed within the County of Tazewell. This STARS corridor study focuses on evaluating 15 intersections along US 460 from US 460 BUS to US 19 and US 460/US 19 from US 460 to Route 637.

Notably, certain locations outlined in these studies have already received funding through the SMART SCALE initiative.

## **Project Pipeline**

The Project Pipeline initiative involves performance-based investigations targeting locations and corridors falling under Statewide priority 1 & 2, or Construction District priority 1 & 2. These locations and corridors were designated by the Commonwealth Transportation Board (CTB) as part of the VTrans process. Within this context, each of Virginia's nine VDOT districts was tasked with pinpointing five locations for in-depth examination.

In the Bristol district office of VDOT, collaboration occurred with the CTB and local authorities to determine the five locations meriting comprehensive studies. The overarching objective of these studies is to formulate project proposals, viable solutions, and investment strategies aimed at addressing the specific needs identified. These proposals may subsequently qualify for potential implementation through various funding avenues, including SMART SCALE, revenue sharing, and local or regional funding sources.

By establishing the Project Pipeline, a consistent flow of high-priority projects is ensured, serving as a continuous source that feeds into Virginia's broader processes for prioritization on a statewide level. Presently, the Cumberland Plateau PDC has one location that is being studied. This project pertains to US 19/460 (Governor George C. Peery Highway/Trail of the Lonesome Pine), situated in Tazewell County. The study limits are Route 637 (Limestone Road) to West of Route 637 (Pounding Mill Branch Road).



## **DEFICIENCIES AND RECOMMENDATIONS**

### **Primary Road Deficiencies**

For projects chosen for any funding source, roadway analysis should be completed focusing on safety, geometry and structure, and congestion. The roadway safety assessments need to identify deficiencies such as sight distance and visibility, access management and inadequate signage using Potential for Safety Improvement intersection and road segments from VDOT. Higher priorities should be given to those roadways with potential geometric concerns that also carry higher levels of traffic and to those roadways with a higher crash rating.

### **Smart Scale**

Smart Scale project selections need to meet current federal and state performance-based planning requirements and meet a VTrans need. A project scoring methodology that reflects the needs of each locality and provides an objective scoring framework to evaluate projects in the region is used to select project applications for the current SMART SCALE funding cycle.

Projects in the Pipeline studies should be pursued for SMART SCALE applications along with any projects that have not been pursued from the STARS studies. Projects that were previously denied funding in previous rounds of SMART SCALE should also be considered for reapplication.

### **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 Coordinated Human Service Mobility Plan prepared by DRPT in conjunction with the CPPDC. These are vision goals/recommendations for improvements that the plan identified:

- Continue to support capital needs of coordinated human service/public transportation providers;
- Expand availability of demand-response service and specialized transportation services to provide additional trips for older adults, people with disabilities, and low-income populations;
- Build coordination among existing public transportation and human service transportation providers;
- Provide targeted shuttle services to access employment opportunities;
- Establish a ride sharing program for long-distance medical transportation;
- Expand outreach and information on available transportation options in the region;
- Implement new public transportation services or operate existing public transit services on a more frequent basis;

- Provide flexible transportation options and more specialized transportation services or one-to-one services through the use of volunteers;
- Expand access to taxi services and other private transportation operators;
- Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services; and
- Bring new funding partners to public transit/human service transportation.

The review of disadvantaged population groups determined that there is very good access to public transportation by these populations through both fixed-route and demand-responsive service. There are several census tract block group areas that had a high portion of one or more transportation disadvantaged groups, clustered in northern Buchanan County, southeast and northwest Dickenson County, the central part of Russell County, and western Tazewell County. Even though the area is very rural, the fixed routes extend into most of the PDC and provide access and mobility for these populations. In addition, demand-responsive service is available throughout the PDC, which is not always common in rural areas.

### **Airports**

The Virginia Air Transportation System Plan Update forecasted average annual growth rates of based aircraft through 2020 for the two general aviation airports in the region (DOAV, 2003). Aircraft based at Grundy Municipal Airport are expected to grow by 0.1% annually, while no growth in based aircraft is projected to occur at Tazewell County Airport. Future growth at these airports is not expected to have long term effects on the existing transportation network.

### **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. Analysis is more qualitative than quantitative in nature with recommendations closely aligned with local desires.

Due to the topography in the CPPDC, there is not an extensive network of bicycle and pedestrian facilities for casual use. The existing facilities are for more advanced bicycle users. Currently, only the Tazewell County Comprehensive Plan includes objectives and strategies to address a bicycle and pedestrian network. The types of facilities include a county-wide system, working with the US Forest Service on trails within the national forests, and facilities in towns and developed areas. Buchanan, Dickenson and Russell counties do not have any planned bicycle and pedestrian networks in their Comprehensive Plans.

There is widespread mountain trail systems in the region. The Southwest Regional Recreation Authority (SRRRA) 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 throughout the CPPDC and the LENOWISCO PDC to the southwest. The trails primarily serve all terrain vehicles, mountain bicycles, hikers, and horseback riders.

### **Goods Movement**

The transfer of some 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). This transfer is possible when rail sidings are available both at the origin and destination of the goods.

Even with this transfer, short-distance truck shipments are still necessary between the shipper and the siding. Even though there is an extensive rail network in the CPPDC, these types 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 19, Alternate US 58, US 460, VA 80, and VA 83.

The Norfolk Southern Coal Corridor has improvements planned throughout its length. These improvements primarily include additional track for capacity purposes and is not expected to shift any freight movements from rail to truck. The CSX Coal Corridor currently has no improvements planned (DRPT, *Virginia*, 2022).

### **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/land cover in the CPPDC 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 general infrastructure, particularly water and sewer service, is currently available. These growth areas were identified by the CPPDC 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.

### **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 CPPDC. Some decreases in single-occupant vehicle trips are possible through the promotion and continued use of park and ride lots throughout the region. A survey of existing lots and their amenities and usage would be useful to assess any changes that may be needed to better serve commuters. A key intermodal connection to transit service is already being addressed through Four County

Transit's work express routes. Continued assessment of the use of these routes in conjunction with park and ride lot usage can also prove useful in meeting the access and mobility needs of commuters.

## PLAN ADOPTION

The 2045 Rural Long Range Transportation Plan Update for the CPPDC was adopted by the Planning District Commission on September 28, 2023. This Plan will serve as a long term strategy for the transportation network of the region. Projects can be prioritized for funding based on the projects that have been identified. Further information on this Plan and VTrans can be found at [www.vdot.virginia.gov](http://www.vdot.virginia.gov).

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