



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

RICHMOND DISTRICT

2430 Pine Forest Drive

COLONIAL HEIGHTS, VA 23834

www.VDOT.Virginia.gov

Stephen C. Brich, P.E.
COMMISSIONER

March 12, 2026

County of Hanover
Department of Planning and Zoning
P.O. Box 470
Hanover, VA 23069
Attn.: Gretchen Biernot

**Re: REZ2025-00023 - Marchetti Properties, LLC – Mountain Road Technology Park –
TIA Reconsideration (Hanover Planning Commission Request)**

Ms. Biernot,

Hanover Planning Commission requested that Kimley-Horn evaluate options to provide some more permanent solutions regarding construction traffic for the Mountain Road Technology Park, located on Route 33, Mountain Road just north of the I-295 interchange. As part of the evaluation, construction traffic was more concentrated during the AM and PM peaks than it was in the original TIA.

The Virginia Department of Transportation, Richmond District Traffic Engineering (TE) and the Ashland Residency Transportation and Land Use Section has reviewed the Supplemental Traffic Impact Analysis (TIA) in association with the above referenced request for rezoning as submitted by Marchetti Properties, LLC regarding Mountain Road Technology Park prepared by Kimley-Horn dated February 27, 2026, and provide the following comments:

1. A temporary signal was evaluated as a potential solution. The revised study shows that the anticipated construction volumes would not meet the signal warrants 1 and 2, which are the warrants normally used to conduct signal warrant analyses. There is an existing signal to the south at Hunton Park Blvd, approximately 690 feet South of the proposed entrance location. Route 33, Mountain Road is functionally classified as a minor arterial roadway with a posted speed limit of 55 MPH. Per Table 2-2 in RDM Appendix F, the spacing required between two signals is 1320 feet therefore, a temporary signal at the proposed driveway entrance location would require an AM-E. Therefore, with the provided information, VDOT TE do not believe a signal is warranted currently.
2. Traffic Engineering (TE) can support a median U-turn concept to facilitate traffic coming out of the main driveway with the following conditions:

- a. The location of the U-turn shown in the supplemental analysis is approximately 1200' north of the proposed driveway, at the existing median opening at the Extra Space Storage driveway. There are 450 vehicles expected to make the U-turn movement in the PM peak hour. There is concern that vehicles currently using the Extra Space Storage driveway would not be able to turn left onto Route 33. Therefore, we would support a new median opening closer to the proposed driveway location. Please note that when this is updated in the Synchro model, the OD volumes should be updated so that the U-turn traffic is coming from the WBR out of the site driveway.
- b. The proposed crossover needs to comply with “the spacing standards, the sight distance requirements, and all other engineering standards,” per Appendix F.
- c. The concept shown in the supplemental analysis shows a drop lane for the U-turn. We do not support the drop lane and want a full separate turn lane in the median.
- d. Our preference would be for the start of the U-turn travel lane to be as close to the driveway as possible. The intent is that vehicles going from the driveway to make the U-turn would not necessarily need to get up to speed on Route 33, Mountain Road before merging over to get in the U-turn lane.
- e. The driveway is proposed to be a full access driveway during off-peak hours and not allow a left turn egress during the AM and PM peak periods. They will need to confirm how this will be enforced to ensure construction traffic will not make left turning movements out of the site during peak periods.

Please provide a detailed response to comments indicating where and how each comment was addressed with your resubmittal. If further information is desired, please contact Jason Brook at 804-585-3590.

Sincerely,

Jason T. Brook for Rachel Lawton
Ashland Residency Plan Reviewer

On behalf of:
Aaron French, PE
Acting Area Land Use Engineer
VDOT Ashland Residency