



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: Ms. Sellers **Seconded By:** Ms. Green

Action: Motion Carried, Unanimously

Title: Through Truck Restriction Route 206 -Dahlgren Road (King George County)

WHEREAS, King George County has requested that the Commonwealth Transportation Board consider restricting through truck traffic pursuant to the provisions of §46.2-809 of the *Code of Virginia* on Route 206 - Dahlgren Road between VA Route 3 (Kings Highway) and US Route 301 (James Madison Parkway) in King George County; and

WHEREAS, King George County has conducted a public hearing on September 5, 2023 to present this requested restriction as required pursuant to §46.2-809 of the *Code of Virginia*, and three public comments were received (two in support and one posed unrelated comment) to the proposed restriction; and

WHEREAS, after careful study and review, the Virginia Department of Transportation (VDOT) has determined that the proposed alternative routing would not present an undue hardship relative to travel time and distance caused by the proposed restricted route. Although one portion (approximately 0.6-miles) of the alternate routing on VA-3 (Kings Highway) is only two-lanes with significant parking and pedestrian activity where conflicts with large trucks are expected. Nevertheless, the current truck traffic (600 trucks per day) along this segment of roadway will not significantly increase with the addition of rerouted trucks from VA-206 (up to 86 trucks per day may be rerouted to VA-3 by the proposed restriction) and the number and types of crashes occurring on VA-3 and US-301 are consistent with the type of roadway and volume of vehicles; and

WHEREAS, VDOT's study and review determined that the current operation of trucks on VA 206 (Dahlgren Road) creates safety concerns due to (i) the potential for conflicts between trucks and other vehicle traffic and pedestrians on VA 206 which is a two-lane roadway with narrow shoulders and a lack of turn lanes at intersections that provides access to clusters of residential properties, a public school, and commercial properties; and

WHEREAS, VDOT solicited public comment on the proposed restriction by posting signs and public notices, and erecting signs at the terminus of the requested restricted routes for thirty days advising the public of the proposed restrictions and requesting public comments as required pursuant to §46.2-809 of the *Code of Virginia*; and received twelve comments (eight in favor, two opposed and two no position); and

WHEREAS, the proposed restriction of through traffic by trucks satisfies the guidelines and criteria of the Board's regulation entitled *Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways* set forth in 24VAC30-580; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Commonwealth Transportation Board.

NOW THEREFORE, BE IT RESOLVED, pursuant to the provisions of §46.2-809 of the *Code of Virginia*, the Board directs that in King George County, the following highway segment be prohibited to through truck traffic: Route 206 – Dahlgren Road between VA Route 3 (Kings Highway) and US Route 301 (James Madison Parkway).

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Commonwealth Transportation Board Decision Brief

Through Truck Restriction -Route 206 - Dahlgren Road (King George County)

Issue:

King George County Board of Supervisors, by resolution, made a request to VDOT-Fredericksburg District that Route 206 (Dahlgren Road), a total distance of 9.38 miles be restricted to through truck traffic (see attached map).

Facts:

King George County submitted their formal request by resolution, adopted September 5, 2023, to VDOT after a public hearing in accordance with Section 46.2-809 of the *Code of Virginia*.

VDOT completed a study of the requested restriction that considered the (4) criteria established by the CTB *Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways* as set forth in 24VAC30-580.

VDOT solicited public comments on the proposed restriction by advertisement in local newspapers and by signs posted at the terminus of the proposed restricted routes for thirty days advising of the proposed restriction and requesting public comments (8 comments were received in support, two opposed, and two no position).

The Virginia Trucking Association was notified of the proposal (No comments received).

CTB Board member Ms. Laura Sellers was briefed on the proposed restriction.

Of the four (4) criteria established by the Commonwealth Transportation Board in considering truck restrictions, Route 206 meets the following:

1. Reasonable alternate route is provided.

The proposed alternative routing is more appropriate for truck travel overall, being almost entirely a four-lane divided roadway with turn lanes provided at intersections or refuge areas at crossovers and the additional distance (3.3 miles) and time (3 minutes) required to travel the alternate route does not impose an undue hardship for trucks reaching their destination. There is one two-lane, undivided, commercialized highway section of VA-3 (Kings Highway) approximately 0.6-miles in length which has significant parking and pedestrian activity and where conflicts with large trucks are expected nevertheless, the current truck traffic of 600 trucks per day along this segment of roadway will not significantly increase with the addition of rerouted trucks from VA-206 (up to 86 trucks per day may be rerouted to VA-3 by the proposed restriction). While VA-3 had five truck crashes in the past three years (VA 206 & US 301 each had three), the number and types of crashes occurring on VA-3 and US-301 are consistent with the type of roadway and volume of vehicles.

2. Character and/or frequency of truck traffic is not compatible with affected area.

VA 206 primarily provides access to residential properties and adjacent subdivisions and is a two-lane, undivided roadway with minimal shoulders and turning lanes provided and where the horizontal & vertical alignment limits sight distance at some locations for seeing approaching (and entering and exiting) traffic at intersections and other locations along the highway.

3. Residential in nature.

VA 206 primarily fronts residential properties and provides access to adjacent subdivisions as well as a public school (with a reduced 25 mph school zone speed limit) and some commercial development, and poses a potential for conflicts between trucks and other traffic as well as pedestrians due to the roadway alignment and terrain and the lack of turn lanes at intersections.

4. Roadway must be functionally classified as either “Local” or “Collector”.

VA-206 is a “Minor Arterial”.

A requested restriction must meet both CTB criteria 1 & 2, and either of 3 or 4, above. The proposed restriction for VA-206 is judged to meet criteria 1, 2 and 3 and therefore meets the criteria required for approval.

Recommendations: VDOT recommends that this requested through truck restriction be approved.

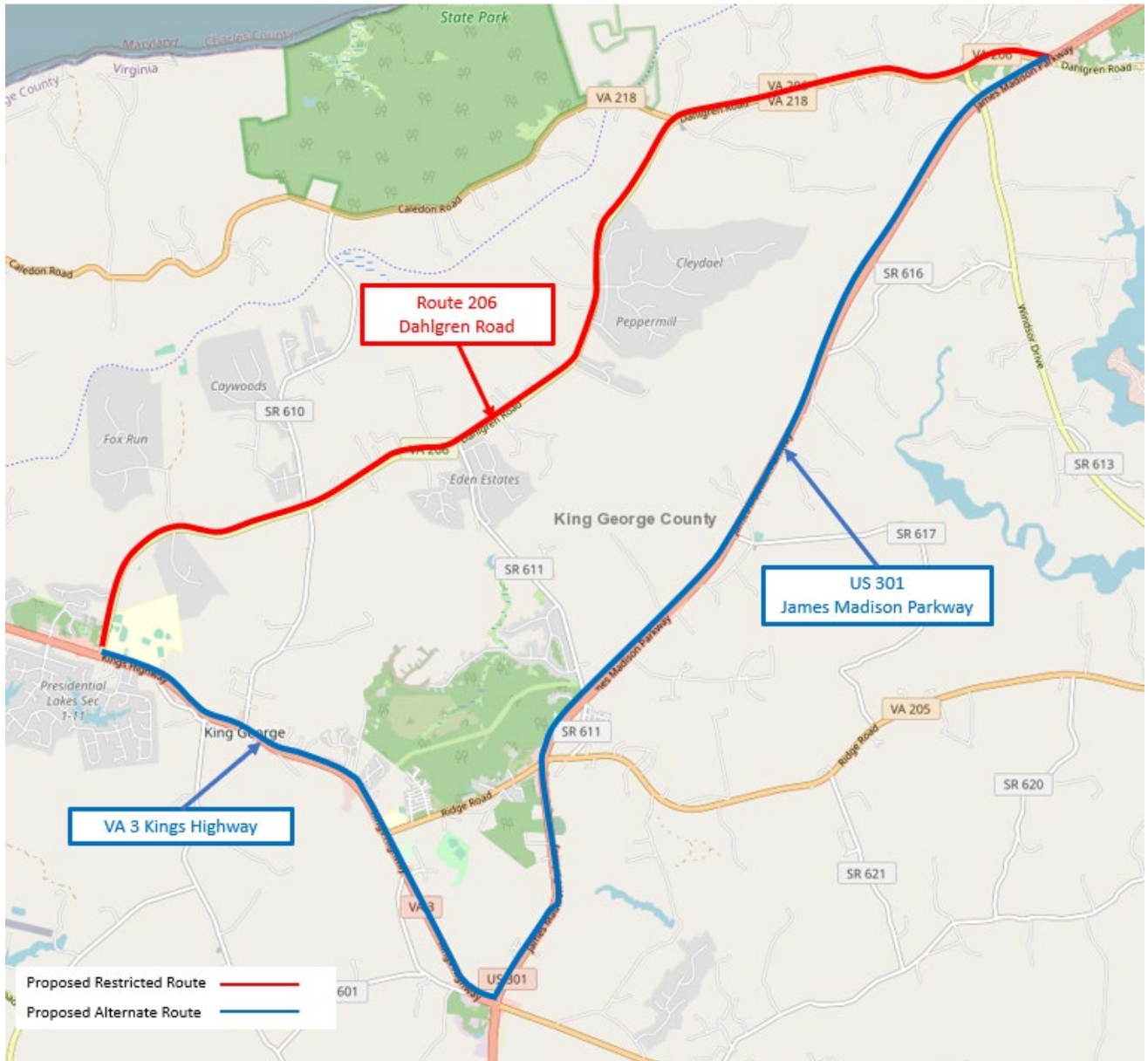
Action Required by CTB: The *Code of Virginia* §46.2-809, requires the majority vote of the CTB before this truck restriction can be enacted. The CTB is presented with a resolution for formal vote.

Result, if Approved: VDOT will post signs indicating “No Thru Trucks” on VA-206 (Dahlgren Road) between VA-3 and US-301.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: VDOT published a public notice of the proposed restriction in local newspapers and by signs posted at the terminus of the proposed restricted routes for thirty days advising of the proposed restriction and requesting public comments (8 comments were received in support, four in favor, two opposed, and two no position). The comments in favor of the proposed restriction on Route 206 conveyed concerns with trucks due to the narrow pavement, noise, and conflicts with residential driveways. The comments against mentioned more trucks would be diverted to the alternate routes.

Route 206 -Dahlgren Road Proposed Through Truck Restriction



**RESOLUTION TO RENEW REQUEST FOR ADOPTION OF A
THROUGH TRUCK RESTRICTION ON ROUTE 206
(DAHLGREN ROAD) SUBJECT TO COMMONWEALTH
TRANSPORTATION BOARD APPROVAL**

WHEREAS, safety, noise, and congestion associated with truck traffic is of concern for residents and other motorists on or along Route 206 (Dahlgren Road) between Route 3 and Route 301; and

WHEREAS, reasonable alternate routing is provided by the direct intersection of Route 3 and Route 301; and

WHEREAS, a through truck restriction on Route 206 (Dahlgren Road) is warranted for the health, safety, welfare of citizens and the travelling public; and

WHEREAS, a public hearing was conducted by the King George County Board of Supervisors on August 2, 2022, to receive public input on this proposed restriction; and

WHEREAS, the Commonwealth Transportation Board was not able to act on the request within the nine months prescribed by 24 VAC 30-580-30;

WHEREAS, conditions remain the same or more impactful since the matter was originally considered.

NOW THEREFORE, BE IT RESOLVED that the King George County Board of Supervisors renews its request for the Commonwealth Transportation Board to implement a through truck restriction on Route 206 (Dahlgren Road) between Route 3 and Route 301; and

BE IT FURTHER RESOLVED that a copy of this Resolution with supporting documents provided by 24 VAC 30-580-30 shall be forwarded to the VDOT Residency Administrator and the Commonwealth Transportation Board; and

BE IT FURTHER RESOLVED that in the event of implementation of the through truck restriction, the County will use its good offices to enforce the proposed restriction by requesting enforcement by the King George County Sheriff's Office.

BOARD OF SUPERVISORS OF KING GEORGE COUNTY, VIRGINIA

APPROVED this 05 day of September 2023:


Richard Granger, Chair

VOTE: 5-0

CATHY BINDER X AYE NAY ABSTAIN ABSENT

TERENCE COLLINS X AYE NAY ABSTAIN ABSENT

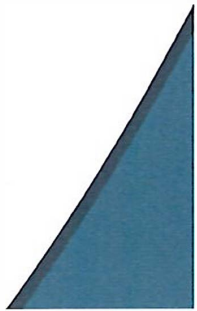
ANN C. CUPKA X AYE NAY ABSTAIN ABSENT

RICHARD GRANGER X AYE NAY ABSTAIN ABSENT

JEFFREY STONEHILL X AYE NAY ABSTAIN ABSENT

ATTEST:


Clerk



**Through Truck Restriction Study
Route: 206 (Dahlgren Rd.)
Jurisdiction: King George County
Study Date: 10/7/2022**



Area Map

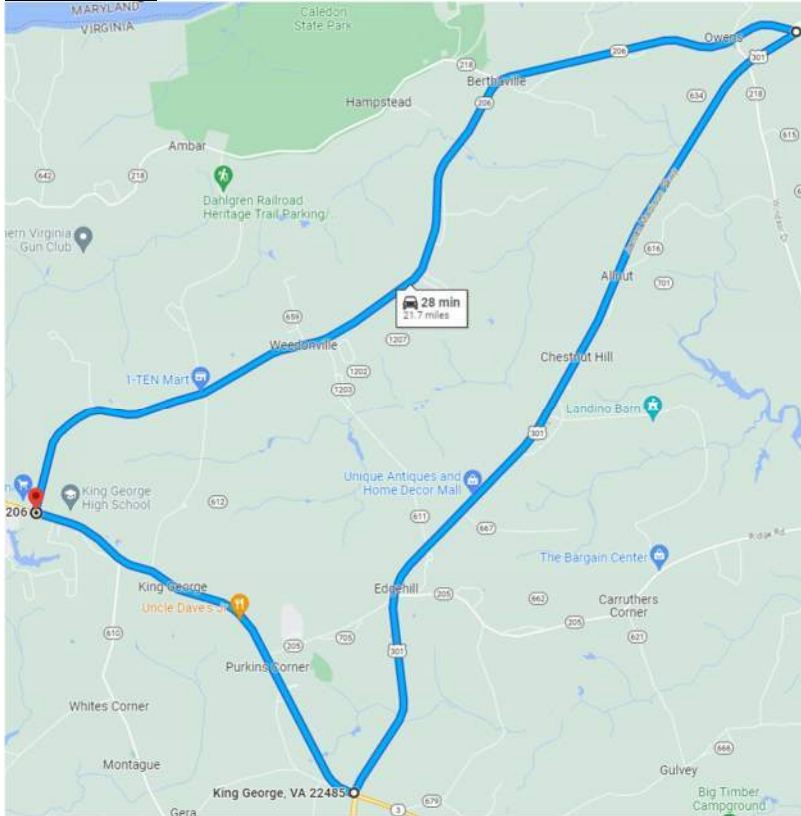
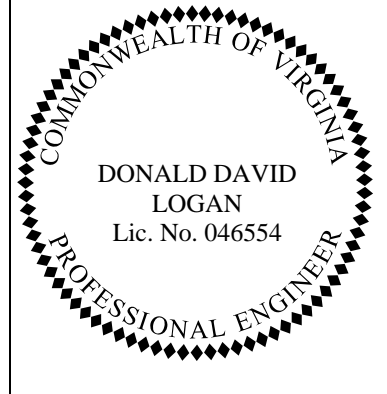


Figure 1 - Area Map



VDOT - Traffic
Engineering
Fredericksburg
Traffic Engineer

Proposed Restricted Route

Proposed Restriction

It is proposed that all through trucks be restricted along VA-206 (Dahlgren Rd.) as identified below.

Proposed Restriction: VA-206 (Dahlgren Rd.)

From: VA-3 (Kings Hwy.) M.P. 0.00

To: US-301 (James Madison Pkwy.) M.P. 9.23

AADT: 8,600, vehicles per day (2020) weighted

Total Length: 9.23 Miles

Total Travel Time: 13 Minutes

Functional class: Minor Arterial

Proposed Alternate Routing

Proposed Alternate Routes

VA-3 (Kings Hwy.)/US-301 (James Madison Pkwy.)

From: VA-3 (Kings Hwy.)/VA-206 (Dahlgren Rd.) Int. M.P. 50.82

To: VA-3 (Kings Hwy.)/US-301 (James Madison Pkwy.) Int. M.P. 54.96

Length: 4.14 Miles

Total Travel Time: 6 Minutes

Functional Class: Rural Other Principal Arterial

AADT: 12,000 (2020) weighted

US-301 (James Madison Pkwy.)

From: VA-3 (Kings Hwy.)/US-301 Int. M.P. 130.80

To: VA-206 (Dahlgren Rd.)/US-301 Int. M.P. 139.18

Length: 8.38 Miles

Total Travel Time: 10 Minutes

Functional Class: Rural Other Principal Arterial

AADT: 11,200 (2020)

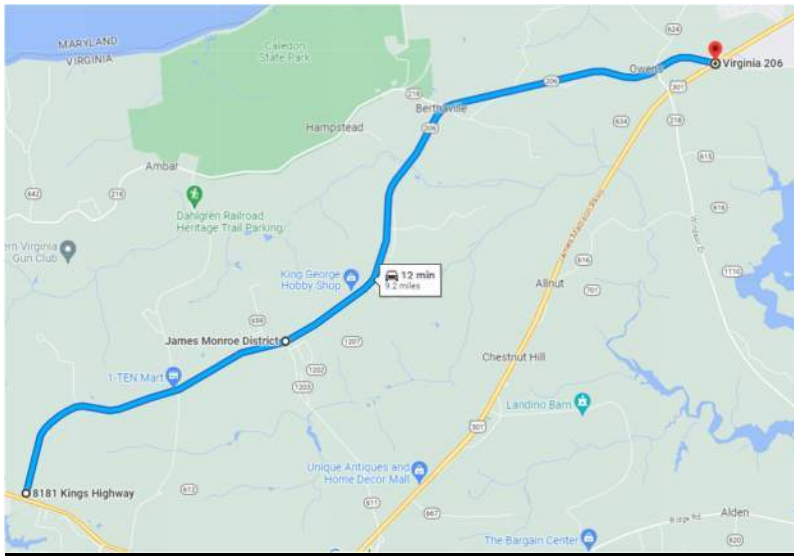


Figure 2 - VA-206 Proposed Restriction

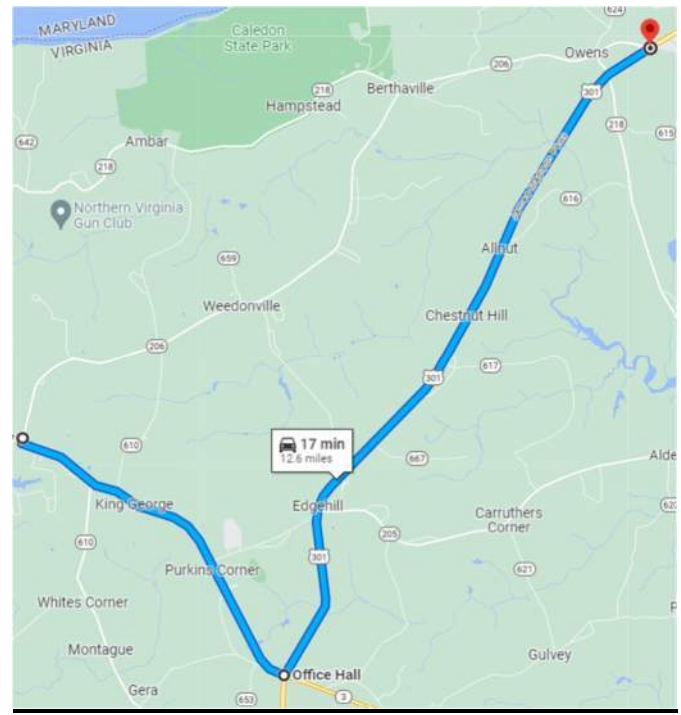


Figure 3 - Proposed Alternate Route

Total length/travel time penalty for alternative routing: 3.29 Miles/3 Minutes.

Summary of Study Results and Recommendations

It is recommended that **all through trucks be restricted from entering or traversing VA-206 (Dahlgren Rd.) from VA-3 (Kings Hwy.) to US-301 (James Madison Pkwy.)** (See Figure 2 - VA-206 Proposed Restriction). This action is taken in accordance with the **Code of Virginia section 46.2-809**, which provides that the Commonwealth Transportation Board, or its designee, in response to a formal request by a local governing body, after such body has held public hearings, may, after due notice and a proper hearing, prohibit or restrict the use by through traffic of any part of a primary or secondary highway if a reasonable alternate route is provided.

The following route(s) has been requested for a Through Truck Restriction:

VA-206 (Dahlgren Rd.)

From: VA-3 (Kings Hwy.) M.P. 0.00

To: US-301 (James Madison Pkwy.) M.P. 9.23

Length: 9.23 Miles

Total Length: 9.23 Miles

In accordance with the guidelines of the Commonwealth Transportation Board, the consideration for a through truck restriction must address the following (4) criteria. For a through truck restriction to be approved, Criteria 1 and 2, and either 3 or 4 must be met. This proposal **meets criteria 1, 2, and 3**.

1. Provision of reasonable alternative routes: This **criterion is met** as described below:

The identified alternative routes (VA-3 and US-301) are better suited for trucks because most of the route is on a 4-lane divided roadway with 11' lanes, paved shoulders, and turn lanes or refuge areas at crossovers.

VA-3 (Kings Hwy.)

The majority of VA-3 is zoned commercial (C-1 & C-2) and light industrial (I-1) with a few agricultural (A-2) and single family (R-1) parcels interspersed. There are four traffic signals (VA-206, SR-678/Foxes Way, VA-205, and US-301) located along this segment of roadway.

US-301 (James Madison Pkwy)

US-301 is in a rural area with light residential and commercial properties located along the proposed route. The zoning along this route is primarily agricultural (A-2), with some light industrial (I-1), commercial/retail (C-1 & C-2), multifamily residential (R-3) parcels interspersed. There are three traffic signals (Int. VA-205, VA-218, and VA-206) located along this segment of roadway.

The additional distance / time required to travel the proposed alternative routes (VA-3 and US-301) is 3.29 miles/3 minutes.

2. Incompatibility of truck traffic with the proposed restriction (VA-206): This criterion is met.

VA-206 is a 2-lane roadway with ~11’ wide lanes, centerline, and edge line pavement markings. The paved shoulder is only 1’ wide and adjacent to drainage ditches on both sides (See Photo 1 - VA-206 & Photo 3 - VA-206). This roadway provides access to residential properties, subdivisions, a public middle school (See Photo 4 - VA-206 SB), agricultural areas, and several commercial properties located primarily near the US-301 intersection.

3. Residential nature of development adjacent to the proposed restricted route (VA-206): This criterion is met.

This roadway is located within a mix of large lot residential/agricultural properties, access to subdivisions (over 30 residences), clusters of small lot residential properties fronting VA-206, wooded areas, and minor agricultural related developments (See Photo 1 - VA-206 & Photo 3 - VA-206). As noted, a middle school is located near the intersection with VA-3 (See Photo 4 - VA-206 SB).

4. Functional Class of either Local or Collector for proposed restriction (VA-206): This criterion is not satisfied. Approval for restrictions on Primary routes rests with the Commonwealth Transportation Board (CTB).

This roadway is a primary route classified as a Minor Arterial Highway.

A. Roadway characteristics

Proposed Restriction – VA-206 (Dahlgren Rd.): This route consists of two travel lanes with posted speed limits as follows:

From	To	Speed
VA-3 Int.	1.0 mi. N. of VA-3 Int.	45 mph
1.0 mi. N. of VA-3 Int.	0.36 mi. S. of VA-218 Int.	50 mph
0.36 mi. S. of VA-218 Int.	0.09 mi. E. of Rte. 218/624 Int.	40 mph
0.09 mi. E. of Rte. 218/624 Int.	0.59 mi. W of Rte. 614 Int.	45 mph

Table 1 - VA-206 Posted Speed Limits

VA-206 is a 2-lane roadway with ~11’ wide lanes, centerline, and edge line pavement markings. The paved shoulder is only 1’ wide and adjacent to drainage ditches on both sides (See Photo 1 - VA-206 & Photo 3 - VA-206). There are three traffic signals (Int. of VA-3, VA-218 [Caledon Rd] / SR-632 [St Pauls Rd], and US-301) located along this segment of roadway. There are right turn flares at a few intersections and only four intersections with left turn lanes (VA-3 [Kings Hwy], SR-1238 [Carriage Ln] / SR-1240 [Ernest Ellis Ln], VA-218 [Windsor Dr] / SR-624 [Owens Dr] & VA-206 [James Madison Pkwy]). The rest of the intersections have no left turn lanes.



Photo 1 - VA-206

The vertical alignment is undulating, beginning at elevation of 191' at the southern terminus, climbing to a high of 210' at the southern end and down to a low of 42' at Paper Mill Creek (~MP 5.73) and 29' at the intersection with US-301 (See Figure 4 - VA-206 Profile). The horizontal alignment is circuitous with sweeping horizontal curves. The pavement is in good condition. The weighted 2020 AADT for VA-206 is 8,600 vehicles per day with 1% truck traffic.

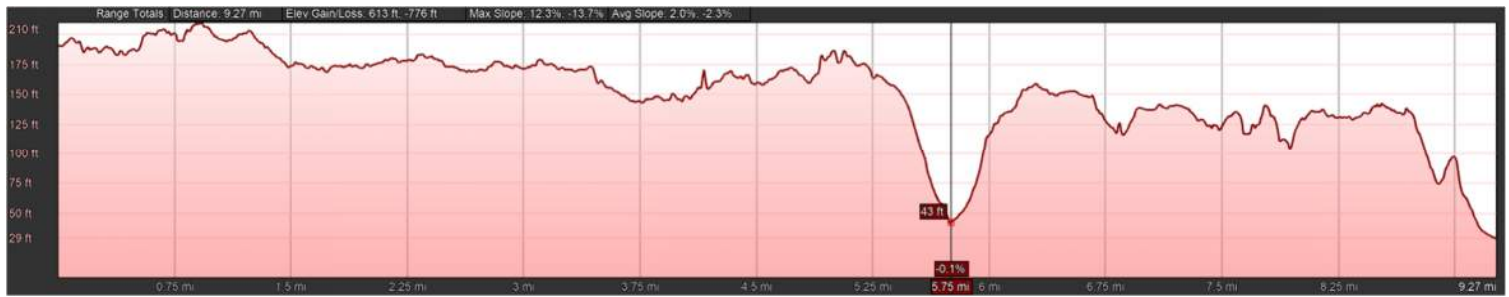


Figure 4 - VA-206 Profile

The distance / time required to travel this route segment is 9.23 mi./13 minutes.

Alternate Routes for Proposed Restriction – VA-3 (Kings Hwy.)

This section of VA-3 varies from a 2-lane to 4-lane divided highway as follows:

From	To	Length	Description
M.P. 50.82	M.P. 51.87	1.05 mi.	4-lane divided with a raised median
M.P. 51.87	M.P. 52.42	0.55 mi.	2-lanes
M.P. 52.42	M.P. 52.70	0.28 mi	2-lanes with a TWLT
M.P. 52.70	M.P. 52.87	0.17 mi.	2-lanes with a raised median
M.P. 52.87	M.P. 54.96	2.09 mi.	4-lanes with a raised median from

Table 2 - VA-3 Cross Sections

The lane widths are generally 11'. The majority of VA-3 has 4' paved shoulders, wider lanes (>12'), or 8' wide parking stalls (See Photo 5 - VA-3 EB & Photo 6 - VA-3 WB). There are four traffic signals (Int. of VA-206, SR-678 [W. St. Anthonys Rd /Foxes Wy], VA-205, and US-301) located along this segment of roadway. Pavement markings are consistent with this type of roadway and includes standard skip lines, turn lanes, stop bars, hashing, pavement marking arrows, crosswalks, double yellow centerlines, parking space, merge arrows, edge line, and mini skips. The roadway also includes raised pavement markers (RPM). The vertical alignment is undulating in nature beginning at 191' at the western terminus and ending at an elevation of 186' at the western terminus and varying between a high of 213' and a low of 162' (See Figure 5 - VA-3 Profile). Whereas the horizontal alignment is predominantly tangent separated by a sweeping curve to the right in the middle. The pavement is in good condition.

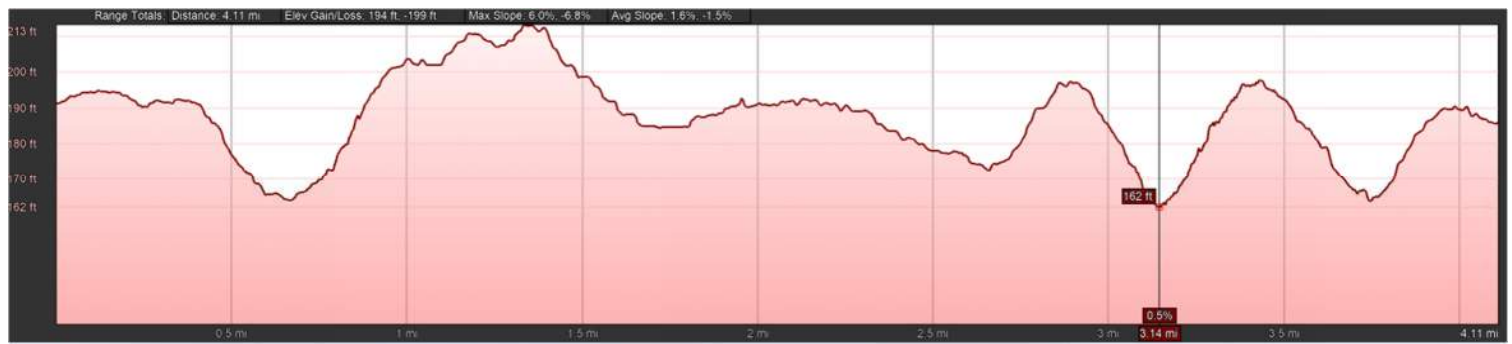


Figure 5 - VA-3 Profile

The weighted 2020 AADT is 12,000 vehicles per day with 5% total truck traffic (2-axle 1%, 3-axle 2%, 1 Trail 2%). The posted speed limit varies along the segment of VA-3 as follows:

From	To	Speed
0.36 mi. W. of VA-206	0.06 mi. W. of SR-610 West Int.	45 mph
0.06 mi. W. of SR-610 West Int.	0.21 mi. E. of SR-690 Int.	35 mph
0.21 mi. E. of SR-690 Int.	0.13 mi. E. of SR-1214 Int.	45 mph
0.13 mi. E. of SR-1214 Int	0.32 mi. W. of US-301 Int.	55 mph
0.32 mi. W. of US-301 Int.	0.32 mi. E. of US-301 Int.	45 mph

Table 3 - VA-3 Posted Speed Limits

The distance/time required to travel this route segment is 4.14 miles/6 minutes.

US-301 (James Madison Pkwy.): This section of US-301 is 8.38 miles long and is a 4-lane divided roadway with lane widths of ~11', a grass median, and paved 5' shoulders (See Photo 2 - US-301 NB). There are four traffic signals (Int. of VA-3, VA-205, VA-218, and VA-206) located along this segment of roadway. There is a dual indicated, advanced signal ahead sign with flashing beacons in the southbound direction approaching the signalized VA-3 intersection. Pavement markings consistent of standard skip lines, turn lanes, stop bars, pavement marking arrows, and edge lines. Raised pavement markers (RPM) are also located along the segment.



Photo 2 - US-301 NB

The vertical alignment is undulating in nature beginning at 186' at the southern terminus and ending at an elevation of 29' at the northern terminus and varying between a high of 192' and a low of 17' at the Upper Machodoc Creek crossing (MP 137.68) (See Figure 6 - US-301 Profile). The pavement is in good condition.



Figure 6 - US-301 Profile

The 2020 AADT is 11,200 vehicles per day with 8% total truck traffic (2-axle 1%, 3-axle 1%, 1 Trail 6%). The posted speed limit varies and is posted as follows:

From	To	Speed
VA-3	0.16 mi. N. of VA-3 Int	45 mph
0.16 mi. N. of VA-3 Int.	0.25 mi. S. of VA-205	55 mph
0.25 mi. S. of VA-205	0.25 mi. N. of VA-205	45 mph
0.25 mi N. or VA-205	0.72 mi. S. of VA-206	60 mph
0.72 mi. S. of VA-206	0.33 mi. N. of VA-206 Int.	45 mph

Table 4 - US-301 Posted Speed Limits

The distance/time required to travel this route segment is 8.38 miles/10 minutes.

B. Roadside Environment:

Proposed Restriction – VA-206 (Dahlgren Rd.): The proposed restricted route is located within a mix of large lot residential/agricultural properties, access to subdivisions (over 30 residences), clusters of small lot residential properties fronting VA-206, wooded areas, and minor agricultural related developments (See Photo 3 - VA-206 NB).



Photo 3 - VA-206 NB

The King George Middle School is located near the intersection with VA-3 and within an existing 25mph School Zone (See Photo 4 - VA-206 SB). Access to the middle school is on this route. There are no crosswalks or pedestrian accommodations along the frontage of the school. There are a few right turn flares and only four intersections with left turn lanes (VA-3 [Kings Hwy], SR-1238 [Carriage Ln] / SR-1240 [Ernest Ellis Ln] VA-218 [Windsor Dr] / SR-624 [Owens Dr] & VA-206 [James Madison Pkwy]). The potential for conflicts between large vehicles and pedestrians or large vehicles and car traffic is moderate based on the clusters of private residences located along the entire roadway, the public school, commercial land uses, and lack of turn lanes at intersections.



Photo 4 - VA-206 SB

Alternate Routes for Proposed Restriction – VA-3 & US-301

VA-3 (Kings Hwy.): The majority of VA-3 is zoned commercial (C-1 & C-2) and light industrial (I-1) with a few agricultural (A-2) and single family (R-1) parcels interspersed. The potential for adverse conflicts between large vehicles and pedestrians or large vehicles and car traffic is low due to the wide median separating directional travel and a second lane (4-lane sections only) in each direction (See Photo 5 - VA-3 EB) allowing vehicles of varying speeds to negotiate around each other. However, access to the King George High School / Rappahannock Community College is located at the signalized intersection of Foxes Way. There is a pedestrian signal with ADA ramps and a crosswalk on the west leg of this intersection, but no other pedestrian accommodations. There is an existing 35mph School Zone.



Photo 5 - VA-3 EB

Within the concentrated commercial area, particularly in the 2-lane section of VA-3 (See Photo 6 - VA-3 WB) where no median or TWLTL exists, conflict between large trucks and pedestrians or cars should be expected. Nevertheless, the current truck traffic is 5% along this segment of roadway and will not significantly increase with the addition of rerouted trucks from VA-206.



Photo 6 - VA-3 WB

US-301 (James Madison Pkwy.): US-301 is in a rural area with light residential and commercial properties located along the proposed route. The zoning along this route is primarily agricultural (A-2), with some light industrial (I-1), commercial/retail (C-1 & C-2), multifamily residential (R-3) parcels interspersed. The potential for adverse conflicts between large vehicles and pedestrians or large vehicles and car traffic is low due to the limited number of private residences and commercial properties. The conflicts are further reduced due to the wide median separating directional travel and a second lane in each direction allowing vehicles of varying speeds to negotiate around each other (See Photo 7- US-301NB).



Photo 7- US-301NB

C. Reported Crash Experience

The following Crash records are obtained through RNS and are for the period from: July 31, 2019 to July 31, 2022.

Length of period: 3 Years

Note: Crashes where no injuries were sustained, and property damage was below \$1,000 may not be recorded. Also crash data in HTRIS typically does not include occurrences in the last 4 to 6 months due to the time required to process and code.

Description	Route	Route Class	From	To	# Crashes		Current Crash Rate	Crash Rate	
					All Vehicles	Trucks		2020 Statewide Average	2020 District Average*
Proposed Restriction	VA-206	Primary	VA-3	US-301	122	3	135.54	106.41	120.97
Alternate Routes for Proposed Restriction	VA-3	Primary	VA-206	US-301	65	5	95.52	106.41	120.97
	US-301	Primary	VA-3	VA-206	88	3	79.86	106.41	120.97

* For comparison purposes the District crash rate may be used for Primary Routes

Table 5 - 3-Yr Crash History

Discussion of crash experience and relevant information:

In the three-year period there were 11 truck related crashes reported in the study areas. A brief description of the crashes for each route follows:

VA-206 (Proposed Truck Restriction)

1. Truck struck a passenger vehicle that disregarded a stop sign on VA-218 (Windsor Rd).
2. Truck rear ended a passenger car that was stopped for a vehicle turning into a private driveway.
3. Truck ran off the road, struck a pipe culvert and a parked car in a parking lot.

VA-3 (Alternate Truck Route)

1. Truck was struck by a passenger vehicle making an illegal U-turn.
2. Truck merging into lane sideswiped a passenger vehicle.
3. Truck was struck by a merging passenger vehicle.
4. Truck turning into a logging road was struck in rear by passenger vehicle.
5. Truck involved in a multi-vehicle chain reaction rear end crash at VA-206 signalized intersection.

US-301 (Alternate Truck Route)

1. Truck disregarded traffic signal and struck passenger vehicle entering the intersection from VA-205.
2. Truck changed lanes and struck passenger vehicle.
3. Truck involved in multi-vehicle chain reaction rear end crash.

It is anticipated that there will be a reduction in truck related crashes occurring on VA-206 because of the through truck restriction. The number and types of crashes occurring on VA-3 and US-301 are consistent with the type of roadway and volume of vehicles.