



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

731 Harrison Ave., P.O. Box 3071  
Salem, VA 24153-0560

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

December 15, 2017

Mr. Darian Greear  
Long and Foster Property Management  
3601 Holiday Lane  
Blacksburg, VA 24060

RE: Proposed Commercial Entrance – Feasibility Review  
Route 58 – Carrollton Pike  
Tax Parcel 82-A-55 & 56 Carroll County, Virginia

Mr. Greear:

As per your request, the Martinsville Area Land Use Office has reviewed the above subject property in regards to a proposed commercial entrance located on Tax Parcel 82-A-55. Thank you for contacting us early in your research.

We reviewed a proposed entrance location on Route 58 that would be in alignment with the existing cross-over at the Wendy's/Shoney's businesses. The location is shown on the attached Figure A. It also appears the developer may have an option to install a secondary entrance onto Route 689, Ball Park Drive. VDOT only maintains a short section of this road adjacent to Tax Parcel 82-A-56, thus more research would be required to determine the legal status of the old roadbed to see if a desired connection could be made beyond the current limit of the state maintained section. Due to the limited width/condition of Route 689, any major additional traffic volume would be discouraged unless upgrades were proposed.

A link to our Access Management Webpage, which provides detail of VDOT access management regulations and guidance is:

<http://www.virginiadot.org/projects/accessmgt/default.asp>

Entrances onto Route 58, which has a highway "access management" classification of a Principal Arterial, would be governed by *Access Management Regulations, 24VAC30-73*. Appendix F of the VDOT Road Design Manual provides standards to apply these regulations, and there is a link for this document at the "access management" link provided above. The same documents would also apply to any proposed connection to Route 689.

## INTERSECTION SIGHT DISTANCE REQUIREMENT / FINDINGS

One of the most critical elements of the access management requirements is to ensure that intersection sight distance can be met. Sight distance checks are required to be performed utilizing a 3.5 feet height of eye within the associated travel lane(s) and a target located at the proposed entrance, 14.5 feet from the nearest travel lane, at a height of 3.5 feet. Below is a summary of our findings for the desired entrance, based on the 45 mph posted speed limit.

<b><i>Location (see sketch)</i></b>	<b><i>Required Intersection Sight Distance (ft.)</i></b>	<b><i>Available Intersection Sight Distance Left (ISDL) (ft.)</i></b>	<b><i>Available Intersection Sight Distance Right (ISDR) (ft.)</i></b>	<b><i>Notes</i></b>
<b>1</b>	<b>ISDL – 530 ISDR - 615</b>	<b>550+</b>	<b>620+</b>	<b>Meets requirements</b>

The reviewed location does meet the minimum intersection sight distance requirements. Please note that if it is determined that the proposed land use type warrants the need for traffic signals, it may be difficult to gain approval for such signals. Recently VDOT developed an Arterial Preservation policy in response to concerns expressed by Commonwealth Transportation Board members about signal proliferation on Virginia's arterials. Signals on arterials are being discouraged and will require concurrence of the District Engineer/Administrator and the approval of State Traffic Engineer. Thus, depending on the type of business that is being proposed for the property, it may become necessary to offset the proposed entrance from the crossover to avoid signals.

There may be cost-benefits in offsetting the entrance from the cross-over. If the entrance is aligned with the existing crossover, left turn warrants will need to be checked to see if the existing west bound left turn lane length meets the current standards. If not, it will need to be lengthened, with costs borne by the developer. Offsetting the entrance also has the benefit of reducing the number of conflict points in traffic movement, thus potentially making the entrance safer.

## ENTRANCE SPACING REQUIREMENT

Commercial entrances are required to meet the minimum centerline-to-centerline spacing between public road intersections, crossovers, and other commercial entrances, as shown in Table 2-2 of Appendix F. For a Principal Arterial with a 45 mph speed limit the following is required:

- 565 feet between the proposed entrance to other adjacent full access entrances, intersections and median crossovers.
- 305 feet between the proposed entrance to any adjacent partial access entrances.

Based on our review, the distance to the existing crossover to the east (Carrollwood Dr.) is greater than 565 feet. And the distance to the existing medical business entrance to the west is greater than 305 feet. Thus the reviewed location meets the spacing requirements.

## SHARED ENTRANCE REQUIREMENTS

Regulation 24VAC30-73-120, Paragraph C.1, refers to shared commercial entrances, particularly:

*"To reduce the number of entrances to state highways, a condition of entrance permit issuance shall be that entrances serve two or more parcels. A shared commercial entrance shall be created and designed to serve adjoining properties. A copy of the property owners' recorded agreement to share and maintain the entrance shall be included with the entrance permit application submitted to the district administrator's designee. The shared entrance shall be identified on any site plan or subdivision plat of the property. The district administrator's designee is authorized to approve an exception to this requirement upon submittal of a request according to 24VAC30-73-120 D that includes the following:*

- a. Written evidence that a reasonable agreement to share an entrance cannot be reached with adjoining property owners, or*
- b. Documentation that there are physical constraints, including but not limited to topography, environmentally sensitive areas, and hazardous uses, to creating a shared entrance."*

If the proposed development will encompass both Tax Parcels 82-A-56 and 82-A-55, the requirement would be considered to have been met.

## **ADJOINING UNDEVELOPED PROPERTIES REQUIREMENTS**

The regulations (24VAC30-73-120, Paragraph C.4) also require that commercial properties share entrances with adjoining undeveloped properties on principal and minor arterials, unless the permit applicant submits evidence of physical constraints or other compelling reasons (utilizing AM-E Exception form). In addition, access easements would need to be recorded between the two parcels. At such time that a commercial entrance permit application is submitted for the adjoining property, a condition of permit issuance shall be to extend such vehicular connection into the proposed development via the existing approved entrance.

The section of regulations also requires that there is a legal recorded agreement (i.e., access easements) between the two parties that allow the entrance to be shared. Typically, a cross-access agreement includes some of the following similar language:

- One party hereby grants and conveys unto the other party, its successors and assigns, a non-exclusive cross-easement for vehicular ingress and egress across the travelways; and*
- The parties agree to keep all travelways and travel areas used for vehicular ingress and egress their respective properties maintained in good condition and open and passable to vehicular traffic at all times.*

In this case, if the developer installs the entrance on Parcel 82-A-56 and it will also serve Tax Parcel 82-A-55 (i.e., the proposed business uses both parcels), the requirement to share the entrance with adjoining undeveloped properties will have been considered to have met. If the development does not use both parcels, an access easement would need to be recorded between the two parcels prior to entrance approval.

## **OTHER REQUIREMENTS**

In summary, prior to any work being performed on VDOT right-of-way in regards to new entrances, acceptable plans shall be required to be submitted by the developer/owner for VDOT review and approval. The entrance design shall follow Appendix F of the Road Design Manual. A traffic

analysis showing peak hour traffic generation for the development would also be required to be submitted to confirm the configuration of the entrance, and to check for turn lane warrants. Traffic patterns would need to be engineered to prevent delivery trucks from backing into or out of the entrance from a state highway. Hydrologic calculations for any post development stormwater discharges onto VDOT right-of-way is also required. Upon receiving plan approval, the developer/owner must obtain a VDOT Land Use Permit (LUP) before construction.

Please note that the findings listed in this document are valid for a period of three (3) years from today's date. Please contact us if you have any questions concerning our review or would like to discuss the Access Management Regulations in more detail. The telephone number for the VDOT Martinsville Land Use Section serving Carroll, Patrick, and Henry Countries is 276-730-0021 (Hillsville) or 276-627-1509 (Martinsville). My mailing address is P.O. Box 188, Hillsville, VA 24343.

Sincerely

Dan R. Huff, P.E.  
Assistant Resident Engineer – Land Use

Attachment: Figure A

cc: Ronald Newman, Carroll Land Use & Planning Coordinator  
Lisa Hughes, Martinsville Resident Engineer  
Will Dotson, VDOT Land Development Engineer  
File

## Hundley Property



## Property Information

Property ID 82-A-56  
 Location 218 BALL PARK DR  
 Owner HUNDLEY MARY JANE

MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT

Carroll County, VA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 1/1/2017  
 Properties updated 1/1/2017

**FIGURE A**