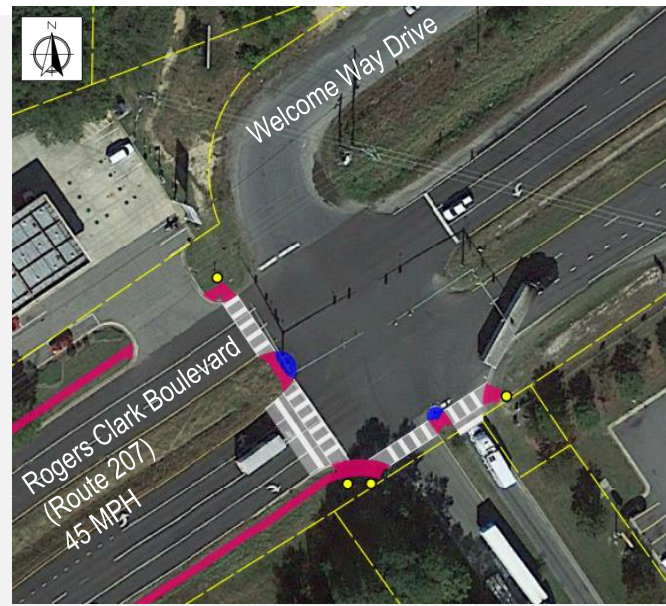
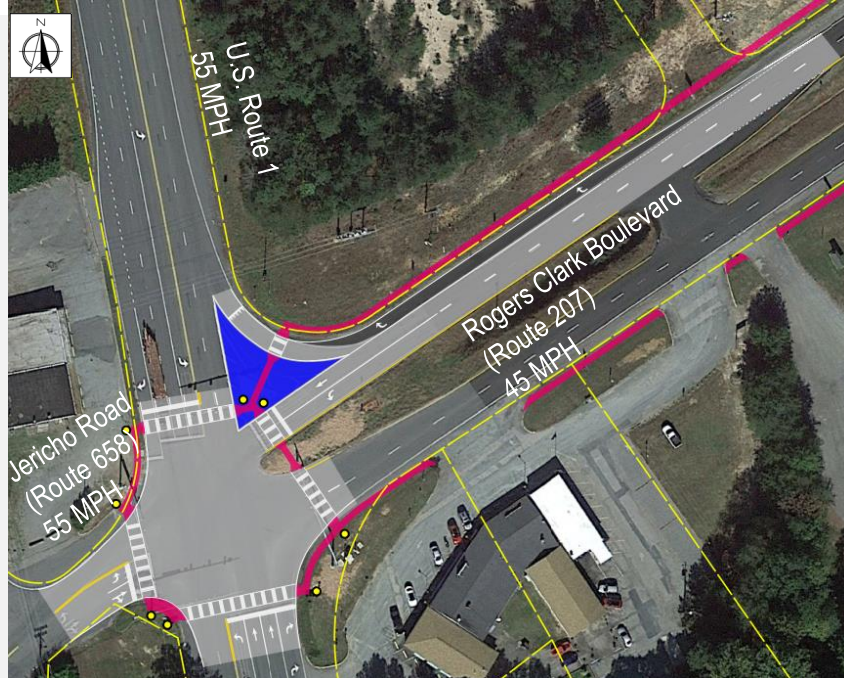




Phase II – Improvement 1

U.S. Route 1 and Rogers Clark Boulevard/Jericho Road Intersection



Legend

Existing Symbology

- Existing Parcel Lines

Proposed Symbology

- Resurfaced Pavement
- New (Full Depth) Pavement
- Sidewalk and Curb Ramp
- Concrete Pedestrian Islands
- Pavement Markings

PROJECT NEEDS

This project helps address VTrans needs associated with pedestrian safety and pedestrian access. This alternative creates access for pedestrians to walk between U.S. Route 1 and Welcome Way Drive on the North and South sides of Rogers Clark Boulevard.

Need	Priority
Pedestrian Safety Improvement	Very High
Pedestrian Access	Very High

PROJECT DESCRIPTION

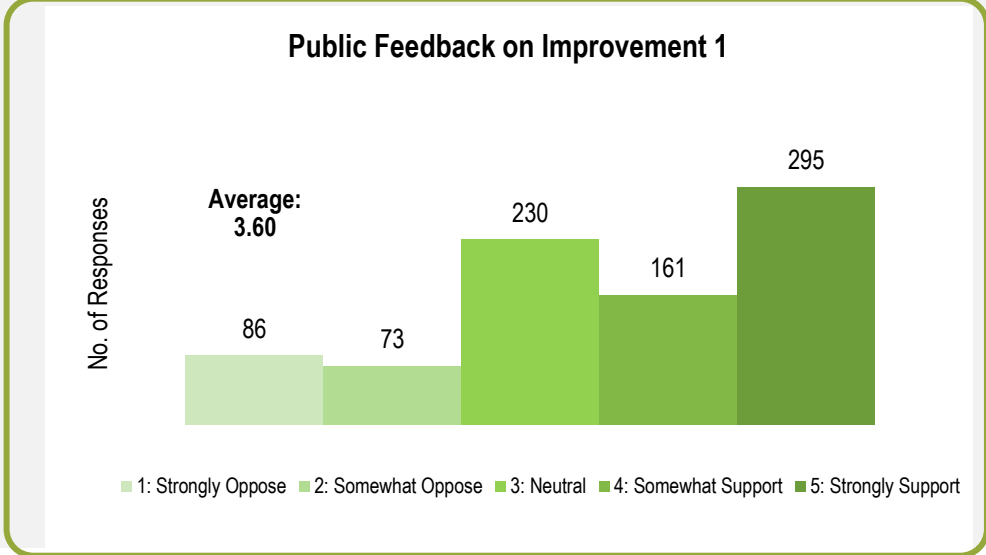
- The improvements proposed at this location include:
- Addition of 5' sidewalk on north and south sides of Rogers Clark Boulevard between U.S. Route 1 and Welcome Way Drive
 - Addition of crosswalks on all four legs of the Rogers Clark Boulevard and U.S. Route 1 intersection
 - Installation of push buttons at pedestrian ramps at the intersection of Rogers Clark Boulevard and U.S. Route 1 and two legs (western and southern) of the Welcome Way Drive and U.S. Route 1 intersection.
 - Addition of a channelized right-turn lane westbound on Rogers Clark Boulevard at the U.S. Route 1 intersection and reconstruction of the island on the northeast corner of the intersection.

PROJECT BENEFITS

Improvement of pedestrian facilities along Rogers Clark Boulevard between U.S. Route 1 and Welcome Way Drive, provides access to the gas station/convenience store located at U.S. Route 1 and Welcome Way Drive. Adding pedestrian crosswalks at both intersections will improve pedestrian safety and operations. Reconstructing the pedestrian island in the northeast quadrant of Rogers Clark Boulevard and U.S. Route 1 intersection will better channelize traffic turning right onto U.S. Route 1 from Rogers Clark Boulevard and shorten the distance of pedestrian travel across traffic.

Survey Summary

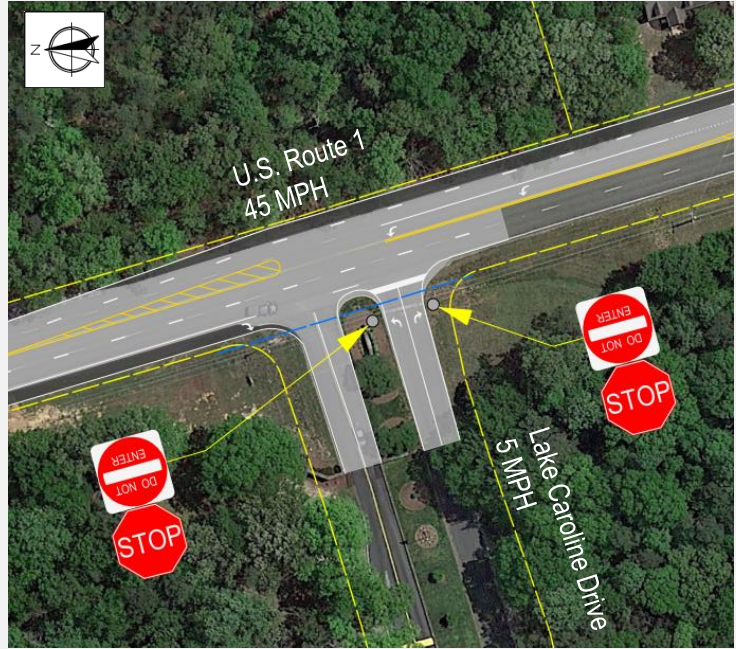
- The Public Input survey was live between March 18th and April 1st, 2024 (14 days)
- 54% of respondents somewhat or strongly supported this improvement
- The project was scored on a scale from 1 (strongly oppose) to 5 (strongly support). This concept scored an average of 3.60
- Survey included 1,084 participants





Phase II – Improvement 2

U.S. Route 1 and Lake Caroline Drive Intersection



Legend

Existing Symbology

- Existing Parcel Lines
- Assumed Existing Parcel Line

Proposed Symbology

- Resurfaced Pavement
- New (Full Depth) Pavement
- Pavement Markings

PROJECT DESCRIPTION

The improvements proposed at this location include:

- Addition of a northbound left-turn lane on U.S. Route 1
- Addition of southbound right-turn lane on U.S. Route 1
- Addition of signs and pavement markings to create separate left-turn and right-turn lanes to the exit on Lake Caroline Drive.

PROJECT BENEFITS

The improvements will create storage for vehicles travelling on U.S. Route 1, thus improving safety and operations. Providing dedicated left-turn and right-turn lanes and new signing at the exit from Lake Caroline Drive will further improve safety and operations.

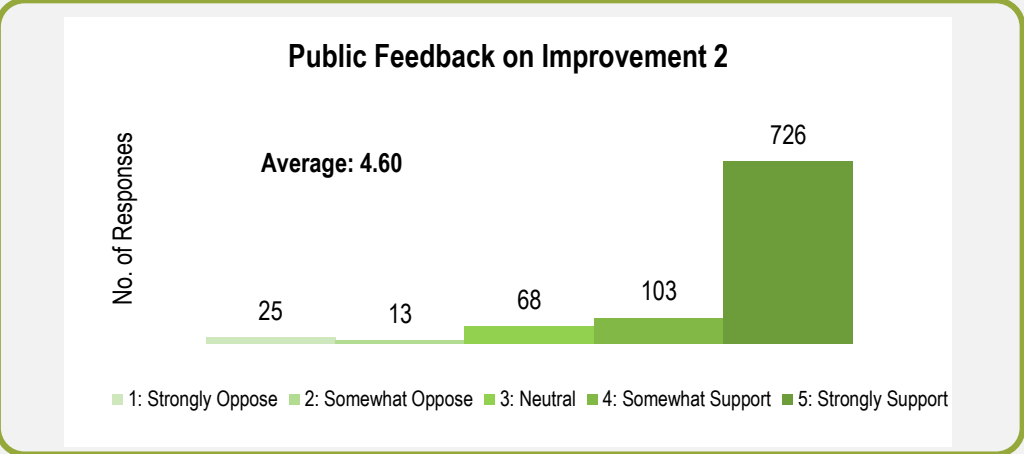
Survey Summary

- The Public Input survey was live between March 18th and April 1st, 2024 (14 days)
- 89% of respondents somewhat or strongly supported this improvement.
- The project was scored on a scale from 1 (strongly oppose) to 5 (strongly support). This concept scored an average of 4.60
- Survey included 1,084 participants

PROJECT NEEDS

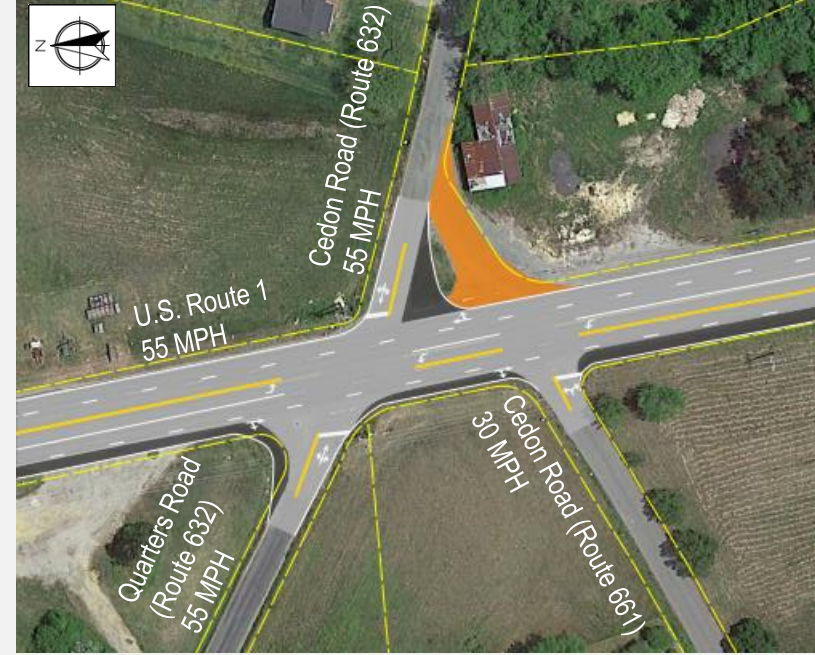
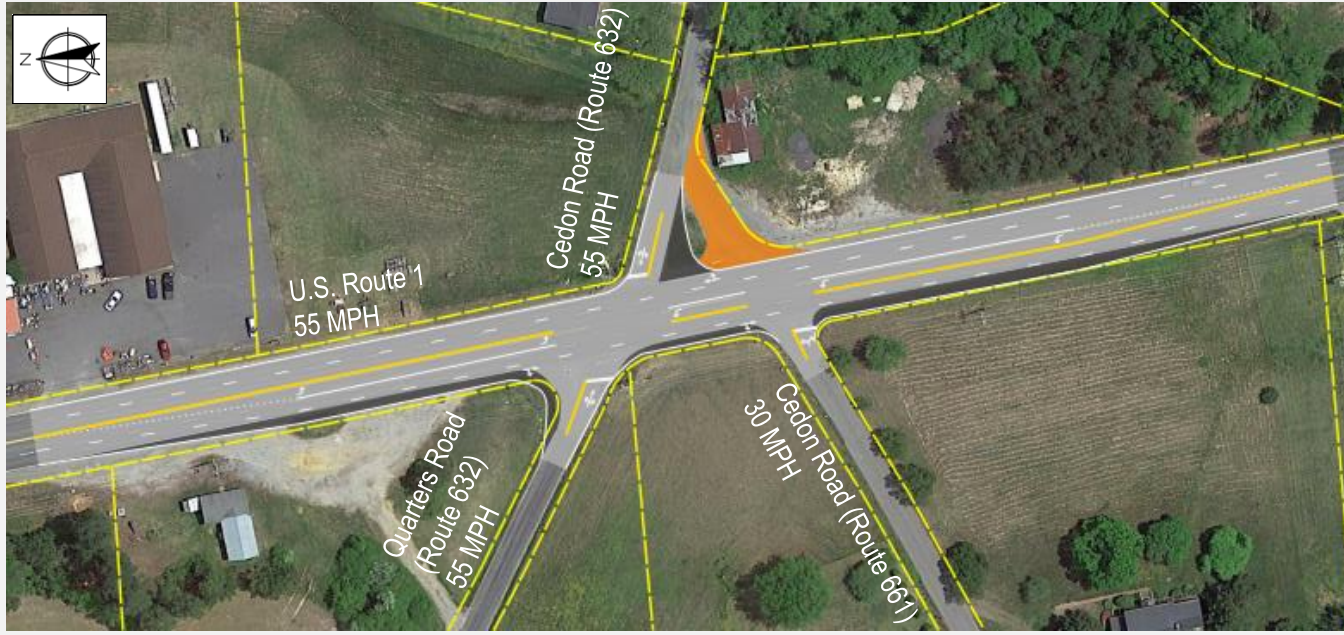
This project helps address VTrans needs associated with safety and capacity preservation. This alternative improves the capacity of U.S. Route 1 while allowing vehicles turning left to queue safely.

Need	Priority
Capacity Preservation	Medium
Safety Improvement	Medium



Phase II – Improvement 5

U.S. Route 1 and Cedon Road and Quarters Road



Legend

Existing Symbology

- Existing Parcel Lines

Proposed Symbology

- Resurfaced Pavement
- New (Full Depth) Pavement
- Remove Existing Pavement
- Pavement Markings

PROJECT DESCRIPTION

- The improvements proposed at this location include:
- Addition of northbound left-turn lanes on U.S. Route 1 at Cedon Road and Quarters Road
 - Removal of cut-through in southeast quadrant of intersection
 - Addition of southbound left turn-lane on U.S. Route 1.
 - Improved turning radius for southbound right-turn movement onto Quarters road
 - Improved turning radius for eastbound right-turns from Quarters Road onto U.S. Route 1 and from Cedon Road onto U.S. Route 1

PROJECT BENEFITS

The improvements will create storage for left-turning vehicles travelling on U.S. Route 1, thus improving safety and operations. Removing the cut-through on the east side of U.S. Route 1 reduces conflict points, further improving safety.

Survey Summary

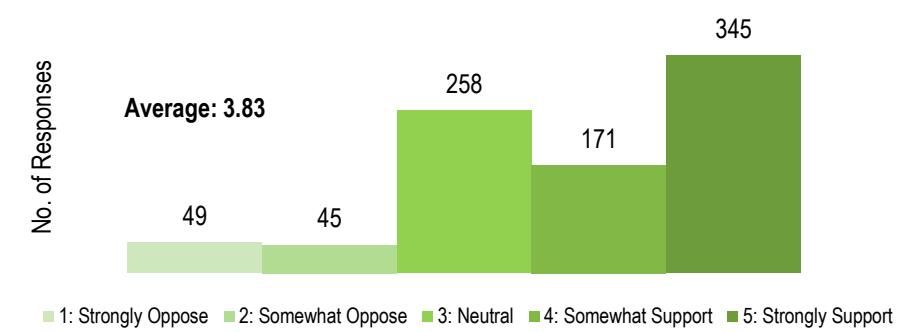
- The PublicInput survey was live between March 18th and April 1st, 2024 (14 days)
- 59% of respondents somewhat or strongly supported this improvement.
- The project was scored on a scale from 1 (strongly oppose) to 5 (strongly support). This concept scored an average of 3.83
- Survey included 1,084 participants

PROJECT NEEDS

This project helps address VTrans needs associated with safety and capacity preservation. This alternative reduces the number of conflict points and eliminates a cut-through.

Need	Priority
Capacity Preservation	Medium
Safety Improvement	Medium

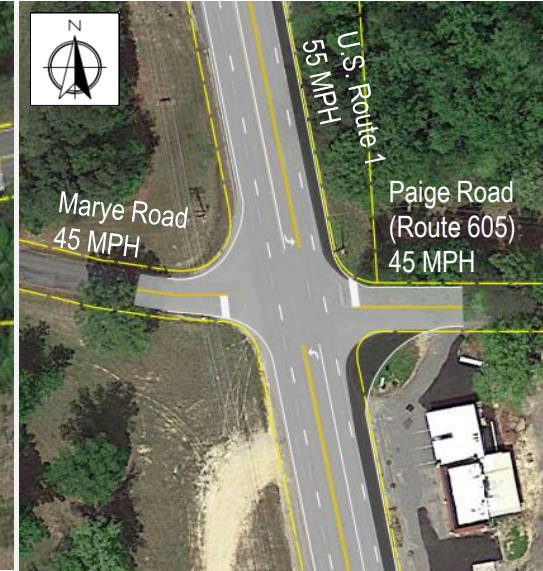
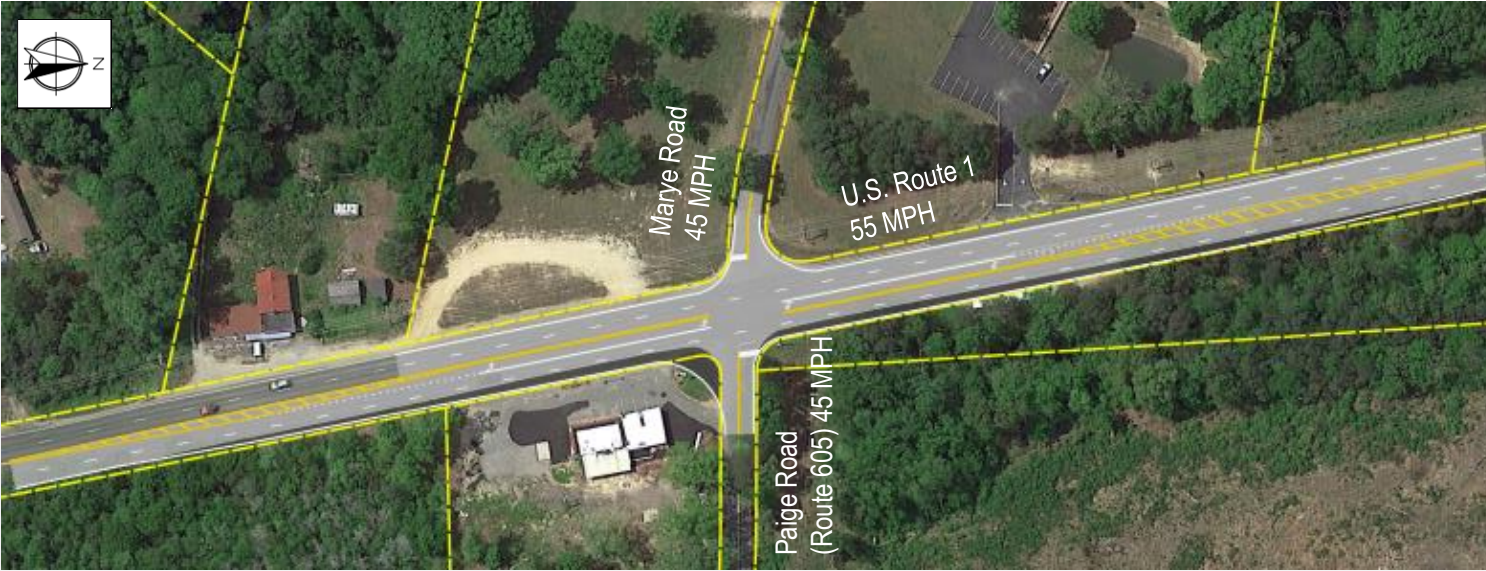
Public Feedback on Improvement 5





Phase II – Improvement 6

U.S. Route 1 and Paige Road (Route 605)



Legend

Existing Symbology

- Existing Parcel Lines

Proposed Symbology

- New (Full Depth) Pavement
- Pavement Markings

PROJECT DESCRIPTION

- The improvements proposed at this location include:
- Addition of a northbound left-turn lane on U.S. Route 1 at Paige Road/Marye Road.
 - Improved turning radius for northeast and southeast quadrant of intersection
 - Addition of southbound left-turn lane on U.S. Route 1 at Paige Road/Marye Road.

PROJECT BENEFITS

The improvements will create storage for left-turning vehicles travelling on U.S. Route 1, thus improving safety and operations.

PROJECT NEEDS

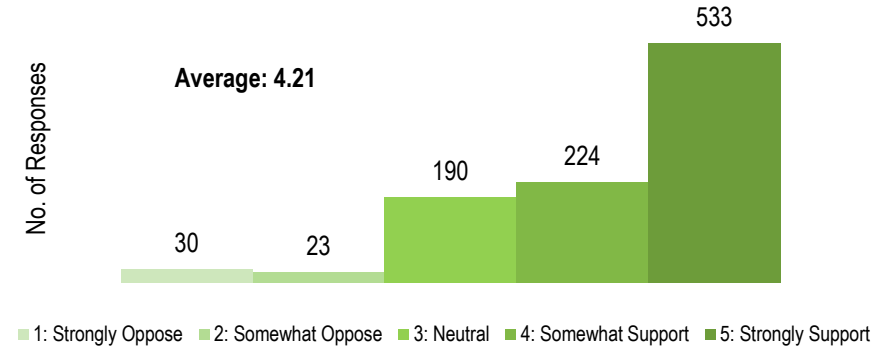
This project helps address VTrans needs associated with safety and capacity preservation. This alternative improves the capacity of U.S. Route 1 while allowing vehicles turning left to maneuver or queue safely.

Need	Priority
Capacity Preservation	Medium
Safety Improvement	Medium

Survey Summary

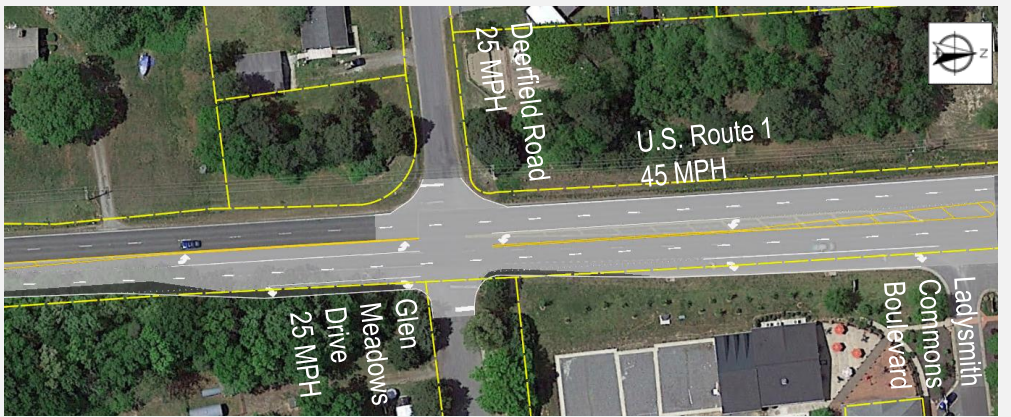
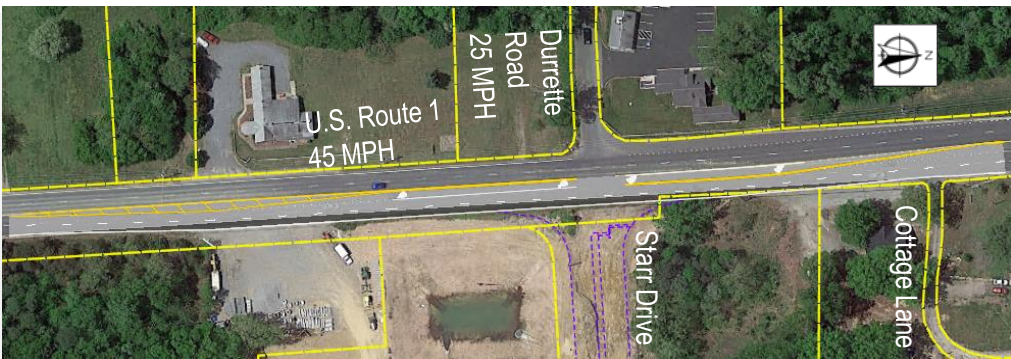
- The Public Input survey was live between March 18th and April 1st, 2024 (14 days)
- 76% of respondents somewhat or strongly supported this improvement
- The project was scored on a scale from 1 (strongly oppose) to 5 (strongly support). This concept scored an average of 4.21
- Survey included 1,084 participants

Public Feedback on Improvement 6



Phase II – Improvements 7-9

U.S. Route 1 from Ladysmith Road to Pine Tree Drive Improvements



Legend

Existing Symbology

Existing Parcel Lines

Proposed Symbology

- Resurfaced Pavement
- New (Full Depth) Pavement
- Pavement Markings

PROJECT DESCRIPTION

The improvements proposed at these locations include:

- Addition of northbound left-turn lane onto Durette Road from U.S. Route 1
- Addition of southbound left-turn lane onto Starr Drive from U.S. Route 1
- Addition of northbound left-turn lane on U.S. Route 1 at Deerfield Road
- Addition of southbound left-turn lane onto Glen Meadows Drive
- Addition of northbound left-turn lane on U.S. Route 1 at Pine Tree Drive
- Addition of southbound left-turn lane on U.S. Route 1 at Pine Tree Drive

PROJECT BENEFITS

The improvements will allow for turning vehicles to maneuver or queue safely while capacity on U.S. Route 1 is improved. Bringing existing turn-lanes to VDOT standards as well as adding new turn-lanes will further improve safety and operations.

PROJECT NEEDS

This project helps address VTrans needs associated with safety and capacity preservation. This alternative will bring existing turn-lanes to VDOT standards as well as adding new turn-lanes.

Need	Priority
Capacity Preservation	Medium
Safety Improvement	Medium

Survey Summary

- The Public Input survey was live between March 18th and April 1st, 2024 (14 days)
- 62% of respondents somewhat or strongly supported Improvement 7
- 66% of respondents somewhat or strongly supported Improvement 8
- 57% of respondents somewhat or strongly supported Improvement 9
- The project was scored on a scale from 1 (strongly oppose) to 5 (strongly support). Concept 7, 8, and 9 scored average scores of 3.91, 3.95, and 3.79 respectively
- Survey included 1,084 participants

