2. HIGHWAY MATTERS

A. THROUGH-TRUCK RESTICTION – STATESVILLE ROAD

Earlier this year, Supervisor Updike expressed interest in restricting through-trucks along Statesville Road between Cypress Bridge Road and Cross Keys Road. In response, VDOT performed a traffic engineering study, a copy of which is attached. The roadway is relatively flat with 20' of pavement and 2' to 3' grass shoulders. Pavement is in good condition and carries 382 vehicles per day. Median speed is 45 mph with an 85th percentile speed of 55 mph. This section of roadway has one horizontal reverse curve and an unposted statutory speed limit of 55 mph. VDOT's traffic engineering division did not recommend a posted speed reduction.

Section 46.2-809 of the Code of Virginia provides that a locality may formally request VDOT to restrict through trucks on certain segments of roadways in limited cases where necessary to protect the health, safety and welfare of the public without creating undue hardship on motorists.

Prior to submitting the request, the Board must identify an alternate route, and then, to insure that all concerned parties have had an opportunity for input, must conduct a public hearing and forward a copy of the official hearing transcript along with its request. In addition, the Board must commit to utilizing local law enforcement personnel to enforce the restriction.

Once an official request is submitted, it goes to the Commonwealth Transportation Board which considers all data gathered, including the traffic engineering study referenced above.

If the Board would like to proceed with this, I need your direction on the preferred alternate route and your authorization to schedule the required public hearing.

B. MONTHLY CONCERNS

Please come prepared to share any highway maintenance concerns that you may have.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1700 NORTH MAIN STREET
SUFFOLK, VIRGINIA 23434

Gregory A. Whirley
Commissioner

April 02, 2012

MEMORANDUM

TO: Mr. Joe Lomax

ATTN: Mr. Jerry Kee

FROM: Mr. Robert A. Weber III, P.E., PTOE RAW

SUBJECT: Speed Study (SH-0673-20120131-SP)
Route 673 (Statesville Road)
Southampton County

This is in reference to your request to perform a speed study on Route 673 in Southampton County.

A traffic engineering investigation was conducted on Route 673 and based on the 85th percentile speed of 55 mph and other factors shown in the VDOT Speed Limit Study report, Traffic Engineering does not recommend a reduction in speed.

Also, the request for a through truck restriction on Route 673 (Statesville Road) must be submitted to VDOT by the Southampton County Board of Supervisors in accordance with Section 46.2-809 of the Code Of Virginia.

The speed study details are found in the attached report. The engineering data collected was compiled by Keith Aston, Engineering Technician.

Attachment

VDOT Speed Limit Study

Eastern Region Traffic Engineering

Date 4/2/2012

COMMONWEALTH OF VIRGINIA
ROBERT ANTHONY WEBER
Lic. No. 049134
PROFESSIONAL ENGINEER

Robert A Weber
2012.04.02 07:43:35 -04'00'

VDOT - Traffic Engineering
Suffolk, VA
Traffic Engineer

Study Area:

Route # 673
Street name: Statesville Road
Jurisdiction: Southampton County
From: Route 665 (Cross Keys Road)
To: Route 672 (Cypress Bridge Road)
Length: 1.38 miles

Functional Class:

Rural Minor Collector (5)

Speed limit for study roadway:

Route 673 has a statutory 55/45 mph speed limit for this section of roadway.

Origin and Nature of Request:

Jerry Kee of the Franklin Residency requested a speed study on Route 673.

Study Results and Recommendation:

The 85th percentile speed is 55 mph on this roadway. The average pavement width is 20' with 2'-3' grass shoulders in good condition. This is a rural roadway section with woods, open fields and a small amount of traffic in a 24hr. period. Most residential homes are located a distance from the road. The crash history in the past three years is attributed to alcohol and driver inattention errors. Based on this information and other factors in this report, we do not recommend a reduction in the current speed limit at the present time.

Study Details:

A. Speed Data

Table 1 - Date of Speed Samples: March 08, 2012

Route 673 Speed Data			
Sample Location	85th Percentile Speed	Median Speed	Pace Speed
0.46 miles South of Route 672(Cypress Bridge Road)	55.0	45.0	45-55

B. Road characteristics

Physical Roadway: Route 673 is a relatively flat, two lane roadway in Southampton County, with 20 feet of pavement, 2'-3' grass shoulders, one (1) horizontal reverse curve & no vertical curves, and a unposted statutory 55 mph speed limit. The road has no centerline or edgelines and is in good condition in a rural area. This studied section of Route 673 carries 382 vehicles per day.

Traffic Control Devices: Route 673 has some regulatory & warning signage such as Stop Signs, School Bus Stop Ahead & curve delineators.

C. Roadside development and environment: This section of Route 673 is wooded with mostly open fields and twenty-five (25) residential entrances. There are two intersecting routes, one at each end of the project limits. There is a small refuse center at the end near Route 672 (Cypress Bridge Road).

D. Parking practices and pedestrian activity: There is no on-street parking on this roadway and none was observed. Pedestrian activity was not observed during this traffic study.

E. Reported crash experience for most recent 3-year period:

Crash records obtained through "RNS" are for the period:
From: January 01, 2008
To: December 31, 2010
Length of period: 3 years

Note: Only crashes involving an injury or fatality or property damage exceeding $1,500 are reportable and available through the Department of Motor Vehicles (DMV). Also, due to the time required for DMV to process and code reported crashes, data for the previous six (6) months may not be available.

According to our records, the total number of reported **crashes** for this section of highway is: 2

And, the total number of reported **injuries** for this section of highway is: 2

And; the total number of reported **fatalities** for this section of highway is: 0

The **crash** rate for this section of highway is: 346 per 100 million VMT.

The **injury** rate for this section of highway is: 346 per 100 million VMT.

The **fatality** rate for this section of highway is: 0 per 100 million VMT.

***For Secondary highways:**

The district average **crash** rate is: 197 per 100 million VMT.

The district average **injury** rate is: 110 per 100 million VMT.

The district average **fatality** rate is: 2.85 per 100 million VMT.

* For secondary roads the District average may be used in lieu of the statewide average.

Discussion of crash experience and relevant information:

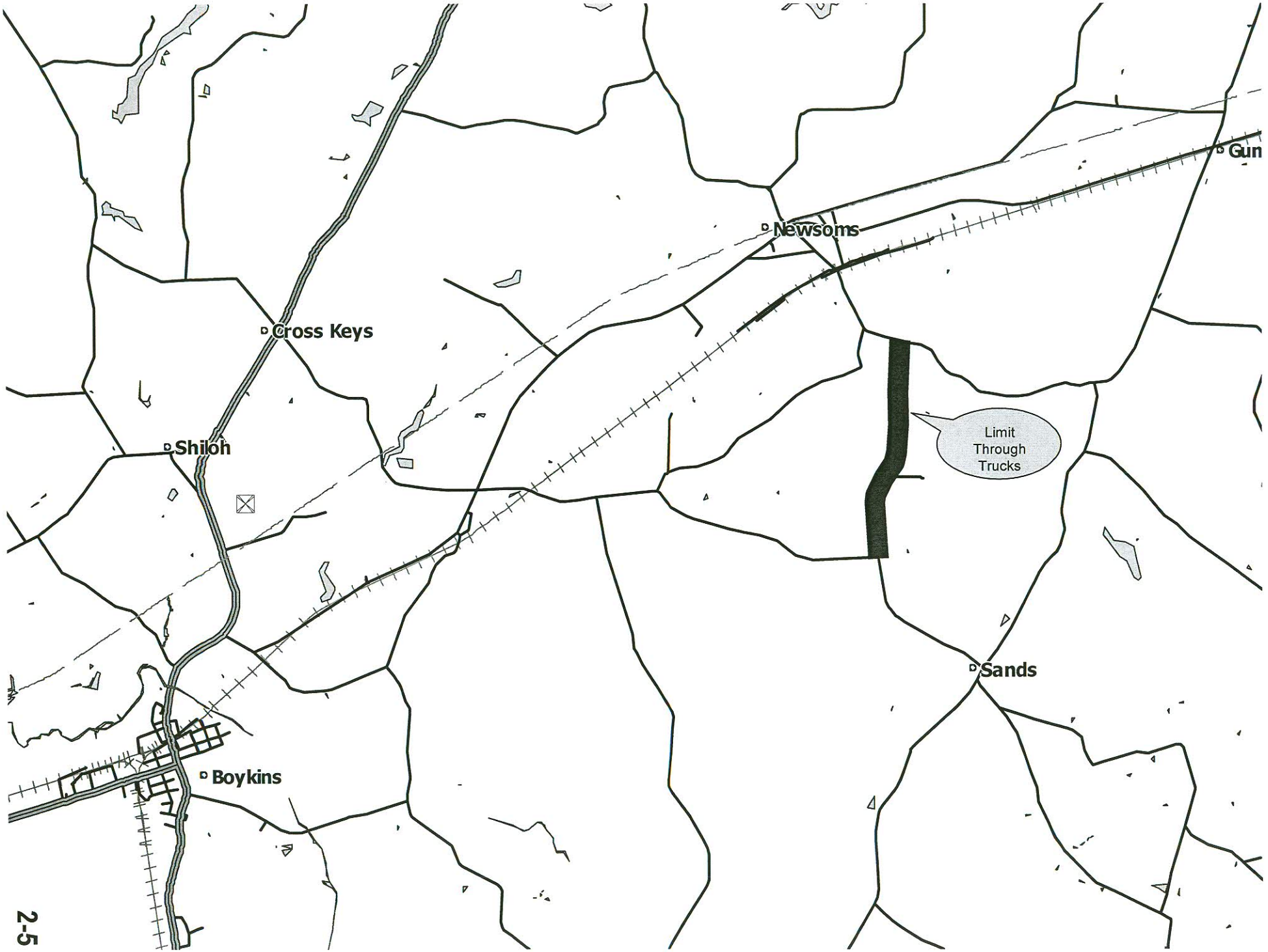
RNS records indicate that there were two recorded crashes in the last three years. Although the crash and injury rates are elevated for this segment, it should be noted that fatigue and alcohol were the factors in both these crashes. These crashes caused two injuries. The offense charged to the drivers was failure to maintain proper control. The crash reports do not indicate than a DUI was issued in either occurrence. Elevated crash rates are also due to the low ADT on this segment of roadway. The 10-year crash rate is 148.5 per 100 million VMT, which is below the District average for secondary highways.

F. Enforcement Consensus:

This recommended change in speed limit has been discussed with _____ of the Virginia State Police and ____ _____ of the _____ County Police / Sheriff's Office. The Local enforcement officer concurs with/ opposes the recommendation. **N/A, No Change Recommended.**

The State Police Officer:

☒ Concurs
☐ Opposes


Gun
Newsoms
Cross Keys
Shiloh
Limit
Through
Trucks
Sands
Boykins

Through Truck Restriction

§ 46.2-809 of the Code of Virginia provides that a locality may formally request that VDOT restrict through trucks on certain segments of primary and secondary routes in the limited number of cases where doing so will promote the health, safety and welfare of the public without creating an undue hardship on any transportation users.

The procedures and requirements for initiating & implementing these measures as outlined below are stipulated by the policy adopted by the Commonwealth Transportation Board on October 16, 2003 "Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways

For a request to be considered by VDOT, and in order to insure that all concerned parties have an opportunity to provide input concerning the proposed restriction and alternate route, the Board of Supervisors must hold a public hearing and make a formal request of the Department. The following must be adhered to:

(A) The public notices for the hearing must include a description of the proposed through truck restriction and the alternate route with the same termini. A copy of the notices must be provided.
(B) A public hearing must be held by the Board of Supervisors and a transcript of the hearing must be provided with the resolution.
(C) The resolution must describe the proposed through truck restriction and a description of the alternate, including termini.
(D) The Board of Supervisors must include in the resolution that it will use its good offices for enforcement of the proposed restriction by the appropriate local law enforcement agency.

Failure to comply with (A), (B), (C) and (D) will result in the request being returned.

The Board of Supervisors must make its formal request through the designated local VDOT manager, certifying that it has met all the requirements noted above.

VDOT will conduct a traffic engineering study of the restriction request and prepare a report of the study findings and develop a recommendation which will consider the four criteria outlined in the CTB approved guidelines as well as the appropriate public input. This report and a recommendation to approve or deny the proposed restriction will be presented to the Commissioner if the request is on a secondary road or the Commonwealth Transportation Board if the request is on a primary road.

Following approval or denial by the Commissioner or CTB, the State Traffic Engineer will make all appropriate notifications. The residency will be requested to post appropriate signs if the restriction is approved.