

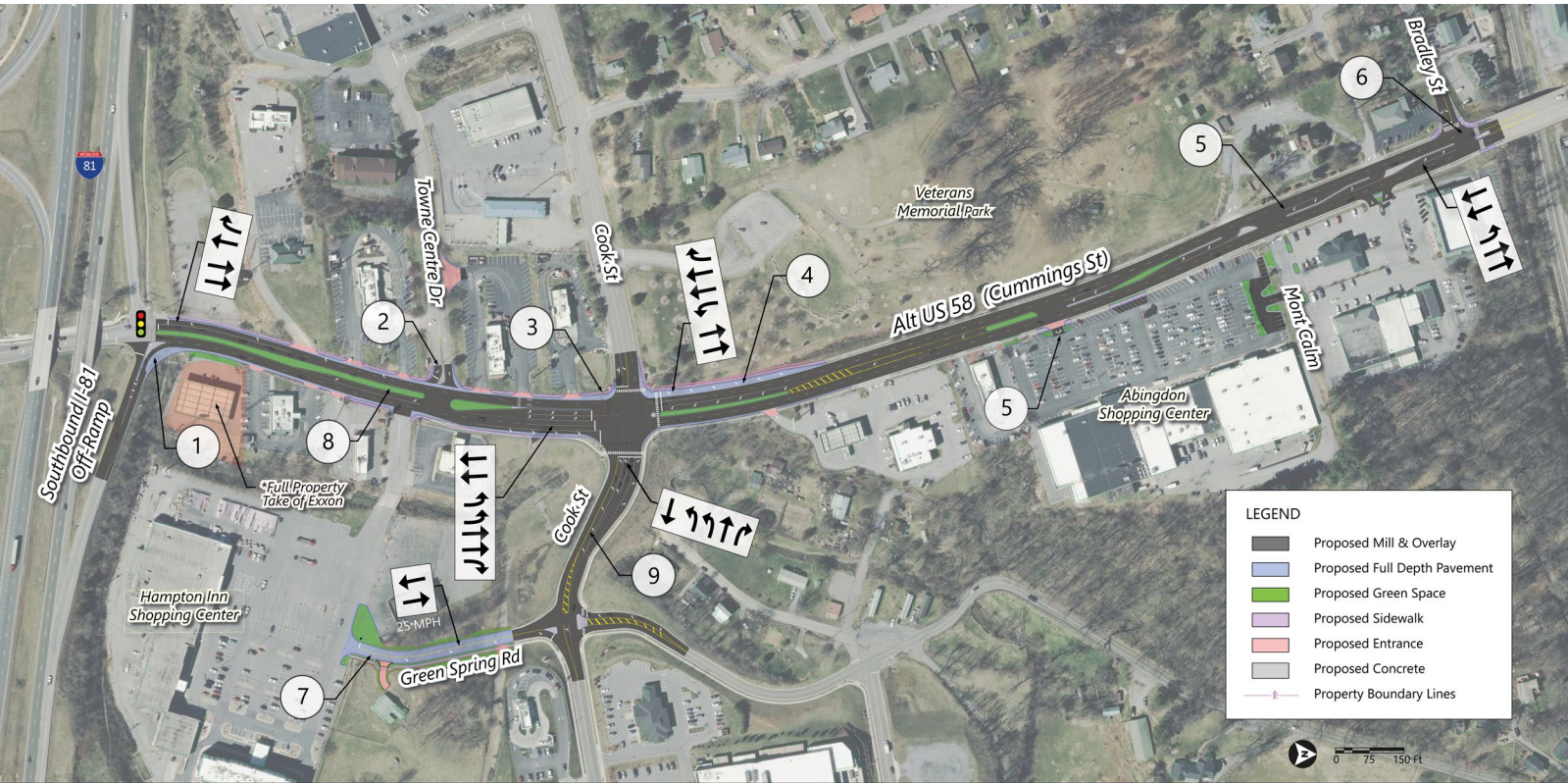


PROJECT PIPELINE PHASE 2 PREFERRED ALTERNATIVE

Cummings Street (Alternative Route 58) from Bradley Street to I-81 (Exit 17)

VDOT District: Bristol / Locality: Town of Abingdon

BR-25-01



VTrans Needs	
	Bicycle Access
	Pedestrian Access
	Safety Improvement
	Pedestrian Safety Improvement
	Transit Access
	Transportation Demand Management (TDM)

Project Benefits

The preferred alternative provides the following benefits:

- Enhanced safety in the project area, including:
 - Significantly reduced driveway conflict points between I-81 and Cook Street along Cummings Street
 - Widened receiving lanes for existing dual left turn from Cook Street onto southbound Cummings Street
 - Improved driveway access along Cummings Street and Mont Calm near Abingdon Shopping Center
- Reduced congestion and queueing, particularly:
 - On southbound I-81 off-ramp, where existing peak queues extend past the ramp gore
 - On northbound Cummings Street, providing a dual left turn onto westbound Cook Street towards the funded Cook Street / French Moore Boulevard extension project
 - On westbound Cook Street, providing a separate dual left turn and dedicated through lane
- Improved safety and connectivity for pedestrians

- ### Preferred Alternative (Mid-Term Investment Strategy)

 - Convert southbound I-81 off-ramp onto northbound Cummings Street to free-flow movement, removing right turn from signal control
 - Provide left-turn movement onto Towne Centre Drive from Cummings Street
 - Widen Cummings Street to provide northbound dual left turn onto westbound Cook Street and widen left turn receiving lanes from westbound Cook Street
 - Addition of southbound right turn lane on Cummings Street
 - Reconfigure access into Abingdon Shopping Center, along Mont Calm, and into Abingdon Olive Oil Company
 - Install a pedestrian refuge island at Cummings Street at Bradley Street, Cummings Street at Cook Street, and Cook Street at Green Spring Road
 - Extend Green Spring Road into the Hampton Inn Shopping Center
 - Modify driveway access along Cummings Street between I-81 and Cook Street
 - Reconfigure Cook Street between Green Spring Road and Cummings Street to provide dedicated left turn and through lanes



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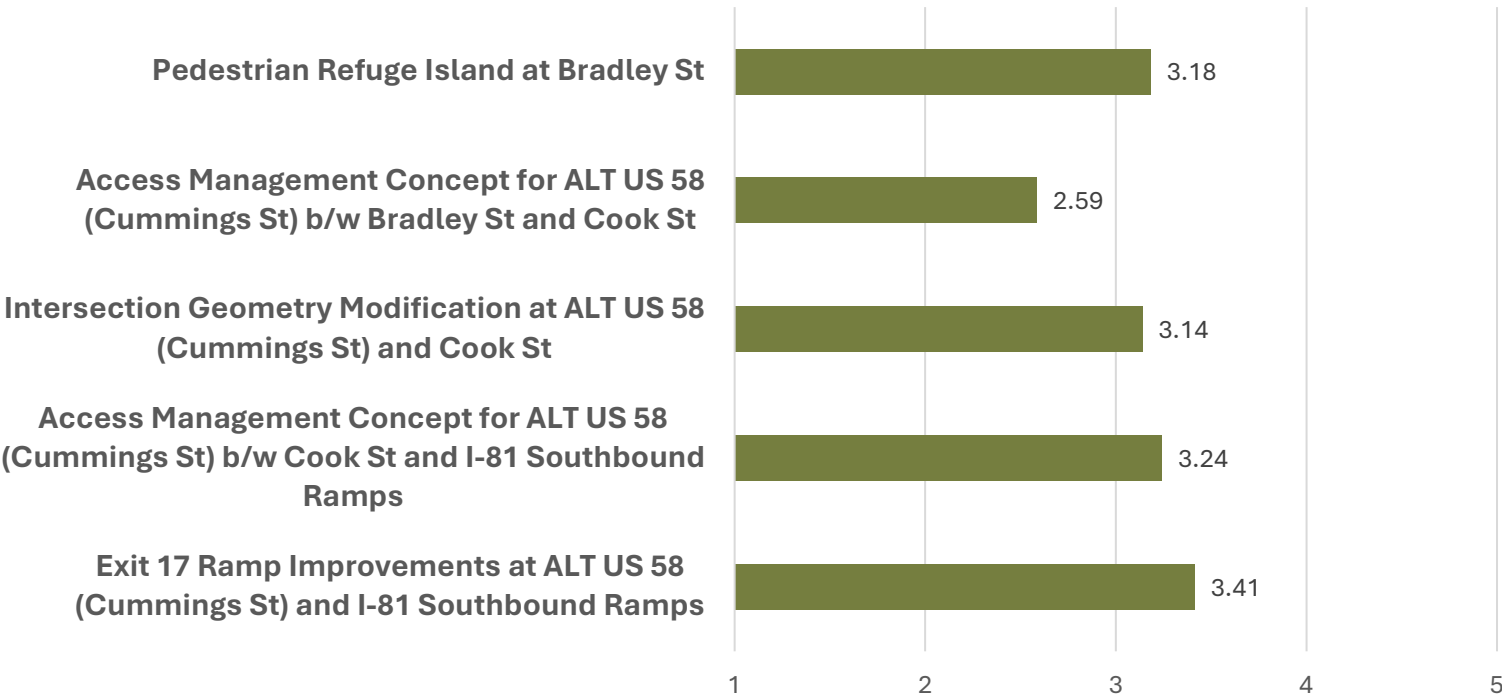
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Public Input Survey Summary

- There was an in-person meeting on February 17, 2026. 23 participants signed in, including 10 government officials
- The public input survey ran between February 13 and February 27, 2026 (15 days), the survey included 138 participants and 152 comments
- Most of the preferred alternative components received an average rating over 3, which indicates positive support for the concepts. The only concept to receive a score less than 3 was the access management concept for Cummings Street between Bradley Street and Cook Street. The preferred alternative in this part of the corridor was modified following public engagement to incorporate stakeholder feedback
- The preferred alternative at the Cummings Street / Cook Street intersection and the Cook Street / Green Spring Road intersection were modified following public engagement to incorporate stakeholder feedback and additional engineering analysis

Average Rating
(1 = Strongly Oppose, 5 = Strongly Support)



Short-Term Recommendations

- Signal improvements at Cummings Street and Cook Street, including:
 - Conversion of northbound Cummings Street left turn phasing from protected/permmissive to protected only
 - Addition of a supplemental signal head (on back side of existing northbound mast arm) for the southbound Cummings Street movement

Long-Term Investment Vision

- Pedestrian bridge crossing Cummings Street in the vicinity of the Cook Street intersection
- Survey participants ranked the pedestrian bridge concept over 3, which indicates positive support for the concept; however, it will require additional planning and funding exploration

Average Rating
(1 = Strongly Oppose, 5 = Strongly Support)

