

# Location & Design Public Hearing Transcript Documents

State Project: 0701-76-S65, C501, P101, R201

Federal Project: HSIP-076-9 (027)

Route: Route 701 (Logmill Road)

County: Prince William

UPC: 99403

From: 1,232 feet west of Parnell Court

To: 86 feet east of Meander Creek Lane

Public Hearing Date: February 19, 2014

Venue: Evergreen Volunteer Fire and Rescue Social Hall



## Table of Contents

1. Citizen Information Meeting Details .....	3
2. Conduct of Meeting .....	3
3. Public Notice Publication .....	3
4. Comments .....	4
5. Sign in Sheets .....	23
6. Written Comments.....	23
7. Local Government Recommendation .....	23

**Appendix 1** – Handouts

**Appendix 2** – Plan Set

**Appendix 3** – Pictures

**Appendix 4** – Public Notice

**Appendix 5** – Mailing List

**Appendix 6** – Public Written Comments

**Appendix 7** – Sign In Sheets

**Appendix 8** – Transcript of the Public Hearing

## **1. Citizen Information Meeting Details**

Prince William County held a Location & Design Public Hearing for the Logmill Road Improvement Project on Wednesday, February 19, 2014 between the hours of 6:00 p.m. and 8:00 p.m. at the Evergreen Volunteer Fire and Rescue Social Hall in Haymarket Virginia. Based on the entries on the sign-in sheet, there were approximately 37 citizens in attendance at this hearing.

An open forum method was utilized for the hearing, whereby individual concerns were addressed. A total of 28 written comment sheets were received, either on the comment sheets provided at the hearing or via e-mail. The majority of the comments received were about the detour plans during construction.

## **2. Conduct of Meeting**

An open forum method was determined to be the best method to disseminate the information to the public and address specific concerns of individuals. The meeting began with an introductory overview by the County and project engineer, followed by an open opportunity to review the plans in detail and have questions answered individually. Prior to the public hearing the County received no request for language services. The handouts provided to the public at the Public Meeting included:

- Project Description;
- Comment Sheets;
- Right of Way information from VDOT;
- Affect Environmental Table;
- Plan Set;
- Right of Way Plans.

Copies of the Comment Sheets and the Project Description are attached in Appendix 1. A set of the project plans are attached in Appendix 2.

Moderating the meeting and answering questions were representatives from Prince William County, the Virginia Department of Transportation (VDOT), and Dewberry. Representatives from Prince William County included Tom Blaser, Khattab Shammout, Gladis Arboleda and Javier Ibe. Representatives from Dewberry included Steve Kuntz, Bob Biller, and Scott Shifflett.

Tables were set up for the public to sign in, receive the handouts and to leave behind the completed Comment Sheets.

## **3. Public Notice Publication**

The public notice was sent to the Washington Post prior to the Public Hearing on January 27, 2014. A second posting was published by the Washington Post on February 3, 2014. Copies of the publications have been attached in Appendix 4.

The public was notified several ways. Letters were sent to adjacent property owners and to special interest groups. A copy of the mailing list is attached in Appendix 5.

#### 4. Comments

A total of 27 individual respondents submitted comments on the project with several voicing multiple concerns. As best as can be determined from the 27 respondents, fifteen (15) responded in favor of the project as presented and included several modifications, eight (8) against the project, and four (4) responded with inconclusive opinions/asking for additional modifications to the project. The following is a compilation of the comments and concerns received at or subsequent to this Public Hearing:

**COMMENT: Expand the scope of the project to include making both detours safe and stable for the duration of the project before any work commences on Logmill. This will involve widening and paving New Rd, and the paving of Jackson Hollow and the unpaved portions of Mountain Rd. and widening Waterfall Rd around Jackson Hollow intersection.**

*RESPONSE: The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of the project. Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road. We understand that Prince William County is currently considering minimal improvements to other local roads in response to this and other citizen comments, but those improvements will only be made based on availability of funding and completed separately from these Logmill Road Improvements.*

**COMMENT: As long as Logmill is to be closed to through traffic, an additional expansion of the project to include improved drainage on Logmill Rd from Meander Creek Rd all the way to Rte 15.**

*RESPONSE: Improvements to Logmill Road east of Meander Creek Road are outside of the limits of work and funding identified for this project.*

**COMMENT: New Road and Mountain Road need a lot of repair and/or upgrades before this project starts. Where is the money for these projects coming from? Also need a light at new Road and Route 15. It will be impossible to get onto Route 15. The money for these projects is better spent elsewhere.**

*RESPONSE: Funding for the Logmill Road Improvements is coming from Federal and State safety improvement funds, however the PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: It's not the road, it was the people on the road. I believe that law enforcement saturation would have been a better option. This is a project that we have no say in. There were other areas where several fatalities have occurred and if closing Logmill they should be addressed all at one time. Detour routes are not safe options in the current conditions. New Road needs paving and a light at 15. Waterfall-Mountain needs paving and road dangerous with volume this project will cause.**

*RESPONSE: This segment of Logmill Road currently does not meet state and federal requirements for a 25 mile per hour roadway, and modifications are therefore proposed to address the substandard conditions. In addition to the public meeting held on February 19, 2014, comments were also solicited at a citizen information meeting held on December 19, 2012 and a citizen information meeting on August 8, 2013. Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road to address concerns associated with the*

*northern detour route discussed at the Public Hearing. The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: Logmill floods near the crest of the hill closer to 15. It is flooded tonight and should be fixed as part of the project.**

*RESPONSE: Improvements to Logmill Road east of Meander Creek Road are outside of the limits of work and funding identified for this project. Properly sized drainage improvements including culverts, storm sewers, and stormwater management facilities, will be constructed as part of this project within the limits of the proposed improvements.*

**COMMENT: I would like to see some effort to improve New Road and Mountain Road. If everyone in the area will be using these two roads for up to nine months, it would help to have a light at New Road and for both roads to be paved all the way.**

*RESPONSE: the PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: The project will force additional traffic onto Mountain Road. There are several intersections on Mountain that require improvements due to blind spots/poor line-of-sight, specifically Mountain Road and Ridge Road and Mountain Road and Barkley (that runs through Evergreen Golf Course). VDOT or PWC should also complete the paving on the south end of Mountain Road to handle the additional heavy volumes of through traffic.**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road. The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: Yes (we support the project), and it seems that we don't have much of a choice since we learned that it has been designated as a dangerous road by the Federal Highway Safety Program. Yes (we have concerns) but not with the project itself. My main concern is with the proposed detours and the condition of the roads on the detour routes. This would be a perfect opportunity to pave the remainder of Mountain Road. The small section of unpaved road has long been an issue and the Logmill Road project would provide the perfect reason to pave the rest of the road. It offers a safer and faster detour option than going through the residential neighborhood of Evergreen Farm (Barkley drive). I believe that further improvements to the northern detour options (new Road) could and should also be made prior to closing Logmill.**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road. The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: I do support this project and am glad that some of the suggestions brought forth at the previous meetings were considered and incorporated. I have one specific concern regarding the proposed project: The alternative routes from Bull Run Mountain to US Route 15 both involve**

**navigating unsurfaced roads (new Road in Loudoun County and Mountain Road in Prince William County) in addition to dangerous and blind curves and hills on Mountain Road.**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road, and the entire limit of this proposed detour utilizes publicly maintained and paved roads. The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: Yes, I support the project. Your Department of Transportation has done an excellent job of designing a project that will eliminate the major existing hazards on Logmill Road in the vicinity of "Thrill Hill" and the intersection with Parnell Court, and of addressing all previously raised reasonable concerns about adverse impacts on those of us in the area affected directly by the construction. I see none, and have heard of no adverse environmental impacts raised by anyone else. No, I don't have any specific concerns remaining regarding the project. While the detours needed during construction will be inconvenient, that's a small price for us to pay to get this major safety hazard to all of us eliminated. It would be helpful if some type of traffic control/influence could be put in place at the New Road - Route 15 intersection, to aid safe entrance of the temporarily to-be greatly-increased east bound New Road traffic onto Route 15. I have no additional information to provide, just an emphasis on the need to get the project going before we have another bad accident in this area. At least 4 separate fatal accidents, with a total of 6 fatalities within a few hundred feet on this stretch of Logmill Road in just the past 15 years amply demonstrates the requirement for this project to get moving!**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road. We understand that Prince William County is currently considering minimal improvements to other local roads in response to this and other citizen comments, but those improvements will only be made based on availability of funding and completed separately from these Logmill Road Improvements.*

**COMMENT: County officials have listened to the only valid concern of the community about emergency vehicles having access. It's time not to fix this section of Logmill before any more accidents or deaths occur. Do not delay until next spring as some suggested. Perhaps a light should be considered at New Road since it is difficult to get out there. The amount of cars using that road will be greatly increased while Logmill is being fixed.**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road in an effort to deter motorists from using an alternate route to the north via New Road.*

**COMMENT: Proposed detours are an additional cause for concern. With regard to the northern detour, New Road is neither paved nor wide enough for passing vehicles and the intersection of New Road and Route 15 is not controlled and any amount of traffic will make it very dangerous to try to enter Route 15 northbound. With regard to the southern detour, the Berkely Road/Mountain Road intersection has the same line-of-sight problems as the Parnell/Logmill intersection. If one were to avoid that intersection, it seems likely that more traffic will follow Mountain Road to Jackson Hollow Road to Waterfall, or all the way down Mountain Road to Waterfall Road and then to Route 15. It should be noted that portion of Mountain Road and Jackson Hollow Road are not paved.**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road in an effort to deter motorists from using an alternate route to the north via New Road. The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: Expand the scope of the project to include making both the detours safe and stable for the duration of the project before any work commences on Logmill Road. This will require widening and paving New Road, and the paving of Jackson Hollow and the unpaved portions of Mountain Road, as well as adding a traffic light at New Road/Route 15.**

*RESPONSE: the PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

**COMMENT: Not only will this project unfairly seize land that belongs to a sod farmer but it severely inconveniences the homeowners who have spent a lot of money to live here. We shouldn't be punished because some kids were playing around and crashed. The project will inhibit the small businesses on Logmill and nearby roads, especially during construction and also during seasonal rainfall. Flattening one piece of land where heavy transportation occurs is dumb when you realize all the water will pool in the center of the road, making car accidents more likely.**

*RESPONSE: Acquisition of easements required for construction of the proposed improvements will be completed in accordance with County, State and Federal guidelines. Roadway drainage on Logmill Road within the limits of the project will be completed to ensure adequate runoff from the roadway surface, proposed culverts, storm sewers, and ditches do not pool in the center of the roadway.*

**COMMENT: Waste of money. Will not stop stupid.**

*RESPONSE: While the improvements may not alter driver behavior, they will correct the existing sub-standard sight distances and inadequate design speed of Logmill Road within the limits of the project. These improvements are seen as significant and appropriate improvements for this section of roadway.*

**COMMENT: I believe people will drive faster. Most accidents on Logmill happen at night – speed + alcohol always a factor. Adverse impacts on residents, changes the whole character of the Landscape. Rural Crescent!! Let's keep it that way.**

*RESPONSE: The proposed improvements are intended to provide a roadway which meets standards for the currently posted speed limit. These improvements are seen as significant and appropriate improvements for this section of roadway.*

**COMMENT: The Road isn't the problem. The real reason the kids all died was driving (speeding) while under the influence of drugs and/or alcohol.**

*RESPONSE: This section of roadway does not currently meet standards for lines of sight, vertical profile, or roadside clear-zones, each of which will be addressed by this project. These improvements are seen as significant and appropriate improvements for this section of roadway.*

**COMMENT: Teens need to drive more carefully. If you make the road flat, it's going to become a speedway. It could make the teens go a lot faster. Be more strict on the teens on driving and**

**maybe put a stop light at every hill with an intersection and have more “notice signs” that say hills up ahead.**

*RESPONSE: Installation of additional traffic control measures, such as a traffic signal, all-way stop, speed mounds, flashing beacons, and rumble strips were all considered during preliminary development, but none of these address the existing substandard geometric conditions on Logmill Road. The proposed improvements are intended to provide a roadway which meets standards for the currently posted speed limit.*

**COMMENT: No matter how extensive the physical changes to Logmill Road, they will not prevent speeding or drunk driving both of which contributed to every fatality.**

*RESPONSE: While the improvements may not alter driver behavior, they will correct the existing sub-standard sight distances and inadequate design speed of Logmill Road within the limits of the project. These improvements are seen as significant and appropriate improvements for this section of roadway.*

**COMMENT: Understand that the line-of-sight improvements are federally and state mandated, however I’m still not convinced the project will address the cause of the accidents on Logmill, namely excessive speed or reckless driving.**

*RESPONSE: While the improvements may not alter driver behavior, they will correct the existing sub-standard sight distances and inadequate design speed of Logmill Road within the limits of the project. These improvements are seen as significant and appropriate improvements for this section of roadway.*

**COMMENT: Get it done!**

*RESPONSE: Right-of-way appraisals were initiated following the public hearing and need to be completed along with easement acquisitions and utility relocations before construction can begin. Construction may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction to be completed during the optimum construction season.*

**COMMENT: The intersection of Parnell Court and Logmill Road needs to be altered so that traffic entering the intersection from all directions have unobstructed view before traffic traveling through the intersection (this is a safety issue not a low enforcement issue). We have met and talked enough. Start the modifications so we can move on with life. I have been to three of these meetings as well as numerous meetings over a two/three year time before the current meetings were conducted.**

*RESPONSE: Right-of-way appraisals were initiated following the public hearing and need to be completed along with easement acquisitions and utility relocations before construction can begin. Construction may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction to be completed during the optimum construction season and potentially reduce the overall construction duration.*

**COMMENT: The new proposed design addresses all concerns quite reasonably. The length of closure is a slight concern but it is a small price for fixing a very dangerous situation. Let’s just move it along as fast as reasonable before we have another bad accident.**

*RESPONSE: Construction may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction to be completed during the optimum construction season and potentially reduce the overall construction duration.*



**COMMENT:** As a resident of Avondale Estates, I am deeply concerned that the project has not yet been started after the Prince William County (PWC) Board of Supervisors approved the project 8 to 0 two years ago. Now, especially that the Virginia Department of Transportation (VDOT) has identified it as a hazardous section of the Virginia highway network I urge your department and the county to begin with the road project. We have been blessed with a safe stretch of time along Logmill Road, but such safety is not guaranteed and until the line of sight is improved as planned no one traveling in either direction along Logmill will not be able to protect themselves from other drivers who are not compliant with speed limits, yellow lines and rumble strips. We appreciate the three public hearings to involve the affected citizenry in the project and to obtain reasonable suggestions for improving safety and addressing issues related to construction. However, the citizens have had at least 4 opportunities over a period of 2 years to raise and address their concerns. It's time end the endless, roundabout discussions and begin construction. We will not have the safety we all expect and deserve from our public officials until the project begins and is concluded. We must move beyond the inconvenience of construction discussions and begin construction as soon as possible. The history of fatal traffic accidents must outweigh the concerns over inconvenience. At this point it should be noted that those who have complained have presented no reasonable or rationale justification for complaints, just those of inconvenience. As time passes traffic volume increases daily and is directly related to the construction of housing developments, it is imperative to protect public safety as population moves farther north and east. Based upon the above, a process which has been ongoing for over 5 years, I would like to thank the PWC Board of Supervisors and Traffic Management Officials as well as the VDOT for their diligence and continued efforts in taking steps to eliminate the traffic hazard associated with captioned intersection. You have been more that understanding of all issues and needs of those effected by this matter. Please move as quickly as possible to mitigate this safety hazard and keep our citizens safe.

*RESPONSE: Right-of-way appraisals were initiated following the public hearing and need to be completed along with easement acquisitions and utility relocations before construction can begin. Construction may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction to be completed during the optimum construction season and potentially reduce the overall construction duration.*

**COMMENT:** Just move construction along as fast as possible to reduce detours.

*RESPONSE: Construction may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction to be completed during the optimum construction season and potentially reduce the overall construction duration.*

**COMMENT:** I am writing to formally convey my approval and support of the subject project, as is currently planned. The bottom line is that necessary improvements to a dangerous road, the cost of which has already been approved and budgeted, should not be further delayed simply because its execution will cause a temporary nuisance for some residents. While the project will only address a portion of a poorly constructed road which has already seen multiple road deaths, it will eliminate the problem at one of its critical junctures. Delaying any further will only increase the chances for another death, when, not if, another accident occurs.

*RESPONSE: Right-of-way appraisals were initiated following the public hearing and need to be completed along with easement acquisitions and utility relocations before construction can begin. Construction may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction*

*to be completed during the optimum construction season and potentially reduce the overall construction duration.*

**COMMENT:** I would like to reiterate my support and request for an expeditious initiation of captioned project. The Prince William County (PWC) Board of Supervisors approved the project 8 to 0 two years ago and the Virginia Department of Transportation (VDOT) has identified it as a hazardous section of the Virginia highway network. Additionally, PWC and VDOT have done an outstanding job in the holding of three public meetings to involve affected citizenry in the project and to obtain reasonable suggestions for improving safety and addressing issues related to construction. In that effort, based upon citizenry requests, You have addressed relevant issues such as non-interruption of emergency vehicular access on the road by keeping one lane open during construction. You have also minimized the effect improvements would have on affected land holders bordering the new construction by adopting a less intrusive improvement plan/design which addresses safety issues while reducing the amount of property easement. The plan adjustments you have made have also have eliminated the need for any seizure of property and is more than reasonable for all effected. It should be noted that all effected have had at least 4 opportunities over a period of 2years to raise and address their concerns. It's now time to get going with construction. The only complaints left are born of the inconvenience of construction. Given the history of fatal traffic accidents there can be no inconvenience argument that would outweigh the need to address safety concerns at the intersection. At this point it should be noted that those who have complained have presented no reasonable or rationale justification for complaints, just inconvenience. Additionally, all of us who have chosen the Bull Run Mountain area as a place to live appreciate the interest in keeping its remote agricultural ambiance. However, we also realize that the population of this part of the county is growing commensurate with that of the surrounding areas and such growth is requiring us to make necessary traffic management alterations to ensure that we all live to enjoy the ambiance of the area. Unfortunately life as well as the amount of traffic on Logmill Road between Bull Run Mountain Road and Route 15 is not the same as it was 20 years ago. At this point I also would like to mention that a considerable amount of the traffic increase along this section of highway is directly related to the construction of housing developments which were built as a result of the sale of property to land developers by the same land owners who now complain about the efforts to address the safety issues of traffic caused by their choice to increase their wealth at our expense. It should be noted that prior to PWC approval of captioned project numerous actions were undertaken by VDOT (Helen Quervo) to improve safety at the intersection. None of the actions which included the installation of lights, speed bumps and signage as well as the enhanced painting of traffic lanes and increased uniformed law enforcement presence/speed monitoring at the intersection had positive results. Based upon the negative impact of these efforts it was decided and confirmed by VDOT and PWC traffic officials and engineers that the only way to improve safety at the intersection was to surgically alter the terrain at the intersection in such a manner as to provide unobstructed view of traffic on all three approaches to the intersection. This is line of sight premises the basis for the current plan. Based upon the above, a process which has been ongoing for over 5years, I would like to thank the PWC Board of Supervisors and Traffic Management Officials as well as the VDOT for their efforts in taking steps to eliminate the traffic hazard associated with captioned intersection. You have been more that understanding of all issues and needs of those effected by this matter.

*RESPONSE: Right-of-way appraisals were initiated following the public hearing and need to be completed along with easement acquisitions and utility relocations before construction can begin. Construction*

*may begin as early as fall 2014, but may be initiated in spring 2015 in an effort to allow construction to be completed during the optimum construction season and potentially reduce the overall construction duration.*

**COMMENT: I do not support the project on Logmill Road. I sympathize greatly for those families who have lost loved ones, but I don't feel the road is at fault. And therefore, don't feel the cost or closure of the road for 6-9 months is worth it. If everyone would obey the posted speed limit, accidents should not happen.**

*RESPONSE: This section of roadway does not currently meet standards for lines of sight, vertical profile, or roadside clear-zones, each of which will be addressed by this project. These improvements are seen as significant and appropriate improvements for this section of roadway.*

**COMMENT: Significant negative impact on the residents of Bull Run Mountain Estates with the intent to close the road for 6-9 months.**

*RESPONSE: Consideration is being given to starting construction in the spring of 2015 in an effort to reduce the construction duration as much as possible.*

**COMMENT: Start the Logmill project in early spring, reducing the likelihood of weather delays and it can hopefully finish in 6 months or less.**

*RESPONSE: Consideration is being given to starting construction in the spring of 2015 in an effort to reduce the construction duration as much as possible.*

**COMMENT: Re-evaluate the proposal to find a means to allow continued use of Logmill Road during construction.**

*RESPONSE: Due to the significant changes in roadway elevations required to address the sub-standard lines of sight, maintaining Logmill Road for public traffic during construction is not feasible. An alternate alignment was considered in an effort to maintain access during construction, but this alignment required significant impacts to properties south of Logmill Road and was not supported by the community or the local Prince William County Supervisor. Detours for Logmill Road will be signed throughout construction of the project, and emergency access through the construction site will be required of the contractor during construction.*

**COMMENT: I think the project is a big waste of money. The money could be better spent elsewhere in these trouble times. If something had to be done I think you should close entrance at Parnell Court. Make a back way out to Mountain Road, this way it would not shut down Logmill during construction and be better in long term. Don't shut down Logmill Road, this is going to cause a lot of problems for everyone. Please rethink the whole thing, put a road out the back of Parnell Court.**

*RESPONSE: An additional road behind Parnell Court does not fit within the purpose and need for the project as proposed since it would not improve the sight distance on Logmill Road which does not meet requirements for even a 25mph roadway. Detours for Logmill Road will be signed throughout construction of the project, and emergency access through the construction site will be required of the contractor during construction.*

**COMMENT: Fence on west side as close to property line as possible to backside of drainage. Speed limit still needs to be reduced.**

*RESPONSE: Fencing removed as part of construction of the project will be reinstalled by the project at an appropriate location which does not adversely affect safety or drainage adjacent to the roadway improvements. Speed limit reductions are not proposed since the improvements are being designed to meet the currently posted speed limit.*

The following comments were received at or subsequent to the citizen information meeting held on December 19, 2012:

**COMMENT: Speed is the primary issue, mandatory stop signs and speed enforcement would improve the safety of the road.**

*RESPONSE: The vertical profile of the road currently does not meet the sight distance standards for a 25 mile per hour road, so introduction of a stop sign will not be visible at a distance which would allow for a safe stop.*

**COMMENT: I don't want changes to the road. I don't think this is going to solve the problem. The problem is alcohol, speed, kids and deer. You can't fix that by a road grade.**

*RESPONSE: Alcohol/drunk driving, teenagers, and deer crossing the road cannot be corrected. By increasing the sight distance, driver safety along this portion of the roadway will increase because vehicles will be able to see other vehicles, deer, bikes, etc much sooner and be able to properly react to situations on the road. Please see above for a discussion on reducing the speed limit of the roadway.*

**COMMENT: Lower Speed limit and install speed bumps versus rumble strips**

*RESPONSE: The vertical profile of the road currently does not meet the sight distance standards for a 25 mile per hour road. Rumble strips are not proposed on this section of roadway since they are intended as a countermeasure for driver error as opposed to speed reduction. VDOT specifications require a design speed of 50mph or greater for implementation for rumble strips, so the 40mph design speed for this roadway does not meet those requirements. VDOT policy is to only install speed bumps on residential streets with a speed of 25mph. Since this roadway is not a residential street, and has a higher design speed, speed humps have not been proposed.*

**COMMENT: The millions of dollars that will be spent on this project to flatten parts of a mountain are ill-advised. Even if the project is completed on time it will restrict access to homes for almost a year, shunting traffic down smaller residential roads. For what – to slightly lower one hill? Save your money. Put in speed bumps. What's next – flattening the whole mountain because the roads are steep? THREE MILLION DOLLARS is a ridiculous amount of taxpayer money to spend on this project.**

*RESPONSE: Flattening of the existing sub-standard vertical curve at Parnell Court has been proposed so that the profile of the road meets the design requirements for the posted speed limit. There are no plans to flatten other portions of Logmill Road at this time. Three million dollars is a preliminary estimate of the project cost at this time, and is based partially on the ability to close the road and avoid significant right-of-way acquisition costs for construction of a detour facility. This cost also includes the necessary utility relocations to move power poles further from the edge of the road and relocate underground cables which will be impacted through lowering of the roadway. Introduction of speed bumps along Logmill Road is not proposed since the speed limit exceeds 25mph and the roadway is not classified as a residential facility, both of which are VDOT requirements for introduction of speed bumps.*

**COMMENT: Will the speed limit at the intersection of Logmill Road and Parnell Court increase once the project is completed? If so, we are concerned that the increased speed limit will create additional safety concerns and situation which the reconstructed portion of Logmill Rd is supposed to correct. We believe the current speed limit (40 mph) is excessive for any portion of Logmill Rd. The rolling hills and number of intersecting roads creates an unsafe and potentially dangerous driving situation for all of Logmill Rod. We recommend that the current speed limits be reduced to create a safer driving situation on Logmill Rd.**

*RESPONSE: The speed limit on Logmill Road will not be increased following construction of the proposed improvements. The existing vertical profile of the road does not meet requirements for the existing 40mph posted speed, and the intent of the project is to improve the vertical profile so that it meets design criteria for 40mph.*

**COMMENT: Use speed hump to slow traffic down rather than proposed project. Saves money and prevents road from becoming a drag way. Speed is issue when deer in roadway.**

*RESPONSE: VDOT only allows the use of "traffic calming" measures, such as speed humps, on those roads functionally classified as a local road or a collector street that have a 25 mph posted speed limit, are two lanes, and have a minimum of 12 dwellings fronting the street per 1,000 feet of roadway. Logmill Road is classified as a rural local road, has a posted speed limit of 40 mph and does not have over 12 dwellings fronting the street per 1,000 feet of roadway. Since Logmill Road does not meet the design criteria for implementation of speed bumps, they have not been proposed for this section of roadway. Additionally, based on the existing vertical profile of the roadway, introduction of speed bumps is not possible since they will not be visible at a distance long enough to allow safe reduction in speeds prior to travelling over the speed bumps. The intent of the project is to improve the vertical profile so that it meets design criteria for a 40mph facility, consistent with the existing posted speed limit.*

**COMMENT: Not all options have been explored – Speed bumps, turn lanes, speed limit.**

*RESPONSE: Speed bumps are not proposed for reasons previously identified, including that the roadway does not meet criteria for implementation of speed bumps. Turn lanes will be maintained at Meander Creek Lane and were also considered at Parnell Court. Due to the volume of traffic on Logmill and Parnell Court, this entrance does not warrant introduction of turn lanes, which would also introduce additional right-of-way acquisition and utility relocation requirements. Reduction in the speed limit is not proposed since the existing vertical profile does not meet design criteria for the lowest possible speed limit of 25mph. Reconstruction of Logmill Road is required to have it meet design standards for even the lowest allowable speed limit.*

**COMMENT: 3 way stop with flashing signs.**

*RESPONSE: Due to the existing substandard vertical geometry of the road, there will not be adequate stopping sight distance for motorists to see and react to a stop sign even if supplemental flashing beacons were installed. Even after reconstruction of Logmill Road to provide adequate vertical geometry, three-way stop signs are not proposed since the volume of traffic entering from the side streets (Meander Creek Lane and Parnell Court) are not great enough to warrant introduction of a three-way stop controlled intersection.*

**COMMENT: I use the road as my main thru fare not all options have been explored – Turn lanes, speed limits, VDOT blinking lights.**

*RESPONSE: Based on research, changing speed limits on low and moderate speed roads, such as Logmill Road, appears to have little or no effect on speed and thus little or no effect on crashes (Synthesis of Safety Research Related to Speed and Speed Management, Stuster and Coffman, 1998). The other considerations identified (reduced speed limit and turn lanes) have been considered, but are not appropriate as previously identified. While blinking lights would warn of an approaching intersection, they would not provide appropriate notification to motorists of an approaching vehicle on Logmill while they are attempting to turn out of Parnell Court. Reconstruction of Logmill Road is required so that the profile meets design criteria for 40mph, and reconstruction would still be required if a reduced speed of 25mph were to be considered.*

**COMMENT: More options, no bus drivers, no fire and rescue personnel, no VDOT people talking at Forum. Save money and use it where you need it.**

*RESPONSE: While VDOT staff was present at the meeting, this project is being administered by Prince William County and will be constructed to VDOT design criteria. Fire and rescue personnel will be consulted with during development of the temporary traffic control plans so that coordination and advance notice is provided for the temporary roadway closure during construction. Funds for this project have been identified based on past fatal accidents along this portion of roadway, and the need to improve the vertical profile so that it meets design criteria for the existing posted speed limit.*

**COMMENT: Has there been any consideration to put in an adjacent bike lane? There are quite a few bikers that use this road and it's pretty dangerous. It's pretty scary to ride your bike on Mountain Road as there are no shoulders. This would be a great improvement as long as you are going to be spending all this money anyway.**

*RESPONSE: Prince William County has not identified this road as a future or planned bicycle route, as such there are no plans at this time to incorporate a bicycle lane on this road. However, four foot wide paved shoulders will be included in the proposed roadway improvements, which will provide additional room for bicyclists should they desire to use the roadway for bicycle purposes.*

**COMMENT: Would like to see road widening for shoulders and/or center median.**

*RESPONSE: Paved and graded shoulders, consistent with the design criteria for Logmill Road, will be constructed as part of these improvements. A wider median is not proposed since this roadway is identified as a two-lane undivided facility.*

**COMMENT: The alarming fatality rate on this particular roadway seems to indicate that more safety measures are needed than this one particular reconstruction project at the intersection of Parnell Ct. and Logmill Rd. Although the project is being termed a road "improvement", I don't believe that this "improvement" does much in improving the safety of the roadway and in protecting property owners and drivers of this road. The "improvements" will only cause additional speeding along Logmill Rd. As previously mentioned, lowering the speed limit, traffic barriers, wider shoulders, and better speed enforcement seem prudent safety measures for a roadway that has been the scene of a number of fatal traffic accidents. Although this particular road "improvement" will make entering and exiting at Parnell Ct a safer situation, additional traffic safety measures are needed to address the overall safety of Logmill Rd. Since moving into my house in December, we have already noted that almost 100% of the vehicles ignore the posted 15 mph speed limit that is supposed to be in effect at the intersection of Parnell Ct and Logmill Rd. There are a few vehicles that may slow down but not one vehicle actually reduces speed to the posted 15 mph. Speeding will only increase with this "improvement" and as we know, speed kills.**

*RESPONSE: We are aware that enforcement of the existing posted speed limit is a concern at this location. This information will be shared with the Prince William County Police for consideration of additional enforcement. A reduction in the speed limit has not been considered since the existing vertical profile does not meet the criteria for a reduced speed, and since a reduced posted speed may not result in reduced travel speeds. Increased shoulder widths and roadside barriers are included in the proposed design based on design requirements, and utility relocations will also be completed to locate power poles further from the edge of the roadway.*

**COMMENT: Unfortunately, alcohol and carelessness were the major influences in the accidents. Spending taxpayer's money, burdening the residents of Bull Run Mountain Estates with construction will not help that. In our opinion it may make matters worse. By flattening out the road, I fear that cars will increase speed and it may become a drag racing strip for our youth.**

*RESPONSE: We understand that alcohol and driver experience may have played a role in past accidents, however, the existing vertical profile of Logmill Road does not meet design criteria for adequate sight distance for a roadway with a posted speed of 40mph. The intent of the proposed project, which includes flattening the vertical profile, is to provide a facility which meets design requirements for a 40mph posted speed limit.*

**COMMENT: I'm a Bull Run Mountain resident and writing to let you know that I am in favor of the Logmill Road improvements being completed as designed and presented at this week's Citizen Information meeting. The sight-line improvements are critical. Additionally, though, flattening and apparently widening (with paved shoulders) will probably have the effect of increasing speeds on the road, especially at night (unlikely law enforcement presence) and by teenagers, etc. I would strongly suggest additional signage, sustained targeted enforcement and any other methods that you may have to reduce the speeds on the road.**

*RESPONSE: Requests for additional enforcement of the posted speed limit will be forwarded to the Prince William County Police department for consideration.*

**COMMENT: Making the road flatter will only make people drive faster.**

*RESPONSE: Enforcement of the posted speed limit, both prior to and following construction, will need to be coordinated with the Prince William County Police. The intent of this project is to improve the vertical profile of the roadway so that it meets design criteria consistent with the posted speed limit, and provides adequate distances to identify and react to traffic entering and exiting the roadway at Parnell Court.*

**COMMENT: Design road off the back of Parnell**

*RESPONSE: An extension of Parnell Court was not considered since it does not improve the sight line or vertical profile of Logmill Road. Further, acquisition of additional private property would be required for this extension, which is not included in the scope or environmental investigation limits of the project.*

**COMMENT: No reason for the project. Drive to Parnell and you can see both ways.**

*RESPONSE: Several meetings have been held with Prince William County, VDOT, and design engineers which have identified the need for improvements due to the reduced visibility along Logmill Road at the Parnell Court intersection. The existing profile on Logmill Road is substandard and doesn't meet design requirements for a facility with even a 25mph posted speed. Improved grading on Logmill*

*Road, as shown in the preliminary plans, is required to provide a facility which meets design criteria for a 40mph roadway.*

**COMMENT: Un-necessary expense. Does not address stated problem.**

*RESPONSE: The problem identified as part of this project is the sub-standard vertical curve and sight distance at Parnell Court. Through reconstruction of Logmill Road as shown in the preliminary plans, the vertical curve will be improved, resulting in increased sight distances, consistent with requirements for a 40mph facility.*

**COMMENT: Our children learned to drive after we moved to Parnell Court and line of sight was an enormous concern for exiting Parnell Court or turning left onto Parnell driving east. Speed humps might help but the placement of them is also problematic given the grade. Cheaper solutions, more convent solutions would be preferable but just do not seem to offer sufficient safe guards to the travelers on Logmill Road.**

*RESPONSE: These other cheaper solutions have been considered, but are not appropriate given the type of roadway facility and since they do not improve the sight distance along Logmill Road.*

**COMMENT: It correctly addresses the risk factors for these intersections – sight lines and “whoopee factor” (Speed over hill).**

*RESPONSE: Thank you for your response*

**COMMENT: I came upon the results of an accident at this location 2 years ago when 2 boys were killed. Please fix this as soon as possible**

*RESPONSE: At this time we are hoping to begin construction in late 2014 or spring 2015, following acquisition of needed easements and relocation of utilities.*

**COMMENT: 7 deaths/\$2.5 million = \$350,000 / person. This is a hazard that must be rectified and the county will be culpable if something would should have been done and wasn't and we lost another member of our county.**

*RESPONSE: Thank you for your comment.*

**COMMENT: Please do this!**

*RESPONSE: Thank you for your comment.*

**COMMENT: Keep the detour as short in duration as possible.**

*RESPONSE: The duration of the proposed temporary detour and closure of Logmill Road will be kept to a minimum. At this time, the roadway closure and detour operation is expected to last for 9 months or less.*

**COMMENT: Concerned about the length of time for construction but can live with it if this death trap is finally resolved.**

*RESPONSE: We will look to minimize the duration of construction as much as possible.*

**COMMENT: Detour will slow down response time for fire and rescue to proceed up mountain.**

*RESPONSE: Coordination with the Fire Department and Police Department will be conducted to best determine the alternative routes or options available for these personnel to respond to emergencies*



*in the vicinity of the project. Emergency access through the construction site will be identified as a requirement of the contractor during construction of the improvements.*

**COMMENT: It was said that Logmill Road would be closed to through traffic for three months. This is unacceptable. The main concern is fire and rescue service to the mountain. Adding 15 to 20 minutes to the response time from Evergreen is not good. Suggestion – close one lane, use traffic control in the other lane.**

*Response: Due to the large quantity of cutting and filling required to bring the road up to the minimum standards, allowing one through lane of traffic is not feasible. Emergency access through the construction site will be identified as a requirement of the contractor during construction of the improvements.*

**COMMENT: Only lower hill at Parnell Court intersection and close one lane at a time on Logmill Road during construction.**

*RESPONSE: Unfortunately due to the amount of cut and fill needed to bring Parnell Court to roadway standards, even if construction were limited to just one intersection, both travel lanes of Logmill Road would have to be closed during construction.*

**COMMENT: What is the impact of Fire and Rescue responders?**

*RESPONSE: Emergency access through the construction site will be identified as a requirement of the contractor during construction of the improvements in an effort to avoid impacting emergency response times.*

**COMMENT: While Logmill Road is closed residents who use Logmill then go North on 15 will be forced to back track to Waterfall in order to get a signaled intersection or have to use an unsignaled intersection by Pevs Paintball.**

*RESPONSE: Plans will be revised to identify the southern detour route as the only signed detour route during the closure of Logmill Road in an effort to deter motorists from using an alternate route to the north via New Road. The entire length of this proposed detour route is via publicly maintained, paved roads.*

**COMMENT: Everyone will be inconvenienced for a short while by this project. But safety is more important than inconvenience – there have been 6 deaths in five years and only one of those deaths was living on Parnell Court. The safety issue affects anyone driving on Logmill because of the terrible sight lines. My main concern is that this project will not get done.**

*RESPONSE: Thank you for your comment.*

**COMMENT: It is not only the residents of Parnell that are at risk but vendor[s], sight seers, utility workers, delivery folk, anyone that enters or exits Parnell Court.**

*RESPONSE: Thank you for your comment.*

**COMMENT: What measures are being taken to reduce road noise? Road noise is currently very noticeable and with the reconstruct we assume the road noise will be even more pronounced as the speed limit at the intersection of Parnell Ct and Logmill Rd is allowed to increase. Are there any plans to install sound barriers, fencing, noise reducing pavement, or installation of vegetation that will reduce road noise? We propose that some type of consideration be given to reducing**

**road noise that will certainly become more prominent once the project is completed and speed limits increased along the reconstructed portion of Logmill Rd and Parnell Ct.**

*RESPONSE: A noise study was conducted as part of the preliminary design scope of this project. Noise levels were identified along the project corridor for the existing, design year no-build and design year build cases. The noise levels for the modeled receptors for the design year (2035) increased by 1 dBA as compared to the existing condition, and range from 49 to 56 dBA. The increase in noise levels is related to projected traffic increases on Logmill Road between now and the design year of 2035, but these increased noise levels do not exceed the levels which warrant construction of noise barriers. Because the noise levels do not meet state and Federal warrants for construction of noise barriers, they are not proposed as part of this project.*

**COMMENT: What is the scope and level of the work, if any, associated with the “permanent drainage easement”? Is drainage going to be in a covered pipe system, culvert, a free flow system, or remain as in with just the designated easement?**

*RESPONSE: Permanent drainage easements are identified to provide the ability for state forces to maintain either closed system drainage improvements (pipes or culverts) or open ditch sections. The preliminary design of this project includes open ditches along the sides of the road, with closed culverts crossing below Logmill Road and the intersecting streets. Excavation will be required to grade the ditches, so there will be changes to grades and slopes on private property. The impacted landowner will be compensated for the easement based on assessed values and an agreed to price between Prince William County and the landowner. The landowner will maintain rights to the eased portion of the property, but VDOT will have the ability to access that portion of the property to complete maintenance activities, such as cleaning of the ditch and/or pipe.*

**COMMENT: We propose that the project also include some type of fencing or retaining wall be constructed along the outer boundary of the drainage and utility easements that clearing defines and separates the easement from the rest of our property along Logmill Road.**

*RESPONSE: Fencing and/or retaining walls are not proposed as part of this project to delineate the limits of proposed easements.*

**COMMENT: Based upon doing additional research relating to the fatal accident history of Logmill Rd., and what seems to be the propensity for speeding on this particular road, and the fact that I have a 6 year old son, I strongly encourage the installation of roadside traffic barriers along portions of Logmill Rod that parallel my property line and where there is a safety concern for other personal property and persons along Logmill Rd. I am particularly concerned with speeding vehicles that could exit the roadway and enter my property that could cause damage not only to my property but severely injure or kill persons who could be on my property. I believe roadside traffic barriers should also be considered for other portions of Logmill Rd where similar conditions exist or to protect vehicles from hitting trees or other structures that have already shown to be contributing factors in the traffic facilities on Logmill Rd.**

*RESPONSE: Roadside barriers are identified within project limits where proposed grading and drainage improvements warrant protection. Additional barriers outside of the proposed project limits are beyond the scope of this project and will need to be considered at another time.*

**COMMENT: Much closer to US-15, there are numerous fixed objects, as well as a big hill where several fatalities occurred in 2011. This portion of Logmill Road needs some attention as well.**

*RESPONSE: While this portion of Logmill Road is outside of the scope of the proposed project, the Prince William County Department of Transportation may consider this information in future transportation projects in this area.*

**COMMENT: Southbound US-15, turning west onto Logmill is very hazardous. A deceleration/turn lane is really needed there. I and my neighbors have people tail-gate and such on the turn, since its highway speeds, as well as passing unsafely in the center turn lane to go around turning vehicles.**

*RESPONSE: Improvements at the intersection of Route 15 and Logmill Road is outside of the scope of the proposed project, however, the Prince William County Department of Transportation will consider this information in future transportation projects in this area.*

**COMMENT: Reduce current 45 mph Speed Limit to 35 mph and resurface 1.2 miles of the portion of Logmill Road that extends from the intersection with Route 15 to the west and the intersection with Alvey Drive to the East.**

*RESPONSE: The improvements requested above are beyond the scope of this project, but may be considered by the Prince William County Department of Transportation for potential future transportation projects in this area.*

**COMMENT: I do not support any of the county's "improvements" on Logmill Road. Why should the taxpayers foot the bill to change our beautiful landscape due to a knee jerk reaction to the unfortunate deaths of some speeding teens? If the area of Logmill Road to be leveled is so dangerous why did the county approve the new streets, Parnell Ct. and Meander Creek to be located on the crest of the hills? Road improvements should be done where they are really needed, how about Mountain Road?**

*RESPONSE: Construction of intersections with Parnell Court and Meander Creek Drive were permitted and constructed on an already substandard road. This area has been identified by the County as an area where substandard sight distance is causing accidents and deaths. Prince William County will take into consideration your suggestion of Mountain Road as a future area for improvements. The PWCDOT has committed to paving the unpaved portion of Mountain Road to be utilized for the detour in the summer of 2014; other improvements to adjacent roadways other than Logmill Road are not included in the scope or funding of this project.*

The following comments were received at or subsequent to the Citizen Information Meeting held on August 8, 2013:

**COMMENT: This will cause a "raceway" for drivers who already speed on Logmill. I believe and would support re-locating the entrance [Parnell Court]. The accidents have increased since that intersection has been put in – why wasn't this looked at when the subdivision was planned. I will support the spending of money for that project and won't mind taking different routes during the relocation. Relocate the entrance! Show us different options besides this one that will surely kill people.**

*RESPONSE: Several options have been investigated including alternate roadway profiles, relocation of the road to the south, and other traffic mitigation measures as presented at the citizen information meeting in December 2012, the citizen information meeting on August 8, 2013, and subsequent to this comment again on February 19, 2014. Relocation or closure of the Parnell Court intersection will not address the sub-standard sight lines on Logmill Road.*

**COMMENT: Speed increased with flattening the road. Still have hills. Increased traffic through Evergreen Country Club**

*RESPONSE: The proposed improvements are being designed to meet design requirements for a 40mph facility, and increased or decreased speed limits for Logmill Road are not proposed. Traffic will be increased temporarily during operation of the detour route to the south of the project site, including through the Evergreen County Club, in an effort to shorten the duration of construction as much as possible.*

**COMMENT: Parnell Court should have its access moved from the top of the hill.**

*RESPONSE: Closure or elimination of the Parnell Court intersection does not address the substandard sight lines along Logmill Road and would require construction of alternate access to the residences of Parnell Court, or acquisition of the properties being cut-off from the public roadway. Both of these options are beyond the scope of this project.*

**COMMENT: Change exit and entrance to Parnell Court**

*RESPONSE: Closure or elimination of the Parnell Court intersection does not address the substandard sight lines along Logmill Road.*

**COMMENT: Too aggressive of a change that introduces additional problems such as speed.**

*RESPONSE: The proposed modifications address the existing substandard vertical profile and sight lines along Logmill Road within project limits. Changes in posted speed limits are not proposed.*

**COMMENT: You are creating a speedway**

*RESPONSE: The proposed improvements are being designed to provide a roadway which meets design requirements for 40mph. The current roadway does not meet requirements for even a 25mph facility.*

**COMMENT: Take 4 feet off of the hill.**

*RESPONSE: Profile adjustments are proposed to Logmill Road, but the adjustments are more than 4 feet in order to meet design requirements for the 40mph design speed.*

**COMMENT: Build left/right turn lanes at Parnell Court**

*RESPONSE: Construction of left and right turn lanes at Parnell Court are not warranted based on the traffic volumes on Logmill Road and turning into/out of Parnell Court. Additionally, construction of turn lanes will not address the substandard vertical profile and sight lines on Logmill Road.*

**COMMENT: Does not fix speed problem, makes it worse, so not a safety improvement**

*RESPONSE: The existing roadway does not meet design requirements for even a 25mph facility. Construction of the proposed improvements will provide a roadway which meets standards for a 40mph facility, and will address the existing substandard vertical profile and sight-lines at the Parnell Court intersection.*

**COMMENT: Too much money wasted. Find a cheaper alternative**

*RESPONSE: Several alternatives have been considered, and reconstruction of the roadway as proposed represents the most cost effective solution which addresses the existing safety deficiencies of the roadway.*

**COMMENT: I am opposed to the use of imminent Domain.**

*RESPONSE: Eminent domain would only be used should negotiations for required easements not reach an agreeable value for compensation.*

**COMMENT: Research traffic calming solutions (traffic humps, rumble strips, etc**

*RESPONSE: These elements were considered, but they do not address the substandard vertical profile or sight-lines on Logmill Road. Speed humps and rumble strips are also not allowed on Logmill Road since it is not a residential street and since the speed limit is less than 50mph.*

**COMMENT: Speed bumps and guard rails**

*RESPONSE: These elements do not address or correct the substandard vertical profile or sight-lines on Logmill Road, and speed bumps are only permitted on residential streets. Guardrail will be installed as required to protect against obstructions adjacent to the roadway which can't be eliminated.*

**COMMENT: Speed Humps and speed bumps at both entrances [Parnell Court and Meander Creek Lane] to slow traffic.**

*RESPONSE: These elements do not address or correct the substandard vertical profile or sight-lines on Logmill Road, and speed bumps/humps are only permitted on residential streets.*

**COMMENT: Speed bumps, mirrors, maybe a stop light flashing red/yellow. Left turn lane for Parnell Court and opposite residence. More police presence (neighborhood watch). Center left turn lane with flashing red/yellow lights. If the Logmill Road Project arrives will more houses and traffic come also? Good Luck and Godspeed. P.S. 3 way stop sign.**

*RESPONSE: These alternate methods of traffic calming were all considered, but none of them address the substandard vertical profile and sight-lines on Logmill Road. Traffic volumes do not warrant installation of a traffic signal or stop signs, and due to the substandard vertical profile, these elements would not be continuously visible without correction of the vertical profile.*

**COMMENT: Traffic light should be tried first. This would deal with the cause of the problem – i.e. SPEEDING. Flattening will not destroy speeding problem**

*RESPONSE: Installation of a traffic light does not address the substandard vertical curve and sight-lines on Logmill Road. Adequate vertical curves and sight-lines, consistent with the design speed of the road, are required even at signalized intersections. Additionally, a traffic signal is not warranted at this location due to the low volumes of thru traffic on Logmill Road and turning traffic on Logmill Road and Parnell Court.*

**COMMENT: Speed cameras, stop signs, traffic light?**

*RESPONSE: These alternate methods of traffic calming were all considered, but none of them address the substandard vertical profile and sight-lines on Logmill Road.*

**COMMENT: I believe less expensive and less disruptive options exist. I DO NOT believe this project addresses the fundamental causes of accidents on Logmill Road, e.g. speed, careless/distracted/impaired driving, driver error, etc.**

*RESPONSE: The proposed improvements will correct the substandard vertical profile and sight-lines on Logmill Road, and hazards located immediately adjacent to the roadway will be eliminated or relocated as part of the project. Standard width shoulders and improved drainage facilities will all aid in providing a safer facility, addressing concerns and accidents associated with run-off the road*

*type of accidents. Other alternatives have been investigated and considered, but none address the substandard elements of the existing roadway.*

**COMMENT: [The] problem is alcohol, speed, stupidity, deer, if line of sight is the issue at Parnell Court and Logmill, put up stop signs at top of the hill and make everyone stop. Done!! Leave the inhabitants alone and save money.**

*RESPONSE: Alcohol, speeding, and deer strikes can't be addressed solely through engineering. Installation of a stop sign on Logmill Road is not warranted based on the low volumes of traffic entering from Parnell Court, and a stop sign will not address the substandard profile and sight-lines on Logmill Road.*

**COMMENT: I'm a junior at BHS, I know the students who drive there. A majority of them drag race. By flattening Logmill you're just creating a flat quiet strip that's nearby for them to race on. I guarantee that if you flatten the road.**

*RESPONSE: Enforcement of the posted speed limit will be coordinated between Prince William County, Prince William County Police, and the local Supervisor. The intent of improving the vertical profile of Logmill Road is to eliminate the substandard vertical profile at Parnell Court, which currently does not meet even a 25mph design speed.*

**COMMENT: We should teach the young teens how to drive with safety. If we drive safe on the road, we will have no problems.**

*RESPONSE: Thank you for your comment.*

**COMMENT: It is not necessary. If the road is a concern for people, then DON'T drive it. I'm told Parnell Court is not the problem, then why the concern with the ingress/egress from Parnell.**

*RESPONSE: The concern is not necessarily with the ingress/egress at Parnell Court. The profile of Logmill Road in the vicinity of Parnell Court does not meet requirements for a 25mph roadway, and sight distances and sight lines are not adequate along Logmill Road even if Parnell Court did not exist. The purpose of this project is to improve the vertical profile of Logmill Road to meet the requirements of a 40mph facility.*

**COMMENT: Why weren't the residents of the mountain given any notification that this decision was being made. Please do not forget that this is the Rural Crescent!**

*RESPONSE: Public notice of each of the citizen information meetings and the public hearing was made through postings in public newspapers in accordance with State and Federal requirements.*

**COMMENT: Unfair taking of property in new alternative.**

*RESPONSE: The "new alternative" was developed in an effort to allow the existing roadway to remain open to public traffic during construction. Based on feedback received during and following the citizen information meeting, the alternate alignment for Logmill Road is no longer being considered.*

**COMMENT: Do not support solutions that don't involve inconveniences of all users of the road.**

*RESPONSE: We are trying to minimize the inconvenience to the public during construction of the proposed improvements.*

**COMMENT: Decrease speed to 35, add speed tables, mirrors at Parnell court, or realign Parnell court to enter on Mountain Road and close access to Logmill.**

*RESPONSE: The current profile of Logmill Road does not meet requirements for a 25mph facility, so lowering the speed limit, construction of speed tables, installation of mirrors, or closure and relocation of Parnell Court will not address the substandard existing elements.*

**COMMENT: Mountain resident since 1984, lost a good friend and neighbor in 1986 at said location. If you check your research history of the fatalities that unfortunately happened you will find teenage, youth drivers, the majority of the cause. I can also say late night non-residents coming and going in the early hours of the day. You can almost set your calendar to the next event towards High School activities. It's been quiet here lately until this project has been announced. Raised 3 sons here who are now adults. I also know of other families who raised children here with no problem concerning Logmill Road. Know this – if you level the road, drivers will go faster down the road. Is that when the police will show up?**

*RESPONSE: The intent is not to level the road, but instead to construct improvements which meet design standards and guidelines for a 40mph roadway. The existing roadway profile does not meet standards for even a 25mph facility. Speed enforcement will be coordinated between Prince William County, Prince William County Police and the local Supervisor.*

**COMMENT: Not enough information was given about the alterations to the land on each side. No significant information was given about the way the count/state was going to pay for this e.g. land tax. Supposedly money is there but is this adequate?**

*RESPONSE: Alterations to land on either side of the roadway will vary depending on the amount of grading required for the road and the type of drainage improvements necessary as part of the construction. Acquisition of easements required for the project will be negotiated between the impacted property owner and the County following completion of appraisals for each of the impacted properties.*

## **5. Sign in Sheets**

Copies of the Sign in Sheets are included in Appendix 7. There were 37 citizens in attendance at the February 19, 2014 Public Hearing.

## **6. Written Comments**

Comment sheets were provided at the Public Hearing and a blank form has been attached in Appendix 1. There were a total of 27 individuals who commented on the project either through the provided comment sheets or through email. A transcript of the Public Hearing can be found in Appendix 9.

## **7. Local Government Recommendation**

The Prince William County Department of Transportation concurs with the responses provided in this report. We intend to address the issues and concerns provided during the public review period from the public and during the engineering design process, and incorporate those items which are within our budget and that are feasible to accomplish without creating additional impacts to adjoining properties.

We, along with VDOT, support the alignment presented at the Public Hearing. This alignment has been vetted through the VDOT Value Engineering process, and cost saving measures will be implemented during final design.

## **Appendix 1 – Handouts**



## What's Next

On March 7, 2014 the public comment period will close. PWC staff will then review and evaluate all comments received as a result of the public hearing. Once public input has been reviewed, the project will be presented to the PWC Department of Transportation who will consider approval of the project's major design features. Upon approval of the major design features, the project will proceed to the final design phase, and given to VDOT for final approval.



From the west end of the project looking east



From the east end of the project looking west

Project plans and other information will remain available for review at the PWC Department of Transportation office located at 5 County Complex, Suite 290, Prince William, Virginia 22192.

Please call prior to visiting to ensure the availability of staff to assist you.

Contact Ms. Gladis Arboleda at  
703-792-5276  
garboleda@pwcgov.org

## LAND ACQUISITION AND UTILITIES

The improvements to Logmill Road will require easements and/or minor acquisition of property from parcels adjacent to the proposed project. No commercial, residential, or non-profit organization relocations are required. As the project further develops and is finalized, easements for maintenance, construction, drainage, and utility relocations may be required beyond the proposed easements shown on the project plans presented tonight. Property owners will be informed of the exact location of these easements during the land acquisition process prior to construction.

If right of way is required for the project, the land acquisition program will be conducted in accordance with the Uniform Relocation and Real Estate Property Acquisition Act of 1970, as amended. This project has been developed in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations. No low income or minority populations have been identified in the study area thus none will be disproportionately impacted by this project.

Information about property purchases is discussed in VDOT's brochure entitled, "A guide for Property Owners and Tenants." Copies of this brochure are available tonight.

For questions about right of way please contact:

### Mr. Scott Hatten

Prince William County Department of Transportation,  
5 County Complex Court, Suite 290, Prince William, VA 22192,  
(703) 792-6257, shatten@pwcgov.org.

## PROJECT COMMENTS

The comment sheet in this brochure is provided to assist you in making your comments. You may leave this sheet or any other written comments in the comment box. Also, you may mail or email comments. Written comments should be postmarked by March 7, 2014 and should be directed to:

### Ms. Gladis Arboleda

Prince William County  
Department of Transportation  
5 County Complex Court, Suite 290  
Prince William, Virginia 22192  
garboleda@pwcgov.org

Email comments can be sent to the above referenced address. Please reference "Logmill Road Comments" in the subject line.



# LOGMILL ROAD IMPROVEMENT PROJECT PRINCE WILLIAM COUNTY VIRGINIA ROUTE 701

## Location and Design Public Hearing

## WELCOME!

Thank you for attending tonight's Location and Design Public Hearing to discuss the location and design of the proposed improvements to Logmill Road (Route 701). Tonight is your opportunity to review and comment on the plans for this improvement.

Citizens are provided the opportunity to review and comment on the plans being developed for the project. Engineers can report specific details on plans, describe the project, and answer your questions. Based on comments received at the two prior Citizen Information Meetings the design has been modified to address project concerns. Prince William County Department of Transportation (PWCDOT) will obtain citizens' comments on these plans. A comment sheet is included with this brochure and others are available at tonight's meeting.

All comments received will be compiled in a record document and made available for public review at the PWCDOT office in Prince William, Virginia. Comments will be considered in the final design as approved by the PWCDOT and the Virginia Department of Transportation (VDOT).

## PURPOSE AND NEED

The PWCDOT is proposing to reconstruct a portion of Logmill Road just west of Hickory Grove, beginning approximately 1,232 feet west of Parnell Court and ending approximately 86 feet east of Meander Creek Lane. The proposed project will increase the existing sight distance by improving the vertical geometry of the roadway, meeting VDOT and AASHTO standards on this segment of road.

The purpose of this project is to improve the safety of this section of Logmill Road. Prince William County is receiving federal funds from the VDOT through the Highway Safety Improvement Program for the construction of the project, and thus National Environmental Policy Act (NEPA) Categorical Exclusion documentation is required and will be available for review at the hearing.

State Project No.: 0701-076-S65, C501, P101, R201  
Federal Project No.: HSIP-076-9 (027)  
UPC: 99403

From: Approximately 1,232 feet west of Parnell Court  
To: Approximately 86 feet east of Meander Creek Lane

When: Wednesday, February 19, 2014

Time: 6:00pm until 8:00 p.m.

Evergreen Volunteer Fire and Rescue Social Hall  
3510 James Madison Highway  
Haymarket, VA 20169

Prince William County ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Gladis Arboleda, at 5 County Complex Court, Suite 290, Prince William, Virginia 22192, or by telephone at (703) 792-5276 or TDD (703) 792-6295.

We look forward to working with you as the project moves forward. Thank you for coming!



From Parnell Court looking east at Logmill Road



From Meander Creek Lane looking west at Logmill Road

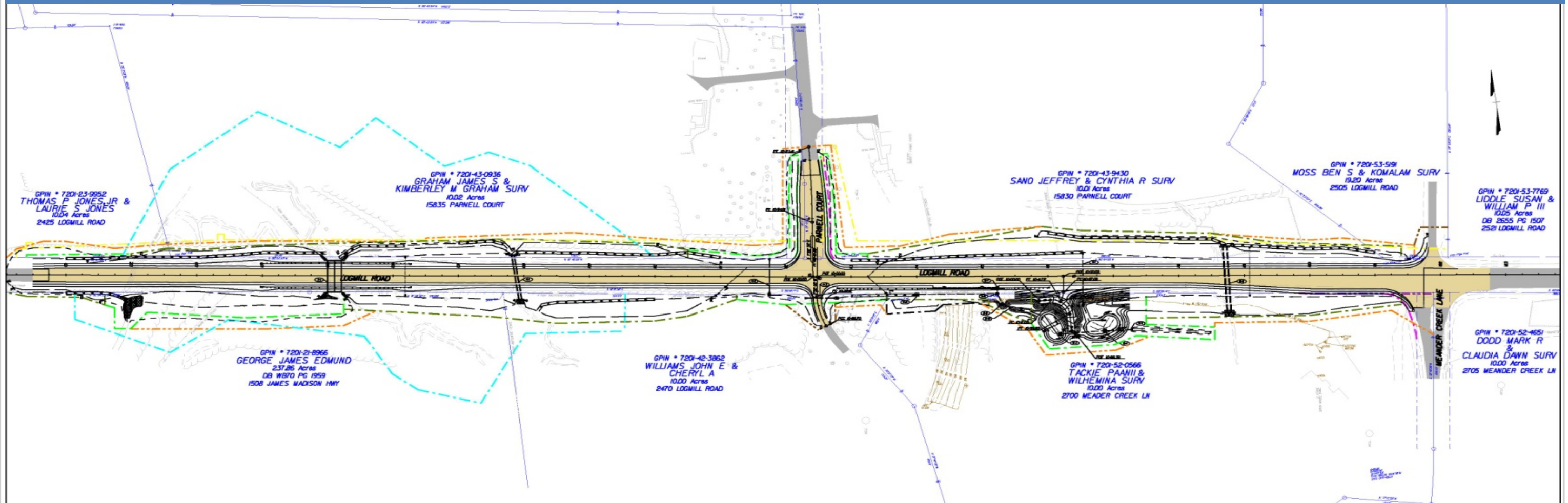
## ENVIRONMENTAL CONSIDERATIONS

This project is being coordinated through the NEPA process. Through on-site inspection, coordination and correspondence with federal, state, and local resource agencies, the VDOT Northern Virginia District Environmental Section has determined that this project will not significantly impact streams or wetlands, will not impact any endangered species, natural, cultural, historic, or recreational resources, and will not involve significant air, noise, or water quality impacts.

**No significant environmental impacts were identified during this review.**

Pursuant to the requirements of NEPA, Environmental Documentation was prepared and the resulting Categorical Exclusion is available here tonight. Design for the least environmentally damaging, practical, and feasible option has been incorporated in the development of the project.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places is available tonight at the meeting. The State Historic Preservation Officer has concluded that the project will have no effect on historic properties.



**PRELIMINARY PROPERTY IMPACTS FOR FINAL CONCEPT (IN ACRES)**

PROPERTY OWNER	RIGHT-OF-WAY ACQUISITION	PERMANENT EASEMENTS	PERM/TEMP. EASEMENTS	TEMPORARY EASEMENTS	UTILITY EASEMENTS
THOMAS P. JONES JR & LAURIE S. JONES	0.00	0.10	0.01	0.07	0.14
GRAHAM JAMES S & KIMBERLEY M GRAHAM SURV.	0.00	2.88	0.11	0.17	0.67
GEORGE JAMES EDMUND	0.00	1.34	0.15	0.03	0.03
WILLIAMS JOHN E & CHERYL A	0.00	0.50	0.00	0.06	0.01
TACKIE PAANII & WILHEMINA SURV.	0.00	0.86	0.02	0.21	0.04
SANO JEFFREY & CYNTHIA R SURV.	0.00	0.67	0.02	0.25	0.75
MOSS BEN S & KOMALAM SURV	0.00	0.02	0.00	0.08	0.06
LIDDLE SUSAN & WILLIAM P III	0.00	0.00	0.00	0.00	0.00
DODD MARK R & CLAUDIA DAWN SURV	0.00	0.00	0.00	0.00	0.00

**PAVEMENT LEGEND**

	PROPOSED PAVEMENT LIMITS
	EXISTING PAVEMENT LIMITS

**EASEMENT LEGEND:**

- Dot-dashed lines denote Permanent Drainage Easements
- Dot-dashed lines denote Permanent Slope Easements
- Dot-dashed lines denote Permanent Public Access Easements
- Dot-dashed lines denote Permanent Perpetual Street Easements
- Dot-dot-dashed lines denote Temporary Construction Easements
- Dot-dashed lines denote Permanent Flood Hazard Easements
- Dot-dashed lines denote Permanent Utility Easements

**LOGMILL ROAD IMPROVEMENTS**

**FINAL CONCEPT**

Date: JAN-2014  
Scale: 1" = 150'

## **Appendix 3 – Pictures**



Photograph 1: Sign in front of the Evergreen Volunteer Fire & Rescue advertising for the Public Hearing.



Photograph 2: Sign directing the public into the meeting room.



Photograph 3: Conduct of the meeting using an open forum method.

## **Appendix 4 – Public Notice**



# Washington Post Media

The Washington Post | washingtonpost.com | Express  
El Tiempo Latino | washingtonpostmobile

Questions or comments regarding your proof should be directed to your account representative. If you do not know your account representative, please use the appropriate number below.

(202) 334-4710 - Automotive  
(202) 334-7029 - Merchandise  
(202) 334-5800 - Real Estate

(202) 334-5787 - Business Opportunities  
(202) 334-4122 - Paid Death Notices  
(202) 334-6200 - Classified Advertising

(202) 334-4100 - Jobs  
(202) 334-5725 - Property Management  
(202) 334-7007 - Legal Notices

## Classified Ad Proof

BP Account #

Ad Number

BP Name

Advertiser #

Purchase/Insertion Order #

Advertiser Name

Start Date

End Date

Number of Insertions

Ad Size  CO

Keyword

LINES

Price

Content Component and Description

Sales Rep

Date Ad Proof is Generated

System Message

Special Instructions

**PUBLIC NOTICE  
Location and Design Public Hearing  
Logmill Road (Route 701)  
Safety Improvement Project  
(State Project: 0701-076-S65, C501,  
P101, R201, Federal Project: HSIP-076-  
9(027), UPC: 99403)  
Prince William County  
Wednesday, February 19, 2014  
6:00 p.m. - 8:00 p.m.  
Evergreen Volunteer Fire and  
Rescue Social Hall  
3510 James Madison Hwy  
Haymarket, VA 20169**

The Prince William County Department of Transportation (PWCDOT) is holding a Public Hearing on the proposed safety improvements to a portion of Logmill Road Route 701. The staff would like to obtain your comments on the proposed project.

The proposal is to reconstruct a portion of Logmill Road just west of Hickory Grove, beginning 1,232 feet west of Parnell Court and ending 86 feet east of Meander Creek Lane. The proposed project will increase the existing sight distance by improving the vertical geometry of the roadway, meeting Virginia Department of Transportation (VDOT) and AASHTO standards. Based on comments received at the two previous Citizen Information Meetings, the design of the improvements has been modified to address concerns raised. The purpose of the project is to improve the safety of this section of Logmill Road. Together with the local funds, Prince William County is receiving federal funds from VDOT through their Highway Safety Improvement Program for the completion of the project, and thus National Environmental Policy Act documentation is required.

The PWCDOT is coordinating this project through VDOT. This project meets the conditions for Categorical Exclusion level document from the Federal Highway Administration as it does not involve substantial environmental or social impacts. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places will also be available at the meeting.

Information provided at the Public Hearing includes a preliminary project schedule, preliminary property impact information, right-of-way policies, and information on anticipated environmental impacts which will be made available for review and comment.

If you have any questions, contact the Prince William County Department of Transportation, Gladis Arboleda at 703-792-5276 or garboleda@pwgov.org

Prince William County ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this project or special assistance for persons with disabilities or limited English proficiency, contact Gladis Arboleda, at 5 County Complex Court, Prince William Virginia, or by telephone at (703) 792-5276 or TDD (703) 792-6295.

Provide your written or oral comments at the meeting or submit them by March 7, 2014, to Gladis Arboleda at 5 County Complex Court, Prince William, VA 22192 or by email: garboleda@pwgov.org. Please reference the Logmill Road Improvements in the subject line.





Fairfax County Times • Loudoun Times-Mirror  
 Fauquier Times-Democrat & Fauquier Times-Democrat Weekend  
 Gainesville Times • Culpeper Times • Rappahannock News

I authorize this advertisement to appear in the products on the scheduled dates listed herein. X \_\_\_\_\_ Date \_\_\_\_\_

<b>PWC DEPARTMENT OF TRANSPORTATION</b> <b>5 COUNTY COMPLEX</b> <b>WOODBIDGE VA 22192</b> <b>(703)792-5276</b>		<i>Account:</i> 330847 <i>Ad Number:</i> 4019370 <i>Source:</i> EMAIL <i>Size:</i> 3 X 9.5 <i>Sales Rep:</i> JCLG <i>Words:</i> 477 <i>Lines:</i> 264
<i>Cost of Ad</i>	<i>Payments</i>	<i>Total Due</i>
<b>486.00</b>	<b>0.00</b>	<b>486.00</b>
<i>Class:</i> LGS LEGALS		<i>SubClass:</i> 492 PUBLIC NOTICES
GVTC and PWTC Class		Jan 29 Feb 5
Web Ads Class		Jan 29 Feb 5

AD MAKEUP NOTES

# **PUBLIC NOTICE**

## **Location and Design Public Hearing**

**Logmill Road (Route 701)  
Safety Improvement Project**

**(State Project: 0701-076-S65, C501,  
P101, R201 Federal Project:  
HSIP-076-9(027), UPC: 99403)**

**Prince William County**

**Wednesday, February 19, 2014  
6:00 p.m. - 8:00 p.m.**

**Evergreen Volunteer Fire and Rescue Social Hall  
3510 James Madison Hwy; Haymarket, VA 20169**

The Prince William County Department of Transportation (PWCDOT) is holding a Public Hearing on the proposed safety improvements to a portion of Logmill Road Route 701. The staff would like to obtain your comments on the proposed project.

The proposal is to reconstruct a portion of Logmill Road just west of Hickory Grove, beginning 1,232 feet west of Parnell Court and ending 86 feet east of Meander Creek Lane. The proposed project will increase the existing sight distance by improving the vertical geometry of the roadway, meeting Virginia Department of Transportation (VDOT) and AASHTO standards. Based on comments received at the two previous Citizen Information Meetings, the design of the improvements has been modified to address concerns raised. The purpose of the project is to improve the safety of this section of Logmill Road. Together with the local funds, Prince William County is receiving federal funds from VDOT through their Highway Safety Improvement Program for the completion of the project, and thus National Environmental Policy Act documentation is required.

The PWCDOT is coordinating this project through VDOT. This project meets the conditions for Categorical Exclusion level document from the Federal Highway Administration as it does not involve substantial environmental or social impacts. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places will also be available at the meeting.

Information provided at the Public Hearing includes a preliminary project schedule, preliminary property impact information, right-of-way policies; and information on anticipated environmental impacts which will be made available for review and comment.

If you have any questions, contact the Prince William County Department of Transportation, Gladis Arboleda at 703-792-5276 or garboleda@pwcgov.org.

Prince William County ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this project or special assistance for persons with disabilities or limited English proficiency, contact Gladis Arboleda, at 5 County Complex Court, Prince William Virginia, or by telephone at (703) 792-5276 or TDD (703) 792-6295.

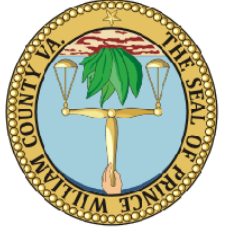
Provide your written or oral comments at the meeting or submit them by March 7, 2014, to Gladis Arboleda at 5 County Complex Court, Prince William, VA 22192 or by email: garboleda@pwcgov.org. Please reference the Logmill Road Improvements in the subject line.

Run dates January 29, 2014 & February 5, 2014

## **Appendix 5 – Mailing List**

Name	Address	City
Phil Clickester	1200 N. Utah Street	Arlington, VA 22201
Resident	1407 Mercer Road	Haymarket, VA 20169
JAMES EDMUND GEORGE	1508 JAMES MADISON HWY	HAYMARKET, VA 201691109
JEFFREY K. SANO & CYNTHIA R. SANO	15380 PARNELL CT	HAYMARKET, VA 20169
Dorothy Bowen	15530 October Way	Haymarket VA 20169
Mike Hish	15751 Hunter Lane	Haymarket, VA 20169
CYNTHIA SANDS	15830 PARNELL CT	HAYMARKET, VA 20169
Jim Graham	15835 Parnell Court	Haymarket, VA 20169
TREVOR H. MCNEAL & RHONDA M. MCNEAL	15835 PARNELL CT	HAYMARKET, VA 20169
Mailyn and Herb Herrmann	15850 Parnell Court	Haymarket, VA 20169
John Beford	15885 Parnell Court	Haymarket, VA 20169
Brad Wambach	15900 Parnell Court	Haymarket, VA 20169
Dorcie Jasperse	15900 Parnell Court	Haymarket, VA 20169
Robert S Igou	16011 Tiffany Lane	Haymarket, VA 20169
Danny Pearson	16012 Tiffany Lane,	Haymarket, VA 20169
Fred Wickham	16160 Sumney Drive	Haymarket, VA 20169
Dan and Kitty Deepliton	1621 Summit Drive	Haymarket VA 20169
Paul Scheingold	1622 Sumit Drive	Haymarket, VA 20169
HC and Jane Morgan	1804 Summit Drive	Haymarket, VA 20169
Terri Hundley	1909 Gore Drive	Haymarket, VA 20169
Deborah Buckingham	1909 Gore Drive,	Haymarket, VA 20169
Paul Crumlish	2208 Lookout Road	Haymarket VA 20169
Richard Morgan	2315 Lookout Road	Haymarket, VA 20169
Fran and Kim Mills	2412 Raymond Road	Haymarket VA 20169
THOMAS P. JONES JR & LAURIE S. JONES	2425 LOGMILL RD	HAYMARKET, VA 20169
JOHN E. WILLIAMS & CHERYL A. WILLIAMS	2470 LOGMILL RD	HAYMARKET, VA 20169
BEN S. MOSS & KOMALAM MOSS	2505 LOGMILL RD	HAYMARKET, VA 201691409
NA HYANG NAM	2512 LOGMILL RD	HAYMARKET, VA 20169
SUSAN L. LIDDLE & WILLIAM P. LIDDLE III	2521 LOGMILL RD	HAYMARKET, VA 201691409
WILLIAM C. LATHAM JR & ELIZABETH H. LATHAM	2539 LOGMILL RD	HAYMARKET, VA 20169
Claudia Thompson-Deahl	2605 Youngs Drive	Haymarket, VA 20169
Beth Roemmelt and Bruce Roemmelt	2666 Collins Court	Haymarket, VA 20169
PAANII & WILHELMINA TACKIE	2700 MEANDER CREEK LN	HAYMARKET, VA 20169
MARK R. DODD & CLAUDIA DAWN DODD	2705 MEANDER CREEK LN	HAYMARKET, VA 20169
James W. Dunkelberger	2715 Logmill Road	Haymarket, VA 20169
James E George Sr.	2908 Mountain Road	Haymarket, VA 20169
Dennis Potts	2915 Martin Terrace	Haymarket, VA 20169
HISTORIC PRINCE WILLIAM	PO BOX 1791	PRINCE WILLIAM, VA 22195-1731
BARBARA ALDRED SCHUMACHER	PO BOX 366	HAYMARKET, VA 201680366
DAVID WEBB & SUSAN GHADBAN	PO BOX 728	NOKESVILLE, VA 20182
SYG ASSOCIATES INC	PO BOX 728	NOKESVILLE, VA 20182

Prince William County  
Department of Transportation  
Gladis Arboleda  
5 County Complex Court, Suite 290  
Prince William, VA 22192



**LOCATION AND DESIGN PUBLIC HEARING  
LOGMILL ROAD SAFETY IMPROVEMENT PROJECT**  
**(State Project: 0701-076-S65, C501, P101, R201,  
Federal Project: HSIP-076-9(027), UPC: 99403)**  
Wednesday, February 19, 2014  
6:00-8:00 p.m.  
Evergreen Volunteer Fire and Rescue Social Hall  
3510 James Madison Highway  
Haymarket, VA 20169



The Prince William County Department of Transportation (PWCDOT) is holding a Location and Design Public Hearing on the proposed safety improvements to a portion of Logmill Road, Route 701. The staff would like to obtain your comments on the proposed project.

The project design is to reconstruct a portion of Logmill Road just west of Hickory Grove, beginning approximately 1,232 feet west of Parnell Court and ending approximately 86 feet east of Meander Creek Lane. The proposed project will improve safety by increasing the existing sight distance and improving the vertical geometry to meet AASHTO standards on this segment of the road.

Please join us on February 19 to learn about and discuss design and traffic safety improvements proposed for this roadway safety project.

Prince William County ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Gladis Arboleda, at 5 County Complex Court, Suite 290, Prince William, Virginia 22192 or by telephone at (703) 792-5276 or TDD (703) 792-6295.

Project Contacts:

Gladis Arboleda / Prince William County Department of Transportation  
703.792.5276 / garboleda@pwcgov.org

Scott Hatten / Prince William County Department of Transportation Right of Way  
703.792.6257 / shatten@pwcgov.org

## **Appendix 7 – Sign In Sheets**

Project: Logmill Road Safety Improvements

Name	Address	Phone Number/ Email Address	Representing (Self, HOA, Group, etc)
Marilyn & Herb Diermann	15850 Parnell Court		Avondale Estate President
HC + JANE MORGAN			BULL RUN ESTATES
Jim + Brenda George	1508 James Madison Hwy Haymarket,		Self
Tom Davis & Harriet	15570 October Way Haymarket Va 20169		Self
Michelle Failla	1411 Mercer Rd. Haymarket 20169		Self
Bill & Betty Peterson	2539 Logmill Rd.		Local RD
NATHAN GIBSON	16017 QUARTERS LN. HAYMARKET		EVERGREEN FARMS
MIKE KLYNICK	2264 MOUNTAIN RD.		SELF
Paul Schesingold	1622 Summit Dr		BBMCA
BRAD WAMBACH	15900 PARNELL CT. HAYMARKET, VA 20169		AVONDALE ESTATES RESIDENT



Project: Logmill Road Safety Improvements

Name	Address	Phone Number/ Email Address	Representing (Self, HOA, Group, etc)
Cheryl Williams	2470 Logmill	703 303-1943	
George Mcclougherty	2223 Youngs DR	703 754-9706	
Robert Igoe	16011 TIFFANY LANE	703-754-2500	
David Igoe	16012 Tiffany Lane	703 754 3932	
JAMES GEORGE	1508 JAMES MARLSON HWY	703-754-4294	
Susie Marouse	12374 ROSELAWN LN, Midland	703-856-9008	
Denise Karl	2401 LITTLE RIVER RD HAYMARKET, VA	571-283 4657	
Dorcia Jasparsa	15900 Parkhall Ct Haymarket VA	267-872-7643	
Donald & Susan Ertel	2516 Youngs, Dr. Haymarket, VA	703-754-4446	
Alan E Brathburn	2713 Rodgers Ter 20169	alamb@aol.com	

Project: Logmill Road Safety Improvements

Name	Address	Phone Number/ Email Address	Representing (Self, HOA, Group, etc)
David McAbee	2921 Martin Terrace Haymarket	571-275-0305 dmcabee@gmail.com	self
Alvin Kitchen	15401 September Way Haymarket, VA 20169	703-753-0871 akitchen@comcast.net	Self
Charlie Rigby	2850 Emily + Logmill Haymarket, VA 20169	703-754-7862 RigbyC@verizon.net	Self
JOE + JOANNE CASHWEN	1417 SPRING LAKE DR	703 753 2908 TheJOES@COMCAST.NET	SELF
Rozalind Necham	244 Youngs Dr Haymarket	703 795 1523 LittleRanger@comcast.net	Self
Jon Post	2100 Painter Ct Haymarket	703-757-2665 jpost35@gmail.com	self
Andrew Barton	2550 Youngs Dr Haymarket VA 20169	andrew.Barton.06@gmail.com	self
Frank + Joyce Hall	2112 Youngs Dr. Haymarket VA 20169		self
FRED WICKHAM	16106 SUMNEY DR	VAWICK@AOL.COM	
Kim + Fran Mills	2412 Raymark Pl		self



Project: Logmill Road Safety Improvements

Name	Address	Phone Number/ Email Address	Representing (Self, HOA, Group, etc)
Barbara Alfred Schumacher	2520 Logmill Rd		
Pete Benj & Chris	3700 Duke Lane	demitry @ me.com	Self
Stuart waen	2416 Gore Drive	stuman@verizon	Self
Ellen Malick	2485 Little River Rd	Ellenwinston@aol.com	Self
Matt Roth	15708 Nelson Dr	<del>Harman</del> Zupatun@yahoo.com	<del>Self</del> Ben CA



## **Appendix 8 – Transcript of the Public Hearing**

**ORIGINAL**

1

PRINCE WILLIAM COUNTY

DEPARTMENT OF TRANSPORTATION

\* \* \* \* \*

LOCATION AND DESIGN PUBLIC HEARING

LOGMILL ROAD IMPROVEMENT PROJECT

PRINCE WILLIAM COUNTY, VIRGINIA

\* \* \* \* \*

State Project No.: 0701-076-S65, C502, P101, R201

Federal Project No.: HSIP-076-9 (027)

UPC: 99403

\* \* \* \* \*

Evergreen Volunteer Fire and Rescue Social Hall

3510 James Madison Highway

Haymarket, Virginia 20169

\* \* \* \* \*

Wednesday, February 19, 2014

6:00 p.m. - 8:00 p.m.

## APPEARANCES:

On Behalf of the Virginia Department of  
Transportation:

George Hoddinott, VDOT

Ray Burkhardt, VDOT

Claudia Llana, VDOT

On Behalf of the Prince William County  
Department of Transportation:

Gladis Arboleda, PWCDOT

Tom Blaser, PWCDOT

Khattab Shammout, PWCDOT

Javier Ibe, PWCDOT

On Behalf of the Prince William County  
Board of Supervisors:

Pete Candland,  
Supervisor, Gainesville District

On Behalf of Dewberry Company:

Steve Kuntz, Engineer

\* \* \* \* \*

## C O N T E N T S

SPEAKER	PAGE
HERB HERMAN 15870 Parnell Court Haymarket, Virginia 20169	3
ALAN BRATBURD 2713 Rodgers Terrace Haymarket, Virginia 20169	4

## P R O C E E D I N G S

1  
2 MR. HERMAN:

3 All these folks are complaining about the  
4 problem is the intersection and there's been four fatal  
5 accidents on top of that hill. Some people refer to it as  
6 Thrill Hill.

7 It's been a bad hill for at least 20 years,  
8 and of the four fatal accidents six people have been  
9 killed. Of those four accidents, one did involve the  
10 intersection. The other three had nothing to do with the  
11 intersection.

12 People say it's drunk kids. There was one  
13 incident, one accident, which had two fatalities, where  
14 the driver was drunk and was speeding. According to the  
15 police reports we were able to get a hold of, the others  
16 did not involve drinking or excessive speed.

17 It was sight lines and a ditch right there.  
18 If you're two feet off you're in the ditch and you lose  
19 control. Two of the accidents involved where they lost  
20 control and ended up hitting a tree.

21 So, you know, it's not the intersection, it's  
22 a dangerous hill. One policeman told us it was the most  
23 dangerous 500 feet in the state of Virginia because of the



1 four fatal accidents.

2 So I say get it done.

3 MR. BRATBURD:

4 My name is Alan Bratburd, A-L-A-N, B-R-A-T-B-  
5 U-R-D. I want the scope of the project expanded to  
6 include making New Road -- making the detours stable and  
7 safe before they start closing Logmill Road.

8 I figure that either those roads are going to  
9 be permanently improved or some beam counter is going to  
10 decide that this just isn't worth it.

11 I don't think a lot of that traffic is going  
12 to go through Evergreen Country Club. They are going to  
13 go down farther to Jackson Hollow Road or they are going  
14 to go down Mountain Road all the way through Waterfall.

15 And there is stretches of unpaved road there.  
16 Jackson Hollow is not paved. If this project goes in the  
17 wintertime that's going to be impassable.

18 New Road, equally in the other direction, with  
19 the amount of traffic that's going to be added to these  
20 detours, they are going to turn into swamps.

21 And that's my comment. So I'm saying, make  
22 those roads viable, as viable as Logmill is now, before we  
23 close Logmill for any length of time.

\* \* \* \* \*

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23

(Whereupon, at approximately 8:00 p.m., the  
PWCDOT Public Hearing was concluded.)

\* \* \* \* \*

## CERTIFICATE OF REPORTER

I, SUSAN MARIE MAROUSE, a Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.



SUSAN MARIE MAROUSE  
Verbatim Reporter