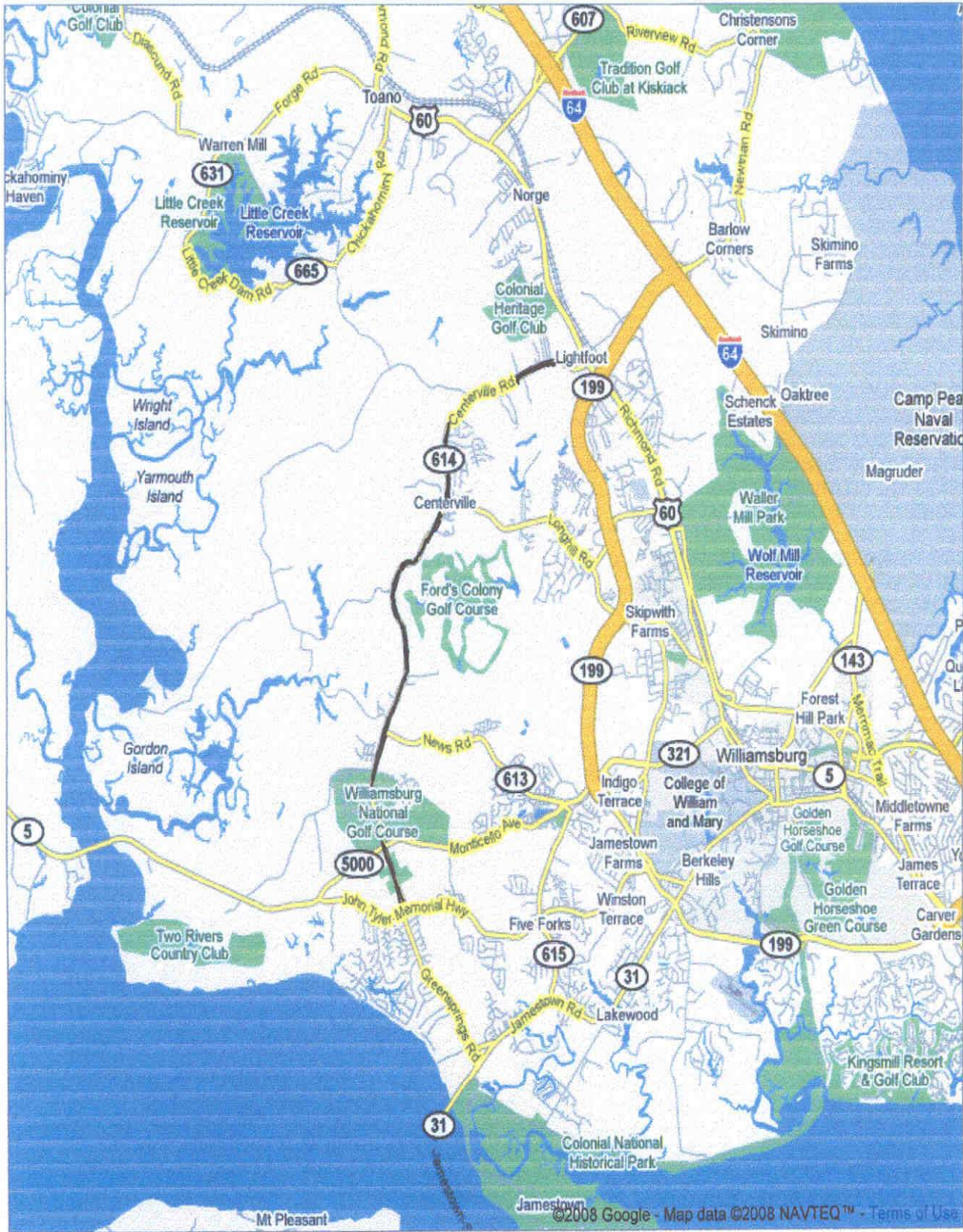


ATTACHMENT A

CENTERVILLE ROAD



Centerville Road

Centerville Road

Area Covered:

Centerville Road is a two-lane road which runs north for about 8 miles from John Tyler Highway (Route 5) to Richmond Road (Route 60). The Southern end of Centerville Road at Greensprings, which remains fairly undeveloped, is designated a Virginia Byway and is a Community Character Corridor within James City County. The intersection of John Tyler and Centerville is within a few feet of the intersection of Greensprings Road and John Tyler, creating a dangerous situation prone to accidents. Located on both sides of this lower portion of Centerville Road is historical Greenspring Plantation, currently under review for designation as a National Park.

Centerville Road, at the intersection with Monticello Avenue, suffered a fatal accident before the installation of a stop light several years ago. North on Centerville Road to Richmond Road, where Centerville Road has seen extensive development as you approach Richmond Road, there are two additional major intersections that provide access east to Monticello Marketplace and the New Town complex. These intersections at News Road and Longhill Road do not include turn lanes to facilitate traffic wishing to make a left or right turn to either News Road or Longhill Road. Additionally, there is another dangerous situation with no left turn lane going north to turn from Centerville Road into Jolly Pond Road. Rapid residential growth has impacted the northern section of Centerville Road. There are no stop lights along Centerville from Monticello Avenue to the entrance of Thomas Nelson Community College and Warhill High School or the Williamsburg Outlet Mall. An entrance/exit from Colonial Heritage is planned which has the potential to significantly increase Centerville Road traffic. The cumulative impact of community college traffic where all students drive, high school traffic where many upperclassmen drive, potential future traffic from Colonial Heritage and outlet mall traffic make the northern section of Centerville Road gridlock waiting to happen.

Problems:

Much of Centerville Road is narrow and rolling. In some areas near the Greenspring Plantation, existing shoulders may not meet VDOT requirements and high water will collect during heavy rainstorms. Traffic has increased over the last few years as development has increased. The 2003 Comprehensive Plan places Centerville in the “watch” category with vehicle trips per day from the “current 2003 volumes” of 4759 – 7078, estimated to reach 13,000-15,000 vehicle trips per day by 2026. The section from Longhill Road to Route 60 West was particularly included in the “watch” category due to pending development at Colonial Heritage. As noted in the traffic count data which follows on page 16, the estimate for 2026 is fast approaching in the 2007 counts.

One of the most dangerous intersections on Centerville Road is the one with News Road. This intersection has no turn lanes and is without safe sight lines. As development continues on Centerville Road and News Road, these situations will become even more dangerous. VDOT has advised that there are no current plans for improvements at this intersection. Three development projects currently approved and underway which include Liberty Ridge at 139 units, Westport at 102 units and Windmill Meadows at 78 units will add 319 additional single family residences producing traffic for Centerville plus the build out of Colonial Heritage with its planned entrance/exit on Centerville Road will certainly add to the traffic problems in this area.

Traffic from Centerville Road, turning either left or right, are adding to problems on Richmond Road (60) in the Lightfoot area. The speed limit on Centerville Road is 55 mph in some locations; and 45 mph in others. Intersections at Longhill Road, News Road and Jolly Pond Road are extreme safety concerns.

Centerville Road is rapidly becoming a major “school road”. Currently there are two elementary schools impacting Centerville Road, Montigue on Centerville Road and Matoka on Brickbat Road which feeds into Centerville Road. Two planned schools, one elementary and one middle school will be co-located on Jolly Pond Road near Centerville Road which also feeds into Centerville Road. While the new Warhill high school is technically on Opportunity Way all traffic for Opportunity Way must enter this street from Centerville Road. Many high school upperclassmen drive to school as evidenced by the experience at the other two county high schools. Finally, there is the expanding Thomas Nelson Community College. College officials have informed us that they expect an enrollment of approximately 6,000 students at this location when this expansion is complete. It is reasonable to expect that this will add around 12,000 trips each weekday to the upper portion of Centerville Road. (Each driving student plus faculty and other employees will make two trips per day to the school, arrival and departure.) This traffic will also impact Richmond Road in the Lightfoot area as well as Route 199. These schools will dramatically increase the number of cars on Centerville Road as well as the number of buses transporting students to and from the county schools.

Recommendations:

1. Improvements must be made to Centerville Road at the intersection of Jolly Pond Road, News Road and Longhill Road. James City County should request VDOT to conduct a thorough study of Centerville Road considering the traffic generated by new developments as well as the schools. Traffic lights should be installed at the Centerville Road intersections with News Road and considered for the Colonial Heritage intersection if developed.
2. A moratorium must be placed on further pending/proposed Centerville Road development until a cumulative impact traffic study is completed.

3. A single speed limit of 35 mph should be considered for all of Centerville Road.
4. VDOT and James City County should address needed improvements of Centerville Road based on the designation of “watch” and the potential need for additional lanes and turn lanes on the entire corridor.
5. VDOT has advised that a stop light and additional turn lanes are scheduled for the Centerville Road and Longhill Road intersection. Turn lanes and a signal light will be installed at the Centerville Road and Jolly Pond Road intersection if standards are met.

2003, 2005 & 2007 Traffic Counts for Centerville Road

Road	From	To	Length	VDOT AAWDT 2003	JCC Count 2003	VDOT AAWDT 2005	JCC Count 2005	VDOT AAWDT 2007	JCC Count 2007
Centerville Road	Route 5	Jolly Pond Road	3.70 Miles	5,600		5,100		4,700	
	Monticello Avenue	News Road	.82 Miles		NA		5,060		4,369
	Brickbat Road	News Road	.45 Miles		NA		5,719		4,153
	News Road	Longhill Road	2.74 Miles		5,073		6,400		6,441
	Jolly Pond Road	Forest Glen	.93 Miles		8,281		8,935		11,507
	Jolly Pond Road	Adams Hunt	2.97 Miles	7,400		8,200		9,500	
	Adams Hunt	Richmond Road	1.30 Miles	7,300		8,400		11,000	
	Ruth Lane	Richmond Road	.96 Miles		9,279		10,364		10,174

NOTE: VDOT and James City County frequently do not measure the same sections of various roadways.

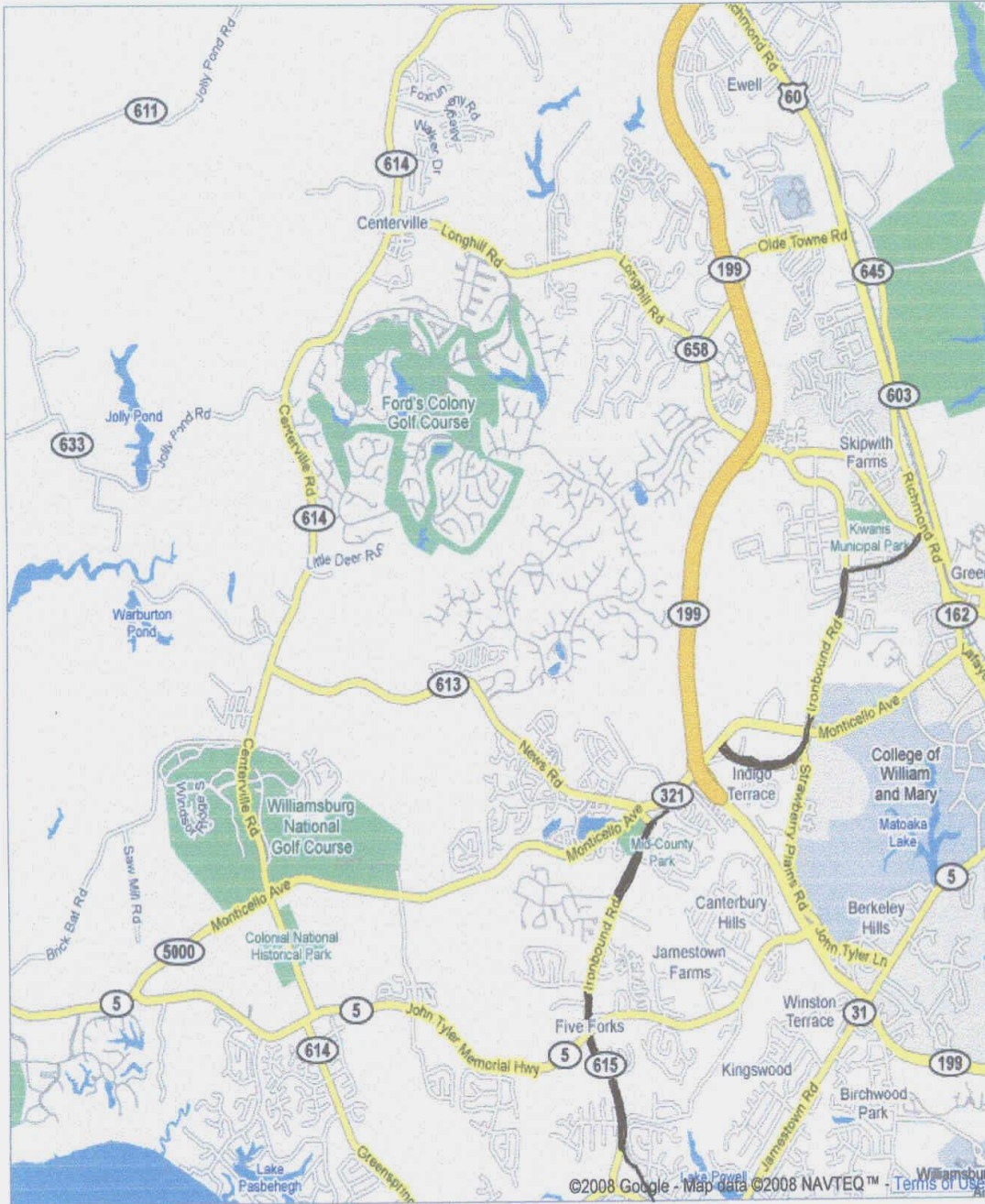
The VDOT AAWDT is the Annual Average Weekday Traffic volume and is taken from VDOT Traffic Engineering Division Reports for Jurisdiction 47. This number may be an estimated traffic volume for some of these locations and if so is apparently based on the annual count in certain other locations.

The James City County count is taken from the County's published Traffic Count Station Report for the period shown. According to information from the County, the 2007 data for all three years is based on an average from a three day count, generally on Tuesday – Thursday. We are concerned that this may not reflect the busiest periods of traffic our residents face.

Figure C-1

ATTACHMENT B

IRONBOUND ROAD



t

Ironbound Road

Ironbound Road

Area Covered:

Ironbound Road served for decades as a mini beltway around the northwest quadrant of Williamsburg from Jamestown Road to Richmond Road, a distance of about 4.5 miles. The function and scope of Ironbound Road changed drastically several years ago when it was literally cut in half by the creation of Route 199. Now, to go from one end of Ironbound Road to the other, drivers must also traverse a section of News Road and several blocks of Monticello Avenue.

Problems:

Since Ironbound Road was cut into two sections, the traffic on these two segments is impacted in several ways. The southern segment of Ironbound Road from Jamestown Road to News Road (and the small segment of Ironbound Road from News Road to the terminus) is now primarily impacted by existing and new residential growth in the Five Forks area, by church traffic on Ironbound Road, by traffic to and from Governor's Green shopping center and by traffic to and from Monticello Marketplace. The Northern segment of Ironbound Road from its intersection with Monticello Avenue at the two water storage tanks to Richmond Road is also impacted by traffic to and from Monticello Marketplace but has an even greater impact from the developing New Town and High Street areas which include both residential and commercial traffic.

The southern section of Ironbound Road will suffer a significant increase in residential traffic in the near future with the completion of over 200 new residential units at Governors Grove and the Villas at Five Forks. The northern section of Ironbound Road will suffer an even greater impact with the completion of New Town and High Street. Traffic improvements (road restriping) which were proposed on the southern segment of Ironbound Road just north of Five Forks appear to be underway. These changes will result in only one northbound lane on Ironbound Road from the Five Forks intersection and may not achieve the desired result of improved traffic flow. The widening of parts of the southern section of Ironbound Road at Five Forks is designed to mitigate the impact of increasing traffic in this area but the effectiveness of these changes is questionable.

As development impacting Ironbound Road continues at a very rapid pace, we will clearly see a very rapid increase in traffic. Since Monticello Marketplace is essentially at build out, the projected increase in traffic on the southern segment of Ironbound Road will come primarily from residential development. Governor's Grove and The Villas at Five Forks which are both approved and under construction will result in more than 200 additional residential units within less than ¼ mile of the Five Forks intersection.

Governor's Grove actually exits onto Route 5 less than ¼ miles from the Five Forks intersection and much of the traffic will turn onto Ironbound Road. The Villas at Five Forks exits directly onto Ironbound Road, again within ¼ mile of the Five Forks intersection. We have estimated that these two developments will result in a substantial increase in residential traffic on Ironbound Road over and above the traffic generated by existing developments flowing into the Five Forks intersection. The traffic on the northern segment of Ironbound Road is expected to increase dramatically as development in the New Town, High Street and other projects continues. These developments will increase both residential traffic and business traffic but it is difficult to estimate how quickly the traffic will increase as the rate of development is not entirely clear.

There are several additional problems on Ironbound Road. One is the difficulty in turning left off Ironbound Road into neighborhoods where there is no left turn lane. This problem often backs traffic up on Ironbound causing delays with the potential to cause major accidents. The entrance to Mid-County Park should be moved further away from the News Road/Ironbound Road intersection and the entrances into The Meadows. Another problem is the different speed limits which vary from 25 mph to 35 mph to 45 mph on various sections of Ironbound. There is some opinion that 45 mph may be too fast for the traffic volume and conditions on Ironbound Road.

Recommendations:

1. We recommend a study to determine if the various speed limits on Ironbound Road are appropriate when considering the traffic volume and road conditions or whether the speed limit should be reduced to 35 mph in sections currently posted as 45 mph.
2. Many area residents question the wisdom of only one northbound lane on Ironbound Road from the Five Forks intersection. Since this work is in progress, the completed project should be carefully studied to see if this limitation is improving traffic flow particularly in view of the development of The Villas at Five Forks
3. There are numerous left turn lanes along both directions of Ironbound Road which allow traffic to stack and turn left safely across oncoming traffic without backing up traffic behind the turning vehicle. We believe several additional left turn lanes may be needed primarily for safety and to prevent stopping traffic on Ironbound Road. We presume that when road widening construction is complete on the northern section of Ironbound Road there will be sufficient left turn lanes from Ironbound Road into New Town. Additionally, we suggest that one or two left turn lanes are needed on Southbound Ironbound Road for turning left into the Meadows. This is particularly important to prevent traffic backing up here because of the short distance from the right turn from News Road onto Ironbound Road. Similarly, a left turn lane

is needed northbound on Ironbound for turning left into Ingram Road because of its proximity to the Five Forks intersection and because of the additional traffic which will be generated by The Villas at Five Forks. Finally, a left turn lane is needed on northbound Ironbound Road into Powhatan Crossing because of the ongoing backups that currently occur at this location.

4. Because of the rapid growth rate of the New Town and High Street areas, we recommend annual traffic counts for the roadways immediately affected by this rapid growth until the growth slows to what could be considered a normal rate.
5. While recognizing the high cost involved, we recommend a VDOT study to determine if there is any way to reconnect Ironbound Road which would have the benefit of removing a substantial volume of traffic from Monticello Avenue. We also request a public hearing on this issue.

2003, 2005 & 2007 Traffic Counts for Ironbound Road

Road	From	To	Length	VDOT AAWDT 2003	JCC Count 2003	VDOT AAWDT 2005	JCC Count 2005	VDOT AAWDT 2007	JCC Count 2007
Ironbound Road	Jamestown Road	Sandy Bay Road	.45 Miles	NA		1,300		NA	
	Sandy Bay Road	John Tyler Highway	.67 Miles	8,200		7,900		8,000	
	Hickory Sign Post Road	John Tyler Highway	.57 Miles		8,336		8,219		8,299
	John Tyler Highway	News Road	1.25 Miles	14,000	11,183	11,000	12,483	11,000	10,967
	Monticello Avenue	Strawberry Plains Rd.	.64 Miles	1,800		1,900		2,100	
	Route 199	Monticello Avenue	.70 Miles		2,107		2,034		2,802
	Strawberry Plains Rd.	Monticello Avenue	.13 Miles	8,100		9,300		8,100	
	Monticello Avenue	Williamsburg City Line	.76 Miles	9,500		12,000		10,000	
	Monticello Avenue	Waterford Lane	.40 Miles		10,287		10,157		10,574
	Magazine Road	Tewning Road	.12 Miles		10,860		10,754		10,984
	Williamsburg City Line	Longhill Road	.57 Miles	8,300		8,800		9,700	
	Longhill Road	Richmond Road	.05 Miles	13,000		13,000		13,000	

NOTE: VDOT and James City County frequently do not measure the same sections of various roadways.

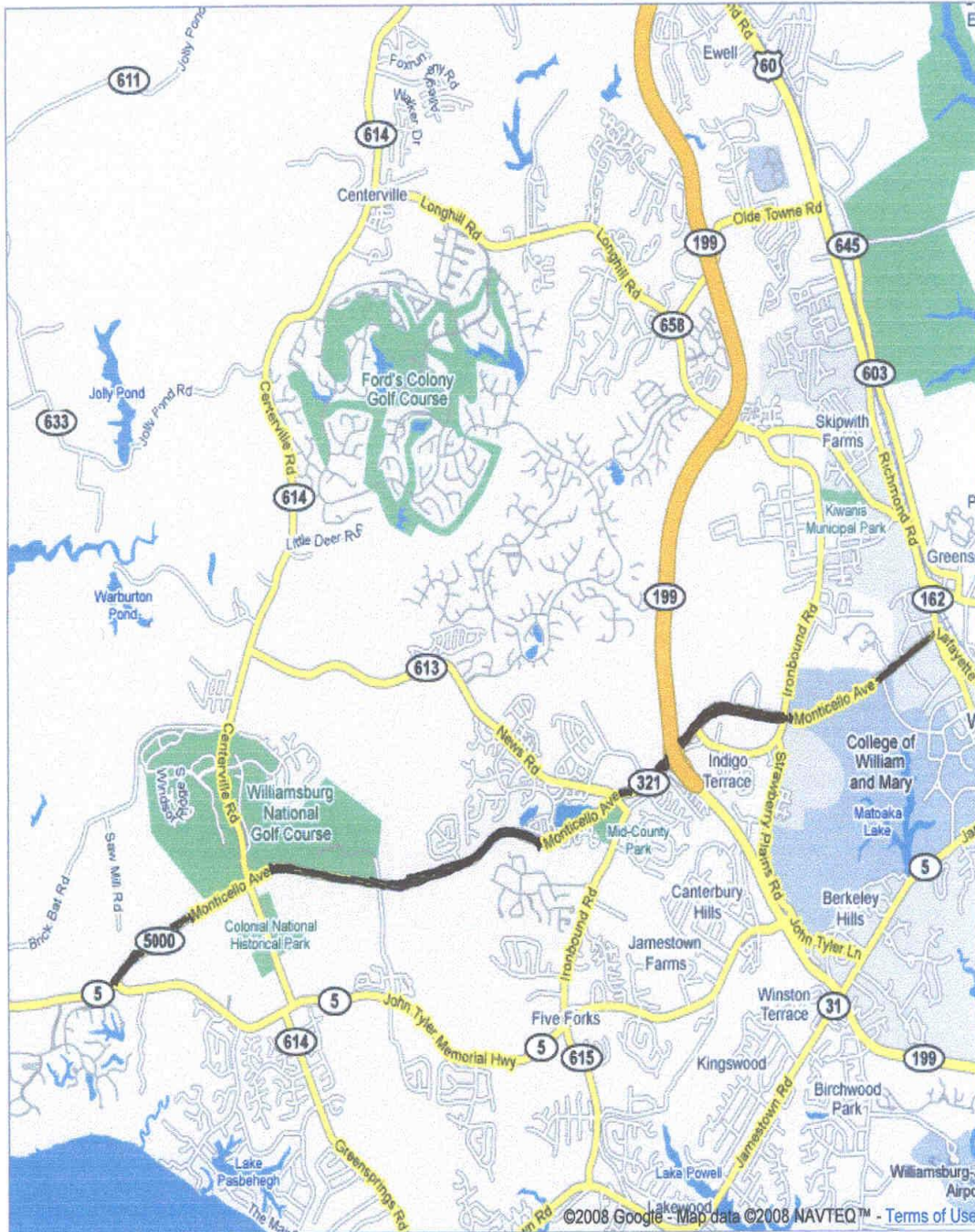
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Figure I-1

ATTACHMENT C

MONTICELLO AVENUE



Monticello Avenue

Monticello Avenue

Area Covered:

Monticello Avenue runs generally east - west from Richmond Road to John Tyler Highway. This report covers Monticello Avenue from Ironbound Road to Centerville Road and includes the approximately 1 mile stretch between Ironbound Road and Highway 199 where Settler’s Market development is ongoing.

Problems:

Monticello Avenue is rapidly becoming the Jefferson Avenue / Oyster Point area of James City County. The current situation is bad and can only be expected to get worse. A simple chart will highlight some of the issues on Monticello Avenue.

Monticello Avenue Vehicles per Day

	<u>2003</u>	<u>2005</u>	<u>2007</u>	<u>Average Annual Increase</u>
Ironbound to Rte.199	19,927(a)	23,662(a)	25,686(b)	6.5%
Rte. 199 to Old News Rd.	33,982(a)	36,548(a)	41,348(a)	5%
News Rd. to Powhatan Secondary (Monticello entrance)	10,095(a)	11,349(a)	12,309(a)	5%

(a) data from James City County (b) data from VDOT

As can be seen from the average annual increase, traffic on Monticello is increasing at a minimum of 5%. Any studies based upon the commonly used annual increase of 3% will be inadequate.

The 2003 Comprehensive Plan listed a 2026 volume projection of 23,000 vehicles per day for the stretch of Monticello between Ironbound Road and Rte. 199. The above chart shows that projection was reached in 2005, 21 years early. The ramp from eastbound Rt.199 to Monticello Avenue represents a dangerous situation even today for those drivers moving left to proceed on Ironbound Road.

The section of Monticello between Ironbound Road and Rte. 199 with 25,686 vehicles per day was already operating at a Level of Service D in 2007. A traffic study by DRW Consultants predicts that at build out, Settler’s Market will contribute 19,000 vehicles per day to this already crowded road. At almost 45,000 vehicles per day, the Level of Service will drop to F, which is defined as:

Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure and is used to identify the point where the facility has reached maximum capacity and a complete breakdown of service occurs.

The June 2008 James City County Cumulative Impact Analysis, prepared by the J4C, shows 1,208 residential units remaining to be built along the Monticello Ave. corridor. At build-out, these units will add an additional 9,000 vehicles per day to the area, increasing the volume to unacceptable levels. The Villages CCRC on News Road will add to the traffic on Monticello.

Recommendations:

1. Limiting development in this portion of Monticello Avenue is no longer an option. Mitigation of traffic congestion will require other innovative approaches.
2. Consider reconnection of Ironbound Road. This would provide some traffic diversion for Monticello Avenue at the expense of increased traffic on Ironbound, and increased delays at several Ironbound Road signalized intersections. The county should undertake an engineering feasibility study of this reconnection.
3. Limit development in the western sections of Monticello. Given the impending traffic conditions when development in the New Town area is completed, steps should be taken to limit additional development on the western end of Monticello Avenue. Unchecked development along the western sections of Monticello can only add to traffic congestion.
4. Provide Off Site Parking / Tram Service. Reduce parking in the New Town complex, while offering parking in other off-site areas, thus reducing traffic on Monticello. Free tram service from off-site parking areas to New Town provided by New Town businesses.
5. Traffic is already congested on sections of Monticello Avenue and will only get worse as this area heads towards build-out. In order to prevent an unacceptable Level of Service for this area, the county will need to consider a variety of approaches to traffic control.
6. Traffic Lights on Monticello Avenue between News Road and Ironbound Road should be coordinated to minimize delay and improve traffic flow on Monticello.

2003, 2005 & 2007 Traffic Counts for Monticello Avenue

Road	From	To	Length	VDOT AAWDT 2003	JCC Count 2003	VDOT AAWDT 2005	JCC Count 2005	VDOT AAWDT 2007	JCC Count 2007
Monticello Avenue	Route 5	Centerville Road	1.07 Miles		4,277		4,237		4,574
	Centerville Road	Greenspring Plantation Dr.	1.85 Miles		6,555		6,608		7,155
	Greenspring Plantation Dr.	Powhatan Secondary	1.30 Miles		8,738		10,003		11,395
	Powhatan Secondary	News Road	.40 Miles		10,095		11,349		12,309
	News Road	Monticello Marketplace Entrance	.11 Miles		NA		NA		25,335
	Old News Road	Route 199	.20 Miles		33,982		36,548		41,348
	Route 199	Ironbound Road	.65 Miles		19,927	NA	23,662	25,000	*
	Courthouse	Ironbound Road	.22 Miles		*		*		19,466
	Ironbound Road	Compton Drive	.77 Miles			NA		18,000	

* Count site changed locations

NOTE: VDOT and James City County frequently do not measure the same sections of various roadways.

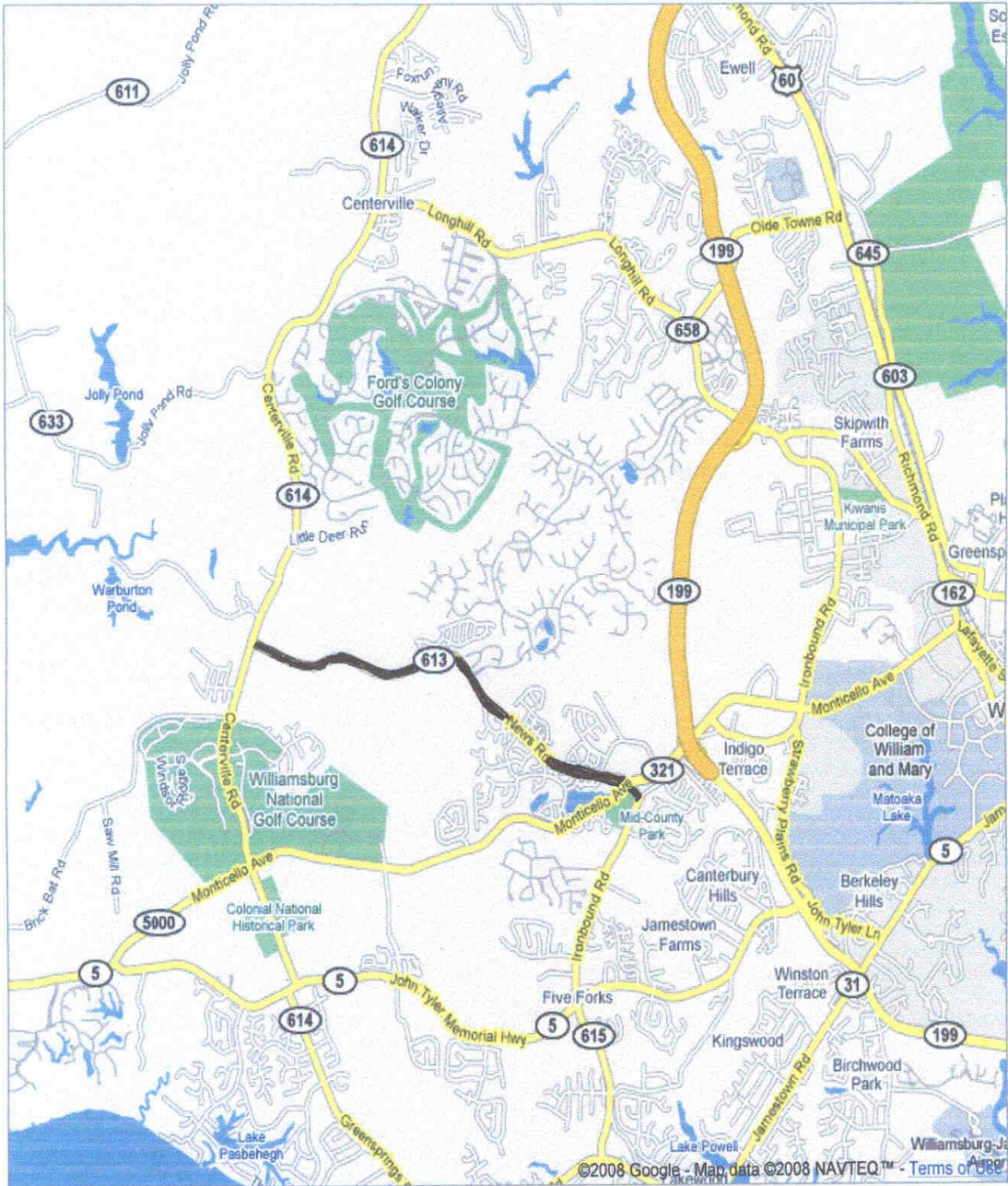
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Figure M-1

ATTACHMENT D

NEWS ROAD



News Road

News Road

Area Covered:

News Road is identified on maps as a 3 mile road running from Ironbound Road westward to Centerville Road. News Road is comprised of three distinct types or categories of roadways:

First: Beginning at Ironbound Road, News Road starts as a 4 lane arterial crossing Monticello with increasing turn lanes at a "14 traffic light " intersection and proceeding to the junction of Old News Road, the Southwest terminus of Monticello Market Place.

Second: From the junction of Old News Road proceeding west to the flood prone area of Powhatan Creek is the 2 lane "Historic" News Road dating from the 1800's.

Third: The remaining portion of News Road is a "Country" road of the early 1900's.

Problems:

The first section of News Road is a major feeder to both shopping centers and residential neighborhoods and is already experiencing major traffic problems. At this point News Road is best described as a "Primary Feeder" road.

The second section of News Road is narrow, curvy, and flood prone. "Historic" News Road may not meet VDOT present structural and design standards, yet it serves as an access road for the communities of Fords Colony, Powhatan Secondary and is the only access road for Springhill.

An example: News Road vs. VDOT Design Standards

	<u>Historic</u> <u>News Road</u>	<u>VDOT Standards</u>
Width of;		
Lanes	10' Maximum	12' Minimum
Shoulders	none to 6' wide	8' to 11' wide

The third section of News Road is a curvy, hilly "Country" road, lacking shoulders, is flood prone and terminates at Centerville Road. This is one of the most dangerous intersections in James City County -- failing to have safe sight lines and lacking adequate turn lanes.

Posted speed limits change 3 times within less than 3 miles.

<u>Road Section</u>	<u>Number of Lanes</u>	<u>Speed Limit</u>
“Primary Feeder”	4, 5 or 6	35 mph
“Historic”	2 substandard	45 mph
“Country”	2 substandard	55 mph

“The real traffic count” for News Road is touted by the County, the State and by 3rd party/developers – each claiming timely and accurate data.

Unfortunately the studies differ as to traffic count/check points, timing and duration of count, cumulative impact of vehicles entering on to News Road, etc. To sum it up, the data is both inconsistent and biased. At a recent June meeting VDOT acknowledged that the News Road traffic count is flawed, and that a current, and supervised traffic count is in order.

Regardless of the source, all traffic studies show a significant growth in vehicle activity. As an example, the daily activity on News Road – Springhill to Powhatan Secondary, 1992-2007 shows a significant growth of daily traffic:

	<u>Vehicles per Day</u>				
	<u>1992</u>	<u>1998</u>	<u>2002</u>	<u>2005</u>	<u>2007</u>
News Road	984	1528	4871	6096	6547

In the 10 years from 1998 to 2007, traffic has increased at an annual rate of 17.5%.

News Road begins and ends at 2 major roads – Ironbound and Centerville. The growth of Ironbound is addressed elsewhere in this report; however the cumulative impact of the traffic onto News Road has not been fully calculated. This was noted by Members of the Planning Commission during recent rezoning applications. The Commission Chairman has noted the need to thoroughly assess the long-range cumulative traffic impact in the News Road corridor.

The cumulative impact of Centerville Road traffic on News Road continues to be ignored by both the county and developers. Logic tells us that as development continues along Centerville Road, News Road will also be impacted. From Centerville Road there are 4 feeder roads [Long Hill Road, News Road, Monticello Ave., & Rt.5] accessing James City County's economic center of New Towne, Monticello Market Place, etc.

Recommendations:

News Road with its 3 distinct categories of roadways, 3 different speed limits, all within 3 miles, plus the terminus at Centerville Road present a danger to the entire community.

The Board of Supervisors has a responsibility to the citizens of James City County to take immediate corrective action.

J4C recommends a 6 step plan of corrective action:

1. Speed limit: work with VDOT to establish a single speed limit for all of News Road of 35 mph from Ironbound to Centerville.
2. Law Enforcement: strict and continuous enforcement of speed limits, road safety, etc. by JCC and State Police.
3. Safety: improvements must be made at the News road/Centerville Road intersection to protect the safety of County residents.
4. Moratorium: implement a moratorium on all pending/proposed News Road projects until a comprehensive cumulative impact traffic study is completed and the results made public.
5. County and VDOT: should study what is required to bring News Road up to standards to meet projected growth into 2025. Study to include road plans, time to complete, projected cost, funding, etc.
6. Cost Impact: James City County must require that any new development impacting traffic on News Road pay the full share of the cost of its impact on traffic improvement requirements.

2003, 2005 & 2007 Traffic Counts for News Road

Road	From	To	Length	VDOT AAWDT 2003	JCC Count 2003	VDOT AAWDT 2005	JCC Count 2005	VDOT AAWDT 2007	JCC Count 2007
News Road	Centerville Road	Springhill	1.40 Miles		3,168		3,323		3,696
	Centerville Road	Powhatan Secondary	2.20 Miles	3,800		3,700		3,500	
	Springhill	Powhatan Secondary	.72 Miles		4,207		6,096		6,547
	Old News Road	Monticello Avenue	.18 Miles		8,173		8,979		8,133
	Powhatan Secondary	Monticello Avenue	.65 Miles	6,300		8,600		8,200	
	Monticello Avenue	Ironbound Road	.12 Miles	NA	10,694	8,600	12,231	11,000	11,919

NOTE: VDOT and James City County frequently do not measure the same sections of various roadways.

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Figure N-1

ATTACHMENT E

RICHMOND ROAD



Richmond Road

Richmond Road

Area Covered:

Route 60, Richmond Road, is the major east-west business corridor for James City County (JCC). The 6.5 mile long section between Lightfoot and Anderson's Corner, which lies within the Primary Service Area, has recently experienced new construction of retail stores and residential housing. There are eight new shops in Toano, another eight at the Candy Store in Lightfoot (all presently unoccupied) plus planned shops at Liberty Crossing.

New housing developments, which feature a mix of condominiums and single family homes, include Williamsburg Village in Norge, Liberty Crossing at Lightfoot, and Colonial Heritage across from the Pottery. Site work has begun for White Hall, advertised to include condos, townhouses and single family dwellings (415 units at build out), with entrances on Routes 30 and 60. Two developments, which exit onto Route 30 a short distance from Anderson's Corner, will add traffic to Route 60: Michelle Point is nearing completion with 110 units, and Stonehouse with 4,411 units planned by the year 2022.

Additionally, two facilities on Centerville Road, Warhill High School and the Thomas Nelson Community College, will generate heavy traffic at certain times of the day. Much of this traffic will pass through the Lightfoot Road intersection to access Route 199 and Richmond Road. In summary, new construction along and adjacent to Route 60 is steadily increasing traffic on this artery. The chart below shows that current traffic on this segment of Richmond Road is very heavy.

Average Daily Traffic on Route 60*

	<u>East</u>	<u>West</u>
Route 30 and Forge Road	5,209	5,641
Forge Road and Croaker Road	8,229	8,916
Croaker Road and Lightfoot Road	10,890	10,938
Lightfoot Road and Centerville Road	13,182	12,771
Lightfoot Road and Olde Towne Road (north side)	11,969	12,618
Lightfoot Road and Olde Towne Road (south side)	8,185	8,092

* Based on VDOT Computerized Traffic Data Compiled from 5/1/07 through 5/3/07

Problems:

The Lightfoot intersection is becoming a serious bottleneck that should be addressed in this Comprehensive Plan Review. Four major roads intersect Route 60 within 1/2 mile:

- o Lightfoot Road, which connects to Rochambeau and Mooretown roads;
- o Centerville Road, which connects to the western part of the County;
- o Route 199, Westbound Ramp; and
- o Route 199, Eastbound Ramp.

Each intersection is controlled by its own traffic light, triggered by traffic entering or leaving Route 60. This system results in a random pattern of red lights for traffic traveling Route 60; at busy times one can be stopped four times within this half mile stretch.

A smaller bottleneck is found in Norge, where Croaker Road, which is a conduit for traffic from Route 64, and Farm Fresh Road, serving the shopping center, intersects Route 60. Again, through traffic is delayed in preference to giving traffic entering Route 60, a minimum of 15 seconds wait time. In addition, through poor planning, cars exiting the Poplar Creek business park, which includes the busy Norge Post Office, enter Route 60 directly at the traffic light. People wishing to enter Farm Fresh Road must cross two lanes of traffic and turn awkwardly into the left turn lane at the light.

Recommendations:

Route 60 is an increasingly important transportation corridor for James City County, and will remain so even when Route 64 is expanded to six lanes. Rochambeau Road will see a steady increase in traffic, partly as residents use it as an alternative to Route 60, and partly the result of the construction of a proposed bridge over Route 64 bringing Stonehouse traffic directly onto Rochambeau Road. We make these recommendations:

1. Upgrade Rochambeau Road by routing it across Route 199 with a traffic light, thereby eliminating the present two mile detour to Mooretown Road and back. This will provide a second east-west corridor stretching from Route 30 to Waller Mill Road.
2. Make Rochambeau four lanes between Routes 30 and 199, by completing the existing four lane section. Planning for this construction should begin now, before the Stonehouse Bridge is built.

3. Begin planning for an integrated traffic control system for Route 60, involving cameras and centrally controlled traffic lights whose timing can be altered depending on traffic conditions. Route 355, which serves as the main corridor for Rockville and Montgomery County, Maryland, is served by such a system and can serve as a model. VDOT should not continue adding new traffic lights at busy intersections without developing a comprehensive plan.
4. We recommend that the four roads intersecting Route 60 in Lightfoot be treated as a single intersection and that James City County undertake a comprehensive study, in cooperation with VDOT, to develop a plan that will mitigate this traffic bottleneck.
5. VDOT should be asked to coordinate the two traffic lights in Norge to favor through traffic. It is wasteful of gas to stop twice when traveling north, first at Farm Fresh Road and again at Croaker Road.
6. VDOT should redesign the Farm Fresh intersection to include the Poplar Creek traffic. The present exit from Poplar Creek is confusing and dangerous.

2003, 2005 & 2007 Traffic Counts for Richmond Road

Road	From	To	Length	VDOT AAWDT 2003	JCC Count 2003	VDOT AAWDT 2005	JCC Count 2005	VDOT AAWDT 2007	JCC Count 2007
Richmond Road	New Kent County Line	Barnes Road	1.96 Miles		5,054		5,708		6,093
	Barnes Road	Anderson's Corner	3.09 Miles		5,816		5,836		6,735
	New Kent County Line	Anderson's Corner	5.05 Miles	5,000		6,700		7,000	
	Anderson's Corner	Forge Road	1.40 Miles		9,555		9,966		10,915
	Forge Road	Croaker Road	1.72 Miles		18,184		15,211		17,201
	Anderson's Corner	Croaker Road	3.12 Miles	14,000		14,000		14,000	
	Croaker Road	Lightfoot Road	2.71 Miles		18,828		18,770		21,892
	Lightfoot Road	Centerville Road	.14 Miles		23,703		24,883		26,018
	Croaker Road	Centerville Road	2.85 Miles	19,000		20,000		21,000	
Near 199 on North side	Lightfoot Road	Olde Towne Road	2.10 Miles		28,372		23,288		24,656
Near 199 on South side	Lightfoot Road	Olde Towne Road	2.10 Miles		17,041		18,106		16,341
	Olde Towne Road	Airport Road	.21 Miles		22,175		20,608		20,470
	Centerville Road	Williamsburg City Line	2.39 Miles	21,000		13,000		14,000	
	Williamsburg City Line	Ironbound Road	1.37 Miles	24,000		18,000		19,000	
	Ironbound Road	By-Pass Road	.30 Miles	35,000		27,000		26,000	

NOTE: VDOT and James City County frequently do not measure the same sections of various roadways.

The VDOT AAWDT is the Annual Average Weekday Traffic volume and is taken from VDOT Traffic Engineering Division Reports for Jurisdiction 47. This number may be an estimated traffic volume for some of these locations and if so is apparently based on the annual count in certain other locations.

The James City County count is taken from the County's published Traffic Count Station Report for the period shown. According to information from the County, the 2007 data for all three years is based on an average from a three day count, generally on Tuesday – Thursday. We are concerned that this may not reflect the busiest periods of traffic our residents face.

Figure R-1