

Dear Members of the Warsaw Town Council,

We, the residents of Woodland Heights Road, are writing to request formal action regarding the ongoing condition, safety, and future of our road. These concerns have existed for years, but continued residential development and increased traffic have made a permanent solution increasingly necessary.

It is our understanding that Woodland Heights Road has an existing 16-foot right-of-way that has originally served seven homes. According to information previously provided by the Town and a former property owner, additional right-of-way was intended to be obtained so the road could eventually meet VDOT requirements. When Packett Builders purchased the Northern property, a 34-foot easement was provided, which, combined with the existing 16 feet, would provide the 50 feet reportedly needed for VDOT purposes. That property was later sold to Vertical Builders, which has since constructed three homes, is building a fourth, and has the potential for two additional homes.

Despite this growth, the road has not been improved to accommodate the increased traffic. Woodland Heights Road remains extremely narrow, has inadequate drainage and recurring potholes, and provides no room for two vehicles to safely pass without one pulling into a resident's front yard. In addition to residential and construction traffic, the road is regularly used by the Town trash truck, and Town employees accessing the Town pump station located at the end of the road.

More than a year ago, a resident was told that the Town was beginning the process of working with VDOT to eventually have the road paved. More recently, another resident was informed that the project had been placed on hold because the estimated cost could be approximately \$150,000 and that residents may need to form an HOA to maintain the road themselves. We do not believe placing responsibility for the road on homeowners is a reasonable long-term solution, particularly as development and traffic continue to increase.

To our knowledge, Woodland Heights Road is the only unpaved residential road within the Town of Warsaw. Harris Avenue, which was developed after Woodland Heights and was also originally gravel, has since been paved despite serving fewer homes. We also believe it is reasonable to ask how additional residential development can continue without addressing whether the existing road can safely accommodate the additional traffic.

At this point, we are asking for a clear outcome and plan of action. We respectfully request that Woodland Heights Road be placed on the agenda for an upcoming Town Council meeting and that the Town provide residents with a written response addressing:

1. The current status of the proposed VDOT process and why it was placed on hold;
2. A realistic timeline and specific next steps toward a permanent solution.

We ask the Town to move forward with bringing Woodland Heights Road into the VDOT system. Residents should not have to drive through neighboring yards to pass an oncoming vehicle, nor

should homeowners be expected to privately maintain a road while additional development continues within Town limits.

Woodland Heights Road has gone unresolved for long enough. We respectfully ask the Town Council to make this matter a priority and provide residents with a clear plan for moving forward.

Thank you for your time and attention. We look forward to the Town Council's response and to a permanent resolution.

Sincerely,

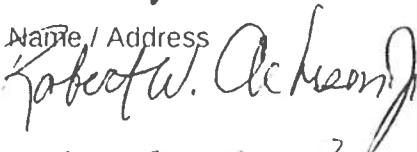
The Residents of Woodland Heights Road
Warsaw, Virginia

Resident Signatures:

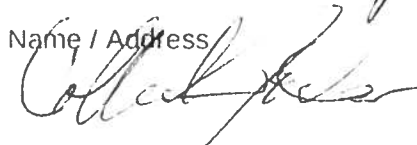
Name / Address

 168 WOODLAND HEIGHTS ROAD WARSAW, VA 22572

Name / Address

 Robert W. Alheim 124 Woodland Heights Rd. Warsaw, VA.

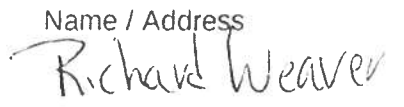
Name / Address

 229 Woodland Heights Rd., Warsaw, VA.

Name / Address

 Reamy Challenor 249 Woodland Heights Rd, Warsaw, VA

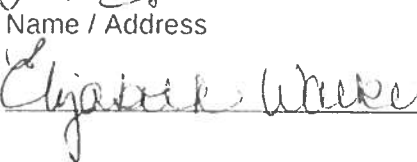
Name / Address

 Richard Weaver 88 woodland Heights Rd Warsaw Va

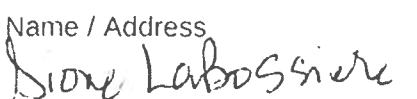
Name / Address

 24 Woodland Heights Rd Warsaw Va

Name / Address

 Charles Weaver 69 Woodland Hgts Rd

Name / Address

 Diane Labossiere 6128 Richmond Rd, Warsaw, VA 22572

Name / Address

Capitol Building / 10 142 Woodland Heights Rd
Arlington VA 22202

Name / Address

Name / Address



ARM Group LLC

Engineers and Scientists

March 20, 2026

Andrew Hammond, PE, CFM
Assistant Resident Engineer Land Use, Saluda Residency
Virginia Department of Transportation
87 Deacon Road
Fredericksburg, VA 22405

Re: Response to 1st Conceptual Plan Review
Woodland Heights Road
ARM Project 25011431

Dear Mr. Hammond:

ARM Group LLC (ARM) is submitting the following items for review:

- One (1) revised Preliminary Roadway Concept Plan set

We offer the following responses in ***bold italics*** to the 1st Conceptual Plan Review comment letter dated January 15, 2026:

1. The road will need to identify if the street will be private or proposed as public right-of-way for future VDOT maintenance.

Response: The proposed right-of-way on the Concept Plan has been revised to be labeled as “public”, and a note has been added to the Concept Plan stating the road is proposed as public.

2. If the road is proposed as public, then the VDOT SSAR’s shall apply including multiple connections in multiple directions.

Response: The road is proposed as public, and a note regarding VDOT SSAR multiple connections standards has been added to the Concept Plan. The proposed public road will require a waiver for the second required connection abiding by VA ADMIN. CODE CH. 92, 24VAC30-92-60, 2.(A):

“The adjoining property is completely built out, its state is such that redevelopment within 20 years is unlikely, and there is no stub out (either constructed or platted) to the property served by the network additions.

3. Provide daily and peak hour trips with completed turn lane charts per VDOT RDM, Appendix F.

PRECISE. RESPONSIVE. SOLUTIONS.

9560 Kings Charter Drive, Ashland, VA 23005

Response: *Acknowledged. Deferred until access road cross section is determined.*

4. Entrance spacing shall be in accordance with RDM Appendix F, Table 2-2.

Response: *The proposed public road is a “local street”, and, according to the above-mentioned standard, shall have a minimum spacing distance of 50 feet between entrance radii (not including entrance driveways). The nearest commercial entrance is spaced approx. 112 feet away according to Google Earth.*

5. Intersection sight distance shall be in accordance with RDM Appendix F, Table 2-5.

Response: *Acknowledged. Due to the uncertainty of the location for the access, ARM is not showing the intersection sight distance with this concept.*

6. Road horizontal radii (min. 200'), vertical grade, pavement width, shoulder, drainage, right-of-way, and easements shall be per the RDM Appendix B(1) for public roads.

Response: *The Concept Plan has been revised to conform to the above-mentioned design parameters.*

- *Road horizontal radii is min. 200'*
- *Vertical grade is per 2018 AASHTO Green Book Chapter 5 (Section 5.3)*
- *Pavement width is min. 24'*
 - *Pavement width min. 16' is shown per discussion with the District*
- *Shoulder width is min. 3'*
- *Drainage includes 2% road cross-slope, roadside ditches, and driveway culverts*
- *Right-of-way is min. 30' and min. 1' beyond edge of road components*
- *Easements have been added to encompass roadside drainage beyond the ROW and to encompass the turnaround beyond the ROW.*

7. Intersection radii shall be per RDM Appendix F, Table 4-3 and turn around designs shall be in accordance with RDM Appendix B(1).

Response: *The intersection radii of the Concept Plan have been revised to be 45'.*

8. Pavement design thickness shall be in accordance with RDM Appendix F for the entrance and the current version of the VDOT Pavement Design Guide for the remainder of the street.

Response: *The entrance design thickness shall match the thickness of Richmond Road per Appendix F standards for commercial entrances, and the remainder of the road shall be 6" base course and 2" surface course per VDOT Pavement Design Guide.*



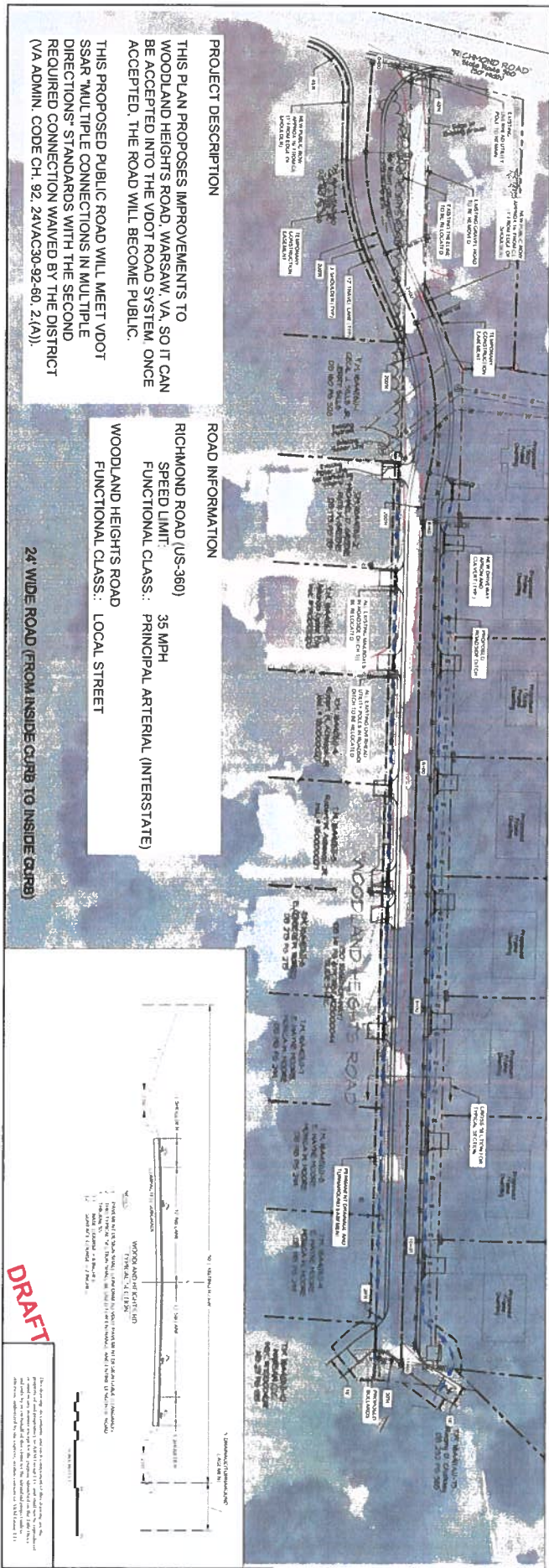
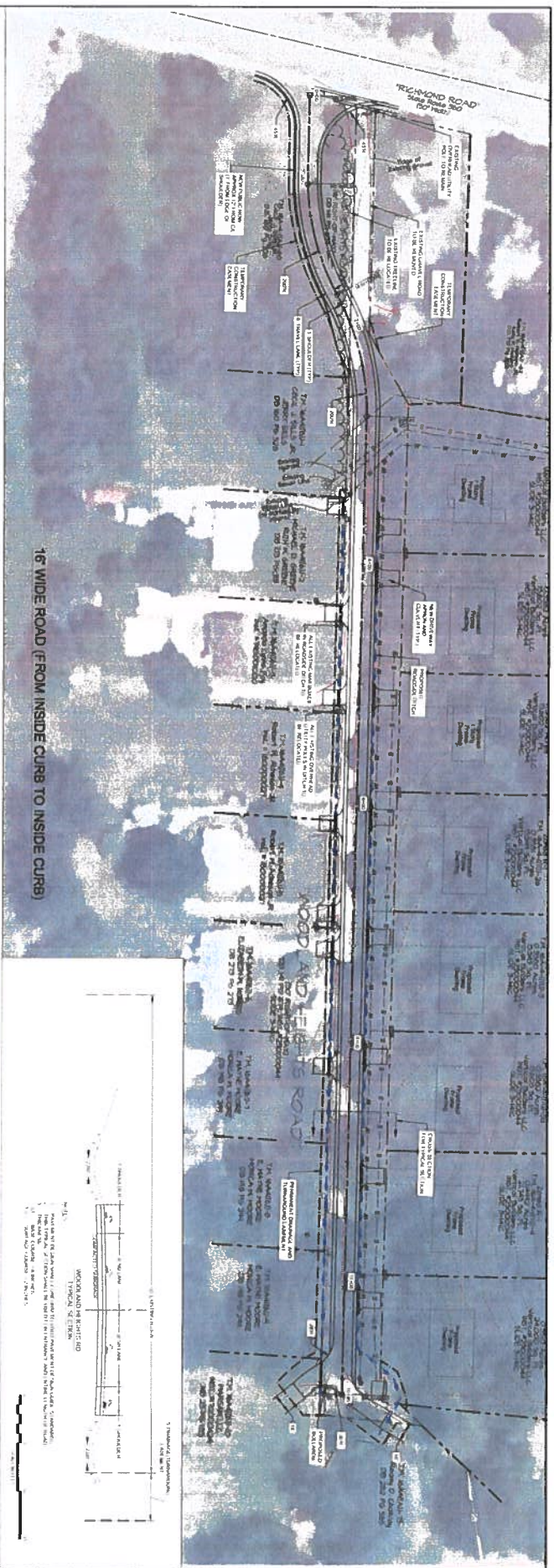
Respectfully submitted,

ARM Group LLC

Anthony S. Call

Anthony S. Call, PE
Principal Engineer





PROJECT DESCRIPTION

THIS PLAN PROPOSES IMPROVEMENTS TO WOODLAND HEIGHTS ROAD, WARSAW, VA, SO IT CAN BE ACCEPTED INTO THE VDOT ROAD SYSTEM. ONCE ACCEPTED, THE ROAD WILL BECOME PUBLIC.

THIS PROPOSED PUBLIC ROAD WILL MEET VDOT SSAR "MULTIPLE CONNECTIONS IN MULTIPLE DIRECTIONS" STANDARDS WITH THE SECOND REQUIRED CONNECTION WAIVED BY THE DISTRICT (VA ADMIN. CODE CH. 92, 24VAC30-92-60, 2.(A)).

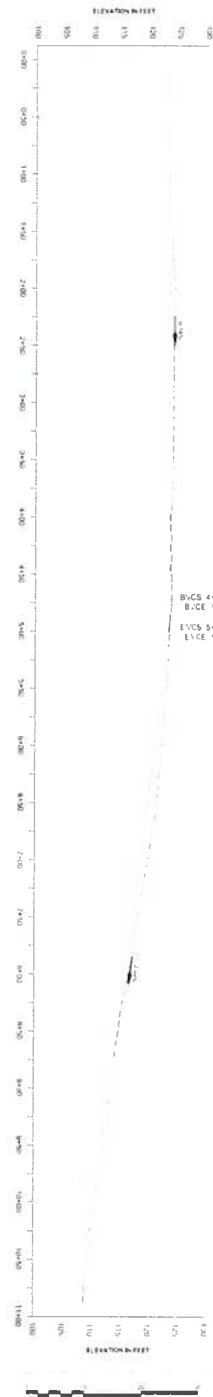
ROAD INFORMATION

RICHMOND ROAD (US-360)
SPEED LIMIT: 35 MPH
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (INTERSTATE)

WOODLAND HEIGHTS ROAD
FUNCTIONAL CLASS: LOCAL STREET

24' WIDE ROAD (FROM INSIDE CURB TO INSIDE CURB)

DRAFT



16' WIDE ROAD



24' WIDE ROAD

DRAFT

This drawing is for informational purposes only and is not intended to be used for construction. It is the responsibility of the user to verify the accuracy of the information presented herein. The user acknowledges that the use of this drawing for any purpose other than that intended by the engineer is at the user's sole risk. The engineer disclaims any liability for any damages, including consequential damages, arising from the use of this drawing for any purpose other than that intended by the engineer.

Sheet
2

**PRELIMINARY ROADWAY CONCEPT PLAN
PROFILES**

WOODLAND HEIGHTS ROAD
IMPROVEMENT
TOWN OF WARSAW

WARSAW
RICHMOND COUNTY, VIRGINIA

GSA
MP
GSA
12-18-2024
025011421



ARM Group LLC
Engineers and Architects
www.armgroup.net