

## **TRANSPORTATION**

The effects of a community's transportation system are vital. The distance from the county seat of Buchanan County to nearby metropolitan areas push the county into an isolated and remote situation. These distances can be used to partially explain the value of a good transportation system, one which will counteract the problems created by isolation. An improved transportation system would tremendously help Buchanan County in its efforts to diversify the local economy.

A transportation plan must take into consideration topography, population density and distribution, land development policies and the overall planning objectives of the community. A safe and efficient transportation system is a critical service provided and maintained by the government. It provides means of transportation for goods and services and connects citizens to their areas of employment, schools, shopping, and community activities. Due to the overall topography and as Buchanan County continues to struggle with growth and economic development, careful consideration must be given to the relationship between land use and development and transportation needs. Buchanan County must consider economic impacts and must find a balance that will be in the best interest of its residents.

### **BUCHANAN COUNTY ROAD NETWORK**

The primary mode of transportation in Buchanan County is the road system. This system utilizes a combination of interstate roads (through access routes), state primary roads, state secondary roads, Buchanan County Road System, and privately maintained roads to serve the needs of Buchanan County residents. The Virginia Department of Transportation (VDOT) maintains, improves, and develops state roads and road infrastructure. Though maintenance of transportation infrastructure occurs at the state level, transportation planning occurs on a national, state, regional and local level. It is important for the county to study transportation issues to ensure the needs of Buchanan County citizens are reflected in regional and state plans. Road's classifications, locations, maintenance, and access have a strong influence on the economic development and interest of Buchanan County and its' residents.

Virginia's Highway System is divided into four (4) categories: Interstate, Primary, Secondary, and Frontage. The Virginia Department of Transportation (VDOT) divides the state into nine (9) districts. Each district oversees maintenance and construction projects on the state-maintained highways, bridges, and

tunnels within its region. Buchanan County state highway system is maintained by the Virginia Department of Transportation, Bristol District. The Bristol District consist of four (4) residencies and includes more than 7,400 miles of roads located within twelve (12) counties. Buchanan County has three (3) primary state roads and numerous secondary state roads within their highway system.

**INTERSTATE HIGHWAYS** in Virginia are four (4) – to – ten (10) lane highways that connect states and major cities. The nearest interstates to serve Buchanan County are Interstate 77 and Interstate 81. Interstate 81 in Virginia extends for a total of 325 miles from the Virginia – Tennessee state line near Bristol to the Virginia – West Virginia state line near Winchester. Interstate 81 corridor functions as a freight corridor for both trucks and rail. This interstate links twenty (20+) plus colleges and universities and many tourism attractions including state parks, recreations areas, Civil War battlefields, and National Forests. Interstate 77 in Virginia extends for a total of 69 miles from the North Carolina state line near Carroll County to the West Virginia state line near Bland County. Interstate 77 includes a high traffic volume, eight-mile overlap with Interstate 81 in Wytheville/Wythe County. The nearest Interstate 81 access for Buchanan County is located in Washington County at Exit 14. The nearest Interstate 77 access for Buchanan County is located in Bluefield, WV.

**STATE PRIMARY ROADS** in Virginia are numbered and maintained by the Virginia Department of Transportation as a system of state highways. Primary routes are typically two (2) – to – six (6) lane roads that connect cities and towns with each other and also connects with interstates. Primary State Routes receive more funding that Secondary State Routes and are numbered as U.S. Routes or State Routes with numbers ranging from 1 to 599. Buchanan County is served by three (3) primary state highways: US 460, SR 80, and SR 83. VDOT maintains, improves and develops state roads and road infrastructure in Buchanan County. In Buchanan County there are 93 road miles (187 lane miles) of state primary roads.

**STATE SECONDARY ROADS** are generally numbered 600 and above. Secondary roads absorb traffic from busier primary roads and locally maintained roads. In Buchanan County there are 462 road miles (926 lane miles) of state secondary roads.

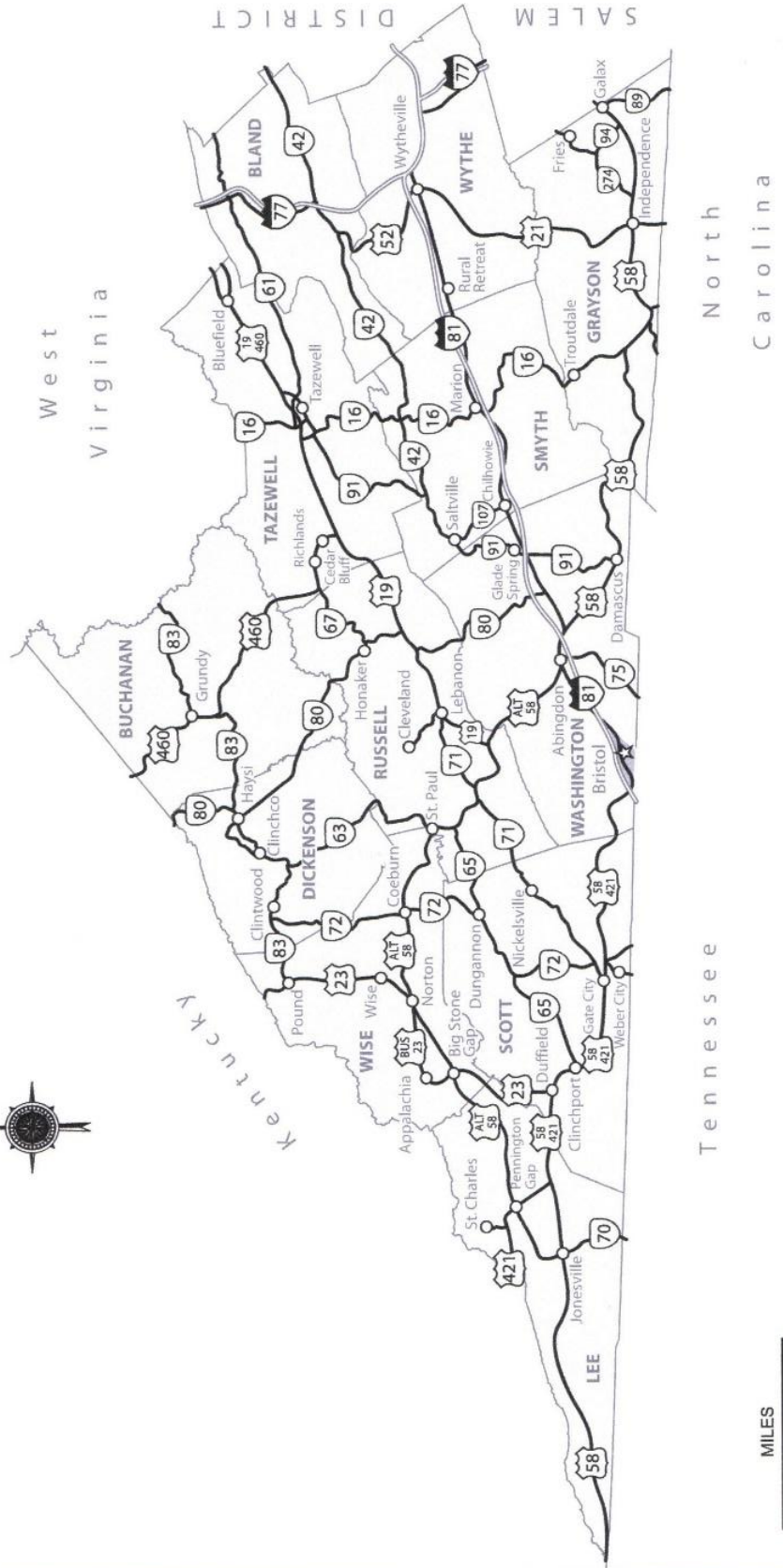
**BUCHANAN COUNTY ROAD SYSTEM**, under Virginia Code section § 58.1-3713, was first created in 1987. Buchanan County is one (1) of three (3) counties in the state of Virginia that operate their own county road system. Buchanan County's Road System is separate from the Virginia Department of Transportation Road system and includes its own numbering system, policy, and guidelines, and funding

source. Buchanan County has over 700 roads & bridges in excess of 220 miles of roadway they operate and maintain each fiscal year pending on available funds. This system is operated with coal and gas severance tax funds and funding is not limited to county roads or bridges. Each fiscal year, Coal Haul Road Plan funding includes, but is not limited to, county road maintenance and construction, PSA, State Revenue Sharing, Disaster Relief, CEDA transfer, Bridge Crew, and Mapping & Engineering Administrative. Construction and Maintenance funding is approved on a fiscal year basis by the Coal Haul Road Committee and submitted to the Board of Supervisors for their review and acceptance. The fiscal year coal haul road plan must be submitted and accepted by the Board of Supervisors prior to July 1, which is the beginning of each fiscal year.

**PRIVATE ROADS** may be taken into the Buchanan County Road System by the Board of Supervisors under certain guidelines and restraint as deemed under the current revision of the Buchanan County Road and Bridge Policy.

# Virginia Department of Transportation BRISTOL DISTRICT

Bristol District Office (☆)  
870 Bonham Road  
Bristol, Virginia 24201  
276-669-6151  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

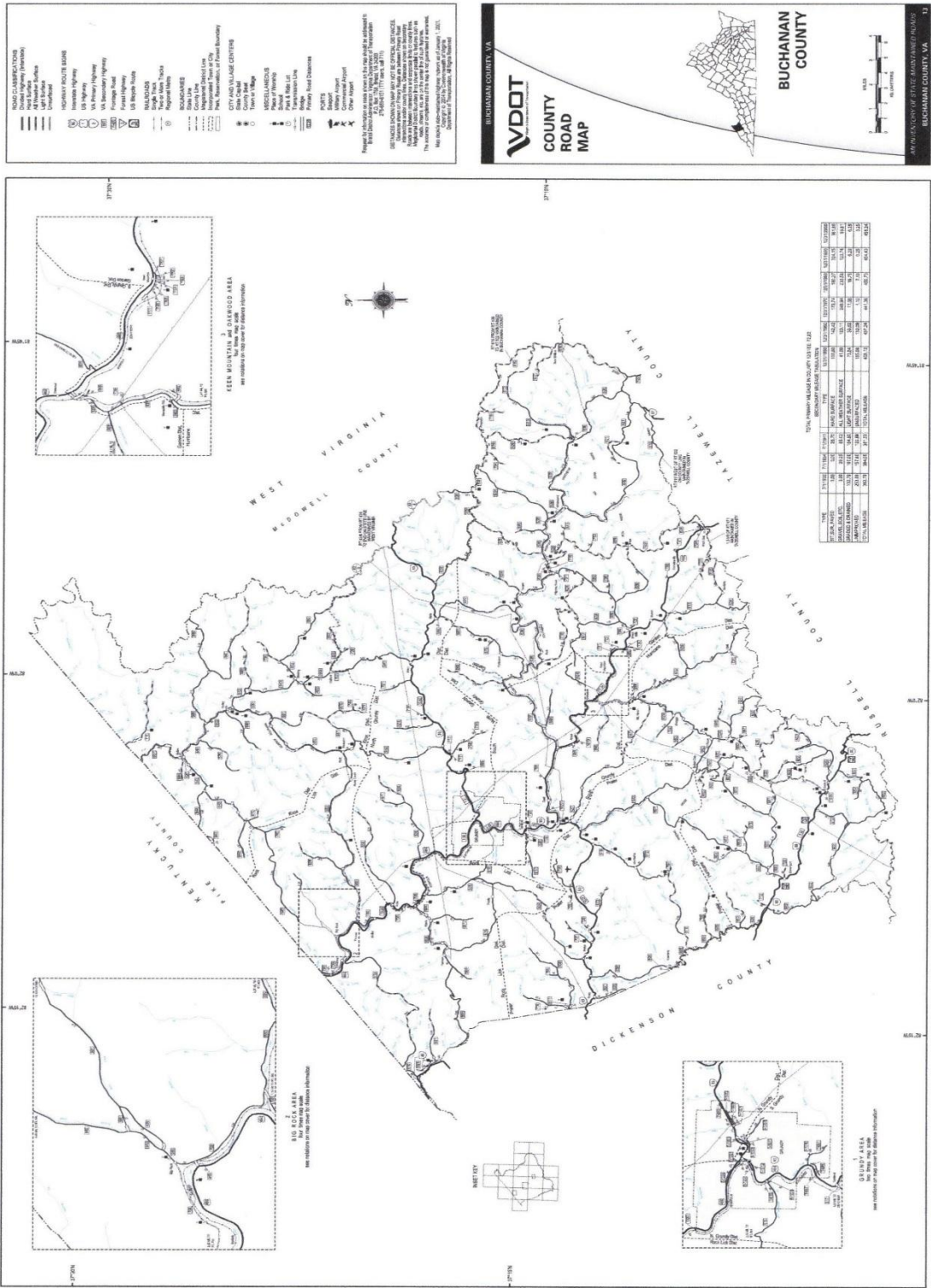


### PRIMARY ROADS TRAFFIC VOLUME: 2023

Route Label	Route Alias	Start Label	End Label	AADT
VA 80 NB	Red Bud Hwy	Russell County Line	Dickenson County Line	1600
VA 80 NB	Helen Henderson Hwy	Buchanan County Line	Dickenson County Line	950
VA 80 NB	Breaks Park Rd	Dickenson County Line	Kentucky State Line	260
VA 83 EB		Dickenson County Line	13-604 Sunset Hollow Rd	2300
VA 83 EB		13-604 Sunset Hollow	13-750	3400
VA 83 EB		13-750	13-802	3400
VA 83 EB		13-802	13-619 Lee Master Dr	3400
VA 83 EB	Dickenson Hwy	13-619 Lee Master Dr	US 460	4400
US 460 EB, VA 83 EB		.24 mile E 13-741	Buchanan County Line	8600
US 460 EB, VA 83 EB		US 460 Par; 13-1006 South	.11 mile E BUS US 460	8600
US 460 EB, VA 83 EB		.31 mile E BUS US 460	.24 mile E 13-741	8600
US 460 EB, VA 83 EB		Town of Grundy Corp Bndry	SCL Grundy	8600
US 460 EB, VA 83 EB		.11 mile E BUS US 460	.31 mile E BUS US 460	8600
VA 83 EB	Edgewater Dr	US 460 E	13-769	7100
US 460 EB, VA 83 EB		SCL Grundy	SR 83 South Intersection	9300
VA 83 EB	Edgewater Dr	13-769	ECL Grundy	7100
VA 83 EB	State Creek Rd	ECL Grundy	Lower Mill Branch Rd	5700
VA 83 EB	State Creek Rd	Lower Mill Branch Rd	13-642 Elkins Br.	5700
VA 83 EB		13-642 Elkins Br.	13-643 Hurley Rd	2400
VA 83 EB		13-643 Hurley Rd	13-640 Hale Cr.	1600
VA 83 EB		13-640 Hale Cr.	West Virginia State Line	820
US 460 EB		Kentucky State Line	.53 mile E Elswick Rd	2000
US 460 EB		.53 mile E Elswick Rd	13-645 Old Rock Lick Rd	2000
US 460 EB		13-645 Old Rock Lick Rd	.24 mile E 13-645 Old Rocklick Rd	2600
US 460 EB		.24 mile E 13-645 Old Rocklick Rd	13-700 Thomas Mtn Rd	2600
US 460 EB		13-700 Thomas Mtn Rd	13-655	3100
US 460 EB		13-655	13-609 Ball Creek	3100
US 460 EB		13-609 Bull Creek Rd	13-656 Looneys Creek	4700
US 460 EB		13-656 Looneys Creek	Town of Grundy Corp Bndry; Sutherland Hill Dr	5000
US 460 EB		Buchanan County Line; Sutherland Hi	US 460 Par; 13-1006 NORTH	5000
US 460 EB, VA 83 EB		US 460 Par; 13-1006 South	.11 mile E BUS US 460	8600
US 460 EB, VA 83 EB		.11 mile E BUS US 460	.31 mile E BUS US 460	8600
US 460 EB, VA 83 EB		.31 mile E BUS US 460	.24 mile E 13-741	8600
US 460 EB, VA 83 EB		.24 mile E 13-741	Buchanan County Line	8600
US 460 EB, VA 83 EB		Town of Grundy Corp Bndry	SCL Grundy	8600
US 460 EB, VA 83 EB		SCL Grundy	SR 83 South Intersection	9300
US 460 EB		SR 83 South Intersection	13-638 Dismal River Rd	6500
US 460 EB		13-638 Dismal River Rd	13-624;	5600
US 460 EB		13-624;	13-624	5600
US 460 EB		13-624	13-1101 Keen Mtn Camp	5600
US 460 EB		13-1101 Keen Mtn. Camp	13-680 Contrary Creek Rd	4900
US 460 EB		13-680 Contrary Creek Rd	Tazewell County Line	5700

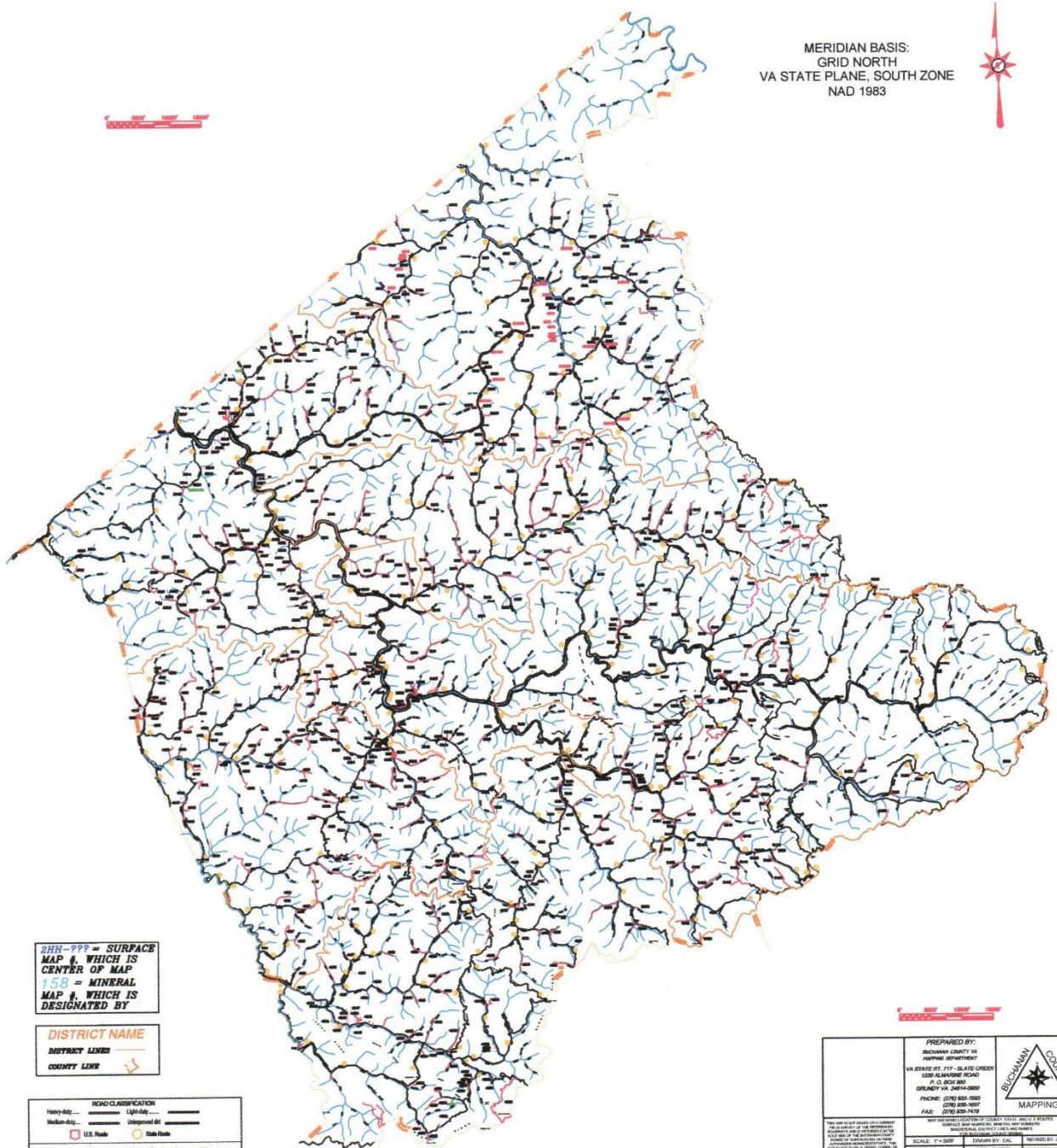
Source: Commonwealth of Virginia Department of Transportation. *Average Daily Traffic Volumes 2023.*

**VDOT SECONDARY ROAD SYSTEM MAP**





# **BUCHANAN COUNTY ROAD SYSTEM MAP**




MERIDIAN BASIS:  
 GRID NORTH  
 VA STATE PLANE, SOUTH ZONE  
 NAD 1983

2HH-999 = SURFACE  
 MAP #, WHICH IS  
 CENTER OF MAP  
 158 = MINERAL  
 MAP #, WHICH IS  
 DESIGNATED BY

DISTRICT NAME  
 DISTRICT LINE  
 COUNTY LINE

ROAD CLASSIFICATION	
Heavy-duty...	Light-duty...
Medium-duty...	Unimproved det.
U.S. Route	State Route
County road...	Surrounding County road...
County bridge...	Surrounding County bridge...
County road with bridge...	Surrounding County road with bridge...
Trailing Area...	

PREPARED BY: BUCHANAN COUNTY VA HIGHWAY DEPARTMENT VA STATE RT. 117 - SLATE CREEK 1220 ALABAMA ROAD P.O. BOX 980 OPRENDY VA 24644-0080 PHONE: (276) 852-1980 (276) 852-1981 FAX: (276) 852-1916		
THE INFORMATION ON THIS MAP IS BASED ON A CURRENT SURVEY OF THE BUCHANAN COUNTY ROAD SYSTEM AND IS THE PROPERTY OF THE BUCHANAN COUNTY HIGHWAY DEPARTMENT. IT IS TO BE USED FOR OFFICIAL PURPOSES ONLY. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM THE BUCHANAN COUNTY HIGHWAY DEPARTMENT.		
SCALE: 1" = 1 MILE SHEET # 1 OF 1	DATE: 10/15/2010 PREPARED BY: JCH	CHECKED BY: JCH PREPARED BY: JCH

Roads are classified in this system based on the functions they perform such as minimizing traffic and land use conflicts, improving safety, and enhancing mobility. Roads in cities and towns with populations over 5,000 receive an “Urban” designation from VDOT and those with populations under 5,000 are designated as “Rural”. A descriptive list of VDOT road classifications is included in the table below.

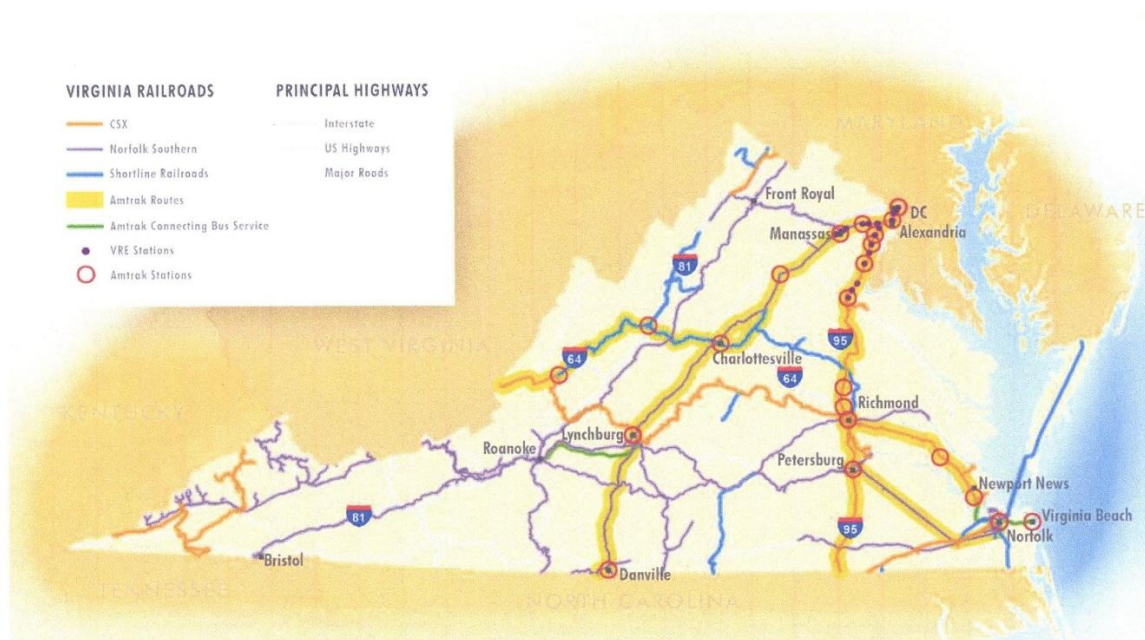
Virginia Department of Transportation Road Classifications	
<b>Rural Functional</b>	<p><b>Rural minor arterial/primary</b> Links cities and large towns (and other generators, such as major resorts), Spaced at such intervals so that all developed areas of the state are within a reasonable distance of an arterial highway, Provides service to corridors with trip lengths and travel density greater than those served by rural collectors or local systems, Design should be expected to provide for relatively high overall speeds, with minimum interference to through movement</p> <p><b>Rural minor collector/secondary</b> Spaced at intervals, consistent with population density, Collects traffic from local roads and bring all developed areas within a reasonable distance of a collector road, Provides service to the remaining smaller communities, Link local traffic generators with their rural hinterland</p> <p><b>Rural major collector/secondary</b> Provides service to any county seat not on an arterial system, to larger towns not directly served by higher systems, Links the above to nearby larger towns or routes of higher classification, Serves the more important intra-county travel corridors</p> <p><b>Rural local</b> Serves primarily to provide direct access to adjacent land , Provides service to travel over relatively short distances as compared to collectors or other higher systems, All facilities not on one of the higher systems</p>
<b>Urban Functional</b>	<p><b>Urban principal arterial/primary</b> Serves the major centers of activity of a metropolitan area, Highest traffic volume corridors, Roads serving the longest trip desires, Carry a high proportion of the total urban area travel on a minimum of mileage, Carries significant amounts of intra-area travel</p> <p><b>Urban minor arterial/primary</b> Interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterials</p> <p>Include all arterials not classified as a principal and contains facilities that place more emphasis on land access, and offer a lower level of traffic mobility</p> <p><b>Urban collector/secondary</b> Provides land access and traffic circulation within residential neighborhoods, commercial, and industrial areas, Distributes trips from the arterials through these areas to their ultimate destination, Collects traffic from local streets and channels it to the arterial system</p> <p><b>Urban local</b> All facilities not on one of the higher systems, Serves primarily as direct access to abutting land, Serves as access to the higher order systems, Through traffic movement is deliberately discouraged.</p>





## RAIL SERVICE

**Passenger Rail Service** is not currently available in Buchanan County. The nearest passenger service stations are located in Danville, VA and Lynchburg, VA. Connecting bus service from Blacksburg, VA and Roanoke, VA to the Lynchburg service station is also available. Freight railroads have a successful working relationship with passenger railroads all across the country. Approximately 97% of Amtrak's 22,000 mile rail system consists of tracks owned and operated by freight railroads. The Department of Rail and Public Transportation (DRPT) and Norfolk Southern Corporation entered into an agreement to improve rail related infrastructure between Lynchburg and Roanoke. The improvements will allow passenger rail to serve the Roanoke region. Grant funding to study the need and interest for passenger rail service toward Bristol from Roanoke has been awarded and is currently being evaluated.



- Two passenger rail operators – Amtrak and Virginia Railway Express
- Eleven freight railroads –
  - Two national Class I Railroads: Norfolk Southern and CSX
  - Nine local shortline railroads

**Commercial Freight Rail Service** is available in Buchanan County and is provided by Norfolk Southern Railway Corporation. Norfolk Southern owns and operates a network of 19,500 miles of rail lines East of the Mississippi River in 22 different states and the District of Columbia. Norfolk Southern serves 24 sea ports, 10 river ports, and 9 lake ports. Norfolk Southern offers many interchange points with rail partners, including CSX, BNSF, KCS, UP, CN, and CP. Norfolk Southern has more short line partners than any other Class 1 railroad. Norfolk Southern partners cover nearly 41,000 additional miles within their system. Norfolk Southern infrastructure in Virginia consists of 1990 miles of track, 1240 bridges, and 37 tunnels. Norfolk Southern operates the most extensive intermodal network in the East is a major transporter of coal and industrial products.

## **Airports**

Air travel for Buchanan County is done through the use of regional and local airports. Nestled in the mountains of Southwest Virginia, Buchanan County utilizes regional airports to connect to larger airport hubs.



**Breaks Regional Airport** is currently under major renovations and once complete will consist of a larger 5,000 ft runway, which will be double the size of the original runway length, along with some adjoining economic development areas. The current schedule has the Breaks Regional Airport Authority projected to obtain the FAA permit in the year 2026. The airport is located 3 nautical miles southwest of the central business district of Grundy, the county seat of Buchanan County, and this airport expects to increase its regional usage once renovations are complete.

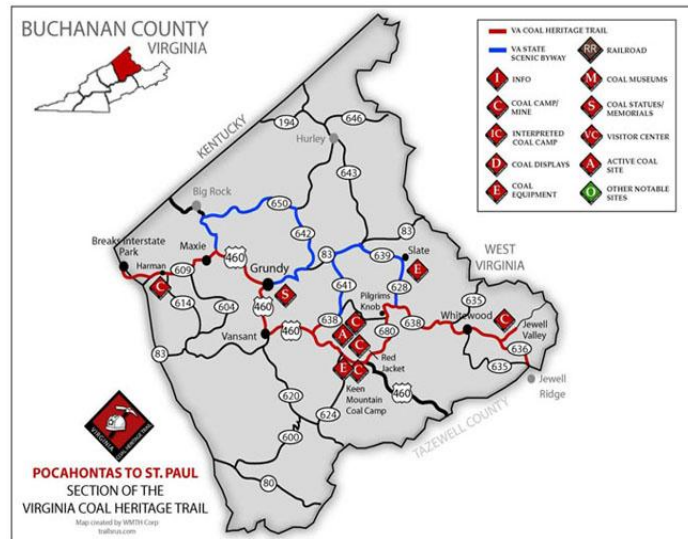


**Tri-Cities Regional Airport**, located approximately 110 miles southwest of Grundy, near Blountville, Tennessee, is the region's primary full-service commercial airport which offers non-stop service to five major hubs, primarily Charlotte, Atlanta and Chicago.

## Scenic Drives

Although most drives through Buchanan County could be viewed as a scenic drive, the sights and overall atmosphere can take you on a journey through history with scenic beauty measured in memories instead of miles.

**Coal Heritage Trail** is part of the Virginia Byway system located in the Heart of Appalachia's coalfield region and encompasses 7 Southwest Virginia counties. A drive along the Coal Heritage Trail in Buchanan County will lead you pass active mining operations, where you can see coal



being loaded into trucks and railroad cars. Some for transportation to a coal preparation plant, others for the delivery to customers within the United States or even international deliveries. Other sites along this route will lead you pass the Grundy Mural, located on the outer wall of a local supermarket, this mural depicts the history of Buchanan County and the town of Grundy. Once in the town of Grundy, in front of the courthouse you can find a bronze statue honoring local coal miners which was donated by the local Girl Scout Troops.

**Nature Drive** is a secluded one way road tucked away deep within the Breaks Interstate Park. Extending approximately 0.7 miles through the wilderness, this small one lane road traverses through the center of an area of the park that several forms of wildlife



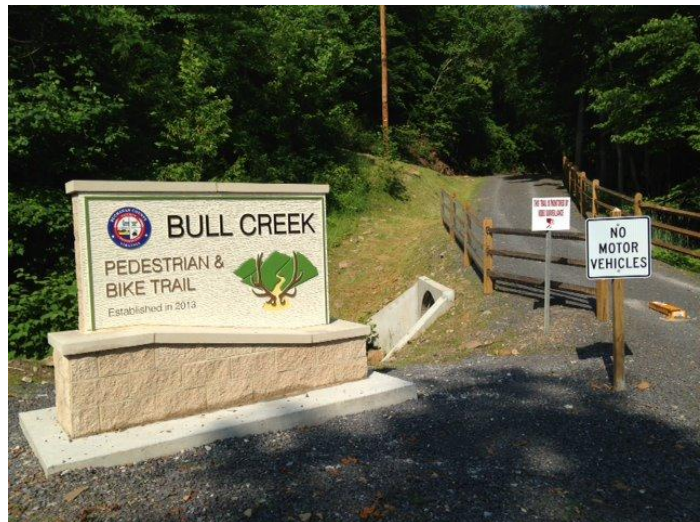
call home. Lined with laurel bushes and various types of hardwood, rests this hidden gem of the “Grand Canyon of the South”.

**Appalachian Backroads** is a scenic byway directed towards the motorcycle enthusiasts which covers the entire Coalfield Region of Virginia and Eastern Kentucky. The Appalachian Backroads - Ridge Runner Trail will take you on a 112 mile loop through the heart of Buchanan County with a good portion of the trail taking you on Route 80, which is known as the Great 80 Curves of Challenge.

## Bicycle and Pedestrian Modes

Buchanan County is home to some wonderful trail systems. Recreational hiking trails and bicycling opportunities are available at the Bull Creek Bike and Pedestrian Trail, Michael D. Young Memorial Bike Trail, Coal Canyon Trail and the US Bicycle Route 76.

**Bull Creek Bike and Pedestrian Trail** a former Norfolk & Southern railroad bed converted into a trail for pedestrians and bicyclists was opened to the public in 2013. This trail currently provides 1.53 miles of beautiful scenery for bicyclists and pedestrians alike. Special events are held



throughout the year, such as Autism Awareness 5k, and a Zombie 5k Run. Future additions are planned to extend the trail.

**Michael D. Young Memorial Bike Trail** is an intense hiking and mountain bike trail converted from an old abandoned coal mining road. The trail was opened to the public 2004 and consists of 2 miles of mountainous scenic beauty that will test your





abilities. From the Town of Grundy, the trail will take you north adjacent to State Route 83.

**Coal Canyon Trail**, although primarily an ATV trail system, is also welcome to hiking and cyclists as well.

Located near Poplar Gap Park, it provides enthusiasts and hobbyists with 61 miles of trails, beautiful scenery, and the possibility of viewing the county's growing elk population. Over 100 miles of additional trails are planned for future expansions connecting the town of Grundy to the town of Haysi.



**US Bike Route 76**, known as the Transamerica Trail, is a well-known bicycle route that stretches 4,300 miles from the coast of Virginia to the coast of Oregon. Bike Route 76, a shared-use facility and is widely recognized as the greatest and most traveled bike trail in America. The trail will pass through the community of Council located in the far southwest portion of Buchanan County. The trail runs adjacent to the Russel Fork River before entering neighboring Dickenson County.



## **Public Transit**

The effects of a community's transportation system is vital to a community, providing residents and visitors access to shopping, dining, recreation and health care services.

**Four County Transit** is a fully coordinated public transit system serving the residents of Buchanan, Dickenson, Russell, and Tazewell counties. Four County Transit was created in 1998 and operated by the Appalachian Agency for Senior Citizens and funded by the Virginia's Department of Rail and Public Transportation public transportation system. Four County Transit offers public transportation to local colleges. Public transportation is available throughout the day and with convenient fixed routes and demand responses. Four County Transit provides a variety of services to complement the need for public transportation service in Buchanan, Dickenson, Russell and Tazewell Counties.



## **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. According to the 2000 U S Census, workers traveling outside their county of residence for employment was approximately 28 percent in Buchanan County. Additional commuter-oriented pieces of the transportation network in the region include park and ride lots. There are twenty VDOT maintained park and ride lots in the region, however only one (1) park and ride lot is located in Buchanan County.

## **Transportation Planning / Programs**

**SIX – YEAR Improvement Program** (SYIP) is a critical document that outlines planned spending for transportation projects proposed for construction development or study for the next six years. The SYIP is updated annually and is the means by which the Commonwealth Transportation Board (CTB) meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year. The SYIP also identifies planned program funding for the succeeding five fiscal years. The CTB allocates funds for the first fiscal year of the SYIP but the remaining five years are estimates of future allocations. Fiscal years start on July 1 and end on June 30. The CTB updates the SYIP each year as revenue estimates are updated, priorities are revised, and project schedules and costs change. Development of the SYIP begins in the fall and the Virginia Department of Transportation the Virginia Department of Rail and Public Transportation host a series of meetings seeking public comment with various other multi-modal transportation agencies. Each spring, a DRAFT SYIP is presented to the CTB and made available for public comment. The FINAL SYIP is adopted at the June CTB meeting. The Six-Year Improvement Program database is available on VDOT’s website. The current project list for Buchanan County is the following:

<b>VDOT Six-Year Improvement Plan - Buchanan County (Primary Routes)</b>					
<b>UPC</b>	<b>Description</b>	<b>Route</b>	<b>District</b>	<b>Road System</b>	<b>Jurisdiction</b>
85126	RTE 121 - VDOT ALPHA/PIONEER OVERSIGHT CFX - FEDERAL	121	Bristol	Primary	Buchanan County
90282	121 CFX - 460 CORRIDOR Q POPLAR CREEK PHASE A FINISH	121	Bristol	Primary	Buchanan County
122015	COALFIELDS EXPRESSWAY PRE-ENGINEERING STUDY	121	Bristol	Primary	Buchanan County
T29619	ANIMAL DETECTION AND DRIVING WARNING SYSTEM ON CORRIDOR Q	460	Bristol	Primary	Buchanan County
64144	ROUTE 460 CONNECTOR PHASE I, VDOT OVERSIGHT	460	Bristol	Primary	Buchanan County
88140	OVERSIGHT CORRIDOR Q - 460 CONN. 2, INTERCHANGE & HAWKS NEST	460	Bristol	Primary	Buchanan County
100468	CORRIDOR Q ROUTE 121-460 INTERSECTION VDOT OVERSIGHT	460	Bristol	Primary	Buchanan County
117788	CFX - POPLAR CREEK PHASE B - VDOT OVERSIGHT AND RW ACQ. COST	460	Bristol	Primary	Buchanan County
117789	CFX 121/460 CORRIDOR Q INTERSECTION/HAWK'S NEST OVERSIGHT	460	Bristol	Primary	Buchanan County
117807	121/460 CORRIDOR Q INTERSECTION/HAWK'S NEST FINISH GRADE	460	Bristol	Primary	Buchanan County
117808	CFX - 121/460 POPLAR CREEK PHASE B - PE/RW	460	Bristol	Primary	Buchanan County
118490	CFX - 121/460 POPLAR CREEK PHASE B - FINAL DESIGN AND CN	460	Bristol	Primary	Buchanan County
121024	#ITTF23 FEASIBILITY STUDY-ANIMAL DET. WARN SYS-CORR Q-RT 460	460	Bristol	Primary	Buchanan County
121142	#SS 460 CONNECTOR BRIDGE STRUCTURAL HEALTH MONITORING	460	Bristol	Primary	Buchanan County
125088	CORRIDOR Q - 460 CONN. PHASE II PAVING - 4TH LANE TO RTE 609	460	Bristol	Primary	Buchanan County

**Secondary Six-Year Plan** is the development of separate programs for the secondary system state highways in each county. This plan is administered differently from the SYIP. Each county oversees their own secondary roads plan which is approved each year by the Board of Supervisors. Decisions on which projects are included in the plan are based on traffic counts, immediate safety need, and projects that provide the most economically feasible. Funding allocations for each locality is often insufficient to meet the needs of the locality. Even after a project is approved for the Secondary Six-Year Plan, the project might be delayed for numerous reasons, including: changes in local government priorities and needs, funding availability, escalating land costs and environmental concerns. Changes to both the SYIP and Secondary Six-Year Plan may occur each year. Buchanan County projects included in the Secondary Six-Year Improvement Plan are listed in database provided on VDOT's website.

VDOT Secondary Six-Year Improvement Plan - Buchanan County					
UPC	Description	Route	District	Road System	Jurisdiction
118905	Route 718 1.45 Mile East of Route 744 to 1.65 Mile East of Route 744	718	Bristol	Secondary	Buchanan County
T29417	Route 633 Ferrell Cemetery Road – Rural Rustic Route 628 to Dead End	628	Bristol	Secondary	Buchanan County
T27043	Route 613 – Rural Rustic 1.8 Mile West of Route 616 to 2.8 Mile West of Route 616	613	Bristol	Primary	Buchanan County
T29418	Route 629 Keen Road – Rural Rustic Route 629 to Route 680	629	Bristol	Secondary	Buchanan County

**Rural Rustic Road Program**, initially implemented in July 2002, is a practical approach to paving Virginia's low volume unpaved roads. The 2003 Session of the General Assembly amended the legislation to provide that this method be considered as a first alternative for improving all unpaved roads in the future. The Rural Rustic Road Program, under § 33.2-332 of the Code of Virginia, became effective July 1, 2003. The Virginia Department of Transportation's Local Assistance Division working with the Rural Rustic Road Policy Committee established the initial guidelines for this program.

The General Assembly, during the 2008 Session, expanded the program by increasing the maximum traffic count on eligible roads from the initial 500 vehicles per day (VPD) to the current 1,500 VPD. Improvements along a Rural Rustic Road project may be less than minimum design standards. AASHTO's *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)* may be used as a guide for roads with current traffic volumes up to 400 VPD. For roads with traffic volumes between 400 and 1,500 VPD, an 18-foot paved surface with 2-foot shoulders is desirable, but not required. The District Location and Design Engineer will be consulted for the higher volume roads (over 400 VPD). The General Assembly

also established that the maximum speed limit for a road designated as a Rural Rustic Road, on or after July 1, 2008, is 35 MPH. The Commissioner of Highways is authorized under § 46.2-878 of the Code of Virginia to increase, or decrease, this speed limit based on an engineering study. The ideal Rural Rustic Road project usually involves reshaping of the roadbed, cleaning ditches and applying a hard surface within existing right of way. In most cases, it is assumed there are no actual construction plans and therefore, few occasions when a Rural Rustic Road project would require an engineered solution.

BUCHANAN COUNTY UNPAVED ROUTES							
ROUTE NAME	ROUTE NUMBER	AHQ	BEGIN MM	BEGIN TERMINUS	END MM	END TERMINUS	LENGTH
013 BUCHANAN COUNTY							
JAKES FORK RD	603	DESKINS	0.00	END STATE MAINTENANCE	0.90	RTE 679-JOE BRANCH RD	0.90
JEWELL VALLEY RD	613	OAKWOOD	3.85	2.95 MI W RTE 616	6.80	RTE 616-BEARWALLOW RD	2.95
COUNCIL MTN RD	623	DESKINS	0.10	0.10 MI N RTE 80	2.00	2.10 MI N RTE 80	1.90
HORN MOUNTAIN RD	628	OAKWOOD	0.71	0.71 MI N RTE 629	3.11	0.50 MI N RTE 713	2.40
AUS KEEN RD	629	OAKWOOD	13.38	1.51 MI NW RTE 680	14.41	0.18 MI NW RTE 680	1.03
FERRELL CEMETERY RD	633	OAKWOOD	0.00	RTE 628-HORN MTN RD	0.50	END STATE MAINTENANCE	0.50
WHITE MTN RD	636	OAKWOOD	4.30	RTE 613-JEWELL VALLEY RD	7.11	2.81 MI N RTE 613	2.81
RED OAK RIDGE	637	OAKWOOD	0.00	RTE 616-BEARWALLOW RD	1.90	END STATE MAINTENANCE	1.90
LYNN CAMP BRANCH RD	655	BIG ROCK	4.50	4.55 MI E RTE 460	4.90	END STATE MAINTENANCE	0.40
JOE BRANCH RD	679	DESKINS	0.00	RTE 603-JAKES FORK RD	0.50	END STATE MAINTENANCE	0.50
LOWER BIG BRANCH RD	685	OAKWOOD	0.10	0.10 MI N RTE 638	2.50	END STATE MAINTENANCE	2.40
MISSION RD	713	OAKWOOD	0.00	RTE 628-HORN MTN RD	0.50	END STATE MAINTENANCE	0.50

**Revenue Sharing Program** provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality. The program is administered by the Department of Transportation, in cooperation with the participating localities and the Commonwealth Transportation Board's Revenue Sharing Program Policy. An annual allocation of funds for this program is designated by the Commonwealth Transportation Board.

- Project funding is allocated by resolution of the Commonwealth Transportation Board. Projects may be developed and constructed by VDOT or the locality. Application for program funding must be made by resolution of the governing body of the jurisdiction requesting the funds. A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with concurrence from the governing body of the Revenue Sharing Program Guidelines. Towns not maintaining their own streets may not directly apply for Revenue Sharing Program funds but may include their requests as part of the package submitted by the county in which they are located. Requested funds should cover the entire cost of the project or the application must indicate where additional funds are coming from to fully fund the project.



Buchanan County has participated in the Revenue Sharing Program and strongly anticipates future participation, pending available coal haul road funding, each fiscal year through the approval and implementation of the annual Coal Haul Road Plan. In years past, Buchanan County has participated in the Revenue Sharing Program for projects such as, but not limited to, roadway construction, roadway reconstruction due to geometric deficiencies, structural rehabilitation, bridge replacement, traffic signals, intersection improvements, guardrail installation, sidewalk enhancements, rural rustic projects, and various drainage issues. Buchanan County has applied for Revenue Sharing funds through the adoption and approval of their annual Coal Haul Road Plan which is brought before the Board of Supervisors for approval in the spring of each calendar year. If approved, the Coal Haul Road Plan will be implemented beginning July 1 of each calendar year which constitutes the beginning of each Fiscal Year. Applied funding amounts have varied in the past due to availability of funds and project scale. Each year Buchanan County works closely with VDOT personnel to identify the state-maintained roadway needs and improvements. Through this partnership, Buchanan County and VDOT can then determine the best course of action to address these needs within the allowable state programs and funding such as the Revenue Sharing Program. Buchanan County faces many different challenges in their roadway network mainly due to its steep and natural topography roadway alignments. A brief description of the typical deficiencies found among each Primary and Secondary state-maintained roadway is identified in the charts below. Buchanan County exhaust their efforts and maximizes their available funding to address these deficiencies along various routes throughout the County as deemed priority by VDOT in conjunction with the Board of Supervisors request each fiscal year. Current FY 24/25 and FY 25/26 Revenue Sharing Projects are as follows:

Revenue Sharing Project: Route 643 Rockhouse Branch Road: Route 643 Curve Improvement Project commencing from approx. 1.03 Mile North Route 643 / 83 Intersection to 1.19 Mile North Route 643 / 83 Intersection. Project consist of design, construction, and oversite for curve improvements and shoulder widening for improved road alignment and site distances at an estimated cost of \$600,000.

Revenue Sharing Project: Corridor Q Route 460 Phase IIA Finished Grade: UPC 125088 Corridor Q – 460 Connector Phase II Paving – 4<sup>th</sup> Lane to Route 609. These projects will consist of design, construction, and oversight to add additional lanes to approximately four (4) miles of U.S. Route 460 Connector Phase II within Corridor Q from a two-lane highway with truck climbing lanes to a four-lane highway. This section of U.S. 460 was completed in 2023 with two paved lanes plus some truck climbing lanes but was rough graded in each direction to accommodate a fourth lane. The project will begin from near the

Route 460 intersection with Route 80 and continue to the Route 460 intersection with Route 609, adding lanes where required to complete four lanes in both directions. The project will include design, construction (including paving), and oversight to complete the fourth paved lanes to this section. Right-of-way has already been acquired and rough grading has already been performed for these lanes. Therefore, no additional right-of-way will be required for the project. At the conclusion of the project, and the U.S. 460/121 Poplar Creek Phase A & B sections currently under construction and scheduled to open in 2025 and 2027, the corridor will be a complete four-lane project from Kentucky to the existing U.S. Route 460 in the Town of Grundy, Virginia. The project will also provide a four-lane connection to the first miles of the Coalfields Expressway in Virginia opened in November 2023. The total project cost is estimated to be \$13 million.

The total Revenue Sharing funds available each fiscal year will be determined by the Commonwealth Transportation Board. The maximum allocation the CTB may make to the Revenue Sharing Program is \$200 million annually. The minimum allocation the CTB may make to the Revenue Sharing Program is \$15 million annually. A locality may apply for up to a maximum of \$10 million in matching allocations. Up to \$5 million of these requested funds may be specified for maintenance projects. Priority will be given first to construction projects that have previously received Revenue Sharing funding.

**SMART SCALE (House Bill 2)** stands for System for the Management and Allocation of Resources for Transportation. House Bill 2 legislation passed unanimously by the Virginia House of Delegates in 2014. It represents a reform in how the Commonwealth prioritizes and spends transportation dollars. It is a prioritization process that evaluates each project's merits using key factors, including: improvements to safety, congestion reduction, accessibility, land use, economic development and the environment. The Bill has implications for the Six-Year Improvement Program. Projects submitted by localities will be screened to determine whether they meet a need identified in VTrans 2040. If they do, the project is then evaluated and scored using the prioritization process. Projects planned for Fiscal Year 2017 and later will be reevaluated through the prioritization process.

The SMART SCALE process identifies projects that provide the greatest return on investment, and the results are used by the CTB to select projects for funding. In 2016, Buchanan County submitted their priority project list as approved by the Board of Supervisors which included shoulder widening and geometric design on Route 83, high wall stabilization along US Route 460 near the intersection of Route 460 / 638, and sight distance improvements along the intersection of US Route 460 / 624.

**State of Good Repair Program** under § 33.2-369 of the *Code of Virginia*, states the *Commonwealth Transportation Board* shall use funds allocated in § 33.2-358 and § 58.1-1741 for state of good repair purposes for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and Primary State Highway System including municipality-maintained primary extensions in all nine (9) construction districts based on a priority ranking system. The State of Good Repair is not a Maintenance Program not strictly for bridge replacements. This ranking system takes into consideration the following:

1. The number, condition, and costs of structurally deficient bridges
2. The mileage, condition, and costs to replace deteriorated pavements

Annual basis for selection of bridge rehabilitation, or reconstruction projects shall include the following:

1. Bridge must be structurally deficient
2. National Bridge Inventory Only
3. Proposed work must take bridge out of structurally deficient status
4. Localities must be current on bridge inspections
5. Projects receiving funding under this program must initiate the Preliminary

Engineering or the Construction Phase within 24 months of award of funding or become subject to deallocation

During the 2015 Session, the Virginia General Assembly passed HB 1887. Approved under HB1887, VDOT was able to accelerate the availability of funding for paving and bridge projects under this program well before the originally planned program date of FY2021. The Commonwealth Transportation Board (CTB) recently approved the prioritization process and methodology for selecting SGR Pavement and Bridge projects. The priority ranking system required by § 33.2-369 will have two components – one for bridges eligible for State of Good Repair funding and one for pavements eligible for State of Good Repair funding.

At their February 16, 2017 meeting, the Commonwealth Transportation Board (CTB) approved allocations for locally-owned bridge projects under the State of Good Repair (SGR) Locally-Owned Bridge Program. The CTB approved additional locally-owned bridge projects under this program at their March 15, 2017 meeting. Thirteen (13) deficient structures were approved and funding appropriated for their repair or replacement. Ten (10) projects have been completed and only three (3) projects remain. Those three (3) projects are: #1. UPC 11435 Campground Road – Full Replacement – Cost \$290,000, #2. UPC 112353 Monroe Road – Full Replacement – Cost \$265,000, and #3. UPC 111431 Sugarbend Road – Full Replacement – Cost \$180,000. In accordance with CTB policy, all projects receiving funding under this

program must initiate the Preliminary Engineering or the Construction Phase within 24 months of award of funding or become subject to deallocation.

**VTrans 2040** (Virginia's State Highway Plan) is the statewide long-range, multimodal policy plan prepared by the Commonwealth Transportation Board. It concludes components of each region's Rural Long Range Plan. VTrans is developed by VDOT to identify needs and recommend solutions for the commonwealth's interstate and primary highway systems. The Code of Virginia requires the Commonwealth Transportation Board (CTB) to update the plan every five (5) years. The CTB designates Corridors of Statewide Significance. The regional transportation plans serve as the building blocks for the State Highway Plan (VTrans) and are being developed in cooperation with planning districts commissions throughout the commonwealth. The complete 2035 Cumberland Plateau Planning Commission Regional Long Range Transportation Plan can be found on the following web page:  
[http://www.virginiadot.org/projects/resources/Rural/Cumberland\\_Plateau.pdf](http://www.virginiadot.org/projects/resources/Rural/Cumberland_Plateau.pdf).

**U.S. Route 460 Corridor** (Heartland Corridor) passes through Buchanan County. This corridor is mostly defined by U.S. 460, which is a highway running east-to-west from Norfolk, Virginia to Frankfort, Kentucky. There are two (2) separate stretches of U.S. 460. The main highway runs between Norfolk and West Virginia, exiting Virginia West of Blacksburg in Giles County. It re-enters Virginia in the Town of Bluefield in Tazewell County and continues to the West into Kentucky.

[illegible]



Corridors of Statewide Significance	Corridor Major Components
<b>Coastal Corridor (Route 17)</b>	Route 17, Local Transit Services, Port of Virginia, Port of Richmond, Rappahannock River, Norfolk Southern Heartland Corridor, Norfolk Southern Coal Corridor, CSX National Gateway Corridor, CSX Coal Corridor, Amtrak, Norfolk International Airport, Newport News/Williamsburg International Airport
<b>Crescent Corridor (I-81)</b>	I-81, Route 11, I-381, I-581, Local Transit Services, Virginia Inland Port, Norfolk Southern Crescent Corridor, Short Line Railroads, Shenandoah Valley Regional Airport, Roanoke Regional Airport
<b>East-West Corridor (I-64)</b>	I-64, Routes 250, 60 and 11, I-664, I-564, I-264, I-464, Local Transit Services, Port of Virginia, Port of Richmond, James River, York River, CSX Coal Corridor, Norfolk Southern Coal Corridor, Amtrak, Norfolk International Airport, Newport News/Williamsburg International Airport, Richmond International Airport, Charlottesville-Albemarle Airport
<b>Eastern Shore Corridor (Route 13)</b>	Route 13, Local Transit Services, Port of Virginia, Bay Coast Railroad and Barge, Norfolk Southern, CSX, Amtrak, Norfolk International Airport, Newport News/Williamsburg International Airport
<b>Heartland Corridor (US 460)</b>	Route 460, Coalfields Expressway, Local Transit Services, Port of Virginia, James River, Norfolk Southern Heartland Corridor, Elliston International, Norfolk International Airport, Newport News/Williamsburg International Airport, Richmond International Airport, Lynchburg Regional Airport, Roanoke Regional Airport
<b>North Carolina to WV Corridor (Route 220)</b>	Route 220, Local Transit Services, Norfolk Southern, Roanoke Regional Airport
<b>North – South Corridor (new)</b>	Route 234, Local Transit Services, Prince William County Parkway, Washington Dulles International Airport
<b>Northern Virginia Corridor (I-66)</b>	I-66, Routes 50 and 55, WMATA Orange Line, Virginia Railway Express, Amtrak, Local Transit Services, Virginia Inland Port, Norfolk Southern Crescent Corridor, Washington Dulles International Airport, Ronald Reagan Washington National Airport
<b>Seminole Corridor (Route 29)</b>	Routes 29, 50 and 28, WMATA Orange Line, Virginia Railway Express, Local Transit Services, Norfolk Southern Crescent Corridor, Amtrak, Washington Dulles International Airport, Charlottesville Albemarle Airport, Lynchburg Regional Airport
<b>Southside Corridor (Route 58)</b>	Route 58, Local Transit Services, Port of Virginia, CSX National Gateway, Norfolk International Airport, Newport News/ Williamsburg International Airport
<b>Washington to NC Corridor (I-95)</b>	I-95, I-395, I-495, I-85, I-195, I-295, Routes 1 and 301, WMATA Blue and Yellow Lines, Local Transit Services, Virginia Railway Express, Ports of Alexandria and Richmond, James River, CSX National Gateway Corridor, Amtrak, Ronald Reagan Washington National Airport, Richmond International Airport
<b>Western Mountain Corridor (I-77)</b>	I-77, Local Transit Service, Routes 52 and 11

**The Coalfields Expressway / Corridor Q**, two (2) major transportation initiatives, will improve travel safety and help to bring an end to the isolation that has stifled economic opportunity for generations of people in the Appalachian region. By providing safe, modern and efficient highway access,

the Coalfields Expressway and Corridor Q will reduce travel time, open the area to tourism, and help reverse the region's current population and employment decline. CFX and Corridor Q also will provide important links to a broader network of highways that promotes trade and job growth within the multi-state Appalachian region and the nation as a whole.

While there has been widespread and long-standing support for improving highways in the Appalachian region, the cost of building roads has been a major stumbling block. Virginia lawmakers approved legislation in the mid-1990s to allow the Commonwealth to consider creative funding and construction solutions with the private sector. About a decade later, the emergence of "coal synergy" would finally set the stage to make it feasible to build the Coalfields Expressway and accelerate completion of Corridor Q.

The process of coal synergy reduces road building costs substantially by using larger-scale earth moving equipment from coal companies to prepare the road bed to rough grade, and allowing the companies to recover marketable coal reserves during the road bed preparation. It is projected that coal synergy would reduce the cost of building CFX by approximately 45% compared to traditional highway construction methods. In 2013, VDOT estimates the cost of CFX construction at \$5.1 billion using traditional construction methods. Using coal synergy, CFX could be built for \$2.8 billion.

Coalfields Expressway (CFX), designated as U.S. Route 121, is a Congressional High Priority Corridor. CFX is a proposed four-lane limited access highway to provide a modern, safe and efficient transportation artery through the coalfields region of far southwestern Virginia and southern West Virginia. The route is also expected to be an economic lifeline for Buchanan County and the region which experiences high unemployment and a declining population. It is expected that the entire multi-state Appalachian region should see a boost in commerce and tourism as a result of the Coalfields Expressway. Designated as part of the National Highway System, the new road will link Interstates 64 and 77 in West Virginia with Route 23 in Virginia, which links to interstates in Kentucky and Tennessee.

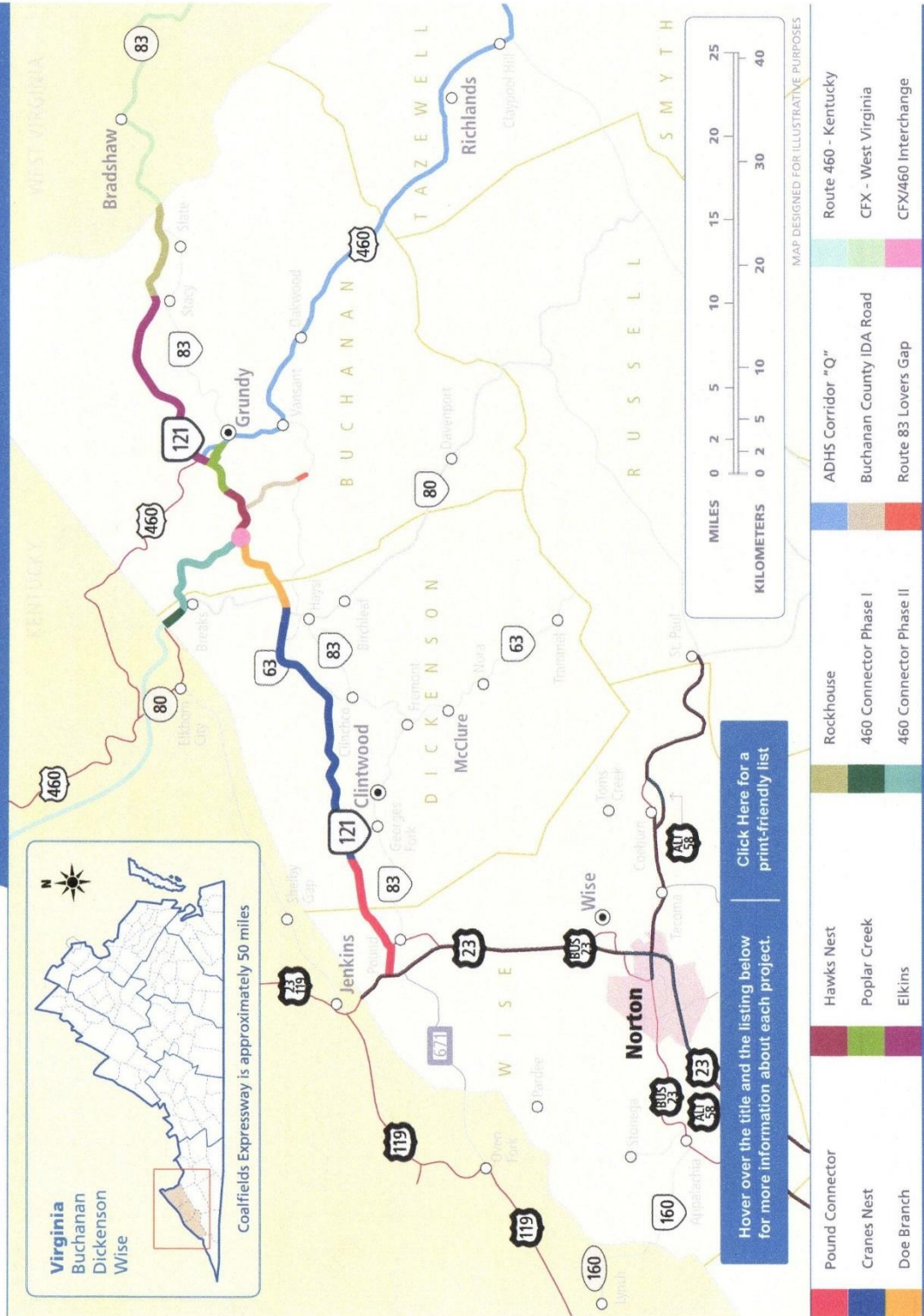
This is a region now served mainly by narrow rural roads. The expressway will provide safe and rapid access to communities along the corridor, with interchanges connecting citizens of Pound, Clintwood, Clinchco, Haysi, Breaks, Grundy and Slate. The Virginia portion of the expressway stretches east approximately 50 miles from U.S. Route 23 near Pound, through Wise County Dickenson and Buchanan counties to the West Virginia line near Slate.

Corridor Q, designated as US Route 460, is part of the National Highway System. The Virginia portion of Corridor Q is located in southwest Virginia and shares a portion of its alignment with the CFX. Corridor Q in Virginia extends 127.5 miles eastward from the Virginia/Kentucky state line near Breaks

Interstate Park to Interstate 81 near Christiansburg. Approximately 14 miles of Corridor Q in Virginia remain uncompleted with three miles currently under construction. The Kentucky portion of Corridor Q, approximately 17 miles in length, would extend westward from the Virginia/Kentucky state line to US Route 23. Kentucky currently has approximately 16 miles under construction.

Currently the Corridor Q/U.S. Route 460 Connector Phase II is under construction. This project consists of a 6.2-mile four-lane, limited access highway. Phase II is located between the U.S. Route 460 Connector Phase I, constructed near Breaks Interstate Park, Route 460 and a connection with the proposed Route 121 (Coalfields Expressway) in Buchanan County. The Phase II design-build contract with Bizzack Construction, LLC, Lexington, Ky., uses the coal synergy concept to provide a road to rough grade at a reduction in costs. A second contract will pave the road and complete the project for motorists to use. This route is designated as part of Corridor Q by the Appalachian Regional Commission and part of the Appalachian Development Highway System.

# Route 121 Coalfields Expressway



**1 Pound Connector**

The proposed 7-mile Pound Connector begins at Route 23 near the Pound Corporate Limits in Wise County and extends into Dickenson County where it will connect to Route 83 via a connector road at Route 721.

**2 Cranes Nest**

The proposed 15.65-mile Cranes Nest segment begins near Route 83/Route 721 in Dickenson County and extends to Route 80 in Dickenson County.

**3 Doe Branch**

The proposed 5-mile Doe Branch segment begins on Route 80 near the Haysi area of Dickenson County. It travels east tying into the Corridor Q/Route 460 Connector and Route 121 (Coalfields Expressway).

**4 Hawks Nest**

The 2-mile Hawks Nest segment is located between the proposed tie in with the US Route 460 Connector Phase II and Route 614 in Buchanan County. The Hawks Nest section was completed to rough grade in summer 2011 at a cost of \$10 million, a savings to VDOT of over \$90 million using coal synergy techniques.

The Hawks Nest segment will also tie in with Buchanan County Industrial Development Authority's road, connecting to the county's Southern Gap development and Route 83 (Lovers Gap Road).

**5 Poplar Creek**

The Poplar Creek segments combined with the Route 460 Connector and the Route 460/121 connection will complete Virginia's section of federally designated Corridor Q, providing four-lane highway from the Virginia/Kentucky border to Christiansburg, Virginia. Phase A of Poplar Creek will travel from the east end of the Hawks Nest section to Route 604. Phase B of Poplar Creek will travel from Route 604 to existing Route 460 below Grundy.

**6 Elkins**

The proposed 11.5-mile Elkins segment picks up at the connection to Route 460 at Grundy and extends east to Route 643.

**7 Rockhouse**

The proposed 5-mile Rockhouse segment begins at Route 643 and will connect to West Virginia's Coalfields Expressway near Slate, W. Va.

**8 Corridor Q: Route 460 Connector Phase I**

VDOT's design-build contract for the Route 460 Connector Phase I in Buchanan County was completed September 2015. The project, located at the Kentucky State Line, included construction of twin high-level bridges that are 1,700 linear feet in length and over 250-foot-high. The bridges are currently the tallest in Virginia. They will be open to traffic in late 2017 when Kentucky opens an adjacent section of their Route 460 construction.

**9 Corridor Q: Route 460 Connector Phase II**

The 6-mile Phase II of the US Route 460 Connector travels from the end of Phase I to a proposed connection with Route 121 Coalfields Expressway.

Bizzack Construction, LLC, Lexington, Ky., is currently constructing the road to rough grade.

**10 Corridor Q Route 460 Connector and Coalfields Expressway Connection**

The .3-mile proposed project will tie together the Route 460 Connector and the Route 121 (Coalfields Expressway) in Buchanan County.



**11 ADHS Corridor Q**

Designated as US Route 460, Corridor Q is part of the National Highway System and the Appalachian Development Highway System. Corridor Q in Virginia extends 127.5 miles eastward from the Virginia/Kentucky state line near Breaks Interstate Park to Interstate 81 near Christiansburg.

The Virginia portion of Corridor Q is located in southwest Virginia and shares a portion of its alignment with Route 121 (Coalfields Expressway). Upon completion of the Route 460 Connector Phases I and II as well as connecting sections of Route 121 (Coalfields Expressway), Route 460 improvements from the Kentucky state line to Virginia Beach will be complete.

**12 Route 83 Lover's Gap**

Reconstruction of a one-mile section of Route 83 located near the intersection of Route 718 was completed in 2015. Improvements to Route 83 provide better access to Buchanan County's Southern Gap development as well as Route 121 (Coalfields Expressway).

**13 Buchanan County Industrial Development Road – Southern Gap**

The Buchanan County Industrial Development Road connects to Buchanan County's Southern Gap development, an area for residential, commercial and retail development.

## **BUCHANAN COUNTY ROAD NETWORK DEFICIENCIES**

### **Primary Routes Deficiencies**

1. U.S. 460 – Improved site distances along intersections. Reconstruct sections due to geometric deficiencies. Improve drainage. Stabilize shoulders. Guardrail installation and replacement. Replace structure no. 1044.
2. SR 83 – Reconstruct sections due to geometric deficiencies. Improved site distances. Stabilize shoulders. Improve drainage. Guardrail installation and replacement. Replace structure no. 1023.
3. SR 80 – Reconstruct sections due to geometric deficiencies. Improved site distances. Stabilize shoulders. Improve drainage. Guardrail installation and replacement.

## Secondary Routes Deficiencies

[illegible]

## **BUCHANAN COUNTY TRANSPORTATION CHALLENGES**

- Buchanan County has steep topography, with slopes in excess of 20%. Road construction that follows the natural topography reduces costs and runoff concerns but may lead to safety, line of sight and other geometric issues.
- Limited signage allowed on VDOT right of ways discourage economic development.
- Development along corridors also increase safety issues, such as multiple entrances and traffic carrying capacity of the road.
- Local involvement in the Six Year Improvement Program to ensure that statewide projects reflect the needs of Buchanan County.
- Shorten commute distances traveled by residents to work and/or school due to the topography.
- Residents are paying larger percentage of their budget on transportation fuel cost due to the distances for which they must travel.
- Safety concerns on rural roads, lack of adequate line of sight issues and lack of adequate shoulders and guardrails.
- Lack of pedestrian and bicycling transportation options in rural areas, due to lack of adequate shoulders.
- The required travel distance to a public airport transit, major bus terminal and rail line.