
ROUTE 17 CORRIDOR CROSSOVER STUDY



**ROUTE 17 BUSINESS AT
GLOUCESTER COURTHOUSE
TO COLEMAN BRIDGE
GLOUCESTER COUNTY**



**RELEASE 3
SEPTEMBER 1, 2001**

ROUTE 17 CORRIDOR STUDY ROUTE 17 BUSINESS AT GLOUCESTER COURTHOUSE TO COLEMAN BRIDGE

A review of the Route 17 Corridor from the Route 17 Business south intersection at Gloucester Courthouse to the Coleman Bridge was conducted by Steve Black, Fredericksburg District Traffic Engineer, Henry Southall, Transportation Engineer Sr. (Fredericksburg District Traffic Engineering) and Mauris Mackenzie, Asst. Resident Engineer- (Saluda Residency). The review was conducted at the request of the Saluda Resident Engineer, W. E. Sullivan, to address a list of corridor safety improvements presented by the Gloucester Board of Supervisors through the County Administrator in a letter dated August 7, 2000.

The Gloucester Board of Supervisors presented a list of 34 specific recommendations primarily focusing on the need for left turn lanes, additional signing and closing of crossovers. Additionally, several other crossovers were identified to have deficiencies to be addressed.

A public hearing on this study was held on March 13, 2001. This release contains the original comments, plus additions/changes decided upon from meetings between the VDOT Saluda Residency and county government representatives.



1. Route 17 at Peninsula Trust Bank

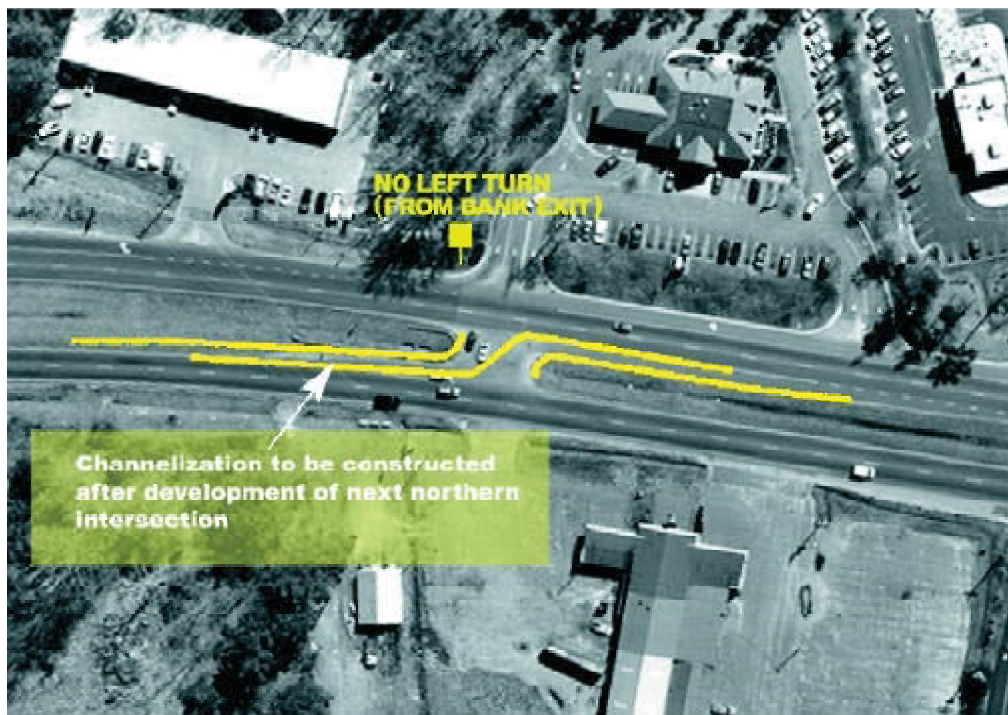
Description: This crossover is located approximately 1040' south of the intersection of Route 17 Business south intersection with Route 17 Bypass. The crossover serves Peninsula Trust Bank (directly) and Danny's Glass (indirectly, via a U-turn) on the east side and a fast food restaurant via a U-turn on the west side. This crossover is heavily used by bank traffic and for U-turn movements and it is a regular occurrence to have multiple vehicles sitting in the crossover at the same time.

Board of Supervisors: The Board requests the installation of a NO LEFT TURN sign exiting the bank.

1992 Corridor Study (Plate 43): The Study recommends constructing left turn lanes in both directions at this crossover.

Traffic Engineering/Residency: Install channelization to permit northbound and southbound left turn/U-turn movements only. State forces would perform construction.

Changes/additions as of September 1, 2001: Install NO LEFT TURN sign at Peninsula Trust Bank exit now, then after Wal-Mart develops and increases the turn lanes at the next northern intersections, construct the channelization as recommended by the Study.



2. Route 17 at Wal-Mart/McDonalds Entrance

Description: This crossover serves the Wal-Mart Shopping Center and outparcels.

Board of Supervisors: No recommendation.

1992 Corridor Study (Plate 42): This crossover did not exist at the time of the study and therefore was not addressed.

Traffic Engineering/Residency: Modify the crossover to restrict turning movements to left in/U-turn only.

Changes/additions as of September 2001: Channelize as recommended by the Study.



3. Route 17 at Bill Hudgins GMC

Description: This crossover is located approximately 1110' south of Route 1024. The crossover serves a small business on the west side of Route 17 and the GMC dealership via a U-turn on the east side. There are no left turn lanes in either direction.

Board of Supervisors: Request installation of left turn lanes in both directions at this location. The Board also requests installation of a NO LEFT TURN sign exiting the dealership.

1992 Corridor Study (Plate 41): Recommends construction of left turn lanes in both directions at this crossover.

Traffic Engineering/Residency: Construct left turn lanes in both directions using state force/hired equipment. The total estimated cost is \$50,000.

Changes/additions as of September 2001: Leave the existing crossover as is for now. As Moose Drive develops, move the crossover to Moose Drive and maybe get the developers to share in costs of new crossover.



4. Route 17 at Gloucester Toyota

Description: This crossover is located approximately 1260' north of Route 677. The crossover serves Gloucester Toyota dealership on the east side and Lamberth Building Supplies on the west side of Route 17. There are no left turn lanes in either direction.

Board of Supervisors: Request installation of left turn lanes in both directions.

1992 Corridor Study (Plate 38): Recommends construction of left turn lanes in both directions.

Traffic Engineering/Residency: Construct left turn lanes in both directions using state force/hired equipment. The total estimated cost is \$50,000.

Changes/additions as of September 2001: Build southbound left turn lane and in the future, get the developer to build the northbound left turn lane.



5. Route 17 at Route 677 (Hall Town Road) Intersection

Description: This crossover serves Route 677 on the west side and a vacant parcel on the east side of Route 17. The crossover has a northbound left turn lane only.

Board of Supervisors: Request installation of a NO LEFT TURN sign southbound.

1992 Corridor Study (Plate 37): Recommends construction of a southbound left turn lane.

Traffic Engineering/Residency: The initial review concurred with installation of a southbound NO U TURN sign. Since there is not an entrance on the east side, it appears the intent of the Board is to restrict U-turn movements. After further discussion with the Resident Engineer, the Residency recommends constructing the southbound left turn lane.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound. Let developer build southbound left turn lane.



6. Route 17 at Route 780 (Canon Way) Intersection

Description: This crossover serves Route 780 to the west and the American Legion to the east. There is a northbound left turn lane only.

Board of Supervisors: No recommendation.

1992 Corridor Study (Plate 36) : Recommends construction of a southbound left turn lane.

Traffic Engineering/Residency: Construct a southbound left turn lane with state force/hired equipment. Estimated cost is \$25,000.

Changes/additions as of September 2001: Construct southbound left turn lane as recommended by the Study.



7. Route 17 at Route 1420 Intersection

Description: There is not a crossover currently at this location. A crossover here would serve Route 1420 on the east side of Route 17 and a vacant parcel on the west side.

Board of Supervisors: No recommendation.

1992 Corridor Study (Plate 36): The Study recommends constructing a crossover with left turn lanes in both directions.

Traffic Engineering/Residency: This location was not part of the joint review between Traffic Engineering and Saluda Residency. However, the Residency supports the Corridor Study recommendation to add this crossover in conjunction with closing the existing crossover south of this location.

Changes/additions as of September 2001: Leave crossover in place and post NO LEFT and NO U TURN northbound. Let future developer construct northbound left turn lane.



8. Route 17 at Roadview Farm Nursery

Description: This crossover is located approximately 1550' north of Route 628 and serves the farmhouse entrance to Roadview Farm on the west side of Route 17. There is a vacant parcel on the east side of Route 17. There are no turn lanes in either direction at this crossover. The nursery entrance for Roadview Farm is located approximately 550' north of this crossover. Customers from the nursery use the crossover (U-turn) to go north on Route 17.

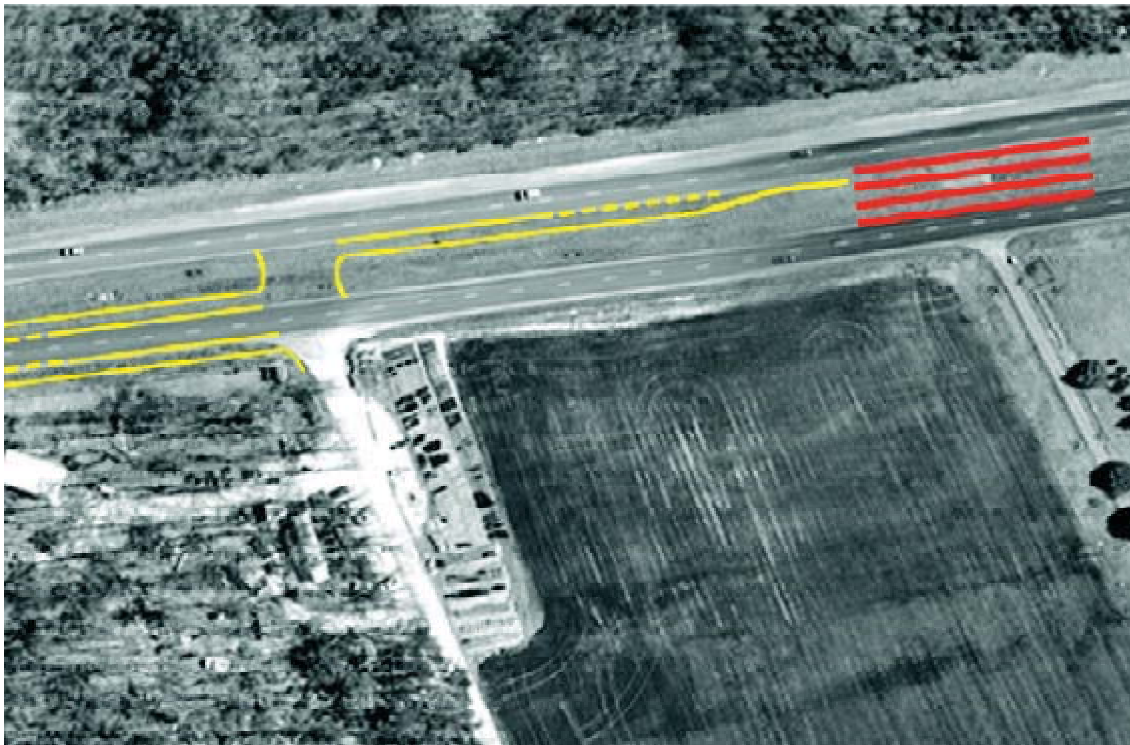
Board of Supervisors: Request Installation of a southbound left turn lane at the crossover.

1992 Corridor Study (Plate 34): Recommends construction of left turn lanes in both directions.

Traffic Engineering/Residency: The initial review suggested the construction of the left turn lanes but making these a very low priority since it was assumed this crossover had very low use. However, this assumption did not consider the U-turn traffic leaving the nursery site. After further discussion with the Resident Engineer, it is the Residency's recommendation that the farm owner be contacted to discuss relocating the crossover opposite the nursery entrance in exchange for R/W to relocate the Page Middle School (north) entrance as shown in the Study.

Changes/additions as of September 2001:

Close and move crossover as recommended by the Study. Build right turn lane into the nursery.



9. Route 17 at Route 628

Description: This crossover serves Route 628 to the east and Page Middle School, via a U-turn, to the west. There is a southbound left turn lane only.

Board of Supervisors: Recommends installation of a northbound left turn lane.

1992 Corridor Study (Plate 33): Recommends widening the existing crossover, adding a northbound left turn lane and extending the southbound left turn lane. The Study also recommends relocating the northern school entrance opposite this crossover to avoid the need for U-turn movements.

Traffic Engineering/Residency: Construct the northbound left turn lane.

Changes/additions as of September 2001: Do not build northbound left turn lane, just post NO LEFT TURN and NO U TURN signs northbound.



10. Route 17 at Page Middle School

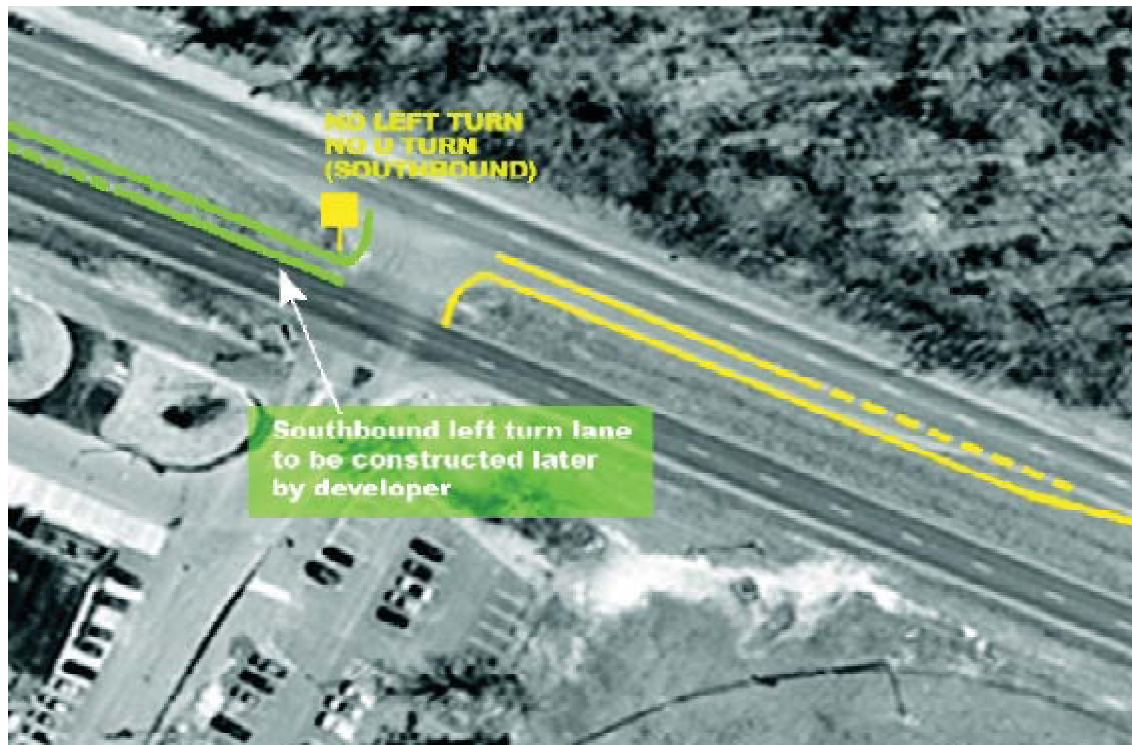
Description: This crossover is located approximately 930' south of the Route 628 intersection at the southern entrance to Page Middle School. The crossover serves the staff/visitor parking area for the school on the west side and a vacant parcel on the east side of Route 17. There is a northbound left turn lane at the crossover but no southbound left turn lane.

Board of Supervisors: Request installation of a southbound NO LEFT TURN signal.

1992 Corridor Study (Plate 32): Recommends construction of a southbound left turn lane extension of the existing northbound left turn lane.

Traffic Engineering/Residency: The initial review concurred with installation of a southbound NO U TURN sign. Since there is not an entrance to the east, it appears the intent of the Board is to restrict U- turn movements at this location. After further discussion with the Resident Engineer, the Residency recommends constructing the southbound left turn lane.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound and wait for a developer to install southbound left turn lane. Lengthen northbound left turn lane.



11. Route 17 Crossover South of Page Middle School

Description: This crossover is located approximately 1300' south of the southern entrance to Page Middle School. The crossover serves a dance hall on the west side of Route 17 and a vacant parcel on the east side. There are no left turn lanes in either direction.

Board of Supervisors: No recommendation.

1992 Corridor Study (Plate 31/32): The study recommends construction of left turn lanes in both directions.

Traffic Engineering/Residency: Close the crossover.

Changes/additions as of September 2001: Close as recommended by the Study.



12. Route 17 Crossover North of Rappahannock Concrete

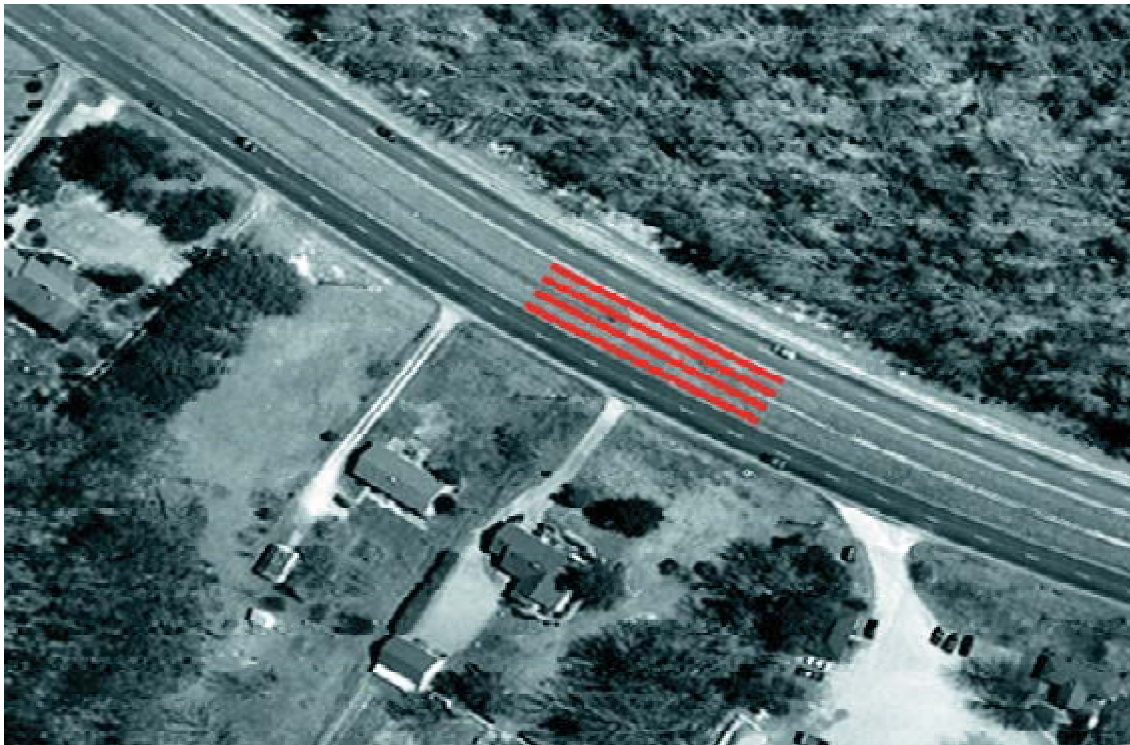
Description: This crossover is located approximately 1650' north of the Route 614 west intersection and currently serves a single family residence on the west side and a vacant parcel on the east side of Route 17. There are no left turn lanes in either direction.

Board of Supervisors: The Board recommends closing this crossover as it does not serve a business.

1992 Corridor Study (Plate 31): The Study recommends emitting this crossover and adding a crossover with left turn lanes in both directions approximately 400' north of this location.

Traffic Engineering/Residency: Close the crossover per the recommendation of the Corridor Study and the Board of Supervisors.

Changes/additions as of September 2001: Close as recommended by the Study.



13. Route 17 at Rappahannock Concrete

Description: This crossover is located approximately 1000' north of the Route 614 West intersection. The crossover serves Rappahannock Concrete on the west side of Route 17; there is a vacant parcel on the east side of Route 17. The crossover is served by a northbound left turn lane only.

Board of Supervisors: Request installation of a NO LEFT TURN sign southbound.

1992 Corridor Study (Plate 30): The Study recommends a southbound left turn lane to be constructed.

Traffic Engineering/Residency: The initial review concurred with installation of a NO U TURN sign southbound. Since there is not an entrance on the east side, it appears the intent of the Board is to restrict U-turn movements. After further discussion with the Resident Engineer, the Residency recommends constructing a southbound left turn lane.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound and wait for a developer to install southbound left turn lane.



14. Route 17 at Dalton's Radiator

Description: This crossover is located approximately 530' south of the Route 614 west intersection. The crossover serves the crossover has left turn lanes in both directions.

Board of Supervisors: No recommendation.

1992 Corridor Study (Plate 29): The Study recommends closing the crossover.

Traffic Engineering/Residency: This crossover was not part of the joint review between Traffic Engineering and Saluda Residency. However, the Residency supports the Corridor Study recommendation to close this crossover.

Changes/additions as of September 2001: Close as recommended by the Study.



15. Route 17 at Goodfellas Restaurant

Description: The crossover serves Goodfellas Restaurant and Route 635 on the west side of Route 17, and a vacant parcel on the east side. There are existing left turn lanes in both directions. There are currently at least 30 conflict points: 8 diverging, 8 merging and 14 cross.

Board of Supervisors: Examine the intersection for safety concerns due to the location of Piney Swamp Road (Route 635).

1992 Corridor Study (Plate 29): The Study recommends culdesacing Route 635 prior to intersecting Route 17 to reduce the conflicts between the road intersection and the restaurant entrance. Additionally, modifications would have to be made at the Route 635/736 intersection to allow Route 736 to be an unimpeded movement. This concept would create a T intersection at the crossover with a total of 9 conflict points: 3 diverging, 3 merging and 3 crossing.

Traffic Engineering/Residency: The initial review recommendation was to culdesac Route 635 as suggested in the Study. After further discussion with the Resident Engineer, the Residency feels this crossover should be channelized to permit left/U turn movements only without culdesacing Route 635. The result would reduce the total number of conflict points to 20, of which 6 would be diverging, 6 merging and 8 crossing.

Changes/additions as of September 2001:
Channelize as recommended by the Study.



16. Route 17 at Route 614 (Featherbed Lane) Intersection

Description: This crossover serves Route 614 to the east and Route 736 to the west of Route 17. There are existing left turn lanes in both directions.

Board of Supervisors: Request this intersection be considered for signalization.

1992 Corridor Study (Plate 28): Recommends extending the southbound left turn lane at this crossover and installing northbound and southbound right turn lanes.

Traffic Engineering/Residency: Traffic Engineering will study the intersection for signalization. Should signalization be warranted, poles and controller should be located to not preclude the construction of right turn lanes.

Changes/additions as of September 2001: Leave crossover alone, perform no improvements.



17. Route 17 at the White Marsh Shopping Center

Description: This crossover is located approximately 600' south of the Route 17/614/736 intersection. The crossover serves a shopping center on the west and a vacant parcel to the east. There is a northbound left turn lane only.

Board of Supervisors: Requests installation of a NO LEFT TURN sign southbound.

1992 Corridor Study (Plate 28): Recommends construction of a southbound left turn lane.

Traffic Engineering/Residency: The initial review concurred with the installation of a NO U TURN sign southbound. Since there is no entrance at the east side of this crossover, a NO LEFT TURN sign would not be appropriate. After further discussion with the Resident Engineer, the Residency recommends construction of a southbound left turn lane.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound and wait for a developer to install southbound left turn lane.



18. Route 17 at Abingdon Church Historic Site

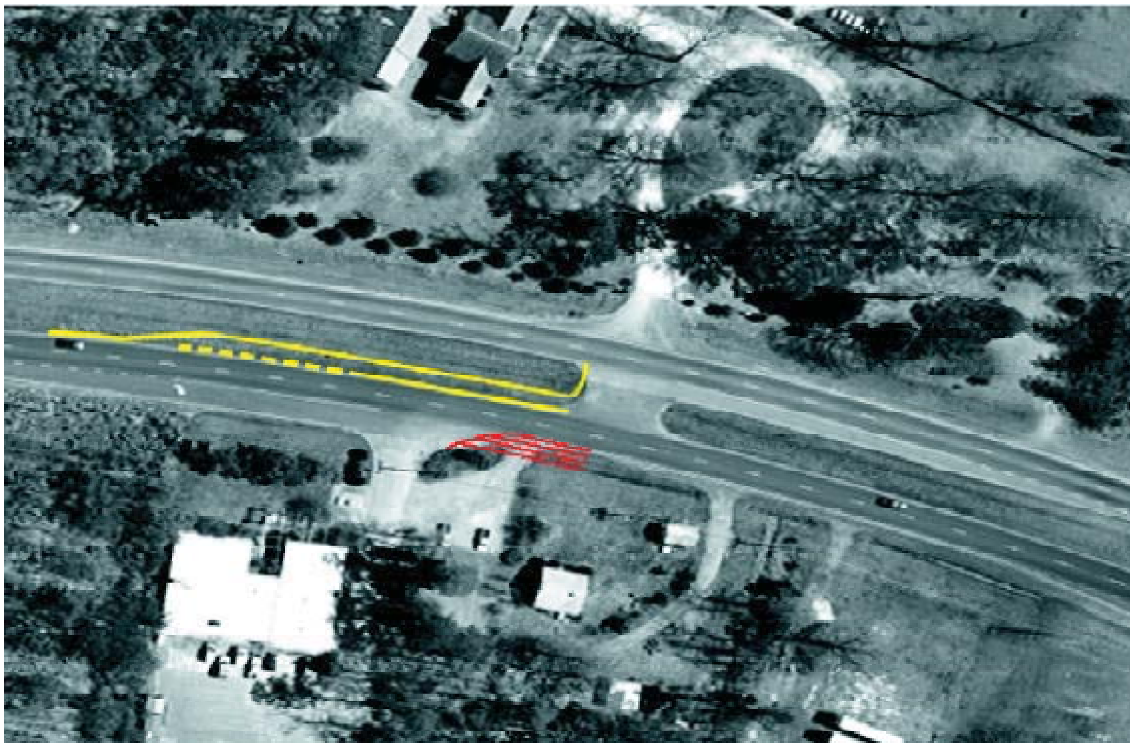
Description: This crossover is located approximately 3000' south of the Route 17/614/736 intersection. It serves Abingdon Church (historic site) on the east side of Route 17 but no direct access on the west side. The crossover has a northbound left turn lane only.

Board of Supervisors: Recommends the construction of a southbound left turn lane.

1992 Corridor Study(Plate 26): The Study recommends the addition of a southbound left turn lane.

Traffic Engineering/Residency. Construct a southbound left turn lane as requested by the Board and consistent with the recommendation of the Study. Construction of the turn lane would be by contract through the six year program.

Changes/additions as of September 2001: Build the southbound left turn lane as recommended by the Study and close the entrance that is too close to the crossover on the west side.



19. Route 17 at USA Tire Center

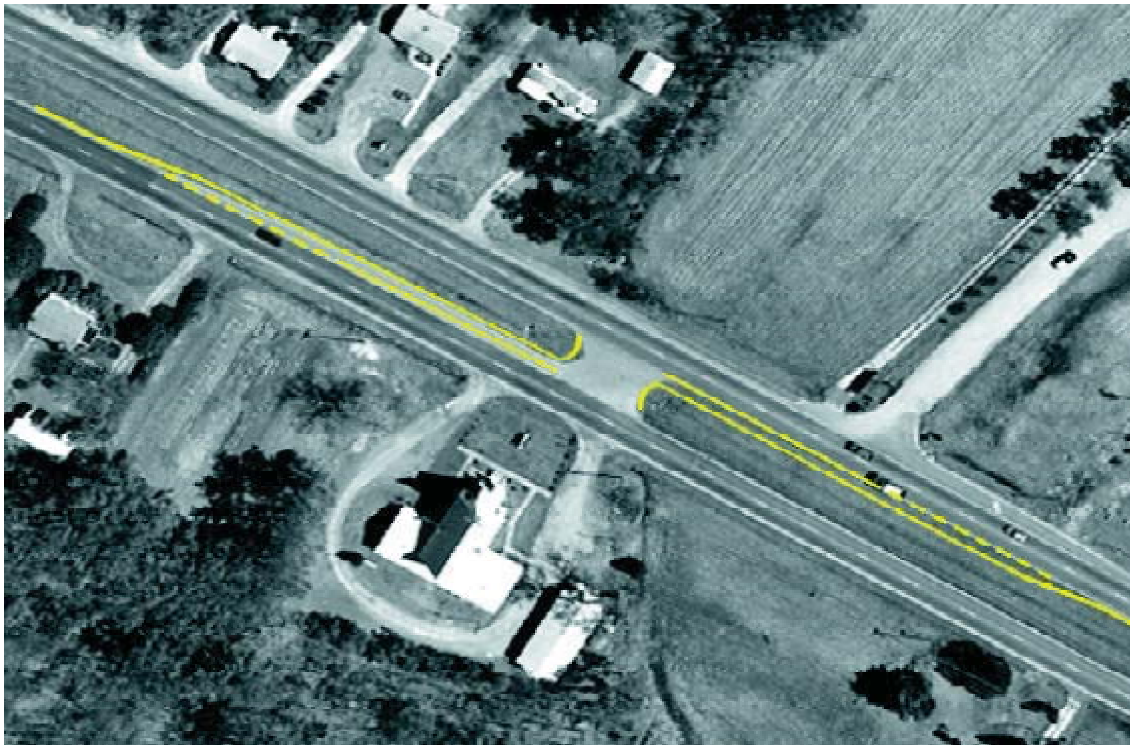
Description: This crossover is located approximately 0.8 miles north of Route 667. It serves a church on the west side and a vacant parcel on the east side of Route 17. There is a southbound left turn lane but no turn lane northbound.

Board of Supervisors: Request installation of a left turn lane northbound.

1992 Corridor Study (Plate 25): The Study shows adding a northbound left turn lane.

Traffic Engineering/Residency: The existing grade in this crossover appears to exceed standards. In order to add a left turn lane, it would be necessary to raise the southbound main line to reduce the crossover grade. Due to the costs associated with adding a northbound left turn lane, it is not supported. Consideration should be given to closing the crossover. NO LEFT TURN and NO U TURN signs should be installed as an interim measure.

Changes/additions as of September 2001: Leave the crossover open. Improve southbound left turn and build northbound left turn lane.



20. Route 17 at the 17 Plaza Shopping Center

Description: This crossover is located approximately 550' north of Route 667 and serves the South entrance to 17 Plaza (a strip shopping center) on the east side and a single family residence on the west side of Route 17. There is a southbound left turn lane but no northbound left turn lane.

Board of Supervisors: Request a NO LEFT TURN sign coming out of 17 Plaza and a NO LEFT TURN sign for northbound Route 17.

1992 Corridor Study (Plate 23). The Study recommends the construction of a northbound left turn lane at this crossover.

Traffic Engineering/Residency: As an interim measure, channelize to permit southbound left turn in only and install NOLEFT TURN and NO U TURN signs northbound at this crossover.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs northbound as recommended by the study.



21. Route 17 at Route 667 (Ernest Lane) Intersection

Description: This crossover serves Route 667 on the west side and a vacant parcel on the east side of Route 17. There is a northbound left turn lane but no southbound left turn lane.

Board of Supervisors: Request installation of a NO LEFT TURN sign southbound.

1992 Corridor Study (Plate 22): The Study recommends installation of left turn lanes in both directions.

Traffic Engineering/Residency: The initial review suggested installation of NO LEFT TURN and NO U TURN signs southbound. After further discussion with the Resident Engineer, the Residency recommends channelizing the crossover to permit northbound left turn movements only.

Changes/additions as of September 2001: Close this crossover.



22. Route 17 at Virginia Country Real Estate

Description: This crossover is located approximately 1230' north of Route 636 (west) and approximately 550' south of the crossover at Route 636 (east). The crossover serves a single family residence on the east side and a vacant parcel on the west side of Route 17. There are no turn lanes in either direction at the crossover.

Board of Supervisors: Recommend closing the crossover since it serves no business directly.

1992 Corridor Study (Plate 21): Recommends closing this crossover due to the proximity of the proposed crossover relocation at the southerly entrance to Susanna Wesley UMC.

Traffic Engineering/Residency. Support the Board's recommendation to close the crossover.

Changes/additions as of September 2001: Close as recommended by the Study.



23. Route 17 at Gloucester RV

Description: This crossover is located approximately 700' north of Route 636 (west) and 1080' South of Route 636 (east). The crossover serves Gloucester RV and an antique shop on the west side and a single family residence on the east side of Route 17. There is a northbound left turn lane but no southbound turn lane.

Board of Supervisors: Request placement of a NO LEFT TURN sign southbound at this crossover.

1992 Corridor Study (Plate 21): The Study recommends closing the crossover and relocating it approximately 200' north (at the southerly entrance to Susanna Wesley United Methodist Church) of the existing location with left turn lanes in both directions.

Traffic Engineering/Residency: During the initial review, there was agreement to install NO LEFT TURN and NO U TURN signs southbound. After further discussions with the Resident Engineer, the Residency feels this crossover should be closed.

Changes/additions as of September 2001: Leave crossover open and post NO LEFT TURN and NO U TURN signs southbound.



24. Route 17 at Carter's Lumber

Description: The crossover is located approximately 960' north of Route 1332 and about 660' south of Route 636. This crossover serves Carter Lumber on the east side and a mobile home/auto sales site on the west side of Route 17. There are left turn lanes in both directions.

Board of Supervisors: Place a NO RIGHT HAND TURN sign for people leaving the Carter Lumber site.

1992 Corridor Study (Plate 10): The Study shows the crossover remaining as is.

Traffic Engineering/Residency: It is assumed that the Board intended for a NO LEFT HAND TURN sign to be installed exiting Carter Lumber. Restriction of left turn movements out of Carter Lumber would force (tractor trailer) trucks to make U-turns, take a circuitous route or utilize residential neighborhoods to access southbound Route 17. Restrictions of exiting movements should not be provided at the crossover at this time.

Changes/additions as of September 2001: Leave as is as recommended by the Study.



25. Route 17 at the Yacht (Vacant Business)

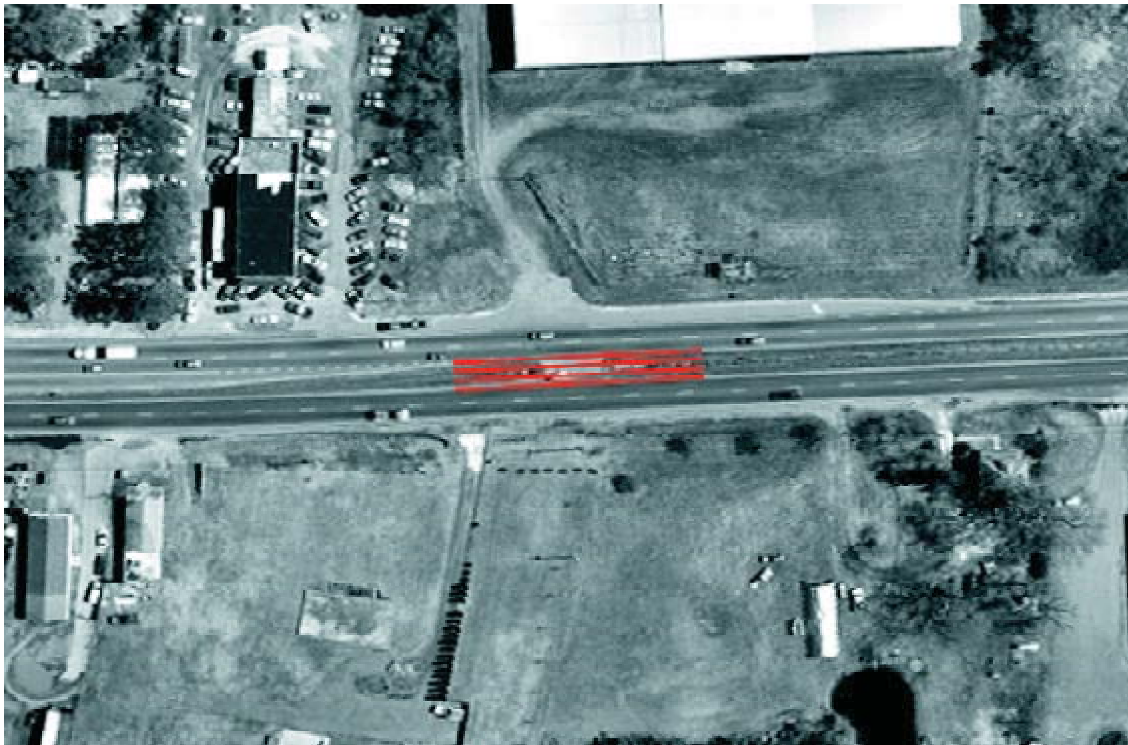
Description: This crossover is located approximately 480' south of the crossover at Route 1306 and approximately 680' north of the crossover at Route 1301. The crossover serves a vacated parcel (formerly the Yacht Club) and a church via a U-turn movement on the east side; nothing is served on the west side. There are no existing left turn lanes at this crossover.

Board of Supervisors: This intersection should be closed. It serves no businesses directly.

1992 Corridor Study (Plates 18/19): The Study recommends expanding the crossover and adding left turn lanes in both directions.

Traffic Engineering/Residency: Close the crossover as requested by the Board. The proximity of the three crossovers does not provide sufficient spacing to maintain or improve this crossover.

Changes/additions as of September 2001: Close as recommended by the Study.



26. Route 17 at Route 1301 (Fields Landing Rd) Intersection

Description: This crossover serves Route 1301 on the west side and a motorcycle repair shop on the east side. There is a northbound left turn lane but no southbound left turn lane at this crossover.

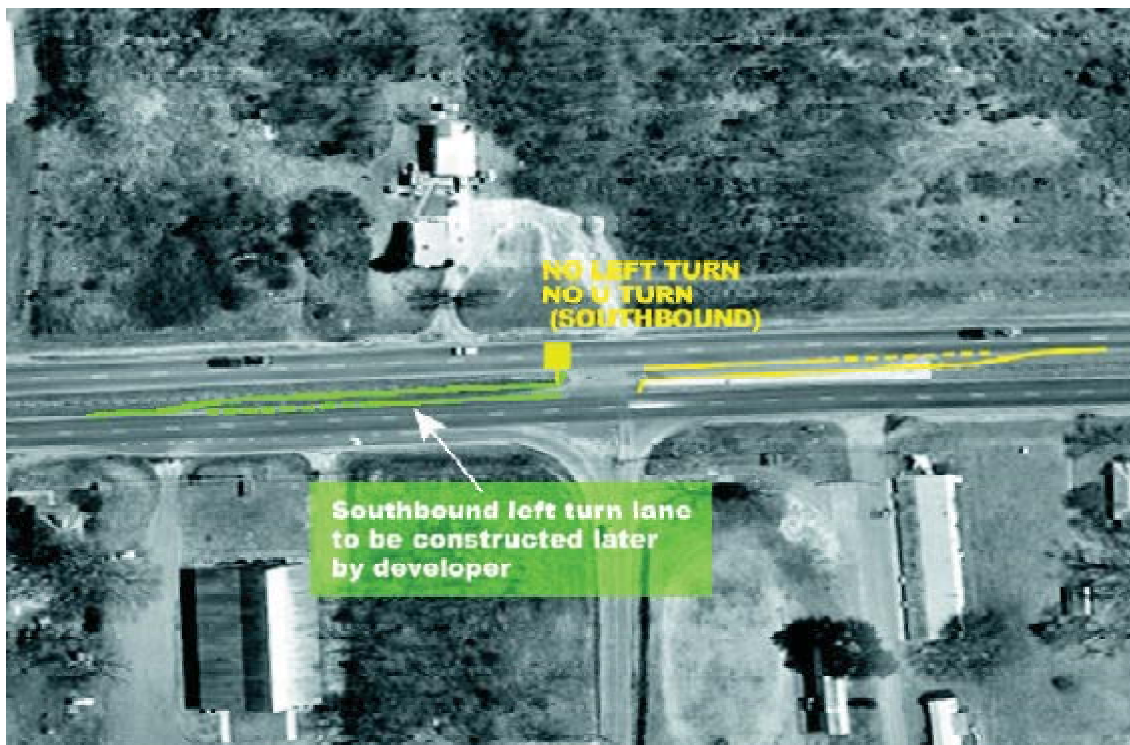
Board of Supervisors: Install a NO LEFT TURN sign travelling south at this location.

1992 Corridor Study (Plate 18): Recommends extending the northbound left turn lane and constructing a southbound left turn lane.

Traffic Engineering/Residency: (Option A) Install a NO LEFT TURN and a NO U TURN sign southbound at this crossover.

Fredericksburg L&D Recommendation: (Option B) Construct southbound left turn lane.

Changes/additions as of September 2001: Extend the northbound left turn lane and post NO LEFT TURN and NO U TURN signs southbound and wait for the developer to build the southbound left turn lane.



27. Route 17 at Rick's Upholstery

Description: This crossover is located approximately 550' south of Route 1301. The crossover serves a private road (Quinn Lane) on the west side and a vacant property on the east side of Route 17. There is an existing northbound left turn lane and no southbound left turn lane.

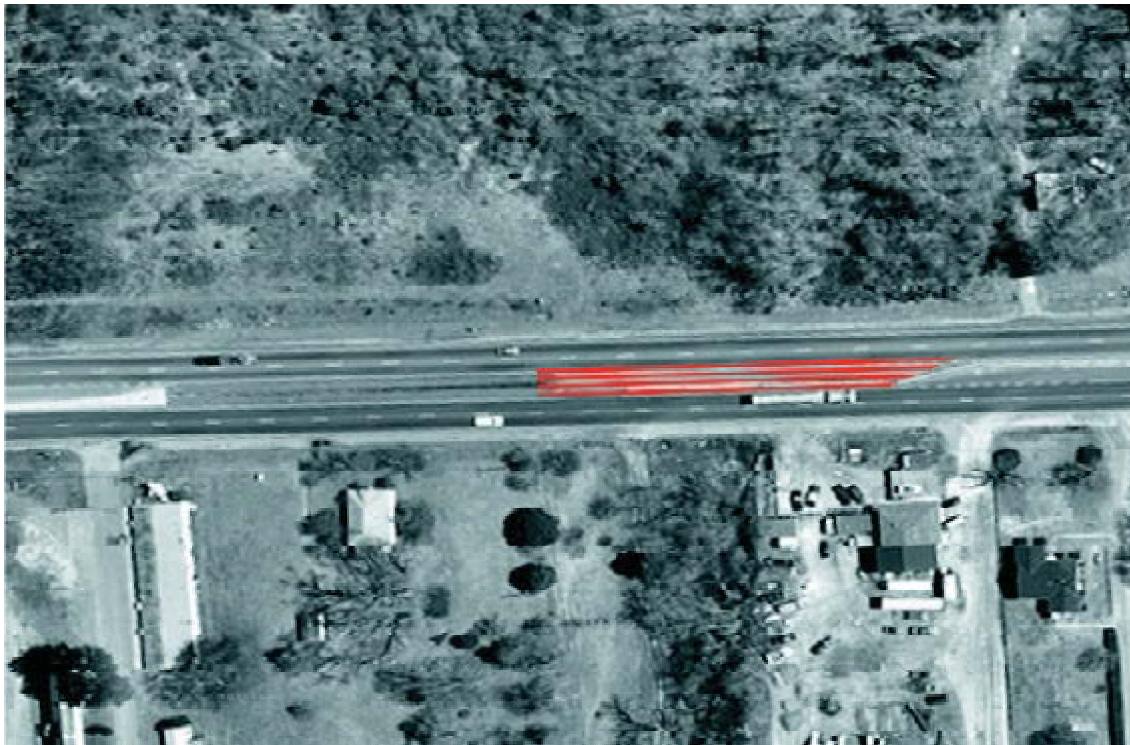
Board of Supervisors: Install a NO LEFT TURN sign travelling south at this location.

1992 Corridor Study (Plate 18): The Study recommends closing the crossover.

Traffic Engineering/Residency: Since there is nowhere to turn left to from southbound Route 17, it is believed that the Board desires to restrict U-turn movements at this location. Therefore, as an interim measure, install a NO U TURN sign southbound.

Fredericksburg L&D Recommendation: Close the crossover.

Changes/additions as of September 2001: Close as recommended by the Study.



28. Route 17 at West Law Office

Description: This crossover is located approximately 1220' north of Route 1307. The crossover serves a single family residence on the east side and two to three single family residences on the west side. There is an existing southbound left turn lane and no northbound left turn lane at the crossover.

Board of Supervisors: Place a NO LEFT TURN sign northbound at this intersection.

1992 Corridor Study (Plate 17): The Study recommends relocating the crossover adjacent to East View Drive, a private road serving a single family residential subdivision located approximately 1420' north of Route 1307. Construct left turn lanes in both directions.

Traffic Engineering/Residency (Plate 17): Close the crossover.

Changes/additions as of September 2001: Close as recommended by the Study.



29. Route 17 at Jackson & Associates

Description: The crossover is approximately 600' north of the Route 1307 intersection. This crossover serves nothing (directly) on the east side, and a private street serving a trailer park and private residence on the west side. There are no existing turn lanes for the crossover.

Board of Supervisors: The Board requests that this intersection be closed or build a left turn lane northbound.

1992 Corridor Study (Plate 17): The Study recommends the construction of left turn lanes in both directions.

Traffic Engineering/Residency: The joint review concurs with the Board recommendation to close the crossover since it does not meet current minimum spacing criteria.

Fredericksburg L&D Recommendation: Upgrade the crossover by constructing left turn lanes in both directions.

Changes/additions as of September 2001: Build both southbound and northbound turn lanes as recommended by the Study.



30. Route 17 at Route 1307 (Crewe Rd) Intersection

Description: This crossover serves Route 1307 to the west and a vacant parcel to the east. Due to guardrail along the east side of Route 17 at this location, an entrance is unlikely. There is a northbound left turn lane only.

Board of Supervisors: No recommendation.

1992 Corridor Study. The Study recommends construction of a southbound left turn lane.

Traffic Engineering/Residency: Install a southbound NO U TURN sign.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound as recommended by the Study.



31. Route 17 at Radio Shack

Description: This crossover is located approximately 900' south of Route 1307. The crossover serves a Radio Shack, NAPA Auto Parts and a self storage facility on the east side of Route 17. A funeral home/cremation facility is directly accessed on the west side. There are existing left turn lanes in both directions at this crossover.

Board of Supervisors: The Board has requested that a RIGHT TURN ONLY sign be installed at the Radio Shack exit.

1992 Corridor Study (Plate 16): The Study recommends leaving this crossover as existing.

Traffic Engineering/Residency: The joint staff felt that if left turns out of the Radio Shack site were restricted, turn lanes out of businesses on the west side should be restricted as well. The initial recommendation was to restrict movements to left in only. After further review in conjunction with the Resident Engineer, the Residency feels this crossover should be closed since vehicles crossing can not sit in the crossover.

Changes/additions as of September 2001: Leave existing crossover open. Post NO LEFT TURN out of Radio Shack.



32. Route 17 at D&M Muffler

Description: This crossover is located approximately 575' north of Route 1311. The crossover serves an equipment supply business on the east side. There is an existing substandard commercial entrance on the west side which appears to have minimal use. The crossover has an existing southbound left turn lane; no turn lane northbound.

Board of Supervisors: The Board has requested that VDOT install a NO LEFT TURN sign northbound.

1992 Corridor Study (Plate 15): The Study recommends adding a northbound left turn lane at this crossover.

Traffic Engineering/Residency. The initial review by Traffic Engineering and Residency staff recommended installation of NO LEFT TURN and NO U TURN signs northbound at this location. After further review in conjunction with the Resident Engineer, the Residency feels this crossover should be closed.

Changes/additions as of September 2001: Close as recommended by the Study.



33. Route 17 at Route 1311 (Chapman Rd) Intersection

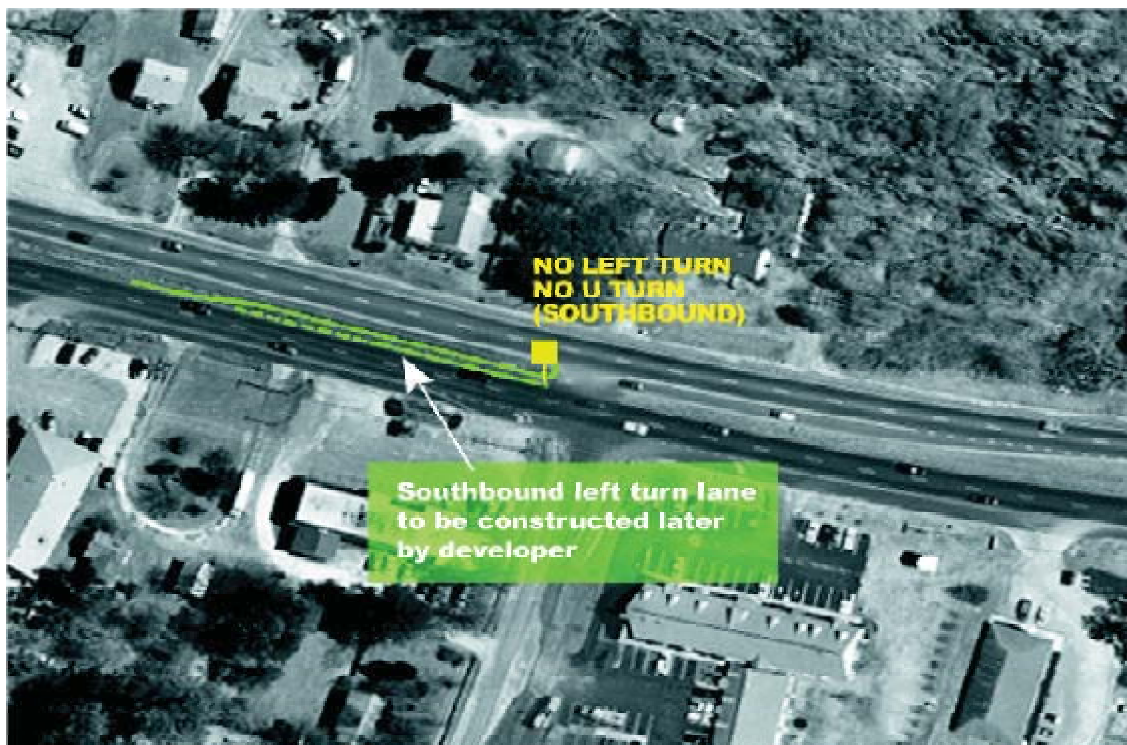
Description: This crossover serves Route 1311 on the west side of Route 17 and a private residential entrance on the east side. There is an existing northbound left turn lane; no southbound left turn lane.

Board of Supervisors: The Board requests the installation of a NO LEFT TURN sign southbound.

1992 Corridor Study (Plates 14/15): The Study recommends constructing left turn lanes in both directions.

Traffic Engineering/Residency: (Option A) The initial review recommended installation of southbound NO LEFT TURN and NO U TURN signs. After further review in conjunction with the Resident Engineer, the Residency feels this crossover should be closed.

Changes/additions as of September 2001: Leave existing crossover open and post NO LEFT TURN and NO U TURN signs southbound and wait for developer to build southbound left turn lane.



34. Route 17 at Al's Auto Glass

Description: This crossover is located approximately 930' north of the Route 17/1216 intersection. The crossover serves S&B Mufflers on the west side of Route 17. Al's Auto Glass, also on the west side, is served by U-turn movements. The crossover serves a private residential driveway on the east side. There are no existing left turn lanes at this location.

Board of Supervisors: The Board request that this crossover be closed.

1992 Corridor Study (Plate 14): The Study recommends closure of the crossover and relocating it to the south (immediately north of Al's Auto Glass).

Traffic Engineering/Residency: The crossover should be closed as requested by the Board of Supervisors.

Changes/additions as of September 2001: Close as recommended by the Study.



35. Route 17 at Route 1216 at Hayes Auto Glass

Description: This crossover serves Route 1216 on the west side of Route 17 and a sports center complex (driving range, batting cage) on the east side. Hayes Auto entrance is slightly north of the crossover on the east side and legally should not be accessing the crossover from the site. There are no existing left turn lanes at this crossover.

Board of Supervisors: The Board request construction of left turn lanes in both directions.

1992 Corridor Study (Plate 13): The Study recommends construction of left turn lanes in both directions.

Traffic Engineering/Residency: Left turn lanes should be constructed in both directions. The turn lane project would be constructed by contract through the six year program.

Changes/additions as of September 2001: Build northbound and southbound left turn lanes as recommended by the Study and abandon the tie-in of old Route 17 north of the crossover.



36. Route 17 at Luckam and Lombard Dentist Office

Description: This crossover is located approximately 1080' south of the Route 17/1216 intersection. The crossover serves a small commercial/office complex (Tyndall Square) on the west side of Route 17. A vacant parcel exists on the east side of Route 17. There is a northbound left turn lane only.

Board of Supervisors: The Board request installation of a southbound left turn lane.

1992 Corridor Study (Plates 12/13): The Study recommends constructing the southbound left turn lane.

Traffic Engineering/Residency: Install a NO U TURN sign southbound as an interim measure. A southbound left turn lane should be constructed by the developer of the parcel on the east side of Route 17 at such time as that parcel develops.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound and wait for developer to build southbound left turn lane.



37. Route 17 at the L.F. Phillips Business

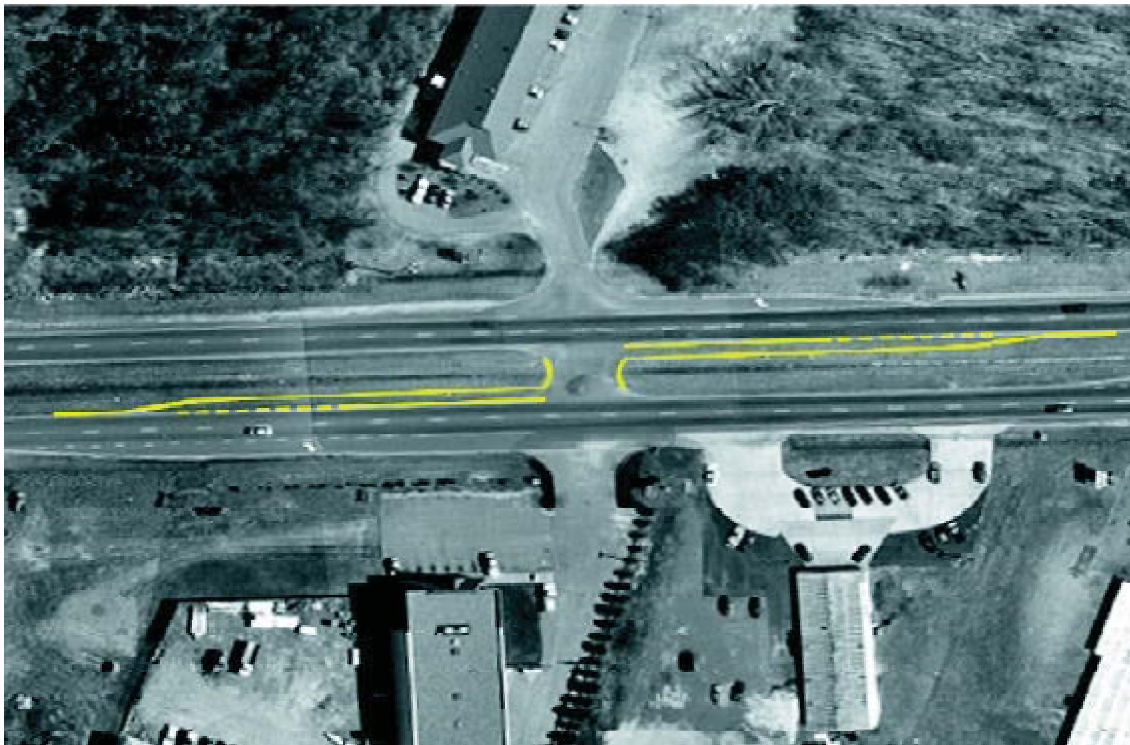
Description: This crossover is located approximately 1000' north of Route 216. This crossover serves a commercial site (credit union, hair stylist and laundromat) on the east side of Route 17 and a building supply facility on the west side. There are no existing turn lanes at this crossover.

Board of Supervisors: The Board request adding left turn lanes in both directions.

1992 Corridor Study(Plate 12): The Study recommends the addition of left turn lanes in both directions at this crossover.

Traffic Engineering/Residency: The initial review by Traffic Engineering and Residency staff concurred with adding the turn lanes in both directions as a project. Upon further review in conjunction with the Resident Engineer however, it is the Residency's recommendation that this crossover be closed. The building supply site on the west side of Route 17 has direct access to Route 1216 which intersects Route 17 at a crossover.

Changes/additions as of September 2001: Leave existing crossover open and construct northbound and southbound left turn lanes.



38. Route 17 at Hayes Plaza Shopping Center

Description: This crossover is located approximately 800' south of the Route 17/1216/1219 intersection. The crossover serves Hayes Plaza Shopping Center on the west side and York River Crossing Shopping Center on the side of Route 17. The crossover is signalized and has left turn lanes in both directions.

Board of Supervisors: No recommendation.

1992 Corridor Study: The Study recommends extending the northbound left turn lane.

Traffic Engineering/Residency: This intersection was not part of the joint review between Traffic Engineering and Saluda Residency. However, the Residency recommendation is to channelize the crossover to permit left in only in each direction and remove the traffic signal as an interim measure. Ultimately, the crossover would be closed.

Modifying or closing this crossover will have no significant impact on the York River Crossing Shopping Center since this site has direct access to Route 216 also. There will be some impact to Hayes Plaza by restricting the left out movement. Exiting traffic to go northbound will have to turn south on Route 17 and make a U-turn or continue south and circumnavigate via Routes 641, 1216 and 1219 back to northbound Route 17 (approximately 1.5 miles).

Changes/additions as of September 2001:
Leave existing crossover as is.



39. Route 17 at the Riverside Medical Center

Description: This crossover is located approximately 1800' south of Route 216. The crossover has a northbound left turn lane that serves Riverside Medical Center on the west side of Route 17. There is a vacant parcel on the east side of Route 17 at this location. There is not a southbound left turn lane.

Board of Supervisors: The Board request that a southbound left turn lane to be installed.

1992 Corridor Study (Plate 10): The Study suggests installation of a southbound left turn lane.

Traffic Engineering/Residency: During the review, this intersection was considered for installation of a No U-turn sign southbound. A southbound left turn lane could be considered through the development process at such time as the vacant parcel on the east side of Route 17 develops. After further discussion with the Resident Engineer following the review, the Residency recommends that the southbound left turn lane be constructed.

Changes/additions as of September 2001: Install NO LEFT TURN and NO U TURN signs southbound and wait for developer to build southbound left turn lane.



40. Route 17 at Gloucester Auto Supply

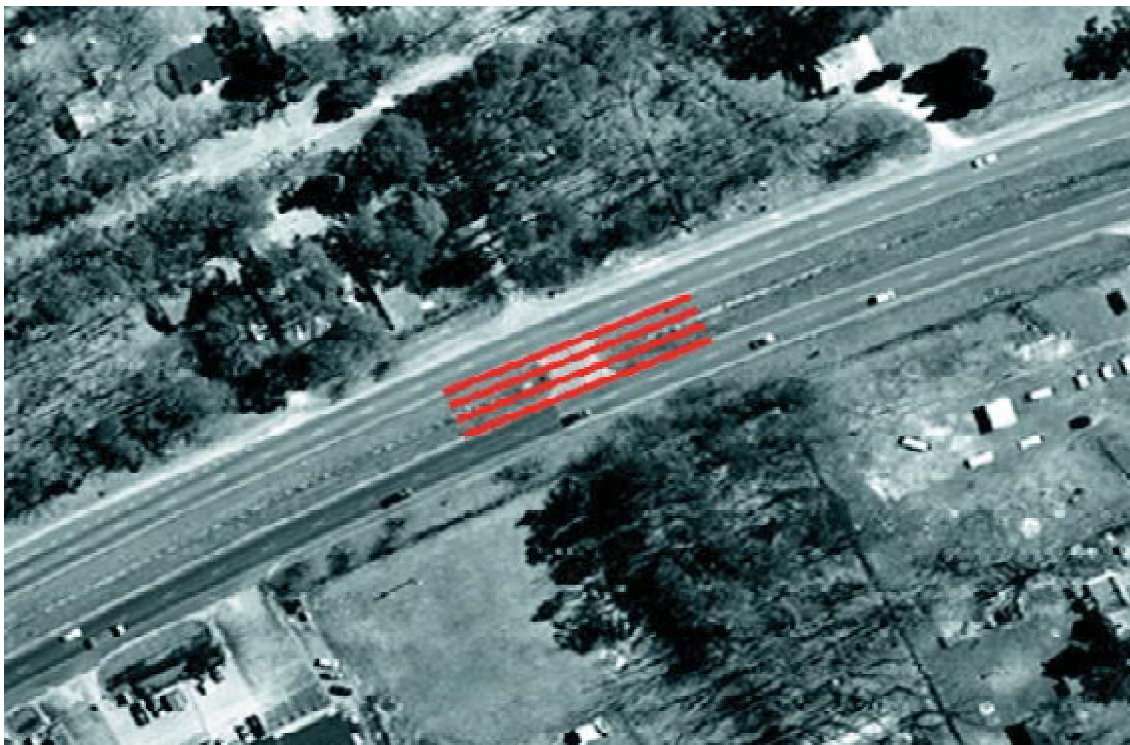
Description: This crossover is located approximately 875' north of the Route 17/1205 intersection. Gloucester Auto Supply is indirectly served from this crossover through U-turn movements. Immediately west of the crossover is a vacant parcel. East of the crossover is Crosswell Lane, a private road serving seven single family detached houses; this road currently dead ends at a wooded area (although there may be an existing easement or R/W to extend this road to Route 641).

Board of Supervisors: The Board recommends closing this crossover.

1992 Corridor Study (Plate 8): The Study does not show a connection or crossover at this location.

Traffic Engineering/Residency: Supports the Board of Supervisors recommendation to close this crossover. State forces would perform the crossover closing.

Changes/additions as of September 2001: Close crossover.



41. Route 17 at Route 1216 (Bellhaven Rd) Intersection

Description: This crossover serves Route 1250 on the west side of Route 17. Immediately west of the intersection, Route 1216 intersects Route 1250 from the north. Two commercial entrances access Route 17 on the east side; one serving a strip shopping center and apartment complex and the other serving a private road accessing a subdivision of single family homes. Immediately north of the private road is a car wash that accesses Route 17. Neither the private road nor the car wash entrance align with the crossover, though the proximity of the private road to the crossover encourages exiting traffic to cut diagonally across the northbound lanes to turn south on Route 17. Vehicles making the northbound left turn movement to Route 1250 frequently have sight distance of oncoming southbound traffic obscured by vehicles waiting to make the southbound left/U-turn movements due to the relatively narrow median; this problem is compounded during evening traffic peaks.

Board of Supervisors: The Board of Supervisors requests examination of the intersection for signalization

1992 Corridor Study (Plate 6): The Study shows elimination of the Route 1250 intersection and constructing a public road on the east side to access a parallel collector road.

Traffic Engineering/Residency: Channelize the crossover to permit northbound left and U-turn movements only. The shopping center and the private road accesses would be relegated to right-in/right-out movements at the crossover. The shopping center currently has access to Route 1237. Traffic Engineering will review the Route 17/1237 intersection for signalization needs in conjunction with channelization of the Route 17/1250 intersection. Vehicles from the subdivision and the car wash will have to make U-turn movements at Route 1237 to the south or Route 1205 to the north. Vehicles from the apartment complex have alternate access to public subdivision streets that ultimately access Route 17 by Route 1237 and other roads. State forces would construct the channelization.

Changes/additions as of September 2001:
Channelize both directions of this crossover.

