

VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA NOT REQUIRED		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION	
COUNTY PROJECT NUMBER: CPA 2021-00004			DEVELOPER/ENGINEER: MARY ANN GHADBAN / CHRISTOPHER CONSULTANTS		REVIEWER(S): ERIK SPENCER, P.E. ERIK.SPENCER@VDOT.VIRGINIA.GOV		DATE: 03/11/22
PROJECT NAME: PW DIGITAL GATEWAY			REVIEW PHASE & TYPE: 1ST REVIEW, CPA		DISCIPLINE: VDOT		
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾	DATE:	FINAL DISPOSITION ⁽³⁾	
		<u>VDOT – Transportation Planning comments:</u>					
1.01	TIA	Page 5: Please provide existing and future No Build and Build link volumes for the study area roadways.	1				
1.02	TIA	Page 6: Please confirm that TAZ 47 was split as shown in the previous memo maps (not 43 as written in this memo).	1				
1.03	TIA	Page 7: The centroid connector for TAZ 59 is directly connected to US 29, and it is loading 10,000 daily trips at the future intersection with Battleview/US 29 Alt. This connection does not seem reasonable.	1				
1.04	TIA	Figures 12 & 15: Some segments of Pageland Ln shows a better V/C ratio for the Build scenario compared to the No-Build scenario. Please clarify.	1				
1.05	TIA	All the V/C maps: The legend identifies orange as 0.8 to 0.95 and red as >1.0. Please clarify the 0.95 to 1.0 range.	1				

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1.06	TIA	Page 23: Please provide percentages of trips to north, west, south, and east for the select zone analyses (Figures 22 & 23) in a table. We need this information to verify the narrative provided at the end of the paragraph on page 23.	1				
1.07	TIA	From the submitted loaded networks, it appears that you also performed a select link analysis for the Pageland Ln link just north of US 29. Please document that effort and the results obtained from it. We need this information to identify the impact of the development on diverting the pass-through traffic and thus its impact on the parallel roadways.	1				
1.08	TIA	Chapter 536: Please provide a table showing the existing and planned roadways with minor arterial or above functional classification, which have a volume exceeding capacity as a result of this project.	1				

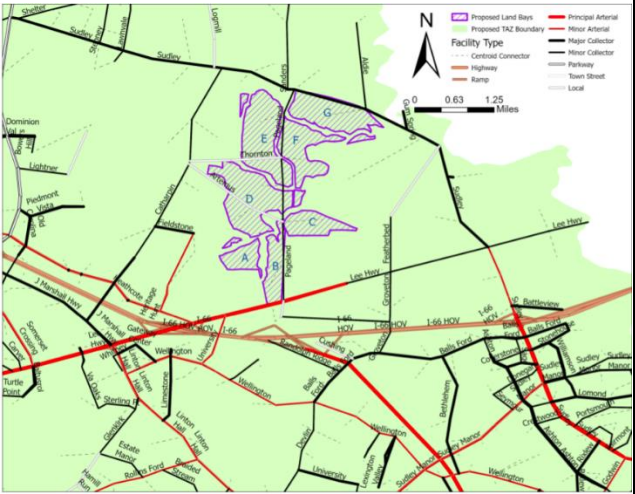
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1.09	TIA	“The analysis recommends that the final design of Pageland Road be evaluated to ensure roadway configurations and traffic signal timings are adequate for future use.” If it is not the case, please provide a list of mitigation strategies that might be implemented to reduce congestion.	1				
		<u>VDOT – Traffic Engineering comments:</u>					
1.10		VDOT Traffic engineering has reviewed the subject comprehensive plan amendment and at this time has no comments on the CPA.	1				
		<u>VDOT – Preliminary Engineering and Land Use comments:</u>					
1.11		VDOT Preliminary Engineering and Land Use has reviewed the subject comprehensive plan amendment and at this time has no comments on the CPA.	1				
		<u>VDOT NRO Traffic Operations comments:</u>					

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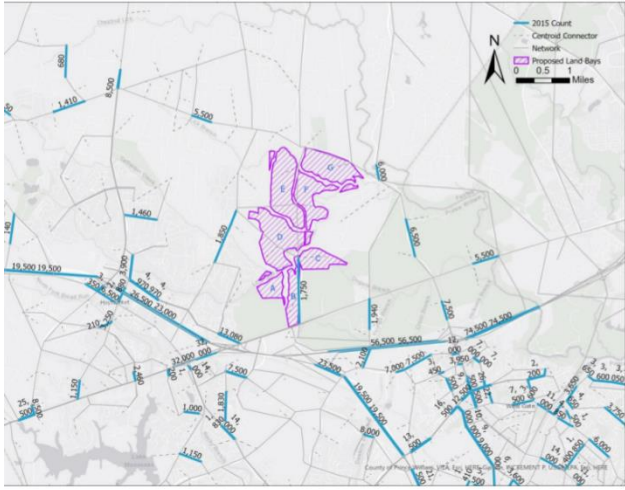
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1.12	TIA	<p>Page 4: Figure 2: 2015 Network Facility Types:</p> <p>A portion of Lee Hwy is not identified as “principle arterial” near Sudley Road, Battlefield Park. Why is it not a “principal arterial”? Please explain.</p>  <p style="text-align: center;">FIGURE 2: 2015 NETWORK FACILITY TYPES</p>	1		

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1.13	TIA	Page 6: The study used the 2015 traffic data, which is out of date. We suggest using 2019's data for the study. VDOT's 2019 AADT data is available.	1		

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<p>1.14</p>	<p>TIA</p>	<p>The below figure shown on Page 6 does include the data on Lee Hwy, which is a critical primary road and should be included. The 2019 AADT on Lee Hwy is around 20,000 between east of I-66 and Fairfax County line.</p> <p>It appears that the traffic counts on Lee Hwy and Sudley Road shown in the report are significantly lower than VDOT 2019 data.</p>  <p>FIGURE 4: 2015 TRAFFIC COUNT LOCATIONS</p>	<p>1</p>		
<p>1.15</p>	<p>TIA</p>	<p>Page 7: “Base Year Network Performance</p> <p>The volume to capacity ratio maps for 2015 are included in this memo to show the context of roadway performance in the base year. Based on the maps in Figure 6 (AM peak period), Figure 7 (PM peak period), and Figure 8 (daily), the study area has little congestion in the AM peak period, but some congestion on Lee Highway and Sudley Road near Lee Highway in the PM peak period. In the</p>	<p>1</p>		

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REVISED SEPTEMBER, 2014

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		areas to east of the study area and outside Prince William County, there is significant congestion shown in the model.”					
1.16	TIA	Figure 6 v/c ratios AM and PM: The segment west of Sudley Road on Lee Hwy experiences heavy congestion in eastbound direction during AM. However, it shows the link v/c < 1.0? Need to check	1				
1.17	TIA	Figure 11 Future Year No Build AM v/c Ratios: Should check the same segment as mentioned above	1				
1.18	TIA	Figure 12 Future Year No Build PM v/c Ratios: Why v/c is less than 1.0 in WB Lee Hwy, but FIGURE 7: 2015 PM V/C RATIOS shows v/c greater than 1:0 on WB Lee Hwy at Sudley Road	1				

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1.19	TIA	In the “Summary and Conclusions” on page 25, it mentions that in the future year, Pageland Road will be approaching congestion, it’s recommended to evaluate the intersection configurations and signal timings in the design of Pageland Road. However, it must note that the increased traffic and the impacts on the surrounding roadways, such Lee Hwy and Sudley Road, which are the primary roadways to connect Pageland Road, should be evaluated and mitigation strategies in addition to signal timings are developed/implemented to alleviate the congestion on Lee Hwy and Sudley Road. Please also note even though signal timings will be optimized, if volume exceeds roadway capacity, signals can’t reduce the congestion.	1				
1.20	TIA	It also says, “One of the things that we noticed during this analysis is all the congestion outside of Prince William County”. This statement needs to be checked as some congestion spots, specifically Lee Hwy and Sudley Road, are within the study area.	1				

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		<u>VDOT – Land Development Comments:</u>			
1.21	CPA	Page 19 of 20, Transportation Chapter: as the improvements to Pageland Lane are contemplated, appropriate access management regulations and standards should be utilized to ensure the safety, integrity and operational characteristics of the grid.	1		
		<u>Virginia Department of Rail and Public Transportation (DRPT) comments:</u>			
1.22	2	The Project with build and mitigation strategies could enhance multi-modal connections (creating a shared-use bike/ped trail and improving road connectivity to University Blvd Park and Ride lot). DRPT supports the proposed amendment.	1		
1.23	22	Please note, DRPT supports the traffic congestion mitigation efforts through road widening to keep v/c below 1.00.	1		

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1.24	68	Please note that the PRTC (OmniRide) Transit Strategic Plan (TDP) Phase 2 was adopted by the Board of Supervisors in 2017 and that OmniRide is currently undergoing Phase 3 of their TSP. We suggest the applicant coordinate with OmniRide on the planned service within in the Town.	1		
1.25	68	Please note that the Project Pipeline Study NV03: US 29 – Lee Highway is in progress and set to complete by Spring 2022. Incorporate the identified safety improvements and OmniRide commuter assistance programs into the project planning.	1		
1.26	68	Consider including alternative strategies to connect and reduce traffic congestion surrounding the project area, such as teleworking, commuter services, and Park and Ride lot connectivity	1		
		<u>Northern Virginia Transportation Authority (NVTa) comments:</u>			
1.27	G	Based on review, there does not appear to be a direct conflict between the impacts identified in the report and any of the TransAction or SYP projects.	1		

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1.28	G	In general, NVTA encourages jurisdictions and agencies to consider bike/ped facilities whenever a new roadway is developed or an existing roadway is improved.	1		

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1.29	G	<p>There are a few projects in TransAction in the vicinity where project impacts are identified. They are:</p> <ul style="list-style-type: none"> Sudley Road Widening from Route 15 to Route 29 Gum Spring Road Widening from Loudoun County Line to Sudley Road Add Northbound Lane on Route 29: I-66 to Conway Robinson Memorial State Forest Route 15 Widening: Haymarket Town Limits to Route 29 Route 29 Widening: Route 15 to Virginia Oaks Drive <p>We want to bring this to the notice of VDOT and Prince William County staff so that any mitigation activities you plan or make a deal with the developers should include any impact mitigation in the above-mentioned project areas too, to the extent possible.</p>	1				

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