
From: Donald Haraway [mailto:dlharaway@gmail.com]

Sent: Thursday, June 03, 2010 10:43 AM

To: kmassengill@dinwiddieva.us

Subject: Roundabout

Kevin,

Pursuant to the roundabout discussion at our next meeting, I would like for you to request from VDOT the following:

1. A written statement indicating VDOT has studied the possibility of traffic being backed up between the proposed roundabout and the Route 1 & 226 intersection (headed east) and has determined there is no justification to be concerned about 25 to 35 vehicles being lined up between the two intersections causing a traffic problem at the roundabout intersection.
2. A written statement indicating fire trucks entering route 226 from Lee Ave. will have no entry problems because of the roundabout being constructed.
3. A current traffic count comparison between the newly constructed Prince George roundabout and the Ferndale/Route 226 intersection.

It is important this information be available before the next board meeting.

Thank you for your assistance in this request.

Thanks,
Donald

Kevin Massengill

From: Varney, D. Ray P.E. [Ray.Varney@VDOT.Virginia.gov]
Sent: Tuesday, June 08, 2010 11:48 AM
To: Massengill, kevin k w
Cc: Salyers, Jennifer
Subject: RE: Roundabout

Kevin,

The Traffic Planning folks did a simulation for the interaction at the roundabout and at the intersection at Route 1. The simulation which modeled the future design year traffic did not create a backup between intersections. Since the simulation is our best engineering tool to evaluate how the intersections work together, we use its results to guide us. Based on the simulation, the traffic signal will not back traffic the roundabout.

Traffic Counts:

Prince George – Total from both Routes 634 and 106 is 16,000 ADT (2008)
Dinwiddie – Total both Routes 600 and 226 is 20,000 ADT (2008)

Ray Varney, PE, LS
Residency Area Maintenance Manager

From: Kevin Massengill [mailto:kmassengill@dinwiddieva.us]
Sent: Tuesday, June 08, 2010 10:54 AM
To: Varney, D. Ray P.E.
Subject: FW: Roundabout

Ray – Can you provide the information for items 1 and 3?

Thanks!

*W. Kevin Massengill
County Administrator
PO Drawer 70
Dinwiddie, VA 23841
Tel: 804.469.4500 ext 105
Fax: 804.469.4503
Email: kmassengill@dinwiddieva.us*

THE INFORMATION CONTAINED IN THIS E-MAIL AND ANY ATTACHMENTS IS PRIVILEGED AND CONFIDENTIAL INFORMATION INTENDED ONLY FOR THE USE OF THE ADDRESSEE(S) NAMED ABOVE. IF YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE IMMEDIATELY NOTIFY KEVIN MASSENGILL BY TELEPHONE OR E-MAIL AT THE NUMBER OR ADDRESS ABOVE. THANK YOU.

Kevin Massengill

From: dhale@dinwiddieva.us
Sent: Friday, June 11, 2010 10:55 AM
To: Kevin Massengill
Subject: Roundabout

Kevin,

Per both the Namozine VFD Chief and myself. We have reviewed both the proposed round about plans and conducted travel path test in a simulated roundabout and at this time we see no issue with any fire apparatus being able to travel through the roundabout. The only concern with the newest plans is that the length on the splitting curb on the east side of the roundabout could prevent apparatus from making the left turn from Lee Blvd onto Cox Road. If that curb is shortened to allow an open left turn from Lee Blvd to Cox Road then there would be no other concerns with the round about.

Sent from my Verizon Wireless BlackBerry



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

RICHMOND DISTRICT
2430 Pine Forest Drive
COLONIAL HEIGHTS, VA 23834
www.VDOT.Virginia.gov

Greg A. Whirley
Acting COMMISSIONER

MAY 17 2010

May 14, 2010

Mr. Kevin Massengill
County Administrator
Dinwiddie County
PO Drawer 70
Dinwiddie, VA 23841

Re: UPC 80993 – Intersection Improvements at Ferndale Road and Cox Road
Dinwiddie County

Dear Kevin,

As you know, the intersection of Ferndale and Cox Roads in the Edge Hill area of the County has a lot of congestion, particularly southbound in the morning. The Department has looked at this intersection and has determined that there are a couple of solutions for the problem. One is a conventional intersection using a traffic signal to control the movements through the intersection. Based on the projected traffic counts at this intersection, it will require dual left turn lanes southbound on Ferndale Road. Dual left turn lanes also require dual receiving lanes. As a result, this project will have to include improvements on Cox Road to the light at the intersection of Cox Road and Boydton Plank Road. This project is estimated to cost \$4,850,000.

An alternative to the dual left turn lanes is the construction of a roundabout at this intersection. While roundabouts are a relatively new thing to the state, they are a long used and trusted intersection improvement around the world. They offer several benefits to a traditional traffic signal controlled intersection. Some of those benefits are:

1. Improved Safety – Roundabouts operate under slower traffic conditions. As a result, if there is a crash, the speeds are less and thus damage to persons and vehicles is less. Also, since the vehicles in the roundabout are going in a circle, the vast majority of crashes are not head on or "T-bone," they are side swipes. This type of crash results in fewer severe injuries to people and less damage to the vehicles. Roundabouts will virtually eliminate the "T-bone" accidents that often end in fatalities.

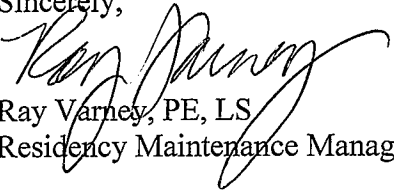
Mr. Massengill
May 14, 2010
Page 2

2. Greater Efficiency – Since there is no traffic signal, vehicles spend less time at the intersection waiting to proceed. This allows the roundabout to handle more traffic in an hour than a traditional signalized intersection. This is true only up to about 20,000 ADT to about 25,000 ADT for a roundabout. However, we have projected the increased traffic at this intersection for the likely growth in the surrounding areas and are confident a roundabout in this location would function as designed through the design year. Considering this project was opened in 2008, the design year for the traffic project is 2030.
3. Less Cost to Build – We have estimated the cost of constructing a roundabout at this location to be \$2,840,000. This roundabout will take less right of way to build and will have less impact on the Buffa Development, as well as the businesses along Cox Road.

I understand that one of the major concerns the County has is whether or not this roundabout can be built under traffic or whether it would require a detour. This roundabout would be built under traffic with a lot of the critical traffic interfering work being done at night. If a roundabout is built, it will take a while for the public to acclimate to it. As a result, the roundabout will increase its efficiency as the public learns to use it. I highly recommend that the County move forward with a roundabout at this location. To be honest, not everyone will be satisfied with the roundabout. However, over time, I am sure the County will be happy with that decision.

If you have questions, please feel free to call me at (804) 863 - 4004.

Sincerely,


Ray Varney, PE, LS
Residency Maintenance Manager

cc: Thomas A. Hawthorne, PE *VDK*
Sam Hayes, PE
Tom Holmes, PE