

BOARD OF SUPERVISORS MEETING

January 21, 2020

The regular meeting of the Campbell County Board of Supervisors was held on the 21st day of January 2020 in the Board of Supervisors meeting room of the Walter J. Haberer Building, Rustburg, Virginia. The members present were:

Jon R. Hardie, Vice- Chairman, Presiding	Rustburg Election District
Kenneth R. Brown	Spring Hill Election District
Matt W. Cline	Concord Election District
Susan R. Hogg	Timberlake Election District
A. Dale Moore	Altavista Election District
Steve W. Shockley	Sunburst Election District

Absent was:

Charlie A. Watts II, Chairman	Brookneal Election District
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Also present were:

Frank J. Rogers, County Administrator
Clifton M. Tweedy, Deputy County Administrator
Kristin B. Wright, Staff Attorney
Catherine H. Moore, Clerk

Vice-Chairman Hardie called the meeting to order at 6:00 p.m. Administrator Rogers advised that Chairman Watts would not be able to attend due to other scheduling conflicts. This work session was previously announced as the time to review revenues for the upcoming FY 2021 budget, but that would be rescheduled for February. He also advised that public comment on the upcoming budget would be scheduled for 6 p.m. rather than 7 p.m. on February 4th.

// VDOT – Smart Scale Road Project Priorities

Mr. Tweedy along with Rick Youngblood, Lynchburg District Planner for VDOT, reviewed a number of road projects that were eligible for Smart Scale funding and requested the Board prioritize those projects in order to submit a preliminary application in March. A Smart Scale application was limited to four (4) projects. The Board was provided with copies of the Route 29 study (from the Route 24 intersection to the Lynchburg City line), and the recently completed Timberlake Road study which included the entire length of Timberlake Road from Route 460 to the Route 501 by-pass within the Lynchburg City Limits.

Mr. Youngblood recommended the Route 29 project be separated into three projects and the Timberlake Road project be focused on the intersection with Greenview Drive and Laxton Road to increase the success of the Smart Scale application. Both Timberlake Road and Route 29 were corridors that served both the local need and the State need as a thoroughfare with high freight and commuter network patterns. Mr. Youngblood was confident that one or more of the projects would receive funding.

The Route 29 project was submitted during the last application round for Smart Scale funding as a whole with an estimate of \$32 million. By breaking the project up into three segments, each segment would cost somewhere between \$9 million and \$11 million. The original 2018 estimate for the Timberlake Road improvements was around \$10.3 million. There was a possibility the Timberlake Road project would be submitted by the Central Virginia Metropolitan Planning Organization (MPO) because of its regional importance. If that happened, Campbell County would be able to submit an additional priority for consideration. The MPO was made up of representatives from Campbell, Bedford, Amherst and the City of Lynchburg, and it would be well to utilize other entities like the MPO and Planning District Commission to be able to submit more projects for consideration. Mr. Youngblood added VDOT would be looking at other funding streams to make safety improvements and improve traffic flow on Timberlake Road, such as synchronizing traffic signals. Because of the importance of Route 29 to the region, those improvements may qualify for funding from both State and District grants. Mr. Youngblood also shared that VDOT continued to be mindful that

the transportation solutions adopted for Route 29 and Timberlake Road be such that the traffic patterns would not deter economic development.

Other projects discussed were the passing lanes on Route 501 south of Gladys and the last section of Lynbrook Road. Those two projects were included on a previous Smart Scale application without success but were important projects in the region. Liberty University has requested the County consider a project to improve Camp Hydaway Road, a rural, winding two-lane road. Due to low traffic counts and the lack of crash data, Mr. Youngblood believed Camp Hydaway Road would not be a good candidate for Smart Scale or revenue sharing funds. The preliminary estimate for Camp Hydaway Road was \$5 million for one mile.

After continued discussion, there was a consensus of the Board to rank the projects as follows beginning with the highest priority:

- Timberlake Road intersection with Greenview Drive/Laxton Road
- Route 29 Project A (from Lynchburg City limits to English Tavern Road)
- Route 29 Project B (from English Tavern Road to Calohan Road)
- Route 29 Project C (from Calohan Road to Virginia 24 near Yellow Branch)
- Route 501 Passing lanes south of Gladys
- Lynbrook Road (last section)

Supervisor Hogg appreciated the Board's consensus to rank the Timberlake Road intersection as the highest priority commenting the safety of students should be their number one focus. The busy intersections and traffic congestion on Timberlake Road had been a problem for a long time and was expected to increase with new residential and commercial on the horizon.

// ADJOURNMENT

On motion of Supervisor Moore, the meeting was adjourned at 7:19 p.m.

The vote was: Aye: Brown, Cline, Hardie, Hogg, Moore, Shockley
Nay: None
Absent: Watts

JON R. HARDIE, VICE-CHAIRMAN

Approved: _____