

Prince William County - Rollins Ford Road Roundabouts Public Hearing April 27, 2026
Public Comments December 29, 2025 – May 11, 2026

Please note written comments are transcribed as received and have not been altered for spelling or grammar.

Method of Feedback	Date	Name	Do you have any comments for the project team?	Do you think this project will benefit the community? If not, please tell us why not.	Team Response
Comment Form	4/27/2026	Teresa Mannix	I love everything about this. I do agree with the comments about people ignoring the hash marks in the single lane. Please monitor this afterward. Please also adjust the timing of traffic lights at Linton Hall + Rollins Ford + Glenkerk Ave.	Absolutely. I feel unsafe driving and walking in these areas now, and this will alleviate the issues.	Thank you for your comments. The County and VDOT will monitor the use of the hatched lane, and the County can discuss the signal timing with VDOT.
Comment Form	4/27/2026	Stacy McDaniel	There have been far too many serious accidents at these intersections. I have been advocating for something to be done about the Estate Manor/Rollins Ford intersection for 10 years now. I'm thrilled it's finally moving forward, we need this!	Absolutely! This will solve a huge safety issue and help protect our children who use the walking paths on Estate Manor and who have to go through these intersections to get to school and other places.	Thank you for your comments.
Comment Form	4/27/2026	Robin and Tim Porch	This is an extremely needed upgrade to the occupants of the neighborhoods. It is very dangerous to exit from the neighborhoods at these 2 locations. Safety of drivers is number one priority	Yes	Thank you for your comments.
Comment Form	4/27/2026	Jason Ashurst	This is NOT a good idea. You believe you are making it safer, but you're missing the real problem, the drivers. Balls Ford over PW Parkway, Circle in Haymarket, Circle on Grant Ave in M.C. All bad	No. As you have done is so many cases over the last few years, you will stifle the flow of traffic at the tax payers expense. This is wrong.	Thank you for providing your feedback. While we understand your concerns regarding driver behavior, the roundabouts do provide a physical constraint that will help slow traffic.
Comment Form	4/27/2026	Isabella Ouiedo	Why not just put stop signs in like the intersection Somerset Crossing dr & old Carolina rd. Put warning signs indicating a stop sign coming - It'll save time + money	I believe this could cause more accidents - many people don't know this is coming and new dumb drivers will plow their way through and could cause many fatalities/injuries	Thank you for your comments. While stop signs will force drivers to stop at the two project intersections, they do not eliminate the many conflicts present at a four-way intersection and also do not provide the increase in pedestrian safety that the shorter, single-lane crossings in the roundabouts provide.
Email	3/5/2026	Prentices Jeffcoat	<p>Hello. Here are some thoughts about the Rollins Ford roundabout project.</p> <p>This project doesnt seem like it will support the amount of traffic from the Glenkirk and Morris Farm communities nor the through traffic between vint hall and linton hall road.</p> <p>The surrounding area is growing and there will be future development on vint hill and most likely at the intersection of vint hill and rollins ford.</p> <p>There is a public park (Rollins Ford park) on rollins ford road that attracts additional traffic.</p> <p>The plan calls for a single lane between estate manor drive and the morris farm main entrances. This portion of rollins ford often had collisions with deer and other wildlife. There is a high likelihood of additional traffic and blockage when there is an accident in these single lanes.</p> <p>County funds seems to be wasted as there was significant money spent in constructing Rollins ford road to now rebuild a significant portion to reduce lanes.</p> <p>Were traffic [signal]s ruled out as an option? They work well on Sudley Manor road between Linton Hall and Vint Hill.</p> <p>Has the county considered two-lane roundabouts, or at least having a dedicated right turning lane in addition to a single roundabout so only vehicles traveling straight or turning left have to enter the roundabout?</p> <p>Has the county considered restricting left turns out of morris farm and glenkirk and providing u-turn type lanes in the median.</p> <p>If safety or speeding is a concern, has the county considered utilizing speed bumps.</p> <p>Yellow hammer drive is the only way into or out of the poolside Morris Farm neighborhood. Construction will cause serious backup here.</p> <p>A roundabout will also cause issues during an emergency.</p> <p>Accidents in a one lane roundabout will cause backup.</p> <p>Thank you for allowing comments.</p>		<p>Constructing single-lane roundabouts at Song Sparrow/Yellow Hammer Drive and Estate Manor Drive was the recommendation that came from VDOT's 2019 Rollins Ford Road Corridor Study, and these recommendations were based on traffic analyses that included existing and future traffic on Rollins Ford Road and from the neighborhoods to the north and south. Per guidance from both FHWA and VDOT, a single-lane roundabout can accommodate up to 25,000 vehicles per day, and per recent traffic counts, traffic volumes at each intersection are well below that threshold.</p> <p>The 2019 VDOT study that recommended the single-lane roundabouts allowed for future traffic volumes based on anticipated growth in the area.</p> <p>The traffic volume associated with Rollins Ford Park is low.</p> <p>The reduction from two lanes in each direction to a single lane in each direction is done via striping, other than at the immediate approaches to the roundabouts, so there will still be two lanes of asphalt in each direction.</p> <p>The main focus of the current improvements is safety, as vehicles routinely drive faster than the speed limit, which increases the risk of accidents at the intersections along Rollins Ford Road. The roundabouts and the single-lane section will both help reduce vehicle speeds. The 2019 VDOT study noted vehicle speeds averaging in the 47 mph to 51 mph range, with 85th percentile speeds in the 53 mph to 57 mph range.</p> <p>The 2019 VDOT study did investigate traffic signals and found that neither intersection met the minimum requirements in the traffic signal warrant analyses.</p> <p>Based on the traffic volumes, two-lane roundabouts are not justified and constructing the larger roundabouts would result in greater property impacts at both locations. Providing the dedicated right turn lanes suggested would result in even greater impacts, would not provide much operational benefit, and would create a less safe condition for pedestrians and bicyclists using the crosswalks.</p> <p>The 2019 VDOT study did investigate Restricted Crossing U-Turn (RCUT) intersections, which would restrict through traffic across Rollins Ford Road at both intersections, forcing traffic from the neighborhoods that wanted to either cross Rollins Ford Road or turn left to turn right out of the neighborhood and make a u-turn farther down Rollins Ford Road. The RCUT intersections do not provide the same speed reductions and safety improvements as the roundabouts, and the public opinion during the public involvement efforts favored the roundabouts.</p> <p>Speed bumps are generally only used on private driveways or parking lots. Speed humps can be used on low-speed roadways, typically limited to residential or local streets. Rollins Ford Road is a minor arterial roadway with speeds and volumes that are not consistent with the use of speed bumps or humps.</p> <p>Construction phasing will account for Yellow Hammer Drive needing to stay open at all times during construction.</p> <p>Roundabouts allow the same access as four-way intersections and will not limit the access for emergency vehicles to any of the neighborhoods.</p> <p>Both roundabouts provide a 17' wide circulatory lane, plus a 14' wide truck apron, so there is a clear width between curbs of at least 31' around the roundabout, which helps provide additional width for vehicles to get around a disabled vehicle or fender bender. While a larger accident may restrict movement through the roundabout, this could be similar with a traditional four-way intersection as well. The roundabouts eliminate most conflicting movements compared to a traditional four-way intersection, so this should help reduce the number of accidents.</p>

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Email	3/2/2026	Victoria Swanson	<p>I am writing as a long-time resident of Morris Farm and President of the Morris Farm Community Association regarding the roundabout improvements along Rollins Ford Road, including the intersection serving Yellow Hammer Drive.</p> <p>I have been engaged with this corridor and advocating with elected officials on this traffic and safety concern since 2019.</p> <p>This letter raises concerns & requests mitigation regarding noise impacts, headlight glare, pedestrian safety, and potential impacts to HOA-maintained common areas and easements associated with the roundabout design.</p> <p>These concerns are based on both my proximity to the project and my familiarity with the community. The proposed roundabout changes traffic behavior by introducing consistent acceleration and deceleration at the intersection. Combined with the reduction from four lanes to two, this will concentrate traffic movements and is expected to increase localized noise levels near adjacent homes.</p> <p>Homes along Yellow Hammer Drive are in particularly close proximity to the roadway and are significantly closer than homes on the opposite side of Rollins Ford Road and those near the second roundabout at Estate Manor Drive. As a result, impacts will be more direct and concentrated for these and surrounding properties. There have been prior incidents along this corridor, highlighting the limited separation & close proximity between the roadway and residential properties. On March 17, 2025, a vehicle accident resulted in debris entering the yard of 8801 Yellow Hammer Drive.</p> <p>Given these conditions, mitigation measures are requested to be incorporated into the project design to address impacts to nearby homes, including noise, buffering, and headlight glare.</p> <p>We are requesting measures to be implemented as part of the design and not deferred until after construction.</p> <p>Mitigation may include:</p> <ul style="list-style-type: none"> - Earthen berms or grade separation - Enhanced landscape buffering - Noise barriers where appropriate - Consideration of noise-reducing pavement materials <p>Pedestrian Safety and Crosswalk Considerations</p> <p>The existing crosswalk at Yellow Hammer Drive and Song Sparrow is used by residents, including children walking to school. The roundabout will require relocation and reconfiguration of pedestrian crossings, making the design of these crossings critical.</p> <p>I request clarification on the following:</p> <ul style="list-style-type: none"> - Where will pedestrian crossings be located relative to the roundabout, including the relocation of the existing crosswalk and the crosswalk within the community? - What setback distance will be provided between crossings and roundabout entry and exit points? - Describe the crosswalk islands and how the county has minimized crossing distances? - What design features will ensure pedestrian visibility and safety, particularly for children walking to school, including lighting and sight distance? - What measures are included to improve driver awareness at entry and exit points (especially with community crosswalk being so close)? <p>HOA Property and Easement Impacts</p> <p>The Association has not received formal notice regarding impacts to HOA-owned or maintained common areas and easements. These areas are maintained through homeowner assessments, and any permanent or temporary impacts are of concern to our 660 homes.</p> <p>The Association requests identification of any impacts</p>		<p>The construction of the roundabouts is combined with the reduction of not only lanes on Rollins Ford Road, but also the speed limit, as the proposed speed limit from the start of the lane reduction, through both roundabouts, to the end of the lane reduction is 25 mph. As traffic will already be slowed by the geometric changes and the reduced speed limit, the amount of acceleration and deceleration at the roundabouts should be less than that experienced at the existing intersections. The roundabouts allow a smoother flow of traffic and avoid traffic from side streets having to accelerate quickly when crossing or merging into the lanes on Rollins Ford Road.</p> <p>The proposed roundabout is contained within the existing intersection, and combined with the reduction in travel lanes, pulls traffic farther away from the homes. On the north side, the lanes on Rollins Ford Road are between 12' and 38' farther away than the existing edges of pavement, and on the south side this range varies from 10' to 36'. As the sidewalk and shared use path are reconfigured to parallel the new curb lines, there is additional green space between roadway/pedestrian facilities and the homes, with the increased space between the back of the proposed sidewalk or trail to the back of the existing sidewalk or trail ranging from 13' to 37' on the NE, NW and SW quadrants. In the SE quadrant, the back of the proposed shared use path is in a similar location to the back of the existing shared use path.</p> <p>As noted above, the slower proposed speeds on Rollins Ford Road, the smoother flow of traffic through the roundabout, and the increased distance between the roadway and the homes in most locations should help alleviate the concerns noted above.</p> <p>With the roundabout contained within the existing intersection, there will be no impacts to the extensive landscaping, signage and stone walls at the north and south entrances to the community, and there will be additional green space between the roadway/bike/pedestrian facilities and the homes. Adding berms in this green space would block the landscaping and entrance features.</p> <p>The existing landscaping along Rollins Ford Road in the roundabout areas already contains many trees, shrubs, stone walls and gazebos. While enhanced landscaping can be a consideration, coordination with the HOA will be required to determine what is envisioned and what benefit may be provided.</p> <p>A noise study was not conducted as part of the current design effort as this is generally required when the proposed improvements result in higher traffic volumes, increased speeds, or closer proximity to sensitive receptors (e.g. homes, schools). As this project is designed to reduce speed and moves travel lanes farther from sensitive receptors, including noise barriers as part of this project would not be appropriate.</p> <p>The use of noise-reducing pavement materials can be discussed with VDOT.</p> <p>Crosswalks will be located on all four legs of the roundabout, and the crossings on Rollins Ford Road will be located where the lanes are at their narrowest point. While the current crosswalks span five lanes and a median (approx. 120'), with a narrow pedestrian refuge provided in the median on only the east side of the intersection, the new crosswalks will only span a single lane, with a 26' to 28' median refuge between the lanes. The crosswalks on the side streets are also located at the narrowest crossing locations, with an 8' median refuge between the lanes.</p> <p>The center of the crosswalks on Rollins Ford Road are located approximately 30' away from the outside edge of the circular roadway in the roundabout (roundabout entry point), so they are in the single-lane section of Rollins Ford Road at the point where traffic will have already slowed to navigate the roundabout. The crosswalks on the side streets are located 30' to 40' back from the roundabout entry points. This is based on federal guidelines for safely located crossings of roundabouts.</p> <p>As noted above, the crosswalks only span a single travel lane in each direction and a 26' to 28' median refuge is provided between the Rollins Ford Road travel lanes and an 8' median refuge is provided between the side street travel lanes.</p> <p>There is proposed signing both leading up to each crosswalk and at the crosswalk itself, the existing lighting in each quadrant of the intersection will be relocated to continue to provide illumination of the crosswalks, and roadway geometry and grading ensure that adequate sight distance is provided on each approach (360' stopping sight distance to the crosswalks on Rollins Ford Road based on the existing 45 mph posted speed, which will be reduced in the future condition, and 155' stopping sight distance to the crosswalks on the side streets based on 25 mph posted speed).</p> <p>In addition to the sign and lighting described above, the narrower roadway section and the geometry of the roundabout force drivers to slow down to navigate the roundabout, which should help increase driver focus compared to the existing straight, higher-speed routes through the intersection.</p> <p>As described above, the reduction of lanes on Rollins Ford Road combined with a roundabout design that generally remains within the existing footprint result in greater distance and increased buffer space between the landscaping and entrance features compared to the existing. The only exception to that is in the southwest quadrant of the intersection where the shared use path does get approximately 9' closer to the landscaping features due to the wider shared use path wrapping around the intersection to connect to the new crosswalk. The impacts from the grading in all four corners of the intersection will be minimized and landscaping features disturbed by the project will be replaced in kind.</p> <p>Proposed right-of-way acquisition and temporary construction easements are shown on the public hearing exhibits and can be further discussed with the HOA. The only proposed right-of-way acquisition is in the southwest quadrant at the shared use path described above. A temporary construction easement is shown in each quadrant of the intersection to facilitate tying proposed grading to existing grades.</p> <p>The County and the design team will coordinate with the HOA on any impacts to the HOA property.</p> <p>We agree and will continue to coordinate with the HOA as the design progresses.</p>

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			<p>to HOA common areas, easements, landscaping, or improvements, including temporary construction easements or permanent right-of-way acquisition with appropriate/timely notice. Impacted areas should be restored to equal or better condition, and the Association should be consulted prior to any work affecting HOA-maintained property. Given the proximity of homes and community-maintained areas, it is important that these impacts are addressed as part of the final design prior to construction. We look forward to working with the County as this project advances and request that coordination with the Association be facilitated through our property manager, Holly Gibson. Sincerely, Victoria Swanson Resident, Morris Farm President, Morris Farm Community Association Board of Directors</p>		
Email	5/10/2026	Victoria Swanson	<p>Hi Sherry It was great to meet you and your colleagues at the public comment hearing. We have a few more questions/comments to add to the record in addition to what was already submitted. Can a turning lane for Morris Farm residents be added (one of the two lanes) instead of going through the circle? Due to the street parking with the type of homes on Song Sparrow and Yellow Hammer, we need to continue to account for that prior to the circle entrance from each of those streets. There is not enough community property to accommodate all the current street parking. Can the detour on Yellow Hammer go around the circle instead of down Bittern, Woodpecker & Catbird? Or are there other options? Residents are also concerned about the detour on Sharpshinned due to the current issues with people not stopping at the intersections and speeding. Can we discuss some measures for the detour? Holly is also reaching out to Supervisor Gordy since he was made aware last year of our speeding concerns. Would there be the ability to provide water/irrigation for the landscaping in the circle? Thank you for your time and we look forward to additional communication. Victoria Swanson President, MMF Board of Directors</p>		<p>Thank you for your additional comments.</p> <p>Providing dedicated turning lanes in addition to the circle would cause greater impacts to the properties adjacent to the roundabouts, complicate traffic movements, and increase pedestrian crossing distances. As traffic turning right into the developments would only utilize a small section of the roundabout, there would be little difference to the driver from a dedicated turning lane.</p> <p>The design team will document changes in on-street parking and work to minimize the number of spaces lost.</p> <p>The Yellow Hammer detour is a short-duration detour associated with the work on the splitter island at the circle. The longer path shown is so that traffic better aligns with the current southbound lane, as it will be used for two-way traffic with a flagger during the short closure of the northbound lane. Because the northbound lane will be closed for construction during this time, access can only be provided to the southbound lane, meaning vehicles entering the circle will have to go in the reverse direction. As a result, it is safest to control access to the Catbird circle by detouring drivers to approach the circle from the south (coming from Bittern Way).</p> <p>For traffic utilizing Sharpshinned Drive, measures such as additional signing or temporary rumble strips can be investigated.</p> <p>As the landscaping design for the circle advances, irrigation can be investigated.</p>
Email	1/29/2026	Will Hendrickson	<p>Hello, I have significant concerns about this project and the impact of prolonged construction to residents. Without understanding fully what the construction would be, noise effects, etc. I would like to register a vehement protest of this seemingly unnecessary use of funds. This may be an instance of finding a solution without a problem. I hope to learn more, but plan on continuing efforts to protest this project. Thanks.</p>		<p>Thank you for your comments. We appreciate the feedback on the project.</p>
Email	5/6/2026	Victor Duny	<p>Good morning, Can we skip putting the hash marks on the "un-used" lane between the roundabouts? Because: - It would save money on the project - Keep a viable lane for if people want to or need to pass - Not be so damn ugly and hard to maintain - They would be ignored by some drivers - Be unenforceable unless a police officer was there. - Give some the impression that parking, walking, or biking in them might be safe and legal - Merge signs and arrows would be cheaper and much more attractive In my UN-EXPERT opinion - well marked speed tables just before ALL intersections, not just the two selected for roundabouts, would be a much better solution. Thanks, Victor Duny Sent from my iPhone</p>		<p>Thank you for your comments. The hatching in the unused outside lanes are provided to show that the lanes are closed to traffic and keeping the lanes unmarked to provide "a viable lane for if people want or need to pass" is counter to the project approach as it encourages speeding and creates higher-speed merge conditions at the roundabouts. The County and VDOT will need to monitor the conditions after construction and work with the police to increase enforcement until drivers are used to the new configuration. Additional signing can be provided noting that the hatched lanes are not to be used for parking or pedestrians.</p> <p>Speed tables are generally used on low-volume, low-speed neighborhood streets, and would likely not slow traffic in the same way as the geometric changes imposed by the roundabouts.</p>
Email	5/4/2026	Natalie McKenzie	<p>Hello Sherry, With the diversion of and influx of traffic through the Morris Farm community, do you have any plans to address the safety of the community? For example, creating a temporary 3-way stop and designated crosswalks at the intersection of Song Sparrow and Sharpshinned Dr? Do you have plans to have Law Enforcement in the neighborhood to ensure pedestrian and street safety? I am sure I am not the only person who is concerned with community safety. Kindly, Natalie McKenzie</p>		<p>Thank you for your comments. The County will review the proposed detour routes to ensure that safe options are provided, especially considering the feedback provided in the public hearing. Approaches like adding temporary all-way stops can be investigated; however, they will need to be discussed with VDOT, as VDOT generally requires additional traffic analysis and documentation before approving these types of changes. The County can work with the police to provide additional enforcement during construction.</p>

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Email	5/4/2026	Bijaya Subedi	<p>Good afternoon This is Bijaya Subedi, resident of Morris Farm community. Here are couple of my suggestions for the project.</p> <ol style="list-style-type: none"> 1. Since the left turn at the linton hall signal will be a challenge, this project needs to think about increasing either the frequency or duration (or both) of the Green Light for the left turning vehicles. I know construction for a extra lane is out of scope for this project, but this small technical solution would help alot. 2. I hope the ramp size in the one lane roads between the roundabouts is big enough for a situation like road accidents or disabled vehicles which needs to park on the side of the road. The exhibit 2 of the project has no outgoing roads if a vehicle needs to detour in case of emergencies. So ramp size matters alot. <p>Regards Bijaya Subedi</p>		<p>Thank you for your comments. Though the signal at Linton Hall falls outside this project, the County can investigate potential changes at that location.</p> <p>In the single-lane section between roundabouts, the outer lane is hatched out with striping, so the full width is available when necessary due to accidents or disabled vehicles.</p>
Email	4/30/2026	Jerry Mrykalo	<p>Good afternoon, My comments / suggestions are: - please provide intersection lighting at the roundabouts. - please prohibit parking in the hatched out pavement on Rollins Ford Rd.</p> <p>Thanks, Jerry Mrykalo Glenkirk Estates</p>		<p>Thank you for your comments. The existing lighting on all four corners of the current intersections will be relocated to provide lighting on all four legs of the proposed roundabouts. Parking will be prohibited in the hatched out pavement and additional signing can be provided noting that.</p>
Email	5/7/2026	Margaret E. Breeding	<p>Good afternoon, Unfortunately, I was unable to attend the Rollins Ford Roundabout meeting. My understanding is that traffic will be diverted through our neighborhood during construction, which deeply concerns me. I live on Sharpshinned Drive near the park, and we already experience a significant amount of cut-through traffic on our street. Children regularly walk to and from Glenkirk Elementary School, and I believe additional traffic would create a serious safety concern for them as well as for other pedestrians in the neighborhood. I am also concerned about the increased traffic on Glenkirk Road. Anyone who has driven through the intersection of Glenkirk Road and Linton Hall Road knows how congested it already becomes, with motorists often sitting through multiple light cycles before getting through the intersection. In addition, residents of Broad Run Oaks already face challenges making a left turn from Sterling Point Drive onto Glenkirk Road because of the current traffic volume. I can only imagine how much more difficult and frustrating this will become with additional diverted traffic. I agree that the roundabouts on Rollins Ford Road are definitely needed and will likely provide long-term improvements. However, my primary concern is how traffic will be managed during construction to prevent excessive cut-through traffic in surrounding neighborhoods, maintain pedestrian safety, and prevent potential property damage caused by speeding motorists, including vehicles parked along residential streets being struck.</p> <p>Thank you, Margaret E. Breeding</p>		<p>Thank you for your comments. The detour on Sharpshinned Drive is not intended to provide an increase in cut-through traffic onto Sharpshinned Drive. While Song Sparrow Drive is closed, access to Sharpshinned Drive will be redirected to Ellis Mill Drive. There should not be an increase in cut-through traffic at the elementary school since there is no impact to the primary roads like Glenkirk Road or Rollins Ford Road (only Song Sparrow Drive). The proposed detour plans will be reviewed based on the concerns with the increased neighborhood traffic noted in your comments. County traffic staff will review the intersections noted and determine if changes to the signal at Linton Hall may be implemented to help alleviate traffic concerns.</p>
Email	5/4/2026	Shayne Clinton	<p>Hello Ms. Djouharian, I have a question about how the county will provide traffic control for Song Sparrow Dr and Sharp Shinned Dr. The assessment of adding an additional 1-5 minutes of commute time is incorrect. Traffic already backs up at the Glenkirk rd/Linton Hall rd intersection, often times backing up past the Pentecostal church - this is even before the traffic will be diverted for the roundabout construction. Additionally, speeding and aggressive driving is already a problem on Song Sparrow and Sharp Shinned drives. It is very common for vehicles to run the stop signs at the intersections, even the intersection in front of the school. I would know - I live on Song Sparrow Dr and have walked my children to and from school for almost 10 years and multiple times I have almost been hit by cars speeding up and down the roads and running the stop signs/intersections. And this is before the round about construction begins and the traffic increases 10x. What steps will the county be taking to prevent this from happening? Thank you for your time and addressing my concerns.</p> <p>Sincerely, Shayne Clinton</p>		<p>Thank you for your comments. The proposed detour plans will be reviewed based on the concerns with the increased neighborhood traffic noted in your comments. The detour on Sharpshinned Drive is not intended to increase cut-through traffic volumes. Since Song Sparrow Drive's entrance will be closed, it is intended to re-route access to Sharpshinned Drive to Ellis Mill Dr instead. Since there is no impact to the primary roads (Glenkirk Road and Rollins Ford Road), there should not be an increase in cut-through traffic.</p>

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Email	5/11/2026	Jacob Cristofano	<p>Hello, I'd like to submit the following comment regarding the proposal to modify part of Rollins Ford Road: "I have mixed feelings about this project. I understand the purpose behind this project, and while I'm not inherently opposed to the roundabouts themselves, I question if it would be better to reallocate the funds being put toward constructing two, rather than one, to another project. (I.e., a roundabout at the intersection of Somerset Crossing Drive and Old Carolina Road.)The part of this project that I'm definitely most opposed to is the lane reduction. The lane reduction will only inhibit traffic flow without really generating any significant safety benefit. The (functional) cost significantly outweighs any benefit. To further elaborate on this issue, I noticed multiple people at the public hearing on April 27 address safety concerns on Rollins Ford Road as a whole, including segments outside of this study area. Concerning those segments, not following through on the lane reduction may actually help improve safety on the road as a whole. Here's why: psychologically speaking, if I approach one roundabout, and then approach a second with the same cross section in between roundabouts, I may anticipate a third (even though there won't be a third) and my speed may be lower accordingly. If there's two roundabouts, with a lane reduction in between, then the mentality of the average driver is going to be to view the section in between the roundabouts as a 'safety section' (since it's designed differently from the rest of the road) and then when past that section resume driving in a way that may be outside of the realm of safety. Not including the lane reduction in the final design of this project would not only keep functionality from being adversely affected, especially with traffic volumes anticipated to rise in the coming years with additional neighborhoods being built along Vint Hill Road, but would also perhaps benefit the entire corridor, even beyond the study area."</p> <p>Thank you in advance for taking my comment into consideration.</p> <p>All best, Jacob Cristofano</p>		<p>Thank you for your comments. The lane reductions included in the project increase the safety of traffic operations at the roundabouts as they eliminate the traffic merge occurring immediately at the roundabout, and opening a two-lane section between the roundabouts would require dropping to a single lane when approaching the next roundabout, thus causing another merge. Based on industry standards, a single lane in each direction provides sufficient capacity for both the current and future traffic volumes with the new development</p>
Email	5/16/2026	Mike Epperly	<p>Good afternoon,</p> <p>I understand that the public comment window has closed, but I am submitting this just in case.</p> <p>I would like to propose an interim - or alternate - solution to the plan to traffic circles / roundabouts. Only two of the problematic intersections are being addressed with the currently funded project. As it is now, the Braided Stream intersection has no funding for an upgrade; and the two roundabouts will not be completed for 2 years.</p> <p>In the meantime, and until funding is secured for the Braided Stream intersection, I would like to suggest converging all of these intersections to all-way stops.</p> <p>This has several advantages:</p> <ol style="list-style-type: none"> 1 - It will help to address the speed concerns throughout Rollins Ford Road 2 - It is relatively low-cost (up to 14 stop signs, paint, and temporary "new traffic pattern" signs 3 - It will make the pedestrian crossings much safer - currently, most cars do not slow or stop for pedestrians waiting to cross 4 - It will address Braided Stream pending an approved project <p>Thank you for your consideration,</p> <p>Mike Epperly</p>		<p>Thank you for your comments. While all-way stops could help alleviate speeding concerns, they do not address the multiple conflict points at each intersection, do not address the long pedestrian crossings, and are still dependent on driver behavior. Many vehicles roll through stop signs and, when pedestrians or other vehicles are making their decision to cross or pull out based on the other vehicle stopping, cars rolling through stop signs creates an unsafe condition. The physical constraints and geometry of the roundabouts force cars to slow down and create short pedestrian crossings where pedestrians only have to deal with a single direction of traffic.</p>
Public Hearing	4/27/2026	Audience Member	<p>How is this different from what we have today? There's a landing spot, and you make it sound like there's no place to stand.</p>		<p>ROBERT KALBACH, PE - Consultant Project Manager: There's a small landing. So like this intersection, the western roundabout, and western crosswalk actually crosses in front of the median. So there's not a median nose there. On the east side at Song Sparrow and Yellow Hammer, there is. But even there, it's a pretty small - it's a narrow median and a pretty small nose. So, this does provide a little bit of protection, but not a significant amount. So by [providing the shorter crossings in the roundabout] you are eliminating the long distances. And someone needing to make a decision whether to safely cross or not when they can't see oncoming traffic a they have no idea what that is going to be once they're halfway across, given the speeds that are observed on Rollins Ford Road. And then on the side streets, similar to what's out there. The side streets, you have shorter crossings and some -- some places the crosswalk goes in front of the median and there's no place to stop there.</p>
Public Hearing	4/27/2026	Audience Member	<p>The longest [additional detour time] is what?</p>		<p>ROBERT KALBACH, PE - Consultant Project Manager: It adds about 4 or 5 minutes. And it's really only at the end as things are being tied in. Most of the detours are just short ones, using the available side streets around -- around each of the roundabouts.</p>

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Public Hearing	4/27/2026	Mike	<p>Hello, my name Mike and I live in Glenkirk Estates. I have two kids who will be driving in the next five years. I am a fan of the roundabout idea. My concern is about the entrance and exits of this area. Going from a four lane down to a two lane, really concerns me. First, we all know that merging in the DC area, it's not a folding of cars, it's a race to the front. You talked about, ma'am, the contact points. There are all of those that contact points getting to it now. So, I'd like to register that that needs to be considered in this plan as well. How will the lanes be blocked between Estate Manor and Song Sparrow? And how will that speeding in that area be enforced? If we're putting up just those plastic area or we're just painting lane lines? How is that going to keep people from -- I've seen people passing those painted lines. Everybody here has. That's not going to stop that. So we need to make sure that this whole -- this solution is holistic. I currently wait 2 to 3 cycles to turn left through Rollins Ford onto Linton Hall on a daily basis. How does that experience make me think that I'm not going to be waiting 15 minutes to get into my neighborhood. Because there is so much more traffic since 2019. Just in the last three years, it has -- it this dramatically increased. There are two thoroughfares, direct thoroughfares from Vint Hill to Linton Hall. This is one of them. The other one has two stoplights, maybe three. I think it's just two. And it has a school directly on it. I don't see how we're going to be able to take the capacity of all the homes that are being built on Vint hill and allow that thoroughfare to get to 66, to get to the shopping center in Gainesville. I'd love to see how the study dealt with that. I'd love to see how the projections of those homes and the traffic of those homes would deal with that. Again, I want to close with I -- I was one of the ones that was a fan of the -- the roundabout. But it's the entrance and exits and the area outside of that that would truly concern me. Thank you.</p> <p>Just going off of your material, your materials says here 2019. So, do you have those to -- are they going to be posted? How many an hour? And how many per hour during those peak hours were going through those intersections?</p>		<p>ROBERT KALBACH, PE - Consultant Project Manager: So, that does sound like your pointing out some traffic issues. But, as far as the merging, there is a lot to be concerned, so that is a challenge. Hatching everything out, and going with the two lane section being one and a shoulder lane, it won't eliminate getting passed on shoulders and everything else. It's hard to design for the people that will disregard all traffic laws. But this can be the first step. So this project, with the funding available, one of the ways to make that kind of thing work was hatching out the lanes, as opposed to as removing them. There could be a future project, if issues are seen out there, that it takes those lanes out. And just takes it out of the single lane streets. Basically, as far as the traffic projections, we did use recent ones. I believe we looked at traffic data from November, I think it was. So it was new traffic data that was gathered. We also used traffic projections of the economy and the growth in the area.</p> <p>We can make that information available. And we did see some numbers that went down. And then -- and we're seeing numbers that were in the same general range, as what -- as what was done in 2019. You know, up a little bit. But there was a growth factor applied for the growth that's happening in the area. And based on all that, the -- the single lane roadways and the roundabout flows within capacity. The single lane roundabout, can handle 20,000 to 25,000 cars a day, which is almost double what we're seeing in the traffic counts</p> <p>RICHARD WEINMANN - TSE Manager - Good evening. My name is Richard Weinmann, I'm Traffic Safety Intersection Manager. A lot of familiar faces. I have met with guys the last few years. Many, many -- eight years or so now on this project. A lot of concern, sir. We agree with you, there are a lot of concerns. This may not be able to solve all of it. So the roundabout should handle the traffic that we're currently seeing and projected. A lot of the development that we're talking about coming through now, was not even thought of or considered. This solution should be able to handle most of that traffic roundabouts. With regards to your comments about the speeding and what not, you are right there will still be speeding on the main streets. What the study did, if you remember, when you looked at this, we looked at the main conflict points and the highest risk locations. And we also wanted to connect the community. And that's why the roundabout was so well accepted because of the short crosswalks. This achieves that. There is more work going on and could lead to more. We are currently working with the supervisor to go ahead and do a study at Glenkirk and Linton Hall to see how we can fix that. Because we know there's a lot of queuing and stacking issues there. And as we move forward, we wanted to look at all this. And as the new development comes through, we will also address that. But I think this project will get us a long way to where we wanted to be from where we were previously and improve safety. And -- and the capacity issue that brought up, these roundabouts should function very, very well with the volumes that we have. That the study -- both the studies in 2019 and the follow up confirmed, it looks like it would be a good outcome.</p>
Public Hearing	4/27/2026	Mr. Ferguson	<p>Good evening everyone. My name is Mr. Ferguson. I was a former Prince William County bus driver. I drove the bus from 2015 to 2019. That accident was only a matter of time. A bus, a school bus accident on Song Sparrow -- driven there, like a thousand times for four years. From right here and over in Gainesville. Going in that neighborhood morning and evening. I was coming down Rollins Ford to make a left turn into the neighborhood like I had done a thousand times. The car was at the top of the hill. Safe -- safe, I thought. So, I made my turn. The car hit me a 75 miles per hour. Knocked the bus up on the pavement. Knocked me, in my seatbelt, in the stairwell. By the grace of God, I did my head but I'm still walking. And I been waiting on this roundabout for 7 years. And I'm glad to see it happen. To not yield right of way to a big school bus, you never know. But luckily none of the kids were hurt. I was hurt. Physical therapy for six months, couldn't go back to work. So it's very important. And I know you got pros and cons, if you like it or if you don't like it. If you look at it one way, if you put a stop light there for everyone, people can't get out of the neighborhood. That's gonna slow everybody down. And the roundabout will be best way, yielded. And hopefully it will yield for a big yellow school bus trying to make a left turn. So it's very important to me because I paid the price of it. And it has been very important. That accident was over 2019, school bus got hit right here. So thank you for your attention.</p>		<p>PAOLO BELITA, AICP - Deputy Director of Transportation - Thank you.</p>
Public Hearing	4/27/2026	Robin Porch	<p>Hi, I am Robin Porch, I live in Glenkirk Estate. My concern is -- I'm glad everything has revolved around safety and definitely concerns about how the roads are going to be, the things like that. But how about the aesthetics of it? Like, that huge hashed off lane. That could potentially be a harbor for people to pass and go fast. You know, to make stupid decisions, until they come up to the next roundabout. Is there anything in the works where the easement areas could be extended out to include a larger sidewalk. Or maybe even bring greenery or greenspaces. And then also the aesthetics of the actual roundabout. Is there going to be something in the middle of that? I mean, we've been in Glenkirk for 20 years now, and we used to have pretty flowers and everything. But of course, they got taken because of safety. But with this new roundabout is there going to look -- are they gonna have the -- aesthetics? You know, we pay a lot of taxes.</p>		<p>PAOLO BELITA, AICP - Deputy Director of Transportation - Great question. When it comes to where you're narrowing lanes or having them marked, this is the first real time in county. It's not often we're taking away lanes, we're always adding lanes. So this is very unique. It's a first. When it comes to aesthetics on the island, is there anything planned for the circle?</p> <p>ROBERT KALBACH, PE - Consultant Project Manager - So we haven't gotten all of the designs on those yet because we have to work within the neighborhoods. You know, both entrances have a lot of landscaping. Beautiful entrances we work with in right around the roundabout. There are places probably that won't have any of that, right at the very ends. But beyond that, we're going to find sort of, you know, match what is out there now. Trying to work with the -- the aesthetics that's already there. And one or more of the sidestreets and the medians have significant landscaping, so we're going replace that in kind, as much as we can. And then also work with landscaping in the middle. We'll want to keep everything low, so not -- not block some distance.</p>

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Public Hearing	4/27/2026	Mike	<p>I'm Mike. One thing I didn't see on any of those charts was Rollins Ford and Braided Stream. So my house is right there off Braided Stream. As you turn in, it's like the second one. And in September and October of '25, there was two accidents there. I don't know if you can see my phone, but this is 90ft of my fence that got taken out in 2018. Some of you guys may have seen that. But I just want to know, like, what is happening? Could you add a third roundabout? Thank you.</p>		<p>DANICA ROEM - Senator - So, great question. So, we had a town hall exactly about that intersection back in November. So it was like, second week in November. So, we had about -- so both of them were out. We had about 11 different people from state and county government who were there. And we have had as many of the residents who came out. There are going to be -- there's not going to be a modern roundabout there, as much as I wanted one. But there are going to actually be other improvements that are going to be coming in. And I think -- what's the timeline for that? Or I'll let you speak to it.</p> <p>RICHARD WEINMANN - TSE Manager - Thank you, senator. Yeah. It's not -- not a whole part of the project, but I know that's a big concern. And something that we've been working on for a very long time. We do have a activated flashing beacon going in there. It was supposed to be active in September last year, but because of a series of issues, it's still -- we're waiting to get power to it at this point. Everything else is there. So as soon as we get power, that will be going. There was also a pattern last year of vehicles coming south and turning left into Braided Stream. There's a cluster of crashes. We looked at that, we removed some vegetation with VDOT. And since then that seems to have gone away. But we're all looking at some other alternatives. The first thing we want to get happening is that flasher activated. And then once again, we're going to be revisiting with VDOT over the years. And studying the report. This is the first one that we've done in Prince William County that looks like this. And one of the conditions on that is that the county is going to be revisiting in the next few months. So, like I said, what we've got here tonight is -- our job never ends. There's always -- you know, you build something and it's something else happens, so. But we are ready to continue to monitor what happens. And if you want to know more about that, please come and see me.</p>
Public Hearing	4/27/2026	Jason	<p>Good evening. My name is Jason, I live on Ellis Mills. Bottom line, up front, I'm not a fan. I know it's not a popular opinion tonight. But it is my opinion. A couple of reasons. One, I think this is a band aid at best, at best. All you're going to do is cause reckless drivers to be more reckless in a more confined space. You're going to force them down Cameron Run and Glenkirk. And around that traffic circle and around that elementary school. And further down Glenkirk is already backed up. Those who decide not to go that way or don't know that way, they are just going to pass in the lanes that you talked about, that you brought up. I'm honestly looking at them and figuring out how I'm personally going to drive over these circles. Not gonna lie. I just don't think it's a good idea. You did this -- well, you didn't do it. Prince William County didn't do it. But Manassas City did the same thing on Grant Avenue in front of GTS, Georgetown South, excuse me. It didn't really do anything. They built a bunch of new homes like we plan on doing on Vint Hill -- off Vint Hill, they built a bunch of new homes, and they just traffic sized it. And it's an abomination. And I just -- I don't think this was the right thing at all. It's a thing. I don't think it's the best thing. I think what you need to do is you need to address the drivers. You need to address the -- I'm not sure where the bus driver went. I'm curious. The guy that did it the 75 miles an hour, what happened to that guy? Was he slapped on the wrist? Was he given a fine and told to go to school. And then be right back on the road again, doing it again. Probably. He should be in jail. He should be in jail for maybe life. I don't know. Your kids, you're about to teach you kids to start driving. How are you going to teach them to drive? Are you going to teach them to reckless? Probably not. Are they going to learn it from their peers? Probably. Having they been playing, what is that? Grand theft auto and trying to practice it out there. You know, probably. I mean, my kids do, but not anymore. But we need to teach the drivers. So my question -- a couple of questions here. One is what are we doing about the drivers? And if that's not a transportation question, maybe Senator Roem or the supervisor, you can answer that.</p> <p>What are we doing about the drivers? And if we think this is the answer for safety, are we doing it on Linton Hall? Are we doing on 66? Are we doing on 29? Those all have accidents as well.</p>		<p>PAOLO BELITA, AICP - Deputy Director of Transportation - Thank you. Good question. So when it comes to the drivers, you know, you can engineer certain things. But at the end of the day it's behavior. One of the things Richard's group, we created a comprehensive traffic safety action plan. One of the things we'll be doing moving forward is targeting drivers, new drivers, and using outreach and doing education. When it comes to roundabouts in other locations, roundabouts are only eligible in certain types of roadways. They are not on eligible on heavier routes of travel like Linton Hall Road. So it depends on the type of roadways. Typically, in collective roads, it is eligible, but it has to meet the standards, to eligible for a roundabout, so. Thank you.</p>

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Public Hearing	4/27/2026	Doug	<p>My name is Doug, I have lived in Glenkirk Estates for the last 12 years. First of all, I'm all in favor of roundabouts. I think they're a terrific traffic calming device. Do they answer everything? Absolutely not. They can be frustrating. The first thing I'm going to ask is, construction sequence. It's been touched on. I heard a little bit of ambiguity in terms of what's just happening first. It's not going to be all one construction site. I don't know about that. You're going to do one intersection and then the other? One to completion and then start the other? I'm a little fuzzy on that. I want to champion the dual left turn lane situation that is begging to be happening off Linton -- on Linton Hall Road. It's always backed up. I mean, everybody here knows that. If you haven't been caught in that, it's because you found another out. And god bless you, because I haven't found it. I would just -- I would just like everybody to consider it's not just safety. It's -- it should be all about safety. I'm worried about all the traffic as well, because of the new houses coming in. I'm all for development. Anybody who knows me knows I'm an engineer in this county. And have been for years and years. I'm a civil engineer in this county. I know about traffic studies. I know about roadways. I know about pinch points. I know about accidents. I would say that traffic circles like this are not popular because people aren't used to them. That's really the only thing I can really say about it is just open your mind to that. Yes, they're inconvenient. Yes, they can be ugly. And yes, they make you slow down. But if you've ever been almost hit and either been actually hit on any roadway, all I can say is put up with the -- the -- the -- the inconvenience that it is to have to slow down a little bit. I would be all in favor of traffic cameras. I don't know about putting in speed devices and, like -- like ticketing. I don't really like that. It's just not my thing. But I don't see a whole lot of cops. I don't see a whole lot of presence on that stretch. I don't have an issue with the single lane between the two roundabouts. Because, like you mentioned, if they're fairly close together and it's kind of hard to -- I mean, it's confusing if you try to keep that. Now, is it striping going to be ugly? Yep, it sure is. And I -- I can't stand wherever I see it. Just going out into the Linton Hall Road trying to take a right hand turn. You see that empty asphalt there waiting. Why can't it just go over there and take the right hand? Instead I gotta go out to the straight. Straight out. And now, maybe that intersection will look a lot different in the years to come. But nobody really knows what that's going to be. Okay, I'm sorry, we don't. You all know, but we don't. I would suggest -- I don't know what they're called. I don't think they're called pylons.</p> <p>They're fairly ugly looking. We see them on 66. Wherever you have striping, I would suggest those because that will discourage people from just going over to those lanes, just because. You see a barrier, even if it's just those little flexible things that fall over and they got replaced, they'll stop people from doing it. The problem with that is they'd be all over the place. You'll see this and it will look like nothing but a sea of striping. And I have some issues with some of the design elements, but I'm not very familiar with all the elements of it. I'm a little -- maybe I'll have to talk to somebody after this about some specific aspects of it. But, it sort of begs to be questioned. But I just wanted to just leave you with the thought, just have an open mind. It may appear to be a bandaaid. And I certainly harbor a lot of the same things that you mentioned, but it's better than what we have. It may seem like street lights are the way to go because they're everywhere, but not in communities like this. That's just my opinion. Thank you.</p>		<p>PAOLO BELITA, AICP - Deputy Director of Transportation - Thank you, sir. A couple of questions to answer there. The duel left being requested on Linton Hall, left onto Linton Hall Road, that's out of this projects scope. But we're always looking at different intersections. So that's something, Richard and his team would take a look at to see what's feasible. And we're always curious about how much right of way is available and how much room we have. So that's something that you looked at outside of this. When it comes to change, we learned in Loudoun County, when they had their roundabouts implemented, there is some transition. Anytime you have a new project, there's always a transition period. So there's always going to be some adjustment and time to adjust to the new traffic patterns. When it comes to the flex cones, I don't think that's typically something that VDOT is going to maintain. We can look at it. But that's something that we can add after the fact as well. We can do a phased approach to see how the motorists handle the -- the -- the markings and go from there. So thank you.</p> <p>TOM GORDY - District Supervisor - Yeah. Just to go back to the speeding. One of the things that I'll be dealing with routinely are our western district captains for the Prince William County Police. And sometimes we have communities reach out to us and say, Hey, we're having a speeding problem. And we then set up targeted enforcement. So, if you're getting a sense that there's a problem, you start to see it grow. And, you know, we can -- we can send the police out and make sure that they are doing -- they -- they will do targeted enforcement to try to get people to slow down. You know, I've been talking to them right now, some of the most dangerous accidents that we've had, the worst fatalities, have actually been out on the rural roads. Out in Nokesville, we've lost quite a few people here recently. Motorcycles, people driving way too fast, flipping their cars, running into trees. And so we've been putting targeted enforcement out there where we can try to get that done. So, again, feel free to reach out at any time. If you see that as a problem, let us know. And -- and we will absolutely get the police out and have them do targeted enforcement for a period of time on that. Thank you. And then, let me just go back to some of these concerns. I meet with our transportation folks every month. And a lot of the things that you're talking about here tonight, we've already been talking about. We are looking at the long term implications of -- there's some interesting things. There is this -- this program called streetlight data, that literally tells transportation, you know, the routes people take. And so we can get a map of one of the most transited, you know, for commuter routes. What are the right things. And then we use that data to help us plan out the the next phases of the things that we need to do. So we're having those conversations already and working on that. And then I think there's some solutions on the striping where we can -- I've got some ideas I want to talk to you guys about. But I think we can work that out to maybe even move the line to the middle. And they even put like, a bike lane through there so that it takes away the ability for any space for someone to pass to the right. So, those are some things that we can talk about, going forward. I'm always trying to figure these types of things out by driving them crazy on this kind of things. And, but, because the a lot of the things you guys are saying tonight are the same questions that I've been having. So thank you for -- for what you're offering up tonight.</p> <p>DANICA ROEM - Senator - All right. So, thank you Supervisor Gordy. Regarding the perpetual speeders, to your point here, I'm reminded of the comedian Ron White's quote, "You can't fix stupid." But you can penalize the hell out of it, that's for sure. I voted for many bills that have supported speed cameras going in. Including one that I actually authored that we did specifically for Somerset Crossing community, where someone got killed over there. We did actually get that bill passed. I'm going to tell you as a member of the transportation committee in the senate, it is one of the most fraught issues we deal with there. Where you've got bipartisan opposition against it, left and right. Where they go to town hating on these things. It is really difficult, moving that stuff forward. That said, we do have some limited authority to do this within certain spaces near schools, for example. Like, Glenkirk, for example. Or near Piney Branch, you do have some options. Now, that said, the whole point of having the modern roundabouts is it is unlike a traffic light. A traffic light is asking the driver to slow down and stop. It does not require it though. Even though it's against the law for you to break it, because you can still go through. You hit that modern roundabout, especially if it's elevated, if it's not flat. I can tell you about flat roundabouts because you see those only in New York on Route 16. Those are flat. And the reason they are flat is for tractor trailers to be able to get over them. As long as this one is elevated, they will have to slow down. Good infrastructure design forces better behavior from bad, slash stupid drivers. It requires them to make less worse decisions. I said less worse because they will inevitably do dumb things. That said, maybe one of the things that we can do for that area where we're basically having a road die, if you were to have a grass style median. You know, something in the middle, right. And you have a curb there, you're still going to have to deal with the fact that if you have a curb and you hit it and you clip it, you can have a car pulled over. When we had the original town halls, for those of you who were here in like 2018, 2019, when we were dealing with this. We went over a whole buffet of options. Like, Hey, well, what if we had a speed bump here? And what the data show is basically at the speed limit and everything else it would cause cars to actually flip over and flip out. And we've had that happen already here without these things, right? The next one was when we looked at was rumble strips. They would become so loud it would be unlivable for people who actually live along Linton Hall in the first place. So I only tell you that just to say that over these last eight years, we went through every scenario. And this is, in my personal opinion, this is a huge upgrade. I would personally consider it better than a Band-Aid. But I also, at the same time I represent you. And if you're telling me that, Hey, there's still more to go, then let's hear it. Like, let's keep going, right? We want to make this the best it can be. And that's why a public hearing like this is really important. Because we've got to get your feedback done and in before that final design is done. So thank you all for contributing tonight.</p>

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Public Hearing	4/27/2026	Kyle	<p>My name is Kyle, I have lived in Glenkirk Estates since 2007. Thanks for the work on this. And I think it's a decent improvement from what we have. When will we get a more definitive idea of when construction will start and where? Does it start at Estate Manor Drive first and then work it's way down? When will that timeline come out for the job phases? The detour or the road closure for Estate Manor Drive, how long would that is that anticipated to be in place?</p> <p>So where it says means and methods, is that it means? That we leave it up to them how they can do it? And the road closures at Estate Manor?</p>		<p>ROBERT KALBACH, PE - Consultant Project Manager - So the first question as far as the planning. And will it be each roundabout independently whether it's one at a time or the two together. I don't know how to answer that, unless we dictate to the contractor, you must do it this way. So I think we're not quite there and don't have that information now. And -- and we may not advertise it that way. I mean, we may leave it up to the contractor or we can define it. It's sort of up to the county in how they want to manage the construction. And whether they want to define, you must do this one, finish it and then do that one. That'll be defined before it is advertised. So the contractors will know what they are looking at. Yes, the road closures. So as far as any of individual phases, we talked through what would happen throughout this. I think the longest one was maybe three weeks. A lot of them more like 1 to 2. Because again, this is a lot of pavement overlays and we're reusing a lot of the existing drainage as much as we can. You know, we're tying things outside where -- you know, where the lanes are because of everything changing. So most of those, using fairly conservative estimates would be 1 -- 1 to 3 weeks for -- for these detours. And some of the bigger ones are at the end.</p> <p>PAOLO BELITA, AICP - Deputy Director of Transportation - And one of the things we try to do is the least hassle possible. So once we start with reduced traffic, we'll make sure to put the message boards out. Make sure the community is well informed. We'll work with the HOA, with work with the Supervisors office. So, no one is caught off guard. So, one of the things we will try to make sure we do is communicate the traffic pattern changes on this plan.</p>
Public Hearing	4/27/2026		<p>I am with the Morris Farm HOA. In fact, we have another board member here somewhere. We also have our property manager for Morris Farm here, Holly. So please reach out to us. Other than those boards and what we see on social media, we do not have any communication with you guys. So please keep us in mind. And to the gentleman who said he was going to run over the landscaping in the median, please don't. That's 660 homes that are going to be paying for that landscaping, so we'd appreciate it if you don't. This may not be the perfect solution, but it's what we have for now. I've been working this issue -- I have three teenagers now. They were toddlers when we first started working this. My oldest was on that bus that was hit by the car going almost 80 miles an hour. So this definitely hits home. I do have some questions about the construction. One of the detours routes through the Morris Farm community, because we only have one entrance and one exit, the pool side. So we are very interested in how long that's going to be. Also some of the design around Yellow Hammer, the Yellow Hammer exit. So any of those -- all of those homes right there of our alley homes, their duplex connected homes that have an alley. So they utilize a lot of street parking. So that is going to be what, probably eight homes that are directly affected, if not more because they won't have that street parking. So that means as an HOA, do we have to find more parking for them? Where do they park? Yes, you have your garage, but how many people utilize their garage. Again because they're alley homes. So, I just want to make sure that's on record about the parking on Yellow Hammer. I think that was it for communication. Okay. Oh, and, Richard, please hook us up getting on to Linton Hall a little sooner. From a single lane to a double lane and then back to a single lane at a stoplight. We would really appreciate having a double lane to turn.</p> <p>Thank you.</p>		<p>RICHARD WEINMANN - TSE Manager - We'll do what we can.</p> <p>PAOLO BELITA, AICP - Deputy Director of Transportation - And if you look over the details on the MOT, that's fluid. Is what you showed us, is that the approved MOT?</p> <p>ROBERT KALBACH, PE - Consultant Project Manager - Well, this is where things stand now. Based on the feedback we get, we can always revisit, you know, and can see if there are different ways of doing things. As far as the area over on Yellow Hammer, as you said, that is the only entrance in and out. So we will do everything we can to minimize the impact there. The one detour where it goes down to a single lane, it's really just a little bit of time. So, it will be very short. And we're doing that to make sure there is still access to go in and out of that community, because we don't have the other options.</p>
Public Hearing	4/27/2026	Charles	<p>Thank you. My name is Charles, I live in Linton Crest. I built my house in 2008. I feel like I have watched Braided Stream and Rollins Ford and the entire area just kind of grow up. When there were very few houses to now a lot of them and a lot more in the way. I want to let you know I appreciate your efforts. My son starts driving in three months. I was at the town hall for Braided Stream in November. I thank you very much for that. I know Braided Stream is out of scope for this, but maybe it's certainly going to be affected by it. And you need to think about that. I think this will increase pressure on Braided Stream at Rollins Ford, especially with more houses on Vint Hill. Your detour through Glenkirk, Glencrest and Kingsbrook from Estate Manor down Dodsworth and Braided Stream is naive. There are many cut throughs. Those are highly residential areas, lots of little kids. They play all the time. There are at least two in-home daycares along that route. My wife and I comment all the time, we're scared a kids is going to get hurt during the transition and getting out of the daycares and into the cars. I hope you will keep that in consideration as you move forward with this. Again, I appreciate your efforts. I fear this is a bandaid and I really worry about the safety of the neighborhood during construction. Thank you.</p>		<p>PAOLO BELITA, AICP - Deputy Director of Transportation - Thank you.</p>

Prince William County - Rollins Ford Road Roundabouts Public Hearing April 27, 2026
Public Comments December 29, 2025 – May 11, 2026

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Method of Feedback	Date	Name	Do you have any comments for the project team?	Do you think this project will benefit the community? If not, please tell us why not.	Team Response
Public Hearing	4/27/2026	Chris	<p>Hi, my name is Chris. I live over in Meadows at Morris Farm. I just wanted to start off by saying, you know, thank you to everybody who has been working on this over the years. I have lived in the community for the last nine years, walked the area almost every single day, drive the area multiple times of the day. It's, for lack of a better term, a killing field right now, to get in and out of our neighborhoods right now. So I appreciate all the efforts of this. And then I just want to make some comments on this that I hope you guys, you know, have considered or will consider. I just want to make sure that the speed limit within the circle, it sounded like it's going to be 15mph, and then kind phases out from there as we approach the traffic circle. That would be appreciated. I noticed the circle just outside the school has a 15-mile an hour speed limit. That would greatly help with the pedestrian crossings. The other things I wanted to flag was the approach, when you're driving down Rollins Ford Road from Vint Hill, from experience, people usually hammer the accelerator as soon as they're coming over the bridge. So any, you know, if we can have a greater lead time as we reach that speed reduction, and the lanes are not phasing down one lane, that would be helpful as well. Just to kind of get that traffic to slow down a little as it approaches Yellow Hammer. The other thing I wanted to flag, I just noticed it tonight was the shared pathway on Yellow Hammer seems to flow out just before the traffic circle. And I understand the logic of trying to create a little bit of extra green space. But to me, the second -- the most dangerous hazard along this stretch is the proximity of pedestrians and bicyclists, including little kids to the lanes of traffic. So if can be -- even if you keep that to that same path line, I think that would help. It literally -- right now I'm walking down Rollins Ford sometimes 18 inches away from cars probably going 55 miles an hour. So that would help. And the gentleman earlier mentioned about the traffic study. I have concerns about that. I think we added 2000 ones, maybe up to 2000 homes approved or not quite that many. It's all going to dump this way. A -- a lot of those homes have to come down Vint Hill behind us.</p> <p>66 having those commercial areas. I don't know how many round trips a home generates every day but I think they add. And one thing that I'd like to note and comment about, having driven this corridor for many years, we have a lot of people coming -- coming down from Fauquier. They're trying to avoid that Route 29 stretch, you know, and the traffic lights there. So they're coming down Vint Hill and seem to be going onto Rollins Ford and Glenkirk Drive to try to make their way over 66. So I don't know what the scope of the traffic study was but there are definitely people out west, that are using our corridors. The other thing I wanted to flag was, lighting. I don't know what the plans are for lighting in the area. There's quite a bit of joggers, walkers in the mornings, especially in the winter months where it's darker. If there's any way to improve the lighting. And I think right now, on the corner of Yellow Hammer there -- there's that one light there. I could be wrong, but, I know there's parts of that crossing that are a little bit dimmer than other parts. The other thing I wanted to note is, again, on the improving the pedestrian safety front. I've seen up at the Harris Teeter up there, they have a pedestrian crossing sign. But it had a little lighting component to it where you press the button and the sign lights up. If there's something that they could consider for that, you know, discussions and everything. That would be a great -- great help. And then I just wanted to echo the other comments about that middle section where I did see people using those -- that closed off lane and the path and we have to figure something out there. So again, thank you.</p>		PAOLO BELITA, AICP - Deputy Director of Transportation - Thank you, sir.
Public Hearing	4/27/2026	Mark	<p>Just wondering about the -- the design review. I know you don't have the final design yet, but, you know, when you reach the final, I don't know what, like 30% design, looks like. My name is Mark, I have lived in Glenkirk Estates since 2004. HOA board, too. So I was just wondering, you know, when you go through the design process, how do you plan to involve the public in that?</p> <p>Okay. So, the project is managed by Prince William County and VDOT is still part of this project? And then there's a review throughout the process or just at the time of design?</p> <p>Okay. Thank you.</p>		ROBERT KALBACH, PE - Consultant Project Manager - The main way to be involved is this public meeting tonight. Again, any of the feedback in this -- this project was only different because it started from the other project. But if it hadn't start with public involvement, this would be the involvement on the designs being carried forward. As far as the design review, VDOT is reviewing and doing -- it's getting a full review by VDOT and their staff. Yes, at all the milestones to the public.