Preferred Study Alternative | BR-23-07

US 11 (Main Street) between VA 16 (Park Boulevard) and Keller Lane

Project Description

- Construct approximately 800 feet of median along Main Street between Park Boulevard and Keller Lane.
- Provide two directional median openings to allow left turn movements from Main Street onto Copenhaver Street and into Smyth Valley Crossing Shopping Center.
- Relocate Smyth Valley Crossing Shopping Center access approximately 85 feet west of current location to facilitate the back-to-back directional median openings; minor modification of internal parking circulation.
- On Main Street, provide 100-foot storage left-turn lanes with 100-foot tapers into the Walgreens/McDonald's, Smyth Valley Crossing Shopping Center, Copenhaver Street, and Keller Lane.
- Construct an ADA-compliant pedestrian crossing of Main Street at the Park Boulevard signalized intersection.
- Construct handrail and retaining wall at corner of Shopper Center entrance.

Project Benefits

Safety Improvement

- Mitigation of angle crash pattern associated with left turns from the numerous access driveways along this stretch of Main Street.

Pedestrian Access

- Reintroduction of Main Street pedestrian crossing that was removed as part of the Park Boulevard sidewalk project.

Planning-Level Cost Estimates (Including Contingency)

- Preliminary Engineering: $137,000
- Right of Way and Utilities: $620,000
- Construction: $1,058,000

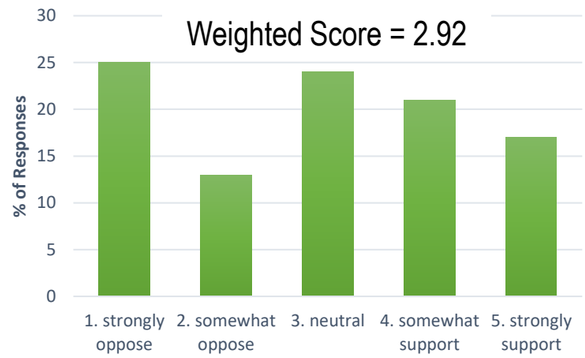
Public Survey Results

Online Survey February 12th-25th, 2024

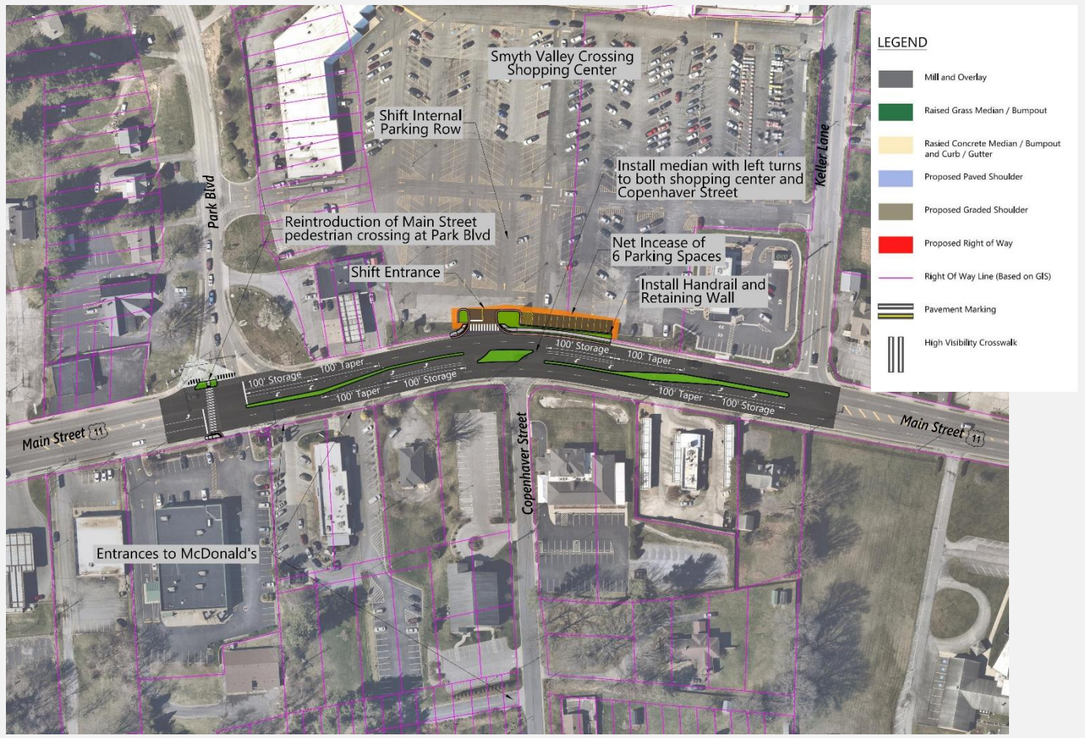
- 541 participants.
- 5,736 total responses.
- 744 unique comments.
- 40% support, 20% neutral, 40% oppose this project.
- Highest support of access management concepts.

In-Person Public Meeting on February 21st, 2024

- Estimated attendance of 75 people.
- Held at Town of Marion Council Chambers.
- Concern with business access on south side of Main Street.



Conceptual Design Layout



Study Outcome

- Marion's Town Council voted not to support any access management concept.
- As such, no project was advanced to a funding application at this time.
- Of the access management alternatives developed within this study to address existing crash concerns, the concept documented here was the most viable and had highest support level.