

## Get Involved

Thank you for taking the time to review the information presented here tonight. Your comments are important and are greatly appreciated. VDOT will carefully consider all comments received at this meeting and during the comment period. Written comments must be postmarked or sent electronically no later than **April 28, 2023**. You may provide your comments by any of the following methods:

### At This Meeting

Please leave your written comments in the designated box.

### Project Website

Visit <https://www.virginiadot.org/Route360RoadDiet> to review meeting materials or scan the QR Code:



### By Email

[fred.comments@vdot.virginia.gov](mailto:fred.comments@vdot.virginia.gov)

Please reference "Route 360 Road Diet" in the subject line.

### By Mail

You may submit your written comments to:

Mr. David Beale, P.E., Northern Neck Resident Engineer  
 VDOT Northern Neck Residency Office  
 Virginia Department of Transportation  
 734 Barnfield Road  
 Warsaw, VA 22572

### Online Survey Form

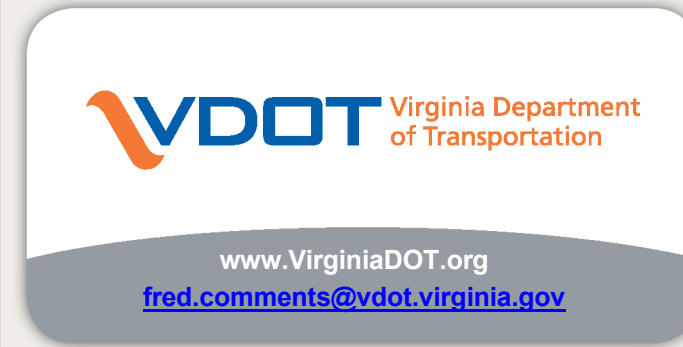
Comments can be submitted using an online form:  
<https://www.virginiadot.org/Route360RoadDiet>

## Contact Information

<b>Primary Contact:</b> David Beale, P.E. Northern Neck Resident Engineer	Fredericksburg District VDOT Northern Neck Residency Office	734 Barnfield Road Warsaw, VA 22572	804-333-3696
Karen Lenar	Fredericksburg District Right of Way Office	87 Deacon Road Fredericksburg, VA 22405	540-899-4313
Marc Hoffman	Fredericksburg District Office of Civil Rights	87 Deacon Road Fredericksburg, VA 22405	540-706-4957
Kelly Hannon	Fredericksburg District Communications Office	87 Deacon Road Fredericksburg, VA 22405	540-374-3344



© 2023 Commonwealth of Virginia



## Design Public Hearing

### Route 360 (Richmond Road) Road Diet Traffic Pattern Town of Warsaw, Richmond County

Tuesday, April 18, 2023, 5-7 p.m.  
 150 Court Circle  
 Warsaw, Virginia 22572

## Public Meeting

Welcome to the Virginia Department of Transportation's (VDOT) design public hearing on a proposed installation of a "road diet" traffic pattern on Route 360 in the Town of Warsaw in Richmond County. The new pattern would begin from the divided roadway west of Route 1019 (Gordon Lane) to west of Route 3 Business (Main Street), and east of Route 3 Business (Main Street) to Route 3 (History Land Highway).

This meeting is being held to provide an opportunity for members of the public or organizations to learn more about the proposed project, and provide VDOT comments and/or suggestions. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation

projects and programs affecting them.

VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in this meeting handout and your input is encouraged. All verbal and written comments received on this project will be available for review by VDOT personnel, citizens and other interested parties. Concerns raised as a result of this meeting will be evaluated by staff prior to consideration for approval of the project by the VDOT Fredericksburg District project development engineer.

## Project Overview



**Cost** – \$30,000 (estimated) for pavement markings, signs, and traffic control costs during installation

**Purpose** – Enhance safety by reducing the risk of crashes and resulting injuries and/or fatalities

**Improvements** – Installation of new pavement markings after resurfacing in summer 2024. The traffic pattern would change from the existing four travel lanes to two travel lanes with a shared center two-way left turn lane.

State Project: PM6W-966-F24 Federal Project: PM06403 UPC: 122935

# PROJECT DESCRIPTION

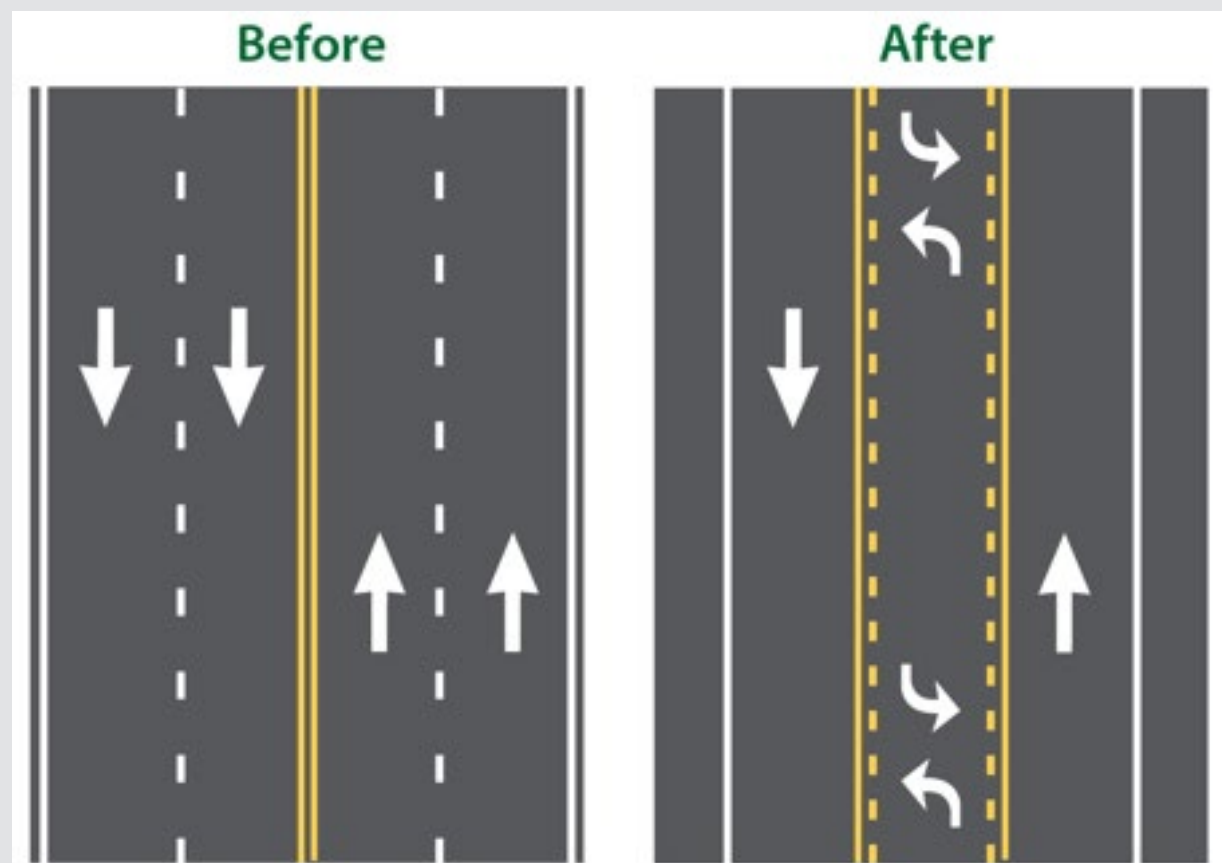
Crashes are occurring on Route 360 in Warsaw west of Main Street at a rate that exceeds the state average, indicating there is a safety concern that needs to be addressed. East of Main Street, narrow lanes are also contributing to crashes. Research has shown that crashes can be reduced on a four-lane road carrying 20,000 vehicles a day or fewer if the road's pavement markings are painted to have two travel lanes, with a center two-way left turn lane. This traffic pattern change is informally known as a "road diet." Road diets exist in numerous locations across the United States, including at more than 35 locations in Virginia. Anticipated safety benefits:

- Reduces crash rate overall
- Significantly reduces severe crash rate resulting in fatalities and injuries
- Reduces rear-end crashes by eliminating drivers stopping or slowing in left lane to make a left turn

- Reduces angle crashes. Drivers entering Route 360 from side streets and driveways will cross fewer lanes when turning left
- Reduces vehicle speeds by average 3-5 mph
- Additional shoulder space for pedestrian and bicyclist traffic, complimenting the town's sidewalk enhancements
- Widens travel lanes from existing 9-11 feet (varies) to 11.5-13 feet (varies)

This project will be constructed in accordance with VDOT's current road and bridge standards and specifications to comply with federal and state regulations pertaining to public welfare and safety. The construction will be performed in such a manner that traffic will be maintained with a minimum of inconvenience to the traveling public. After the project is complete, VDOT will maintain the road.

## Project Graphic



## Estimated Project Cost

Total Project Cost: **\$30,000 (estimated)**

Preliminary Engineering: N/A

Right of Way: N/A

Construction: **\$30,000 (estimated)**

## Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 540-899-4288, TTY/TDD 711.

## Right of Way

The construction of this project will not require any displacement of families, businesses or non-profit organizations.

Information about right of way acquisition is discussed in VDOT's brochure entitled "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this booklet are available from a VDOT right of way agent. After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

## Anticipated Schedule

**The following schedule has been proposed:**

**Comment Period** – March 17-April 28, 2023

**Advertised for Construction** – Fall 2023

**Construction** – Summer 2024

## Environmental Review

VDOT's Fredericksburg District Environmental Office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development; and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

The National Environmental Policy Act (NEPA) is applicable to this project a Programmatic Categorical Exclusion has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines. The NEPA document includes information from various technical reviews including those related to natural resources, water quality, threatened and endangered species, air quality, noise, etc. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is also provided in the environmental documentation.

The project will continue to be coordinated with the appropriate federal, state, and local agencies as part of the environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best management practices will protect the environment during construction.