



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

87 Deacon Road

Fredericksburg, VA 22405

GREGORY A. WHIRLEY
COMMISSIONER



August 13, 2010

Northumberland County
Attn: Mr. E. Luttrell Tadlock
P. O. Box 129
Heathsville, VA. 22473

Re: Bluff Point Planned Mixed-Use Development Rezoning Review
Chapter 527 TIA, 2nd Review (Incomplete Submittal)
Northumberland County, Rt. 200, 608 & 669

Dear Mr. Tadlock:

This office has received your request dated June 30, 2010 for a review of the revised traffic impact study for the Bluff Point Planned Unit Development. The submittal package included the County's transmittal request, a comment response letter from Vettra Company, full sizes copies of the generalized development plan, and copies of the intersection sight distance plan for the proposed entrances. However, the submittal package is incomplete since it did not include the revised traffic impact study, and the items must be resubmitted with the revised study included. However, we do offer the following comments to be included when the County submits the revised Chapter 527 Traffic Impact Analysis (TIA):

1. Discrepancies between the Scoping Document and the TIA in the previous review dated April 30, 2010 must be corrected.
2. The time lapse between the Scoping meeting and the TIA submittal is approximately 1 ½ years, and many site plans have been submitted for review in the vicinity of the Bluff Point development since that time. The VDOT review letter for this TIA dated April 30, 2010 requested that several developments be considered in the formulation of the TIA, and those are developments that have come under review since the Scoping meeting date. However, additional research found that only three developments listed in the previous review have actually received approval. Those developments are Tartan Village Phase II (19 apartment units), Seastar Condos (16 town home units), and Kilmarnock Entertainment Center. Therefore, the inclusion of these developments will not be necessary since the TIA included an average growth rate, the overall traffic generated by these sites will be minimal, and the traffic generated by these sites will have minimal impact on the roadway network that will serve the Bluff Point Development.

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3. The turn lane warrants associated with the proposed entrances to the development will be reviewed at the site plan stage in accordance with the turn lane warrants in the VDOT Road Design Manual, Appendix F. All auxiliary turn lanes warranted for the proposed entrances will be required.
4. Turn lanes associated with the proposed signalized intersection at Rt. 200 and Rt. 608 at 2019 build-out, and recommended to Northumberland County in the previous review dated April 30, 2010 should be considered to reduce delay time on Rt. 200 and Rt. 608 for advancing vehicles, and to reduce delay time on Rt. 608 for motorist desiring to make right turns to Rt. 200. Also, it should be noted that these turn lanes would be required if the turn lane warrant charts found in Appendix F are utilized.
5. Roadway improvements for Rt. 608 and Rt. 669 as previously recommended to Northumberland County in the April 30, 2010 review should be considered due to the significant increase in traffic that will result from the build-out (2019) of the proposed development. For example, the TIA illustrates a vehicle per day (vpd) increase on Rt. 200 from 7,699 vpd (Figure 3) to 15,214 vpd (Figure 9a), an increase on Bluff Point Road (Rt. 608) from 1,796 vpd to 9,072 vpd, an increase on Jarvis Road (Rt. 608) from 62 vpd to 2,979 vpd, and an increase on Bluff Point Road (Rt. 669) from 1,353 vpd to 5,798 vpd. Design of roadways with such traffic counts of 9,702 vpd, 2,979, vpd, and 5,798 vpd would require an increase in lane widths and shoulder widths when compared to the roadway design requirements listed in the VDOT Road Design Manual, Appendix A. It should also be mentioned that the existing pavement structure of the roadway network may experience accelerated deterioration from the increased traffic volume due to this development. For example, the surface treatment asphalt on Jarvis Road (Rt. 608) may experience accelerated deterioration due to the increase in the vpd from 62 to 2,979, and this concept would also apply to Bluff Point Road (Rt. 608 and Rt. 669). Also, it should be noted that the traffic increase on Rt. 200 to greater than 15,000 vpd normally prompts traffic studies to examine the need for a roadway with greater than 2 lane roadway with a 4-lane roadway considered, but the TIA did not mention the issue in its recommendations or conclusions.
6. The full size general development plan submitted is blurry, and does not list the usage type per area, square footage, and proposed units. These items must be included in order to verify the generated trips assigned to each proposed entrance as listed in Table 3 (p. 19) of the TIA. This office will be unable to complete the review of the study until this information is provided.
7. The sight distance plan for the proposed entrances list adequate sight distance. However, sight distance easements may be required, and these items will be verified during the review of preliminary and detailed construction plans. Also, entrance design and internal subdivision roadway design will be reviewed at the time of preliminary and construction plan submittal.
8. Additional right-of-way dedication for future roadway improvements along Rt. 608 & Rt. 609 is recommended with this development.

Once all items are included in the submittal, a complete review will be performed with comments.

If the County desires to have a meeting to discuss these issues, or should you have any questions concerning this review, contact Mr. Chad Brooks at 804.761.2148.

Sincerely,

A handwritten signature in black ink that reads "Angela N. Foroughi". The signature is written in a cursive style with a large, looping "A" and "F".

Angela N. Foroughi, P.E.
Acting Director of Transportation & Land Use
Fredericksburg District

Cc: VDOT, Mr. Sean Trapani
VDOT, Mr. Stephen Haynes
VDOT, Mr. Dave Dreis
Bluff Point Holdings, LLC
VETTRA Company, Mr. Vernon E. Torney