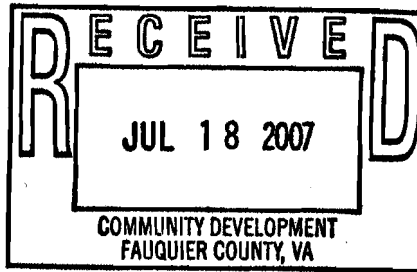


**CROSS CREEK INVESTMENTS, LLC**

170 West Shirley Avenue  
Warrenton, VA. 20186

Ms. Holly Meade  
Fauquier County  
40 Culpeper Street  
Warrenton, Virginia 20186

July 18, 2007



RE: Cross Creek  
REZN07-SC-007/SPEX07-SC-013

Dear Ms. Meade:

Please find herein the Applicant's responses to comments received from VDOT in the referenced matter.

Traffic Impact Analysis

1. Recently the traffic consultant was requested to provide a Synchro analysis for the proposed Costco development. Once this analysis is received, additional review comments will be provided by the Department.

**Response: Acknowledge.**

2. Throughout the TIA, the report refers to the intersection of Route 676 and 215 instead of Route 600 and 215.

**Response: Acknowledge. This has been corrected.**

3. On page 12 provide an explanation on how the LOS is improving at Route 29 and 600 without any improvements to the intersection being proposed by the development.

**Response: This comment refers to Figure 6 which is at 2012 with background traffic without the proposed development program as determined by VDOT. The intersection still operates at LOS F without any improvements. The improvements identified for this intersection are consistent with VDOT methodology for TIA's.**

4. ITE Code 820 has been used on page 15, and this code does not allow for internal capture as this has already been accounted for in the vehicle trips.

**Response: Acknowledge. This correction was included in the subsequent Synchro analysis submitted and accepted by VDOT.**

5. On page 17, explain the negative numbers at the intersection of Cross Creek Drive and Route 29.

**Response: The negative numbers shown in Figure 8 represent the reduction in through traffic volumes due to the pass-by trips.**

6. The total new weekday and Saturday trips do not match Table 4.

**Response: No trips were projected for Commerce Court. The numbers shown on Commerce Court should be removed from the figure. The remaining trips of 4,672 and 5,687 for Weekday and Saturday, respectively, are located along Cross Creek Drive just north of Route 600. It has not been shown in figure due to space constraint. With this minor correction, the numbers on Table 4 and Figure 8 match.**

7. The trip assignments do not appear to match the percentage of vehicle trips and pass-by trips.

**Response: The trip assignments and percentages are consistent when the internal capture/pass-by ratios are used to determine total trips.**

8. Provide a table comparing the background and total levels of service.

**Response: Table 3 and Table 5 provide this information.**

9. Intersection of Route 29 and 600 has a decrease in LOS for the overall intersection, but no mitigation has been proposed.

**Response: Figure 6 shows the necessary improvements.**

10. A LOS of D has been shown for the intersection of Cross Creek Drive and Route 29, but the scoping letter indicates a LOS of C is required.

**Response: A LOS C would require Route 29 to be widened to 6 lanes, which is beyond the scope of this study.**

11. The vehicle trips per day being generated by the site is between 18,000 and 22,000; which is approximately 30% of the build out traffic. The only proposed transportation improvements are at the intersections of Cross Creek Drive with Routes 29 and 600 with no additional physical transportation improvements proposed. However, the study shows that significant improvements are needed for the road network to continue to operate at acceptable levels of service. Please provide an explanation.

**Response: Applicant is working with County and VDOT staff to prioritize the necessary improvements and a funding program to assist in the implementation of these improvements.**

12. There is a significant difference in the vehicle trips per day being shown in this traffic impact analysis and the revised study for Goodland East/Lonestar. The existing vehicle trips on several of the roads vary by a few thousand vehicles. Until these differences can be clarified, we cannot determine the extent of impact on the traffic study.

**Response: Updated traffic counts account for the differences between the two traffic studies. This report used the most current traffic counts.**

13. Truck traffic needs to be re-calculated using 6%.

**Response: Acknowledge. This was corrected for the Synchro analysis.**

Concept Development Plan

14. Right-of-way and roadway width shown on the CDP near the intersection of Route 600 and Cross Creek Drive do not match what is shown on the proposed construction plan.

**Response: Acknowledge. This has been corrected on the revised SE/CDP.**

15. Provide a typical section for Cross Creek Drive. Based on the anticipated traffic counts, it appears that a four lane divided road will be needed. Per a May 11, 2007 meeting with the developer's representatives, a Synchro analysis will be provided for the traffic on Cross Creek Drive.

**Response: A typical section is shown on the Cross Creek Infrastructure Plan and it provides a 4-lane cross-section that will accommodate the projected Cross Creek traffic. This representation has been confirmed with the Synchro analysis.**

16. The entrance on Cross Creek Drive closest to the intersection of Route 600 will likely either need to be eliminated or it will become right-in/right-out.

**Response: The Synchro analysis demonstrated that this entrance would not conflict with the Route 600 intersection.**

17. Indicate the ADT for Cross Creek Drive and the intersections on the plan.

**Response: This information is provided on the Cross Creek Infrastructure Plan.**

18. Provide station numbers on Cross Creek Drive with the intersection stations identified.

**Response: This information is provided on the Cross Creek Infrastructure Plan.**

19. Identify the width of the right-of-way on Route 600. Additional right-of-way will likely be necessary. A typical section is being drafted for Route 600 which will determine the width of the necessary right-of-way.

**Response: This information is provided on the Cross Creek Infrastructure Plan.**

We believe these responses satisfactorily address the questions raised by VDOT. If you have any questions or need any additional information, please contact me.

Sincerely,



H. Joe Wiltse

Member