

Commonwealth Regional Council - Road Project Ride-Along-Day

COMMONWEALTH REGIONAL COUNCIL

June 18, 2012

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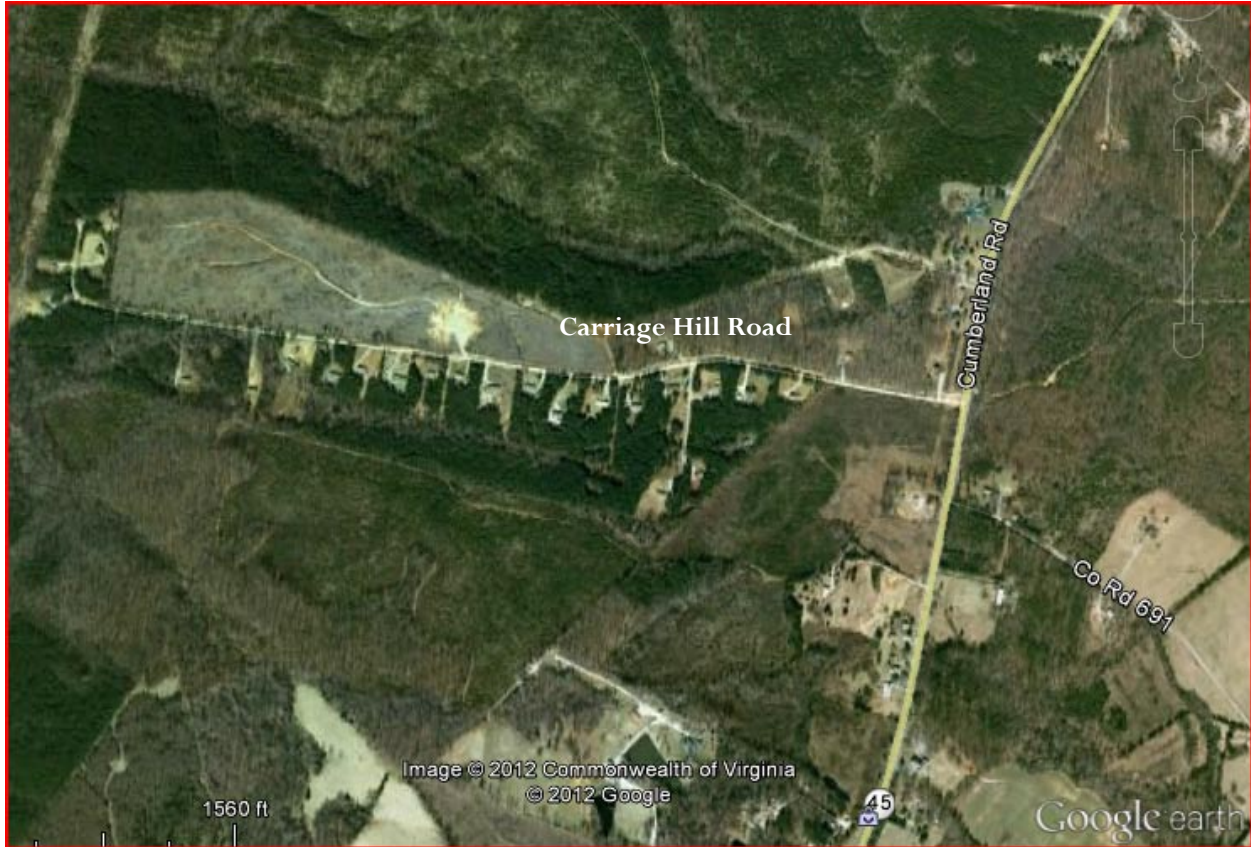
Attendance:

The Honorable Mark Peake, CTB Member, Lynchburg District
Mr. Kevin Wright, VDOT Resident Administrator, Dillwyn Residency office
Mr. Rick Youngblood, VDOT Lynchburg District Transportation Planning Manager
Mr. Wade Bartlett, Prince Edward County Administrator
Mr. Brett Schardein, Cumberland County Planning Director
Ms. Melody Foster, CRC Regional Planner

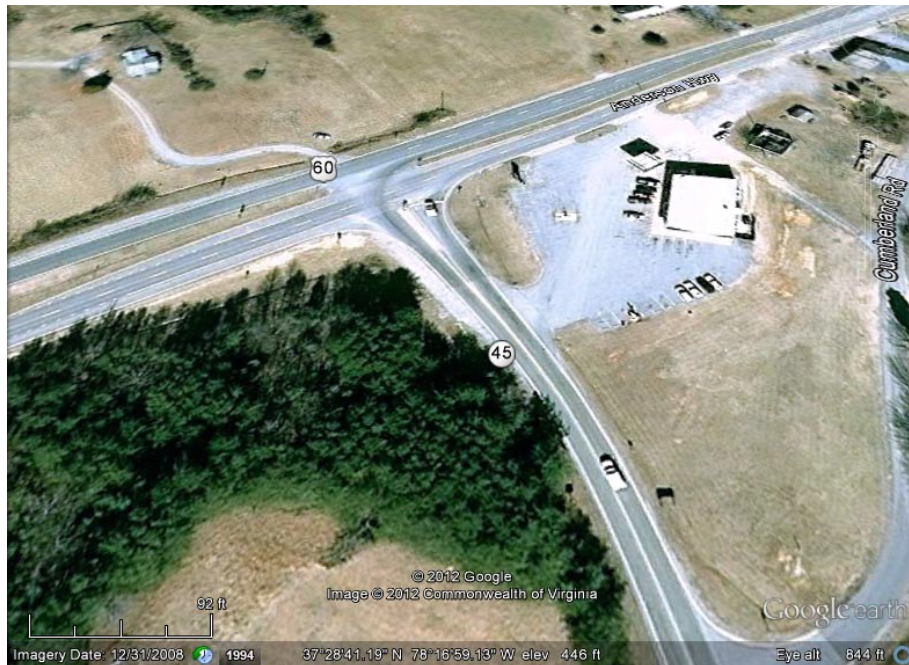
Highlighted Projects:

Mr. Youngblood gave a quick overview of the CRC's Regional Long Range Transportation Plan process to Mr. Peake and those in attendance. The group then proceeded on the Road Project Ride-Along.

Carriage Hill Road: Carriage Hill Road is located off of Route 45 in Cumberland County. This road is a private driveway into a subdivision that residents would like taken into the State road system. Mr. Peake inquired on what the process was for a private road to be brought into the State system. Mr. Wright briefed the attendees that in order for this road to be brought into the State system, it would need to be brought up to state standards. Funding for this could come from private, public, a private/public partnership, or the locality. (See Google Earth Image on following page)



Route 45/60 Intersection: Just prior to entering the Route 45/60 Intersection on Route 45 in Cumberland County, it was noted that a travelers view is somewhat obstructed by roadside bushes/weeds. Mr. Wright made a note of this to take back to the office for a scheduled clean-up by

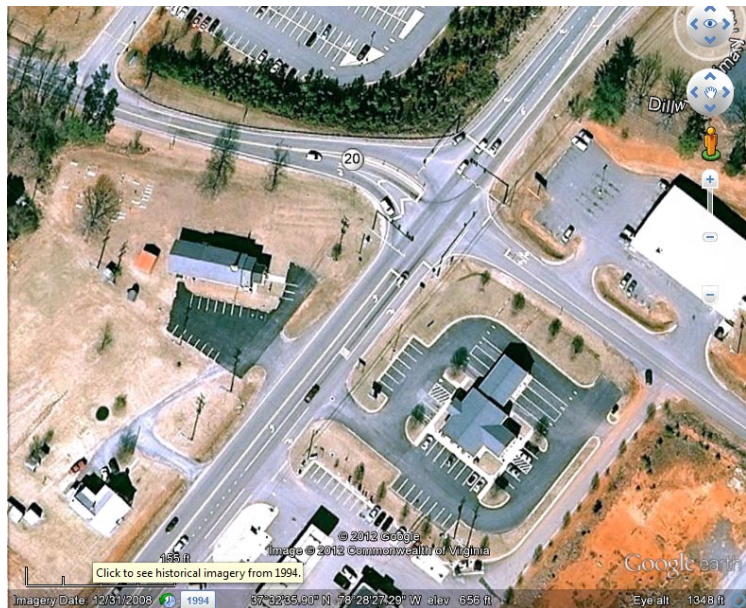


VDOT maintenance personnel.

Once entering the Intersection of 45/60 in Cumberland County, participants were directed to the DMV TREDIS Crash data provided by the CRC. The data provided indicated that numerous crashes involving property damage occurred in 2010 along with several crashes that included injuries. Safety was a concern after viewing the intersection.

Route 15/20 Intersection:

After viewing this intersection in Buckingham County, it was noted that vehicles in the southbound lane of Route 15 cross the intersection and if they stay in the same lane will immediately enter a oncoming turn lane for



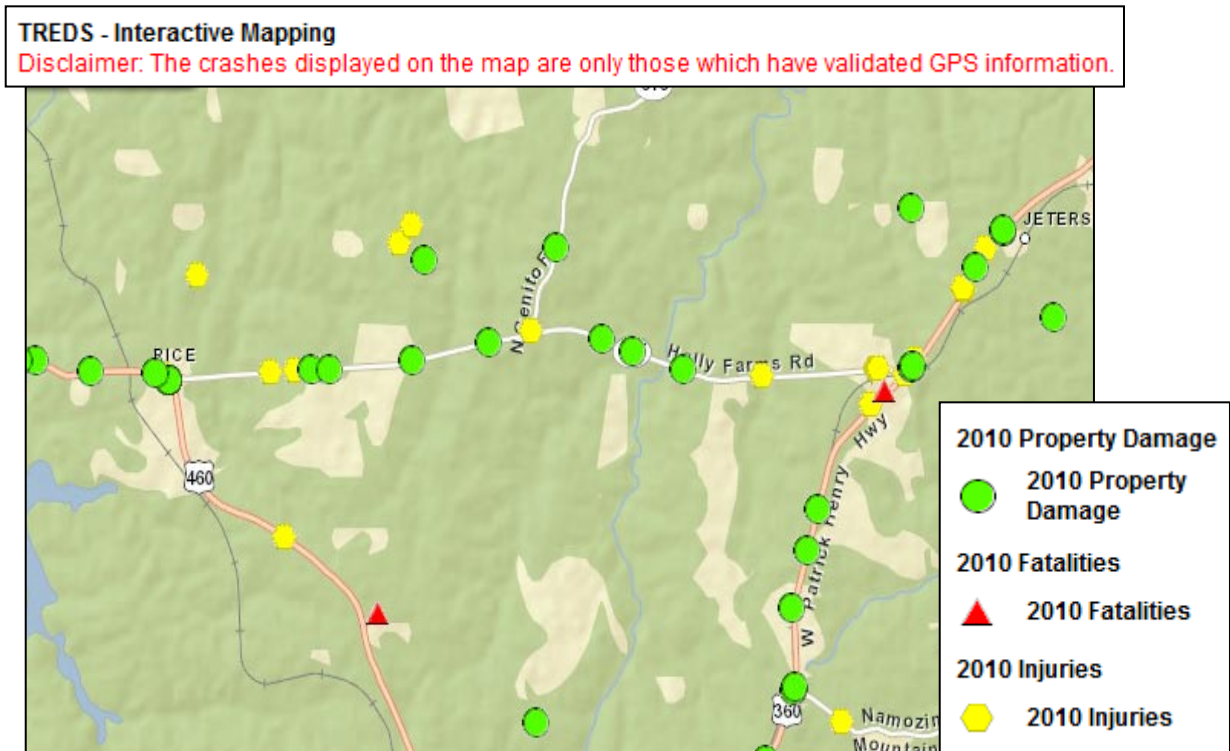
Route 20. Vehicles need to immediately merge to the right to avoid entering the oncoming turn lane. Mr. Wright stated this has been a complaint and is currently being looked at by VDOT. It was also noted that some citizens have complained of confusion on the approach traveling north on Route 15 to the intersection of Route 15/20 on which lane to enter (and when) to turn right into businesses along Route 15 just before reaching the intersection. It was noted by participants that there is a separate turn lane to access the businesses and it may just be a perception of when to enter the lane safely.

Route 15/636 Intersection: It has been noted on more than one occasion that vehicles traveling east on Route 636 (look at view to the right) have crossed over Route 15 without realizing they



were supposed to stop. There is a sign to warn travelers that a stop sign is ahead, however there is also a commercial sign placed by the business on the corner just prior to the stop sign that does obscure the sign when approaching. Mr. Wright stated VDOT does have concerns about this intersection and will be approaching the business owner to request that the commercial sign be removed. Also, VDOT will be looking at other means to alert motorists of the upcoming stop sign. This intersection is located in Buckingham County.

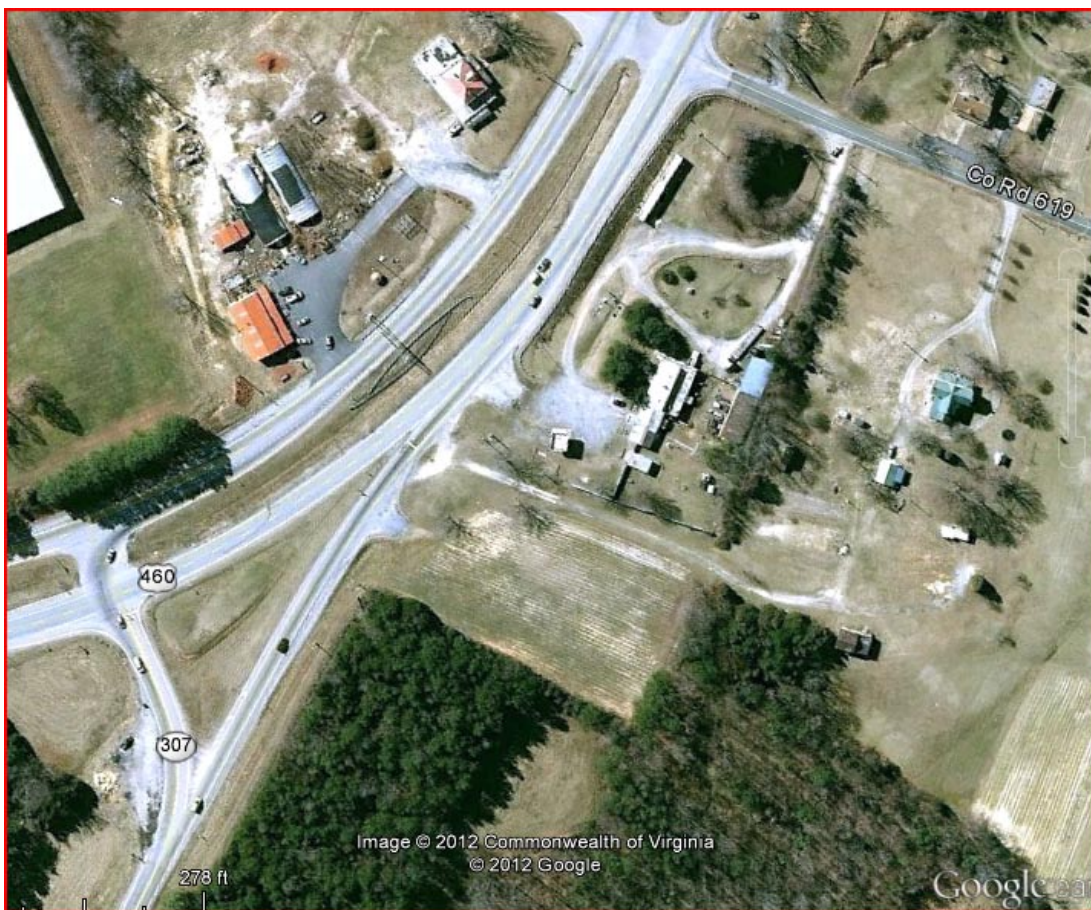
VA State Route 307: Route 307 crosses three counties, Prince Edward, Amelia and Nottoway. The 2010 Average Daily Traffic counts for Route 307 are 5600. The DMV TRENDS Data (see below) for 2010 reported numerous accidents on this roadway. It was noted that there also have been fatal accidents on this road.



Safety has always been a concern on this heavily traveled route. Mr. Wright stated VDOT is very conscious of the perception by the public of this route not being a safe road. It is noted in the CRC's Rural Long Range Transportation Plan the long-term solution would be to reconstruct the road as a rural three-lane roadway. Mr. Wright stated VDOT works diligently to keep the paved surface maintained as well as working to keep the shoulders in good maintenance. Several turn lanes have been installed to alleviate traffic suddenly having to stop for turning motorist. Mr. Peake stated he has traveled this road

himself and was aware that it is heavily traveled by motorist looking for a shortcut from Route 460 to Route 360.

Mr. Wright did indicate however, there are still some issues that need to be addressed. One issue is the access, as seen below, from Route 307 onto Route 460. Motorist heading west from Route 307 who plan to enter Route 460 are required to stop then merge onto Route 460. This sign was previously a yield sign, however motorist had to look back over their left shoulder to see oncoming motorist and also have to judge whether motorist were in the right or left lane of traffic. VDOT felt changing this sign to a stop sign alleviated some of the accidents that were occurring at this intersection.



VDOT is also considering the possibility of realigning the entire intersection to bring all traffic to a T intersection to enter and leave Route 307. This would also move traffic away from Route 619 that is immediately after the exit from Rout 307 on Route 460.

Conclusion:

The current lack of VDOT funds for road projects in the Six Year Improvement Plan was discussed by those in attendance. Mr. Peake relayed that he would be happy to come back to the area any time to discuss a VDOT project with local officials. Mr. Peake also stated he would be glad to come back and view other areas of the region that were not attainable in this trip due to his time constraints. Mr. Peake also encouraged localities to contact their legislators to relay their needs for funding for road projects.