



# IV.-B.

Agenda Item

## County of Hanover

**Board Meeting: August 26, 2015**

**Subject:** Request for Authorization to Advertise Public Hearing – Request to Restrict Through Truck Traffic on Taylorsville Road (Route 689) from Route 1 (Washington Highway) to Route 738 (Old Ridge Road) and on Binns Road (Route 725) from Taylorsville Road to Route 30

**Magisterial District: Beaverdam**

**Summary of Agenda Item:** Concerns have been raised that the new bridge on Taylorsville Road will make it more attractive for through truck traffic. Concerns over the size and speed of these vehicles on a road not specifically designed for the larger trucks suggest that a through truck restriction should be considered. Large trucks are presumed to be using Route 738 (Old Ridge Road) to Washington Hwy and on to Route 30 currently as a preferred route. It is staff's opinion that prohibiting through truck traffic on Taylorsville Road and Binns Road will enhance safety and not impose an unreasonable inconvenience. The restriction would apply to any through truck or truck and trailer or semi-trailer combination except pickup or panel trucks. The restriction would not apply to trucks with origins and/or destinations along the road. Following a public hearing, the Board can request VDOT to prohibit through trucks on any part of a primary or secondary highway if a reasonable alternative route is available. VDOT has completed a preliminary assessment of the corridor and found it acceptable for a through truck restriction. The final decision with respect to through truck restrictions on secondary highways rests with the VDOT Commissioner. The Commonwealth Transportation Board is charged with the authority to restrict through truck traffic on primary highways. The attached draft resolution and map shows the roads that would be affected by the restriction.

**County Administrator's Recommended Board Motion:**

Authorize advertisement of a public hearing on September 23, 2015 to consider a request to restrict through truck traffic on Taylorsville Road and Binns Road

**PUBLIC HEARING NOTICE  
HANOVER COUNTY BOARD OF SUPERVISORS**

The Hanover County Board of Supervisors will hold a public hearing on Wednesday, **September 23, 2015, at 7:00 p.m.** in the Board meeting room at the Hanover County Administration Building, 7516 County Complex Road, at Hanover Courthouse, Hanover, Virginia, on the following resolution being proposed for adoption:

**RESOLUTION  
PROPOSED THROUGH TRUCK RESTRICTION ON TAYLORSVILLE  
ROAD (ROUTE 689) FROM ROUTE 1 (WASHINGTON HIGHWAY) TO  
ROUTE 738 (OLD RIDGE ROAD) AND ON BINNS ROAD (ROUTE 725)  
FROM TAYLORSVILLE ROAD TO ROUTE 30**

**A RESOLUTION TO REQUEST THE VIRGINIA DEPARTMENT OF  
TRANSPORTATION TO RESTRICT THROUGH TRUCK TRAFFIC ON  
TAYLORSVILLE ROAD (ROUTE 689) AND ON BINNS ROAD (ROUTE  
725). THE FOLLOWING CONTIGUOUS ROAD SEGMENTS WOULD  
PROVIDE ALTERNATE ROUTES: OLD RIDGE ROAD, WASHINGTON  
HIGHWAY, AND KINGS DOMINION BLVD (ROUTE 30).**

A complete copy of the proposed resolution and related information is available at the office of the County Administrator any regular working day between 8:30 a.m. and 5:00 p.m.

All persons wishing to comment on the proposal may appear at the stated time and place.

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Cecil R. Harris, Jr., County Administrator

Publish: September 3, 2015 & September 10, 2015

D R A F T

## RESOLUTION

WHEREAS, safety concerns have been raised related to large trucks travelling on Taylorsville Road (Route 689) and Binns Road (Route 725) between Old Ridge Road (Route 738) and Kings Dominion Blvd (Route 30); and

WHEREAS, Taylorsville Road is a narrow, winding, two lane road, not well suited to accommodate the mix of local residential, school bus and large truck traffic and includes a rail road bridge which restricts height on the segment leading to Washington Highway; and

WHEREAS, Binns Road is a narrow, two lane road, with a sharp 90 degree bend as it joins Taylorsville Road which makes it difficult for large trucks to traverse and is not well suited to accommodate the mix of local residential, school bus and large truck traffic; and

WHEREAS, upon completion of the new bridge Taylorsville Road has become more attractive to large trucks as a cut-through route to shorten the travel time and distance between Kings Dominion Blvd and Old Ridge Road; and

WHEREAS, prohibiting through truck traffic on Taylorsville Road and Binns road will enhance safety while not unreasonably inconveniencing large trucks travelling between Washington Highway, Kings Dominion Blvd and Old Ridge Road; and

WHEREAS, the following alternate route exists along Primary and Secondary highways which is better suited to accommodate large trucks traffic:

<b>Road Name</b>	<b>Route #</b>	<b>From</b>	<b>To</b>	<b>Length (mi.)</b>
<b>Old Ridge Road</b>	<b>Rt. 738</b>	<b>Taylorsville Road</b>	<b>U.S. Route 1</b>	<b>0.8</b>
<b>Washington Hwy</b>	<b>U.S. Route 1</b>	<b>Old Ridge Road</b>	<b>Route 30</b>	<b>1.9</b>
<b>Kings Dominion Blvd</b>	<b>Route 30</b>	<b>U.S. Route 1</b>	<b>Binns Road</b>	<b>0.5</b>

; and

WHEREAS, the above described alternative route will add approximately 1.2 miles to the total trip for trucks; and

WHEREAS, Hanover County will use its offices for enforcement of the proposed prohibition by the appropriate law enforcement agency:

NOW, THEREFORE, BE IT RESOLVED that the VDOT Residency Administrator is formally requested to prohibit through truck traffic on Taylorsville Road and Binns Road as shown on the corresponding map and report to the Hanover County Board of Supervisors the final disposition of this request.

**ROUTE 689 (TAYLORSVILLE ROAD)  
CURSORY THROUGH TRUCK RESTRICTION STUDY  
HANOVER COUNTY**

**June 2015**

Joseph E. Vidunas, Hanover County Transportation Engineer, requested cursory review of potential through truck restriction on Route 689 (Taylorsville Road). Mr. Vidunas requested this evaluation to determine if the County should desire to submit a formal request via County Board of Supervisors resolution asking VDOT to conduct a full engineering study for Commonwealth Transportation Board (CTB) consideration. The proposed restricted route and alternate routing include the following:

Restricted Route: Route 689 (Taylorsville Road) from Route 1 (Washington Highway) to Route 738 (Old Ridge Road). Length of proposed restriction: 1.50 miles

Alternate Route: Route 1 from Route 689 to Route 738. Length of proposed alternate roadway: 0.95 mile

Alternate Route: Route 738 from Route 1 at Route 689. Length of proposed alternate route: 0.82 mile.

Conducted by Traffic Engineering staff, the cursory review evaluated four CTB criteria for determination of through truck restriction. In order to justify implementation of this restriction, a candidate roadway must meet Criteria 1 and 2 and also meet either Criteria 3 or 4. The evaluation follows:

1. Reasonable Alternate Routing

Length of restricted route: 1.50 miles (as proposed along Route 689)  
Total length of alternate route: 1.77 miles (via Route 1 and Route 738)

Alternate routing measures only 0.27 mile longer than the proposed restricted route. An extension in the length of the alternate route does not cause undue increases in travel distance or travel time versus the restricted route. We could agree that Route 1 and Route 738 provide reasonable alternate routing.

2. Character and Frequency of Truck Traffic Incompatible with Affected Area

The table below illustrates published VDOT traffic counts and truck percentages for 2014. Note that this data does not include truck percentages for Route 689.

TRAFFIC/TRUCK DATA			
	Route 689	Route 1	Route 738
Average Daily Traffic Volume	180	6800	1200
Percent Two-Axle Trucks	---	1	1
Percent Three-Axle+ Trucks	---	2	4
Percent One Trailer	---	4	24
Total Percent Trucks	---	7	29

Route 1 and Route 738 can better accommodate trucks than Route 689. A primary road, Route 1 has 40 feet of pavement and six-foot shoulder widths. Route 738 consists of 20-24 feet of pavement width with two-six foot shoulders. Conversely, Route 689 has only 14-16 feet of pavement width with two-four feet of shoulder width. RNS reported one truck-related crash on Route 738, coded as a non-collision due to equipment failure.

Also, vehicles must cross under a railroad bridge on Route 689 constructed in 1929 with one lane of pavement and 10 feet, three inches of vertical clearance. This precludes larger trucks from passing under the bridge and traversing under the bridge difficult for other trucks. Given better geometric conditions on Route 1 and Route 738 in comparison with Route 689 and the narrow passage of this roadway under the railroad tracks, we can argue these conditions satisfy this criterion for implementation of through truck restriction.

3. Proposed Restricted Road Classified as Local or Collector

Route 689 conveys a Rural Local functional classification and meets this criterion for through truck restriction.

4. Roadway Residential in Nature (12 Dwellings per 1,000 Feet of Roadway)

Only eight residences front the entire 1.50-mile length (7,920 feet) of Route 689 and therefore do not meet this criterion for through truck restriction.

This exercise indicates Route 689 meets both Criteria 1 and 2 for implementation of through truck restriction, and also meets Criterion 3 but not Criterion 4. Since the guidelines indicate satisfaction of Criteria 1 and 2 but satisfaction of only Criteria 3 or 4 for justification, Route 689 qualifies for implementation of through truck restriction. Traffic Engineering recommends Hanover County pursue a formal through truck restriction process if still desired.

## RESOLUTION

WHEREAS, safety concerns have been raised related to large trucks travelling on Taylorsville Road (Route 689) between U.S. Route 1 and Route 738 (Old Ridge Road); and

WHEREAS, Taylorsville Road is a narrow, winding, two lane road, not well suited to accommodate the mix of local residential, school bus and large truck traffic; and

WHEREAS, upon completion of the new bridge Taylorsville Road will become more attractive to large trucks as a cut-through route to shorten the travel time and distance between U.S. Route 1 and Route 738 (Old Ridge Road); and

WHEREAS, prohibiting through truck traffic on Taylorsville Road will enhance safety while not unreasonably inconveniencing large trucks travelling between U.S. Route 1 and Route 738 (Old Ridge Road); and

WHEREAS, the following alternate route exists along Primary and Secondary highways which is better suited to accommodate large trucks traffic:

<b>Road Name</b>	<b>Route #</b>	<b>From</b>	<b>To</b>	<b>Length (mi.)</b>
<b>Old Ridge Road</b>	<b>Rt. 738</b>	<b>Taylorsville Road</b>	<b>U.S. Route 1</b>	<b>0.82</b>
<b>Washington Hwy</b>	<b>U.S. Route 1</b>	<b>Old Ridge Road</b>	<b>Taylorsville Road</b>	<b>0.95</b>

; and

WHEREAS, the above described alternative route will add approximately 0.27 miles to the total trip for trucks; and

WHEREAS, Hanover County will use its offices for enforcement of the proposed prohibition by the appropriate law enforcement agency:

NOW, THEREFORE, BE IT RESOLVED that the VDOT Residency Administrator is formally requested to prohibit through truck traffic on Taylorsville Road and report to the Hanover County Board of Supervisors the final disposition of this request.

