



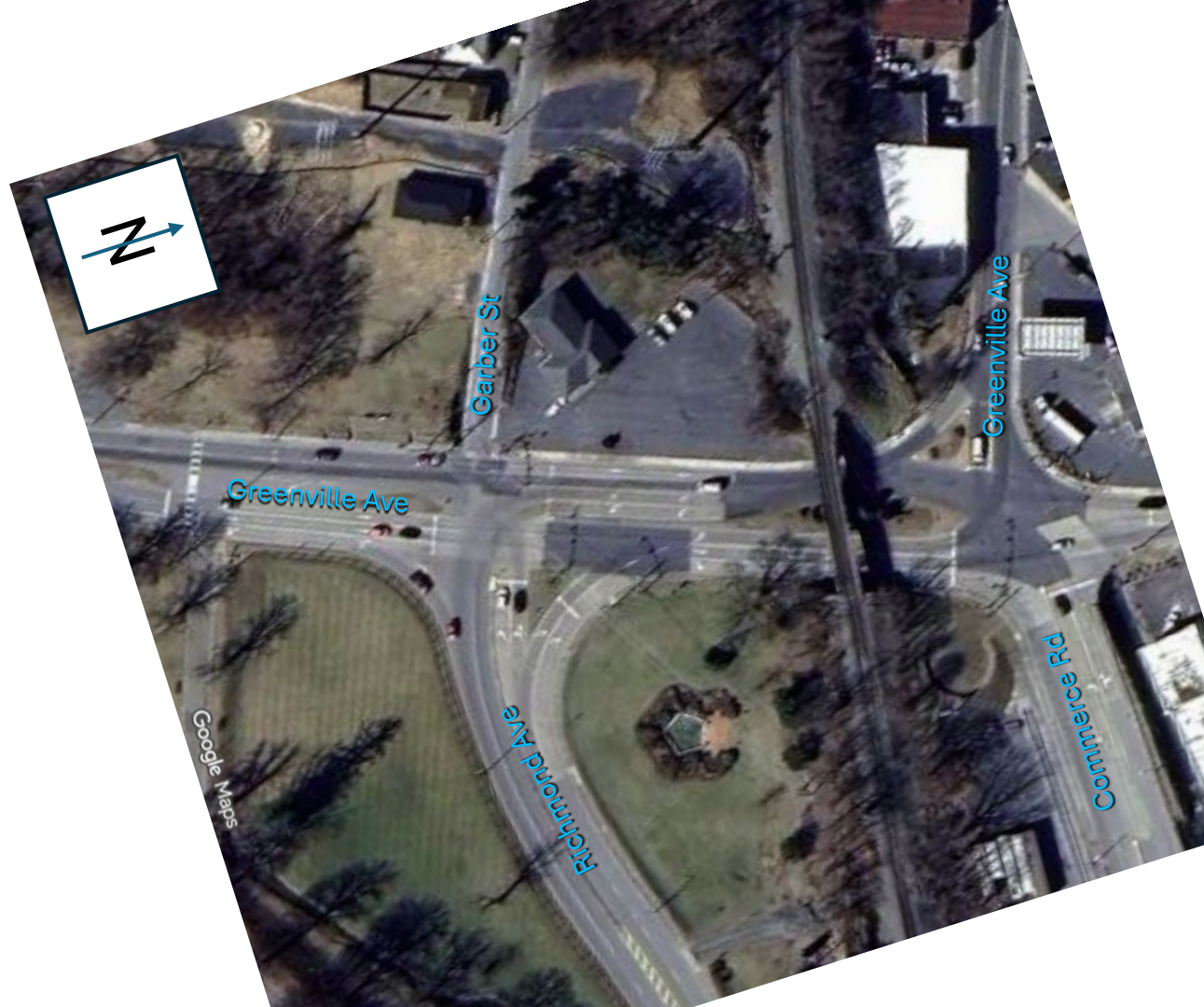
# **Update on and Consideration of Preferred Option for the VDOT Richmond Avenue/Greenville Avenue Intersection Improvement Project**

City Council Meeting  
December 11, 2025

# Project Area



# Project Area



## OPTION 2

UPC III051  
Layout Option 2A

| REVISED | STATE | STATE |         | SHEET NO. |
|---------|-------|-------|---------|-----------|
|         |       | ROUTE | PROJECT |           |
|         | VA.   | .     | .       | .         |

[illegible]



# Condition Location #1





# Condition Location #2





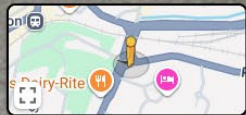
436 Richmond Rd

Staunton, Virginia



Google Street View

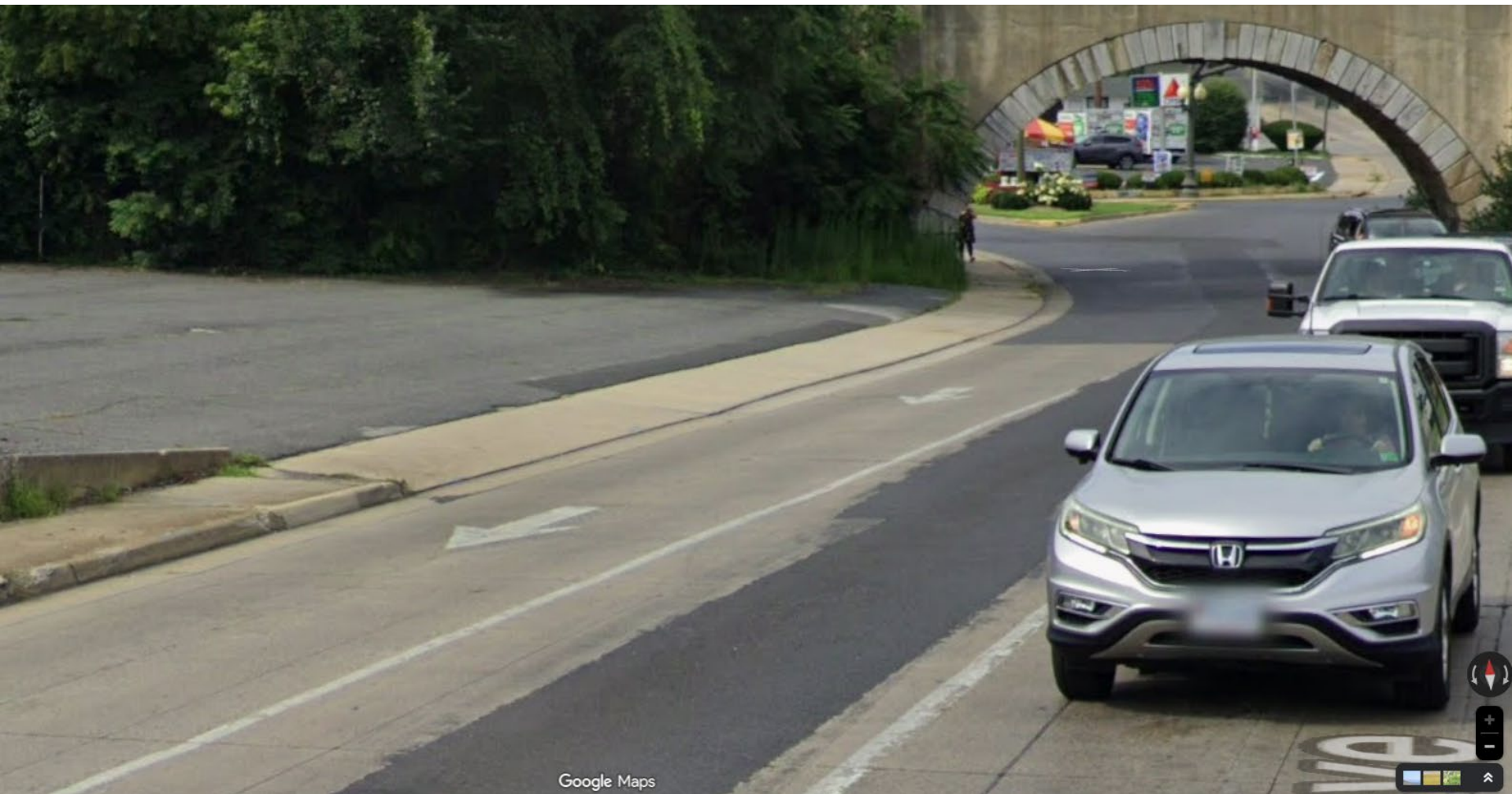
Aug 2025 [See more dates](#)



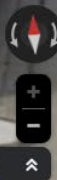
Google Maps

# Condition Location #3





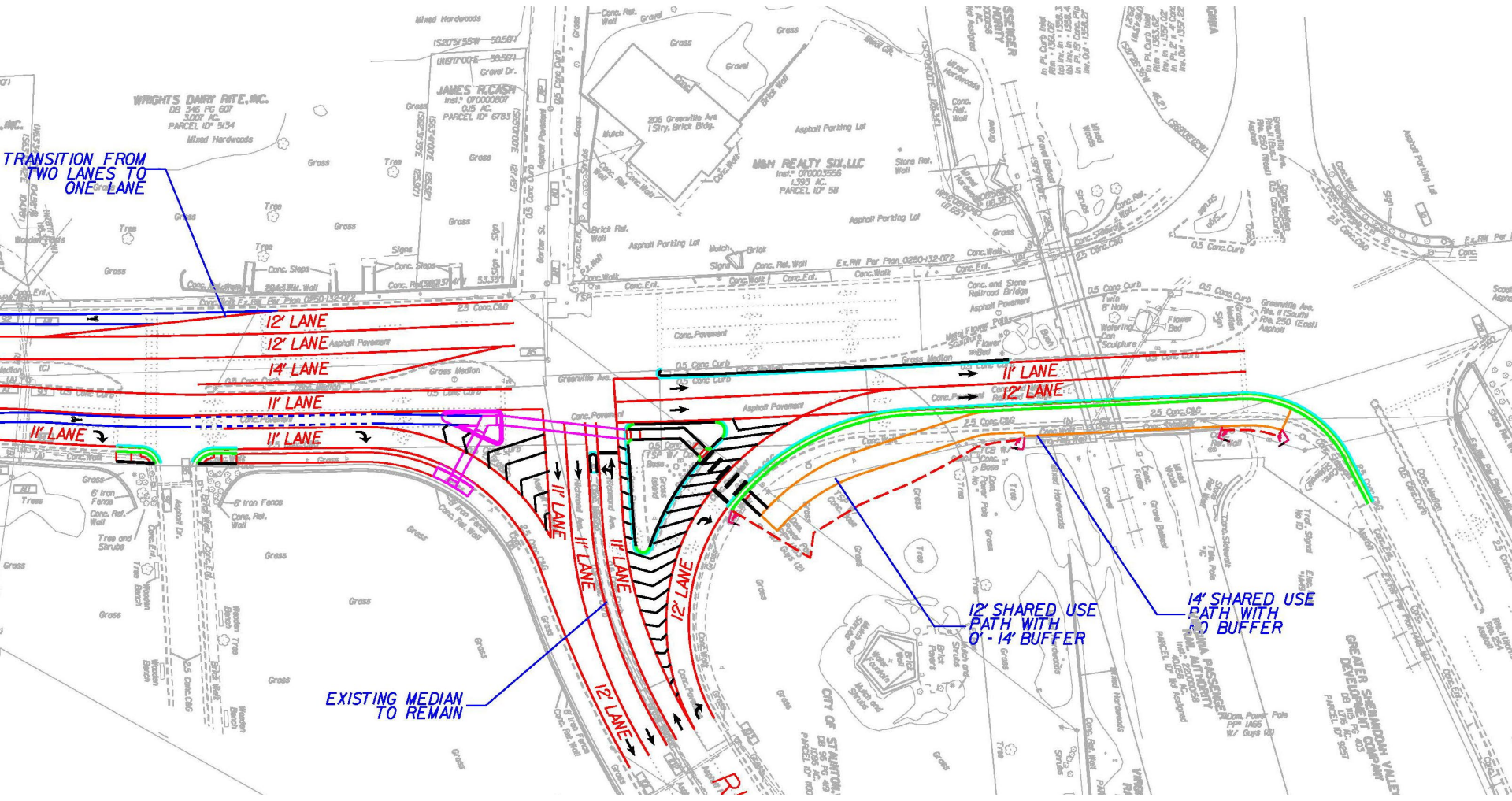
Google Maps



# Condition Location #4



TRANSITION FROM  
TWO LANES TO  
ONE LANE



EXISTING MEDIAN  
TO REMAIN

12' SHARED USE  
— PATH WITH  
0' - 14' BUFFER

14' SHARED USE  
- PATH WITH  
NO BUFFER

GREATER SHERBROOK VALLEY  
DEVELOPMENT COMPANY  
DB 115 Pg 403  
D8 116 Pg 9237  
PARCEL

# OPTION 1

UPC 111051 Layout Exhibit

| REVISED | STATE | STATE |         | SHEET NO. |
|---------|-------|-------|---------|-----------|
|         |       | ROUTE | PROJECT |           |
|         | VA.   |       |         |           |

**LEGEND:**

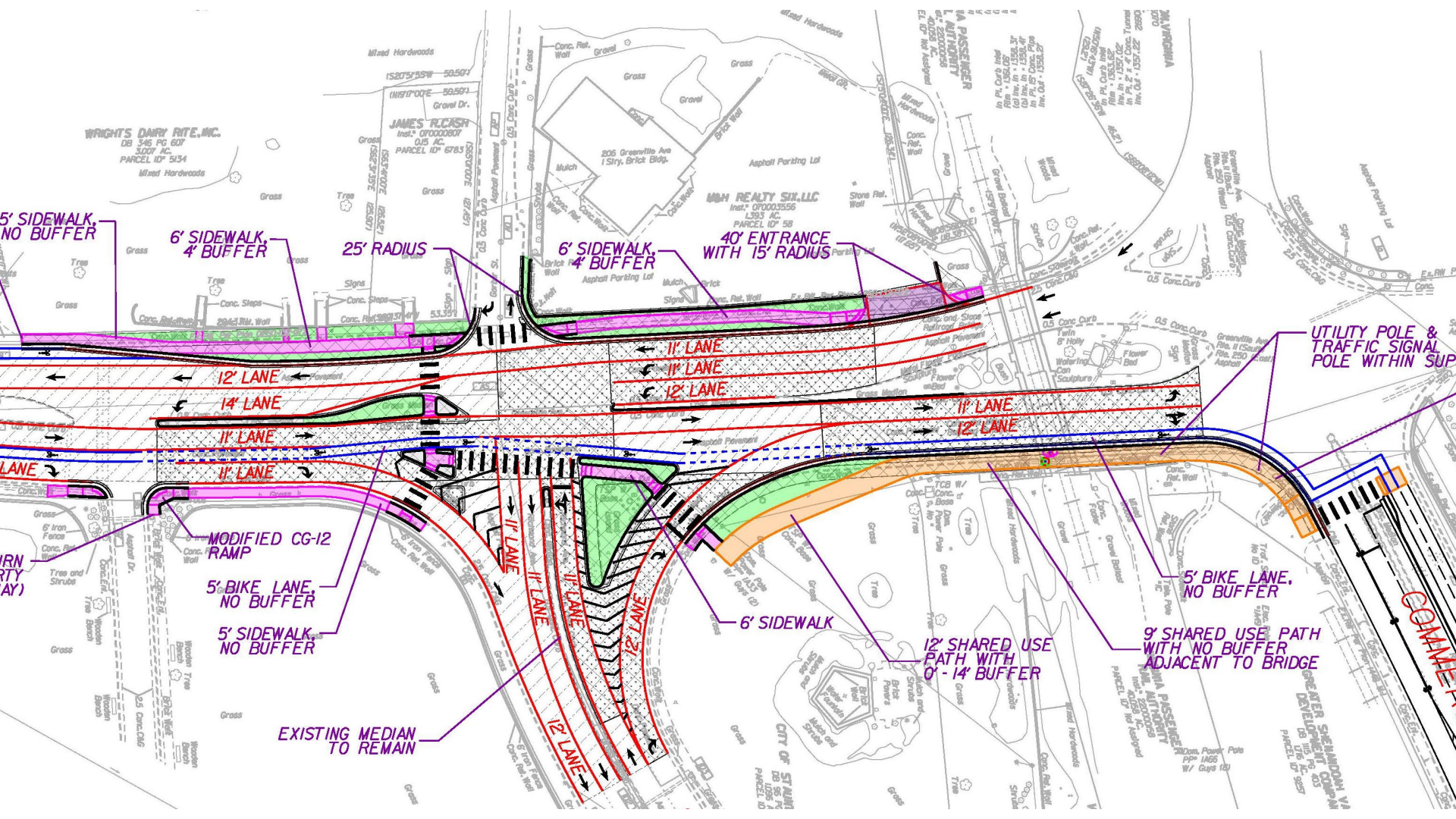
- SIDWALK
- SHARED USE PATH
- CONCRETE MEDIAN
- GRASS AREA / MEDIAN
- COMMERCIAL ENTRANCE
- FULL DEPTH ASPHALT PAVEMENT
- MILL AND OVERLAY
- DEMO

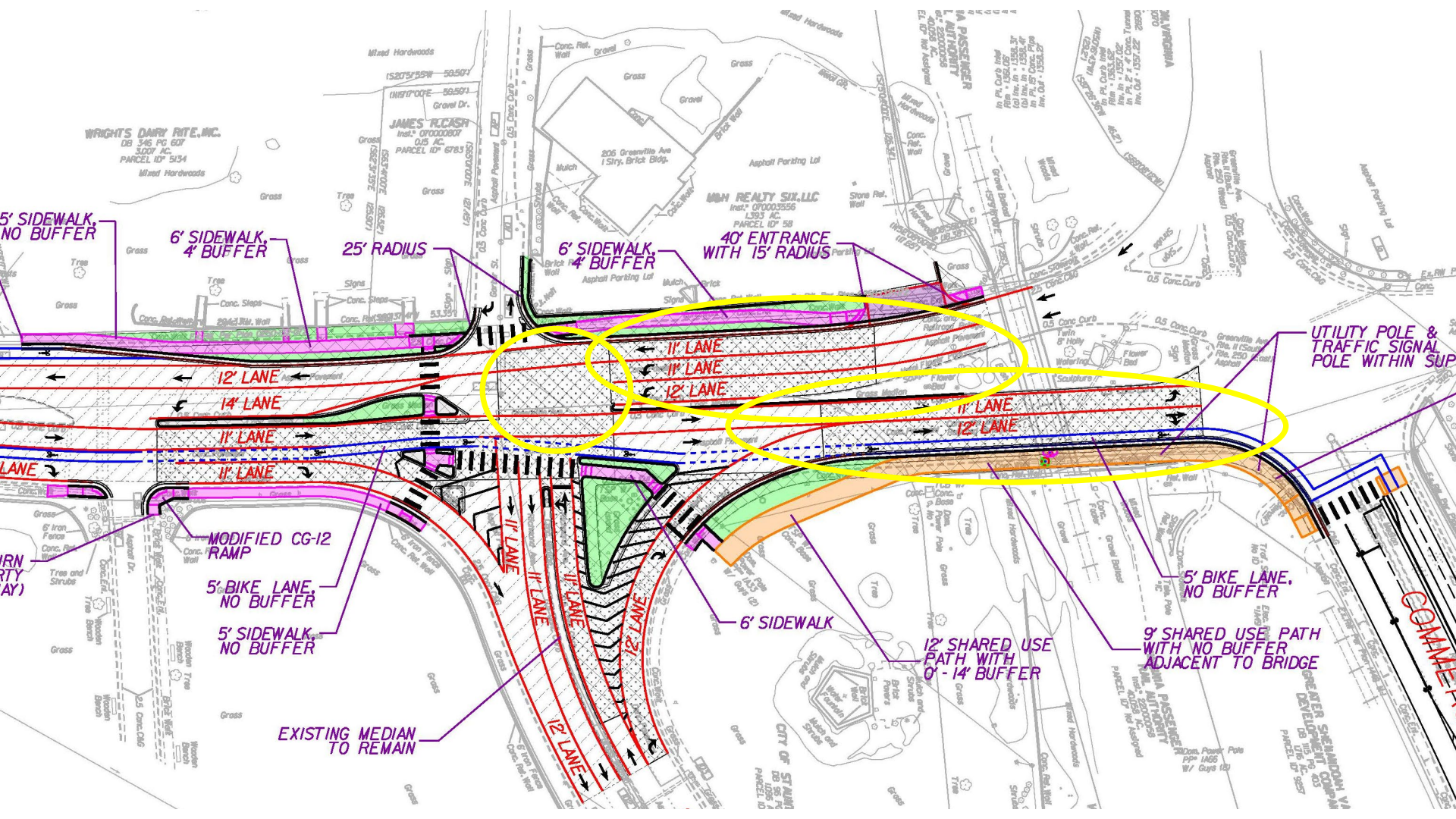


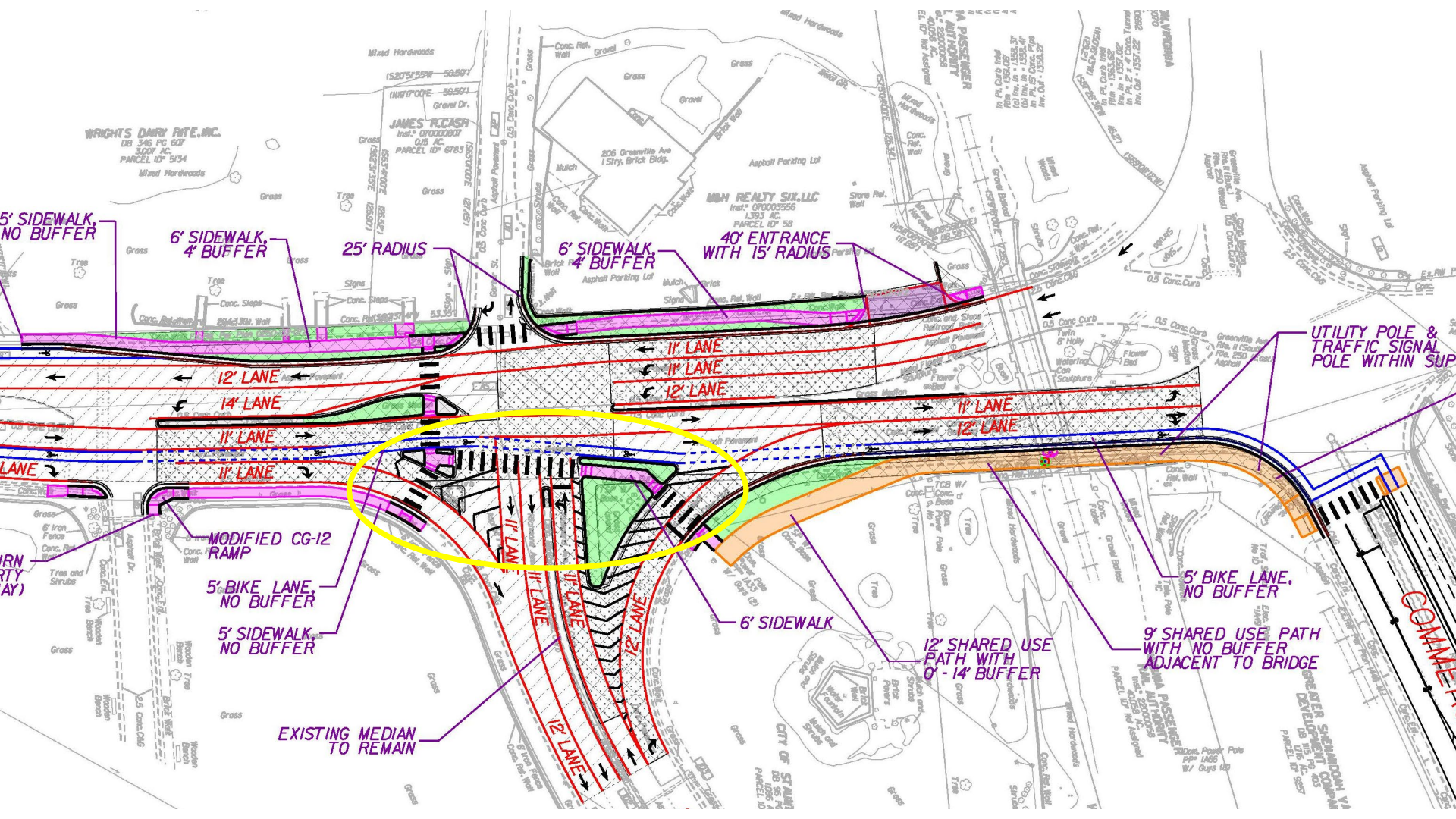
# Local Contribution Concept Design - Option 1

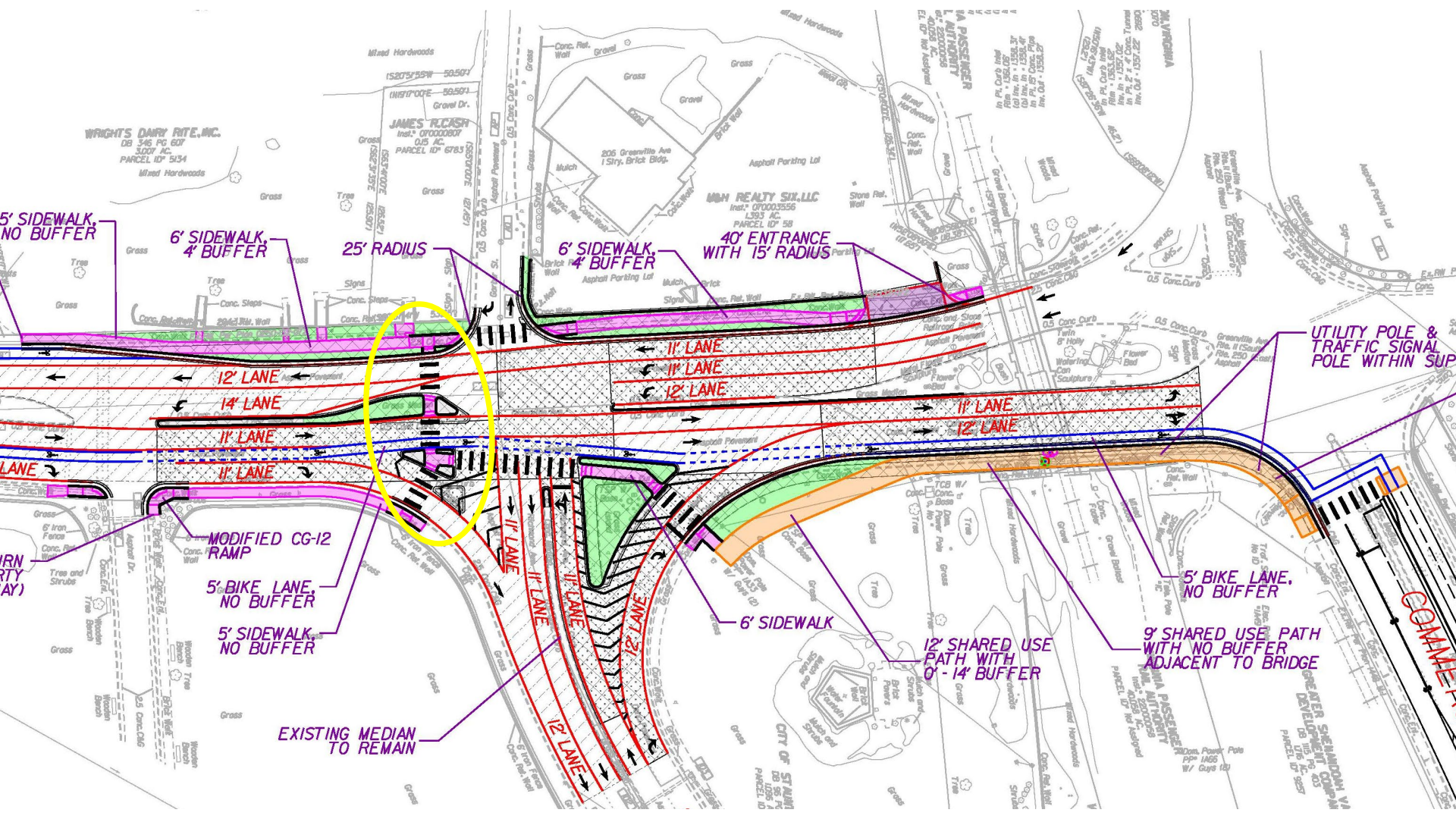
## Improved elements

- provides pedestrian crossings across 3 of the intersection's 4 legs,
- replaces the deteriorating concrete within the intersection with asphalt,
- provides median refuges to shorten pedestrian crossing distances, and
- provides a better transition for vehicles, bicyclists, and pedestrians between the adjacent, upcoming projects: Greenville Ave. Road Diet & Commerce Rd Greenway.









5' SIDEWALK,  
NO BUFFER

6' SIDEWALK,  
4' BUFFER

25' RADIUS

6' SIDEWALK,  
4' BUFFER

40' ENTRANCE  
WITH 15' RADIUS

12' LANE

14' LANE

11' LANE

11' LANE

LANE

11' LANE

11' LANE

12' LANE

11' LANE

12' LANE

MODIFIED CG-12  
RAMP

5' BIKE LANE,  
NO BUFFER

5' SIDEWALK,  
NO BUFFER

EXISTING MEDIAN  
TO REMAIN

11' LANE

11' LANE

11' LANE

12' LANE

12' LANE

12' LANE

12' LANE

6' SIDEWALK

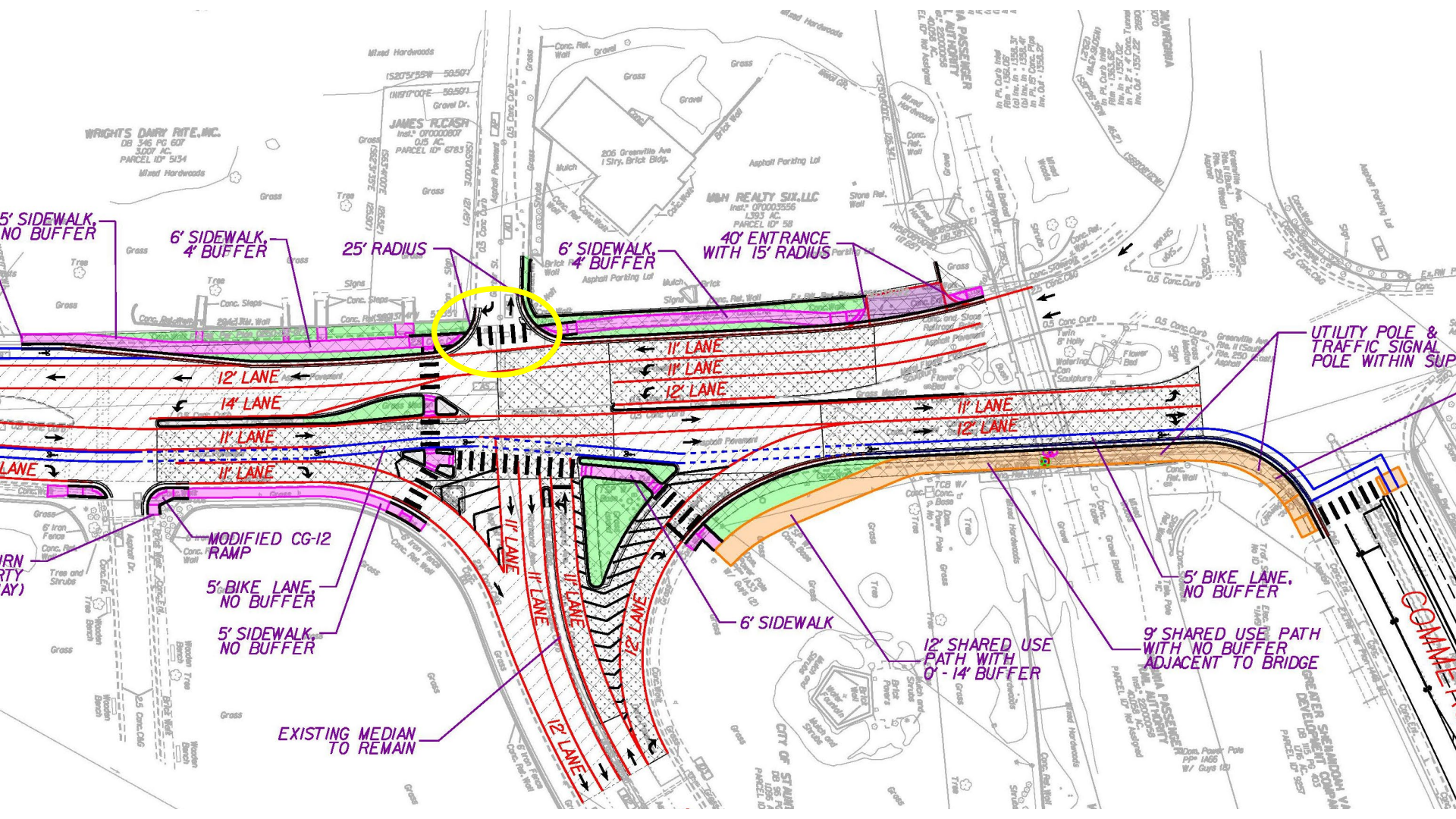
12' SHARED USE  
PATH WITH  
0'-14' BUFFER

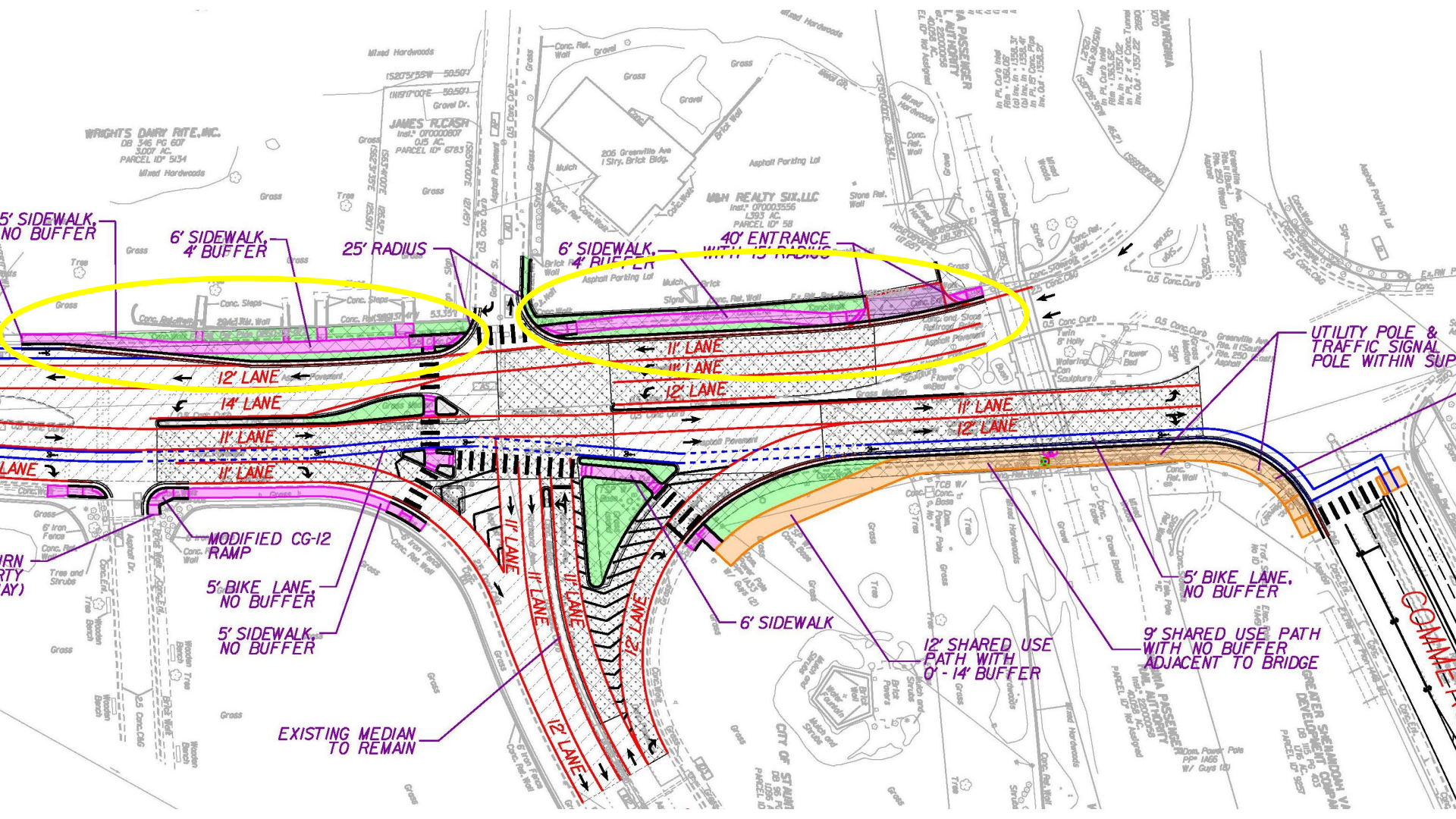
5' BIKE LANE,  
NO BUFFER

9' SHARED USE PATH  
WITH NO BUFFER  
ADJACENT TO BRIDGE

UTILITY POLE &  
TRAFFIC SIGNAL  
POLE WITHIN SUP

CONTRACT





## **Summary of Option 1's Design Elements addressing City Needs:**

- Connects to Greenville Avenue Road Diet and Commerce Road Greenway projects
- Better meets original project's goal of providing space for bicycle and pedestrian travel through the intersection and to downtown
- Addresses the desire for a safe intersection

### **Additional \$1.2M needed for Option 1:**

- \$600,000 from Undesignated Capital Improvement Plan
- \$600,000 from VDOT Maintenance Funds