



Phase 2 – Preferred Alternative

Route 17 (George Washington Highway) & Cook Road – Thru-Cut with Southbound Left Turn Prohibition

Project Description

The improvements proposed at this location include:

- 1) **Thru-Cut**
 - Side-street traffic can turn left or right but cannot go straight through.
- 2) **Remove Southbound Left Turns**
 - Replace southbound left turn lane with expanded grass median.
- 3) **Reroute Select Movements to Falcon Road**
 - Rerouted movements use Falcon Road, which connects Route 17 and Cook Road approximately 0.4 miles north of the intersection of Route 17 and Cook Road/York Warwick Drive.
- 4) **Crosswalks and Curb Ramps**
 - New crosswalks and curb ramps at the intersection of Route 17 and Cook Road.

Project Needs

The preferred alternative addresses VTrans needs relating to safety, congestion mitigation, capacity preservation, and pedestrian access.

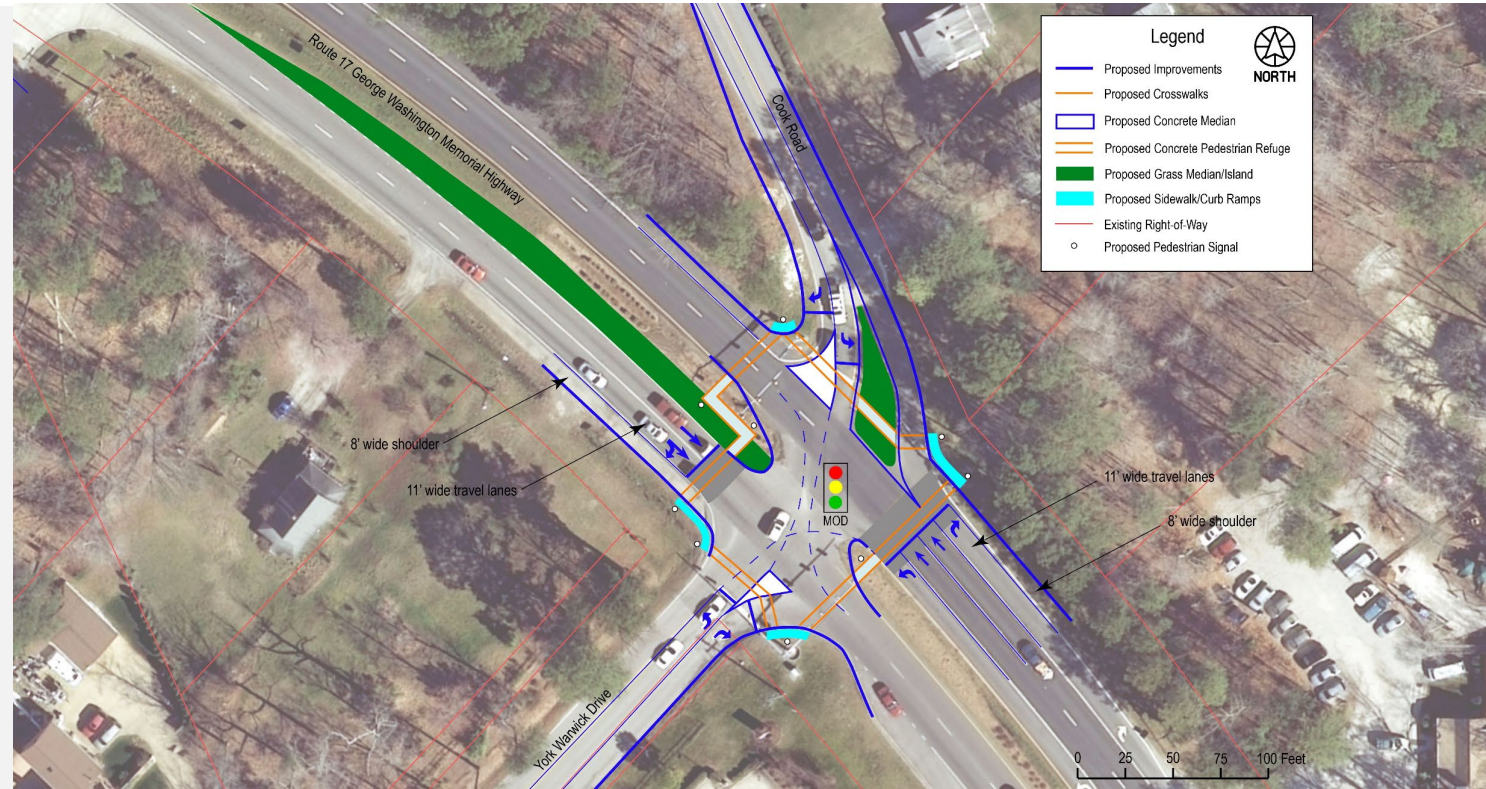
Needs and Priorities

	Safety Improvement	Very High		Pedestrian Access	Low
	Capacity Preservation	Very High		Bicycle Access	Low
	Congestion Mitigation	Medium		Transit Access	Low
	Transportation Demand Mgmt.	Very High			

Project Benefits

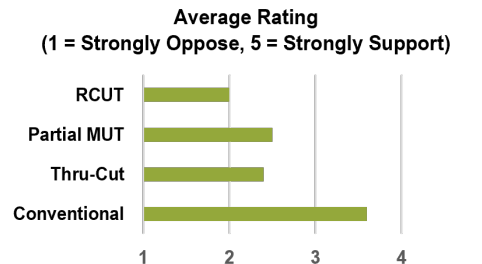
The preferred alternative provides the following benefits:

- Reduced fatal and injury crashes along Route 17 at Cook Road
- Reduced congestion and queuing at the intersection of Route 17 and Cook Road
- Improved safety for pedestrians across Route 17 connecting to forthcoming sidewalk along Route 17 to York High School



Public Input Survey Summary

- The Public Input survey ran between March 8, 2024 and March 22, 2024 (15 days).
- 1,521 participants and 3,068 comments.
- Many respondents expressed concerns with any concept involving U-turns.
- Participants ranked the Partial Median U-Turn the most favorable among the innovative intersection concepts, but the conventional intersection had the highest support overall.
- The Preferred Alternative is a combination of the Thru-Cut and Partial Median U-Turn. It reroutes prohibited movements to use Falcon Road instead of median openings for U-turns, which many survey respondents opposed.



Phase 2 – Preferred Alternative

Route 17 (George Washington Highway) & Fort Eustis Boulevard – Eastbound Approach Widening



Project Description

The improvements proposed at this location include:

- Eastbound Approach Widening**
 - Widen eastbound Fort Eustis Blvd approach at the intersection of Route 17 to 2 exclusive left turn lanes, 2 exclusive through lanes, and 1 exclusive right turn lane.
- Eastbound Right Turn Lane Extension**
 - Extend the eastbound right turn lane to 200 ft of full-width storage and a 200-ft taper.
- Sidewalk, Crosswalks, and Curb Ramps**
 - New crosswalks and curb ramps at the intersection of Route 17 and Fort Eustis Blvd.
 - ~425 feet of new sidewalk along the west side of Route 17 north of Fort Eustis Blvd connecting to a proposed future WATA bus stop (not shown in graphic).
- Wendy's Entrance Closure**
 - Close the ingress-only Wendy's entrance on Route 17, which is within the functional area of the intersection with Fort Eustis Blvd and does not meet VDOT standards.

Project Needs

The preferred alternative addresses VTrans needs relating to safety, congestion mitigation, capacity preservation, and pedestrian access.

Needs and Priorities

Safety Improvement	Very High	Pedestrian Access	Low
Capacity Preservation	Very High	Bicycle Access	Low
Congestion Mitigation	Medium	Transit Access	Low
Transportation Demand Mgmt.	Very High		

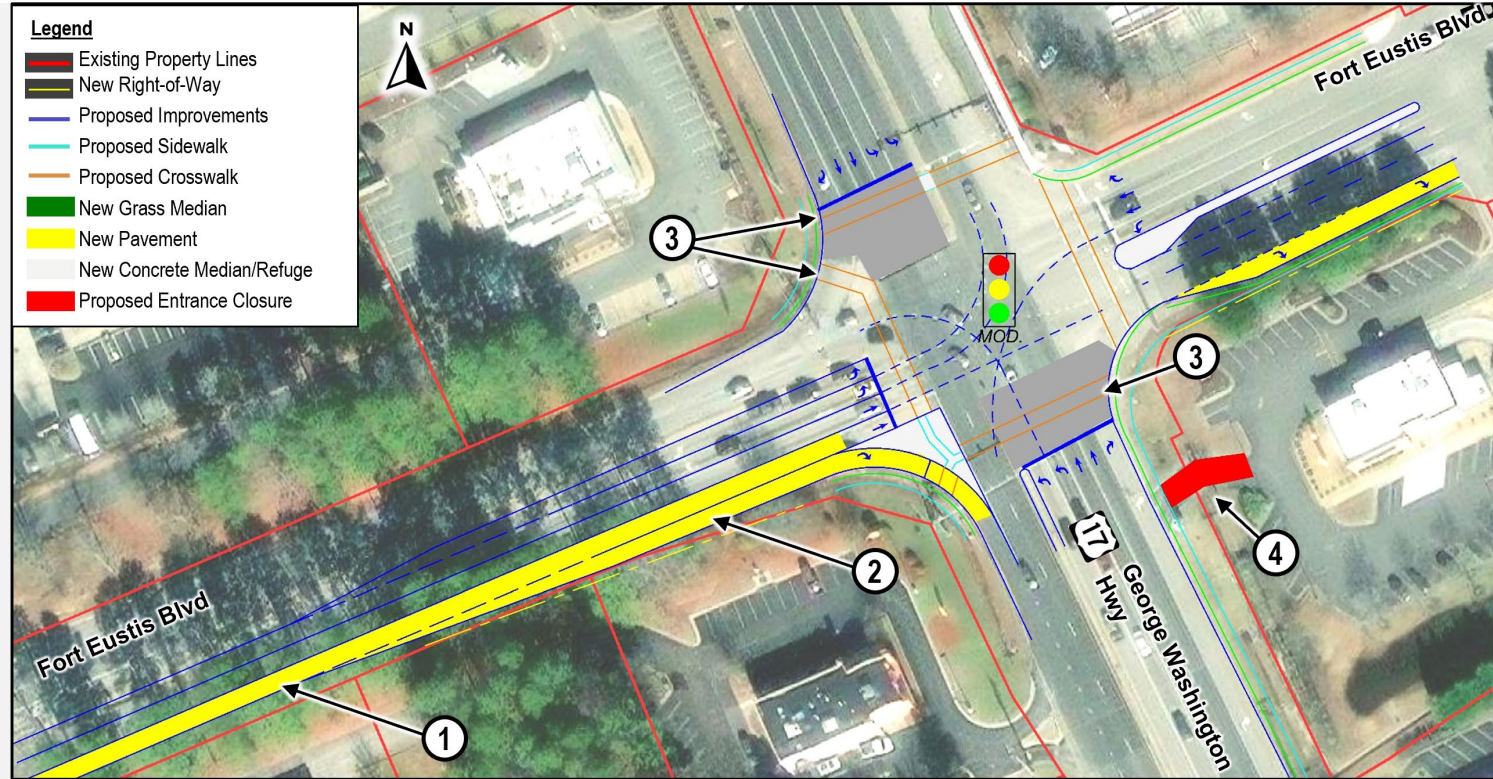
Project Benefits

The preferred alternative provides the following benefits:

- Improved safety for pedestrians across Route 17 connecting to proposed future WATA bus stop and to Yorktown Crescent (future planned mixed-use development)
- Reduced congestion and queuing at the intersection of Route 17 and Fort Eustis Blvd
- Reduced fatal and injury crashes at the intersection of Route 17 at Fort Eustis Blvd

Legend

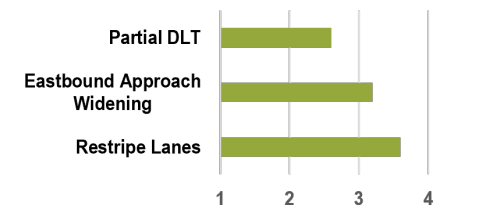
- Existing Property Lines
- New Right-of-Way
- Proposed Improvements
- Proposed Sidewalk
- Proposed Crosswalk
- New Grass Median
- New Pavement
- New Concrete Median/Refuge
- Proposed Entrance Closure



Public Input Survey Summary

- The Public Input survey ran between March 8, 2024 and March 22, 2024 (15 days).
- 1,521 participants and 3,068 comments.
- Many respondents expressed support for extending the eastbound right turn lane and improving pedestrian safety.
- Participants ranked the Eastbound Approach Widening concept second to the Restripe Lanes concept, which had no additional capacity or pedestrian facilities.

Average Rating
(1 = Strongly Oppose, 5 = Strongly Support)



Eastbound Approach Widening Concept Ratings

