

Phase 2 – Preferred Alternative

Route 11/Route 460 BUS (Roanoke Street) – Roanoke Street at US 460 Bypass Ramps & from Hubbell Drive to Houchins Road



Project Description

The proposed improvements shown in **Figure 1** include:

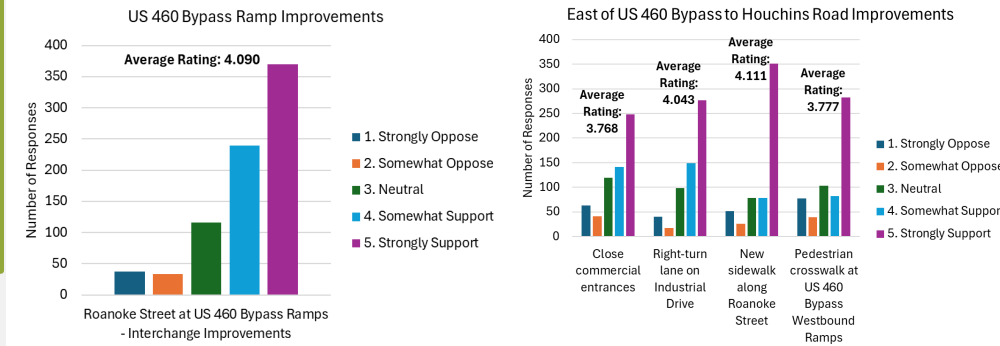
- Extend the eastbound and westbound Roanoke Street left-turn lanes at the US 460 interchange
- Install a crosswalk with pedestrian signalization on the east leg of the intersection to provide a crossing of Roanoke Street

The improvements proposed in **Figure 2** include:

- Access management including closure of commercial driveways to where parcels have multiple access points
- Install southbound right-turn lane along Industrial Drive at Roanoke Street
- Install sidewalk along both sides of Roanoke Street to provide a complete sidewalk network

Public Input Survey Summary

- The Public Input survey ran from March 1 – March 15, 2024
- There were a total of 814 respondents and 669 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- Improvements to the US 460 Bypass Ramps were given an average rating of 4.090
- Pedestrian improvements, access management, and a right-turn lane on Industrial Drive were given average ratings of 3.768 to 4.111



Project Needs

The preferred alternative addresses VTrans needs relating to safety improvements, reliability, and bicycle & pedestrian access.

Needs and Priorities					
	Safety Improvement	Very High		Bicycle Access	Medium
	Reliability	Very High		Pedestrian Access	Low
	IEDA (UDA) Access	Very High		Transit Access	Low
	Transportation Demand Management	Very High		Congestion Mitigation	Low

Project Benefits

The preferred alternative provides the following benefits:

- Reduces queues and frequency of travel lane blockages, reduces risk of rear-end crashes, and increases signal capacity and efficiency
- Reduces the number of conflict points thereby reducing the potential for crashes, particularly angle crashes which typically lead to the most severe injuries.
- Improves pedestrian safety with pedestrian crossings and sidewalks

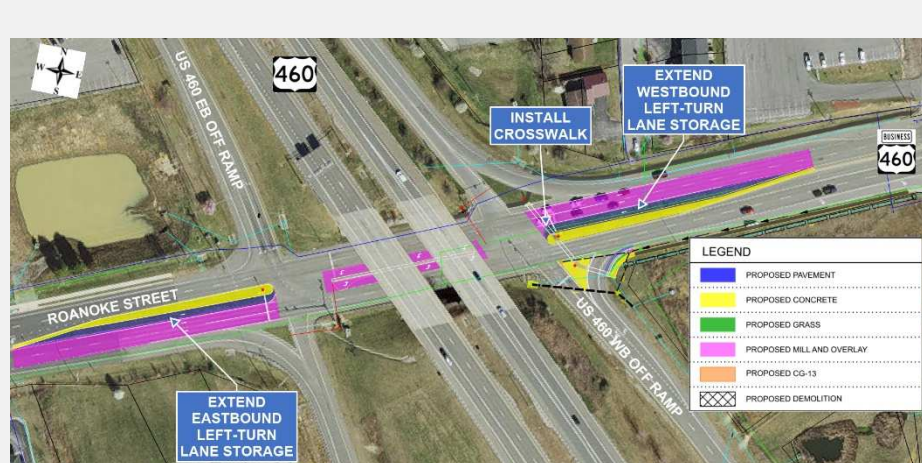


Figure 1: Roanoke Street at US 460 Bypass Ramps



Figure 2: Hubbell Drive to Houchins Road

Phase 2 – Preferred Alternative

Route 11/Route 460 BUS (Roanoke Street) – Roanoke Street at I-81 Northbound Ramps



Project Description

The proposed improvements shown in **Figure 3** include:

- Revising the lane use and pavement markings on eastbound Roanoke Street to designate the right lane as a lane drop onto northbound I-81
- Modifying the northbound I-81 off-ramp right-turn movement to eastbound Roanoke Street to a free flow movement. Motorists destined for Tower Road will be signed to make a right turn at the intersection to reduce the potential for weaving

Project Needs

The preferred alternative addresses VTrans needs relating to safety improvements, reliability, and bicycle & pedestrian access.

Needs and Priorities

	Safety Improvement	Very High		Bicycle Access	Medium
	Reliability	Very High		Pedestrian Access	Low
	IEDA (UDA) Access	Very High		Transit Access	Low
	Transportation Demand Management	Very High		Congestion Mitigation	Low

Project Benefits

The preferred alternative provides the following benefits:

- Minimizes the potential for rear end crashes in the channelized right turn from the I-81 northbound off-ramp to eastbound Roanoke Street
- Addresses concerns regarding the weave from the right turn from the ramp to Hampton Boulevard
- Improves sight distance

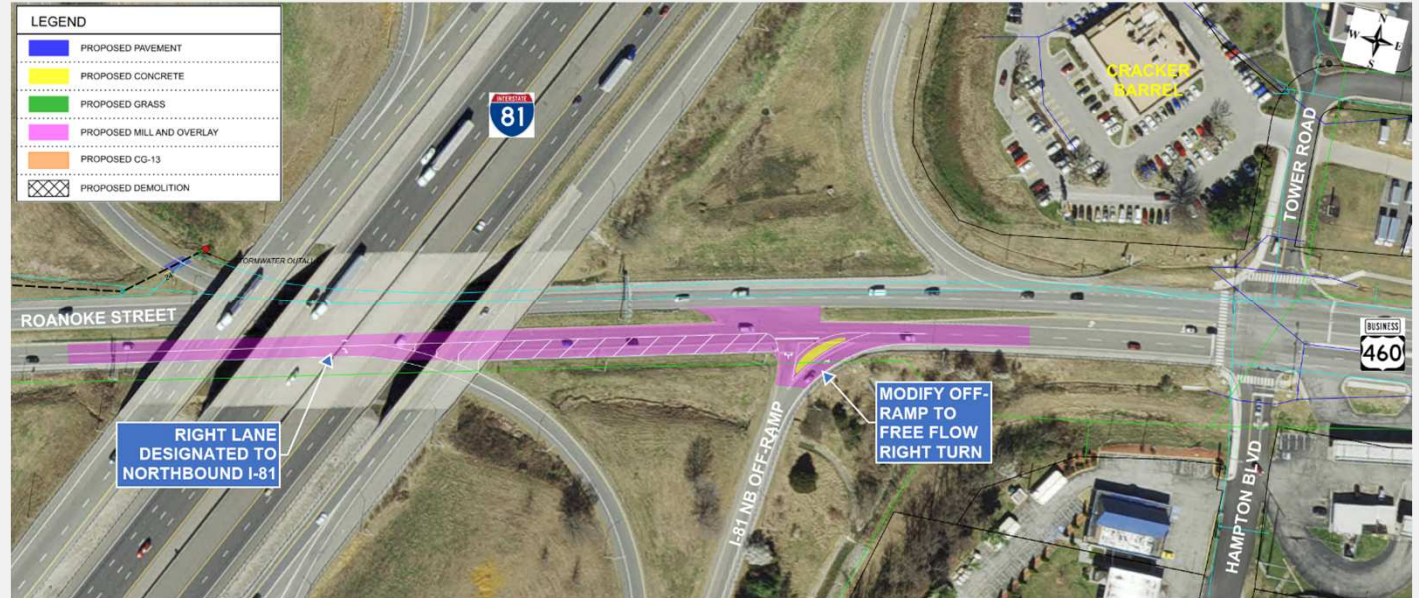


Figure 3 : I-81 Northbound Off-Ramp Improvements

Public Input Survey Summary

- The Public Input survey ran from March 1 – March 15, 2024
- There were a total of 814 respondents and 669 comments. Respondents were asked to rank improvements from 1 to 5 (1= Strongly Oppose, 5= Strongly Support)
- The I-81 northbound Off-Ramp improvements had an average rating of 3.934

I-81 Northbound Off-Ramp Improvements

