



PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Route 19 & Alternative 58

VDOT District: Bristol / Locality: Russell County

BR-25-02

Sheet 1 of 2

Study Area: US 19 / Alt US 58 Intersection



VTrans Needs	
	Congestion Mitigation
	Capacity Preservation
	Safety Improvement
	Transportation Demand Management (TDM)



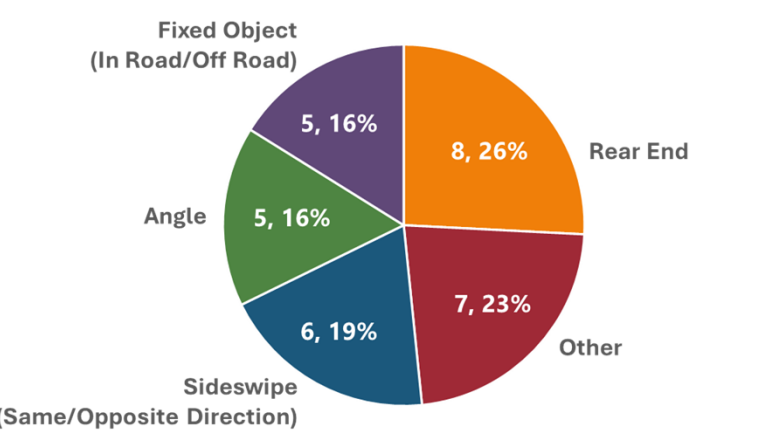
- ### Study Area
- 31 total crashes; 32% of crashes (10 crashes) involved a senior driver (65+) and 32% resulted in an injury
 - 18 crashes occurred at the intersection; including 5 angle collisions and 5 rear-end crashes
 - 9 crashes associated with Valero gas station driveways; 5 crashes associated with merging and lane changing on SB US-19
 - Low priority construction district safety improvement identified south of Alt US 58 and High priority identified at intersection
 - Identified as 3 of the highest Potential for Safety Improvement (PSI) intersections/corridors in Bristol District; PSI rank 179 (north of Hanson Drive), PSI rank 163 (south of Alt US 58), and PSI rank 110 at intersection

Study Purpose, Goals, and Objectives

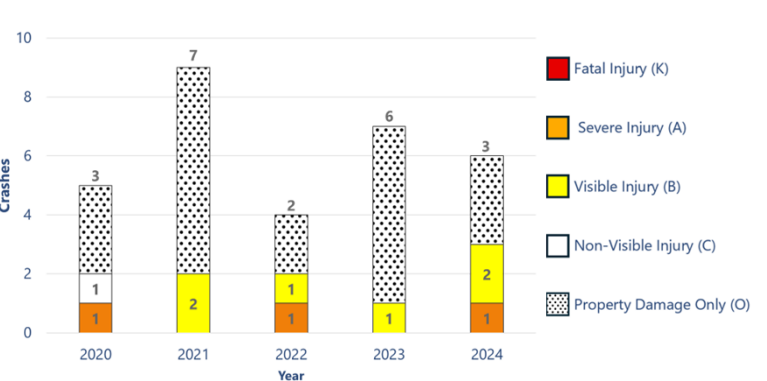
To address congestion mitigation, safety concerns, capacity preservation, and transportation demand management (TDM) needs at and adjacent to the US 19 and Alt US 58 intersection. Recommendations will be developed for SMART SCALE Round 7 funding applications.

Study Facts

Major Study Intersections	3
Length of Study Area	US 19: 0.7 mile Alt US 58: 0.3 mile
Classification	Principal Arterials
2023 AADT (Average Annual Daily Traffic)	US 19: 12,400 US 19/Alt US 58: 13,800 Alt US 58: 6,200
Speed Limits	US 19: 45-55 MPH Alt US 58: 55 MPH
Crash Type	31 Crashes (2020 – 2024)



Crash Severity 31 Crashes (2020 – 2024)





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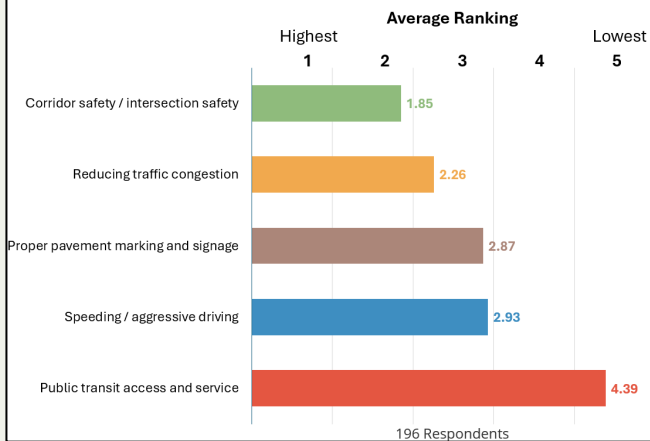
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Study Area: US 19 / Alt US 58 Intersection

Summary of Needs Identified Through Public Outreach

- Survey date: May 27 – June 10, 2025
- Number of participants: 344
- Mode(s) of travel: Personal vehicle (99%, 218 respondents), truck/commercial vehicle (19%, 41 respondents)
- Highest ranked needs: Corridor/intersection safety, reducing traffic congestion, and proper signage/markings
- Sudden stopping and rear-end crashes were identified as the top safety concerns. Respondents voiced concerns with entering the Valero, Hanson Drive, and Resilient Way safely
- Difficulty weaving and merging was identified as the second highest safety concern among respondents. Respondents noted issues merging southbound onto US 19 and cutting across lanes from the Valero to get to the signalized left turn
- Respondents identified weekday morning rush (6 am – 9 am) and weekday afternoon rush (4 pm – 7 pm) as the top hours for experiencing congestion and mobility issues
- Respondents identified difficulty making left turns and the lack of left turn lanes as mobility issues in the study area.
- 80% of respondents (99 respondents) selected park & ride lot as the top multimodal facility needed in the study area

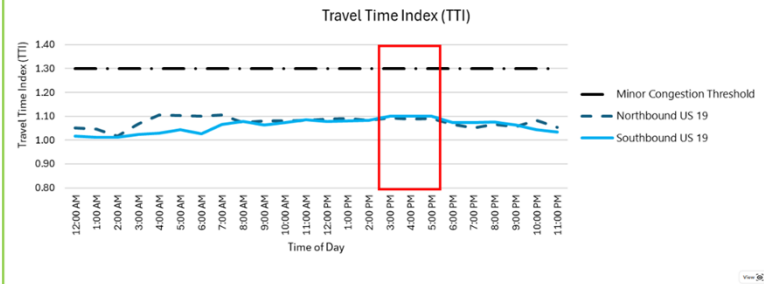
Rank the following needs in order of importance to you for the study area.



Operations Summary and Congestion Needs

- Peak hours: 7:30-8:30AM, 4:45-5:45 PM
- LOS/delay and queue lengths are not a concern at any intersection
- Survey respondents perceived congestion between the Valero and signalized intersection

Travel Time Index*



*Travel Time Index (TTI) is the ratio of the travel time during the referenced time period to the travel time during typical conditions. For example, a TTI of 1.5 means a trip takes 50% longer than it would in free-flow conditions.

TDM Needs

- Alt US 58 is a Corridor of Statewide Significance (CoSS)
- There is a need to accommodate the movement of people and goods via multiple modes of travel
- Hansonville Park and Ride (not maintained by VDOT) is located next to Valero: In significant use, but in poor condition

Capacity Preservation Needs

- Alt US 58 and US 19 located on the Arterial Preservation Network (APN)
- Severe congestion was not observed at the intersection and typical (recurring) traffic operations are accommodated
- Safety concerns that hinder mobility include eastbound merging onto US 19, access to the Valero, and intersection/signal sight distance

Proposed Solutions to Evaluate in Phase 2



Operations Improvements

- 1 Green-T Intersection, with reduction of northbound US 19 to one travel lane

Safety Improvements

- 1 Remove Alternate Route 58 right turn channelization and construct signalized right turn lane
- 2 Channelize Alternate Route 58 right turn movement towards Abingdon and U-turn movement to eliminate weaving maneuver