TIMMONS GROUP
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To: C. Todd Cage (VDOT)

From: W. Scott Dunn, AICP, PTP

RE: Dogwood Solar – Supplemental Traffic Information

Date: February 1, 2022

Copy: Paul Hinson, PE (VDOT); Andrew Hull (Apex)

Pursuant to your conversations with Mr. Newton (Lunenburg County) and the subsequent email exchange on January 27, 2022, Timmons Group has completed the requested supplemental field work related to the proposed Dogwood Solar entrance.

Existing Roadway Conditions

Dogwood Road (Route 710) adjacent to the site frontage and proposed entrance is a 2-lane, undivided local road that carries 20 vehicles per day (*2019 VDOT Count Book*). The pavement measures generally 16-17' in width and there are no pavement markings (center or edge line) along the route.

Based on the field review, there are no regulatory speed limit signs posted along the route. However, there is a cautionary (yellow/black) 25-mph curve sign for northbound traffic posted south of the initial curve where the proposed entrance is located.

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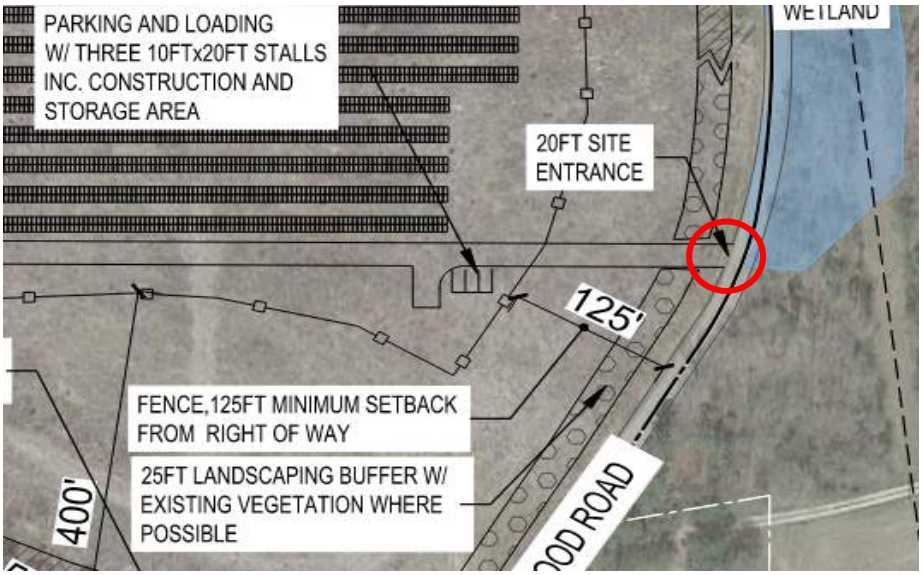
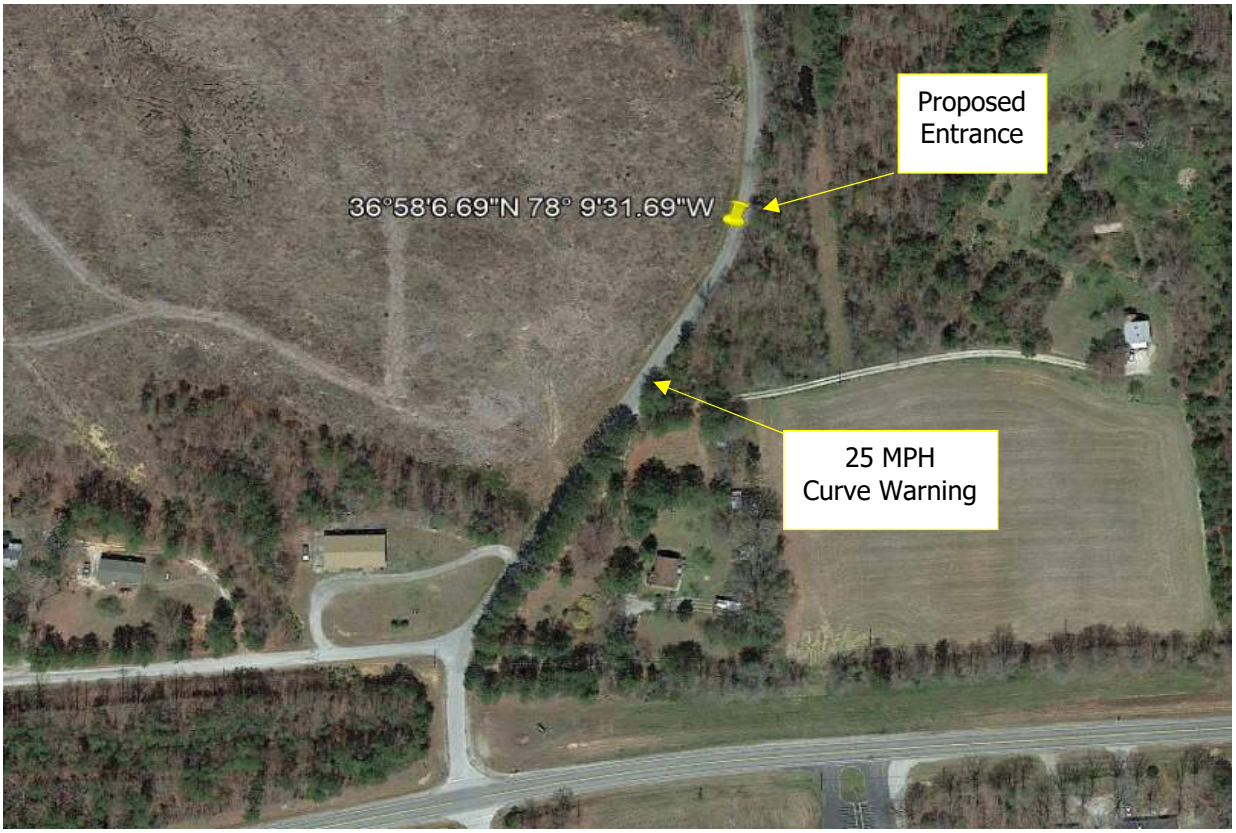
Proposed Entrance Location

The approximate location of the proposed entrance was shown on the original site plan that was submitted to Lunenburg County for review.



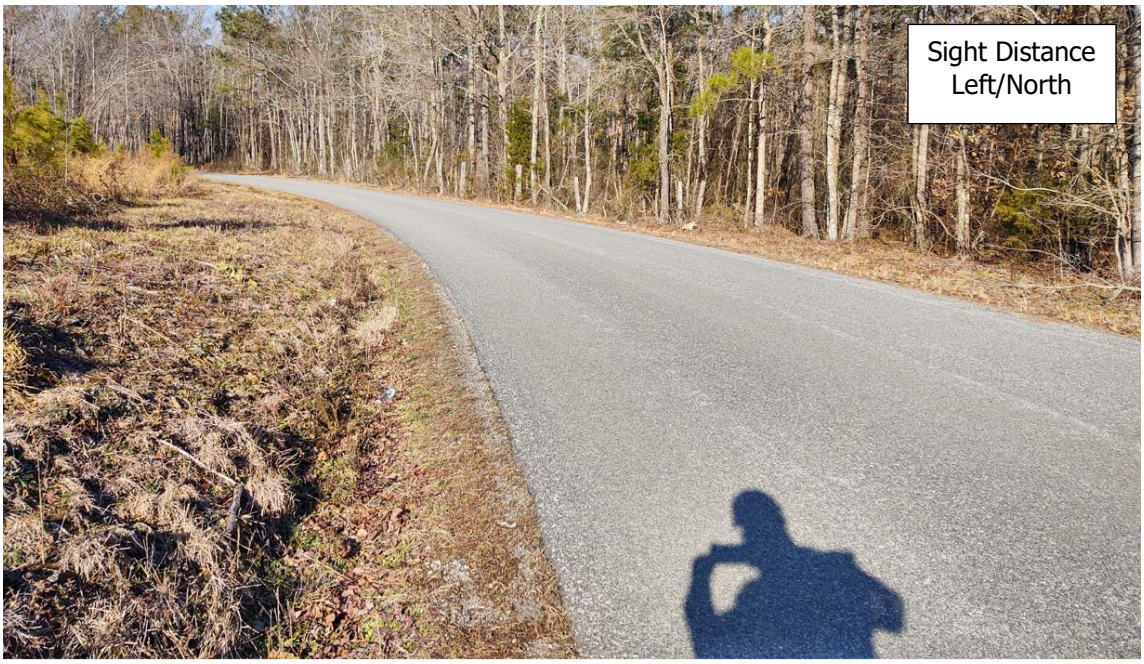
Subsequent to that submission, the client has provided the exact location of the proposed entrance as - 36°58'6.69"N 78° 9'31.69"W. This location is shown by the marker on the aerial below.



Sight Distance Evaluation

Timmons Group completed a preliminary sight distance field assessment of the identified entrance location to determine the available stopping sight distance.

Based on this review, there is approximately 305' of stopping sight distance both north (left) and south (right) of the proposed entrance location. Per Appendix F of the *Road Design Manual*, this is sufficient for a roadway with a design speed of 40 mph (posted 45 mph).



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Conclusions

Based on the collected information, Dogwood Road is a low volume (20 ADT) local road that caters to local, residential traffic.

The proposed Dogwood Solar entrance will be a low volume commercial entrance that will witness operations/maintenance traffic similar to that of other utility sites in the order of 1-2 vehicle trips per week.

The available stopping sight distance cited above (305'; 45 mph posted) should be sufficient for the proposed entrance.

It is acknowledged that during construction, traffic loads for the site will be greater; but this will be for a limited/temporary period. The owner is amenable to using supplemental signage during construction activities, as necessary, to facilitate safe ingress/egress to/from the site and alert adjacent residents to the presence of construction traffic.