

- Drivers turning right from Vint Hill Road (Route 215) onto US 29 NB won't be able to see approaching vehicles in time to safely turn right. The signal won't be within view to know if traffic is really stopped or if there's just a brief break in traffic.
- Traffic on Vint Hill Road (Route 215) will back up waiting to turn right.
- Replace the signal that was south of the Vint Hill signal in 2005 and synchronize it with the Vint Hill Road (Route 215) signal.
- Don't understand how this will stop the accidents that were the problem in 2005.
- How many people turn left from Vint Hill Road (Route 215) onto US 29 each day?
- What is the distance between Vint Hill Road (Route 215)/US 29 and the u-turns?
- For the u-turn location north of the Vint Hill Road (Route 215)/US 29 intersection would you just expand the pavement that's there now?
- Concern with the length of the turn lanes and available storage and the possibility of cars queueing out onto the road.
- Synchronize the signals with the u-turns to turn right from Vint Hill Road (Route 215) onto US 29 NB.
- In order to turn right from Vint Hill Road (Route 215) to go south on US 29 drivers will have to immediately cross traffic. Will US 29 NB stop?
- Concern with the ability for tractor trailers to make the u-turns.
- Tractor trailers don't accelerate as quickly as passenger vehicles. Also there are low loader trucks which are 10-15 feet longer than tractor trailers such as the trucks Aaron's Towing uses. This will need to accommodate those.
- Between 4:30 and 8:30 am northbound traffic stays in the left lane to allow right turning traffic. Cars needing to cross to the u-turn turn lane will need a light to safely go into the left lane and turn lane.
- People will take a shortcut onto Broad Run Church Road (Route 600).
- The Vint Hill Road/ Broad Run Church Road intersection will be worse. Need a roundabout or left turn lane for north on Vint Hill Road to turn onto Broad Run Church Road.
- How much traffic turns left now onto Vint Hill Road from US 29? They will have to go back over the dangerous humps to make that movement.
- In Gainesville, Linton Hall Road to go left onto US 29 seems similar to this. Don't think many drivers are capable of doing this.
- Cars slowing to make the turn and to get in the turn lane will back up cars. Vehicles will cut others off and cause more accidents than exist today. Extend the turn lanes further.
- Concern that when you turn onto US 29 north to enter the turn lane it will be full or backed up. Consider a diverging diamond design similar to the one in Haymarket on I-66.
- This is similar to the current situation at Lord Fairfax. Concern that gps will tell people to make the left that won't be there anymore and this will be confusing especially as the Veterans Hospital is constructed with elderly people visiting.
- This will be dangerous at night when visibility is low.
- Concern that a couple of tractor trailers will fill the turn lane and passenger vehicles won't have anywhere to go.
- Consider an overpass like Culpeper County just constructed.
- Consider fixing the hills.
- Concern that instead of sitting in the current dip waiting for the signal the problem has been moved further south and this would still be unsafe.
- If we're currently at 20 accidents per year, what will it be with this design?

- Concern that the problem will just be relocated and possibly double. The terrain is the problem. Concern that cars will back up in the turn lane.
- Concern for the lifespan of this plan and the fact that Vint Hill is rapidly growing.
- Concern that the signal in Prince William County could encourage development or roads there.
- This will drive traffic off Vint Hill Road and onto other roads such as Rogues Road or Broad Run Church Road.
- Make sure you consider drivers' speed and behavior and build that into the model.
- This will add more complexity and increase accidents.
- Use a variable message board and reduce the speed like they do on I-66.
- This will be more dangerous with the u-turns.
- Just cut the hill rather than fill in the dip.
- Bridge over the gap.