



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

February 23, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: TPB Virginia Member Agencies Responses to Negative Comments from 2023 Public Feedback

Dear Chair Henderson:

As requested, provided below are the general responses provided by the Virginia Department of Transportation (VDOT), Metropolitan Washington Airports Authority (MWAA), Fairfax, Loudoun, and Prince William counties, and the City of Manassas to negative public comments received on the Visualize2045 projects undergoing re-evaluation for submission to the Visualize2050 Plan. The specific responses below are for projects that received mostly negative comments during the TPB informal public comment period in 2023, that were generated from the project list provided by TPB staff on January 19, 2024.

VDOT RESPONSE

I-66 Improvements

The I-66 project provides benefits to commuters traveling through Northern Virginia, which moves more people, provides reliable trips, and offers new travel options. Revenues collected from tolls are used to fund transit and other multimodal projects. Through the Northern Virginia Transportation Commission (NVTC), Commuter Choice Program, the revenue collected from tolls along I-66 are reinvested to fund transit and multimodal projects. To date, \$66.2M of toll revenue has been reinvested to fund 41 transit/multimodal projects along the I-66 corridor, one of the proven benefits of the I-66 project. Although this project is reflected in the current long-range plan, Visualize2045, VDOT has no future proposals to expand I-66, and therefore it will not be included in next plan update for Visualize2050.

MWAA RESPONSES

Dulles Airport Access Road Project

MWAA will continue to monitor Dulles International Airport passenger growth, Silver Line Metro ridership, vehicular usage of the Dulles International Airport Access Highway (DIAAH), and other modal splits in the region. Widening of the road from 4 to 6 lanes will be executed when the road's level of service deteriorates and/or safety and operational improvements are required. Washington Dulles International Airport has had a dramatic increase in usage since the construction of the original 4-lane access road in the 60's. Widening will occur within the present access right of way, eliminating the need

for additional land for this project. This project will also contribute to the development of a system of roadways that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. This project will likely be implemented in a multi-phased manner.

Dulles Toll Road Expansion

MWAA who operates the Dulles Toll Road, has not seen traffic volumes on the Dulles Toll Road return to pre-pandemic levels, despite the large increase in corporate and residential developments along the Dulles Corridor. MWAA will continue to monitor vehicular volumes, traffic congestion and Silver Line ridership and propose Dulles Toll Road expansion as necessary to address improvements required to meet level of service standards, safety concerns, and/or operational requirements.

Dulles Toll Road Collector

The Dulles Toll Road Collector project will construct collector-distributor lanes to allow closely spaced interchanges to be constructed in Tysons. This project is located near an Equity Emphasis Area and will provide additional access to several Activity Centers. The project improves connectivity and accessibility to transit for low income/minority populations. This project allows for additional access points from the Dulles Toll Road directly into Tyson's Grid of Streets. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion with the Tysons area. Project also provides improved access to the Spring Hill Metrorail Station. This project also contributes to the development of a system of roadways that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.

FAIRFAX COUNTY RESPONSES

US 29 Widening Project (ELC City of Fairfax (Vic. Nutley St.) to Capital Beltway)

After review by County staff, Fairfax County residents, and the Fairfax County Board of Supervisors, this project will not be submitted to the region's long-range plan at this time.

Fairfax County Parkway Improvements

The Fairfax County Parkway Improvements project adds lanes for vehicles and bus service, incorporates enhanced bicycle and pedestrian facilities, and provides safety enhancements that will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the region. The project increases capacity from Reston/Herndon to Springfield and Fort Belvoir for vehicles and buses and provides pedestrian and bicycle facilities, thereby providing more attractive alternatives to motorized travel, reducing congestion and increasing mobility, and increasing multimodal connectivity and access. The project helps contribute to lower emissions as congestion reduction benefits bus service, which also reduces single occupancy vehicle (SOV) trips. This project connects regional Activity Centers, as well as an Equity Emphasis Area (EEA), improving multimodal connections for many in the County.

Rolling Road Widening Project: From DeLong Drive to Fullerton Road

The Rolling Road Widening project will contribute to developing an interconnected transportation system that enhances the quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. The project provides additional roadway capacity, which will lead to reduced congestion along the corridor, reducing travel time, and lowering emissions from automobiles idling on Rolling Road. This project will improve the County's multi-modal transportation system that increases capacity for vehicles and buses as well as provide enhanced pedestrian and bicycle facilities and crossings. This project includes active transportation improvements for pedestrians and bicyclists and

improves bus stops facilities and access to bus stops for transit riders. In addition, the project improves roadway safety with access management and other improvements.

VA 7: Two projects:

Intersection at Leesburg Pike and Dolly Madison Road

This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout Tysons, which is an economic engine for the region. This project is a key component in a planned grid of streets identified in the Tysons Comprehensive Plan to disperse vehicle traffic and improve mobility for pedestrians and bicyclists. Adding vehicular capacity is not the purpose of this project. The project will remove the current interchange at this location to construct an at-grade solution. No additional through lanes will be added to Route 7 or Route 123. The new at-grade intersection will allow for place-making opportunities and for improved pedestrian and bicycle facilities, greatly increasing mobility over the current grade-separated interchange.

Roadway segment from I-495 to Route 123

This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Tysons, which is an economic engine for the region, and throughout Fairfax County. Adding vehicular capacity is not the purpose of this project. The proposed widening is to allow for future median-running bus rapid transit (BRT) lanes. In addition, access management improvements that will increase safety along the corridor are included. Extensive pedestrian and bicycle improvements being made as part of the project, allowing for shared-use paths along both sides of the corridor, are also planned. The overall goal of BRT is to reduce single-occupancy vehicle (SOV) demand along the corridor and increase transit ridership. Pedestrian and bicycle safety should be increased along the corridor, especially at intersections.

Reston Parkway Improvements: From Baron Cameron Avenue to South Lakes Drive

The Reston Parkway Improvements project, which adds lanes for vehicles and buses for a limited stretch of roadway leading to the Dulles Toll Road (a major regional facility that leads to international travel) also incorporates enhanced bicycle and pedestrian facilities and provides safety enhancements. The project increases north-south capacity for vehicles and buses, reducing congestion and increasing mobility, and provides pedestrian and bicycle facilities increasing multimodal connectivity and access. The project enhances the continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Reduction in congestion benefits bus service, which also reduces single occupancy vehicle (SOV) trips. This project affects an Equity Emphasis Area (EEA) and an Activity Center and will improve multimodal connections for disadvantaged populations.

VA 123 Widening (Fairfax) Two Projects: From VA 267 Dulles Access/Toll Rd to Great Falls St/Evans Farm Drive and VA 7 Leesburg Pike to I-495 Capital Beltway

The VA 123 Widening project will contribute to developing an interconnected transportation system that enhances the quality of life and promotes a strong and growing economy in Fairfax County. This project enhances the County's multi-modal transportation system by increasing capacity for vehicles and buses and providing enhanced pedestrian and bicycle facilities. The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time, and lowering emissions from automobiles idling on VA 123. Related bike and pedestrian improvements provide an alternative to motorized travel. This corridor features bus routes as well and access to the McLean Metrorail Station.

Magarity Toll Road Expansion

After review by County staff, Fairfax County residents, and the Fairfax County Board of Supervisors, this project will not be submitted to the region's long-range plan at this time.

US 50 Improvements

The US 50 Improvements project contributes to developing an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. This project adds to the County's multi-modal transportation system, increasing capacity for vehicles and buses and providing enhanced pedestrian and bicycle facilities. The project provides additional roadway capacity, which helps reduce congestion along the corridor, reducing travel time, and lowering emissions from automobiles idling on Route 50. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. Regional and local buses also traverse this corridor and a reduction in congestion benefits bus service which can help improve travel time. This project will also provide improved walk/bike access to transit. This project traverses several Equity Emphasis Areas and improves multimodal connections for disadvantaged populations. It will also improve connectivity and accessibility to several Activity Centers.

New Braddock Road

After review by County staff, Fairfax County residents, and the Fairfax County Board of Supervisors, this project will not be submitted to the region's long-range plan at this time.

New Guinea Road, Construct

After review by County staff, Fairfax County residents, and the Fairfax County Board of Supervisors, this project will not be submitted to the region's long-range plan at this time.

Stringfellow Roadway Improvements

After review by County staff, Fairfax County residents, and the Fairfax County Board of Supervisors, this project will not be submitted to the region's long-range plan at this time.

Braddock Road Improvements (Fairfax County Parkway to Route 123/Ox Road)

The Braddock Road Improvements project, which adds lanes for vehicles and bus service, incorporates enhanced bicycle and pedestrian facilities, and provides safety enhancements, will contribute to the development of an interconnected transportation system that enhances the quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. The project increases east-west capacity for vehicles, reducing congestion and increasing mobility, and provides pedestrian and bicycle facilities. Reduction in congestion benefits bus service, which also reduces single occupancy vehicle (SOV) trips. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. This project may benefit disadvantaged populations, but it is not in or near an Equity Emphasis Area (EEA).

Lee Highway Widening (Route 29) Phase 2: From Union Mill Road/Centreville Farm Road to Buckleys Gate Drive/Summit Drive

The Route 29 Widening project contributes to developing an interconnected transportation system that enhances the quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. This project improves the County's multi-modal transportation system by increasing capacity for vehicles and providing enhanced pedestrian and bicycle facilities. The project provides additional roadway capacity, which will reduce congestion along the corridor, reducing travel time, and lowering emissions from automobiles idling on Route 29. The scope of the Route 29 Phase 2 project includes ten-foot-wide shared use paths on both sides of Route 29 to accommodate pedestrians,

bicyclists, and others engaged in active transportation. Additionally, trail connectivity will be improved by extending the shared use path on the south side of Route 29 from Buckleys Gate Drive to Gun Powder Road where an existing trail currently terminates. Fairfax County also has plans to make operational local bus service (Connector Route 610) along Route 29, and this project will accommodate bus stops at the intersection of Meadow Estates Drive. Access management strategies will be applied to improve safety and operations along the corridor.

Route 1 Improvements (Fairfax and Prince William Counties)

This project will contribute to developing an interconnected transportation system that enhances the quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. This project will improve the County's multi-modal transportation system by increasing capacity for vehicles and buses and providing enhanced pedestrian and bicycle facilities and crossings. The project provides additional roadway capacity, which will reduce congestion along the corridor, reducing travel time, and lowering emissions from automobiles idling on Richmond Highway. The Richmond Highway Corridor Improvement Project, administered by the Virginia Department of Transportation (VDOT), between Jeff Todd Way and Sherwood Hall Lane in Fairfax County includes facilities for pedestrians, bicyclists, a wide median to accommodate future Bus Rapid Transit (BRT), and stormwater management, in addition to bridge replacements. Active transportation facilities include six-foot wide sidewalks for pedestrians and eight-foot-wide two-way cycle tracks on both sides of Richmond Highway. A major feature of this project is to accommodate the future median-running BRT system that Fairfax County is constructing from the Huntington Metrorail Station to Fort Belvoir, which will decrease vehicular demand and increase transit ridership. Numerous stormwater management facilities such as wet ponds and bioretention facilities will be provided to control stormwater quantity and quality along the corridor. Existing bridges at Dogue Creek and Little Hunting Creek will be replaced by bridges that are higher and longer based on hydrology, hydraulic, and floodplain analysis. The new stormwater management facilities coupled with the higher and longer bridges should make Richmond Highway more resilient to flooding. There is another multimodal Route 1 project from Pohick Road to north of Occoquan River Bridge. Like the Richmond Highway Corridor Improvement Project, the southern segment will include improved facilities for pedestrians, bicyclists, stormwater management, and a future median-running BRT.

Shirley Gate Road Improvements

The Shirley Gate Improvements project has been approved by the Board of Supervisors and design is underway, including early acquisition of one property. Project will construct two-lanes on future 4-lane right-of-way and include a shared-use path on one side and sidewalk on the other. The project will provide the primary access point to future Patriot Park expansion planned by Fairfax County Park Authority. It is being coordinated with the Virginia Department of Transportation administered Fairfax County Parkway/Pope's Head Road interchange project. Project is expected to provide some relief of traffic congestion on Route 123 between Braddock Road and Fairfax County Parkway and along Braddock Road between existing Shirley Gate Road and Route 123.

Soapstone Drive Connector

The Soapstone Drive Connector project contributes to developing an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. This project will develop the County's multi-modal transportation system by increasing capacity for vehicles and buses as well as provide enhanced pedestrian and bicycle facilities. The project provides a direct connection across the Dulles Toll Road, improving access to the Wiehle-Reston East Metrorail Station for buses, vehicles, bicyclists, and pedestrians. Included enhancements to the street network improve continuity and connectivity, offering a more direct route for

some vehicles. Additionally, improvements to bicycle and pedestrian facilities offer alternative transportation options. Situated in an Activity Center near an Equity Emphasis Area, the project enhances connectivity and accessibility to transit for low-income and minority populations. Overall, the project contributes to developing an interconnected transportation system, enhancing quality of life, promoting economic growth in Fairfax County and the region.

LOUDOUN COUNTY RESPONSES

Croson Lane Widening

Croson Lane is already four lanes between Belmont Ridge Road and Claiborne Parkway. The adopted Countywide Transportation Plan (CTP) calls for the widening of Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 772). The project entails the construction of a four-lane, median-divided roadway and includes the construction of a sidewalk on one side of the road and a shared use path on the other side. Crosswalks are anticipated at major intersections. Croson Lane is a designated transit corridor per the CTP.

Crosstrail Boulevard, Segment C

Crosstrail Boulevard is currently constructed between Russell Branch Parkway and Sycolin Road. The adopted Countywide Transportation Plan calls for the construction of Crosstrail Boulevard as a four-lane median divided major collector between Sycolin Road and the Dulles Greenway. The project also includes shared use paths on both sides of the road and the construction of a bridge over Sycolin Creek.

Dulles West Boulevard

Dulles West Boulevard is currently constructed as a four-lane road between Loudoun County Parkway and Arcola Boulevard as part of a developer proffer. The adopted Countywide Transportation Plan calls for the construction of Dulles West Boulevard between Arcola Boulevard and Northstar Boulevard as a four-lane median divided major collector with shared use paths on both sides of the road; a portion of this roadway segment, between Racefield Lane and Northstar Boulevard, is being built as part of the County's Northstar Boulevard (Shreveport Drive to Route 50) design-build project.

Farmwell Road Intersection Improvements

This project does not widen Farmwell Road. This project provides for improvements to the Farmwell Road corridor intersections at Ashburn Road, Dodge Terrace/Hemingway Drive, Ashburn Village Boulevard, and Smith Switch Road/Waxpool Road. Loudoun County Transit currently operates bus service along a portion of Farmwell Road between Ashburn Village Boulevard and Ashburn Road.

Loudoun County Parkway

This project has been completed and opened to traffic. The project widened Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at intersections. Construction of the roadway improvements were proffer conditions of the Silver District West development.

Loudoun County Parkway Interchange at US 50

The adopted Countywide Transportation Plan calls for the construction of a grade-separated interchange at the intersection of US Route 50 and Loudoun County Parkway (Route 606). In addition, the project includes the construction of a ten-foot wide, shared use path on the west side of Loudoun County Parkway between Riding Center Drive and Evergreen Mills Road. This shared use path will provide a bicycle and pedestrian connection across US Route 50, connecting existing bicycle and pedestrian networks on both the north and south sides of US Route 50.

Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)

This project has been completed and opened to traffic. The project widened Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at intersections. Construction of the roadway improvements were proffer conditions of the Silver District West development.

Prentice Drive Improvements

The adopted Countywide Transportation Plan (CTP) calls for the construction of this project in two segments: (1) between Loudoun County Parkway (Route 607) and Lockridge Road (Route 789); and (2) between Loudoun County Parkway (Route 607) and Shellhorn Road (Route 643) at its intersection with Metro Center Drive, with a new road (referred to as North-South Connector in the CTP) between Prentice Drive and Waxpool Road (Route 640). The project is intended to provide more direct connectivity to the Ashburn Metrorail Station. Both roadways will be designed as four-lane major collectors, with associated turn lanes and bicycle and pedestrian facilities.

Route 15 North Widening

The results of the Route 15 North Congestion Report, initiated to reduce traffic congestion between Battlefield Parkway and Whites Ferry Road, were presented to the Board of Supervisors in May 2017. Recommendations from the report included widening US Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. As a result of the report, the board directed the initiation of the Route 15 North Safety and Operations Study to identify potential improvements between Whites Ferry Road and the Maryland state line. The adopted Countywide Transportation Plan (CTP) was amended in 2018 to widen US Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. The project scope includes: a signalized Continuous Green "T" (CGT intersection) at North King Street to allow through traffic to continue north on US Route 15 without stopping, an updated signalized intersection at Whites Ferry Road, and a two-lane hybrid roundabout at Montresor Road at a realigned section of Limestone School Road opposite Montresor Road. The project also includes a shared use path / regional trail along the west side of US Route 15 from Tuscarora High School to Montresor Road, and a shared use path / regional trail along the entire length of Whites Ferry Road. As called for by the CTP, the design process includes context-sensitive methods for transportation projects in the Rural Policy Area and follows the guidelines for the Journey Through Hallowed Ground National Scenic Byway.

Route 50/Everfield Roundabout

Comment acknowledged. Design of this roundabout has not yet commenced, but this comment will be forwarded to Loudoun County transportation design staff for consideration.

Route 50 Corridor Improvements in Fairfax and Loudoun Counties

This project is named as it is because it initially included intersection improvements in both Loudoun County and western Fairfax County. Currently, the only improvements associated with this project in Loudoun County are intersection improvements at Pleasant Valley Road, Tall Cedars Parkway, and Arcola Boulevard / Gum Spring Road, as well as an auxiliary lane westbound between Pleasant Valley Road and Tall Cedars Parkway.

Route 7/George Washington Boulevard Overpass

This project has been completed and was opened to traffic on November 30, 2023.

Route 7/690 Interchange

This project funds the construction of a grade-separated interchange at Route 7 and Route 690 (Hillsboro Road) in Purcellville, located approximately two miles west of the Route 7/Route 287 (Berlin Turnpike)

interchange and approximately two miles east of the Route 7 and Business Route 7 interchange. The proposed Route 7/Route 690 interchange would alleviate connectivity issues in the roadway network around Purcellville, reduce traffic in downtown Purcellville and on Route 287, and provide a more direct route to destinations north of Route 7, including Woodgrove High School and Mountain View Elementary School.

Sterling Boulevard Extension

This project will extend Sterling Boulevard from Pacific Boulevard to a connection with Moran Road (Route 634). The roadway will be a four-lane median divided major connector, associated turn lanes, a shared used path on one side of the road and a sidewalk on the other. When completed, this project will improve access to the Loudoun Gateway Metrorail Station and connect with a planned extension of Shellhorn Road.

Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)

The adopted Countywide Transportation Plan calls for the continuation of the four-lane segment already constructed by the Town of Leesburg. This project will widen Sycolin Road between Loudoun Center Place and Crosstrail Boulevard. The new roadway will be including shared use paths on both sides of the road.

US 15 Improvements

The US Route 15 widening project in the adopted Visualize 2045 is located in Prince William County.

US 50 Improvements

It is not clear that the comment is referencing a project in Loudoun County. The only US Route 50 widening in Visualize 2045 for Loudoun was Project CE3740 (Route 50 Widening between Tall Cedars Parkway and Loudoun County Parkway). This project will be removed from the draft Visualize 2050 Plan as this section of roadway has already been widened to six lanes.

VA 7 Widening

This project provides for the widening of Route 7 Eastbound from two lanes to three lanes between Route 9 and the Dulles Greenway (Route 267), and Westbound from two lanes to three lanes from South King Street (US Route 15) to West Market Street. The project also includes the widening of the Route 7 bridges over South King Street (US Route 15). It is noted that in previous SMART SCALE funding applications this project scores high as one of the most congested roadway segments in Northern Virginia.

PRINCE WILLIAM COUNTY RESPONSES

Battlefield Park Bypass Project

Prince William County has removed the Battlefield Park Bypass Project from the long-range plan. The 2022 update to the County's Comprehensive Plan includes an alternative option to the Battlefield Park Bypass. This alternative was initially added after receiving and analyzing public and key stakeholder input, including the National Park Service. This option, called the Route 29 Alternate Road, would allow for the closure of Route 29 through the Manassas Battlefield Park, and provide a new roadway connection to facilitate through traffic with fewer impacts. The Route 29 Alternate Road is being submitted to the long-range plan in lieu of the Battlefield Park Bypass project. The County continues to work towards better shared local and regional mobility goals.

Route 1 Improvements

Approximately 5 miles of Route 1 has been widened in Prince William County. Substantial federal, state, and regional funds have been allocated to an active project to widen an additional two miles. These projects, and additional improvements on Route 1, are critical to providing the capacity for multimodal travel options on this key corridor. In addition to vehicle travel, the projects improve travel times for local, fare free OmniRide bus routes, and the improvements will create a continuous network of pedestrian and bicycle facilities on the corridor. Prince William County has submitted a separate project to the long-range plan for the planning of High-Capacity Transit along the corridor, consistent with the County's Comprehensive Plan, and the Route 1 Improvements project will include facilitating connectivity for high-capacity transit systems. Additionally, the County has submitted a project to incorporate green infrastructure on the Route 1 corridor to the TPB's Transportation Resiliency Improvement Plan (TRIP) to implement recommendations from an active Transportation-Land Use Connections (TLC) study to enhance the resiliency of transportation infrastructure by improving stormwater management in flood prone areas and providing long term considerations for sustainability to help the region achieve the adopted climate change mitigation goals. All submitted projects along the Route 1 Corridor are designed to work holistically to improve mobility while achieving local and regional goals for equity and sustainability.

For the Battlefield Parkway/Route 15 Bypass Interchange

This project reduces traffic congestion and increases safety without adding additional through travel lanes on the Rt 15 Bypass by replacing the existing at-grade signalized intersection with a grade-separated interchange. The interchange provides easier east-west travel on Battlefield Parkway over the Rt 15 Bypass, especially for pedestrians and bicyclists. The project includes a 10-foot shared use path on one side of Battlefield Pkwy and a 5-foot sidewalk on the other side, along with new curb ramps and crosswalks.

CITY OF MANASSAS RESPONSES

Sudley Road 3rd Lane

This project is currently in advertisement for construction. This project is located along a commercial corridor that is already developed and will have minimal impacts to woodlands. No residents will need to be relocated as part of this project, nor will there be any physical impacts to residential housing or any other buildings along the corridor.

This project is currently in advertisement for construction. A road diet along this corridor is not a viable approach at this time given the high traffic volumes on this roadway and would exacerbate traffic congestion. The Manassas 2040 Comprehensive Plan calls for the Sudley Road corridor to be redeveloped into a mixed-use center, and these suggestions will be taken into account as the corridor transforms. We are looking to add bicycle facilities along Sudley Road and encourage members of the public to view the alternatives at www.manassasva.gov/sudleybike.

Roundabout at Sudley and Centreville

This project is currently at 90% design. The City's Transportation Master Plan recommended a roundabout at this location to improve level of service while also creating safer accommodations for pedestrians.

Liberia Avenue Widening

This project was identified as a recommendation in the City's Transportation Master Plan to improve congestion from Level of Service (LOS) "F" to "D" in the AM Peak hour and LOS "E" to "D" in

The Honorable Christina Henderson
February 23, 2024
Page Ten

the PM Peak hour in 2040. The data from the traffic model analysis supports widening eastbound Liberia Avenue between Route 28 and Euclid Avenue, which will reduce longer periods of idling.

A road diet along this corridor is not a viable approach at this time given the high traffic volumes on this roadway and would exacerbate traffic congestion. This project was identified as a recommendation in the City's Transportation Master Plan to improve congestion from Level of Service (LOS) "F" to "D" in the AM Peak hour and LOS "E" to "D" in the PM Peak hour in 2040. The data from the traffic model analysis supports widening eastbound Liberia Avenue between Route 28 and Euclid Avenue. This project will also include pedestrian enhancements such as wider sidewalks, street furniture, street trees, crosswalks, and bus stop improvements.

Dean Drive Widening

The current two-lane typical section of Dean Drive is not designed to modern standards. The purpose of this project is to upgrade Dean Drive to current design standards and not to add additional lanes. Bike lanes and sidewalks will also be installed as part of this project to ensure proper accommodations and access for bicycles and pedestrians.

Thank you for providing the TPB Virginia member agencies an opportunity to offer responses to public comments. Representatives from VDOT and Virginia localities will be available to follow-up as needed with any additional information.

Sincerely,



Bill Cuttler, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA
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