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HARRISONBURG SOUTHEAST CONNECTOR

LOCATION STUDY

LOCATION PUBLIC HEARING

MAY 11, 2006

4:00 P.M. - 7:00 P.M.

SPOTSWOOD HIGH SCHOOL

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ORAL COMMENT
OF
JOHN PHALEN

John Phalen, 1268 Cross Keys Road, Harrisonburg,
Virginia. I think you should build closer to Harrisonburg
to the new hospital project. Since there is so much
housing going up in that area it would behoove you do it
quickly rather than later.

ORAL COMMENT

OF

JULIE BURTNER KANE

My name is Julie Burtner Kane, Post Office Box 16, Steeles Tavern, and the zip is 24476. And I just wanted to state basically that over the alternatives that are here I really think that the Stone Spring improvements would go further towards helping our local problems than anything that's there. It certainly addresses our most immediate problems. And I think if the Stone Spring alternative, which I believe is Alternative 4, if that is introduced along with the Reasonable Solutions alternative for Interstate 81 that our board has passed, I think that would go a long way towards helping our traffic in and around the city. But I'm definitely opposed to any sort of bypass or connector that could open up the gates for a STAR Solutions type interstate through Rockingham County. I guess that's about it. And I wanted to thank VDOT for having this meeting and thank you for being here because you saved me a lot of time by being here. I can just come and give you my comments and go on about my day.

ORAL COMMENT

OF

MICHAEL A. HAINES

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5 Michael A. Haines. My address is 298 Franklin
6 Street, Harrisonburg. What I would like to comment on is
7 the potential for change that a loop road would have on
8 the Harrisonburg-Dayton area because of the number of Old
9 Order Mennonites, Mennonites that use bicycles and
10 whatever, whose presence and numbers in this area give the
11 area its nature and character. To put a limited access
12 highway would impose a severe restriction on their ability
13 to get around in their community. And if sufficiently
14 inconvenient the fear would be that they would relocate to
15 a more rural area. I am not a Mennonite, but realize that
16 their religious belief disinvolved them from government so
17 that they would not necessarily have their voice heard.
18 And cutting them off and moving them away would be to the
19 loss of this area of the Valley.

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1 ORAL COMMENT

2 OF

3 JOE COCEANO

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5 My name is Joe Coceano, 3658 North Whitesell Church
6 Road, Mt. Crawford, Virginia 22841. I guess my comments
7 would be I would like to see them build Alternate 4
8 because I think that addresses our needs at the present
9 especially since the new hospital is going to be built out
10 there on Port Road and seeing a need to get to the
11 hospital. And Port Road is also going to need to be
12 updated prior to doing the loop road that VDOT is
13 proposing. And I would also like to see--some upgrades
14 are going to need to be done to Port Road itself. And I
15 would hope that we get some of these things addressed
16 before Harrisonburg turns into just a small Manassas and
17 we keep on with unchecked road issues that we're having.
18 And lastly I'd like to say that we also need to upgrade I-
19 81 before we build a loop road to existing 81. Kind of a
20 cart before the horse. That's about it, ma'am. Thank you
21 very much.

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ORAL COMMENT

OF

WILLIAM SHERWOOD

I'm William Sherwood, 120 Ott Street in Harrisonburg 22801. I'd like to just comment on the alternatives. I feel that Alternative 1 would be by far the most destructive. It would have a very strong negative impact on the Cross Keys Battlefield that we have been trying to preserve and the environment around that area to try to preserve. In fact there is a new national park that will involve Cross Keys and Port Republic Battlefields and this Alternative 1 would be very, very destructive to that site. If there is to be built a--also I want to say that Alternative 1 does almost nothing to satisfy our most important problem, and that is east-west traffic. So I'm very strongly opposed to Alternative 1. Alternative 4 would be the least disruptive and it would also be the best alternative to get traffic ultimately from east to west. So if this is to be built I would certainly strongly favor Alternative 4. Thank you.

1 ORAL COMMENT

2 OF

3 TERRY WARD

4

5 I've been asked to state my name and address.

6 Terry Ward, 3278 Spaders Church Road in Harrisonburg. I

7 kind of wish you all would provide your names and

8 addresses to us. We've got to go on the record so to

9 speak to say anything. It's real helpful that there are

10 apparently about ten employees here and everybody is in

11 small groups. That seems like it's very helpful. It also

12 seems like it's good for crowd control, like they don't

13 want people to say anything with an audience. I'm not

14 exactly confident that these words will ever see the

15 public light. I'll be pleased if they do. I don't like

16 how the maps that have been provided to the public only

17 ever show a portion of the big plan at a time. There

18 exists plans for a loop road. We're only ever shown a

19 quarter of it at a time. It's not exactly easy looking at

20 the maps to figure out street names and other such things

21 because often they are not provided. Route numbers are

22 provided. And for a good ten years most roads have been

23 known by long word names rather than by their highway

24 department digits. I find it offensive that at this point

25 the build alternatives are still being called candidate

1 build alternatives. They seem for all the world like done
2 deals. On a highway department web site GIS.Va.org there
3 is a six year improvement program web map. Well, six year
4 improvement program project 60980 calls for a four lane
5 improvement to the bridge presumably near Stone Spring
6 Road. For this four lane bridge already to have a project
7 number and a budget indicates that it is going to happen.
8 The maps the public have been shown don't show this
9 portion apparently already numbered and budgeted by the
10 highway department. Candidate Build Alternative 3,
11 segment 3, I'm looking at the Harrisonburg Southeast
12 Connector Location Study page 2-13, stops at the
13 Harrisonburg city limit. Interestingly it would connect
14 with the highway department four lane bridge project.
15 Candidate Build Alternative 4, this is again the connector
16 local study page 2-14, here the same segment of road is
17 labeled 1. That road again stops right at the Harrisonburg
18 city limits, same location. And this road connects
19 directly with project 60980 on GIS.Va.org. It looks for
20 all the world like so-called Candidate Build Alternative 4
21 is a done deal. GIS.Va.org also lists project 13282 and
22 improvement to the railway crossing which only seems to be
23 making room for Candidate Build Alternative 2. I think it
24 helps mullify the public and it lessens public comment and
25 input on the process when details which are apparently

1 long planned for, long budgeted, are given polite,
2 sketchy, vague names, like candidate build alternative.
3 Harrisonburg Southeast Connection Location Study page 4-4
4 has a table showing the number of houses, businesses,
5 farms, non-profit organizations that might need to be
6 bulldozed. Adding up all of the high end number estimates
7 it seems to be fewer than 350 entities. Of the tens of
8 thousands of dollars for project planning, for studies,
9 could no one afford postage stamps for 350 folks whose
10 houses seem planned to get the bulldozer? That would be a
11 minimum. Perhaps sending a thousand mail pieces to
12 include immediately affected neighbors who will now have
13 views of four lane highways would be polite. But properly
14 informing the people in the path of the planned road
15 rather than relying on their happening to see a news
16 report in time would be a minimum. Finally, and thanks
17 for your effort on this ma'am, I'm made at the situation,
18 not you and it's your job just to record this and I
19 appreciate you doing that, it seems as if the
20 environmental impact historical resources people looked
21 only at white folks history. Harrisonburg Southeast
22 Connector Location Study page 3-8 shows historical
23 resources and districts that the authorities are
24 apparently aware of. Items are listed like Massanetta
25 Springs Historic District, Taylor Springs, Pleasant Valley

1 Historic District, the Augabright Barn, et cetera. The
2 freed slaves church and their cemetery just south of the
3 intersection of Spaders Church Road and Pleasant Valley
4 Road is not on this map. In fact, proposed feeder segment
5 114 from an earlier government map seems to go right
6 through the freed slaves cemetery and church. In my
7 opinion if more people were made aware of the planning
8 process, if more people were actually included in the
9 planning process rather than just letting the public vent
10 at sessions like this, because after all these projects
11 seem to be well finalized by now, if more people had been
12 included, more historical resources and environmental
13 resources, et cetera, might actually be preserved. I
14 don't recall anyone asking me or any of my neighbors
15 whether we'd like to have this road go through the area.
16 The people living here have ways of life or lifestyles not
17 associated with heavy traffic. We're living in the
18 country because we want to be there. We don't want this
19 road I think most of us, but here we are being included
20 towards the end when everything is apparently a done deal.
21 That is all.

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1 ORAL COMMENT

2 OF

3 DAVID LANE
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5 My name is David Lane. I live at 2514 Ridgedale
6 Road. We both do. 2514 Ridgedale. I think as far as I
7 can tell it's proposal 3 which strikes me as having the
8 most merit for all sorts of reasons. The general and the
9 more specific reasons I can give you, generally in terms
10 of what I think probably would be better for the community
11 and also specifically what I personally am in favor of.
12 Generally it's supposed to be a southeast connector. If
13 it doesn't connect with 81 it's really not doing its job.
14 I've felt all along the interchange at 81 ought to be part
15 of this and there's only one proposal that does that. So
16 that from the get-go there's one reason. The other thing
17 is what is it supposed to service. The southeast
18 connector is supposed to connect 81 and 33, but there are
19 some other sites of importance. The hospital of course
20 has been much in the news about needing a road for access
21 and that's going to be handled in any case, the money has
22 been put aside by the hospital. But there is also the
23 landfill and nobody has talked much about that. Those of
24 us who live on Ridgedale Road know that that's a very
25 serious problem. That little two lane road is carrying

1 huge amounts of traffic to and from the landfill, huge
2 trucks every day of the week except Sunday. So that's a
3 huge issue. And when I look at the different proposals,
4 you know, some of them are not going to do anything as far
5 as access to the landfill is concerned. I think proposal
6 3 might do that. Proposal 2A maybe, but that's doubtful
7 and it doesn't have the interstate connection. My hope is
8 that if proposal 3 will be adopted Ridgedale would dead
9 end. It would not even connect, so the people would have
10 to find other routes to get to the landfill, and better
11 routes. A four lane divided highway would certainly be a
12 far better way to get closer to the landfill than a little
13 two lane farm road which is all that Ridgedale ever was.
14 So that's a concern. There's the hospital, there's the
15 landfill, and then there's just the general connection
16 between 33 and 81. Personally from my narrow self-
17 interest as a property owner on Ridgedale Road the road
18 itself has gotten to the point where it is unsafe. I
19 can't turn left out of my driveway safely anymore.
20 Motorists drive way too fast. It isn't enforced, the
21 speed limit. There are no shoulders on the road. The
22 grades are so steep that in the winter when it ices cars
23 will literally roll off into farm fields. I've seen a
24 state trooper's vehicle that that happened to. And then
25 the curves are so sharp, especially where the landfill

1 road intersects with it. I literally have to stop the
2 car, take a deep breath and hope I can turn left before
3 someone careens around the corner. So basically the road
4 currently is unsafe. It needs simply to be replaced. And
5 joy of all joys when I saw that proposal 3 essentially is
6 replacing that road for major traffic I felt that would be
7 just from a purely selfish point of view a way that I
8 could keep living where I am now because if nothing is
9 done I will have to move. Since the county rezoned for
10 modular homes up across from the landfill the traffic just
11 of residents has increased. As long as the landfill is
12 open the heavy duty trucks every day. And then of course
13 rush hour in the morning and evening. It just never
14 stops. I don't expect to live in a place where there's no
15 traffic, but in the twenty years that I've lived there
16 I've watched it become really dangerous and in need of
17 major, major replacement, and that's what this may be. So
18 from a personal point of view I think 3 is probably the
19 best one with maybe 2A as an alternative. Either way the
20 highway will be very close to my home. Some people don't
21 like the idea of having a major road near them, but either
22 way would potentially eliminate the problems that I've
23 mentioned. In looking at the maps most of the congestion
24 on the east side of Harrisonburg is in this general area
25 somewhere between Port Road, I drive it every day, right

1 on out almost to 276 but certainly to Ridgedale Road. And
2 here's where there's a huge amount of development. But as
3 of today there is still property which is not built up and
4 that road can still be built. It seems to me that this is
5 an opportunity to solve a midrange problem closer in to
6 Harrisonburg. If the outlying alternatives were chosen,
7 like 276 or Frieden's Church
8 Road, you know, that's not going to be built up for a
9 generation or two if then. But this area where I live
10 will be built up very soon so we have the opportunity now.
11 In fact the property across from where we live has been
12 rezoned and we know that there will be homes built there
13 very soon and depending on the outcome of this meeting I'm
14 sure the homebuilders will be making their plans as to
15 where homes will be located. That's a done deal in my
16 view. So if proposal 3 is adopted they will have a little
17 bit less acreage to build on I know, but it will depend on
18 the decisions of this meeting for that so there is land
19 available for that route. And one other point I would
20 make. It's about the shortest one. It may require
21 building new stretches of highway but maybe not as much.
22 So for that reason too I think it's probably the best of
23 the bunch. I can't think of anything else

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1 ORAL COMMENT

2 OF

3 WILLIAM SMITH

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5 My name is William Smith. I live at 126 Hobart
6 Court, Harrisonburg, Virginia 22801. First of all, the
7 build alternative that I favor first would be Candidate
8 Build Alternative 2. According to the information that I
9 saw here it's projected to handle a great quantity of
10 traffic. It goes by the hospital which is a plus, and
11 it's not too far out nor is it too far in toward the City
12 of Harrisonburg. I think Alternative Build 1 which is the
13 one that includes Frieden's Church Road and Cross Keys
14 Road is just way too far out away from the city and
15 probably according to the projections wouldn't handle
16 nearly the volume of traffic that say Alternative Build 2
17 would handle. I do not favor Alternative 2A. That's
18 where it cuts back in closer to the city limits. I think
19 that's a mistake. I have no comment to make about
20 Alternative 3. I just don't have anything to say about
21 that. Now, Alternative Build 4 looks rather attractive
22 because it's the least expensive. It also moves a pretty
23 heavy volume of traffic and it does go by the hospital,
24 but I think it's too close to the City of Harrisonburg and
25 it's dependent upon Harrisonburg's doing some road work

1 within its boundaries. So if I was to favor one it would
2 be Alternative Build 2.

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1 ORAL COMMENT

2 OF

3 JOHN J. LAMB

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5 My name is John J. Lamb. My address is 1746 Mt.
6 Olivet Church Road, Elkton, Virginia 22827. My comments
7 are that I've lived in the Shenandoah Valley for just
8 about two and a half years having come from southern
9 California where I saw explosive growth that seemed to be
10 fueled by roads that led to new developments. And I can't
11 help but look at the map and notice that many of the
12 corridors are leading to developments. This is the
13 Shenandoah Valley. It's one of the most beautiful places
14 on the North American Continent, and I'm stunned that we
15 want to put a southern California style road network
16 through this lovely area. I particularly would reject any
17 roadway course through the Cross Keys Battlefield. There
18 isn't a day that goes by that we don't lose pieces of the
19 War Between The States, the sites where the combat
20 occurred. And I don't think that we really need to lose
21 such a pristine battlefield to a road which will then lead
22 to more homes. And that's all I have to say. Thank you
23 so much.

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ORAL COMMENT
OF
VIRGINIA WOOLF

Virginia Woolf, 1395 Stone Spring Road,
Harrisonburg 22801. And according to the newspaper the
two alternatives that I see would be 2, 2A or 4 or else
none at all because nothing will be accomplished if people
are not going to use the other proposed routes if they are
built.

1 ORAL COMMENT

2 OF

3 STEVEN SMITH

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5 Steven Smith, and my address is 497 Spring Oaks
6 Drive, and that's Harrisonburg, although I'm in the
7 county, Harrisonburg 22801. My comments are as follows
8 and I'm prompted with these comments, questions actually
9 and comments after having seen accident on Route 81. I do
10 a lot of commuting. I just want to start off with three
11 questions. One is what will be the speed limits be on any
12 of the alternatives that are being proposed. Second, will
13 the speed limits be enforced. And, third, can VDOT and
14 the state police work together to ensure that the speed
15 limits are enforced. I think everybody agrees that
16 speeding is a problem, especially within the city limits.
17 I mean I'm not talking just about a few miles over, but I
18 routinely see traffic speeding ten, fifteen miles per hour
19 over the limit, especially tractor trailers. I think
20 speeding is a safety issue that the Commonwealth needs to
21 be responsible for to protect the health, safety and
22 welfare of its citizens. One, it's illegal and nobody
23 seems to be doing anything about it because it's routinely
24 done. It's too dangerous. And as a dangerous practice
25 law enforcement and VDOT should be working together. And,

1 three, for conservation purposes it needs to be addressed
2 because every five miles over sixty miles per hour is the
3 equivalent of spending an extra 20¢ at the gas tanks so
4 there are conservation elements as well. I guess just to
5 sum up I'm really encouraging the law enforcement, state
6 police and VDOT to work together to protect us as the
7 alternatives are being considered. And when I say protect
8 us I mean enforcing the already existing speed limits.

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ORAL COMMENT

OF

ALICE H. JOHNSON

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5 I'm Alice H. Johnson, and I live at 2128 Autumn
6 Lane in Harrisonburg 22801. And I am very much in favor
7 of Alternate 4. I go from my house to west of Hinton
8 every Sunday and a lot of times in between at least once a
9 week, but most times more than that. And I really need
10 that road to go from east to west and that's the most
11 direct route, least expensive and least costly as far as
12 moving people out of the way and destroying land. And the
13 sooner they do it the better. I've been to every meeting
14 and I haven't changed my mind.
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1 ORAL COMMENT

2 OF

3 HAROLD JOHNSON

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5 Harold Johnson, 2128 Autumn Lane, Harrisonburg
6 22801. My comment is why don't you show on your maps
7 Alternate 4 to give access to 33 east and 33 west. When
8 the city finishes up their road from Stone Spring over to
9 Erickson it will give us an east-west route in the county
10 through the city from 33 to 33. You should have it on
11 your maps. I realize you're talking to the state and the
12 city, I understand this, but if the maps would show the
13 people would have a better idea how you could go all the
14 way across the city.

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ORAL COMMENT

OF

PASTOR P. HUDSON NUCKOLS, JR.

I'm Pastor P. Hudson Nuckols, Jr., Shenandoah Baptist Church, Shenandoah, Virginia. And I read in the Scripture some things supportive of the land. The first verse that came to my mind, "I sought for a man among them that should make up the hedge and stand in the gap before Me for the land, that I should not destroy it." We've been reading with concern expressed by those who are opposed to the loop road. Thinking and praying for some time the Lord I thought would have something to say on this subject. The first verse I came to said, "Let us pass, I pray thee, through thy country. We will not pass through the fields or through the vineyards." In other words, protect this link. "We will go by the king's highway." We can relate that to 81 already present there. "We will not turn to the right hand or to the left." We won't, in other words, form a loop in either direction "till we have passed thy borders." No farm land harmed. Further, consider the wisdom of Isaiah 62:10, "Go through, prepare ye the way of the people. Cast up, cast up the highway. Gather out the stone. Life up a standard for the people." In other words, a roadway above 81 going

1 over and above. "Cast up twice suggests three tiers. The
2 second level would be the Port Republic Road and others
3 that cross over it. Then a third tier straight shot
4 through. Further, these words of Jeremiah 31:21, "Set
5 thee up way marks, make thee high mounds. Set thine heart
6 toward the highway." In other words, the mounds
7 supporting the weight of these things. What do we have
8 then? A highway that follows Interstate 81, the king's
9 highway, turning not, thus no loops. Cast up the highway
10 means just that, build a structure above the present
11 roadbed. Thus, you will have four lanes over and above
12 the present four lanes of highway. And the high mounds
13 needed to support the roadway must rise three tier as
14 clear and present overpasses. Such beautiful structures
15 can be seen in Atlanta, Georgia. Certainly the cost
16 cannot exceed that of the loop. Solomon further offered
17 these words of wisdom. "The highway of the upright is to
18 depart from evil. He that keepeth his way preserveth his
19 soul." We just thought this has significant implications
20 of the value of soil. It's not just dirt. It's our life
21 support. And if we keep destroying it we'll be like
22 Europe where the ground water is so contaminated you can't
23 drink ground water. There are many over populated places
24 of the world, China and India, Calcutta, big cities,
25 people living off of garbage in the streets dying of

1 disease and all kind of things and have no food of
2 significant value and ignoring the Word of God is an
3 awesome thing. His word is not to be ignored. May God
4 bless you.

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1 ORAL COMMENT

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3 MARTINE LAPREVOTTE

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5 Martine LaPrevotte, 4067 Cross Keys Road, Mt.
6 Crawford, Virginia 22841. I am opposed to CBA 1. I
7 think it would be a disgrace to Rockingham County, to our
8 local, state and national historic preservation to go with
9 Alternate 1. The very thing that has caused the rampant
10 growth in this area is the beautiful farm land, scenery
11 and lifestyle here. I would propose that you use CBA 4.
12 It would be more of a benefit due to the fact that more
13 vehicles would be able to utilize this road alternative
14 than CBA 1. It's closer to the city and would be less
15 destructive to the agricultural integrity of Rockingham
16 County with a lesser cost for the state and county as far
17 as road building estimate cost. I oppose CBA 1 and I ask
18 that if we do need to build a road that CBA 4 be used.
19 Thank you.

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1 ORAL COMMENT

2 OF

3 JACK OSBORNE

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5 I'm Jack Osborne. I live at 1322 Massanetta
6 Springs Road in the county, address is Harrisonburg
7 22801. I've been involved with the roads in the county
8 for about thirty-five years and probably thought as much
9 about the southeast corridor as about anybody. I think
10 the Alternate 4 is the beginning of the best plan. But,
11 however, it does need some additions. There's
12 considerable interest in traffic between southwest
13 Rockingham County and Route 33 east as well as between
14 southwest Rockingham County and Augusta County or
15 northwest Augusta County and the area that's the shopping
16 area of Harrisonburg on Route 33 in the City of
17 Harrisonburg. And to improve that situation I would
18 suggest that a connector be built between either Route 257
19 at Mt. Crawford or it's actually on the 682 side of Route
20 81, a connector between there and Stone Spring Road at
21 Peach Grove Avenue. I think this would do much to improve
22 the total traffic flow in the southern and southwestern
23 Rockingham County and Augusta County. Thank you for the
24 opportunity to express my opinion.

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1 ORAL COMMENT

2 OF

3 JANICE LEACH

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5 Janice Leach, 3450 Lake Pointe Drive, Harrisonburg.

6 My comments are I would support Alternative 4 because it
7 actually connects us east-west where the traffic needs are
8 the most or a no build option with improvements to
9 secondary roads. I'm not sure what they're calling the
10 area that goes through the battleground, but I absolutely
11 oppose that one in any form. I think it's probably 2. I
12 oppose 2. I am on the board of the historical society.
13 We appreciate the preservation studies that were done and
14 they are on file at the historical society. The society
15 agreed that any impact, road impact on historical sites
16 should be kept to a minimum. Thank you.

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1 ORAL COMMENT

2 OF

3 JEANNETTE KIDD

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5 Jeannette Kidd. 1641 Massanetta Springs Road,
6 Harrisonburg. I understand this is the last opportunity
7 for public comment. I thought I would just--I've already
8 commented before, but I'd like to comment more. I was at
9 the last hearing and commented. And I know that a no
10 build option is not an option in today's world. But we've
11 got enough options and I feel that Alternative 4 would
12 probably be a good or acceptable and make it easier
13 because it's shorter, cheaper and causes the least
14 disruption, plus I understand that it is one or maybe the
15 only option that's consistent with the MPO's long range
16 transportation plan. Other road plans are really
17 undesirable and I'm not going to go through all those that
18 one goes through all the battlefields and so forth. I
19 just want to say one more time tell VDOT that we need to
20 address the east-west traffic needs and that Alternative 4
21 would be the best way to do that. That's it.

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ORAL COMMENTS

OF

MR. AND MRS. WILLIAM POND

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5 Mr. and Mrs. William Pond, our legal address is P.
6 O. Box 804, Harrisonburg, Virginia 22803. We are leaning
7 after looking at all these various possibilities I guess
8 on Alternative 4, which I think would serve the more
9 immediate needs of the area and would probably be the
10 least destructive of surrounding land and properties. It
11 looks like you all tried to find routes that would do
12 that. And certainly we are interested in historical
13 places. We looked at the map over there for historic
14 places and this would be the least destructive I think of
15 that. And later, however, it looks like you're probably
16 still going to want to have money and more time, a
17 connector road I guess from 81 south of the city toward
18 Mt. Crawford connecting probably over to the Cross Keys
19 Road. As long on the Cross Keys Road if you stay within
20 the boundaries that are already there going through the
21 Cross Keys Battlefield, that whole area. We'd be in favor
22 of that route eventually when you get to it provided you
23 do continue to observe the historic sites such as the
24 battlefields. And I think the gentleman over there told
25 us that they could do that just by staying within the

1 right-of-way that you already have going through the Cross
2 Keys Battlefield. If that's the case that would seem to
3 be an okay route to go there connecting to 33. We know
4 that it's going to change again, you know, in future
5 years. In the short term I guess that's why we're saying
6 Alternative 4 which seems to be the best. We do realize
7 that eventually, and I'm not saying it's necessary for you
8 to write down, we know that eventually we probably will
9 need some sort of a connector coming from further south
10 and I'm not sure you even have the number right now, but
11 anyway the one connecting to Cross Keys Road and
12 ultimately 33. We do want to see historic places
13 preserved. I guess that is one of our primary goals in
14 the building of a new road. We have a number of friends
15 that feel the same way, some of whom are not here tonight.
16 But from what we have talked to them about it some of them
17 have places living right nearby, they would be in favor of
18 pretty much the same thing that we're telling you right
19 now, namely Alternative 4 and eventually maybe getting to
20 the other. I've always said I think the farm land going
21 under. It seems to me that the routes that they have
22 shown over there do try to take farm land into
23 consideration I think. We'd be in favor of doing that
24 too, I didn't mention that. But I think the routes that
25 are being shown do take farm land into consideration. We

1 would not want to see any more--agriculture of course in
2 Rockingham County is our biggest thing so we would
3 definitely want to preserve farm land as much as possible.
4 Not see farms split up for the land so you don't go from
5 one side of the road to the other. So I guess
6 preservation of farm land and historic areas would be two
7 of our primary concerns. I think the routes we have
8 discussed with you seem to do that.

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1 ORAL COMMENT

2 OF

3 TIMOTHY JOST

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5 My name is Timothy Jost. I live at 1370

6 Lincolnshire Drive, Harrisonburg, Virginia. I am opposed

7 to Alternative 1 in particular and also to 2 and 2A and 3

8 because Alternative 1 and 2 and 2A in particular would

9 destroy farm land, would threaten historic sites, and most

10 importantly would contribute to sprawl. I think we have

11 too long not thought about planning development for

12 Harrisonburg and Rockingham County. Development needs to

13 go slowly from close in. And Alternative 1 in particular

14 I think would just be a disaster in terms of sprawl that

15 it would create. I am supportive of the no build

16 alternative and strongly supportive of Alternative 4. If

17 you have to build something Alternative 4 it seems to me

18 addresses our real problem which is getting people from

19 Route 11 over to Route 33 without opening up the whole

20 county to sprawl and destroying a lot of our environment

21 and our agriculture land. It also is the least expensive

22 alternative. And at a time when we really don't have a

23 lot of money to waste on transportation projects I think

24 it's the reasonable approach. Thank you.

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ORAL COMMENT

OF

IRVIN HESS

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5 I'm Irvin Hess. I'm from New Haven Road, Port
6 Republic, Virginia. I'm very much opposed to removing the
7 interstate out of its roadbed and coming into the area of
8 the Cross Keys Battlefield area. Reasonable improvement
9 of 276 to meet local needs is fine. I think the
10 interstate should follow the Reasonable Solutions that
11 have been put forward. And I think before anything is
12 done in regards to a true loop road to 276 or a transfer
13 of the interstate highway in part or total to that area I
14 think they should do complete Section 4F, National
15 Historic Act evaluation, and Section 6F of the Land and
16 Water Act. I think it's imperative that this community
17 save the battlefields because it probably will be other
18 than the golf courses the only green zones in twenty
19 years. That's my opinion. Thank you.

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1 ORAL COMMENT

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3 LETTIE BEA LAM

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5 Lettie Bea Lam, 6522 Scholars Road, Mt. Crawford
6 22841. I'd just like to make a comment that I think the
7 Alternative 4 would make more sense for now. They've
8 already started that road. And it seems like it would be
9 more feasible to carry that on through to Route 33. It
10 affects less historic property, less farm land and also
11 less agricultural and forestal districts. And I'd like to
12 see that finished on through there as of now. As we farm
13 for a living that always concerns me of farm land being
14 taken for roads, although I know some of these other roads
15 need to be updated to carry the traffic we have now.

16 Thank you.

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ORAL COMMENT

OF

SANDRA MARTIN

Sandra Martin, 6619 Faughts Road, Mt. Crawford. I support the no build alternative. As I reviewed the Comprehensive Plan for Rockingham County we are supposed to value agriculture, maintaining our vistas, preserving the quality of life, maintaining farm land for the residents who are here and have been here for years. A loop road would not serve to preserve those purposes that we've outlined. It will encourage development and growth. It would go through historic areas and farm land. Therefore, I strongly support the no build option and oppose any loop road.

1 ORAL COMMENT

2 OF

3 DOLLY FRAZIER

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5 My name is Dolly Frazier, 8643 Mill Creek Church
6 Road, Port Republic 24471. I just wanted to say that I'm
7 worried about this road becoming an interstate bypass.
8 I'm afraid that it's going to spell death to farming on
9 this side of the county. I'm worried because it's shale.
10 When you get into soil like shale then all of the
11 impurities that they put on those roads will go directly
12 into our wells. Chemicals that are put on the surface
13 travel a great distance. So I'm really worried about
14 ultimately all those pollutants going down to the
15 Chesapeake Bay. In fact we've got a lot of trees planted
16 through the federally funded program which tries to keep
17 basically the soil from eroding away since we're in a
18 highly erodable area, which is what this side of the
19 county unfortunately is made of. And so I guess really my
20 major concern is that they'll destroy open space, that
21 they'll be destroying historic battlefields and that
22 they'll destroy valuable farm land that cannot be replaced
23 because we're the bread basket of the south, at least
24 that's the way we're known around the world. Basically I
25 feel like this putting in a loop road is basically a

1 northern Virginia fix for our traffic problems that is
2 going to ultimately give us northern Virginia like
3 traffic. And I would like to see VDOT pursue the
4 Reasonable Solution plan which sounds to me like they want
5 to try to keep 81 traffic on Interstate 81 and use the
6 existing right-of-ways that they have through the median
7 strips. And I think they also want to upgrade the rail.
8 I guess that's really how they want to do it. Anything is
9 better than plowing right through our beautiful precious
10 farm land that we can't replace.

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1 ORAL COMMENT

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3 BIBB FRAZIER

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5 My name is Bibb Frazier. I live on 8643 Mill Creek
6 Church Road in Port Republic which is just off of Route
7 253, Port Republic Road, about two miles east of 276. And
8 I strongly support building the southeast connector in
9 Alternatives 3 and 4 because they are closest to
10 Harrisonburg which generates the traffic and also going to
11 be first needed to support the huge amount of traffic
12 generated by the new Rockingham Memorial Hospital site.
13 After 3 and 4 I support even though it's not part of the
14 connector study that they four lane Port Republic Road
15 from I-81 to 276. My strongest hope is that all of the
16 southeast connector will stay west of Route 276 and that
17 they give the greatest sanctity to the Cross Keys
18 Battlefield and the existing ag forestal districts. Thank
19 you.

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1 ORAL COMMENT

2 OF

3 DAN STICKLEY

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5 I'm Dan Stickley, 1764 Cross Keys Road,
6 Harrisonburg, Virginia 22801. I'm wholeheartedly in
7 favor of Alternate 4. 4 is the one that will solve our
8 present problems, east-west situation. We don't have a
9 north-south problem. You have an east-west problem. And
10 with the hospital coming in there traffic is going to be
11 just absolutely disastrous. I drive the road most every
12 day in that area, sometimes two or three times a day, and
13 I notice it's getting worse and worse and worse. But
14 extending over to 33 will give an inner loop around
15 Harrisonburg to west 33. It would give access to the
16 hospital and take a good bit of traffic off of existing
17 roads. This does not preclude improving Port Republic
18 Road. Something that maybe should be considered is the
19 road going from Stone Spring maybe opposite Peach Grove
20 continuing out to Pleasant Valley. This again would take
21 a lot of traffic off of existing roads or appear to be.
22 But there's no question something has to be done around
23 the hospital, proposed hospital site. That's an absolute
24 disaster waiting to happen. Thank you.

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ORAL COMMENT

OF

RUTH STOLTZFUS JOST

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5 Ruth Stoltzfus Jost, 1370 Lincolnshire Drive,
6 Harrisonburg 22802. I would like to comment in favor of
7 Alternative 4. I think it would be a terrible mistake not
8 to choose Alternative 4, especially when we have federal
9 funds which I understand are available only for this
10 alternative, and I don't know why that would be, but
11 that's what--I think it's because it's the one that's
12 compatible with the Metropolitan Planning Organization
13 long range transportation plan and that makes it the only
14 one eligible for federal funding. Our community has got
15 to take advantage of federal funding. To me that is very
16 significant. And the other reason it's significant is
17 because the federal funds are contingent on our having
18 been through a planning process. I wouldn't just dismiss
19 that planning process. I think it represents some good
20 thinking by our community for there is a reason that
21 federal funds are not just to be thrown at something that
22 the state bureaucracy wants but are in fact available
23 because the local people have gotten together and put
24 together a rational plan for what to do. And the second
25 reason that I think this is a very important alternative

1 is because not only the cost is so much less because of
2 the federal money, but apart from the federal money it is
3 an appropriate cost for us with so many other costs that
4 we have to face. And the third reason is that the impacts
5 on farm land are far, far better. And I know that VDOT's
6 own literature makes that clear, but what I want to say as
7 a citizen is that that is vitally important in this area.
8 And the fourth reason that I think Alternative 4 is so
9 important is because in fact it speaks to the real concern
10 that people have of being able to get across town, not
11 down below and around and across town but simply across
12 town. And that is what we need. And we are doing good
13 planning to concentrate our development in our town and
14 not way out in the county and part of that good planning
15 for concentrating in the town means that we need this
16 route which is easy on our farm land and easy on our ag
17 and forestal districts and I believe that will serve us.
18 So I want to urge VDOT to listen to what the Metropolitan
19 Planning Organization has said and listen to where the
20 federal dollar can serve us and listen to the citizens who
21 want to get across town, not drive in a huge circle below
22 and over and around town. Thank you so much.

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1 ORAL COMMENT

2 OF

3 WALTER COCEANO

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5 My name is Walter Coceano. I live at 6077 Faughts
6 Road in the Mt. Crawford area, which is near Frieden's
7 Church. I understand that we need a new alternative route
8 for the amount of traffic that we're getting, but I hate
9 to see the Alternative 1 which comes out in the Mt.
10 Crawford area so far. I think if we put a road of that
11 size in the development will just be spearheaded so much
12 more and all of our farm land in that area will be non-
13 existing any more. I hope that we can build something in
14 closer to the hospital which I think is maybe Alternative
15 3 because I know that has already been okayed so that is
16 going to happen. Other than that maybe we can improve
17 some of the existing roads that we have which will
18 alleviate some of the traffic problems and go that route.
19 I want to thank you.

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