

APPENDIX F. EDITS OF MAY 2015 DRAFT REPORT DUE TO AGENCY COMMENTS

Listed below are edits that were made to the May 2015 Draft IAA Report due to subsequent review comments received from VDOT and FHWA. References are made to page numbers in May 2015 Report and, in parentheses, to page numbers in current report (if different).

Edits per comments from Sam Leckrone (VDOT)

1. Revised text on Page v (now Page x) by adding a sentence stating the TSM alternatives would not address safety concerns.
2. Revised text on Page 13 and Pages 193-194 (now Pages 221-222).
3. Revised Table 3-1 and text on Page 16 to remove statement that acceleration lane length is less than minimum required.
4. Revised Table 3-2 on Page 17 and text on Page 16.
5. Added paragraph at end of Page 54 (new paragraph appears on Page 55 of current report). Also added a sentence in first paragraph on Page 61 (now Page 62) to clarify dismissed C-D Road alternative.
6. Revised text on Page 84 (now Page 85) to reflect 70 mph design speed and 35 mph ramp speed. Stated advisory speed signs and enhanced warning signage should be posted. Also added sentence in second paragraph of Page 84 (now Page 85) clarifying that concept design reflects GS-5 standard with 70 mph design speed, but a different design standard could be applied later in project design.
7. Added a sentence to end of first full paragraph on Page 154 (now Page 167) and Page 83 (now Page 84).
8. Added a sentence at the end of the first bullet on Page 185 (now Page 198).
9. Minor analysis changes resulted in minor revisions to results in Table 7-10 on Page 139 (now Page 152), Tables 7-33, 34, and 35 on Pages 182-184 (now Pages 195-197), and Figure 7-10 on Pages 188 and 189 (now Pages 201 and 202).

Edits per comments from John-Allen Ennis (VDOT)

1. Added two sentences to the end of the Alternative 1 description on Page 50 and one sentence to the end of Alternative 2 description on Page 51.
2. Updated Figure 4-3 and Figure 4-4 on Pages 55 and 56 (now Pages 56 and 57) to clarify typical sections and locations where they apply. Need 4 lanes each direction for Alternative 1, and 4 lanes EB / 3 lanes WB for Alternative 1R (one less lane WB because left-turn lane starts after the bridge). Also updated text for Alternative 1 and Alternative 1R descriptions on Page 54.
3. Updated text for Alternative 1 description on Page 54 to give more detail on modifications.
4. Added footnote on Pages iii, 54, 81, and 154 (now Pages iii, 54, 82, and 167) to explain that the Exit 247 Build Alternatives will include a sidewalk along the south side of East Market Street over I-81.
5. Revised language referring to structurally deficient bridges in the Executive Summary and Section 1.1.
6. Revised information about project tracking numbers in Section 1.1 (top of Page 3).
7. Public Comments received to date have been compiled in Appendix G. These include written comments submitted via email, USPS, or using the comment form provided at the March 26, 2015 Citizen Information Meeting and available from HRMPO. These comments have been reviewed and will continue to be considered (along with future public input) throughout the project development and design process. One change that has already been made due in part to public comment is the addition of a proposed sidewalk along East Market Street over I-81 as part of the Exit 247 Build Alternatives (see comment #4 immediately above).

Edits per comments from Susan Keen (VDOT)

1. Updated Corridor Travel Time section on Page 186 (now Page 199) to reflect 10 runs instead of 5 runs. Also updated Table 7-36 and Table 7-37.
2. Added a paragraph in Executive Summary under FHWA Policy Point #1 on Page iv (new paragraph is third one in that Policy Point #1 section, on what is now the top of Page x), to describe benefits of Alternative 1R compared to Alternative 1.

Edits per comments from Vanna Lewis (FHWA)

1. Added text to the first paragraph of Section 1.2 on Page 3 and rearranged language on Page i of Executive Summary to state the purpose of the project right at the beginning.
2. Updated language on Page 10 to include references to 2025 Opening Year. Added language to Section 6.3.2 on Page 105 (now Page 106) to include reference to 2025 Opening Year volumes and figures. Added Figures 6-11 through 6-14 for 2025 Opening Year volumes. Added Section 7.2.3 to include results of 2025 Opening Year analyses.
3. Added in the Executive Summary: Figures 4-2 and 4-4 and aerials of existing conditions at each interchange (Pages v through viii), along with references to these added figures in the Executive Summary text (Pages ii and iii).
4. Revised language in second paragraph of Section 1.1 on Page 1. Also in Executive Summary under FHWA Policy Point #1 on Page iv (now Page ix), revised language in first paragraph and added a second paragraph to emphasize that proposed improvements are intended to address needs of regional traffic.
5. Updated language in Section 2.2 under “Study Area” on Pages 8 and 9 to elaborate on why detailed evaluation of the outer interchanges was not included. Added a similar paragraph in Executive Summary under FHWA Policy Point #3 on Page v (now Page xi).
6. Added Route Numbers in a few additional places (in text) in report. Also made sure ALL Report Figures include both the Route Number and Road Name when showing State Route 253 (Port Republic Road) and/or US Route 33 (East Market Street).
7. Revised text in “operational needs” paragraphs on Page 3 and on Page 4 (now Pages 3 and 5) to de-emphasize focus on local streets.
8. Clarified term “similar facilities” when discussing crash rates in Section 1.2 on Pages 3 and 5 (now Pages 4 and 5).
9. Maps of all traffic count locations are provided on sheets 4 and 5 of Appendix A. Count location designations (number or letter) correspond with raw data included in Appendix. Text was added in Section 3.7 on Page 18 and in Section 6.1 on Page 88 (now Page 89) to reference the count location maps provided in Appendix A.
10. Edited text on Page 8 (first paragraph of Section 2).
11. Revised text under “Peak Periods for Analysis” in Section 2.2 on Page 9.
12. Text was updated in Section 2.2 on Page 9 and in Section 3.7 on Page 18 to state that the length of classification counts was 48 hours, not 72 hours as previously reported.
13. First paragraph of Section 4.3 on Page 50 was revised to clarify initial screening process considered numerous alternatives and variations.