

**Minutes**  
for the  
**May 9, 2018 Meeting**  
of the  
**Danville Metropolitan Planning Organization**  
Danville Regional Airport Terminal Building, Eastern Conference Room  
Airport Drive, Danville, VA  
at 6:30 p.m.

Attendees

Lee Vogler, City of Danville  
Brian Dunevant, City of Danville  
Marc Adelman, City of Danville  
Greg Sides, Pittsylvania County  
Brian Bradner, Dewberry  
Matt Thomas, Dewberry  
Chris Winstead, VDOT  
Dave Hoback, Danville MPO Administrator  
Joseph Bonanno, Danville MPO Staff

1. **Call to Order**

Mr. Vogler called the meeting to order.

2. **Approval of minutes from February 26, 2018 MPO Meeting**

Mr. Vogler asked for a motion to approve the February 26, 2018 MPO Policy Board Meeting minutes. Mr. Sides made a motion to approve the minutes, which was seconded by Mr. Winstead. The motion was voted upon and approved unanimously.

3. **Presentation on Berry Hill Connector Road Study, Brian Bradner, Dewberry**

Mr. Vogler opened discussion pertaining to the Berry Hill Connector Road Study, and invited Mr. Bradner to deliver a presentation on the study. Mr. Bradner provided an overview of the study, a discussion of Oak Hill Road and Vandola/Vandola Church Road recommended improvements, connector road options, project phasing, next steps, and questions/discussion. He stated that former studies Dewberry conducted determined the connector road to be the preferred alternative, and that since then, VDOT conducted an interchange study. Mr. Bradner noted that this study would focus exclusively on the connector road and the preferential transportation improvement. He added that concerns were raised regarding the effects the development of the Berry Hill Industrial Park would have on Vandola Drive and Vandola Church Road, and he noted that these concerns would be addressed in the study. He also noted that this study would consider three employment levels and their impacts on the local transportation system. He stated that an earlier work session focused on tie-in options pertaining to the connector road. Mr. Bradner noted that Dewberry obtained updated traffic counts and coordinated with VDOT. He added that VDOT and the MPO assisted with the environmental analysis, mapping, and guidance to build models as part of this study. He added that phasing and cost estimates were later developed.

Mr. Bradner handed the presentation over to Mr. Thomas, who stated that improvements to Oak Hill Road were recommended to be geometric upgrades to enhance safety and efficiency of the road, such as widening shoulders and improving vertical and horizontal geometry. He added that recommended upgrades to the Vandola Church Road and Vandola Drive road network would be similar to those of Oak Hill Road. He noted that some of the recommendations included intersection improvements, and one intersection he emphasized was the intersection of Vandola Drive and Vandola Church Road.

Mr. Thomas shifted his discussion to the connector road. He stated that the eastern segment of the proposed alignment would be the same for all three options, but then would deviate to three alignments as the connector road continued west. He added that all three connector road options would serve as the main access into the Berry Hill Industrial Park, and that Berry Hill Road would "T" into the new connector road, whichever option was chosen. Mr. Bradner added that the connector road would become the through-movement of Route 311. He also added that project phasing based on employment level was looked at, with 2,500 employees – the first

employment level – to be considered for 2022. However, based on the Smart Scale schedule, he stated that the year was more likely to be at least 2024. Mr. Thomas noted that with this employment phase, the connector road would be needed to keep the traffic level of service (LOS) at a C or better. He stated that Segment B of Berry Hill Road was recommended to be widened to four lanes, and the intersection of Oak Hill Road and Long Circle was recommended to be upgraded to facilitate a more fluid transition of traffic to Martinsville Highway from the south. Mr. Thomas stated that based on the previous input from and dialogue with VDOT, it was determined that Phase I of the connector road was intended to be packaged for a Smart Scale application, and that Dewberry had adjusted the cost estimates since the previous meeting took place, to split up costs to illustrate preliminary engineering, right-of-way, and construction.

Mr. Thomas stated that at the 5,000 employee level, considered for the year 2032, additional improvements such as restriping of a ramp at Danville Expressway, four-laning Segment C of Berry Hill Road, constructing additional turn lanes at the intersections, and adding traffic signals at the connector road and Berry Hill Road, Oak Hill Road and Berry Hill Road, and at the Danville Expressway ramp were recommended. Mr. Bradner added that four lanes for the connector road would be graded, but only two would be constructed and paved at the 2,500 employee threshold. Mr. Sides stated that for the first employment phase, the connector road would be two lanes, but that Berry Hill Road would be four lanes. He asked whether Berry Hill Road would need to be four lanes even for 2,500 employees, to which Mr. Thomas replied that it was very close, and at two lanes the road would operate at LOS D, which would result in some additional delay. He added that the four-laning of Berry Hill Road would not be considered for a Smart Scale application, based on a VDOT discussion. Mr. Bradner asked how objectionable it would be if the study team recommended widening the road to four lanes, and he added that during the previous meeting, the team had the desire to keep the LOS at level C, which would keep it consistent with the policy for that type of road system, indicating a need for four lanes. Mr. Sides stated that some of his superiors would like to see Oak Hill Road upgrades, and he asked whether the improvements articulated in this study would satisfy the desires for these upgrades, to which Mr. Bradner replied in the affirmative. Mr. Thomas added that deficiencies on Oak Hill Road included horizontal and vertical geometry, which would involve widening the road and adding shoulders, thereby helping to facilitate recommendations put forth in the West Piedmont Regional Bicycle Plan.

Mr. Thomas transitioned to the 11,500 employee threshold, which he noted would involve additional improvements, the most notable of which would be widening Section B of Berry Hill Road to six lanes. Other improvements he noted included the possibility of reconfiguring the interchange at the Danville Expressway to add a flyover from the north on-ramp to the westbound connector road, as well as the addition of a signal at the Danville Expressway southbound ramp, and additional turn lanes. Mr. Hoback asked if there would be an impact to structures when widening Berry Hill Road to six lanes, to which Mr. Bradner replied that the widening would likely impact residents, as it would require additional right-of-way. Some discussion took place. Mr. Sides stated that in the master plan for the park property, a buffer was built in for buildings and landscaping, and that widening of Berry Hill Road was included in that. Some further discussion took place.

Mr. Bradner stated that a next step would include meeting with affected property owners, which it was noted numbered seven and was scheduled to take place on May 31<sup>st</sup> at the Brosville Library. It was further noted this meeting would be followed at a later date by a public input meeting. It was stated that at least one meeting with affected property owners should take place. Mr. Bradner stated that following the meeting with the property owners, a full community meeting should take place. Mr. Hoback stated that would have to be scheduled prior to the meeting so as to give property owners adequate notice. Mr. Bradner stated that following the meetings and receiving additional comments from the MPO and/or VDOT, Dewberry would issue the final report. Mr. Bradner added that some other items that were discussed with respect to Smart Scale involved getting RIFA, the City, and the County to pass resolutions in favor of the connector road Smart Scale applications. Mr. Hoback asked Mr. Bradner for confirmation that connector road Option 1 is the consultant recommendation for the connector road. Mr. Bradner replied that as a result of the study project Option 1 jumped out as the recommended choice by

Dewberry and the MPO Project Team concurred. However, he also noted that the NEPA process will be a wildcard in determining the ultimate route selected. He stated that it was the opinion of the planning team that Option 1 would present the fewest environmental impacts of all three options, and it would also require the shortest length of roadway to be constructed.

Mr. Winstead stated that once the application was formulated, the financial figures included therein would become the project budget, and the project if approved would be funded in the Six-Year Improvement Program (SYIP). He added that, through the SYIP, funding if approved would become available approximately during the 2024 time frame, and construction would begin in 2027 or 2028. He cautioned that if the budget was exceeded by 10 percent or more, the project would have to be rescored and reassessed. He emphasized the need to develop projects with the lowest possible cost, but cautioned against lowballing the cost of projects, thereby forcing them to be rescored. Mr. Vogler asked, hypothetically, if RIFA had one or two major projects be invested in the Berry Hill Industrial Park with one or two thousand employees within the next year, whether that would have any impact on the Smart Scale process. Mr. Winstead replied that the Smart Scale process would still be involved with funding of this project, but if other funding sources became available, those could be applied to a different time frame; he added that if the goal was to speed up the timeline of the construction, a funding source other than Smart Scale would need to be pursued. Mr. Winstead also stated that if there is plan and if funding could be acquired, and if initial investment could be made, the prospects of the project being funded would be ahead of the game. He stated that this would also be beneficial as investors looked at the Berry Hill Industrial Park. He concluded by stating the NEPA process would further clarify the direction of the project. Mr. Sides stated that influences aside from Smart Scale would be looked at if an economic development prospect came along, to which Mr. Winstead added that design-build might be considered, where preliminary engineering, design, and right-of-way were put together into one package.

**4. Consideration of 2018 Smart Scale Application for Berry Hill Connector Road Project**

Mr. Hoback stated that there had been ongoing discussions with the project team, which had resulted in an emphasis on Option 1, with the MPO being the project applicant. Mr. Hoback offered a staff recommendation for the MPO to apply for the Connector Road, Option 1 in the upcoming 2018 Smart Scale application process. Mr. Sides made a motion to authorize the MPO to apply for Option 1, and this motion was seconded by Mr. Dunevant. The motion was voted upon and approved unanimously.

**5. Consideration and approval of proposed FY 19 Unified Transportation Work Program (UWP)**

Mr. Hoback presented to the MPO Board the draft work plan for the Danville MPO for Fiscal Year 2019. He stated that this document was a prerequisite for the MPO receiving federal and state funding, and which was required to be adopted on an annual basis. He stated that the majority of the projects contained therein comprised routine tasks which took place on an annual basis. Mr. Hoback stated that he received feedback from VDOT and localities regarding potential projects for the upcoming year.

Mr. Hoback stated that the first prospective project would involve studying intersections on Piedmont Drive which exhibited a history of crashes, congestion, and other issues. The second prospect would involve exploring the possibility of improving access between the River District and the Route 29/58 Bypass, which would involve tying Ridge Street into Industrial Avenue and out to Goodyear Boulevard as first identified in planning studies done by the City of Danville and WPPDC back in the 1960's and 1970's. He explained that the third project would not be optional as it would entail the update of the MPO's Constrained Long-Range Transportation Plan (CLRP) out to Year 2045. He described the plan update as an arduous, expensive, and a time-consuming effort. He added that the update would need to be funded over three fiscal years. He also stated that the proposed list of potential study projects was not exclusive and other potential projects could be considered by the MPO Board. Mr. Adelman asked about exploring the possibility of installing cameras at intersections experiencing a high number of crashes. Mr. Hoback replied that the MPO had not discussed that initiative previously; however, at this stage all options were open for consideration. Mr. Winstead discussed a variety of camera types, and he stated that there

was a reluctance to install red light running cameras due to privacy issues, inability to know who was actually driving a car, etc. He stated that he believed the General Assembly may have passed legislation prohibiting certain types of cameras at intersections, and he added that police reports may be the best source of information for red-light running and crashes. Some discussion took place, and Mr. Winstead stated that he would get more information on that. Mr. Vogler asked whether the River District study would involve exploring the possibility of an exit from the Danville Expressway to provide access to the River District, in addition to the Goodyear Boulevard exit. Mr. Dunevant replied that two studies had been conducted, and one looked at improving access to the River District from Goodyear Boulevard. Mr. Hoback asked Mr. Sides if he had any project ideas for Pittsylvania County, to which Mr. Sides replied that he did not at that time.

**6. Resolution 2018-1 to Amend FY 18 Unified Transportation Work Program (UWP)**

Mr. Hoback stated Resolution 2018-1 would approve the carryover of funds from FY 18 UWP to FY 19 UWP in the amount of \$20,676, which would provide initial funding for the update of the 2045 CLRP. A motion was made by Mr. Sides to approve this resolution, which was seconded by Mr. Dunevant. The motion was voted upon and approved unanimously.

**7. Resolution 2018-2 to Adopt FY 18 Unified Transportation Work Program (UWP)**

Mr. Hoback stated that Resolution 2018-2 was to approve the UWP for the year. Mr. Dunevant made a motion to approve the resolution, which was seconded by Mr. Sides. The motion was voted upon and approved unanimously.

**8. Resolution 2018-3 Statement of Certification for 2018**

Mr. Hoback stated that Resolution 2018-3 certified that the MPO was meeting all of its obligations regarding Title VI and other federal funding prerequisites. Mr. Adelman made a motion to approve the resolution, which was seconded by Mr. Sides. The motion was voted upon and approved unanimously.

**9. Comments/Updates from VDOT**

Mr. Winstead expressed his gratitude for members of the MPO Board for attending the April 19<sup>th</sup> Spring CTB Public Hearing in Lynchburg.

**10. Other Business**

Mr. Dunevant had questions about the Smart Scale process, and Mr. Winstead addressed his questions. Mr. Hoback stated that the MPO was in the process of getting property owners along Berry Hill Road involved in the connector road dialogue, and he informed City and County staff that they may receive some input on this. Mr. Sides asked if anything had been sent out, to which Mr. Hoback replied in the negative. Mr. Sides asked Mr. Hoback to include the City and County in the distribution of the correspondence sent to the property owners, so that information could be passed on to the respective bodies, and Mr. Hoback stated that he would.

**11. Adjourn**

The meeting adjourned at approximately 7:23 p.m.



David R. Hoback  
Danville MPO Administrator