



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item #1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 20, 2017

MOTION

Made By: Mr. Stinson, Seconded By: Mr. Williams

Action: Motion Carried, Unanimously

Title: "Urshel E. Miller, Sr. Memorial Bridge"
Commemorative Naming of the bridge on Route 649, Elswick Bridge Road over the
Holston River, Smyth County

WHEREAS, the Smyth County Board of Supervisors wants to honor the life and service of Urshel E. Miller, Sr.; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Smyth County Board of Supervisors has requested, by resolution, that the Commonwealth Transportation Board, to honor the life of Urshel E. Miller, Sr., name the bridge on Route 649, Elswick Bridge Road, over the Holston River, Smyth County as the "Urshel E. Miller, Sr. Memorial Bridge"; and

WHEREAS, the Board of Supervisors of Smyth County has agreed to reimburse the costs associated with providing and installing the necessary signs.

NOW, THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the Commonwealth Transportation Board hereby names the bridge on Route 649, Elswick Bridge Road, over the Holston River, Smyth County as the "Urshel E. Miller, Sr. Memorial Bridge"; and

BE IT FURTHER RESOLVED, the Department of Transportation is hereby directed to fabricate and erect appropriate signs and to invoice Smyth County for the costs related to this commemorative naming.

#####

CTB Decision Brief

Bridge Naming: “Urshel E. Miller, Sr. Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 649, Elswick Bridge Road, over the Holston River, Smyth County.

Facts: Private 1st Class Urshel E. Miller, Sr. was born in September 1928 in Meadowview, Virginia. He served in the United States Army from 1947-1948 including a tour of duty in Japan. He was honorably discharged in Dec 1948 after contracting polio.

He married Geneva Woodward in 1948 and raised 9 children. He moved to Chilhowie, Virginia in 1963 and bought a home in the Loves Mill area in 1971. He worked his adult life as an auto body technician and continued that work after retirement in a shop at his home. He also worked several years on the Morgan-McClure race team.

On Feb 14, 2017, the Smyth County Board of Supervisors, wishing to honor the life and service of PFC Urshel E. Miller, Sr., passed a resolution requesting the bridge located on Route 649, Elswick Bridge Road, over the Holston River, be named the “Urshel E. Miller, Sr. Memorial Bridge”.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming the bridge. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge located on Route 649, Elswick Bridge Road, over the Holston River, will be known and signed as the “Urshel E. Miller, Sr. Memorial Bridge”.

In accordance with law, the County will reimburse the costs associated with providing and installing the necessary signs and VDOT will invoice accordingly.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.



Smyth County Board of Supervisors

121 Bagley Circle, Suite 100, Marion, VA 24354
Phone (276) 783-3298 Fax (276) 783-9314
www.smythcounty.org

Michael L. Carter
County Administrator

Scott R. Simpson, P.E.
Assistant County Administrator

RESOLUTION

Naming the Bridge on Route 649 in Smyth County as the "Urshel E. Miller Sr. Bridge"

At the February 14, 2017 meeting of the Smyth County Board of Supervisors, the Board adopted the following:

SUPERVISORS:

- Wade H. Blevins, Jr., Chairman, Chilhowie District
- Rick K. Blevins, Rye Valley District
- Phil Stevenson, North Fork District
- Charles Atkins, Atkins District
- Roscoe D. Call, Saltville District
- G. Blake Frazier, Royal Oak District
- M. Todd Dishner, Vice Chairman, Park District

VOTE:

- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes

WHEREAS, the Smyth County Board of Supervisors has received a request from the family of Urshel E. Miller Sr. to assist in naming a bridge in his honor; and

WHEREAS, Urshel E. Miller Sr., Private 1st Class, served in the United States Army from 1947-1948; and

WHEREAS, Urshel E. Miller Sr. lived in the County since 1963; and

WHEREAS, the Smyth County Board of Supervisors adopts this resolution for the Commonwealth Transportation Board to consider the approval of naming the bridge on Route 649 in Smyth County as the Urshel E. Miller Sr. Memorial Bridge; and

WHEREAS, per the Virginia Code Section 33.1-12(4), the costs of producing, placing, and maintaining these signs shall be paid by the counties, cities, and towns in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that the Smyth County Board of Supervisors, does hereby request the Commonwealth Transportation Board consider approval to name the bridge on Route 649 in Smyth County the Urshel E. Miller Sr. Memorial Bridge; and

BE IT FURTHER RESOLVED, the Smyth County Board of Supervisors request the appropriate signs, as directed by the Department, be placed calling attention to this designation.


Clerk
Smyth County Board of Supervisors

2-17-17
Date

Port. 1st Class Urshel E. Miller Sr.

Sept. 21st 1928 - May 30th 2016

Born and raised on a farm in Meadowview, VA

Moved to Chilhowie, VA in 1963

Bought home in Loves Mill area in 1971

Loved archery, hunting and fishing

Joined army in June 1947 and was soon sent to

Japan on a tour of duty, while in Japan, he
got polio and was soon sent back to states.

In Dec. 1948 he was honorable discharged
because he was unable to full fill his duties.

Married Geneva Woodward Nov. 23, 1948

Raised 9 kids 6 boys and 3 girls

Worked his life as an auto body technician
all his adult life and upon retirement
built and worked in his shop at home.

He also worked several years on the
Morgan-McClure race team.

Bridge is located on Rt 649
Elsmick Bridge Road

12 Extra Signs

STRUCTURE INSPECTION REPORT - COMMENTARY

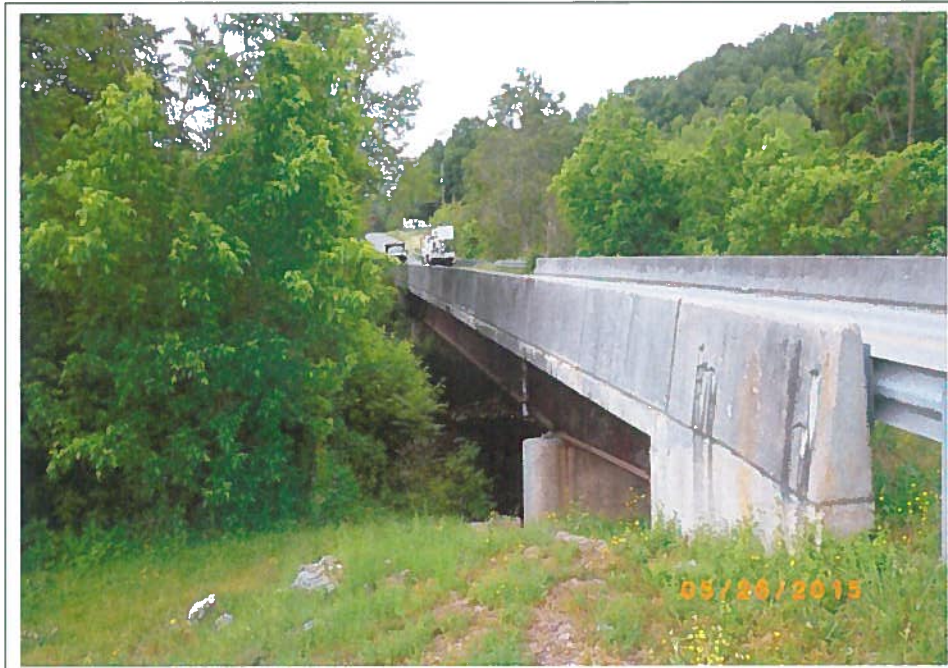
Agency ID: 0866057-00000000017631

Date of Inspection:

05/26/2015



APPROACH VIEW
Looking South



SIDE VIEW
Looking Downstream

STRUCTURE INSPECTION REPORT - COMMENTARY

Agency ID: 0866057-00000000017631

Date of Inspection:

05/26/2015

STRUCTURE INSPECTION REPORT - SUMMARY

Regular

Inspection Frequency: 24 mos.

Agency ID	: 0866057-00000000017631	Inspection Date	: 5/26/2015
County/City	: Smyth	Feature Intersected:	: S FORK HOLSTON RIVER
Main Route	: 00649	Facility Carried	: ELSWICK BRIDGE RD.
Lead Inspector:	Jeff Austin	Location	: .8 TO R605 & .1 TO R762

ATTACHMENTSInspection Notes Channel Profile Sketches Clearance Sheet Photographs

Signature of Inspector _____ Date _____

Reviewed By _____ Date _____

CRITICAL FEATURE INSPECTIONS Fracture Critical Underwater Other Special **CONDITION RATINGS****FIELD POSTING****TRAFFIC SAFETY FEATURES**

Deck	: 7	Sign Legibility	: N	Bridge Railings	: 1
Superstructure	: 7	Sign Visibility	: N	Transitions	: 0
Substructure	: 7	Capacity Sign R12-1 (tons):0		Approach Guardrail	: 0
Channel/Channel Prot.:	7	Capacity Sign R12-5		Approach Guardrail Ends:	0
Culvert	: N	Single (tons):0		YEAR PAINTED	0
		Semi (tons):0			

ELEMENT CONDITION STATE DATAxx

No.	Description	Err.	Unit	State 1	State 2	State 3	State 4	State 5	Total
26	Concrete Deck - Protected w/ Coated Bars	Low	(SF)	3,667	0	0	0	0	3,667
106	Unpainted Steel Open Girder/Beam	Low	(LF)	482	0	0	0	0	482
210	Reinforced Conc Pier Wall	Low	(LF)	56	0	0	0	0	56
215	Reinforced Conc Abutment	Low	(LF)	59	0	0	0	0	59
285	Protected Slope	Low	(EA)	2	0	0	0	0	2
295	Reinforced Concrete Wingwalls	Low	(LF)	32	0	0	0	0	32
313	Fixed Bearing	Low	(EA)	8	0	0	0	0	8
331	Reinforced Conc Bridge Railing	Low	(LF)	246	0	0	0	0	246
358	Deck Cracking	Low	(EA)	1	0	0	0	0	1
706	Concrete Deck Overhang Under-side	Low	(EA)	1	0	0	0	0	1
707	Soffit with Stay In Place Forms	Low	(EA)	1	0	0	0	0	1
708	Debris in channel	Low	each	1	0	0	0	0	1

STRUCTURE INSPECTION REPORT - COMMENTARY

Agency ID: 0866057-00000000017631

Date of Inspection:

05/26/2015

County/City: Smyth County Main Route: 649 Location: 0.8 Miles from Route 605 and 0.1 Miles to Route 762. Lead Inspector: J.L. Austin Additional Inspectors: J.E. Winebarger		Feature Intersected: South Fork Holston River Facility Carried: Elswick Bridge RD.					
ORIENTATION	Abutment A is on the right looking downstream. Beams numbered #1 thru #4 from left to right looking toward Abutment B.						
MISCELLANEOUS (Items which are structure specific and cannot be included in another section.)	Double underlined remarks reflect changes from previous Inspection Report. Structure Inspected w/UB-30 Under-bridge Inspection Vehicle.						
SPECIAL REQUIREMENTS (such as Fracture Critical, Underwater Inspection, Fatigue Prone Details, Scour Critical, Moveable Bridge, Segmental Concrete, Pin & Hanger, etc.)	N/A						
WORK DONE	Settlement in approach pavement has been repaired.						
STRUCTURAL ANALYSIS	See attached "Cover Sheet For Rating Calculations."						
OVERALL CONDITION	Good - Top of deck has hairline to 1/32" transverse & longitudinal cracking. Cracking and settlement in approach pavement. Flood debris lodged in channel upstream. Cracking, settlement, and pothole in approach pavement.						
RECOMMENDATIONS	<ul style="list-style-type: none"> - Seal cracks in the top of deck. - Repair cracking in the approach pavement. - Remove flood debris lodged in channel upstream. - Repair cracking, settlement, and pothole in approach pavement. 						
DECK	<table border="0"> <tr> <td style="padding-right: 20px;"><u>Wearing Surface</u></td> <td>None</td> </tr> <tr> <td style="padding-right: 20px;"><u>Top of Deck</u></td> <td> Starting at Abutment A, two (2) hairline longitudinal cracks, 15' long, 4' on each side of centerline. Span #2, Seven (7) hairline to 1/32" x full width of deck transverse cracks. Span #3 has hairline map cracking throughout. Starting at Abutment B, two (2) hairline longitudinal cracks, 21' maximum long, 4' from downstream side and at 4' from upstream side. Polishing aggregate in 75% of deck surface. </td> </tr> </table>			<u>Wearing Surface</u>	None	<u>Top of Deck</u>	Starting at Abutment A, two (2) hairline longitudinal cracks, 15' long, 4' on each side of centerline. Span #2, Seven (7) hairline to 1/32" x full width of deck transverse cracks. Span #3 has hairline map cracking throughout. Starting at Abutment B, two (2) hairline longitudinal cracks, 21' maximum long, 4' from downstream side and at 4' from upstream side. Polishing aggregate in 75% of deck surface.
<u>Wearing Surface</u>	None						
<u>Top of Deck</u>	Starting at Abutment A, two (2) hairline longitudinal cracks, 15' long, 4' on each side of centerline. Span #2, Seven (7) hairline to 1/32" x full width of deck transverse cracks. Span #3 has hairline map cracking throughout. Starting at Abutment B, two (2) hairline longitudinal cracks, 21' maximum long, 4' from downstream side and at 4' from upstream side. Polishing aggregate in 75% of deck surface.						

STRUCTURE INSPECTION REPORT - COMMENTARY

Agency ID: 0866057-00000000017631

Date of Inspection:

05/26/2015

<p><u>Bottom of Deck</u></p> <p><u>Parapet</u></p> <p><u>Drains</u></p>	<p>Overhang has hairline transverse cracking on outer edges with efflorescence at 2'-4' intervals.</p> <p><u>Concrete Deck Panels</u></p> <p>Span #1, Bay #3, (2) - hairline transverse cracks.</p> <p>Span #2, Beam #1, 3 rd panel from Pier #1 has a 1/32" diagonal crack 18" long adjacent to Beam #2.</p> <p>Span #2, Bay #2, at Pier #1 - 1/32" transverse crack.</p> <p>Span #2, Bay #3, 2nd from Pier #1 - 1/32" transverse crack.</p> <p>Span #3, Bay #1 at Pier #2 - 1/32" transverse crack.</p> <p>Hairline map cracking throughout on front and back sides with light efflorescence.</p> <p>No significant problems.</p>
<p>SUPERSTRUCTURE</p> <p><u>Bearings Devices</u></p> <p><u>Girders</u></p> <p><u>Cross Frames</u></p> <p><u>Paint</u></p>	<p>No Significant Problems</p> <p>Span #1, Girder #3, Bay #3 - Vertical stiffener near Pier #1, top 5" is bent 1" out of line.</p> <p>No significant problems.</p> <p>None</p>
<p>SUBSTRUCTURE</p> <p>ABUTMENTS</p> <p><u>Wings</u></p> <p><u>Breastwalls</u></p> <p><u>Footings</u></p> <p><u>Undermining</u></p> <p><u>Settlement</u></p> <p>PIERS</p> <p><u>Seats</u></p>	<p>Abutment A has a hairline vertical crack with efflorescence in downstream wing at top, 1' long.</p> <p>(2) Hairline vertical cracks w/efflorescence in upstream wing starting @ top 2' maximum long.</p> <p>Abutment A has (1) hairline vertical crack between Beams #2 & 3, full height.</p> <p>Abutment B has 2 hairline vertical cracks between Beams #2 and 3, full height.</p> <p>Hairline vertical crack starting @ top between Beams #3 & 4 starting @ top, 2' long.</p> <p>Not visible.</p> <p>No significant problems.</p> <p>No significant problems.</p> <p>No significant problems.</p>

STRUCTURE INSPECTION REPORT - COMMENTARY

Agency ID: 0866057-00000000017631

Date of Inspection:

05/26/2015

<p><u>Walls</u></p> <p><u>Footings</u></p> <p><u>Piles</u></p> <p><u>Undermining</u></p> <p><u>Settlement</u></p>	<p>No significant problems.</p> <p>Not visible.</p> <p>Not visible.</p> <p>No significant problems.</p> <p>No significant problems.</p>
<p>CHANNEL AND SLOPE PROTECTION</p> <p><u>Scour</u></p> <p><u>Embankment Erosion</u></p> <p><u>Drift</u></p> <p><u>Vegetation</u></p> <p><u>Slope Protection</u></p> <p><u>Adequacy of Opening</u></p>	<p>Channel Profile has been checked and no significant changes noted from previous Channel Profile dated 05/28/2009.</p> <p>No significant problems.</p> <p>No Significant Problems.</p> <p>Flood debris lodged in channel upstream 30' from structure (See Photo #1).</p> <p>No significant problems.</p> <p>No significant problems.</p> <p>Sufficient.</p>
<p>FIELD POSTING</p> <p><u>Actual Posting</u></p> <p><u>Legibility</u></p> <p><u>Visibility</u></p> <p><u>Advanced Warning Signs</u> "In accordance with the Virginia Supplement to the MUTCD"</p>	<p>No Posting Required.</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>
<p>OTHER</p> <p><u>Approach Pavement</u></p> <p>TRAFFIC SAFETY FEATURES</p> <p><u>Bridge Railing</u></p> <p><u>Transitions</u></p> <p><u>Approach Guardrail</u></p>	<p><u>Abutment A:</u> 1/4" Maximum map cracking in first 50' and settled 1/2" maximum at abutment.</p> <p><u>Abutment B:</u> 1/4" Maximum map cracking in first 25', settled 1/2" maximum at abutment, and (1) sq. ft. x 2" deep pothole in upstream lane 5' from Abutment "B".</p> <p>Meets currently acceptable standards.</p> <p>Does not meet currently acceptable standards.</p> <p>Does not meet currently acceptable standards.</p>

