



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Greg Whirley
COMMISSIONER

April 30, 2012

Mr. Ravindra Raut
City of Alexandria
Department of Transportation and Engineering Services
2900 Business Center Drive
Alexandria, Virginia 22314

Re: Beauregard Corridor Plan
Traffic Impact Analysis

Dear Mr. Raut:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the Traffic Study was submitted to the Virginia Department of Transportation (VDOT) for review on March 20, 2012.

We have reviewed the subject traffic study and have found it acceptable per the attached Evaluation Report.

Please contact me if you have any further questions.

Sincerely,

Noreen H. Maloney
Transportation Engineer

Comments on Beauregard Corridor Plan TRAFFIC IMPACT ANALYSIS

Summary of the Plan:

Beauregard Corridor Small-Area Plan study area is roughly defined by Holmes Run to the south, I-395 and Kenmore Avenue to the east, the city line and edge of the existing residential neighborhood to the west, and the edge of the Southern Towers complex to the north. The primary roadways through the study area are Interstate 395, Beauregard Street, Seminary Road, and N. Van Dorn Street. The proposed redevelopment within the Beauregard Corridor Plan study area will be mixed-use, with apartments and townhouses, retail space, office space, and hotels. Some of the new development will be infill development, whereas other new development will replaced existing development. The proposed development will have a higher density than the existing development. The redevelopment of properties located within the study area is expected to occur in six (6) phases through 2040. Changes in land use, and the corresponding changes in trip generation and distribution, were projected for two distinct build-out intervals: An Interim Build-Out condition in Year 2020 and a Build-Out condition in Year 2035.

Accuracy of the Traffic Impact Analysis:

The following are the comments for the traffic impact analysis.

1. It is noted that the number of trips shown under "Total New Trips" row in Table 12 do not add up to the trip calculations above this row. However, correct trips have been used in the subsequent analysis. Therefore, it will not have any impact on the conclusions.

Comments on the Recommended Improvements:

1. All proposed recommendations involving changes in access will have to meet the access management standards.
2. We recommend conducting signal warrant study before any decision for installation of signals at the proposed locations. Signal warrant study needs to be provided to the appropriate local government meeting their requirements.
3. The study recommends new turn lanes without discussing the adequacy of either existing or proposed turn lane storages.

Additional VDOT Recommendations/Comments/Concerns:

1. It is also noted that recommendation to replace the existing intersection of Seminary Road and Beauregard Street with a proposed ellipse configuration in future is a good concept. However, VDOT recommends additional analysis prior to implementation.

Conclusions:

In general, the TIA is acceptable.