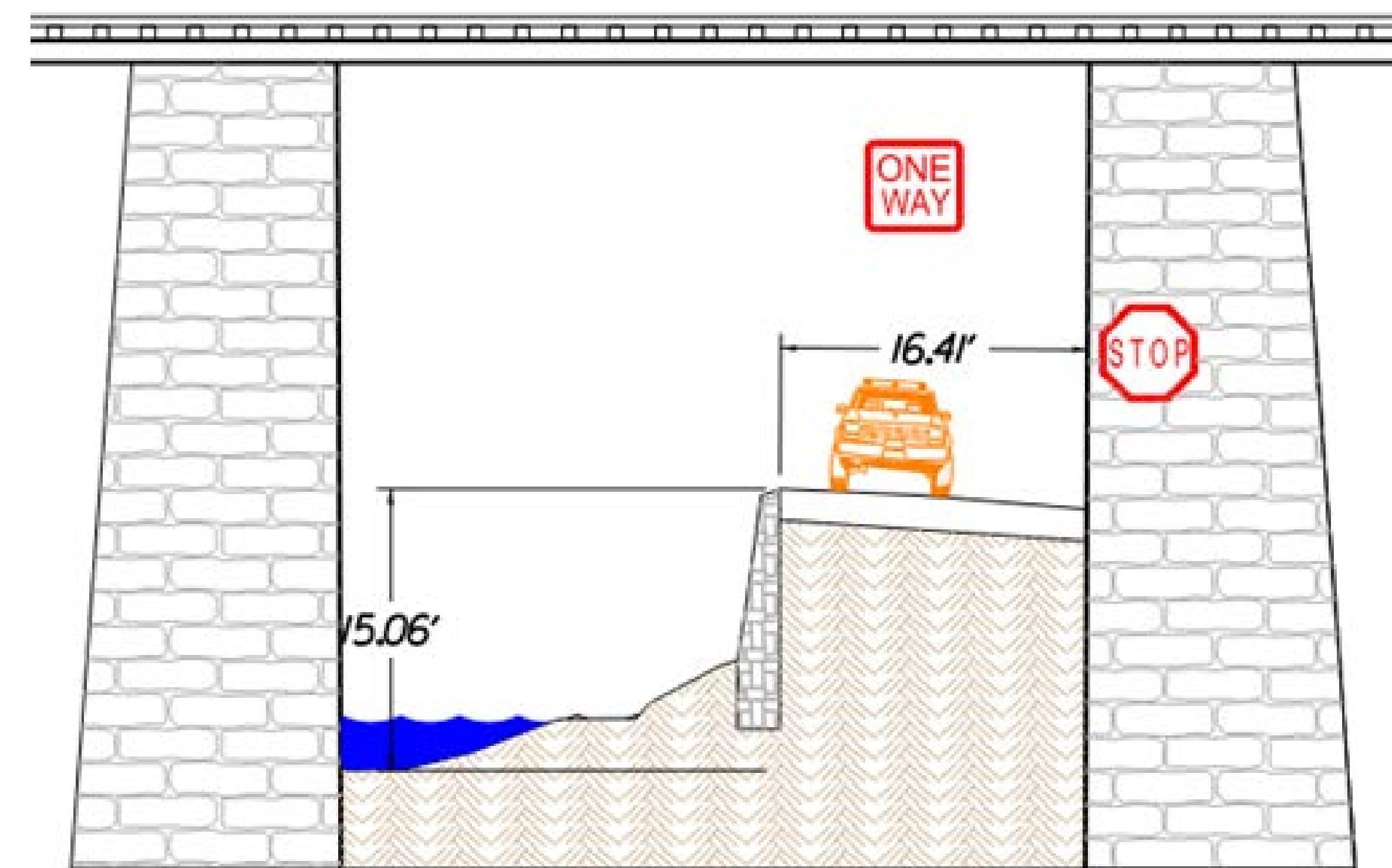


# Dry Hollow Road Safety Improvements Community Meeting Exhibits

November 14, 2024

# Existing Conditions

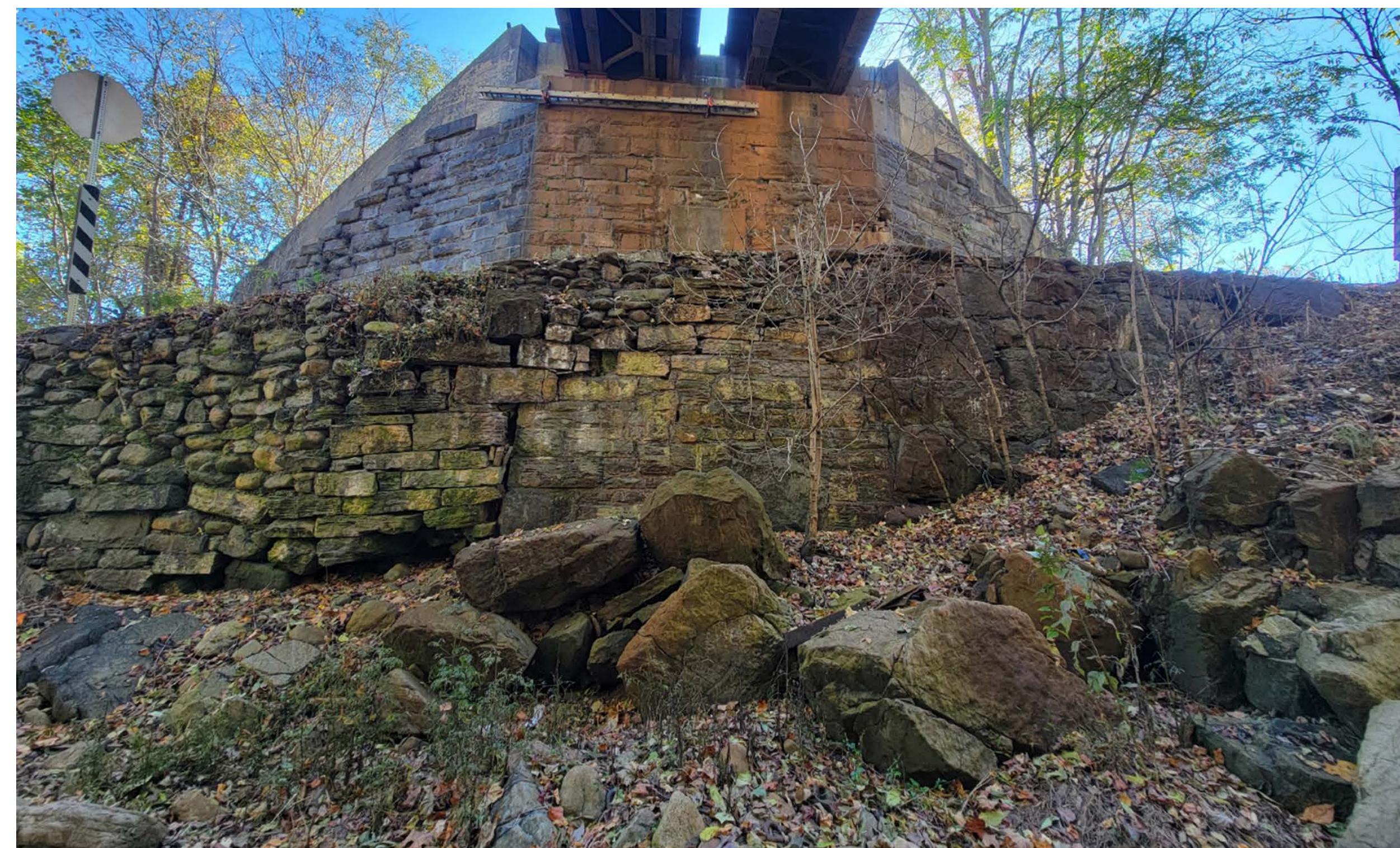
- Narrow roadway width (one lane under bridge)
- Limited sight distance under the railroad bridge
- Norfolk Southern Historic Railroad Bridge
- Dry Hollow Creek shares space under the bridge and floods the roadway
- A rock wall holds the roadway above the creek
- Only access to approximately 60 households and to Camp Roanoke
- Road also provides access to Spring Hollow Reservoir



Existing Cross Section under Railroad Bridge

# Project Goals

1. Reinforce the roadway against the creek to reduce the possibility of the roadway failing.
2. Improve the safety of the roadway.



Existing Rock Retaining Wall between Roadway and Creek

# Dry Hollow Road Safety Improvements Project History

- **1998:** Board of Supervisors added the project to the VDOT Secondary Six-Year Program (SSYP) for 1998-2004, under the old system.
- **2009:** Project removed from the SSYP due to Recession funding cuts and restructuring.
- **2013:** County staff investigated safety alternatives with VDOT and stop signs/stop bars were installed.
- **2014:** County applied for and received Revenue Sharing funding for a portion of the project.
- **2017:** Board of Supervisors added the project to the SSYP to fund the project deficit.
- **2019:** VDOT began project development and determined funding was insufficient to cover the project cost.
- **2021:** County and VDOT held a meeting to review the proposed project with the community (22 attendees).

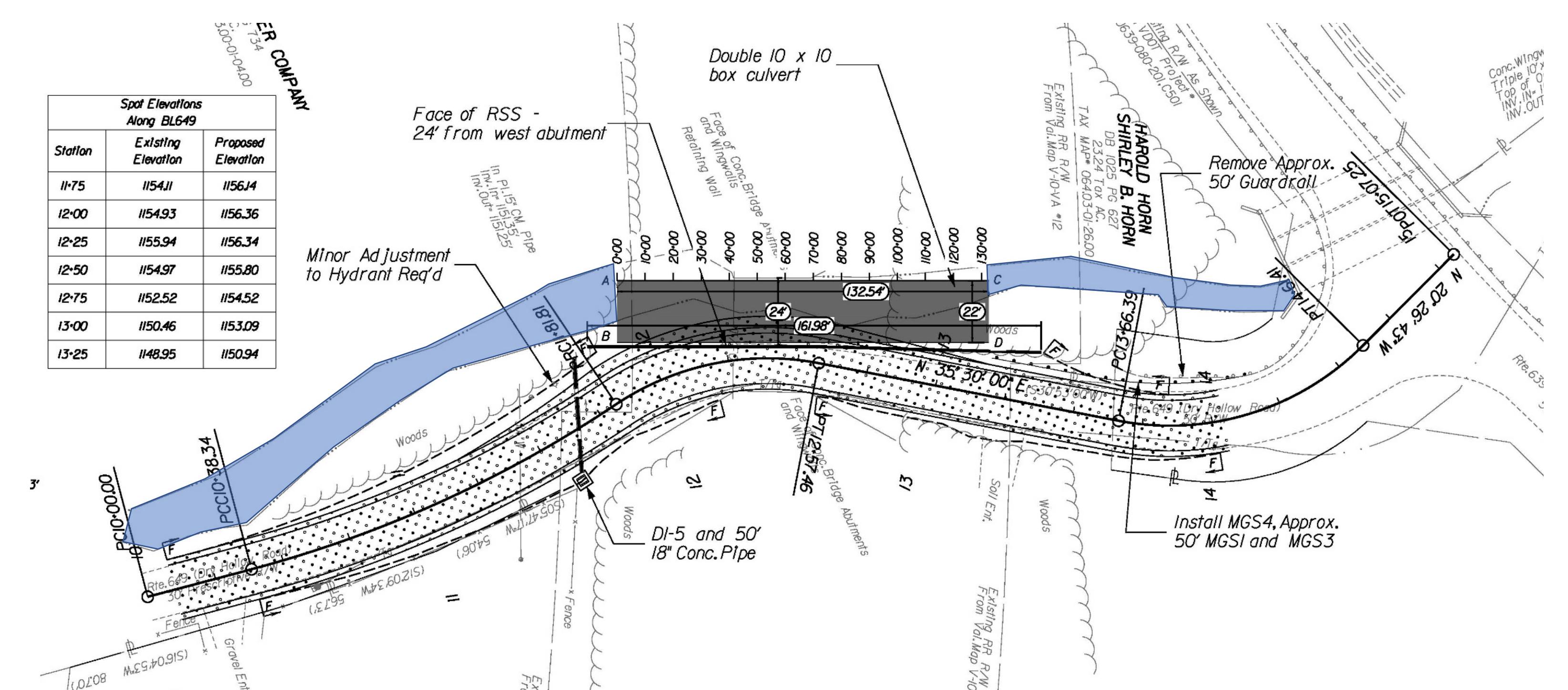
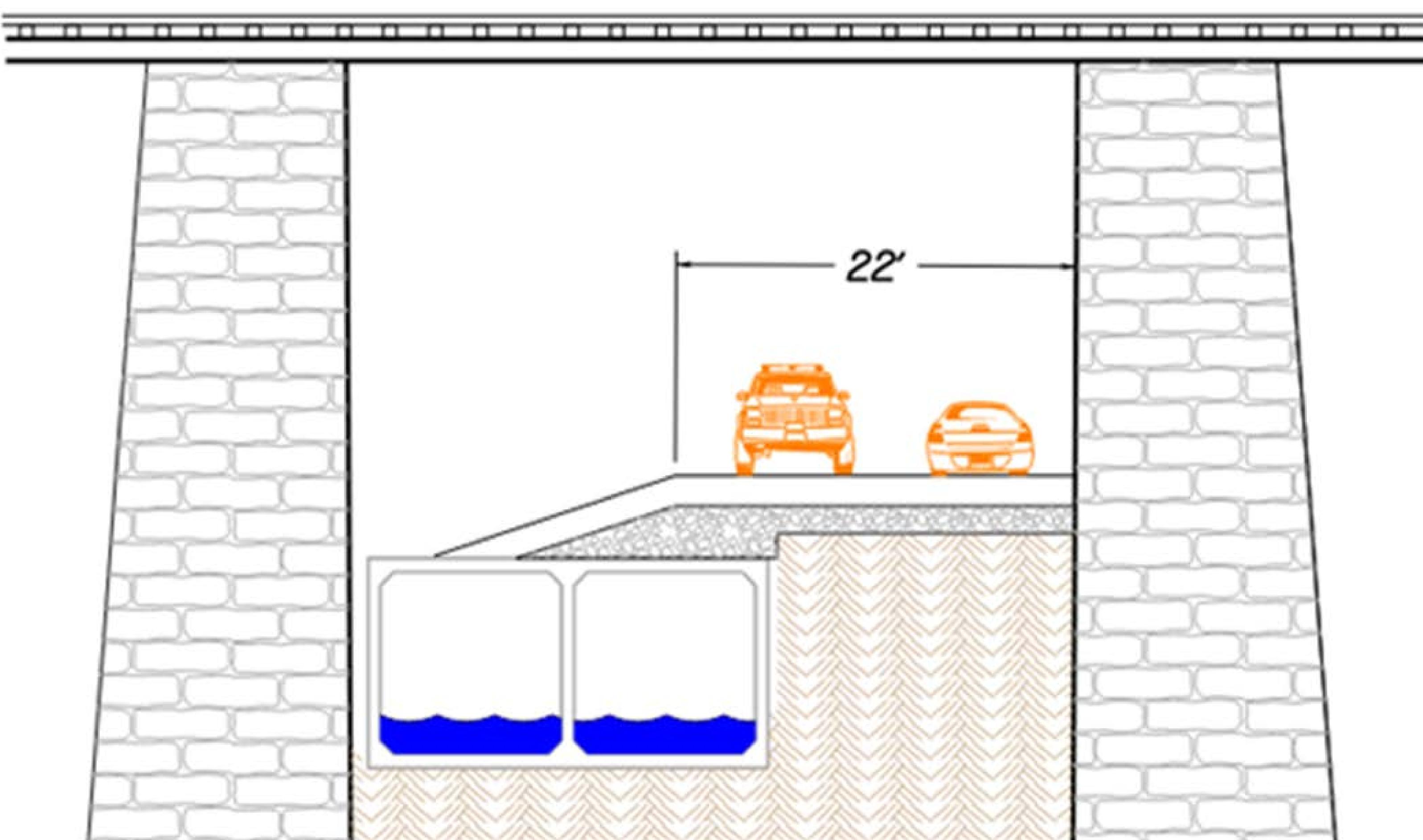


Existing Roadway at Railroad Bridge

# Previous Plan (2021): Double Box Culvert

Improve safety by widening the roadway for two-way travel.

1. Install a soil nail wall at the creek to stabilize the roadway and to prepare for the double box culvert.
2. Install a double 10x10x130 foot box culvert under the bridge for the creek and extend the roadway onto the culverts to construct an 18-foot-wide roadway with two-foot-wide shoulders.



# Dry Hollow Road Safety Improvements Project History (continued)

- **2021/2022:** County applied for and received additional Revenue Sharing funding for the project deficit.
- **2022:** VDOT determined that the double box culvert project was not feasible without constructing a costly temporary detour route, which would have substantially increased the project estimate.
- **2023:** The project scope was changed to a signalized, single-lane underpass. The new project estimate exceeded available funding.
- **2023/2024:** County applied for and received additional Revenue Sharing funding for the new project scope's deficit.
- **2024:** VDOT contracted with AECOM to assist with project design.



Railroad Bridge and Roadway View from the Creek Bed

# Current Plan (2024): Moment Slab

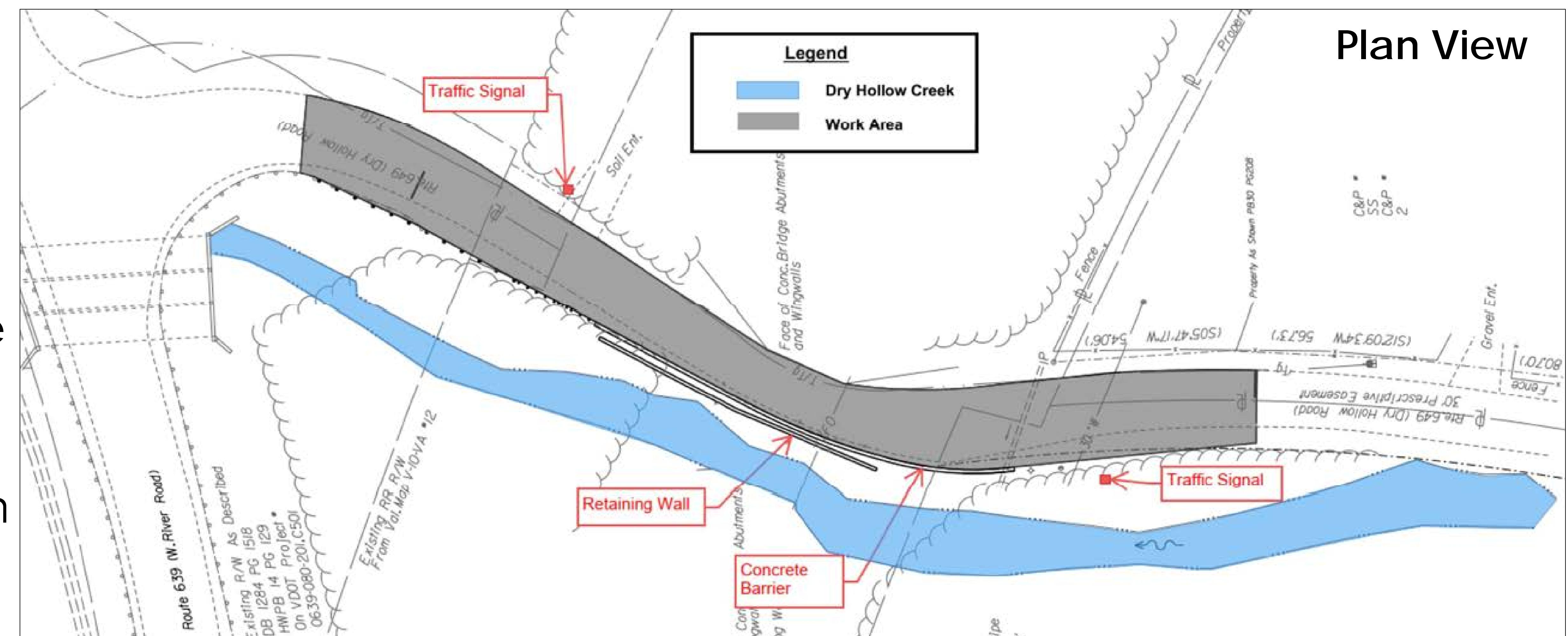
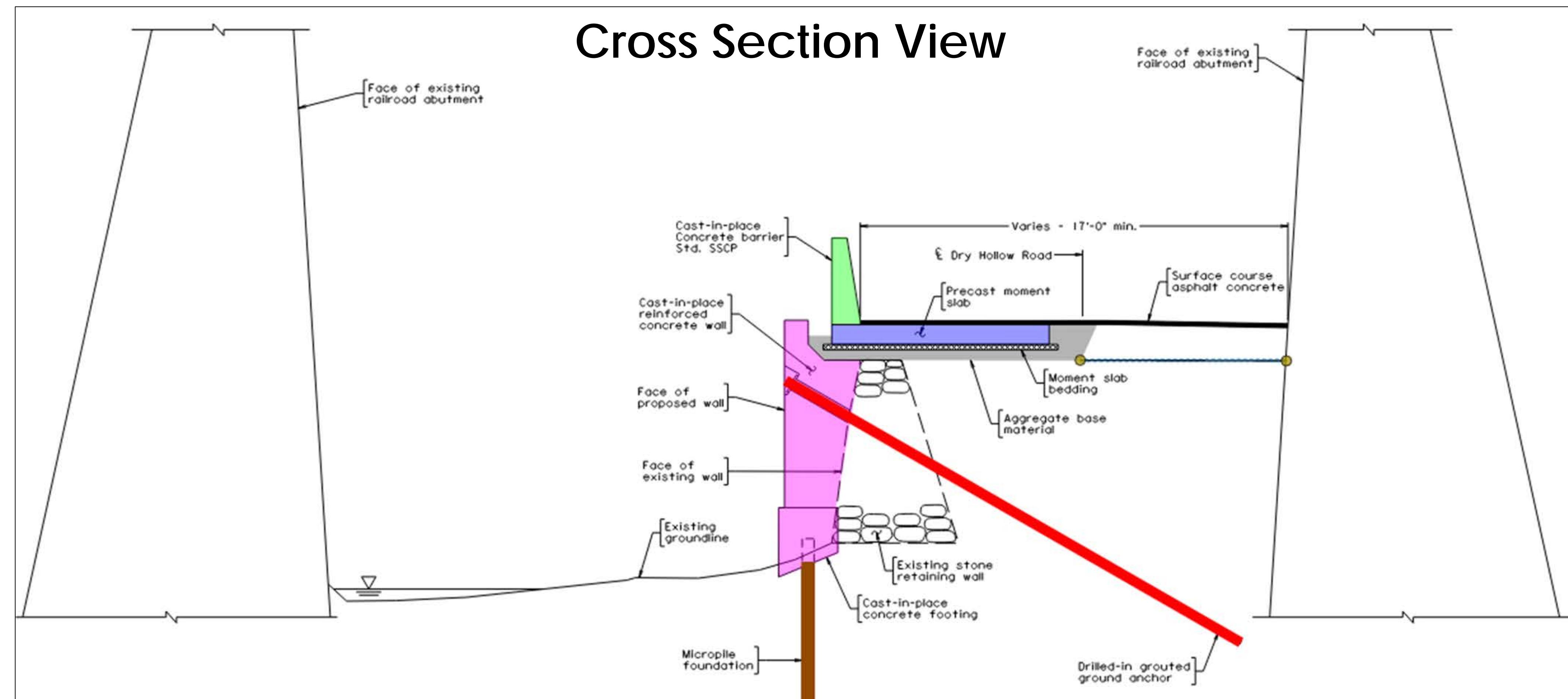
Improve safety near the  
Norfolk Southern Railroad  
overpass.

1. Stabilize the roadway and existing stone retaining wall with a reinforced concrete wall (pink), micropile foundation (brown) and ground anchor (red).

2. Expand the roadway to a minimum of 17 feet with precast moment slabs (blue).

3. Install a concrete traffic barrier along the creek edge of the moment slab (green).

4. Replace stop signs with traffic signals and relocate stop bars.



# Anticipated Construction Sequence (2027)

1. Install temporary traffic signals.
2. Install temporary construction access to the streambed.
3. Construct the new concrete retaining wall against the existing stone retaining wall.
4. Install the moment slab, concrete barrier and guardrail.
  - Pre-cast concrete moment slabs (approximately 15 sections) will be installed individually and joined together.
5. Replace temporary traffic signals with permanent traffic signals.
6. Pave and mark the roadway.

# How will Construction Impact Area Residents?

Up to 45 nights of consecutive and non-consecutive roadway closures will be needed for the following activities:

1. Construction of the reinforced concrete wall against the existing rock retaining wall;
2. Installation of one moment slab per night with approximately 15 moment slab sections anticipated;
3. Installation of the cast-in-place traffic barrier on top of the completed moment slab; and
4. Paving activities.

Closing and opening times will be determined at a later date as the project design progresses. Discussions are underway with County Emergency Services about how to respond during the nighttime closures. A four- to six-foot-wide pedestrian path may be available during the nighttime closures.

**Please complete a survey indicating if and when you may travel at night.**

# Status Update and Next Steps

- **December 2024:** VDOT will contact impacted property owners about a willingness to hold a public hearing.
- **Summer 2025:** The right-of-way phase will begin. Impacted property owners will be contacted by VDOT.
- **Summer 2026:** Project is anticipated to be advertised for construction.
- **2027:** Construction is anticipated to take place.

## Project Funding

- Secondary Six-Year Improvement Program (100% VDOT Funding): **\$959,000**
- Revenue Sharing Program:
  - 50% VDOT: **\$3,242,500**
  - 50% County: **\$3,242,500**
- Total Project Funding: **\$7,444,000**

# Contact Information



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