

PULASKI 2020
TRANSPORTATION PLAN

**Developed by the
Transportation Planning Division**

of the

Virginia Department of Transportation

In Cooperation With

The U.S. Department Of Transportation, Federal Highway Administration

&

**The Town of Pulaski
November 2001**

This report does not constitute a standard specification, regulation or provide a funding mechanism for the included transportation recommendations.

INTRODUCTION

The Pulaski 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation (VDOT) and the Town of Pulaski. The purpose of this study was to evaluate the existing transportation system and future demand in the Town of Pulaski and to recommend a set of transportation improvements that could best meet existing and future transportation infrastructure needs.

Improved transportation systems are vital to Virginia's and to the local area's economic growth and development. Providing effective, safe, and efficient movement of people and goods is a basic goal of VDOT's transportation program. This guiding principle, together with consideration of environmental issues and local mobility needs, was the basis for the development of this transportation plan.

VDOT will use this plan when evaluating requests from the local governments for specific transportation projects and/or implementing projects that VDOT initiates. This list of recommendations will also be used in the statewide transportation planning process so that the magnitude of transportation needs statewide can be more accurately quantified.

STUDY AREA AND THOROUGHFARE SYSTEM

The Town of Pulaski is located in Pulaski County in the New River Valley area of southwestern Virginia. The town is located one mile from Interstate 81 (I-81) and is approximately 60 miles southwest of Roanoke, Virginia. Pulaski encompasses 7.7 square miles including the area annexed in 1988. The Town is bisected by one US route, US Route 11 (US 11).

The study area for the Pulaski 2020 Transportation Plan coincided with the boundary line of the corporate limits. Within this boundary line (commonly called a cordon line), a set of specific roadways was selected and designated as the urban thoroughfares. The analysis and recommendations were limited to these designated thoroughfares and any new facilities recommended in this study.

Thoroughfares are defined as facilities that operate as arterials or collector routes. The distinction between functional classifications (arterial, collector, local street) is based on whether the facility primarily serves "through-traffic" or provides direct access to adjacent land. Thoroughfare roadways in cities and towns with populations over 5,000 have an "urban" designation and those in cities and towns with populations less than 5,000 are designated "rural".

Roadways not classified by this system, but deemed important by local governments, may be in the 2020 Transportation Plan as "non-thoroughfare" roadways. Typically, these are planned roadways or improvements that will be built with funds (public or private) other than VDOT funds.

DEMOGRAPHIC OVERVIEW

The 1990 Census recorded 34,496 persons living in Pulaski County and 9,985 persons living in the incorporated Town of Pulaski. The 2000 Census recorded 35,127 persons living in Pulaski County, an increase of 631 persons over the ten-year period (+1.8%). Additionally, the 2000 Census recorded 9,473 persons living in the incorporated Town of Pulaski, a decrease of 512 persons over the ten-year period (-5.1%). Another trend for the Town is the increasing age. The school age population is decreasing while the maturing population is increasing. The median age for the Town of Pulaski in 1990 was 37.3. The median age in 2000 was 40.3.

The primary employment sectors for the Town's residents are manufacturing and retail trade. The Town's overall employment rate is tied to the health of large industries that are involved in the manufacturing of furniture, textiles, chemical products, and others in the Town, Pulaski County, and the New River Valley area. The 2001 Town of Pulaski Comprehensive Plan notes the existence of insufficient employment opportunities for the local population and thus many residents gravitate to work outside the Pulaski community.

SUMMARY OF APPROACH AND ANALYSIS METHODS

The development of the transportation plan followed a process that included data collection, review, and analysis. The data collected included information such as traffic counts, police accident reports, roadway geometric inventory data, bridge structural inspection reports, at-grade railroad crossing geometric data, tourism surveys, and goods movement surveys. Review and analysis of this data was combined with a review and analysis of previous transportation and land-use plans and other studies. Furthermore, meetings were held with local staff throughout the study process to gather additional input.

TRANSPORTATION RECOMMENDATIONS

Transportation recommendations are included in the plan as phased recommendations or other recommendations.

Phased recommendations are generally improvements to the VDOT-maintained roadway system and have been phased to establish a basis for prioritization. Phased recommendations are divided into three phases. Phase One recommendations are base year improvements intended to address the most immediate needs of the Town. Phase Two recommendations are interim study year (2010) improvements. Typically, these improvements are not needed in the immediate future. However, planning and budgeting for their future implementation may allow them to be in place for the interim study year of 2010. Phase Three recommendations are long-term (2020) improvements that do not have an immediate or short-term need. However, in the long-term, as traffic grows and existing facilities age, their importance will become more apparent. Long-term recommended improvements may also be re-evaluated as this plan is updated to determine if the need for their implementation has been met, or whether they should be deferred into the future again when their need may develop. In some instances, long-term recommended improvements may be removed from the transportation planning effort if their need does not develop or if other circumstances cause a change of priorities in the study area.

Other recommendations focus on parking, bicycle/pedestrian facilities, intercity rail, intercity bus, air travel, transit, paratransit, taxi, and goods movement and may include areas of special concern. These items are not typically funded as part of the urban transportation plan, but may include components addressed by any of the phased recommendations.

PHASED RECOMMENDATIONS

PHASE ONE: BASE YEAR (2001) RECOMMENDATIONS

Roadway Improvements

- Widen Bob White Boulevard to an urban 4-lane divided roadway from VA 99 (E Main Street) to Warden Spring Road. The project will include bike lanes. The length of this project is 1.00 miles and the cost has been estimated at \$9,949,600.
- Reconstruct the north end of Peppers Ferry Road to an urban 2-lane roadway from Memorial Drive to US 11 (Lee Highway). The length of this project is 1.57 miles and the cost has been estimated at \$7,451,200.

Intersection Improvements

- US 11 (Lee Highway) at the Hospital Entrance – Provide for a left turn bay for southbound US 11 (Lee Highway) traffic and a median crossover to access the Pulaski Community Hospital. The cost of this improvement has been estimated at \$158,000.
- US 11 (Lee Highway) at Peppers Ferry Road (north end) – Signalize Intersection. The cost of this improvement has been estimated at \$180,000.
- US 11 (Washington Avenue) at 1st Street – Signalize Intersection. The cost of this improvement has been estimated at \$180,000.
- US 11 (Washington Avenue) at 5th Street – Signalize Intersection. The cost of this improvement has been estimated at \$180,000.

- Bob White Boulevard at Wurno Road – Signalize Intersection. The cost of this improvement has been estimated at \$180,000.
- Memorial Drive at Peppers Ferry Road – Signalize Intersection. The cost of this improvement has been estimated at \$180,000.

PHASE TWO: INTERIM YEAR (2010) RECOMMENDATIONS

Roadway Improvements

- Reconstruct US 11 (Washington Avenue) to an urban 2-lane roadway from the south corporate limits of Pulaski to 6th Street. The project will also include bike lanes. The length of this project is 0.43 miles and the cost has been estimated at \$2,246,300.
- Widen Bob White Boulevard to an urban 4-lane divided roadway from Warden Spring Road to the east corporate limits of Pulaski. The project will also include bike lanes. The length of this project is 1.11 miles and the cost has been estimated at \$8,970,200.
- Reconstruct Edgehill Drive to an urban 2-lane roadway from VA 99 (E Main Street) to US 11 (Lee Highway). The recommendation includes adding Edgehill Drive to the VDOT thoroughfare system. The length of this project is 0.33 miles and the cost has been estimated at \$2,088,200.

Intersection Improvements

- US 11 (Lee Highway) at Edgehill Drive – Signalize Intersection. The cost of this improvement has been estimated at \$180,000.
- US 11 (Washington Avenue) at Pierce Avenue – Improve intersection in conjunction with the US 11 (Washington Avenue) improvements. The cost of this improvement has been estimated at \$250,000.

PHASE THREE: STUDY YEAR (2020) RECOMMENDATIONS

Roadway Improvements

- Reconstruct US 11 (Lee Highway) to an urban 4-lane divided roadway from the north corporate limits of Pulaski to Memorial Drive. The project will also include bike lanes. The length of this project is 1.00 miles and the cost has been estimated at \$9,697,500.
- Reconstruct Alum Springs Road to an urban 2-lane roadway from the north corporate limits of Pulaski to US 11 (Lee Highway). The project will also include bike lanes. The length of this project is 0.57 miles and the cost has been estimated at \$2,791,600.
- Reconstruct Commerce Street to an urban 2-lane roadway from Howard Road to Valley Street. The length of this project is 0.69 miles and the cost has been estimated at \$3,274,700.
- Reconstruct Commerce Street to an urban 2-lane roadway from Valley Street to US 11 (Washington Avenue). The project will also include bike lanes. The length of this project is 0.28 miles and the cost has been estimated at \$1,371,300.
- Reconstruct Dora Highway to an urban 2-lane roadway from US 11 (Washington Avenue) to a new VA 99 (Main Street)/Dora Highway connector near Cedar Lane. The project will also include bike lanes. The length of this project is 1.70 miles and the cost has been estimated at \$8,325,800.
- Reconstruct Magazine Street to an urban 2-lane roadway from W Main Street to Mount Olivet Road. The project will also include shared bike lanes. The length of this project is 0.18 miles and the cost has been estimated at \$854,300.
- Reconstruct W Main Street to an urban 2-lane roadway from Altoona Road to Magazine Street. The project will also include shared bike lanes. The length of this project is 0.10 miles and the cost has been estimated at \$474,600.
- Reconstruct Mount Olivet Road to an urban 2-lane roadway from Magazine Street to the west corporate limits of Pulaski. The project will also include shared bike lanes. The length of this project is 0.21 miles and the cost has been estimated at \$996,700.

- Reconstruct the south end of Peppers Ferry Road to an urban 2-lane roadway from Memorial Drive to US 11 (Lee Highway). The length of this project is 1.10 miles and the cost has been estimated at \$5,220,600.
- Construct a new urban 2-lane roadway between VA 99 (E Main Street) and Dora Highway near Cedar Lane. The new connector will include bike lanes and a bridge over Peak Creek. The length of this project is 0.15 miles and the cost has been estimated at \$1,452,200.
- Construct a new urban 2-lane roadway between VA 99 (E Main Street) and Dora Highway near Duncan Avenue. The new connector will include a bridge over Peak Creek and the Norfolk Southern railway. The length of this project is 0.19 miles and the cost has been estimated at \$5,941,700.

Intersection Improvements

- There were no long-term intersection improvements identified for the Town of Pulaski.

OTHER RECOMMENDATIONS

Parking

There is no major lack of parking for the local businesses and residents in the Town of Pulaski. Most major business have adequate off-street parking space available. Based upon a parking study conducted by the New River Valley Planning District Commission in 1995, the public parking supply provided by the Town of Pulaski exceeds demand for the community as a whole. No additional parking facilities are recommended at this time.

Bicycle/Pedestrian

The Town Council of Pulaski passed a resolution supporting the concept of a bicycle plan developed by the New River Valley Planning District Commission in 1993. Key elements of this bikeway plan included in the 2020 Transportation Plan are recommendations that address the provision of basic bicycle transportation facilities between the major tourist, shopping, and employment areas which are projected to produce bicycle traffic within or adjacent to the Town of Pulaski. Such provisions on the thoroughfare system should be made to: US 11 (Lee Highway/Washington Avenue), VA 99 (Randolph Avenue) from the north corporate limits of Pulaski to Commerce Street, Alum Springs Road from the north corporate limits of Pulaski to US 11 (Lee Highway), Commerce Street from VA 99 (Randolph Avenue) to US 11 (Washington Avenue), Dora Highway from US 11 (Washington Avenue) to VA 99 (E Main Street) and VA 99 (E Main Street) from Walnut Avenue to the New River Trail State Park.

Sidewalks are considered an important part of the transportation system for the Town of Pulaski. Several roadway improvements in this plan include the provision of sidewalks for transporting citizens safely and efficiently. In addition, the installation of a pedestrian bridge over Peak Creek at the Municipal Building has been discussed by the Town. This bridge would allow pedestrians improved access to downtown and Jackson Park. Construction of this bridge would also establish a linkage between the Downtown and a proposed museum/fine arts center located on the site of the Maple Shade Shopping Center.

Intercity Rail

The nearest intercity rail stop (un-staffed) is in Hinton, West Virginia (87 miles north) on the east-west rail route. A full service station on the same line is located in Prince, West Virginia (103 miles north). Nearest direct access to the north-south line is at Greensboro, North Carolina (116 miles southeast). No formal plans for establishing rail passenger service have been announced in the region. However, feasibility studies conducted by the Virginia Department of Rail and Public Transportation in 1994 and 1997 investigated initiation of rail passenger service between Bristol, Richmond, and Washington D.C., that included a proposed station in Pulaski. It is recommended that the Town of Pulaski support any plans that may be formalized to establish rail passenger service in the region. No additional enhancements to intercity rail service are proposed at this time.

Intercity Bus

Greyhound service is available in the Town of Pulaski located at 341 Washington Avenue and provides regularly scheduled access to transfers nationwide. No enhancements are recommended at this time.

Air Travel

Commercial Service

Commercial flights from four regional airports within 110 miles connect Pulaski with major hubs across the country. Commercial air passenger service is available at Roanoke Regional Airport (58 miles northeast by I-81); Tri-Cities Regional Airport in Blountville, Tennessee (102 miles southwest by I-81); Smith Reynolds Airport (88 miles southeast by I-77 and US 52) in Winston-Salem, North Carolina; and Piedmont Triad International Airport in Greensboro, North Carolina (109 miles southeast by I-81, I-77, US 52, and I-40). Airfreight and charter services are available at each of these airports.

General Aviation

The closest general aviation facilities are available at New River Valley Airport located in Dublin, Virginia. The airport is located 8 miles northeast of Pulaski along US 11.

No additional enhancements to air services are proposed at this time.

Transit, Paratransit, and Taxi

The Town of Pulaski currently does not operate any mass transit. A private cab company provides taxicab service to the citizens of Pulaski. The Town of Pulaski has paratransit provisions through the New River Valley (NRV) Senior Service, a provider of transportation service to elderly persons and persons with disabilities in the New River Valley. The NRV Senior Service is based in the Town of Pulaski and has a service area that includes: Floyd, Giles, Montgomery, and Pulaski Counties and the City of Radford. Because of insufficient demand for additional services in the vicinity of Pulaski, no improvements to transit, paratransit, and taxi services are recommended at this time.

Goods Movement

Truck traffic moving through the area primarily uses I-81. Roadway freight shipment to and from the Town of Pulaski is provided mainly through US 11 and VA 99. Most truck traffic in the town occurs in the area south of the railroad tracks near Valley Street and US 11 (Washington Avenue). Two intersections were identified by the Town as having some turning restrictions: US 11 (Lee Highway) and Madison Avenue, and US 11 (Washington Avenue) and VA 99 (W Main Street). Due to right-of-way and cost restrictions, no improvements are recommended at these intersections. A traffic signal has been recommended at the intersection of Bob White Boulevard and Wurno Road. This improvement has been recommended to allow safe movement of freight vehicles from Wurno Road onto Bob White Boulevard.

The Norfolk Southern railway bisects the downtown area of Pulaski with all at-grade crossings. The only bridge over the railway in the Town of Pulaski is on VA 99 (E Main Street) to the east of downtown. At times rail cars block access for vehicles and pedestrians from traveling to and from the north and south sections of the downtown area. This is a particular concern for emergency response vehicles. The recommended new urban 2-lane roadway between VA 99 (E Main Street) and Dora Highway near Duncan Avenue will include a bridge over the railway to relieve this problem.

Tourism

The Town of Pulaski is host to several tourist attractions. It manages the Gatewood Park and Reservoir, which is located just outside of town, and Pulaski is the starting point of the 57-mile long New River Trail. Town attractions include the Pulaski County Courthouse, which is home to artifacts and geological specimens from the county; the Pulaski Railway Station; and Ratcliffe Memorial Museum, both which contain historical exhibits of the Town and its railroad heritage. The Town hosts the Count Pulaski Festival yearly in Jackson Park. No parking, pedestrian, or capacity-related problems that would limit tourist activity were identified in Pulaski. Therefore, no improvements are recommended in these areas. There are, however, roadway recommendations which include facilities that would improve bicycle access to many of these attractions.

LOCAL PROJECTS¹

The following local roadways have been identified for improvement by the Town of Pulaski. Although outside the jurisdiction of the VDOT thoroughfare roadway system, they are listed to provide continuity and consistency between local plans and VDOT plans.

- Extend Lottier Street across Peak Creek connecting it with Commerce Street. The length of the project is 0.10 miles and the cost is approximately \$912,500.
- Construct the Pulaski Industrial Park access road south off Wurno Road. The length of the new roadway is 0.60 miles and the approximate cost is \$2,373,000.
- Construct a new connector road between the new Pulaski Industrial Park and VA 99 (E Main Street). The project would include the construction of a bridge over Thorn Spring Branch. The length of the new roadway is 1.50 miles and the cost is approximately \$6,772,500.

ENVIRONMENTAL OVERVIEW

An environmental overview was conducted for the Pulaski thoroughfare roadway recommendations that included widening (providing additional travel lanes) or development of new roadway facilities. To conduct the environmental overview, secondary data from VDOT and other readily available sources was used. Information on the environmental overview methodology can be found in the Pulaski 2020 Transportation Plan Technical Report. The following is a brief summary of potential environmental impacts:

- One wetland could possibly be impacted with the widening of Bob White Boulevard from VA 99 (E Main Street) to Warden Spring Road.
- Stream crossings were identified for the widening of Bob White Boulevard and the construction of both new connectors from VA 99 (E Main Street) to Dora Highway.
- Business and/or residential relocations could occur for the widening of Bob White Boulevard and the construction of the western connector from VA 99 (E Main Street) to Dora Highway.

These estimates are intended to represent the worst-case scenario of impacts. Further evaluation of environmental impacts resulting from each of these recommendations should occur once they are developed in more detail. Local projects included in this plan are for information purposes only and are not necessarily supported by VDOT. Therefore, they were not reviewed as part of the environmental overview. There were no additional environmental features identified in Pulaski that would preclude implementation of any of the recommendations.

LOCAL COORDINATION AND CITIZEN PARTICIPATION

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

The coordination meetings consisted of a kick-off meeting, an existing conditions meeting, and a draft recommendations meeting. The kick-off meeting, held in July 2000, enabled the project team to discuss with local staff, the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. The second meeting (existing conditions), held in April 2001, allowed the project team to present the results of baseline and horizon year traffic analysis and also allowed local staff to communicate desired transportation needs. Finally, at the draft recommendations meeting, held in May 2001, the project team presented and discussed with Town officials the draft 2020 transportation recommendations. Town staff provided input that was then used to draft the final recommendations.

After the series of coordination meetings, a public meeting was held at the Pulaski Municipal Building on October 2, 2001. The purpose of this meeting was to present the recommendations to Town officials, citizens, and other interested parties, to receive comments on the plan, and to allow the Town Council to consider adopting the plan.

¹ Local recommendations are included for information purposes only and are not necessarily supported by VDOT.

PLAN ADOPTION

The Small Urban Area Transportation Plan for the Town of Pulaski was adopted by the Pulaski Town Council on November 6, 2001.

ADDITIONAL INFORMATION

More details on the development of the Pulaski 2020 Transportation Plan and the study recommendations are available in the Pulaski 2020 Transportation Plan Technical Report and at the Pulaski 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Pulaski.htm>. Copies of the Technical Report are located at the Pulaski Town Library or are available at the Pulaski Municipal Building. They are also available for review at the VDOT Transportation Planning Division central office in Richmond, Virginia, at the VDOT Salem District office in Salem, Virginia, and at the residency office in Christiansburg, Virginia.

Projects included in the Virginia Transportation Development Plan (VTDP) are not part of this recommendations package. The VTDP can be reviewed online at VDOT's website, <http://www.virginiadot.org>.

Information on VTDP projects for the Town of Pulaski can also be found by contacting the VDOT Resident Engineer at the Christiansburg Residency office in Christiansburg, Virginia, (540-381-7200).

PULASKI TRANSPORTATION RECOMMENDATIONS²

Route No	Route Name	From	To	Road Segment Length (Miles)	Recommendation	Cost (Yr 2000\$)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Average Daily Traffic (ADT)		
									Year 2000	Year 2010	Year 2020
	Bob White Blvd	VA 99 (E Main St)	Warden Spring Rd	1.00	Year 2001 widen to urban 4-lane divided roadway including bike lanes	9,949,600	R2 (30')	U4D (48')	9,640	11,100	12,500
	Peppers Ferry Rd	Memorial Dr	US 11 (Lee Hwy)	1.57	Year 2001 reconstruct to urban 2-lane roadway	7,451,200	R2 (12')	U2 (30')	660	700	800
US 11	Washington Ave	6 th St	SCL Pulaski	0.43	Year 2010 reconstruct to urban 2-lane roadway including bike lanes	2,246,300	R2 (20')	U2 (30')	3,170	3,500	3,800
	Bob White Blvd	Warden Spring Rd	ECL Pulaski	1.11	Year 2010 widen to urban 4-lane divided roadway including bike lanes	8,970,200	R2 (22')	U4D (48')	6,850	7,500	8,200
	Edge Hill Dr	VA 99 (E Main St)	US 11 (Lee Hwy)	0.33	Year 2010 reconstruct to urban 2-lane roadway and add to thoroughfare system	2,088,200	R2	U2 (30')	N/A ³	N/A	N/A
US 11	Lee Hwy	NCL Pulaski	Memorial Dr	1.00	Year 2020 reconstruct to urban 4-lane divided roadway including sidewalks & bike lanes	9,697,500	R4D (40')	U4D (48')	12,690	14,600	16,500
	Alum Springs Rd	NCL Pulaski	US 11 (Lee Hwy)	0.57	Year 2020 reconstruct to urban 2-lane roadway including bike lanes	2,791,600	R2 (17')	U2 (30')	2,600	3,000	3,400
	Commerce St	Howard Rd	Valley St	0.69	Year 2020 reconstruct to urban 2-lane roadway	3,274,700	R2 (20')	U2 (30')	2,640	2,900	3,200
	Commerce St	Valley St	US 11 (Washington Ave)	0.28	Year 2020 reconstruct to urban 2-lane roadway including bike lanes	1,371,300	U2 (26')	U2 (30')	2,640	2,900	3,200
	Dora Hwy	US 11 (Washington Ave)	Eastern VA 99 (E Main St) / Dora Hwy Connector	1.70	Year 2020 reconstruct to urban 2-lane roadway including bike lanes	8,325,800	R2 (18')	U2 (30')	1,570	1,800	2,000
	Magazine St	W Main St	Mount Olivet Rd	0.18	Year 2020 reconstruct to urban 2-lane roadway including shared bike lanes	854,300	R2 (21')	U2 (30')	1,410	1,800	2,100
	W Main St	Altoona Rd	Magazine St	0.10	Year 2020 reconstruct to urban 2-lane roadway including shared bike lanes	474,600	R2 (21')	U2 (30')	1,410	1,800	2,100
	Mount Olivet Rd	Magazine St	WCL Pulaski	0.21	Year 2020 reconstruct to urban 2-lane roadway including shared bike lanes	996,700	R2 (17')	U2 (30')	1,410	1,800	2,100
	Peppers Ferry Rd	US 11 (Lee Hwy)	Memorial Dr	1.10	Year 2020 reconstruct to urban 2-lane roadway	5,220,600	R2 (20')	U2 (30')	2,910	3,600	4,400
	Eastern Connector	VA 99 (E Main St)	Dora Hwy	0.15	Year 2020 construct new 2-lane connector including bike lanes and bridge over Peak Creek	1,452,200	N/A	U2 (30')	N/A ³	N/A	N/A
	Western Connector	VA 99 (E Main St)	Dora Hwy	0.19	Year 2020 construct new 2-lane connector including bike lanes and bridge over Peak Creek and railway	5,941,700	N/A	U2 (30')	N/A ³	N/A	N/A
	Intersection Improvement	US 11 (Lee Hwy)	Hospital Entrance	N/A	Year 2001 Improve Intersection	158,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Lee Hwy)	Peppers Ferry Rd	N/A	Year 2001 Signalize Intersection	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Washington Ave)	1 st St	N/A	Year 2001 Signalize Intersection	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Washington Ave)	5 th St	N/A	Year 2001 Signalize Intersection	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	Bob White Blvd	Wurno Rd	N/A	Year 2001 Signalize Intersection	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	Memorial Dr	Peppers Ferry Rd	N/A	Year 2001 Signalize Intersection	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Lee Hwy)	Edge Hill Dr	N/A	Year 2010 Signalize Intersection	180,000	N/A	N/A	N/A	N/A	N/A
	Intersection Improvement	US 11 (Washington Ave)	Pierce Ave	N/A	Year 2010 Improve Intersection	250,000	N/A	N/A	N/A	N/A	N/A
Total						72,594,500					

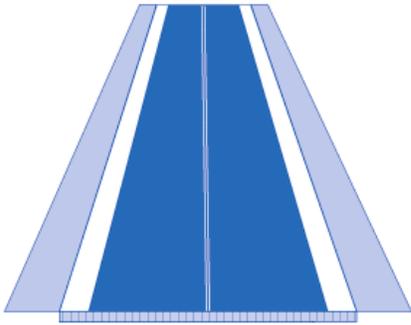
² Only thoroughfare roadways with recommendations are shown. For a complete listing of thoroughfare roadways, please refer to the Pulaski 2020 Transportation Plan Technical Report or the Pulaski 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Pulaski.htm>.

³ Average Daily Traffic is unavailable for new roads and for roads not currently on the thoroughfare system.

TYPICAL SECTIONS

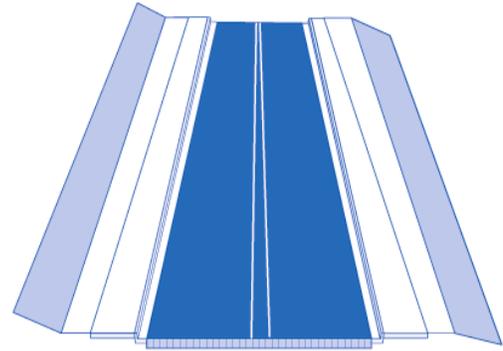
R2

Rural 2-lane roadway with standard shoulders and ditches



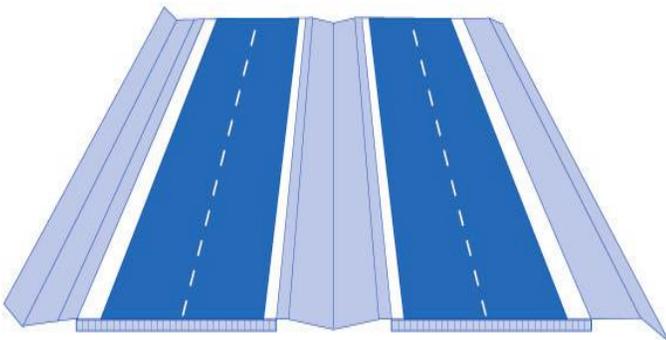
U2

Urban 2-lane roadway with curb and gutter



R4D

Rural 4-lane divided roadway with standard shoulders and ditches



U4D

Urban 4-lane divided roadway with curb and gutter

