



MEMORANDUM

To: County of Hanover
Department of Planning and Zoning

From: David Capparuccini, PE, PTOE
Kyle Lowther, E.I.T.
Kimley-Horn and Associates, Inc.

Date: March 20, 2026

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

We have received comments provided by the Virginia Department of Transportation (VDOT) for the subject project. We offer the following responses:

- 1) **Comment:** 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.

Response: Noted.

- 2) **Comment:** 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.

Response: The median U-Turn alternative was updated to propose a new median opening on US-33 south of the existing median opening at the Extra Space Storage driveway. The Synchro models and analysis results were updated to address this comment.

- b) The proposed crossover needs to comply with “the spacing standards, the sight distance requirements, and all other engineering standards,” per Appendix F.

Response: The updated median U-Turn alternative meets the spacing standards outlined for median U-Turn intersection configurations provided in the VDOT Road Design Manual Appendix F (AASHTO Green Book recommends a range of 400 to 600 feet).

- 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.

Response: Please see updated concept for the median U-Turn alternative.

- 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.

Response: Please see updated concept for the median U-Turn alternative.

- 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.

Response: The applicant is committed to implementing the use of traffic control devices to restrict vehicles making a left-turn movement out of the site during peak periods.

We trust that these responses adequately address the comments provided. Please contact us if you have any questions.