

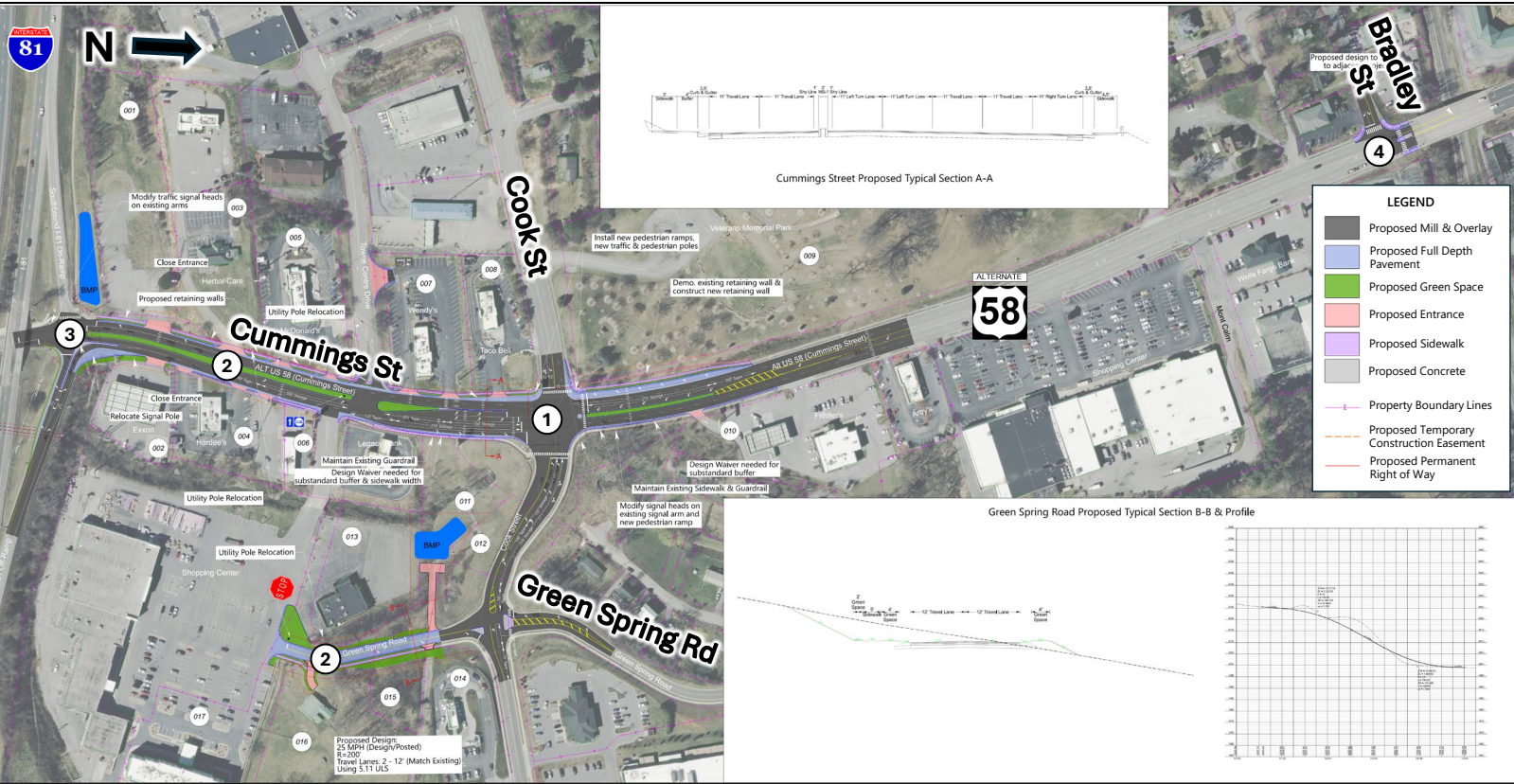


PROJECT PIPELINE PHASE 3 PREFERRED ALTERNATIVE

Cummings Street Access Management and Turn Lanes

VDOT District: Bristol / Locality: Town of Abingdon

BR-25-01



Project Description

- The improvements proposed at this location include:
- 1 Intersection Geometry Modifications at Cummings St and Cook St Intersection**
 - Widen to add a second northbound left turn lane, and convert northbound left turn phasing to protected only
 - Construct southbound right turn lane
 - Restripe westbound approach to dual left turn lanes and a shared through / right turn lane
 - Install median and pedestrian refuge island on the southbound approach
 - 2 Access Management for Cummings St between Cook St intersection and I-81 Southbound Ramps Intersection**
 - Install median along Cummings St with opening at Towne Centre Drive to allow northbound left turns
 - Extend Green Spring Road from Cook St into the Shopping Center
 - 3 Intersection Geometry Changes at the I-81 Southbound Off-Ramp**
 - Channelize southbound off-ramp right turn movement and remove movement from signal control
 - 4 Pedestrian Refuge Island at Cummings St and Bradley St Intersection**
 - Install pedestrian refuge island at intersection by extending southbound lane reconfiguration

Safety Results

Converting the northbound left turn at the Cummings Street and Cook Street intersection from protected-permissive to protected-only phasing eliminates conflicts between southbound through traffic and northbound left turns. Installing a median along Cummings Street removes left turn conflicts with through movements along the corridor. Removing signal control and channelizing the I-81 southbound off-ramp right turning movement eliminates queue spillback onto the I-81 mainline and associated rear-end and lane change crash risk. The pedestrian refuge island provides a pedestrian safety benefit.

Traffic Operations Results

The preferred alternative improvements are projected to significantly reduce the queue on the I-81 southbound off-ramp. The turn lane improvements at Cook Street add additional capacity, reducing delay and queue lengths, and accommodating traffic demand associated with the Cook Street extension.

ALT US 58 (Cummings St) and I-81 Southbound Off-Ramp	Peak Hour Maximum Queue Length (Feet)			
	No-Build (2054)		Build (2054)	
	AM	PM	AM	PM
Westbound (Off-Ramp)	2,996	2,413	78	529
Northbound	2,584	1,074	1,994	603
Southbound	776	1,134	435	1,274

Project Schedule & Preliminary Cost

Project schedules and cost estimates were based on information available at the time of the study and should be reassessed prior to submitting funding applications.

Phase Description	Budget (FY 2026)	Estimated Schedule
Preliminary Engineering	\$3,649,325	August 1 st , 2029
Right of Way and Utility Relocation	\$3,136,429	September 2 nd , 2032
Construction	\$20,528,082	Start: October 11 th , 2033
Total Project Budget	\$27,313,837	Complete: June 28th, 2036

Rec. for Approval	VDOT Design Lead
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