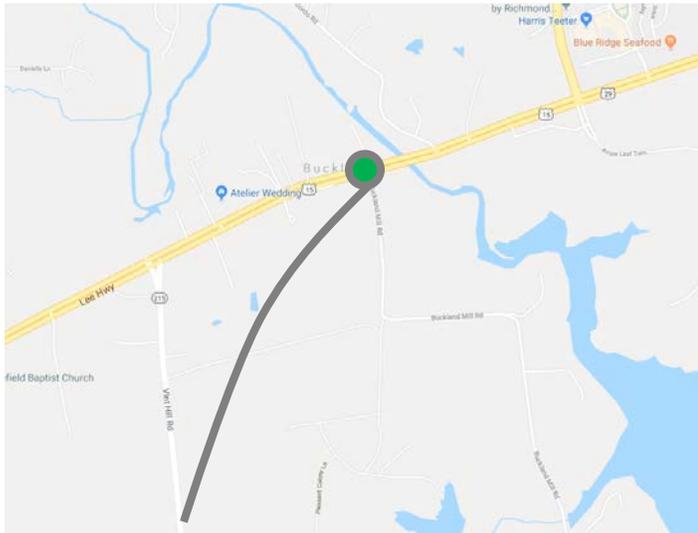


- Feedback in unanimous that business owners don't want to lose left turns.
- Found \$20 million for the Warrenton Interchange but don't see that as a safety concern.
- How much was requested and when was the HSIP application submitted? *In October 2017 submitted for a combination of improvements at both Broad Run Church Road (Route 600) and Vint Hill Road (Route 215) for roughly \$6 million so approximately \$3 million at each intersection.*
- Businesses weren't aware of the 2016 application for Broad Run Church Road. No one's ever gone this far without involving the community. People have invested money in businesses in Vint Hill but weren't aware of this.
- Every business aware of this says this is a deal-killer. A lot of people were not aware of this or included until the applications were this far along.
- Look at the facebook followers – many customers come from that direction [north of the 29/215 intersection] and businesses will lose customers.
- This may work on paper but it won't work in the real.
- Consider the following design with a roundabout instead to allow the left turn onto Vint Hill Road (Route 215) before driving down to the existing intersection. Make this area a gateway. Include a monument to the battlefield in the roundabout.



- Currently bring customers from Chantilly where previously located but get complaints now that people get lost trying to find their business
- Tractor trailers come in multiple times a day.
- Northbound on US 29 has a high non-life threatening crash rate so the proposal is to change the southbound and recreate the issue there.
- Half of current customers come from the 20155 and 20154 zip codes. The southbound u-turn won't be safe.
- Route 7 in Tysons has this in front of the Mercedes dealer at Greensboro and the turn lane backs up into the thru lane. The u-turn is signalized.
- At the southern u-turn traffic backs up considerably, especially on Friday afternoon.
- Concern for how this will impact residential areas such as Riley Road and the possibility it will add traffic.
- Not sure VDOT fully appreciates how little things make a big difference.

- This area has created over 200 jobs and brings in ¼ million dollars a year in revenue.
- If knew this could happen would never have invested in Vint Hill. It will take time but it will kill Vint Hill.
- This may have been successful in other areas where the businesses aren't 1-3 miles off the road.
- No one's getting killed.
- Vint Hill Parkway was shut down for almost a year and as a result one business closed and another saw a 60% loss.
- Students come from all over for school here and the hills will still be there.
- Merging to the left lane feels more dangerous.
- VDOT couldn't get the project they want here so they're settling for this.
- Other areas where this has worked are flat.
- This doesn't benefit business owners.
- For 100 years this was a secret installation and have struggled to make it a destination in the past 20 years. This is scary – greatest fear is access.
- Take the non-fatal fender benders that are known over the unknown of this.
- The third time [business owner] visited here there was a fatal accident. Want to work together but if it's this or nothing, prefer nothing.
- People will cut in and cross lanes and could turn fender benders into fatalities.
- Need to make everyone aware between Dumfries Road (Route 605) and Vint Hill Road (Route 215).
- This will have the same effect as a bypass.
- How long would this take? *24-30 months to go to construction and then build it in a year. So for a year it would be harder for people to get to the businesses. The intersection wouldn't close until the other areas are constructed. Don't expect to close the road.*