



Tier 1

Recommendations

October 30, 2017



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Bristol District

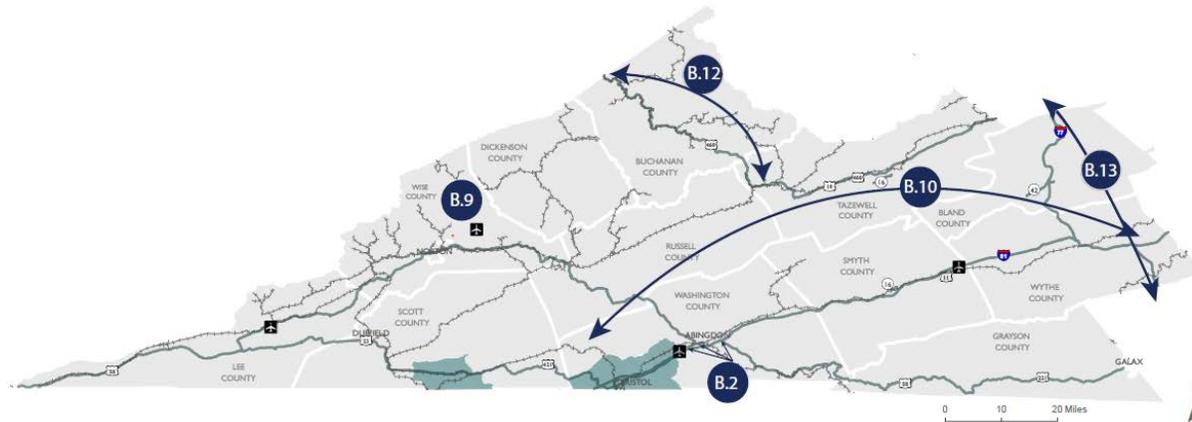


VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS BRISTOL

NEED TIER

Tier 1: Most critical District needs based on local input and data.

- Airport
- CoSS
- UDA
- MPO



Tier 1 District Needs	
Need	Need Description
B.2	Within the Bristol MPO, the I-81 interchanges in Abingdon have safety issues, particularly at Exits 14, 17, and 19.
B.9	Within the Bristol District, the Wise County UDA has safety, mode choice, local access, and circulation issues within the town of Wise.
B.10	Within the Bristol District, the I-81/US 11 corridor has safety, congestion, reliability, and bottleneck issues, as well as a lack of parallel facilities.
B.12	Within the Bristol District, the US 460 corridor has safety and congestion issues, with limited connections across state lines, and limited interregional transit connections.
B.13	Within the Bristol District, the I-77 corridor has congestion and reliability issues, related to seasonal travel, between North Carolina and I-81 and I-81 to West Virginia. Safety issues and limited interregional transit connections exist throughout the I-77 corridor.

Funded Projects	
Need(s)	Project Name
B.2	I-81 Interchange Improvements at Exit 14 (2017-2022 SYIP), CST underway
B.2	I-81 Interchange Improvements at Exit 17 (2017-2022 SYIP, SMART SCALE), CST 2021
B.2	I-81 Interchange Improvements at Exit 19 (2017-2022 SYIP, SMART SCALE), CST 2021/2022
B.9	Route 23 Business (Norton Road) Reconstruction - Phase I (0.38 miles) (2017-2022 SYIP), CST 2020/2021
B.9	Design and construction of Phase 2 of the streetscape improvements from Railroad Avenue to Nottingham Avenue in Downtown Wise (Transportation Alternatives, FY 16)
B.10	Add lane on I-77 (south) at Exit 80 (from .23 mi, east of SB I-81 off-ramp to 1.2 mi. east of SB I-81 off-ramp) (FY 2017-2022 SYIP, SMART SCALE), CST 2019-2020
B.10	I-81 extend acceleration lane (Exit 72) to deceleration lane (Exit 73), (FY2017-2022 SYIP), CST 2019
B.10	Lee Highway Widening - Exit 5 Phase 1B (FY 2017-2022 SYIP, SMART SCALE), CST 2021
B.10	Lee Highway Widening - Exit 5 Phase 2 (FY 2017-2022 SYIP, SMART SCALE), CST 2021
B.10	Connector Road - Phase 2 (FY 2017-2022 SYIP, SMART SCALE), CST 2018
B.10	US 11 Shoulder Initiative (Washington County), CST 2020
B.10	Intersection Improvements and Access Management - US 11/VA 140 and intersection improvements - US 11/US 19 (2018-2023 SYIP, SMART SCALE)
B.10	I-81 Exit 35 (State Route 107) Interchange Modifications (Smyth) (2018-2023 SYIP, SMART SCALE)
B.12	Completion of US 460 Connector (Phase 1 & Phase 2), and Coalfields Expressway (Hawks Nest) (2017-2022 SYIP)
B.12	460 Corridor Q Poplar Creek Phase A from east end of Hawks Nest Section to Rt. 604 (2017-2022 SYIP)
B.12	US 460 Shoulder Initiative (Buchanan and Tazewell Counties, including US 19/US 460 overlap), CST 2017/2018



Project Recommendations						
ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost (\$M)	Page
BD1	B.2	French Moore Jr. Boulevard Extension	Washington County	Highway, Pedestrian	\$36.70	1
BD2	B.2	Comprehensive Interchange Capacity/Arterial Operational Study - Abingdon Area (I-81 and arterial network, Exit 14 through Exit 22)	Washington County	Highway	\$0.25 (study only)	3
BD3	B.9	Route 23 Business (Norton Road) Reconstruction in Wise - Phase 2 (1.9 miles)	Wise County	Highway, Bicycle, Pedestrian	\$11.00	5
BD4	B.9	UDA planning grant for the Town of Wise and other grants for bike/pedestrian enhancements	Wise County	Highway, Bicycle, Pedestrian	0.25 (study & grants)	7
BD5	B.9	Innovation Highway (Phase 1)	Wise County	Highway	\$77.75	8
BD6	B.10	I-81 Exit 81, Exit 80, Exit 77 Improvements and incident quick clearance program	Wythe County	Highway	\$114.70	10
BD7	B.10	US 11 widening - Hillman Highway and Empire Drive	Washington County	Highway	\$13.37	12
BD8	B.10	US 11 Improvement - Alexis Dr. to Old Airport Road	Bristol City	Highway, Bicycle, Pedestrian	\$21.24	14
BD9	B.10	Enhanced ITS/ATMS on I-81 and US 11 throughout the Bristol/Abingdon area (TN state line to Exit 29)	Bristol City, Washington County	Highway	\$5.00	16
BD10	B.10	Enhanced ITS/ATMS on I-81 and US 11 from Rural Retreat (Exit 60) to Pulaski (Exit 89)	Wythe County	Highway	\$5.00	18
BD11	B.10	US 11 widening - Highlands Center to I-81 Exit 10	Washington County	Highway, Bicycle, Pedestrian	\$116.47	20
BD12	B.12	US Route 460 Intersection Improvements in Tazewell and Buchanan Counties	Tazewell and Buchanan Counties	Highway	\$14.60	22
BD13	B.12	Coalfields Expressway Route 121/460 Poplar Creek Phase B	Buchanan County	Highway	\$214.27	24
BD14	B.12	US 460 Safety and Intersection Improvement Program - Grundy to KY State Line	Buchanan County	Highway	\$2.00	25
BD15	B.12	US 460 Safety and Intersection Improvement Program - Richlands	Tazewell County	Highway	\$2.40	27

ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost (\$M)	Page
BD16	B.10 / B.12 / B.13	Study of Regional and Interregional Transit Needs and Opportunities in Southwest Virginia	Multiple	Transit	TBD (study only)	29
BD17	B.13	I-77 Northbound Truck Climbing Lane	Wythe County	Highway	\$10.75	30
BD18	B.13	US Route 52 Intersection Safety Enhancements	Bland County	Highway	\$3.87	32
BD19	B.13	I-77 Exit 41 Interchange Modifications (Wytheville)	Wythe County	Highway	\$10.03	34
BD20	B.13	Variable Speed Limit System and comprehensive ITS/ATMS Strategies on I-77	Bland County	Highway	\$7.00	36



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Bristol District

Project Sheets

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD1

Short Description

French Moore Jr. Boulevard Extension

District

Bristol

Local Jurisdiction

Washington County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor (I-81), B1.A, C, D

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Urban roadway extension creating an alternate route to I-81 and US 11 between Exit 14 and Exit 17 near Abingdon, including alternate access to Virginia Highlands Community College and Higher Education Center. The project should also help promote economic development on adjacent properties. The ROW acquired with the project will allow for an eventual 4 lane with a median section. Initial design is 2 travel lanes with a two-way left turn lane and 5' sidewalks.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$36.70

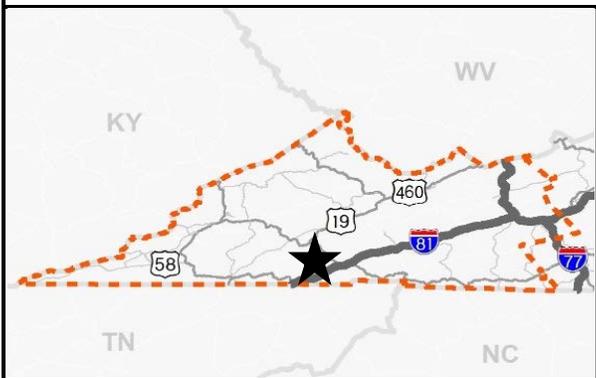
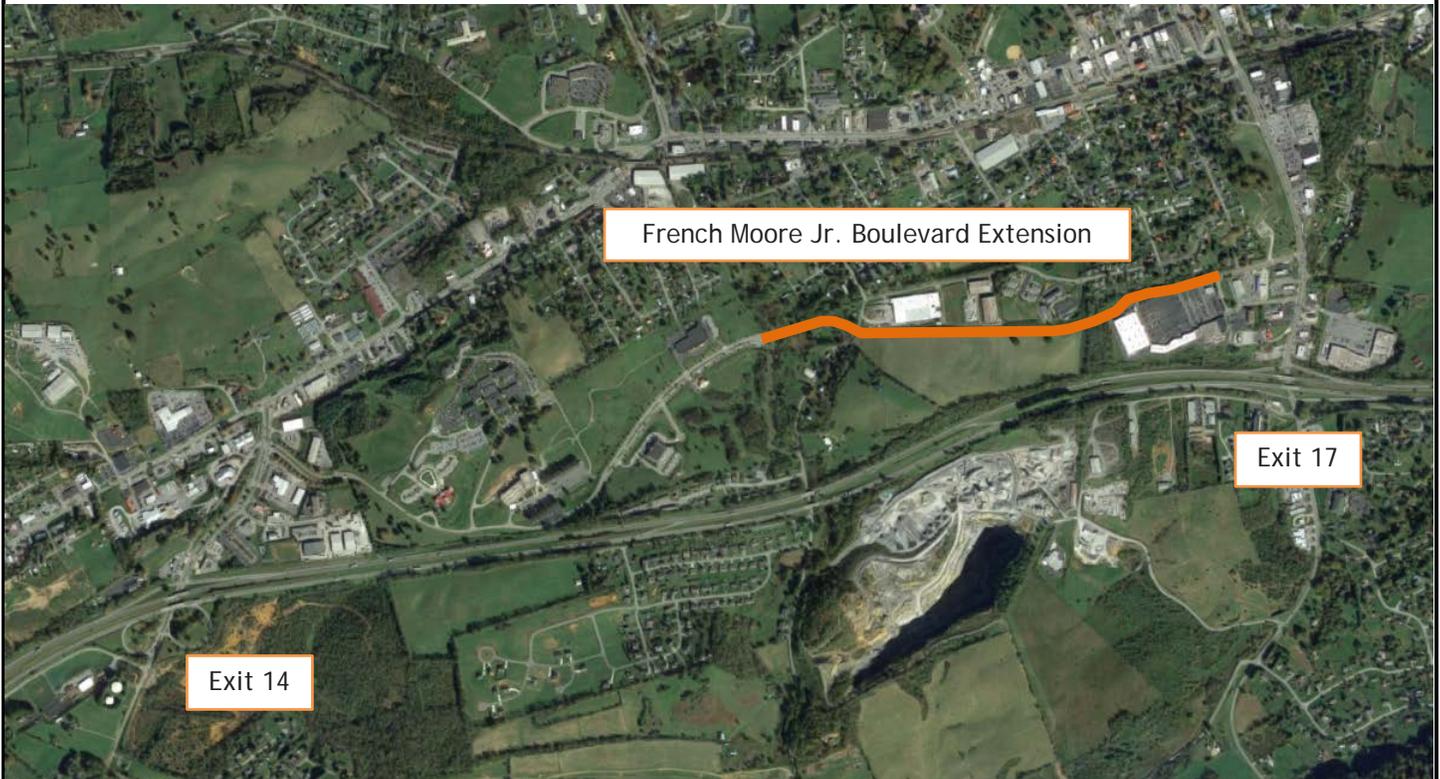
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments (for future potential projects resulting from study)

Safety	New corridor design with low speeds and a 5' sidewalk.
Congestion Mitigation	Project provide an alternative route, diverting trips from I-81 and US 11.
Accessibility	Project will enhance accessibility to the Virginia Highlands Community College.
Land Use	Not applicable within this region.
Environment	Future project will have an environmental footprint and may help reduce emissions.
Economic Development	Project could enhance access for future development and improve corridor reliability.



Project Reference Number: BD1
Short Project Description: French Moore Jr. Boulevard Extension
VDOT District: Bristol
Local Jurisdiction: Washington County

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD2

Short Description

I-81 Abingdon Area Comprehensive Interchange Capacity/Arterial Operational Study

District

Bristol

Local Jurisdiction

Washington County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor (I-81), B1.A, C, D. Regional Network - Bristol Area

Project Status:

New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Comprehensive Interchange Capacity/Arterial Operational Study of Exit 14 through Exit 22 Area - The Exit 19 improvement represents an interim fix given extensive retail growth nearby that will pressure interchange performance. The Exit 17 interchange improvement only adds new capacity to the southside of the interchange. The study should evaluate the ultimate design/operations of all interchanges together, the crossing arterial routes, and include the potential for connecting frontage roads between all interchanges to serve local trips in the area. Currently VDOT is leading a frontage road pre-scoping study evaluating opportunities along I-81. Recommendations from these studies should be funded for implementation through SMART Scale or HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$0.25 (study only)

Right of Way Required for Project

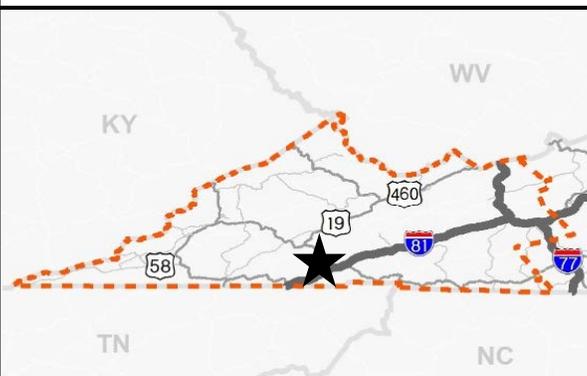
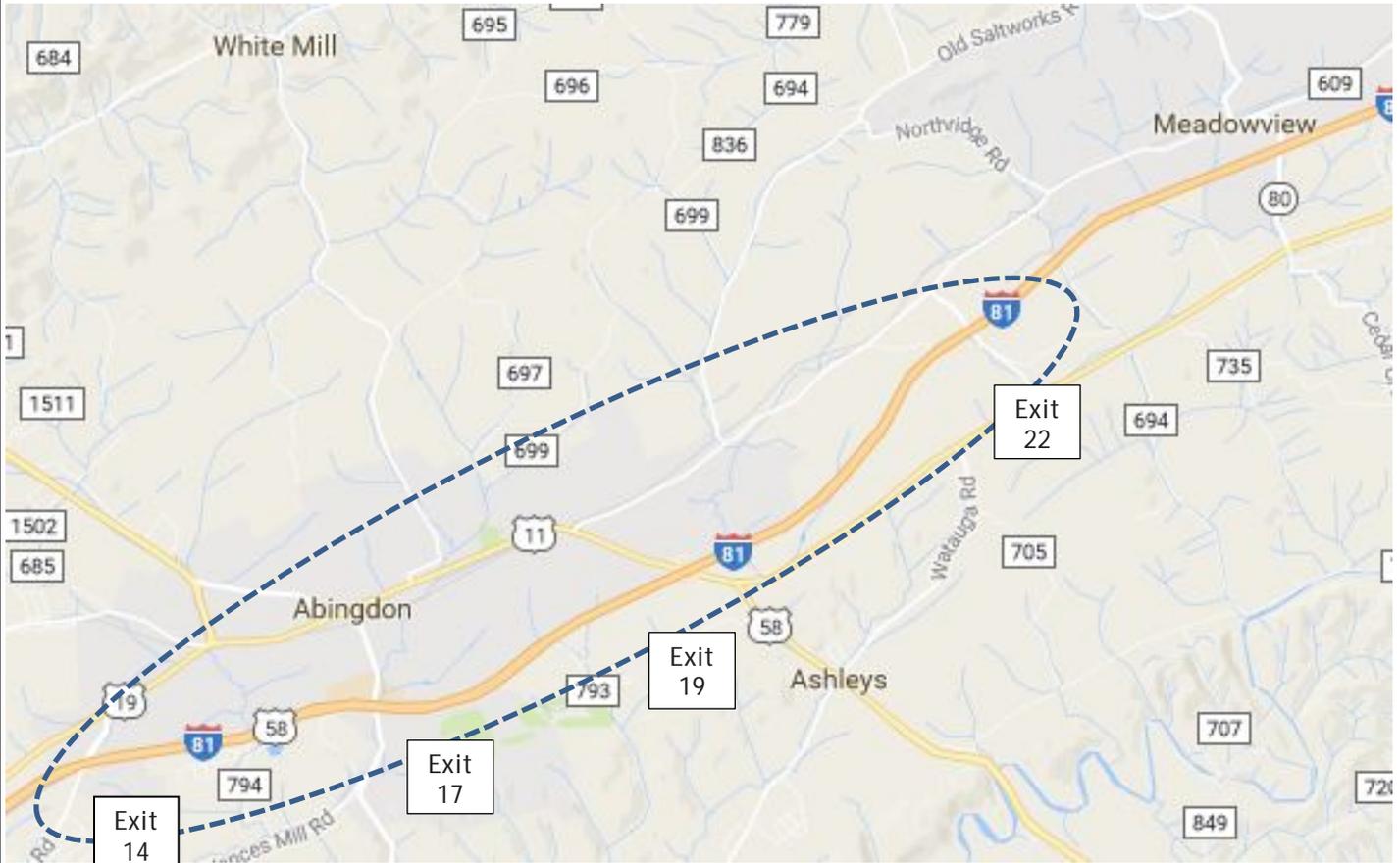
(TBD by study)

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments (for future potential projects resulting from study)

Safety	Future projects will improve safety at interchanges
Congestion Mitigation	Future projects could impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs, mainly local benefits.
Land Use	Not applicable within this region.
Environment	Future project could have an environmental footprint and may help reduce emissions.
Economic Development	Project could enhance access for future development and improve corridor reliability.



Project Reference Number: BD2

Short Project Description: I-81 Abingdon Area Comprehensive Interchange Capacity/Arterial Operational Study

VDOT District: Bristol

Local Jurisdiction: Washington County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD3

Short Description

Route 23 Business (Norton Road) Reconstruction in Wise - Phase 2 (1.9 miles)

District

Bristol

Local Jurisdiction

Wise County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Town of Wise UDA

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

This project consists of widening the existing two-lane roadway to provide a four lane facility with an additional center dual left turn lane and bicycle and pedestrian accommodations. This route is the primary corridor from US 23 into the Town of Wise and to the University of Virginia's College at Wise. The project would begin 0.02 miles west of Awan Street at the end of Phase I of the Route 23 Business reconstruction project and would go east approximately 0.36 mile to 0.18 mile east of Cherry Street. The project provides opportunity for economic development by providing access to vacant property within the Wise urban development area.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other: _____

Estimated Project Cost (in \$M)

\$ 11.00

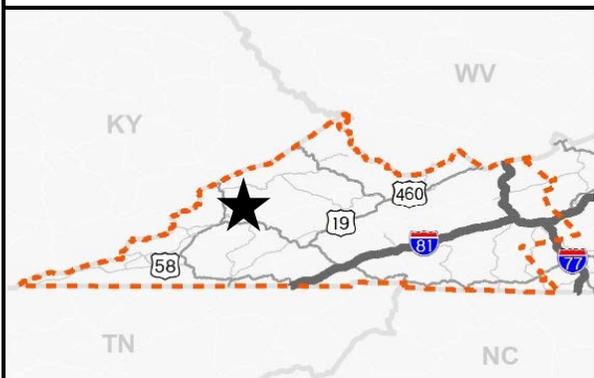
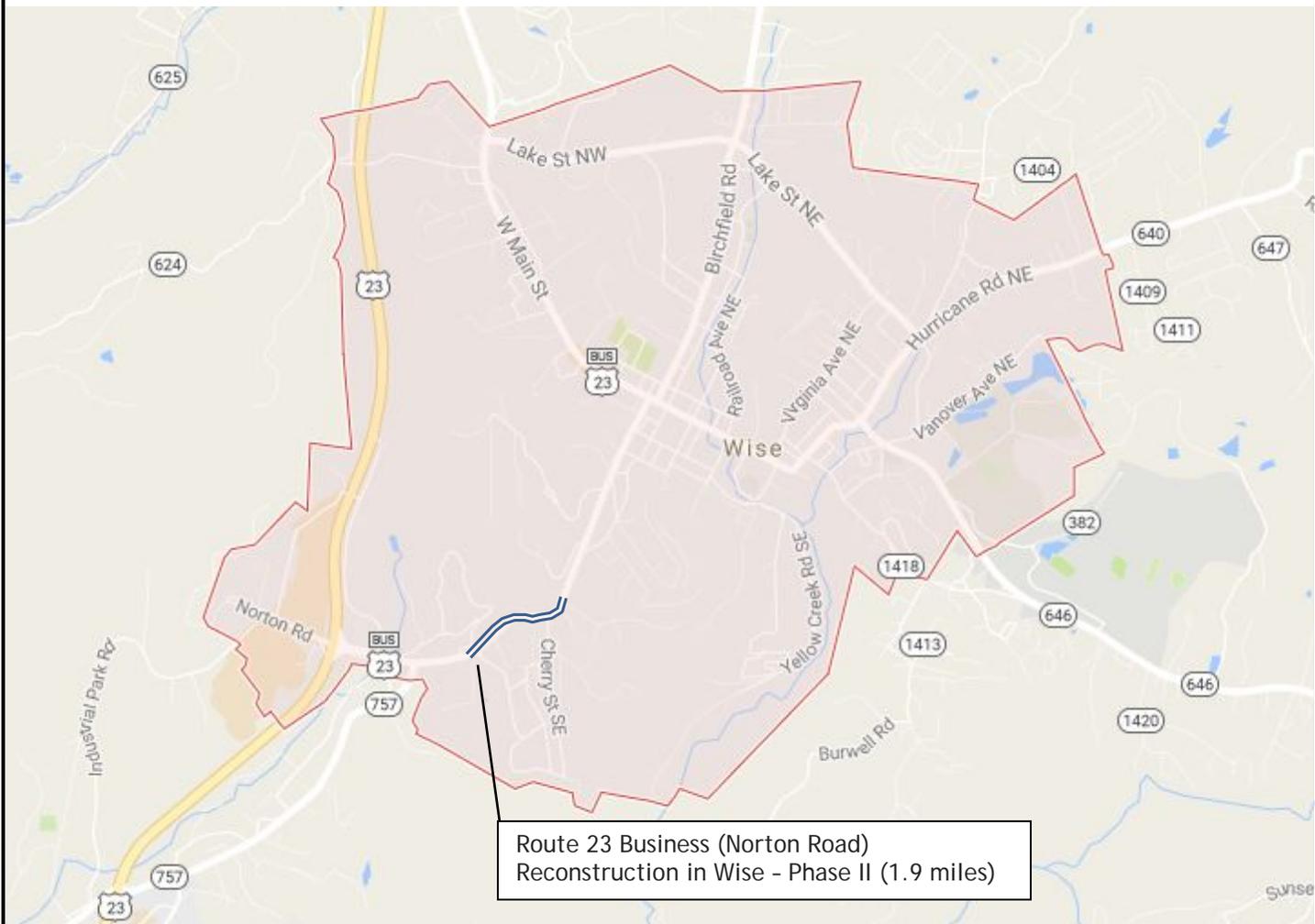
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety by adding turning lanes
Congestion Mitigation	Project will improve throughput and decrease delays
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will improve address travel time reliability issues.



Project Reference Number: BD3 and BD4

Short Project Description: Route 23 Business (Norton Road) Reconstruction in Wise - Phase II (1.9 miles), and pursue a UDA Planning Grant for the Town of Wise and other grants for bike and pedestrian enhancements

VDOT District: Bristol

Local Jurisdiction: Wise County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD4

Short Description

Pursue a UDA planning grant for the Town of Wise and other grants for bike/pedestrian enhancements

District

Bristol

Local Jurisdiction

Wise County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Town of Wise UDA

Project Status:

New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Pursue a UDA planning grant for the Town of Wise, focusing on developing a network of bicycle and pedestrian facilities. Pursue further Transportation Alternatives grants or revenue sharing options for additional bike/pedestrian enhancements in Wise to fill gaps in the network within the UDA area, connect to the UVA College at Wise campus, and connect to other important destinations within and adjacent to the Wise UDA. Ultimately the recommendations of this planning grant could be funded for implementation through SMART Scale, TAP, or HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other: _____

Estimated Project Cost (in \$M)

\$0.25 (study / grants)

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments (for future bicycle and pedestrian improvements within Wise)

Safety	Project will improve safety for pedestrians and bicyclists
Congestion Mitigation	Project will not impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will not address reliability issues.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD5

Short Description

Innovation Highway (Phase 1)

District

Bristol

Local Jurisdiction

Wise County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 58 CoSS J1 Segment, Need B: Wise UDA

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Innovation Highway is a 4.5 mile, proposed two-lane roadway partially on new alignment connecting the Lonesome Pine Regional Business & Technology Park with Alt. US 58 east of the town of Wise, the city of Norton, and located in Wise County. The proposed SMART Scale, Round 2 project is just for the Phase 1 section, which has the roadway extending between Alt. US 58 and SR 646 for approximately 2.7 miles and is the most critical near-term need. The roadway is proposed as a secondary highway permitting full access to adjacent properties. The proposed roadway will initially be built with a two-lane typical section, but ROW for the ultimate four-lane configuration will be acquired as part of this project.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$77.75

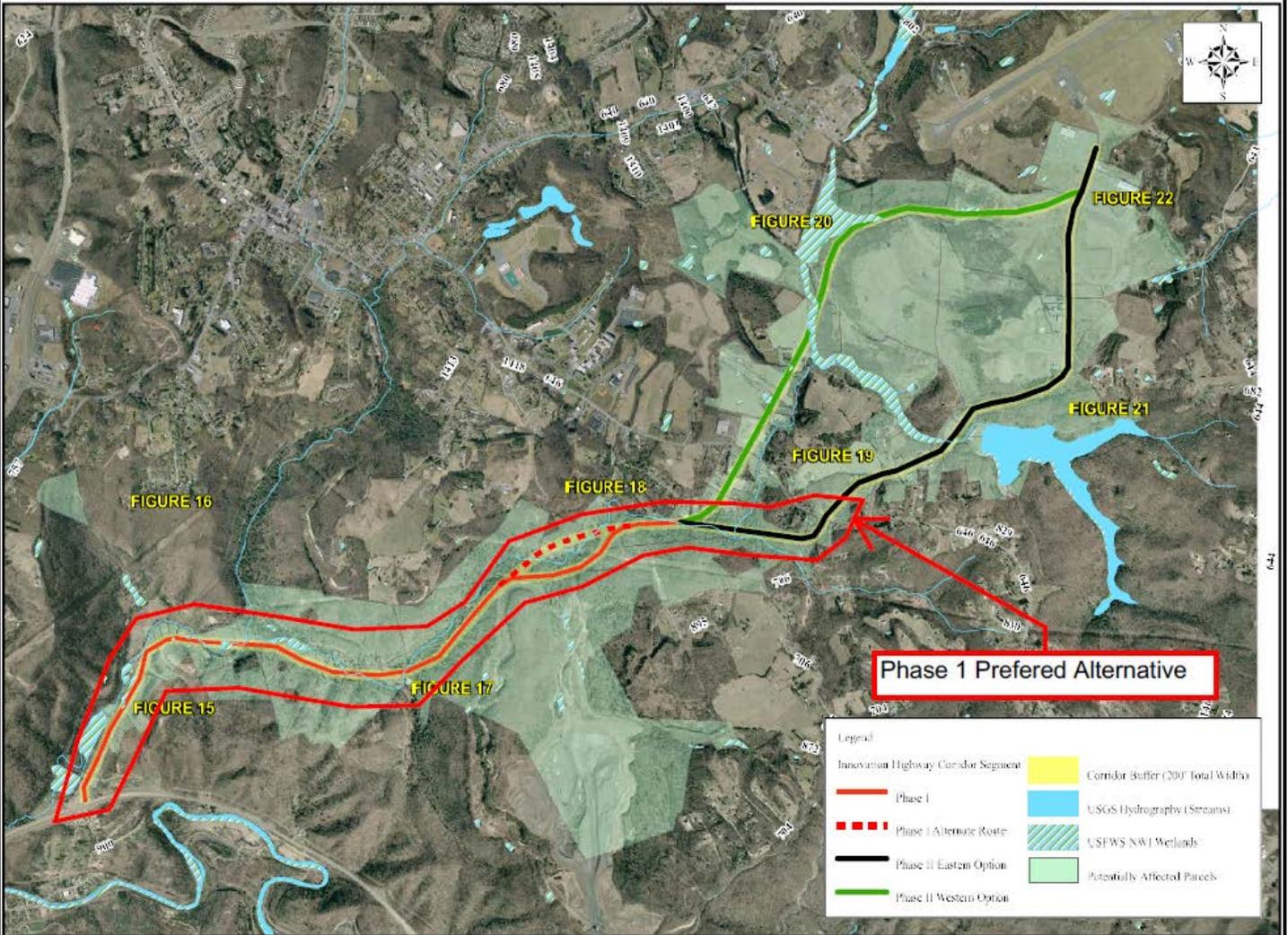
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments (for future potential projects resulting from study)

Safety	Project will improve safety through a new, alternative corridor.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project will positively impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project does have an environmental footprint and will minimally reduce emissions.
Economic Development	Project will enhance access to Wise from US 58



Project Reference Number: BD5

Short Project Description: Innovation Highway (Phase 1) from Alt. US 58 to Route 646

VDOT District: Bristol

Local Jurisdiction: Wise County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD6

Short Description

I-81 Exit 81, Exit 80, Exit 77 Improvements and incident quick clearance program

District

Bristol

Local Jurisdiction

Wythe County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor (I-81) Need: B1.M, B1.O

Project Status:

Modified recommendation from existing planning document

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

The recommendation includes three unique projects within the I-81/I-77 overlap section in addition to a I-81 corridor-wide incident quick clearance program. The three projects include: (1) Exit 80, replace overhead bridges and improve ramps; (2) Exit 77 relocate frontage roads and improve intersection and ramp safety; and (3) additional improvements at Exit 81 and Exit 80 include extending the auxiliary lane from Exit 80 to Exit 81 (I-81 NB) to result in a consistent 8-lane section from Exit 80 to Exit 81, with expanded ramp capacity and lengthened merge on I-77 NB to I-81 NB. Implementation of an incident quick clearance program will assist in alleviating delays associated with crashes, particularly in this high-volume section (refer to BD10 for further details).

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other: INFRA

Estimated Project Cost (in \$M)

\$ 114.70

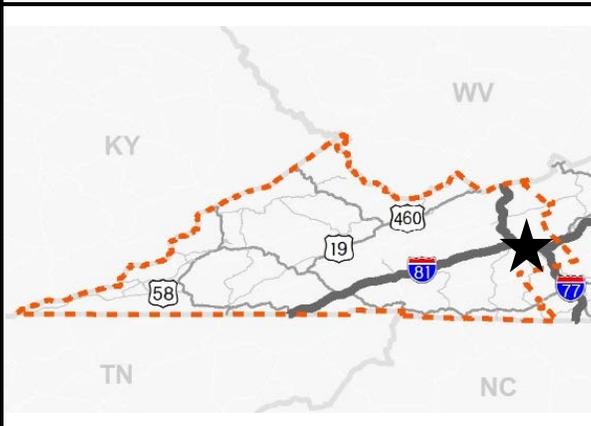
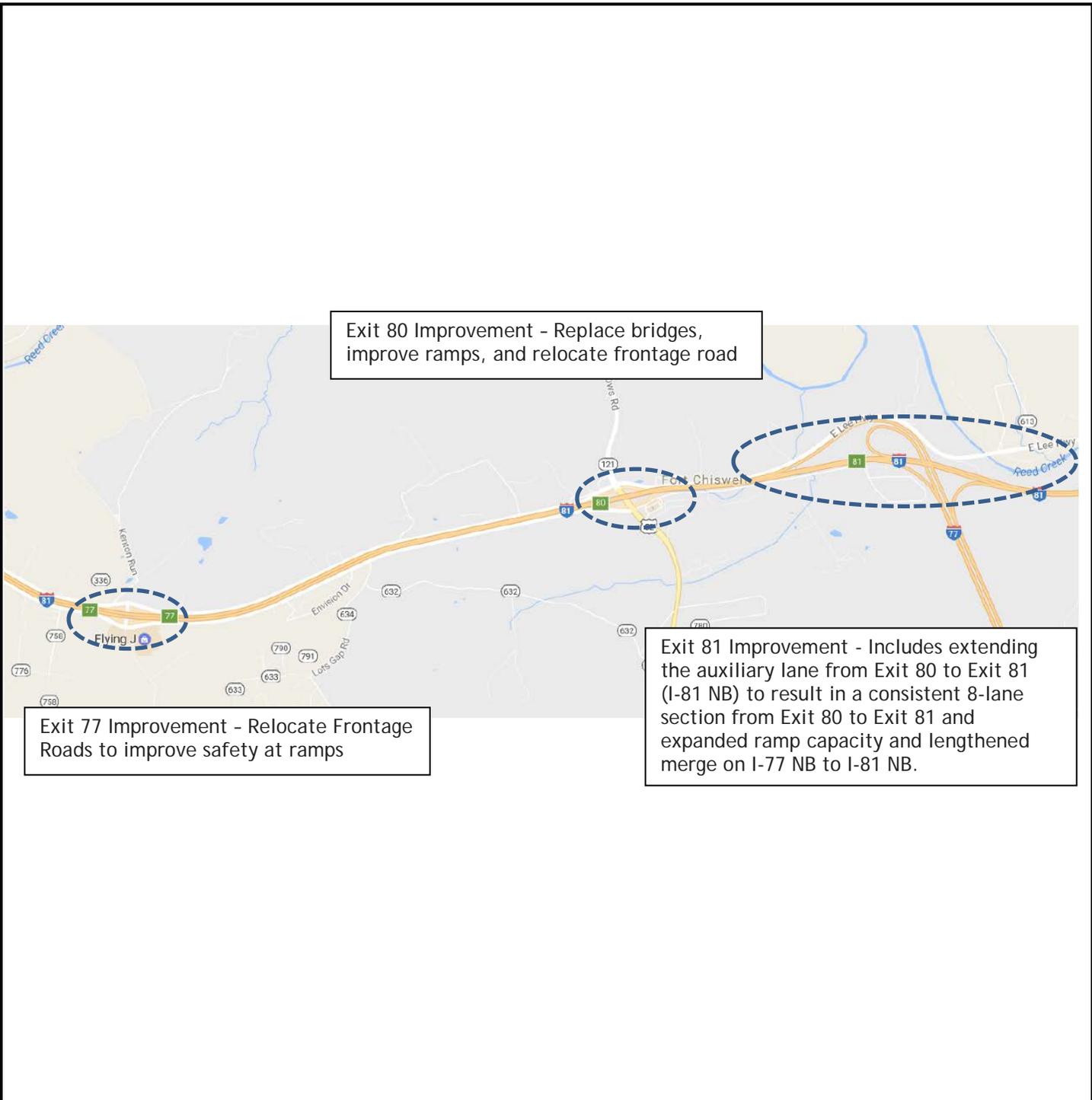
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety at interchanges
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will impact high-truck volumes and address reliability issues.



Project Reference Number: BD6

Short Project Description: I-81 Exit 81, Exit 80, Exit 77 Improvements and I-81 incident quick clearance program

VDOT District: Bristol

Local Jurisdiction: Wythe County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD7

Short Description

Widen US 11 between Hillman Highway and Empire Drive

District

Bristol

Local Jurisdiction

Washington County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Bristol Area Regional Network

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Project widens section of US 11/Lee Hwy from 3-lane to a 5-lane typical section (4 travel lanes and a center two-way left-turn lane (TWLTL)) to improve traffic operations, and access management and safety by reducing entrances and conflict points.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 13.37

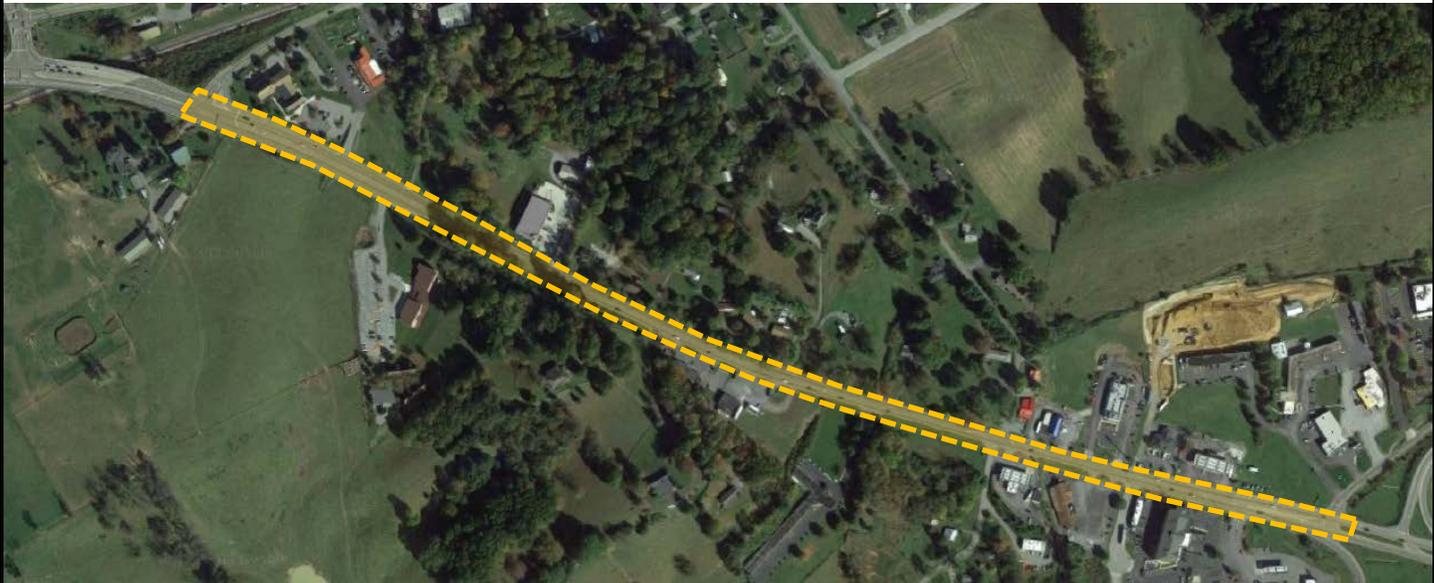
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve intersection safety and reduce conflicts.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues and improve access to corridor development.



Project Reference Number: BD7
Short Project Description: Widen US 11 between Hillman Hwy and Empire Dr. (Abingdon)
VDOT District: Bristol
Local Jurisdiction: Washington County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD8

Short Description

US 11 Improvement Alexis Dr. to Old Airport Road (Bristol City)

District

Bristol

Local Jurisdiction

Bristol City

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor Segment B1, Needs B, M, and O

Project Status:

Modified recommendation from existing planning document

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

This SMART Scale Round 2 project concept will widen approximately 3,600' of Lee Highway from the existing two lane roadway with a center left-turn lane to a four lane urban section with a 16' median and a 10' shared use path along the length of the project. The project limits are from Alexis Drive in the west to Old Airport Road in the east. VDOT is currently working with Bristol on a alternative, lower cost approach for this corridor focused on intersection and access management improvements.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 21.24

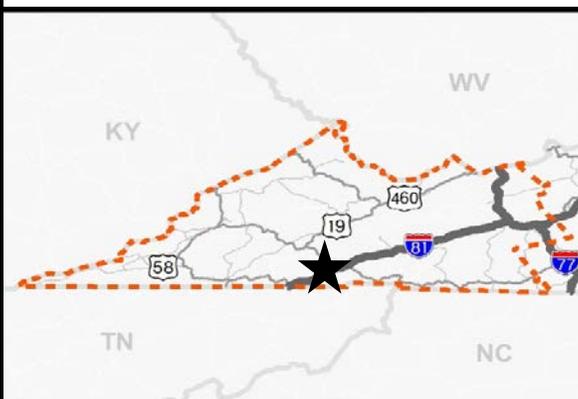
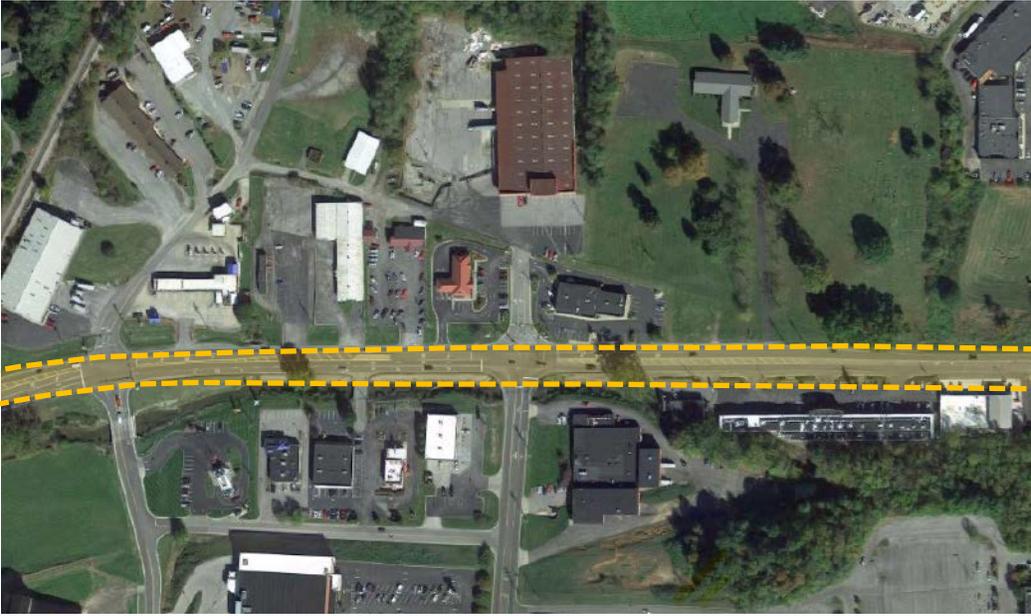
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve intersection safety and reduce conflicts.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues and improve access to corridor development.



Project Reference Number: BD8

Short Project Description: US 11 Improvements Alexis Dr. to Old Airport Road (Bristol City)

VDOT District: Bristol

Local Jurisdiction: Bristol City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD9

Short Description

Enhanced ITS/ATMS on I-81 and US 11 throughout the Bristol/Abingdon area (from Tennessee state line to Exit 29 - Glade Spring)

District

Bristol

Local Jurisdiction

Multiple

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor (I-81) Need: B1.M, B1.O

Project Status:

New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Expanded and enhanced ITS/ATMS on I-81 and US 11 from Exit 1 to Exit 29. The ITS should be designed to provide travel time information and route highlights when I-81 is congested or during incidents. The ATMS should be designed to enable improved performance of signalized intersections on connecting roadways between I-81 and US 11 and on US 11. This recommendation would also coordinate with the incident quick clearance program along the I-81 corridor including vehicle staging and incentives for quick clearance. In addition, the ITS should be linked to truck parking utilization information to provide real-time information to trucks operating on I-81.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other:

Funding to deploy field devices and develop new applications in 511 Virginia suite

Estimated Project Cost (in \$M)

\$ 5.00

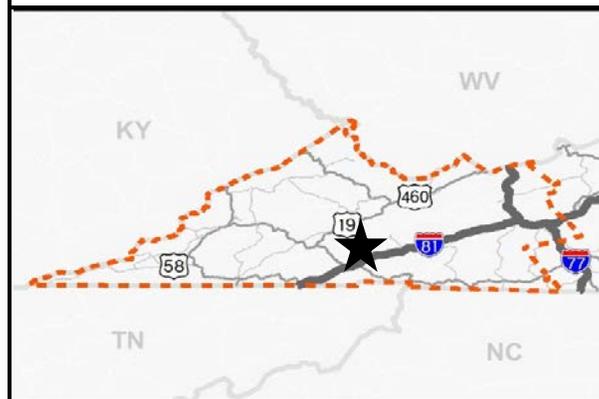
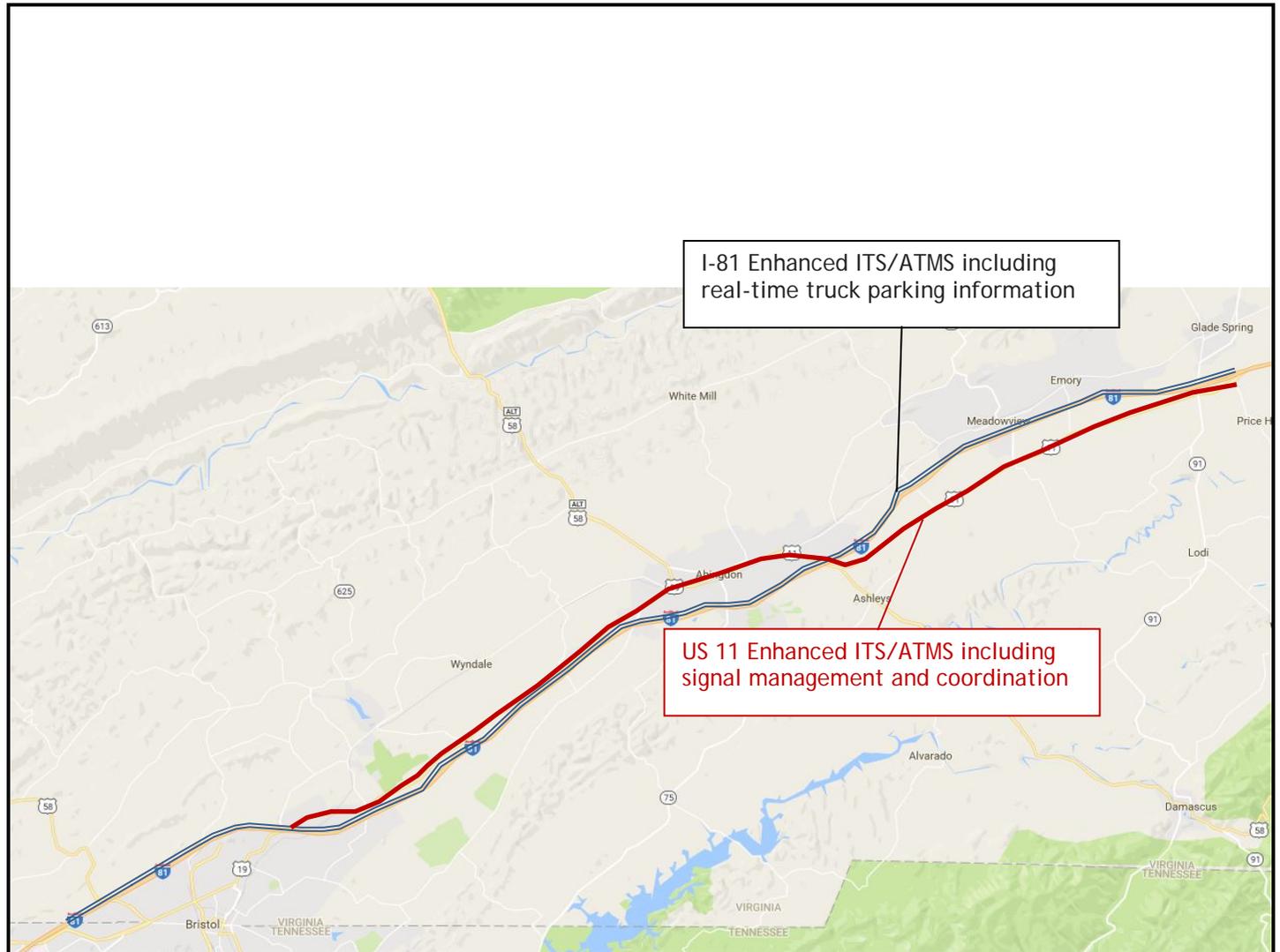
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will minimally impact safety, but will reduce delays associated with incidents.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will impact high-truck volumes and address reliability issues.



Project Reference Number: BD9

Short Project Description: Enhanced ITS/ATMS on I-81 and US 11 throughout the Bristol/Abingdon area (from Tennessee state line to Exit 29 - Glade Spring)

VDOT District: Bristol

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD10

Short Description

Enhanced ITS/ATMS on I-81 and US 11 from roughly from Rural Retreat (Exit 60) to Pulaski (Exit 89)

District

Bristol

Local Jurisdiction

Multiple

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor (I-81) Need: B1.M, B1.O

Project Status:

New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Expanded and enhanced ITS/ATMS on I-81 and US 11 from Rural Retreat (Exit 60) to Pulaski (Exit 89). The ITS should be designed to provide travel time information and route highlights when I-81 is congested or during incidents. The ATMS should be designed to enable improved performance of signalized intersections on connecting roadways between I-81 and US 11 and on US 11. This recommendation would also coordinate with the incident quick clearance program along the I-81 corridor including vehicle staging and incentives for quick clearance. In addition, the ITS should be linked to truck parking utilization information to provide real-time information to trucks operating on I-81.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other:

INFRA & other funding to deploy field devices and develop new applications in 511 Virginia suite

Estimated Project Cost (in \$M)

\$ 4.00

Right of Way Required for Project

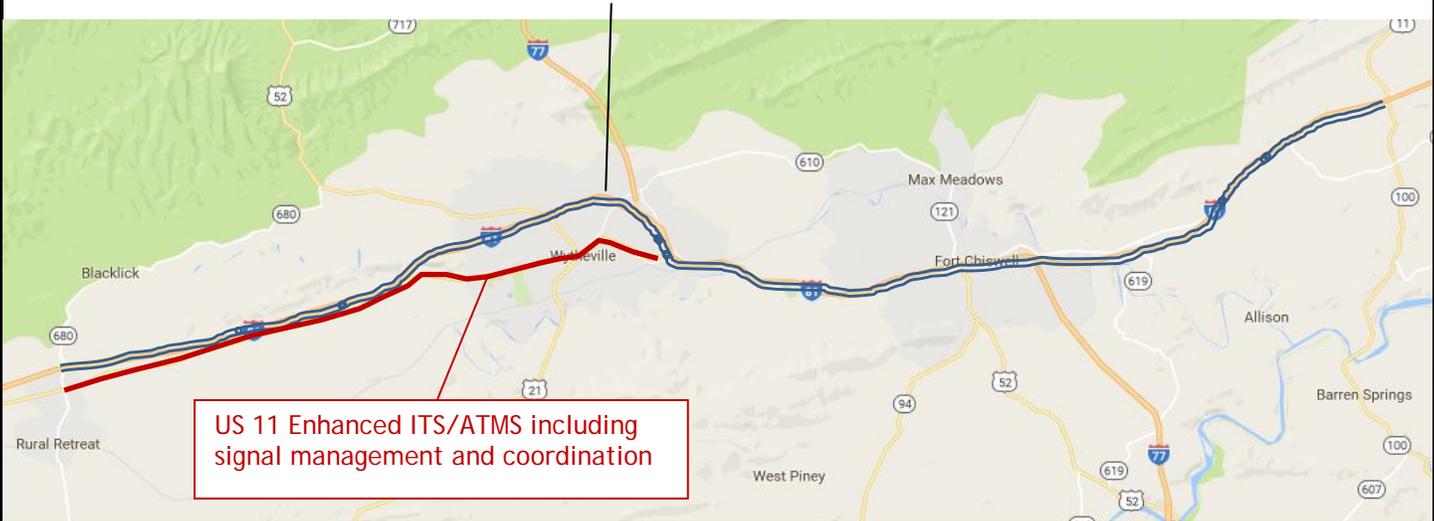
If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

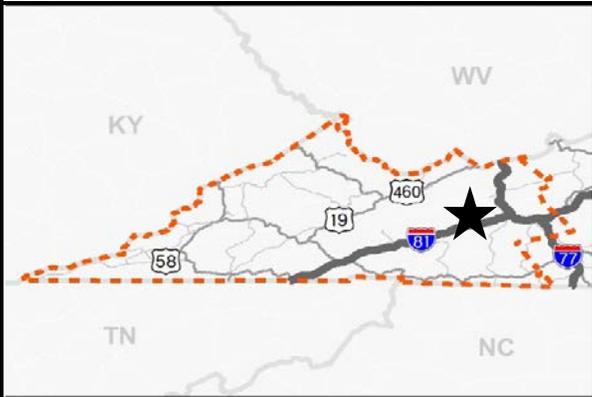
Comments

Safety	Project will minimally impact safety, but will reduce delays associated with incidents.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will impact high-truck volumes and address reliability issues.

I-81 Enhanced ITS/ATMS including
real-time truck parking information



US 11 Enhanced ITS/ATMS including
signal management and coordination



Project Reference Number: BD10
Short Project Description: Enhanced ITS/ATMS on I-81 and US 11
from Rural Retreat (Exit 60) to Pulaski (Exit 89)
VDOT District: Bristol
Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD11

Short Description

US 11 widening project from Highlands Shopping Center to I-81 Exit 10

District

Bristol

Local Jurisdiction

Washington County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Crescent Corridor (I-81) Need: B1.M, B1.O

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

This project proposes to widen approximately 4.4 miles of US 11 from location beginning 400 ft west of the Prestonwood Dr (BVU Authority) intersection in the west to F-310 intersection in the east, which provides access to I-81 via Exits 10 and 13. All widening and bike/pedestrian improvements will occur on the south side of the existing alignment. In addition, Old Dominion Road and Battle Hill Drive approaches will be realigned to create a conventional 4-legged signalized intersection.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 116.47

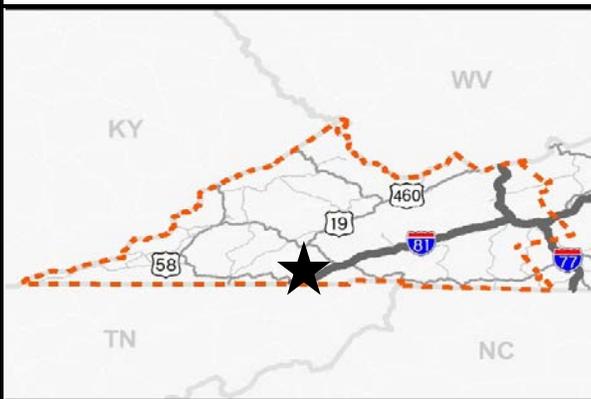
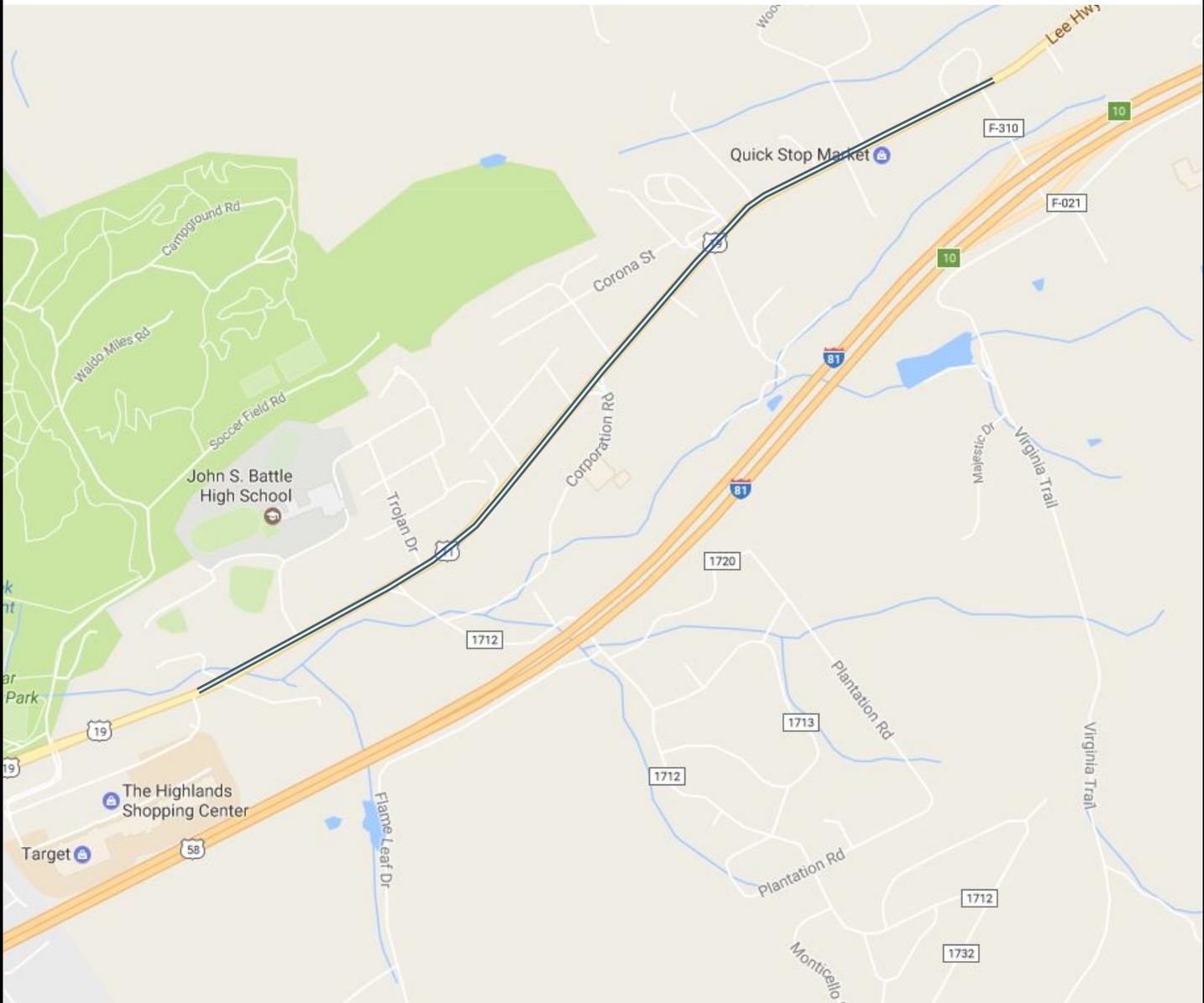
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety at intersections.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues and improve access to development.



Project Reference Number: BD11

Short Project Description: Extend US 11 widening project from Highlands Shopping Center to BVU Authority northward to I-81 Exit 10

VDOT District: Bristol

Local Jurisdiction: Washington County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD12

Short Description

US Route 460 Intersection Improvements in Tazewell and Buchanan Counties

District

Bristol

Local Jurisdiction

Tazewell County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Heartland Corridor E1, Needs C and G

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

There are two different projects included within this recommendation. The first project will improve the existing intersection between US 460 and US 19 in Claypool Hill, Virginia. The proposed project will include improvements to the intersection to accommodate increased traffic volumes and future growth. The project will include reconstruction of the existing intersection with widening the roadway, adding lanes, modifying existing turn lanes, and modifying the traffic signal. The second project will increase sight-distance to the US 460 at Garden Greek Rd. intersection for northbound traveling vehicles on US 460 so they can safely react to the traffic signal. The geometry of the horizontal curve alignment severely restricts the ability of drivers to see the signalized intersection.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 14.6

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

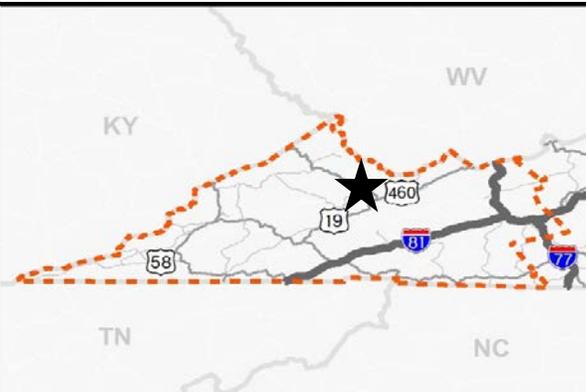
Safety	Project will improve safety at the intersection
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues.



US 19 at US 460 Intersection Improvement
Claypool Hill



US 19 at Garden Creek Road Intersection Improvement



Project Reference Number: BD12

Short Project Description: US 460 Intersection Improvements in Tazewell and Buchanan Counties

VDOT District: Bristol

Local Jurisdiction: Tazewell County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD13

Short Description

Coalfields Expressway Route 121/460 Poplar Creek Phase B

District

Bristol

Local Jurisdiction

Buchanan County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Heartland Corridor E1, Needs A and B

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

This proposed project is for a 1.6-mile section of Route 121/460 Poplar Creek (Phase B) of the Corridor Q project. This section of highway, located in Buchanan County, will consist of two-lane limited access highway, with wide truck climbing lanes, as required, on a new alignment. The new highway will connect to the new alignment of US 460 that is currently under construction (Phase A) and will extend to existing US 460, approximately 1.5 miles north of Grundy, with a new interchange. Two park-and-ride lots will also be added. The new highway will utilize an existing comprehensive agreement with VDOT's private sector partners to reduce project costs by dedicating ROW, utilizing natural resources during excavation as well as the use of large scale earth moving equipment.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: ROW dedication

Estimated Project Cost (in \$M)

\$ 214.27

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project could have environmental impacts due to the new alignment.
Economic Development	The project will address reliability issues and enhance freight mobility.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD14

Short Description

US 460 Safety and Intersection Improvement Program - Grundy to Kentucky State Line

District

Bristol

Local Jurisdiction

Buchanan County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Heartland Corridor (US 460) Need: E1.B

Project Status:

New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Comprehensive safety and intersection capacity improvements along this 13 mile corridor. The US 460 corridor from just east of Grundy to the state line is a 2-lane facility. This cross-section creates a number of safety and congestion issues at intersections. A comprehensive corridor safety and intersection performance program is recommended to study implement improvements in critical areas. Ultimately the recommendations of this study (potentially conducted through STARS) could be funded for implementation through SMART Scale or HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: Initial Study through STARS

Estimated Project Cost (in \$M)

\$ 2.00

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project could address multiple safety concerns within the corridor.
Congestion Mitigation	Recurring congestion is not an issue within the corridor.
Accessibility	Project indirectly would support access to employment by improving reliability.
Land Use	Not applicable within this region.
Environment	No surface environmental impact and minimal emissions benefit.
Economic Development	Improved safety will enhance reliability for commercial vehicles.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD15

Short Description

US 460 Safety and Intersection Improvement Program - Richlands

District

Bristol

Local Jurisdiction

Tazewell County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Heartland Corridor (US 460) Need: E1.A, C, D, F, G

Project Status:

Recommendation recently within a regional or local planning document

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

The US 460 Corridor Improvement Study completed in mid-2017 developed a suite of recommendations to address safety and intersection performance issues along US 460 and RT 67 in Richlands. Short-term recommendations include access management, signal retimings and communication improvement, one-way street conversion, and other intersection geometry improvements. Longer term improvements include a new grade separated railroad crossing and at-grade intersection at Rockbridge Ave., new frontage road crossing of the Clinch River, and other at-grade railroad crossing improvements. The short-term improvements are estimated at \$2.4 million, while the longer term improvements total \$17.7 million.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 2.40

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

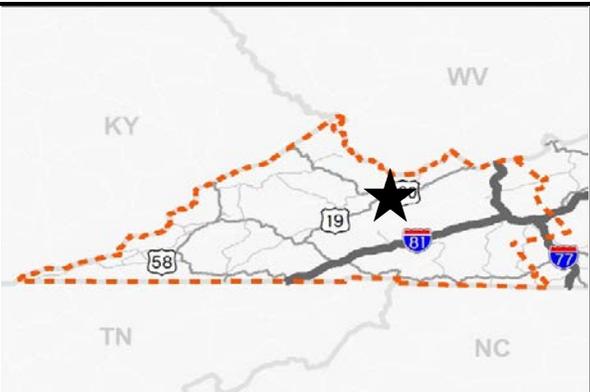
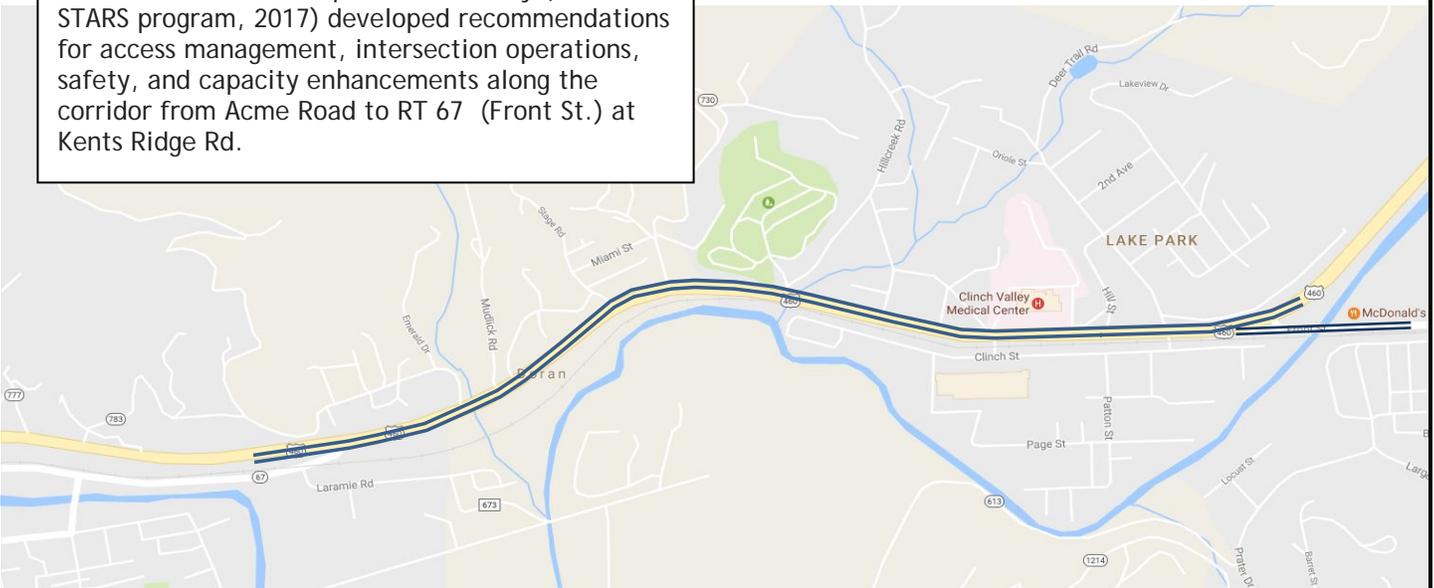
Based on Qualitative Review of Project

Comments

Safety	Significant opportunity for large safety benefits in a top 100 PSI location.
Congestion Mitigation	Depending on ultimate design, project could significantly reduce delay on US 460.
Accessibility	Minimal enhanced access to employment in Richlands.
Land Use	Not applicable within this region.
Environment	Potential environmental footprint and minimal emission impact.
Economic Development	Project could enhance access for future development and improve corridor reliability.



The US 460 Corridor Improvement Study (VDOT STARS program, 2017) developed recommendations for access management, intersection operations, safety, and capacity enhancements along the corridor from Acme Road to RT 67 (Front St.) at Kents Ridge Rd.



Project Reference Number: BD15
Short Project Description: US 460 Safety and Intersection Improvement Program - Richlands
VDOT District: Bristol
Local Jurisdiction: Tazewell City

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD16

Short Description

Study of Regional and Interregional Transit Needs and Opportunities in Southwest Virginia

District

Bristol

Local Jurisdiction

Multiple

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Project Status:

Recommendation recently within a regional or local planning document

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

The Bristol MPO 2040 Plan notes that "there exists a potential for extension of service to outlying trip generators, especially the need for intercity services on a regional level". Intercity rail connectivity through potential future Amtrak extension from Roanoke could be studied to see if there are demonstrable benefits including ridership and financial support. In addition, this study should consider the potential for expanded Four County Transit or new services linking Buchanan and Tazewell County to the I-81 and I-77 corridors, Roanoke/Radford/Blacksburg, Abingdon/Bristol, and throughout the Kingsport region (e.g. linking MEOC to CATS service). Ultimate service expansion/vehicle purchases could be funded through SMART Scale or other FTA programs.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other: Other discretionary FTA funding or grants

Estimated Project Cost (in \$M)

TBD (study only)

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	No net impact on safety anticipated.
Congestion Mitigation	Minimal impact from vehicle trip diversion to transit.
Accessibility	Potential for significant benefit, particularly for employment access from rural areas.
Land Use	Not applicable within this region.
Environment	o surface environmental impact with potential emission reductions (diverted vehicle trips)
Economic Development	New/expanded transit service may enhance access to current and future employers.

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD17

Short Description

I-77 Northbound Truck Climbing Lane

District

Bristol

Local Jurisdiction

Wythe County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Western Mountain Corridor (I-77): L1

Project Status:

SMART Scale Round 1 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

Northbound climbing lane on I-77 from VA 629 underpass to I-81 interchange (Exit 32). Construct climbing lane on I-77 North for approximately 1.05 miles south of I-77 & I-81 system to system interchange (Exit 32). Improving operational characteristic of northbound traffic by allowing slower trucks an additional lane to navigate the grade.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: INFRA

Estimated Project Cost (in \$M)

\$ 10.75

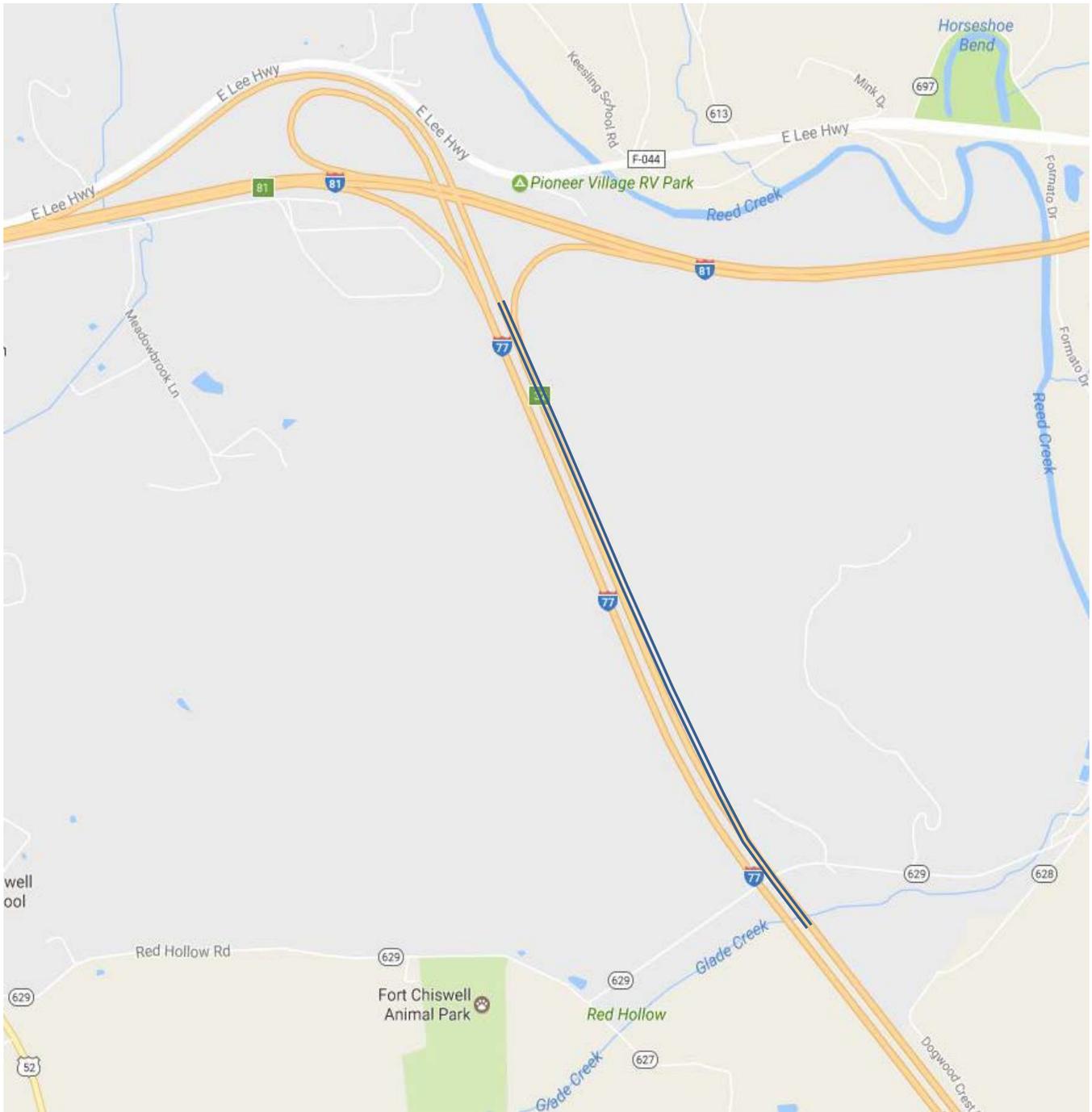
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	No specific safety issues within the project limits.
Congestion Mitigation	Project will reduce delay and increase throughput on I-77.
Accessibility	No change expected in employment access.
Land Use	Not applicable within this region.
Environment	Potential environmental footprint and minimal emission impact.
Economic Development	Project supports freight movement and should address travel time reliability.



Project Reference Number: BD17
 Short Project Description: I-77 Northbound Truck Climbing Lane
 VDOT District: Bristol
 Local Jurisdiction: Wythe County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD18

Short Description

US Route 52 Intersection Safety Enhancements (Bland County)

District

Bristol

Local Jurisdiction

Bland County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Mountain Corridor Segment L2, Need F

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

This project will address safety issues along US 52, in the vicinity of Route 666 and Grapefield Rd. US 52 will be widened along this section to accommodate a two-way left turn lane (TWLTL). The TWLTL will provide the area needed to delineate the storage length necessary for left-turning vehicles without impacting the through traffic lane. The addition of the right-turn lane will mitigate horizontal and vertical sight-distance issues that are present for the eastbound approach to the intersection, due to the steep cut slope along the western side of US 52.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 3.87

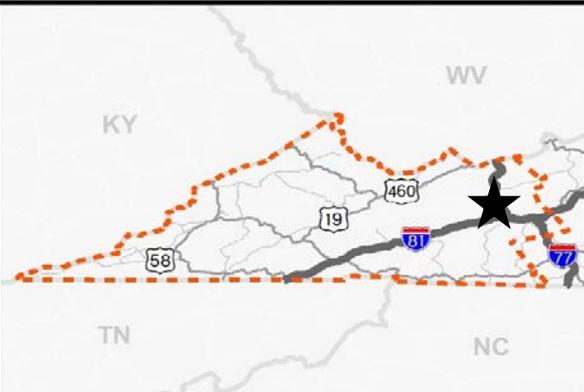
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety along the corridor
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues.



Project Reference Number: BD18

Short Project Description: US 52 Intersection Safety Enhancements (Bland County) - Adjacent I-77 Exit 58

VDOT District: Bristol

Local Jurisdiction: Bland County

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD19

Short Description

I-77 Exit 41 Interchange Modifications (Wytheville)

District

Bristol

Local Jurisdiction

Wythe County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Western Mountain Corridor Segment L2, "Need D"

Project Status:

SMART Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

The proposed project will realign the existing I-77 northbound on and off ramps to the intersection of Peppers Ferry Road at Nye Road. This project will provide better access to/from the I-77 interstate and provide safer conditions by realigning the existing ramps and modifying their geometry. This will help reduce the number of crashes that occur at this location and provide access to the Town's Community Center/Meeting Center, Community College, Wythe County Progress Park, truck stops, restaurants & motels.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAQ HSIP Prescoping Other: _____

Estimated Project Cost (in \$M)

\$ 10.03

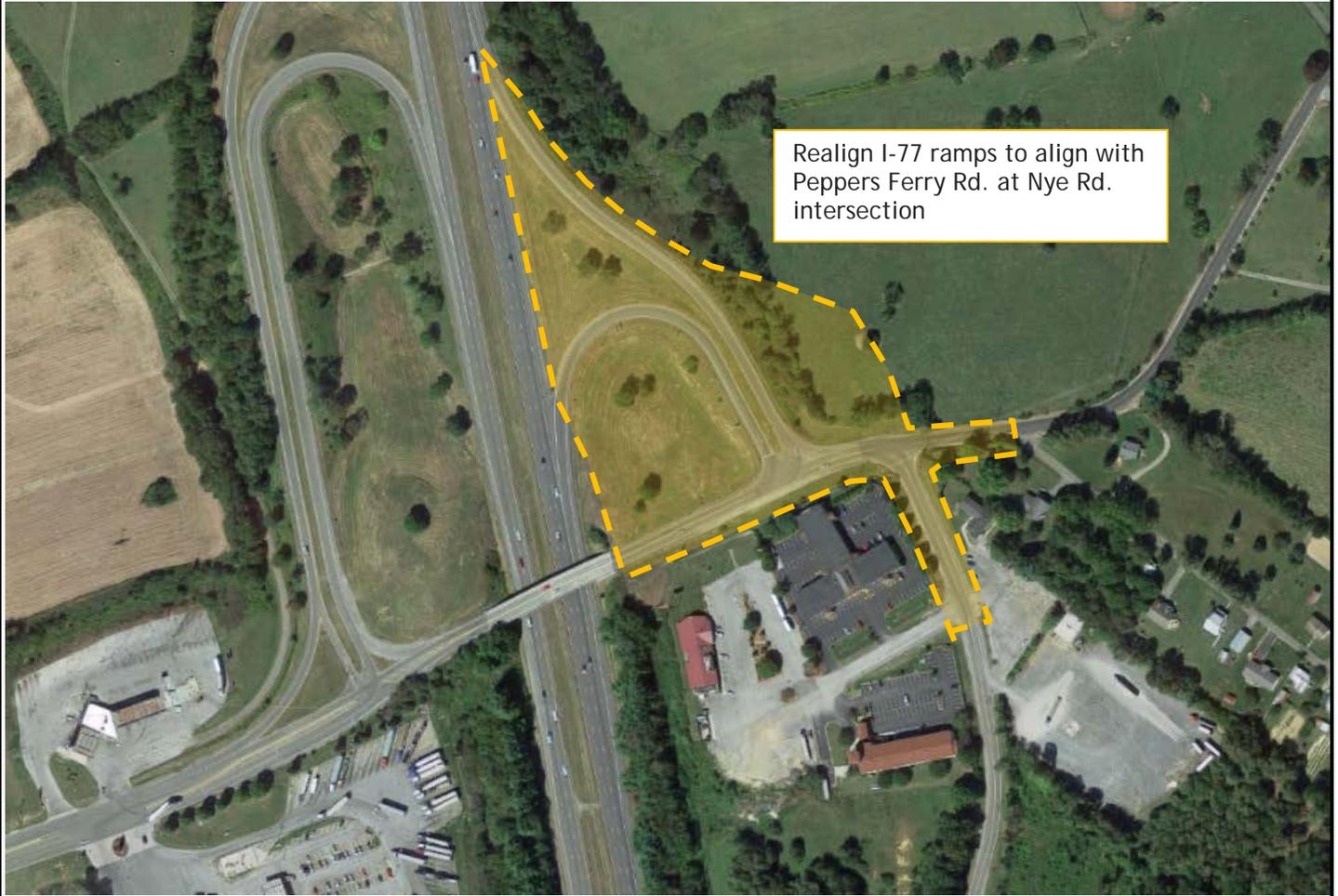
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety at the interchange
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues.



Project Reference Number: BD19
Short Project Description: I-77 Exit 41 Interchange Modifications (Wytheville)
VDOT District: Bristol
Local Jurisdiction: Wythe County/Wytheville

VTrans2040 Multimodal Transportation Plan (VMTP) 2025 Tier 1 Recommendation Profile Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

BD20

Short Description

Variable Speed Limit System and comprehensive ITS/ATMS Strategies on I-77 in Bland County

District

Bristol

Local Jurisdiction

Bland County

VMTP Need Type (Place X in all applicable boxes)

Corridor of Statewide Significance
 Regional Network
 UDAs
 Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Western Mountain Corridor L2. G, H, I

Project Status:

Partially funded in 2017-2022 SYIP (e.g. PE or ROW only, but not complete construction)

Recommendation Features

Type (Place X in all applicable boxes)

Highway
 Bike/Pedestrian
 Bus Transit
 Rail Transit
 Freight Rail
 Travel Demand Management

Detailed Description of Improvements

Variable Speed Limit System and comprehensive ITS/ATMS Strategies (signage, lighting, lane control) on I-77 in Bland County (including tunnels) (implementation and expansion of the partially funded SYIP pipeline projects). Apply best practice similar to I-77 in Carroll County (http://www.virginiadot.org/projects/salem/interstate_77_safety_improvements_-_carroll_county.asp). There are ongoing fire safety related projects within the tunnels funded through different sources.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE
 TAP
 CMAQ
 HSIP
 Prescoping
 Other: Interstate/NHS maintenance

Estimated Project Cost (in \$M)

\$ 7.00

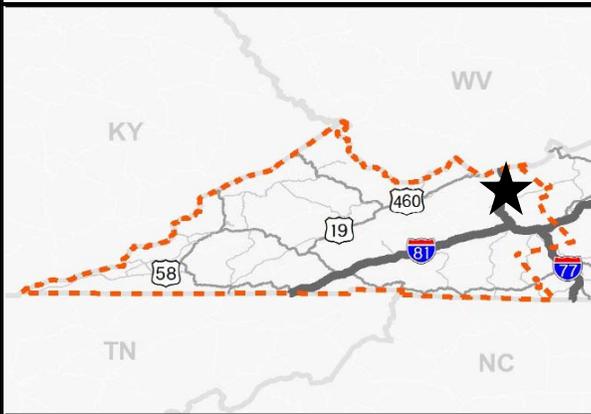
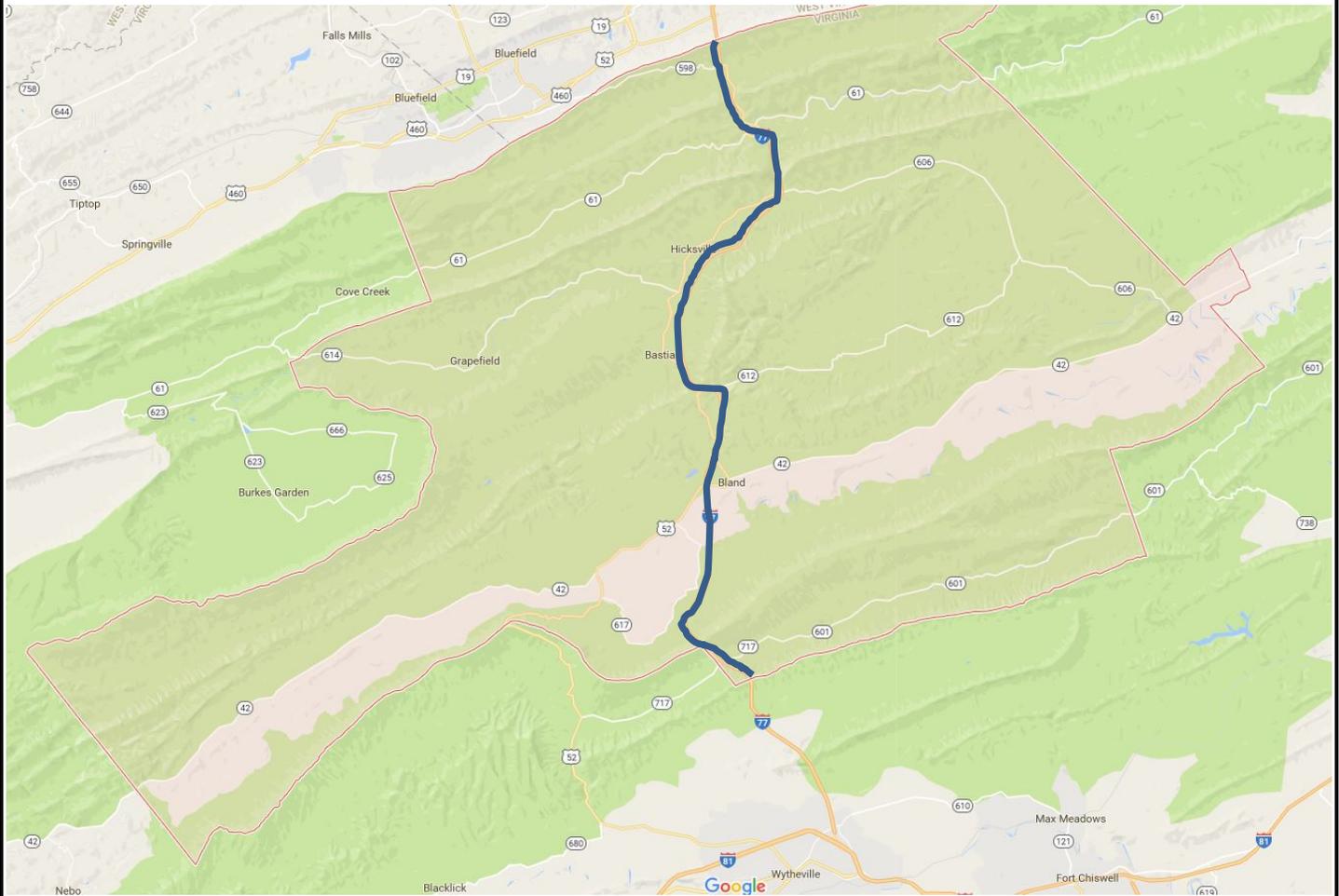
Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety	Project will improve safety along the corridor
Congestion Mitigation	Project will significantly impact recurring delay.
Accessibility	Project unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	The project has minor environmental footprint and can help reduce emissions.
Economic Development	The project will address reliability issues.



Project Reference Number: BD20

Short Project Description: Variable Speed Limit System and comprehensive ITS/ATMS Strategies on I-77 in Bland County

VDOT District: Bristol

Local Jurisdiction: Bland County

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