



Prince William County

Design Public Hearing Transcript Documents

Interchange at Route 234 and Brentsville Road Project

Northern Virginia Transportation Authority Project No: 2018-034-1
VDOT Project: 0234-076-323, PE-101, RW-201, C-501, B-661, B-662
UPC: 118626

Public Hearing Transcript Documents

NVTA Project: 2018-034-1

VDOT Project: 0234-076-323, PE-101, RW-201, C-501, B-661, B-662

Routes: Route 234 Bypass – Prince William Parkway/Dumfries Road
Route 649 – Brentsville Road

County/City: Prince William County

UPC: 118626

Project Location: Route 234 Bypass – Prince William Parkway/Dumfries Road
From: 0.374 Mi. West of Brentsville Road (Route 649)
To: 0.711 Mi. East of Brentsville Road (Route 649)

Public Hearing Date: December 8, 2021 at 6:00 pm

Venue: Lake Jackson Fire House
11310 Coles Drive
Manassas VA, 20112

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Public Hearing Description

Project Name: Interchange at Route 234 and Brentsville Road Project

Project Numbers: VDOT Project: 0234-076-323, PE-101, RW-201, C-501, B-661, B-662
UPC: 118626
NVTA Project: 2018-034-1

Project Location: Route 234 Bypass – Prince William Parkway/Dumfries Road
From: 0.374 Mi. West of Brentsville Road (Route 649)
To: 0.711 Mi. East of Brentsville Road (Route 649)

Prince William County held a Design Public Hearing at the Lake Jackson Fire House, 11310 Coles Drive, Manassas, VA on Wednesday December 8, 2021 from 6:00 PM to 8:00 PM for the Interchange at Route 234 and Brentsville Road Project. The public hearing included a formal presentation by the Prince William County Supervisor for Coles District, the Prince William County Transportation Director, and members of the project team which was directly followed by a period for public comments. In addition to in-person attendees, the public hearing was broadcast live on-line for attendees to view the live presentation and then type in public comments to be read aloud for the project team to provide responses. Additionally, presentation boards displaying the project design, plans, Public Hearing brochures, and comment sheets were available for public viewing at the meeting. Representatives from Prince William County and the project team were available to speak with citizens and answer questions about this project. Citizens could also provide oral comments to a court reporter and written comments in a comment box. Citizens also sent in e-mails comments after the public hearing. Written and oral comments were accepted at the meeting and written comments were accepted after the meeting until December 18, 2021.

Public Notification

The project team posted two public hearing advertisement ads in the Washington Post (30 & 9 days) prior to the December 8, 2021 public hearing. The ads and notarized proofs are included in **Appendix A1**. The project team sent a notification to 21 nearby property owners and tenants through the postal service briefly describing the project and informing them of the planned Design Public Hearing. The notification for the public hearing described above and the list of addressees is presented in **Appendix A2**. Additionally, four portable message boards were placed at the intersection of Prince William Parkway and existing Brentsville Road to advertise the planned Design Public Hearing to drivers passing through the project vicinity (**Appendix A3**).

Exhibits & Documents Available at Design Public Hearing

Information available at the public hearing included project plans, project design exhibits, and project brochures and comment sheets. Additionally, the following information was available for review 30 days prior to the public hearing on the Prince William County Department of Transportation website: project plans, project design exhibits, and project brochures and comment sheets. The public hearing brochure and comment sheet are presented in **Appendix B**. Reduced-size reproductions of the exhibits and renderings displayed at the public hearing are presented **Appendix C1**, slides from the public hearing presentation are presented in **Appendix D1**, and the sign-in sheets for all public hearing attendees is included in **Appendix E**.

Project Background and Purpose

The project purpose is to Improve traffic operations, traffic flow, and safety by constructing a grade-separated interchange at the intersection of Route 234 (Prince William Parkway/Dumfries Road) and Brentsville Road. Additionally, the Project realigns a section of Brentsville Road and constructs a bridge crossing to grade separate the intersection of Prince William Parkway and Route 234 Business to eliminate the existing traffic signal. The new bridge and Interchange will provide free-flow movements across the Prince William Parkway to eliminate delays and congestion resulted from the existing traffic signals.



The project will include the construction of bridge structures to grade separate the intersection of Prince William Parkway and Brentsville Road and the intersection of Prince William Parkway and Dumfries Road (Route 234 business). The project will convert the intersection of Prince William Parkway at Bradley Cemetery Way to a continuous green-T intersection and will include the realigning of Brentsville Road to provide a through roadway to Dumfries Road. The new bridge structures will provide free flow movements and will significantly reduce delays.

Pedestrian facilities are provided throughout the project in the form of a 10' Shared Use Path (SUP) and 5' sidewalk. Connections will be made to the existing (SUPs) along Dumfries Rd. (Rte. 234 Bypass) at Coles Drive and along Prince William Parkway (Rte. 294). A sidewalk will be constructed along Dumfries Rd. (Rte. 234 Business) to connect to the existing sidewalk at Godwin Drive.

The project requires Limited Access Control Changes along Route 234 Bypass and Brentsville Road in the project area, which will require Commonwealth Transportation Board (CTB) approval.

The project is being administered by PWCDOT using the Design-Build delivery method and is being developed in accordance with applicable Prince William County and Virginia Department of Transportation (VDOT) standards, guidelines, and requirements.

Summary of Comments

Several oral comments were provided by the public after the presentation and were responded to in person by members of the design team and Prince William County staff. These comments have been included in the transcript of the meeting in **Appendix F**. Additionally, written comments were provided during the comment period in the form of comment sheets, typed comments during the presentation, and emailed comments. These comments have been included in the transcript under **Appendix G**. A court reporter was available to transcribed oral comments. However, no oral comments were made to the court reporter. The lack of recorded comments is documented in **Appendix F**.

Responses to the written comments have also been provided by the project team in **Appendix H**.

Appendix A1 - Advertisement Materials (Newspaper Advertisements)

- Public Hearing Newspaper Advertisement (11/08/2021)
- Newspaper Proof of Certification from Washington Post (11/28/2021)
- Public Hearing Newspaper Advertisement (11/29/2021)
- Newspaper Proof of Certification from Washington Post (11/28/2021)

The Washington Post CLASSIFIED

Top row of classified ads with icons for local expert, homes for sale, apartments, merchandise, dogs cats birds fish, and trustee sales.

For Recruitment advertisements, go to washingtonpost.com/recruit or call 202-334-4100. To place an ad, go to washingtonpostads.com or call 202-334-6200.

Newspaper Carriers needed to deliver The Washington Post in DC, MD and VA area.

Bids & Proposals: Design Public Hearing Advertisement for Route 234 Brentsville Road.

Autos Wanted: Donate your car/truck/van to Luthran Mission Society.

Montgomery County: In the circuit court for Montgomery County, Md.

Career Training - Emp Svcs: Become a Medical Office Professional.

Official Notices: ABC License: Shake Shack Virginia.

What's for dinner?: Search our database of tested recipes.

Home delivery is convenient. 1-800-753-POST

Home delivery is convenient. 1-800-753-POST

Home delivery is convenient. 1-800-753-POST

Retropolis: The past, rediscovered.

Home delivery is convenient. 1-800-753-POST

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Substitute Trustees' Sale of a Vacant Three-Story Brick Corner Two Unit Residential Rowhouse.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

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Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Substitute Trustees' Sale of a Single-Family Row House known as 3030 K Street.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

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Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Substitute Trustees' Sale of a Single-Family Row House known as 220 Maryland Avenue.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

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Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Substitute Trustee's Sale of Real Property: 4149 Parkglen Court, NW.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

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Trustees Sale - DC: ALEX COOPER AUCTIONEERS, INC. 4910 MASSACHUSETTS AVENUE.

More Newsletters & Entertainment? Washington Post newsletters deliver more of what you're looking for.

PROOF OF PUBLICATION

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Sandra Hinton well known to me to be ACCTS RECEIVABLE SUPERVISOR of The Washington Post, a daily newspaper published in the City of Washington, District of Columbia, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

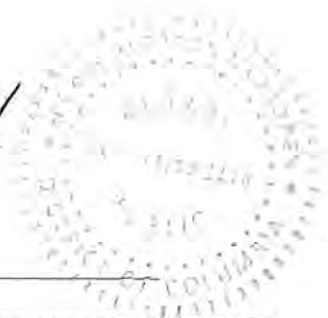
I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following date(s) at a cost of \$1,455.60 and was circulated in the Washington metropolitan area.

Published 1 time(s). Date(s):08 of November 2021

Account 2010041075

Witness my hand and official seal this 28th day of November 2021

My commission expires 11/30/26



Design Public Hearing Advertisement Route 234 Brentsville Road Interchange & Limited Access Control Change VDOT Project UPC: 118626 0234-076-323, PE101, RW201, C501 Prince William County In-Person and Virtual Wednesday, December 8, 2021 6:00 p.m. - 7:30 p.m. Lake Jackson Fire House 11310 Coles Dr., Manassas, VA 20112 The Prince William County Department of Transportation will conduct a Design Public Hearing for the Route 234 Brentsville Road Interchange Project (Project) The Design Public Hearing will be held at the Lake Jackson Fire House at 6:00 p.m. on December 8, 2021 and can be also viewed live through the link posted on the Prince William County Department of Transportation website at: <https://www.pwcva.gov/department/transportation/current-road-projects>. The Project team will make a short presentation beginning at 6:30 p.m. and answer questions for the duration of the meeting. The purpose of the public hearing is to receive public comments on the design of the Route 234 Brentsville Road Interchange Project and associated Limited Access Control Changes in the Coles Magisterial District. This Project will involve a change and break in Limited Access Control. Preview the Project information and Design Public Hearing plans including the environmental documentation on the Prince William County Department of Transportation website at <https://www.pwcva.gov/department/transportation/current-road-projects>. Deadline to submit comments is December 18, 2021. The public may provide written or verbal comments at the Design Public Hearings, mail them to Ms. Mary Ankers, P.E., Project Manager, at the Prince William County Department of Transportation, 5 County Complex, Suite 290, Prince William, VA 22192, or email them to mankers@pwcgov.org. Please reference #Route 234 Brentsville Road Interchange Project PH Comments" in the subject heading. Prince William County ensures nondiscrimination in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For information call 703-792-4228 or TDD 703-792-5223. Accessibility to Persons with Disabilities:

The Design Public Hearing is being held at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, please contact Mary Ankers at the Prince William County Department of Transportation at (703) 792-4228 or email mankers@pwcgov.org no later than Friday, December 3, 2021.

PROOF OF PUBLICATION

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Sandra Hinton well known to me to be ACCTS RECEIVABLE SUPERVISOR of The Washington Post, a daily newspaper published in the City of Washington, District of Columbia, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following date(s) at a cost of \$1,455.60 and was circulated in the Washington metropolitan area.

Published 1 time(s). Date(s): 29 of November 2021

Account 2010041075

Witness my hand and official seal this 28th day of December 20 21

My commission expires 11/30/26

Design Public Hearing Advertisement Route 234 Brentsville Road Interchange & Limited Access Control Change VDOT Project UPC: 118626 0234-076-323, PE101, RW201, C501 Prince William County In-

Person and Virtual Wednesday, December 8, 2021 6:00 p.m. - 7:30 p.m. Lake Jackson Fire House 11310

Coles Dr., Manassas, VA 20112 The Prince William County Department of Transportation will conduct a

Design Public Hearing for the Route 234 Brentsville Road Interchange Project (Project) The Design

Public Hearing will be held at the Lake Jackson Fire House at 6:00 p.m. on December 8, 2021 and can

be also viewed live through the link posted on the Prince William County Department of Transportation website at: <https://www.pwcva.gov/department/transportation/current-road-projects>. The Project team will make a short presentation beginning at 6:30 p.m. and answer questions for the

duration of the meeting. The purpose of the public hearing is to receive public comments on the design of the Route 234 Brentsville Road Interchange Project and associated Limited Access Control Changes in the Coles Magisterial District. This Project will involve a change and

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Appendix A2 - Advertisement Materials (Mailings)

- County Mailing to Surrounding Community
- Mailing List

PUBLIC HEARING ADVERTISEMENT

COMMENT ON THE DESIGN OF THE ROUTE 234 BRENTSVILLE ROAD INTERCHANGE PROJECT — COLES MAGISTERIAL DISTRICT

The Prince William County Department of Transportation will conduct a Design Public Hearing for the Route 234 Brentsville Road Interchange Project (Project)

The Design Public Hearing will be held at the Lake Jackson Fire House at 6:00 p.m. on December 8, 2021 and can be also viewed live through the link posted on the Prince William County Department of Transportation website at: <https://www.pwcva.gov/department/transportation/current-road-projects>. The Project team will make a short presentation beginning at 6:30 p.m. and answer questions for the duration of the meeting.

The purpose of the public hearing is to receive public comments on the design of the Route 234 Brentsville Road Interchange Project and associated Limited Access Control Changes in the Coles Magisterial District. This Project will involve a change and break in Limited Access Control.

Preview the Project information and Design Public Hearing plans including the environmental documentation on the Prince William County Department of Transportation website at <https://www.pwcva.gov/department/transportation/current-road-projects>.

Deadline to submit comments is December 18, 2021. The public may provide written or verbal comments at the Design Public Hearings, mail them to Ms. Mary Ankers, P.E., Project Manager, at the Prince William County Department of Transportation, 5 County Complex, Suite 290, Prince William, VA 22192, or email them to mankers@pwcgov.org. Please reference “Route 234 Brentsville Road Interchange Project PH Comments” in the subject heading.

Prince William County ensures nondiscrimination in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For information call 703-792-4228 or TDD 703-792-5223.

Accessibility to Persons with Disabilities: The Design Public Hearing is being held at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, please contact Mary Ankers at the Prince William County Department of Transportation at (703) 792-4228 or email mankers@pwcgov.org no later than Friday, December 3, 2021.



VDOT Project: 0234-076-323

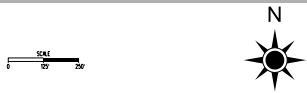
Route 234-Brentsville Road Interchange Project



Project Location



North Arrow & Scale



Legend

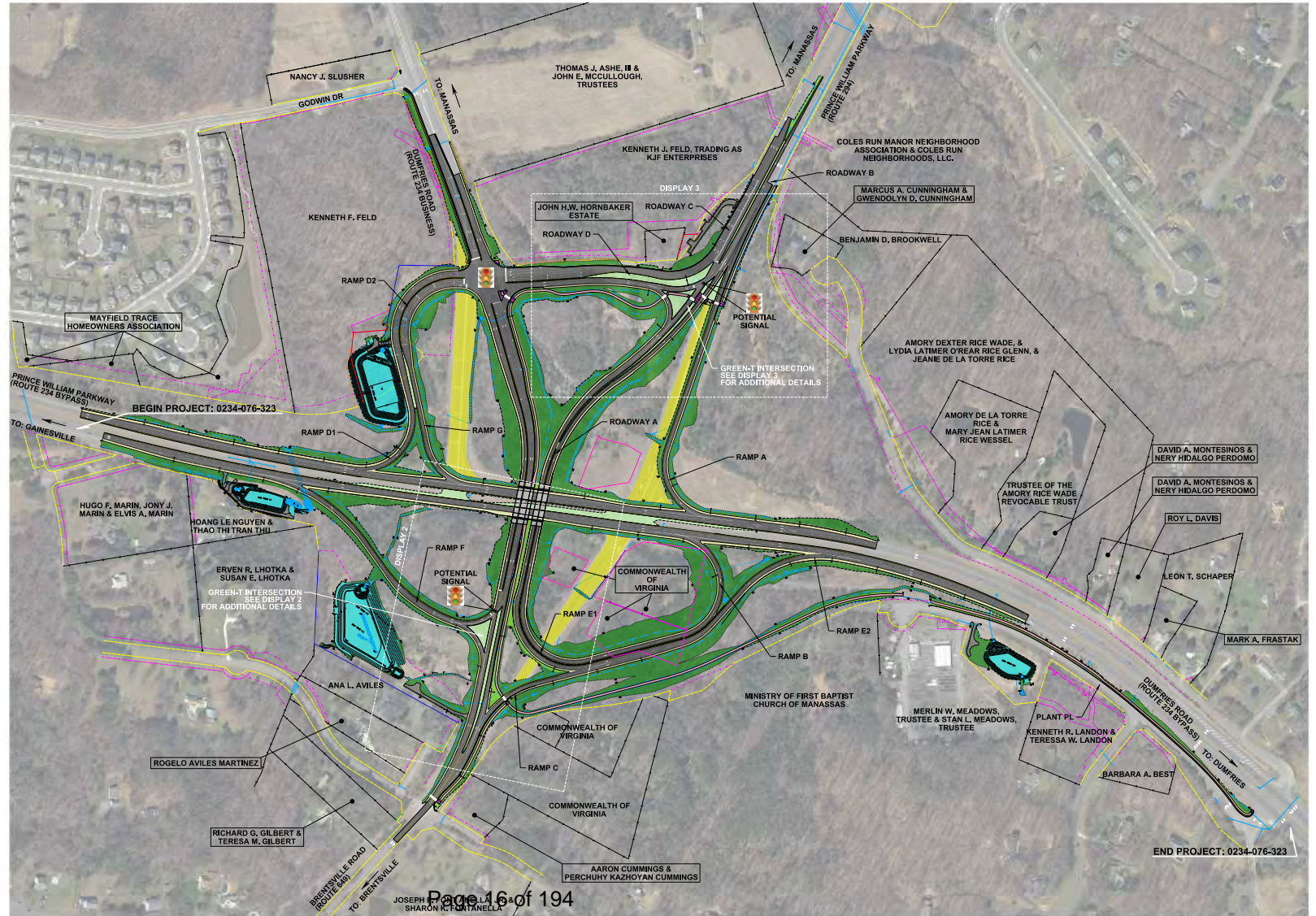
Contact Information

Mary Ankers
Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, Va 22192
Comments may also be sent to:
MAkers@pwvcgov.org

Route 234-Brentsville Road Interchange Project
Prince William, Virginia
State Project Number: 0234-076-323
UPC: 118626

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2017.



Tax Map ID No.	Property Address of Record	Property Owner	Owner Mailing Address
7794-55-7371	10977 Inspiration Point Pl.	Mayfield Trace Homeowners Association	C/o Sequia Management Company 13998 Parkeast Cir.
7794-86-3197	10805 Dumfries Rd.	Ashe III Thomas J TR ET AL	10805 Dumfries Rd.
7794-86-6262	10855 Dumfries Rd.	Kenneth J. Feld	8607 Westwood Center Dr.
7794-96-6653	10820 Monocacy Way	Coles Run Manor Neighborhood Association	1881 Campus Commons Dr., Ste 101
7794-96-4808	8690 Smith Ln.	Benjamin D. Brookwell	8690 Smith Ln.
7894-05-0477	8670 Smith Ln.	Rice Macdougall Et Al	8670 Smith Ln.
7794-95-9421	8650 Smith Ln.	Rice Amory De La Torre & Mary J L R Wessel T-C	8650 Smith Ln.
7894-04-1787	8600 Smith Ln.	John Glen & Lydia Rice Et. Al.	595 Sherwood Dr.
7894-04-4773	8570 Smith Ln.	David Montesinos	8570 Smith Ln.
7894-04-6270	8550 Smith Ln.	Roy L. Davis	8550 Smith Ln.
7894-04-9259	8520 Smith Ln.	Leon T. Schaper	1177 North 15Th St.
7894-03-6491	11411 Huntsman Dr.	Barbara A. Best	11411 Huntsman Dr.
7894-04-3207	11414 Huntsman Dr.	Keneth R. & Teresa W. Landon	11414 Huntsman Dr.
7794-93-8087	8675 Plant Pl.	Merling W. & Stan L. Meadows	270 Nw 8Th St.
7794-93-0771	8725 Plant Pl.	Ministry Of First Baptist Church Of Manassas Tr	9258 Center St.
7794-73-7072	8794 Bradley Forge Dr.	Aaron Cummings & Kazhoyan Perchuhy Cummings	10221 Waterford Dr.
7794-73-2272	8830 Brentsville Rd.	Richard G. & Teresa M. Gilbert	8830 Brentsville Rd.
7794-74-2606	8822 Brentsville Run Ct.	Martinez Rogelio Aviles	8822 Brentsville Run Ct.
7794-74-3119	8818 Brentsville Run Ct.	Ana L. Aviles	24896 Balmoral Glen Ct.
7794-64-6299	10985 Boutillier Ln.	Hoang Le Nguyen & This Tran Thu Thao	10985 Boutillier Ln.
7794-65-1902	10971 Boutillier Ln.	Hugo F., Jony J., & Elvis A. Marin	10971 Boutillier Ln.

Appendix A3 - Advertisement Materials (Message Boards)

- Message Board to Traveling Public Exhibit
- Project Team/PWC-DOT and VDOT Coordination
- Project Team Certification Board were Installed

UPC 118626 – Interchange at Route 234 and Brentsville Road Project

Public Hearing Message Board Locations

Two (2) Portable Changeable Message Signs (PCMS) boards were placed on the two approaches to the intersection of Route 234/Brentsville Road and one (1) Portable Changeable Message Sign (PCMS) board was placed on the one approach to the intersection of Dumfries Road/Route 234 from November 22, 2021 through December 8, 2021 to promote additional awareness of the public meeting for the project. The PCMS's were located as shown below. VDOT's Authorization and coordination is shown on the subsequent sheets, for allowing the project team to install them and the messages to be conveyed to traveling public. Additionally, provided is evidence from the project team that the PCMS' were installed.



Ellen R. Diekel

From: Heironimus, David <david.heironimus@vdot.virginia.gov>
Sent: Tuesday, November 9, 2021 3:28 PM
To: Ellen R. Diekel
Cc: Scott N. Rhine; Rick Delong; mankers@pwcgov.org; Dave L. Leber
Subject: Re: Brentsville Interchange - message boards to advertise public hearing

Ellen,

We have no issue with the proposed locations, duration, date and messages for the VMS signs as requested.

Regards,

Dave Heironimus

Area Land Use Permit Manager-PWC

VDOT Prince William Permits

10228 Residency Road

Manassas, VA 20110

Office: 703-366-1915

Mobile: 571-748-8175

David.Heironimus@VDOT.Virginia.gov



<https://www.virginiadot.org/>

On Tue, Nov 9, 2021 at 7:06 AM Ellen R. Diekel <erdiekel@wagman.com> wrote:

Hi Dave,

We are seeking VDOT approval on the location, durations & dates, and messages of the variable message signs for the Brentsville Rt. 234 Interchange Project Public Hearing on December 8th. Please see attached for VDOT review and approval.

Thank you,

Ellen

Ellen R. Diekel, P.E.

Project Engineer | Heavy Civil

M 804.297.5264

Wagman

General Construction | Heavy Civil | Geotechnical

www.wagman.com

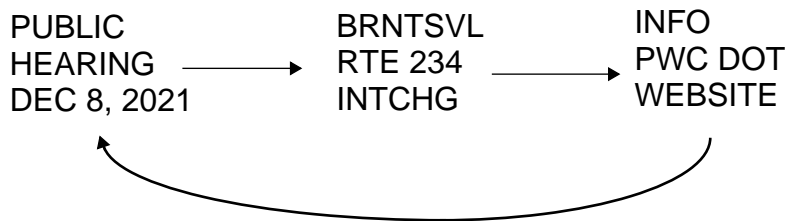
Brentsville Rt. 234 Interchange Project
Public Hearing - December 8, 2021
Variable Message Signs

LAYOUT



3 Variable Message Signs

Placed on or before November 24th until after Public Hearing is held, December 8th, 2021
Rotating Message shall read as follows:



Aaron DeLong

From: Ellen R. Diekel <erdiekel@wagman.com>
Sent: Monday, November 22, 2021 11:27 AM
To: Ankers, Mary; Heironimus, David
Cc: Aaron DeLong; Carl M. Benton; Dave L. Leber; Anthony Bednarik; Scott N. Rhine; Rick Delong
Subject: Public Hearing Message Boards
Attachments: PH Board 1.jpg; PH Board 2.jpg; PH Board 3.jpg

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mary,

The message boards are in place. See photos attached.

(Despite the way the some of the photos look, all the messages are bright and clear with no missing letters. My camera had difficulties capturing it clearly.)

We put "DEC 8" instead of "DEC 8, 2021". One of the boards had a light out, so I hope that adjustment is okay with you. Also, they have to be placed in a shoulder area with enough space from traffic for safety reasons, so you may notice they are a little farther back from the traffic lights than I had shown in my original diagram.

Thank you,
Ellen

Ellen R. Diekel, P.E.
Project Engineer | Heavy Civil
M 804.297.5264

Wagman
General Construction | Heavy Civil | Geotechnical
www.wagman.com

Appendix A4 - Advertisement Materials (PWC DOT Website Notice)

- Facebook Advertisement
- Materials on PWC DOT Website



Department of Transportation
Ricardo Canizales
Director of Transportation

PUBLIC HEARING ADVERTISEMENT

COMMENT ON THE DESIGN OF ROUTE 234 BRENTSVILLE ROAD INTERCHANGE PROJECT - COLES MAGISTERIAL DISTRICT

The Prince William County Department of Transportation will conduct a Design Public Hearing for the Route 234 Brentsville Road Interchange Project (Project)

The Design Public Hearing will take place at the Lake Jackson Fire House at 11310 Coles Drive, Manassas VA starting at 6:00 p.m. on Dec. 8, 2021 and also view it live through the link posted on the Prince William County Department of Transportation website at: <https://www.pwcva.gov/department/transportation/current-road-projects>. The Project team will make a short presentation beginning at 6:30 p.m. and answer questions for the duration of the meeting.

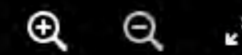
The purpose of the public hearing is to receive public comments on the design of the Route 234 Brentsville Road Interchange Project and associated Limited Access Control Changes in the Coles Magisterial District. This Project will involve a change and break in Limited Access Control.

Preview the Project information and Design Public Hearing plans including the environmental documentation on the Prince William County Department of Transportation website at <https://www.pwcva.gov/department/transportation/current-road-projects>.

Deadline to submit comments is Dec. 18, 2021. The public may provide written or verbal comments at the Design Public Hearings, mail them to Ms. Mary Ankers, P.E., Project Manager, at the Prince William County Department of Transportation, 5 County Complex, Suite 290, Prince William, VA 22192, or email them to mankers@pwcgov.org. Please reference "Route 234 Brentsville Road Interchange Project PH Comments" in the subject heading.

Prince William County ensures nondiscrimination in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For information call 703-792-4228 or TDD 703-792-5223.

Accessibility to Persons with Disabilities: The Design Public Hearing is taking place at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, please contact Mary Ankers at the Prince William County Department of Transportation at (703) 792-4228 or email mankers@pwcgov.org no later than Friday, Dec. 3, 2021.



Prince William County Government, Virginia

November 16 at 5:42 PM

PUBLIC HEARING ADVERTISEMENT

3 1 Comment 9 Shares

Like Comment Share

Most Relevant

Zachary Tardivo
<https://www.pwcva.gov/transportation/current-road-projects>

PWCVA.GOV
Current Road Projects

1d

See more of Prince William County Government, Virginia on Facebook

Log In

Page 25 of 194

Create new account

COLES MAGISTERIAL DISTRICT

Route 234- Brentsville Road Interchange Project

This project will construct an innovative interchange at Route 234 and Brentsville Road.

Design Public Hearing is scheduled for Wednesday, December 8, 2021 at 6:00pm at Lake Jackson Fire House: 11310 Coles Drive, Manassas, VA 20112.

The link to the meeting can be found here https://teams.microsoft.com/l/meetup-join/19%3ameeting_NjFhZTU0YWItN2M3Yy00MjhmLTg1NzYtNmY1ZGEyNmUxYmly%40thread.v2/0?context=%7b%22Tid%22%3a%221f69f899-45e0-4aed-872f-c3917f6c9274%22%2c%22Oid%22%3a%22924538ab-67d3-48e6-b336-e99029f13044%22%7d

PUBLIC INFORMATION MEETING VIRTUAL PRESENTATION

[YouTube](#)

[Virtual Presentation Postcard Route 234-Brentsville Rd Interchange Project](#)

[News Ad - Virtual Presentation for Public Information and Comments on Route 234 - Brentsville Rd](#)

[Environmental Study Summary Document Route 234-Brentsville Rd Interchange Project](#)

[Exhibit Brentsville PLAN Route 234 Brentsville Rd Interchange](#)

[Exhibit_Brentsville PLAN BLOW UP Bridges Route 234 Brentsville Rd Interchange](#)

[Exhibit Brentsville PLAN BLOWUP 1 Route 234 Brentsville Rd Interchange](#)

[Exhibit Brentsville PLAN BLOWUP 2 Route 234 Brentsville Rd Interchange](#)

[Exhibit Brentsville PLAN BLOWUP 3 Route 234 Brentsville Rd Interchange](#)

[Existing vs Proposed Routes Route 234 Brentsville Rd Interchange](#)

[Virtual Presentation File Route 234 - Brentsville Interchange](#)

[Virtual Presentation Comment Sheet Route 234 - Brentsville Interchange](#)

Design Public Hearing Materials

- </assets/2021-12/Letter%20announcing%20hearing.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20%20Brochure.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20%20Display%20Boards.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20Environmental%20Study.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20Sign%20In%20Sheet.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20Comment%20Sheet.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20Environmental%20Study.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20%20Cross%20Sections.pdf>
- </assets/2021-11/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20%20Plans.pdf>
- </assets/2021-12/Rte%20234%20Brentsville%20Rd%20Interchange%20-%20CTB%20Draft%20Resolution.pdf>
- </assets/2021-12/Final%20Proof.pdf>

Appendix B - Brochure and Comment Form

ENVIRONMENTAL CONSIDERATIONS

The proposed Interchange at Route 234 and Brentsville Road was a component of the Route 234 Bypass (now Prince William Parkway) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal Highway Administration (FHWA) in 1994, in accordance with provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771. Environmental Studies completed in March 2021 determined that the location of the currently proposed improvements is essentially the same as was proposed and evaluated in the 1994 SEIS. As the project progresses, Prince William County, VDOT, and FHWA will assess if any new significant environmental impacts have been identified that were not evaluated in previous NEPA documentation. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange (23 CFR 771.129) to ensure the project design plans are consistent with the 1994 SEIS and the 2021 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction.

PROJECT SCHEDULE



Public Information Meeting:	May 18, 2020 (complete)
Design-Build Contract Award:	February 8, 2021 (complete)
Design Public Hearing:	December 8, 2021
Begin Early Grading:	Winter 2021
Begin Right of Way Acquisition:	Summer 2022
Project Completion:	Spring 2024

GET INVOLVED

Give your written or verbal comments at the hearing or submit them by December 18, 2021, to Ms. Mary Ankers, P.E., Project Manager, Prince William County Department of Transportation, at the address below. You may also email your comments to MAncers@PWCgov.org. Please reference "Interchange at Route 234 and Brentsville Road Project PH Comments" in the subject heading.

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, VA 22192
Email at: MAncers@PWCgov.org

The public comment period closes December 18, 2021.



Design Public Hearing

Interchange at Route 234 and Brentsville Road Project

Prince William County
December 8th, 2021; Time: 6 p.m.
Place: Lake Jackson Fire House
11310 Coles Dr., Manassas VA 20112
Northern Virginia Transportation Authority project No. 2018-034-1
VDOT Project No. 0234-076-323
UPC 118626

PUBLIC MEETING

Welcome to the Prince William County Department of Transportation (PWCDOT) Design Public Hearing for the proposed Interchange at Route 234 and Brentsville Road Project

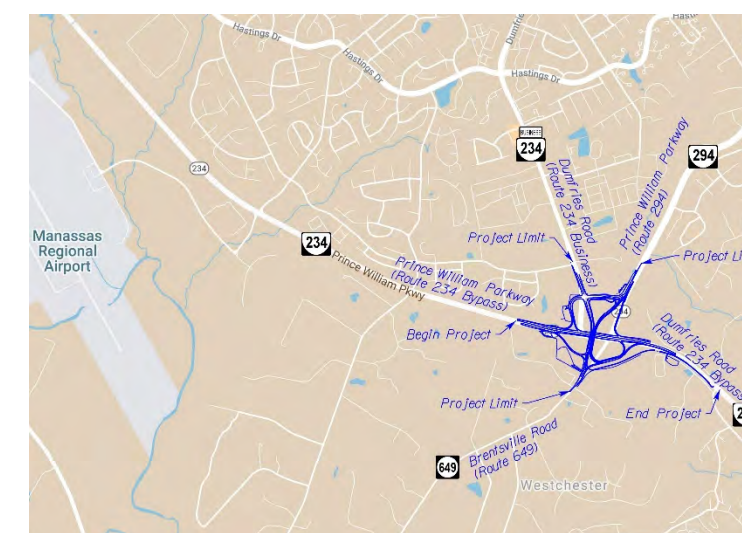
Prince William County strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and improvements affecting them.

Thank you for attending this Design Public Hearing to discuss the proposed Interchange at Route 234 and Brentsville Road Project. Tonight is an opportunity for any person, acting on his/her own behalf or representing a group or governing agency, to provide PWCDOT comments and/or suggestions on the proposed interchange and roadway improvement project.

Please take the opportunity to review the materials provided and displayed tonight. A comment sheet has been included in the handouts. Your input is encouraged and appreciated.

Prince William County representatives, as well as our consulting engineers and contractors, are present to discuss the project and answer your questions.

PROJECT OVERVIEW



Interchange at Route 234 and Brentsville Road
Project Location Map

PURPOSE: Improve traffic operations, traffic flow, and safety by constructing a grade-separated interchange at the intersection of Route 234 (Prince William Parkway/Dumfries Road) and Brentsville Road. Additionally, the Project realigns a section of Brentsville Road and constructs a bridge crossing to grade separate the intersection of Prince William Parkway and Route 234 Business to eliminate the existing traffic signal. The new bridge and Interchange will provide free-flow movements across the Prince William Parkway to eliminate delays and congestion resulted from the existing traffic signals.

LOCATION: From 2000' west of Prince William Parkway and Dumfries Rd (Route 234 Business) to Coles Dr. (approx. 3500' east of Prince William Parkway and Brentsville Road).

PROJECT BUDGET: \$54.9 Million (fully funded by NVTA)

MEETING PURPOSE

The purpose of this Design Public Hearing is to acquaint you with the design process and the features of this planned project. These meetings are beneficial to the public and the Prince William County Department of Transportation alike. They permit PWCDOT's engineers to report the facts developed in their studies and to obtain the public's comments which assist in determining the design of the proposed project. Representatives from Prince William County and their design-build team are present to discuss your concerns and answer your questions. This hearing provides the opportunity for any person (acting on their behalf or representing a group or governing body) to offer comments or submit written material concerning the proposed project. The comments you make as a result of this meeting will be considered as we further develop the design plans. We welcome your comments and suggestions, whether written or verbal.

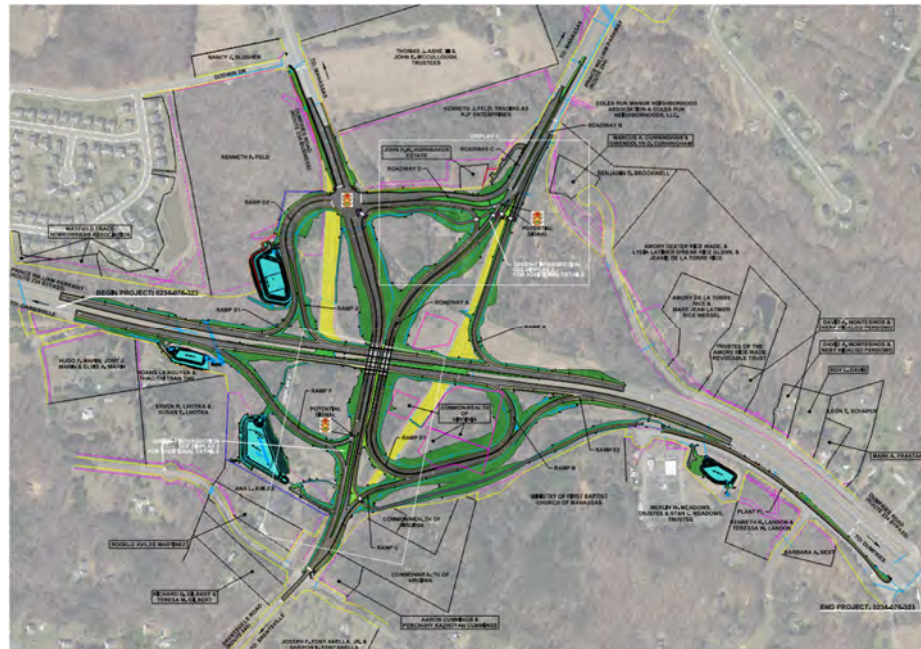
PROJECT DESCRIPTION

The project will include the construction of bridge structures to grade separate the intersection of Prince William Parkway and Brentsville Road and the intersection of Prince William Parkway and Dumfries Road (Route 234 business). The project will convert the intersection of Prince William Parkway at Bradley Cemetery Way to a continuous green-T intersection and will include the realigning of Brentsville Road to provide a through roadway to Dumfries Road. The new bridge structures will provide free flow movements and will significantly reduce delays.

Pedestrian facilities are provided throughout the project in the form of a 10' Shared Use Path (SUP) and 5' sidewalk. Connections will be made to the existing (SUPs) along Dumfries Rd. (Rte. 234 Bypass) at Coles Drive and along Prince William Parkway (Rte. 294). A sidewalk will be constructed along Dumfries Rd. (Rte. 234 Business) to connect to the existing sidewalk at Godwin Drive.

The project requires Limited Access Control Changes along Route 234 Bypass and Brentsville Road in the project area, which will require Commonwealth Transportation Board (CTB) approval.

The project is being administered by PWCDOT using the Design-Build delivery method and is being developed in accordance with applicable Prince William County and Virginia Department of Transportation (VDOT) standards, guidelines, and requirements.



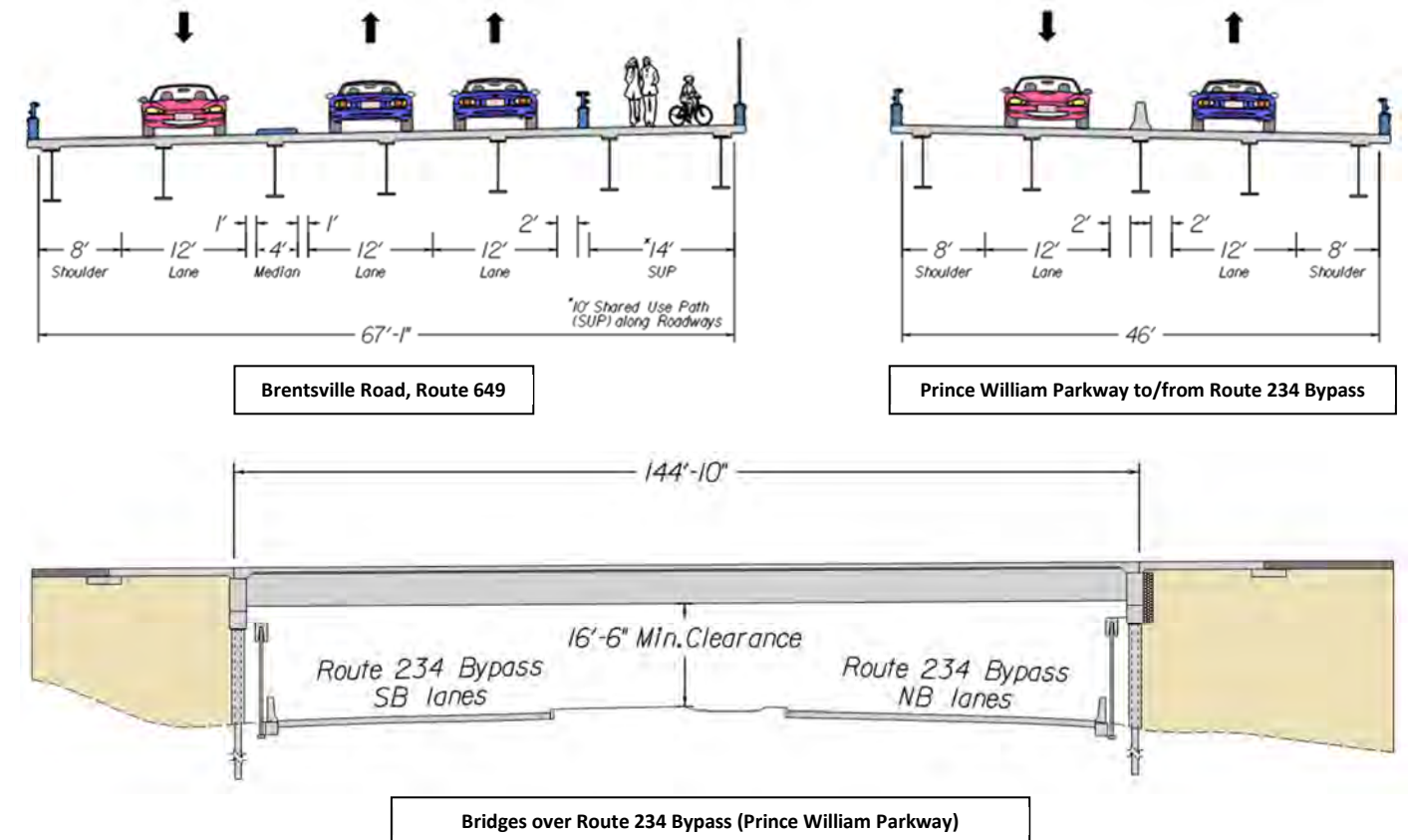
Route 234 Brentsville Road Interchange
(Grade Separated Interchange with Continuous Green-T Intersections)

ESTIMATED PROJECT BUDGET

Preliminary Engineering	\$6.4 Million
Construction	\$47.1 Million
Right of Way & Utilities	\$1.4 Million
Total Cost:	\$54.9 Million

This multimodal project is fully funded with Northern Virginia Transportation Authority (NVTA) regional revenues, totaling \$54.9M.

PROJECT TYPICAL SECTION AND PROFILE



CIVIL RIGHTS

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 in regard to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed on the back of this brochure.

RIGHT OF WAY

Most of the project area is within existing right of way owned by the State, with partial right of way acquisition and easements being required to complete the construction of the project. These acquisitions have not yet started and are scheduled for Spring of 2022. Additional easements may be required beyond the proposed right of way shown on the public hearing plans. The property owners will be informed of the exact location of these easements during the right of way acquisition process and prior to construction. Information about right of way acquisition is discussed in VDOT's brochure entitled, "Right of Way and Utilities: a Guide for Property Owners and Tenants." Copies of this brochure are available from the County Chief of Property Acquisition and Right of Way.

After this meeting, information regarding right of way may be obtained from the PWCDOT Chief of Property Acquisition and Right of Way, contact listed below:

Mr. Scott Hatten, Senior Right of Way Professional (SR/WA)
 Prince William County Department of Transportation
 5 County Complex Court, Suite 290
 Prince William, VA 22192 Email at: SHatten@PWCgov.org



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: _____

ADDRESS: _____

EMAIL ADDRESS: _____

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ____ No ____.

Comments: _____

2. Are there any concerns that you feel have not been addressed?

Yes ____ No ____.

Comments: _____

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: _____

4. Do you support this project? Yes ____ No ____.

Comments: _____

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAncers@pwcgov.org

The comment period ends December 18, 2021

Appendix C1 - Display Boards and Exhibits at Meeting

- Overall Display Board
- Project Brochure (see Appendix B)
- Comment Form (Blank, see Appendix B)
- Public Hearing Plans
- Environmental Study
- Draft CTB Resolution
- Sign In Sheet (blank, see Appendix E)



Route 234-Brentsville Road Interchange Project (1 of 5)

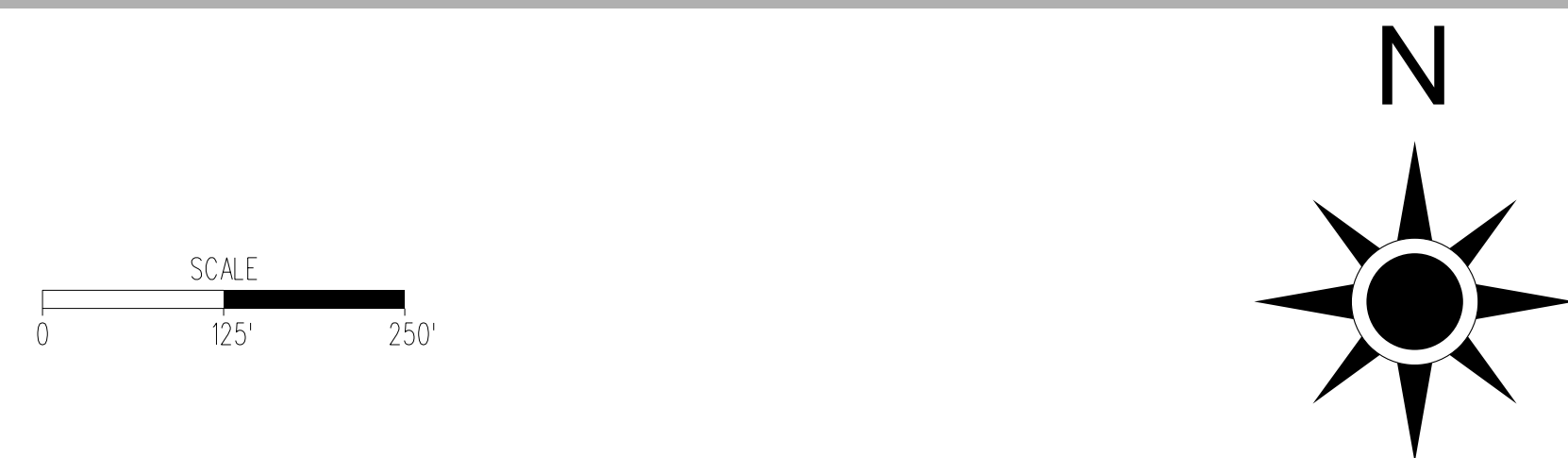
VDOT Project: 0234-076-323



Project Location



North Arrow & Scale



Legend

	Proposed Road		Existing Right of Way
	Proposed Bridge		Proposed Right of Way & Limited Access Line
	Proposed Shared Use Path		Proposed Limited Access Line
	Proposed Sidewalk		Proposed Acquisition
	Proposed Entrance		Proposed Permanent Easement
	Proposed Shoulder		Proposed Temp. Construction Easement
	Stormwater Management Basin		Existing Easements
	Proposed Concrete Median		Property Line
	Proposed Grass Median		Proposed Limits of Construction - Cut
	Proposed Curb Ramp		Proposed Limits of Construction - Fill
	Proposed Green Space		Proposed Light Pole
	Proposed Tie In Slopes		Signal
	Existing Roadway Removal		Traffic Arrows

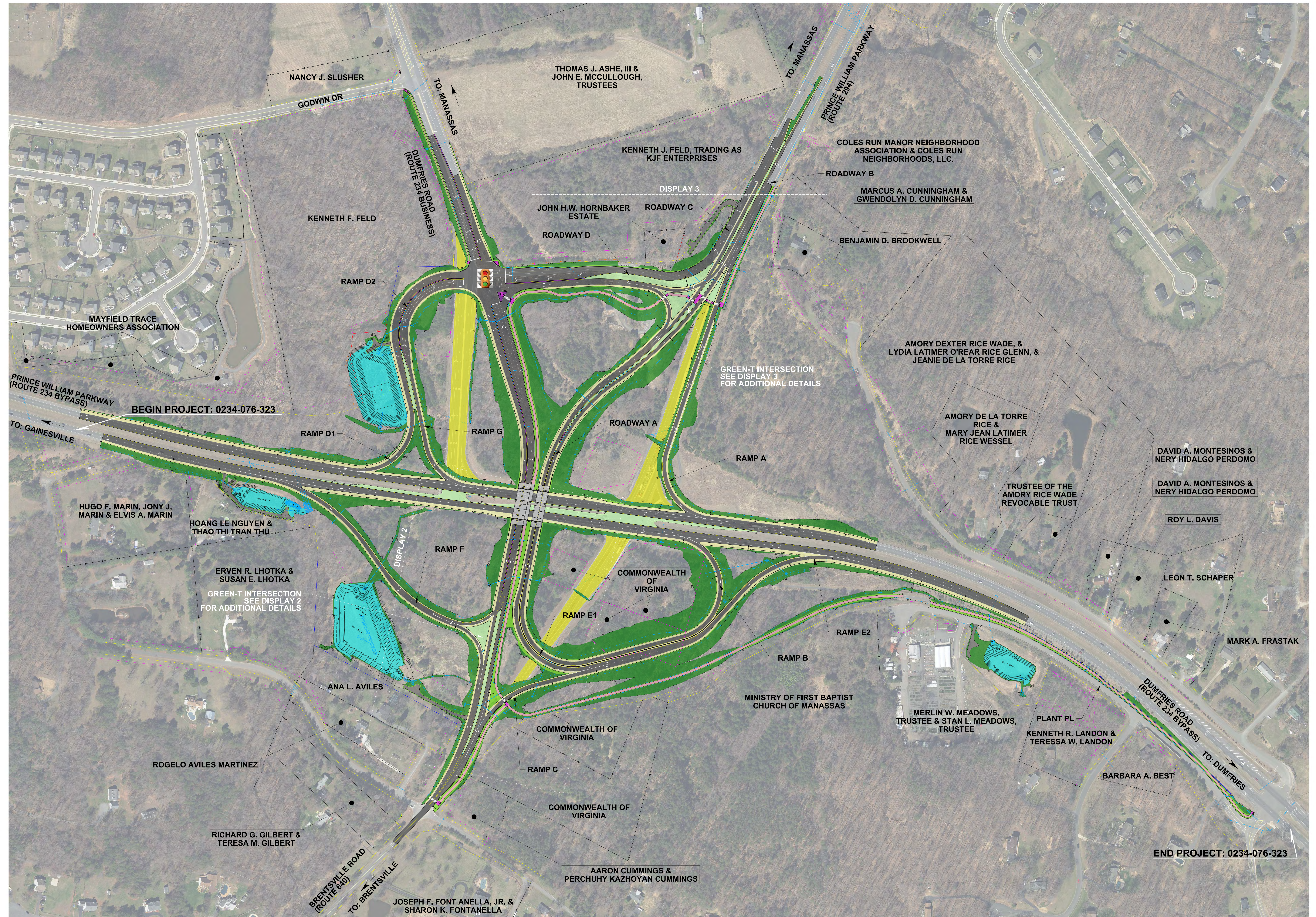
Contact Information

Mary Ankers
Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, Va 22192
Comments may also be sent to:
MAkers@pwcgov.org

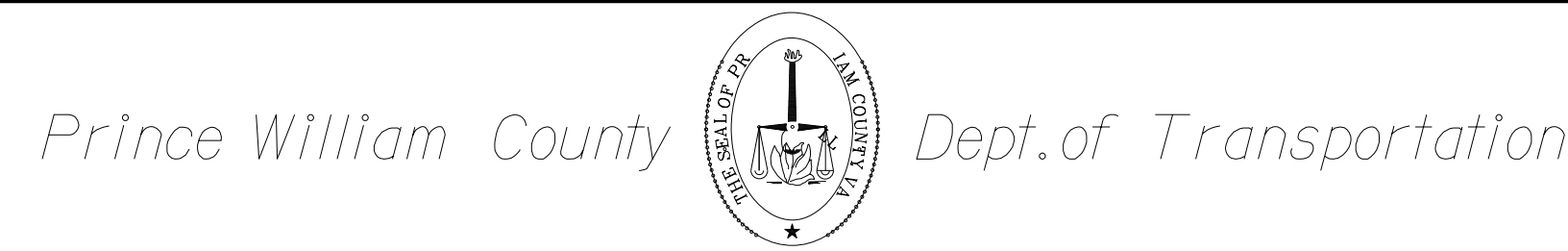
Route 234-Brentsville Road Interchange Project
Prince William, Virginia
State Project Number: 0234-076-323
UPC: 118626

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2017.



FOR INDEX OF SHEETS SEE SHEET 1B



Note that a full set of Public Hearing Plans and Cross Sections were available for viewing at the December 8th Public Hearing.

FHWA 534 DATA 42101

STATE	ROUTE	STATE PROJECT		SHEET NO.
		VA.	234	
(SEE TABULATION BELOW FOR SECTION NUMBERS)				

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
Openroads / GEOPAK Computer Identification No. 118626

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

ROUTE 234-BRENTSVILLE ROAD INTERCHANGE PROJECT

VDOT Proj.No.0234-076-323

FROM: 0.374 MI. W. OF BRENTSVILLE ROAD (RTE. 649)
TO: 0.711 MI. E. OF BRENTSVILLE ROAD (RTE. 649)

Note: See Sheet 1A for Functional Classification and Traffic Data.

COVER SHEET INFORMATION	
County Plan Name:	ROUTE 234-BRENTSVILLE ROAD INTERCHANGE PROJECT
Magisterial District:	Brentsville
County Contract No.:	
VDOT Project No.:	0234-076-323
County Project Manager:	Mary Ankers
Address and Phone:	Prince William Department of Transportation 5 County Complex Court, Suite 290 Prince William, VA 22192, Phone: (703) 792-5276
Construction Contractor:	Wagman Design Build Project Manager, P.E.
Consultant Engineer:	Rinker Design Associates, P.C. Design Build Design Manager, Mark Gunn, P.E.
Address and Phone:	11100 Endeavor Court, Suite 200 Manassas, VA 20109, Phone: (703) 334-9300

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
NHS FREEWAY STREET SYSTEM- ROLLING-GS-5 ROUTE 234 BYPASS, PRINCE WILLIAM PKWY PRINCE WILLIAM COUNTY STANDARD PA-10	
	Fr: 0.426 MI. West of Brentsville Road (Route 649) To: 0.130 MI. East of Brentsville Road (Route 649)
ADT (2021)	48,000
ADT (2045)	57,100
DHV	3,311
D (%) (design hour)	60/40
T (%) (design hour)	6.0
V (MPH)	60 MPH
TC ST'D.	TC-5.11R

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
NHS OTHER PRINCIPAL ARTERIAL STREET SYSTEM- ROLLING-GS-5 ROUTE 234 BYPASS, DUMFRIES RD PRINCE WILLIAM COUNTY STANDARD PA-2	
	Fr: 0.130 MI. East of Brentsville Road (Route 649) To: 0.464 MI. East of Brentsville Road (Route 649)
ADT (2021)	47,000
ADT (2045)	55,600
DHV	3,000
D (%) (design hour)	60/40
T (%) (design hour)	6.0
V (MPH)	60 MPH
TC ST'D.	TC-5.11R

PUBLIC HEARING PLAN 2021

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.

PROJECT LAND DISTURBANCE (ACRES)
Project Area: 85.59
Disturbed Area: 78.44
Impervious Area: 20.40

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE GENERAL NOTES.

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

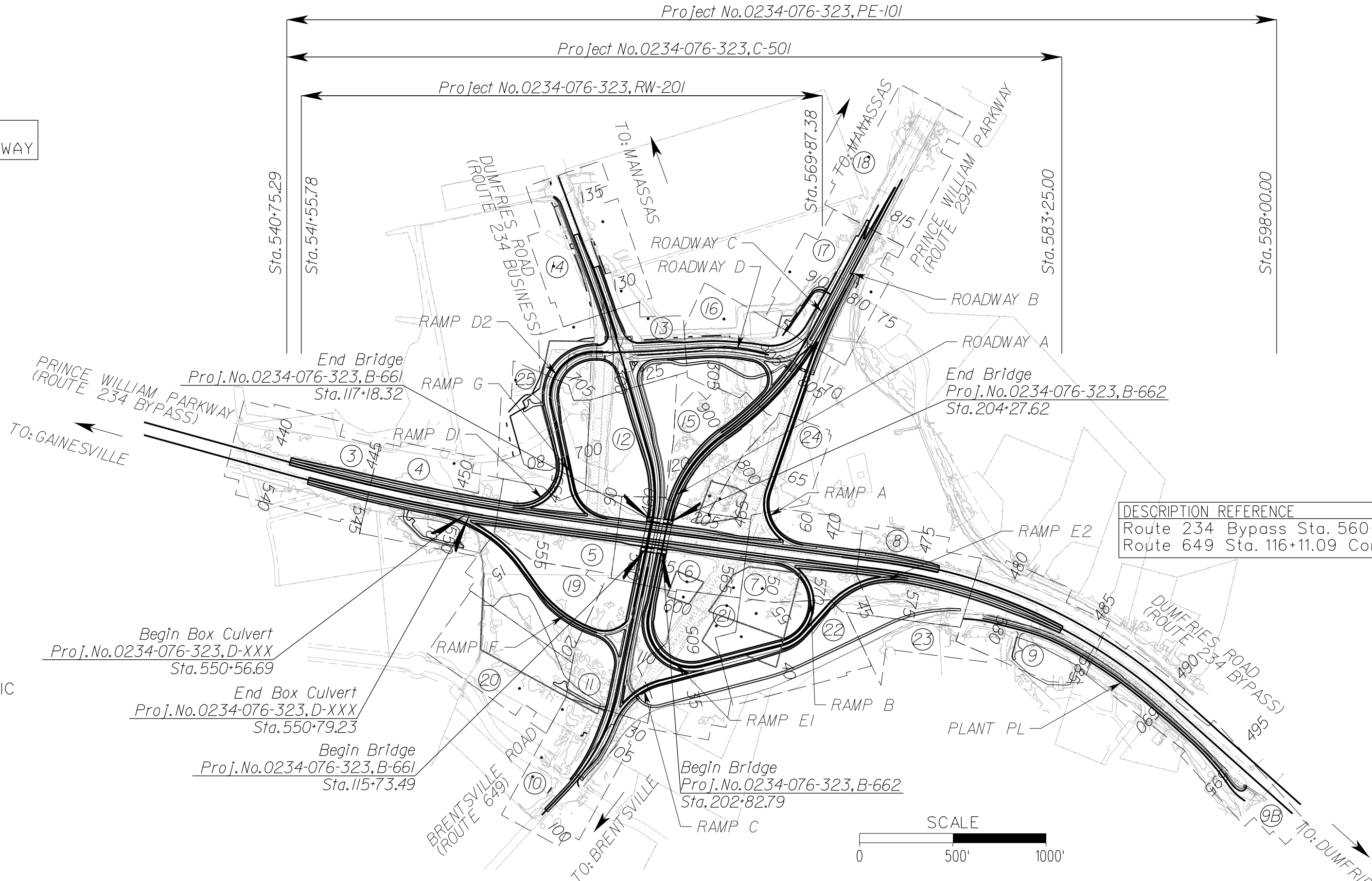
THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S:

- 2016 ROAD AND BRIDGE SPECIFICATIONS,
- 2016 ROAD AND BRIDGE STANDARDS,
- 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD),
- 2011 VIRGINIA SUPPLEMENT TO THE MUTCD,
- 2011 VIRGINIA WORK AREA PROTECTION MANUAL including Revision 2 (September 1, 2019),

AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11U/TC-5.11R, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, IS FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.



DESCRIPTION REFERENCE	
Route 234 Bypass Sta. 560+47.85 SB Constr.	☑
Route 649 Sta. 116+11.09 Constr.	☑

CONVENTIONAL SIGNS	
STATE LINE	LEVEE OR EMBANKMENT
COUNTY LINE	BRIDGES
CITY, TOWN OR VILLAGE	CULVERTS
RIGHT OF WAY LINE	DROP INLET
FENCE LINE	POWER POLES
UNFENCED PROPERTY LINE	TELEPHONE OR TELEGRAPH POLES
FENCED PROPERTY LINE	TELEPHONE OR TELEGRAPH LINES
WATER LINE	HEDGE
SANITARY SEWER LINE	TREES
GAS LINE	HEAVY WOODS
ELECTRIC UNDERGROUND CABLE	GROUND ELEVATION
TRAVELED WAY	GRADE ELEVATION
GUARD RAIL	
RETAINING WALL	
RAILROADS	
BASE OR SURVEY LINE	

Prince William County Population 468,011 (2018 Est. CENSUS)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		TYPE PROJECT	DESCRIPTION
					FEET	MILES	FEET	MILES		
0234-076-323	PE-101	N/A	PENG	118626	5724.71	1.084	5724.71	1.084	Prelim. Engineering	From 0.374 mi. W of Brentsville Rd. (Rte. 649) to 0.711 mi. E. of Brentsville Rd.
	RW-201	N/A	ROWA	118626	2831.60	0.536	2831.60	0.536	R/W	From 0.358 mi. W of Brentsville Rd. (Rte. 649) to 0.178 mi. E. of Brentsville Rd.
	C-501	N/A	F000	118626	4249.71	0.805	4249.71	0.805	Construction	From 0.374 mi. W of Brentsville Rd. (Rte. 649) to 0.431 mi. E. of Brentsville Rd.
	B-661	N/A	X231-SN	118626	144.83	0.027	-	-	Bridge	Bridge passing over Prince William Pkwy.
	B-662	N/A	X231-SN	118626	144.83	0.027	-	-	Bridge	Bridge passing over Prince William Pkwy.
	D-XXX	N/A	X028	118626	22.54	0.004	-	-	Box Culvert	Prince William Pkwy. over Piney Branch

NOTE: PROJECT LENGTH BASED ON PRINCE WILLIAM PARKWAY (RTE. 234 BYPASS) SOUTHBOUND CONSTRUCTION BASELINE

TIER 2 PROJECT	
LOCALLY ADMINISTERED PROJECTS	
PRINCE WILLIAM COUNTY DEPARTMENT OF TRANSPORTATION	
NAME OF LOCALITY	
NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICIAL (TYPED)	
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	ASSISTANT DIRECTOR OF TRANSPORTATION
DATE	LOCALITY PROJECT MANAGER (P.E. REQUIRED)

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
(DESIGN-BUILD FIRM) DESIGN MANAGER	
(DESIGN-BUILD FIRM) PROJECT MANAGER	
VDOT DISTRICT CONSTRUCTION ENGINEER OR PFTA PROGRAM MANAGER	
CHIEF ENGINEER	

APPROVED FOR RIGHT OF WAY ACQUISITION	
CHIEF OF POLICY	

Copyright 2021, Commonwealth of Virginia

PROJECT MANAGER: Mary Ankers (703) 792-5276
SURVEYED BY: DATE: Rinker Design Associates, P.C. (703) 366-7373, June 2021
DESIGN BY: Mark Gunn, P.E., Rinker Design Associates, P.C. (703) 366-7373
SUBSURFACE UTILITY BY: DATE: Accumark (804) 550-7740, April 2021

Environmental Studies for Route 234 at Brentsville Road Interchange

Prince William County
FHWA 1994 Final SEIS Number: FHWA-VA-EIS-79-03-FS
Submitted pursuant to 42 USC 4332(2)(c) and 23 CFR 771.130(c)

Note that a full Environmental Study document was
available for viewing at the December 8th Public Hearing.

March 11, 2021



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item #

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

, 2022(Date of the CTB Meeting)

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for Existing Prince William Parkway (Rte. 234 Bypass) at Brentsville Rd. (Rte. 649) in Prince William County, Virginia.

Original resolution for limited access for this roadway.

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Route 234 Manassas Bypass to be Limited Access Highways in accordance with then Article 4, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, between Route 619 at Limstrong and Routes 29/211; and

Past resolution or resolutions

WHEREAS, the Commission approved the major design features of the Route 234 Manassas Bypass, State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, including a future interchange at this location to be determined by future development, with their resolution of June 20, 1991; and

WHEREAS, the Route 234 Manassas Bypass is also known as the Prince William Parkway; and

WHEREAS, the Prince William County Department of Transportation (PWCDOT), under the Virginia Department of Transportation’s (VDOT) Locally Administered Projects (LAP) program, is administering the development and delivery, utilizing design-build, of State Project No. 0234-076-323; and

Project purpose

WHEREAS, State Project No. 0234-076-323 improves traffic operations and safety by constructing bridge structures to grade separate the intersection of Prince William Parkway (Rte. 234 Bypass) and Brentsville Road (Rte. 649) and the intersection of Prince William Parkway (Rte. 234 Bypass) and Dumfries Road (Rte. 234 Business); including construction of access ramps to provide free flow connections between proposed roadways; and

Limited access changes and reference to Table

WHEREAS, the interchange requires adjustment of the existing limited access lines in order to accommodate newly proposed ramp alignments and stormwater management facilities and requires adjustment with a break in limited access lines in order to tie-in a proposed entrance, as shown in the Limited Access Exhibits and Limited Access Control Point Stations and Offsets (attached); and

Public Hearing information for this project

WHEREAS, Prince William County held a Design Public Hearing at 11310 Coles Dr on December 08, 2021 from 6:00pm-8:00pm for the purpose of inviting the public to review and comment on the preliminary plans of the proposed interchange on State Highway Project 0234-076-323 with the comment period closing on December 18, 2021 with no comments received pertaining to the proposed Limited Access Control Change (LACC); and

Generic Economic, Social & Environmental Statement

WHEREAS, the economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; and

Traffic Analysis and date of the report

WHEREAS, the VDOT has reviewed and approved the traffic analysis report completed and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

NEPA Statement and Date

WHEREAS, the proposed interchange location was a component of the Route 234 Bypass (now Prince William Parkway) project that was evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and approved by the Federal Highway Administration (FHWA) in July 1994, in accordance with provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771; and

Generic Safety- Chief Engineer

WHEREAS, the proposed Project is in the Prince William County approved Comprehensive Transportation Plan Program and is supported by the Board of County Supervisors.

(Generic Statement)

WHEREAS, VDOT has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met: and

(VDOT Recommends Approval)

WHEREAS, the VDOT Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.

(Generic Statement)

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the Code of Virginia and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the proposed Prince William Parkway (Route 234 Bypass) and Brentsville Rd (Rte. 649) interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as follows:

- Along the northern side of Prince William Parkway (Rte. 234 Bypass), the proposed Limited Access Control line for the proposed ramp and stormwater management pond begins at Station 700+58.87 at an offset of 217.67' to the left of the Ramp D2 baseline, and ends at Station 706+95.39 at an offset of 58.54' to the left of the Ramp D2 baseline.
- At the southern side of Prince William Parkway (Rte. 234 Bypass.) and western side of Brentsville Road (Rte. 649), the proposed Limited Access Control line for the stormwater management pond begins at Station 14+34.87 at an offset of 170.14' to the right of the Ramp F baseline, and ends at Station 106+38.94 at an offset of 69.32' to the left of the Route 649 baseline
- At the northwestern quadrant of Prince William Parkway (Rte. 294) and Bradley Cemetery Way intersection the proposed Limited Access Control line for the proposed entrance begins at Station 0+77.71 at an offset of 27.05' to the left of the Entrance 90957 baseline, and ends at Station 2+18.45 at an offset of 17.88' to the left of the Entrance 90957 baseline. Additionally, a break in the revised limited access line begins at Station 0+96.02 at an offset of 33.55' to the left of the Entrance 90957 baseline, and ends at Station 1+10.16 at an offset of 38.56' to the left of the Entrance 90957 baseline
- Between Dumfries Road (Rte. 234 Bypass.) and Plant Place, the proposed Limited Access Control line for installation of a shared use path external to limited access begins at Station 801+19.03 at an offset of 34.36' to the left of the Plant Place baseline, and ends at Station 816+59.38 at an offset of 41.31' to the left of the Plant Place baseline

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 234 Brentsville Road Interchange
Prince William County
December 2021
Page 4 of 4

(Generic Statement)

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

####



SIGN IN SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
Northern Virginia Transportation Authority Project No. 2018-034-1
VDOT Project No. 0234-076-323: UPC 118626



December 8, 2021

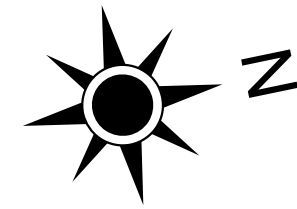
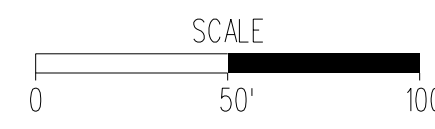
NAME	ADDRESS	E-MAIL ADDRESS

Appendix C2 - Display Boards and Exhibits on PWC Website

- Project Brochure(see Appendix B)
- Comment Form (Blank, see Appendix B)
- Public Hearing Plans (see Appendix C1)
- Environmental Study (see Appendix C1)
- Draft CTB Resolution (see Appendix C1)
- Exhibit Display Board 1 (see Appendix C1)
- Exhibit Display Boards 2 to 5



North Arrow & Scale



Legend

	Proposed Road		Existing Right of Way
	Proposed Bridge		Proposed Right of Way & Limited Access Line
	Proposed Shared Use Path		Proposed Limited Access Line
	Proposed Sidewalk		Proposed Acquisition
	Proposed Entrance		Proposed Permanent Easement
	Proposed Shoulder		Proposed Temp. Construction Easement
	Stormwater Management Basin		Existing Easements
	Proposed Concrete Median		Property Line
	Proposed Grass Median		Proposed Limits of Construction - Cut
	Proposed Curb Ramp		Proposed Limits of Construction - Fill
	Proposed Green Space		Proposed Light Pole
	Proposed Tie In Slopes		Signal
	Existing Roadway Removal		Traffic Arrows

Contact Information

Mary Ankers
Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, Va 22192

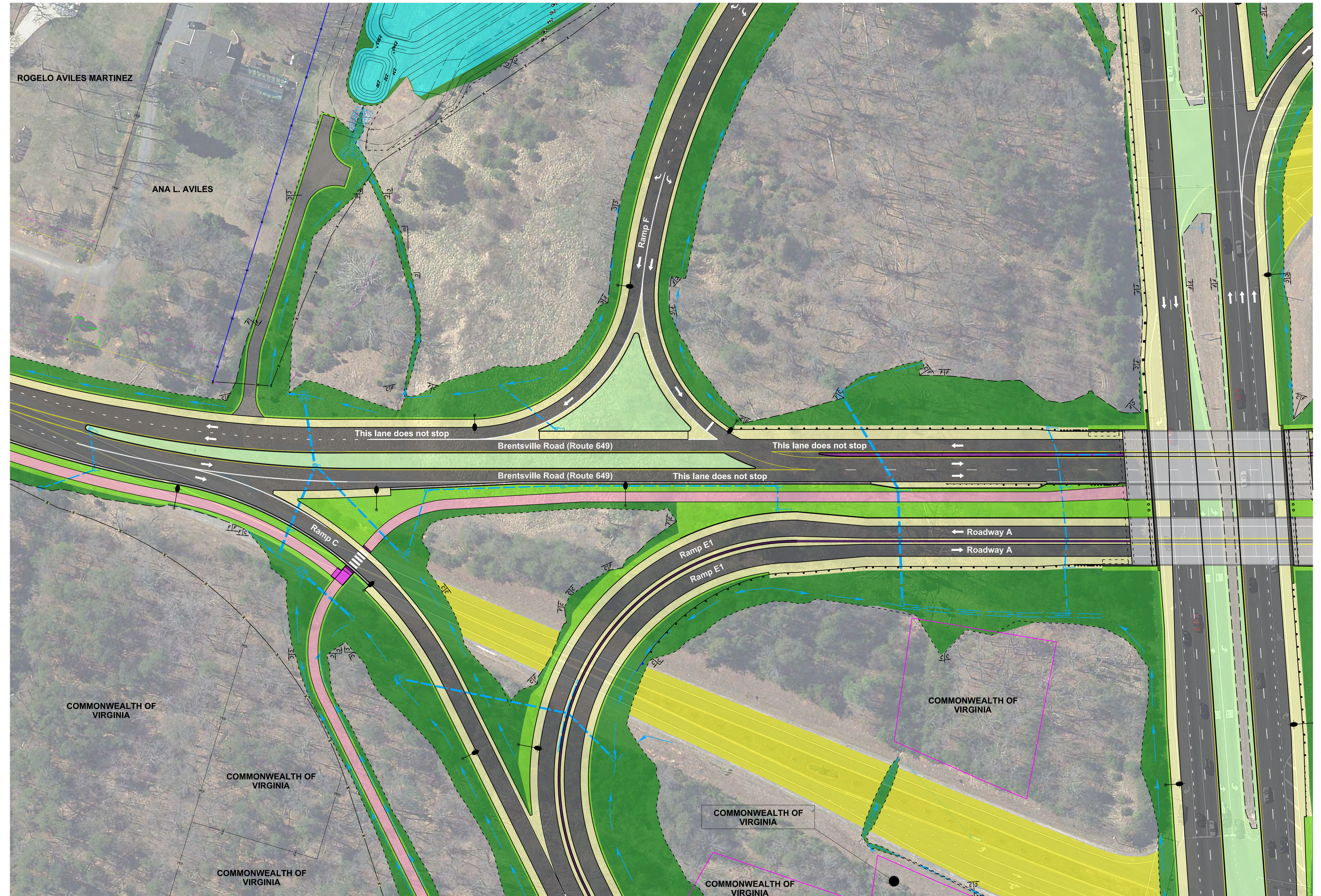
Comments may also be sent to:
MAkers@pwccgov.org

Route 234-Brentsville Road Interchange Project
Prince William, Virginia

State Project Number: 0234-076-323
UPC: 118626

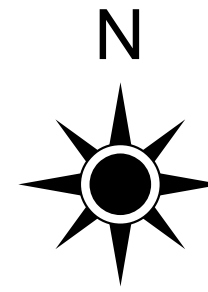
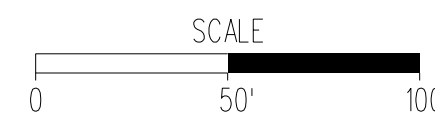
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2017.





North Arrow & Scale



Legend

	Proposed Road		Existing Right of Way
	Proposed Bridge		Proposed Right of Way & Limited Access Line
	Proposed Shared Use Path		Proposed Limited Access Line
	Proposed Sidewalk		Proposed Acquisition
	Proposed Entrance		Proposed Permanent Easement
	Proposed Shoulder		Proposed Temp. Construction Easement
	Stormwater Management Basin		Existing Easements
	Proposed Concrete Median		Property Line
	Proposed Grass Median		Proposed Limits of Construction - Cut
	Proposed Curb Ramp		Proposed Limits of Construction - Fill
	Proposed Green Space		Proposed Light Pole
	Proposed Tie In Slopes		Signal
	Existing Roadway Removal		Traffic Arrows

Contact Information

Mary Ankers
Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, Va 22192

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Route 234-Brentsville Road Interchange Project
Prince William, Virginia

State Project Number: 0234-076-323
UPC: 118626

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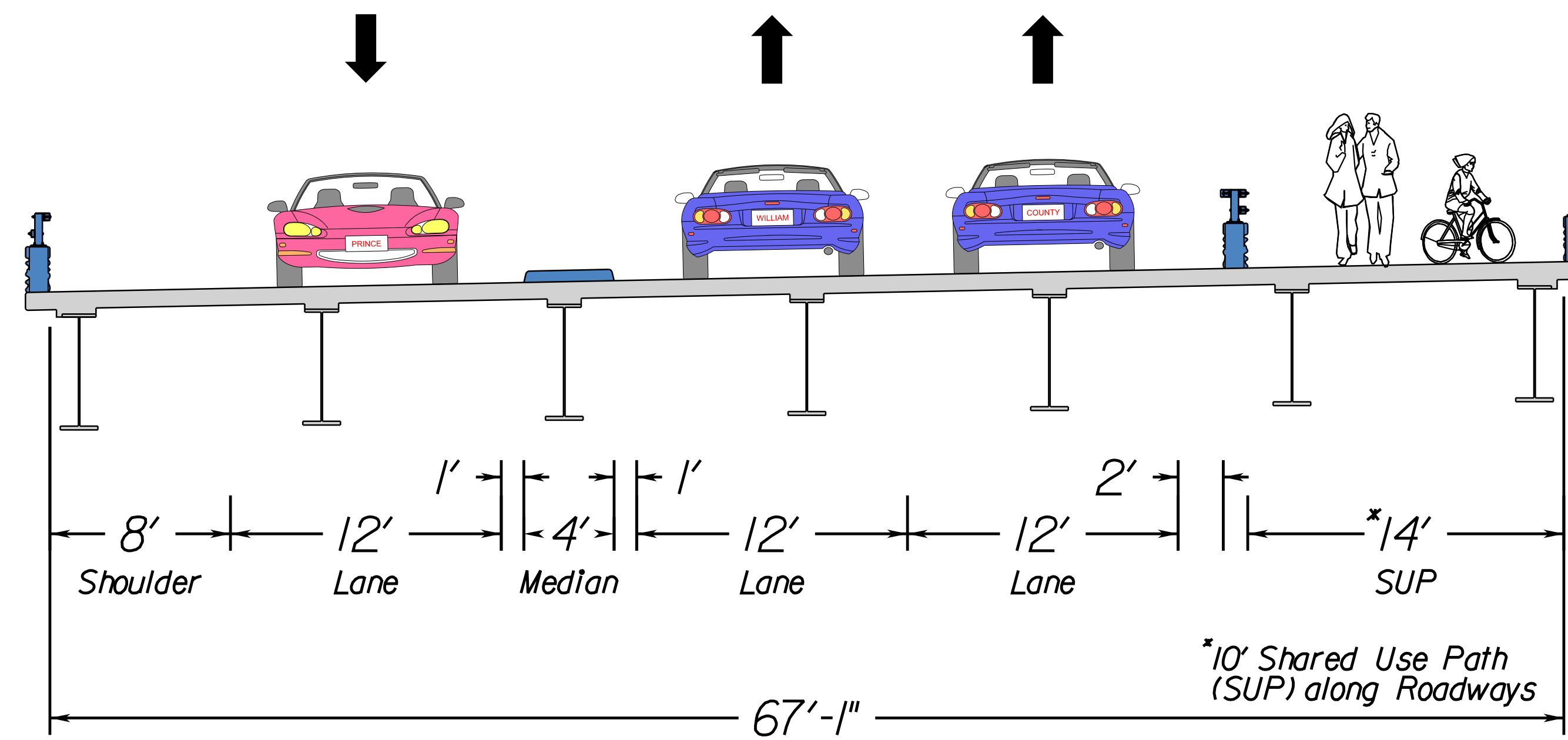
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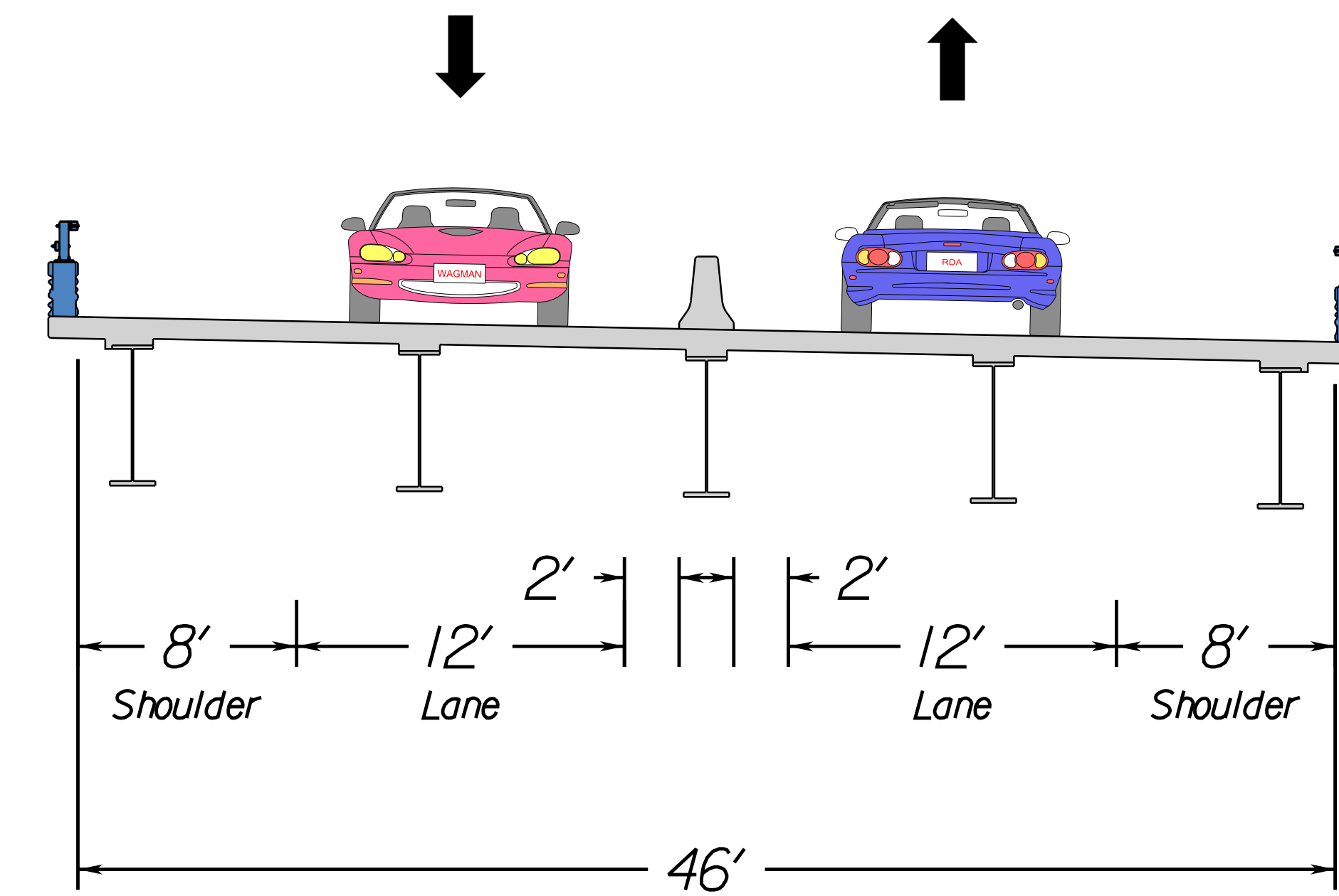


Route 234-Brentsville Road Interchange Project (4 of 5)

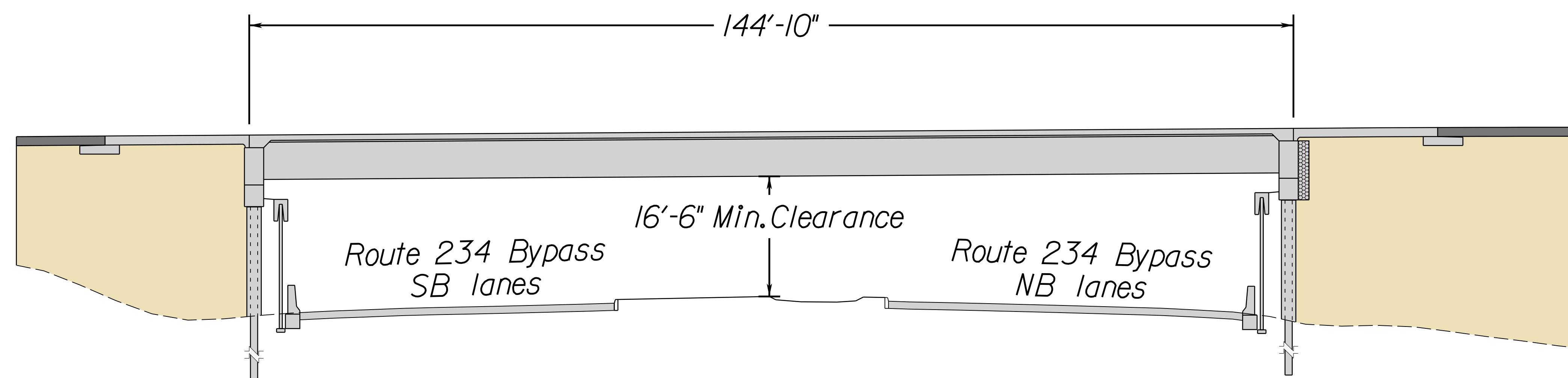
VDOT Project: 0234-076-323



Brentsville Road

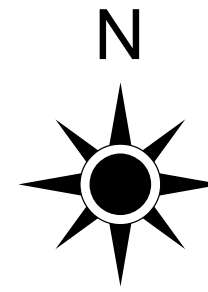
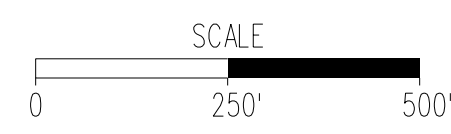


Roadway A / Prince William Parkway





North Arrow & Scale



Legend

	Proposed Shared Use Path		Existing Right of Way
	Proposed Sidewalk		Proposed Right of Way & Limited Access Line
	Proposed Curb Ramp		Proposed Limited Access Line
	Proposed Pedestrian Crossing		Existing Pedestrian Facility
	Proposed Pedestrian Improvement Limits		Signal
	Proposed Light Pole		Traffic Arrows

Contact Information

Mary Ankers
Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, Va 22192

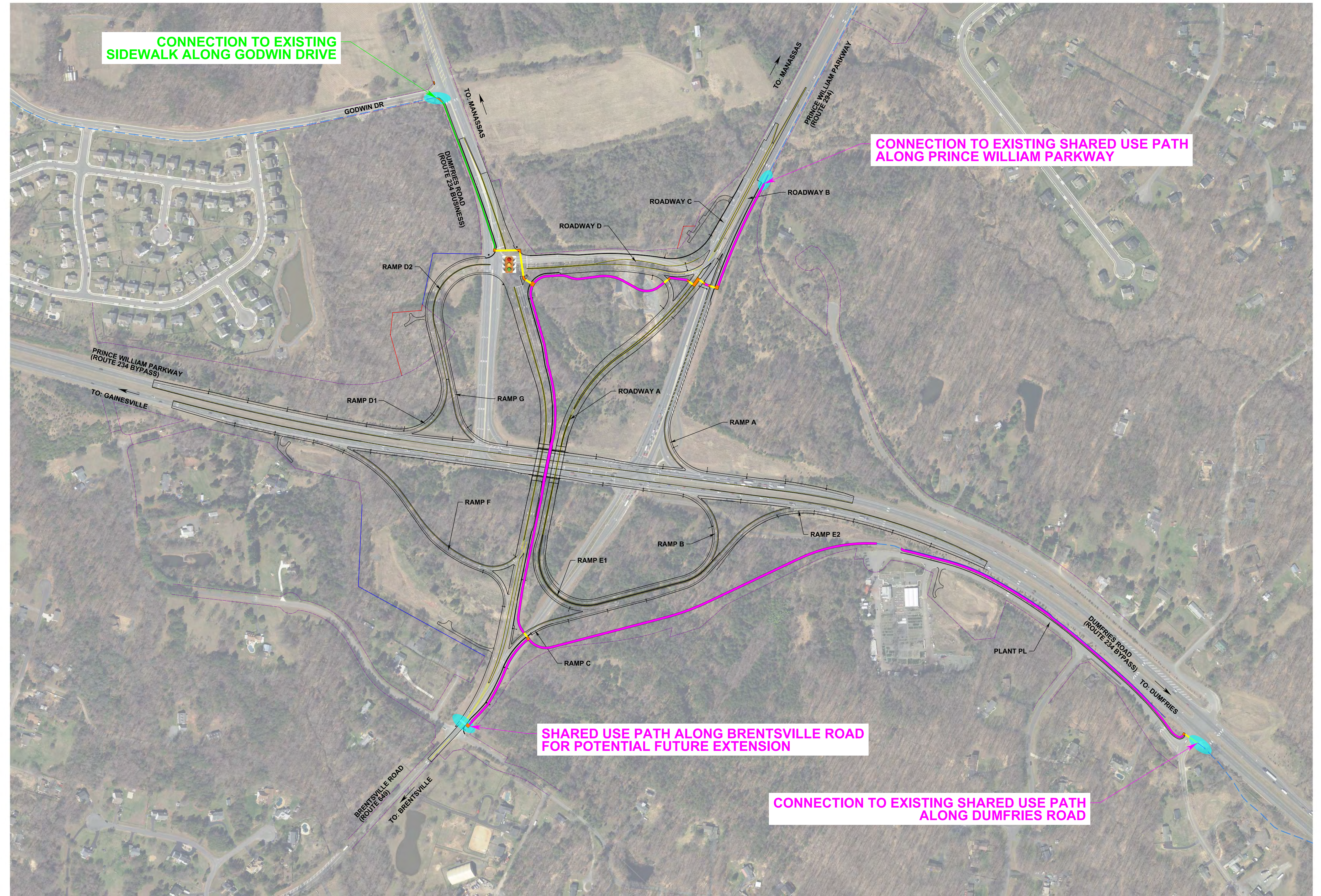
Comments may also be sent to:
MAkers@pwgov.org

Route 234-Brentsville Road Interchange Project
Prince William, Virginia

State Project Number: 0234-076-323
UPC: 118626

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Imagery Courtesy of the Commonwealth of Virginia copyright 2017.



Appendix D1 - Presentation Slides

- Presentation Slides
- County Meeting Agenda
- Resolution as moved and approved at XXXX, 2022 Board of County Supervisors Meeting



PRINCE WILLIAM
COUNTY



Northern Virginia Transportation Authority

Design Public Hearing Interchange at Route 234 and Brentsville Road Project

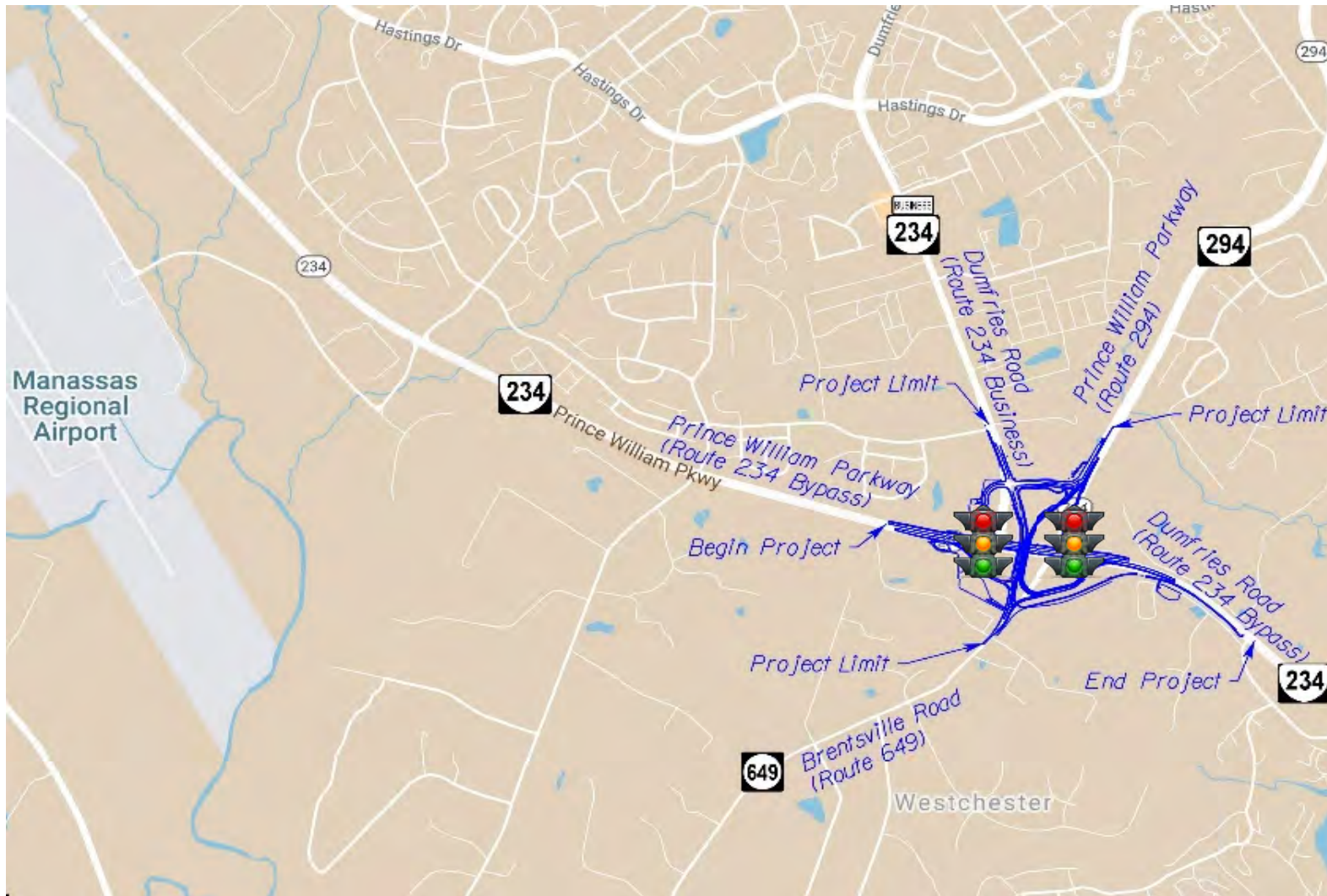
NVTA project No. 2018-034-1

VDOT Project No. 0234-076-323

UPC No. 118626

December 8, 2021

Project Location

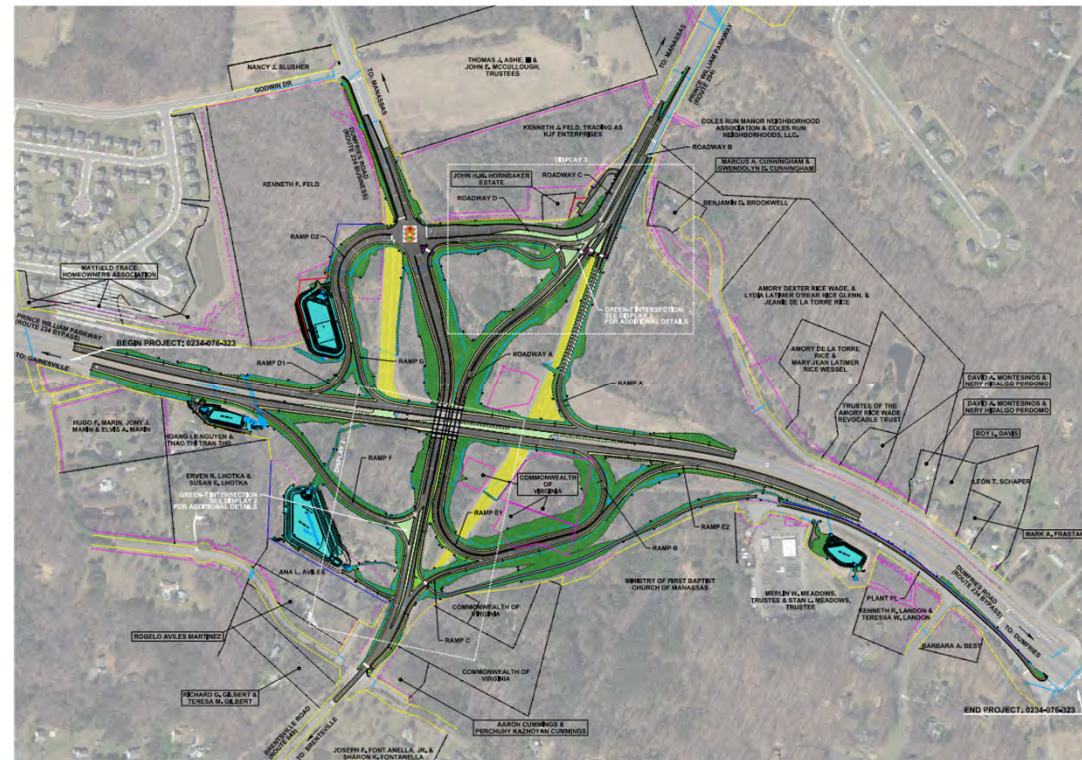


Project Overview

- The Project is being administered by Prince William County Department of Transportation using the Design-Build delivery method.
- The project is financed using Regional funds from the Northern Virginia Transportation Authority (NVTA), and the budget is approximately \$54.9 million.
- Environmental documentation in accordance with provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771 has been completed in coordination with Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA).
- Existing utilities in the project footprint include telephone, electric, cable, fiberoptic, gas, water, and sewer. No MAJOR utility relocations are anticipated.

Project Overview

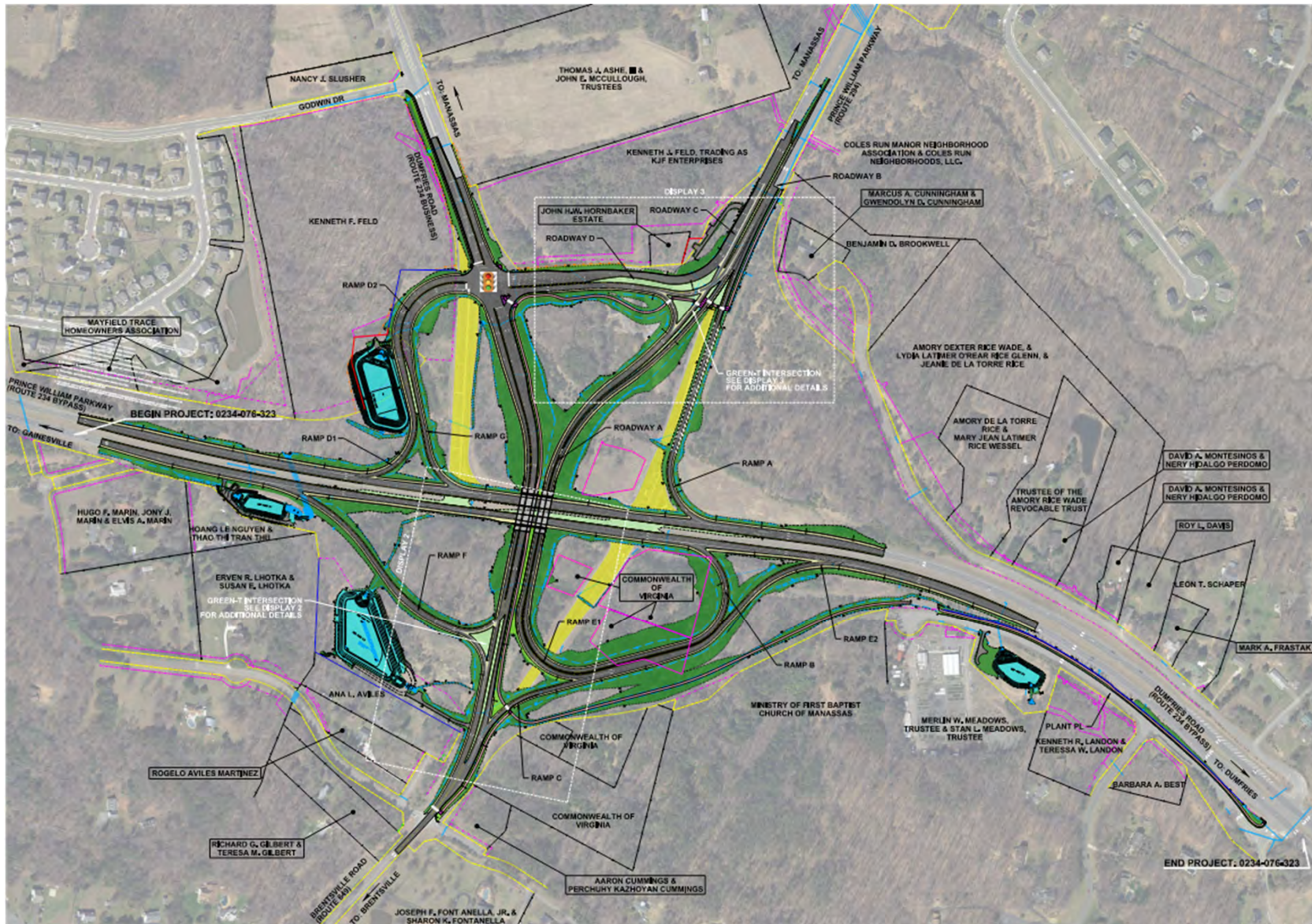
- The project will construct an interchange at the intersection of Route 234 (Prince William Parkway/Dumfries Road) and Brentsville Road. Additionally, the Project realigns a section of Brentsville Road and constructs a bridge crossing to grade separate the intersection of Prince William Parkway and Route 234 Business to eliminate the existing traffic signal.
- The project requires Limited Access Control Changes along Route 234 Bypass and Brentsville Road in the project area, which will require Commonwealth Transportation Board (CTB) approval.
- Pedestrian & bicycle connectivity provided.



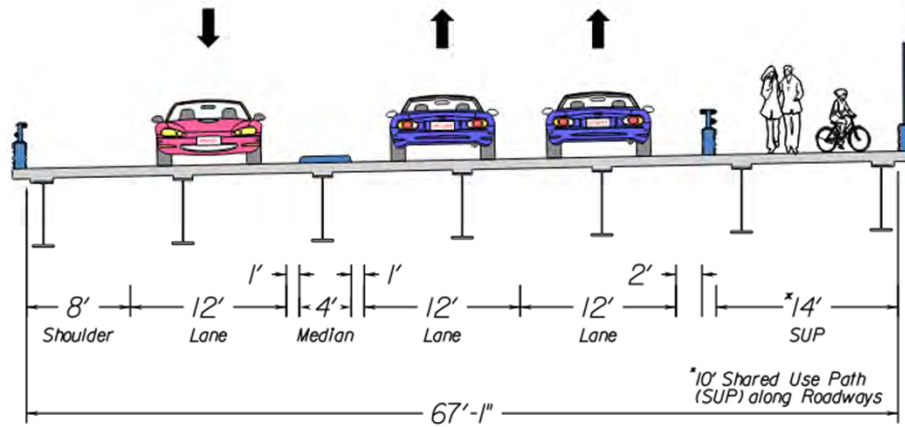
Project Schedule

- Public Information Meeting May 18, 2020
- Design-Build Notice to Proceed February 2021
- Design Public Hearing December 8, 2021
- Begin Early Grading Winter 2021
- Final Design Approval Summer 2022
- Begin Right of Way Acquisition Summer 2022
- Project Complete Spring 2024

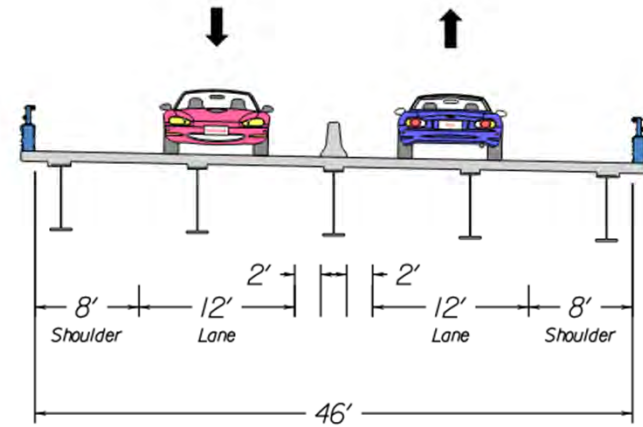
Design Highlights



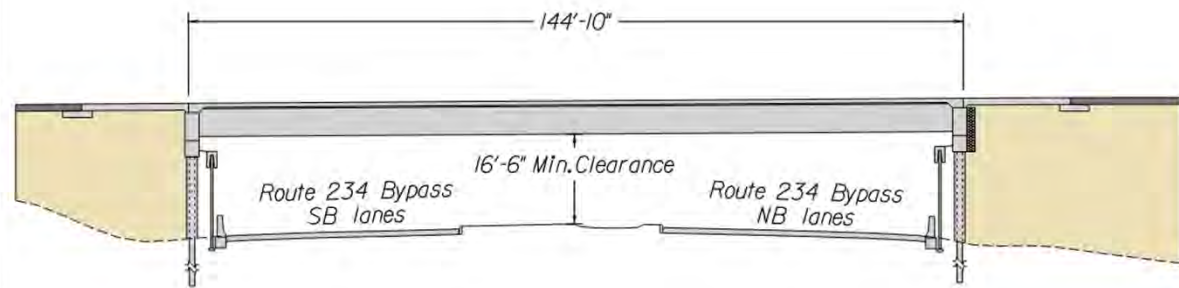
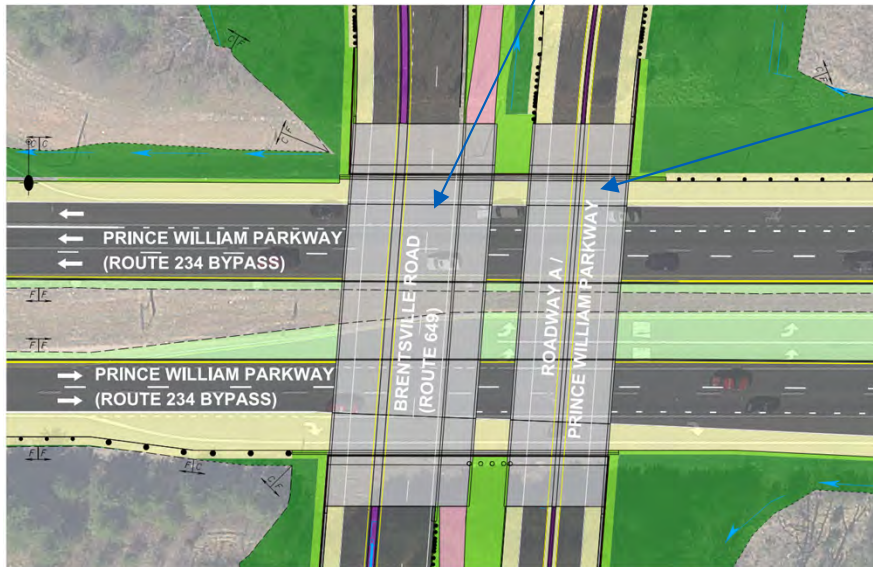
Design Highlights



Brentsville Road



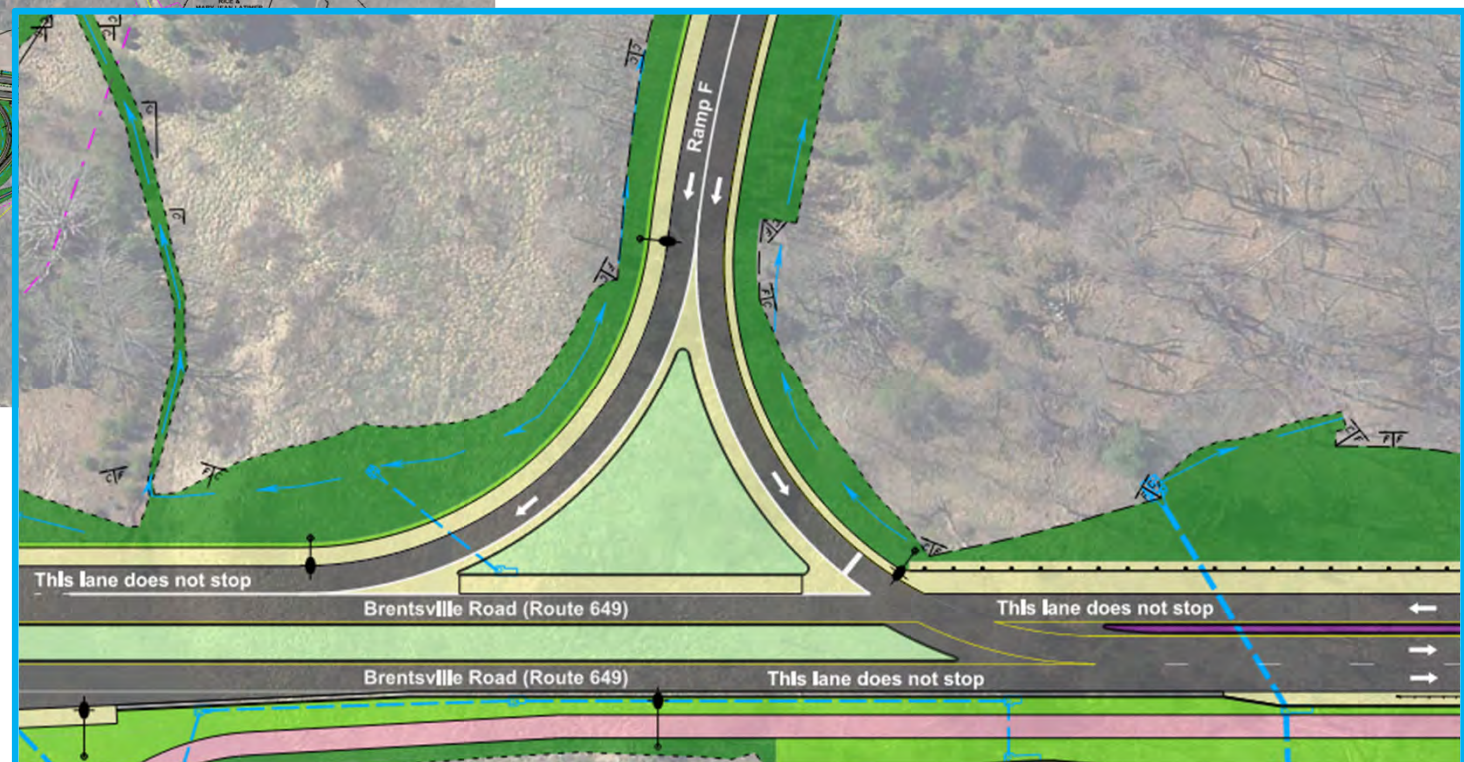
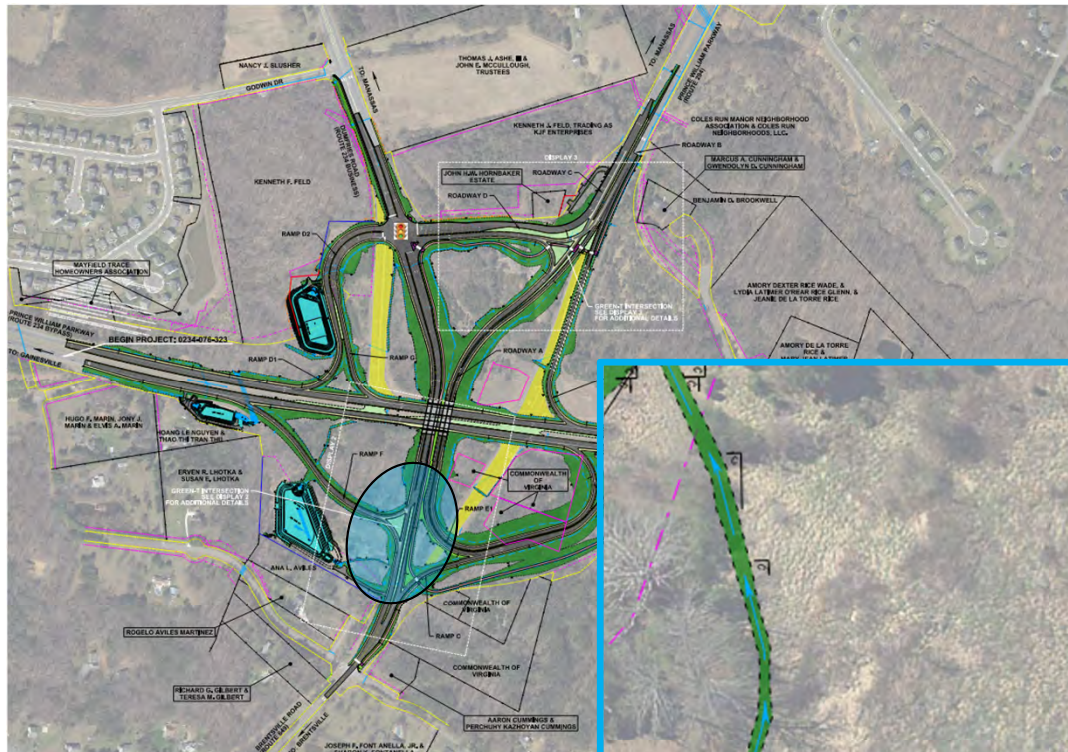
Roadway A / PW Parkway



DISPLAY 4

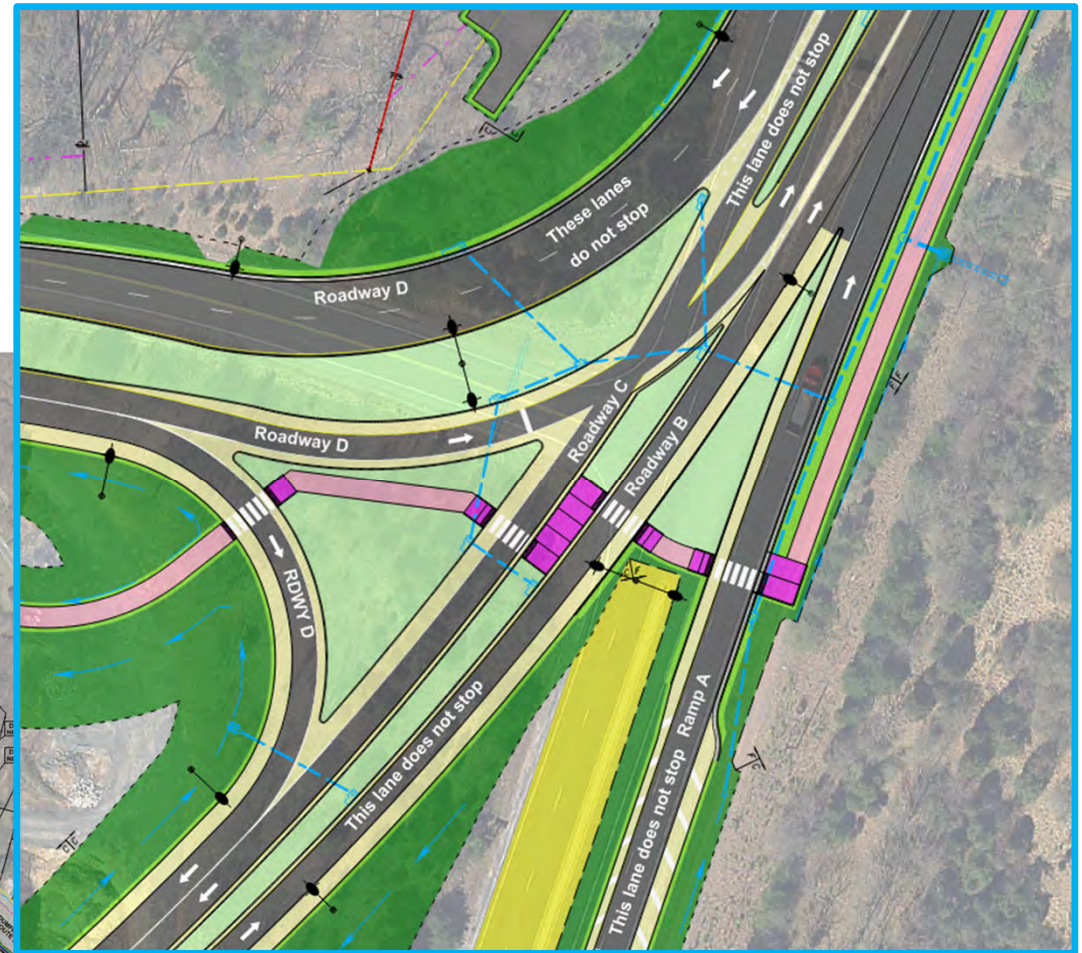
Design Highlights

- Continuous movements in the NB direction and right turns
- SB direction and left turn movements potentially signal controlled

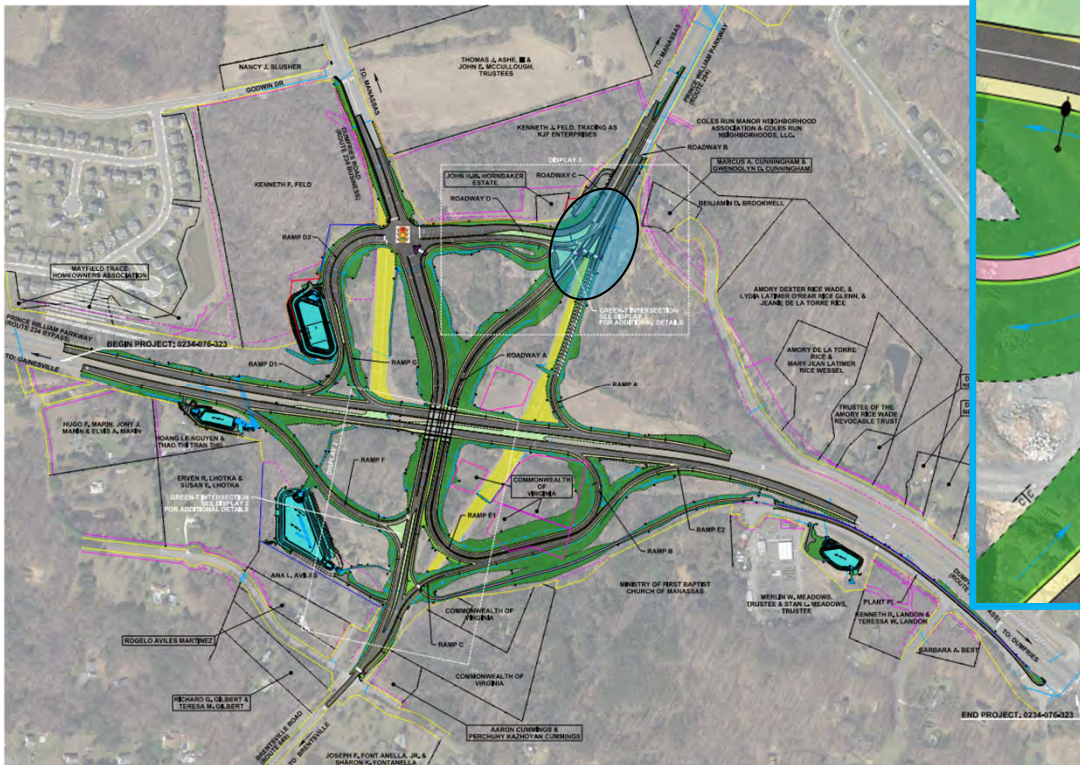


Design Highlights

- Continuous movements in the NB direction and right turns
- SB direction and left turn movements potentially signal controlled

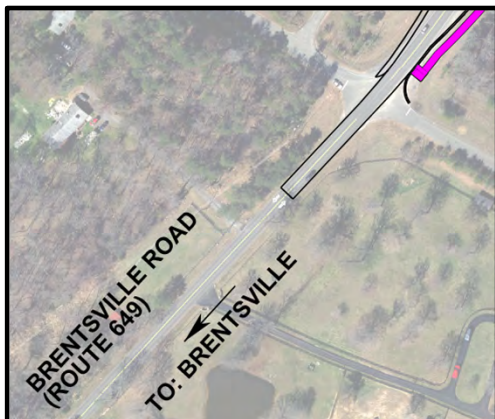
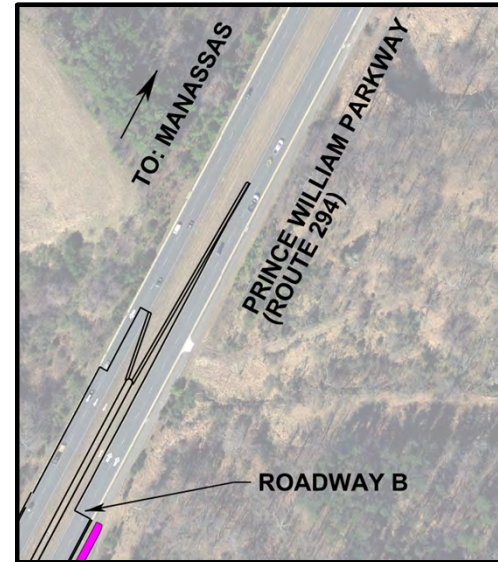
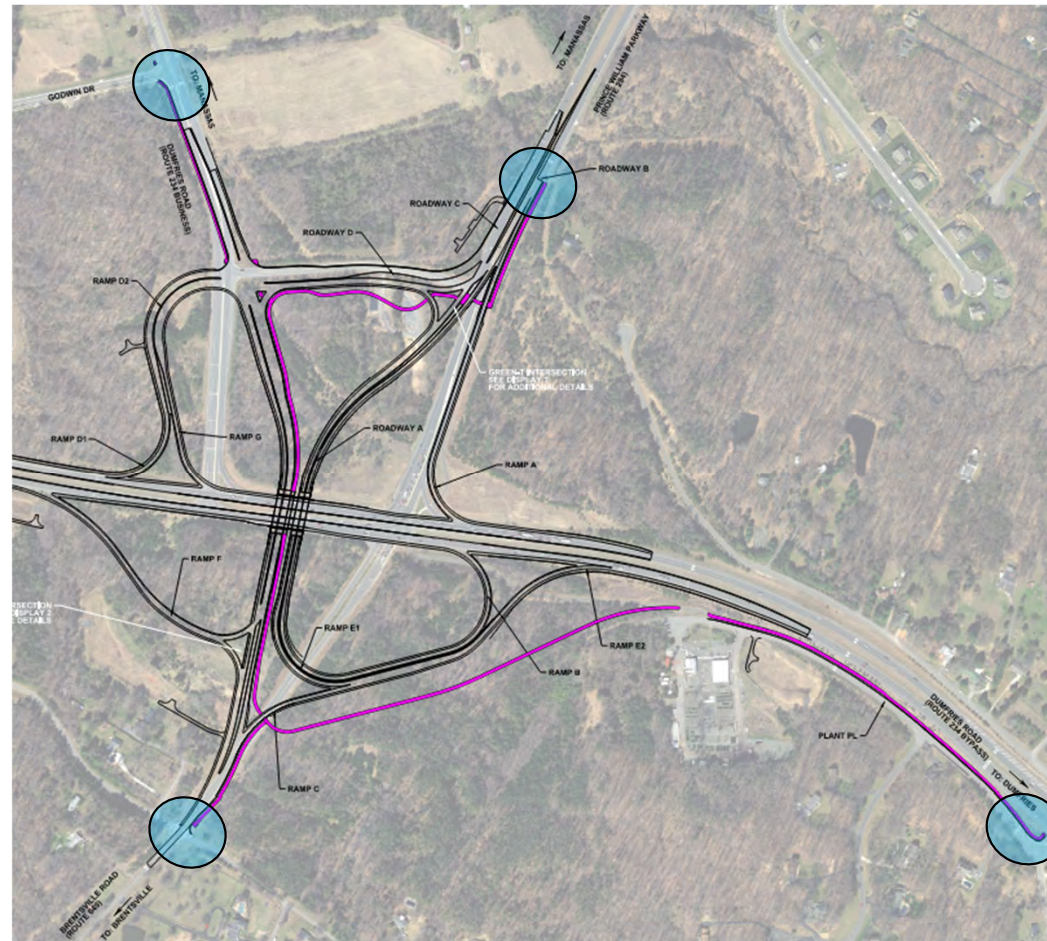


DISPLAY 3



Design Highlights

Pedestrian & Bicycle Connectivity



Right of Way Acquisition

- Approximately 5 partially impacted properties requiring right of way. In addition, temporary and permanent easements will be required for construction of the project
- No anticipated residential displacements or relocations
- Project will involve a change and/or break in Limited Access control which requires Commonwealth Transportation Board (CTB) approval
- Affected property owners will be contacted during the land acquisition process which is anticipated to start in Spring 2022
- For additional information related to right of way acquisition, please contact:

Mr. Scott Hatten

Prince William County DOT
5 County Complex Court, Suite 290
Prince William, VA 22192
Email: Shatten@pwcgov.org
Phone: (703) 792-6257

Questions & Comments



- Staff from Prince William County Department of Transportation, VDOT and the Design-Build Team are available to discuss the project and answer questions.
- Written comments can be submitted to Prince William County's Project Manager, **Ms. Mary Ankers, P.E.**
 - **By Email:** **Mankers@pwcgov.org**
Ref: Interchange at Route 234 and Brentsville Road Project PH Comments
 - **Or By Mail:** **Ms. Mary Ankers, P.E.**
Prince William County DOT
5 County Complex Court, Suite 290
Prince William, VA 22192
Phone: (703) 792-4228

**** The Public Comment Period
Ends December 18, 2021 ****

BOCS Agenda and Resolution

Appendix D2 - Link and Written Transcript of Televised Presentation

- Link to televised presentation
- Written transcript of televised presentation

A recording of the televised presentation can be found here: <https://www.youtube.com/watch?v=Xk7-yPok3IM>



Brentsville Road Interchange Public Hearing Transcript

Ricardo Canizales, Director of Transportation: Good evening everyone. I see on my screen here that we have started to record the meeting, so just so for everybody to know we are recording this meeting here tonight and it's being streamed right now through a Teams app there. So I'd like to thank everybody so much for taking the time tonight on a cold December night in the holiday season to come out and talk about a transportation project and I'm very excited about the turn out I see here. That means that people are paying attention. People do want to get involved, so we're excited to have you here and listen to your concerns and comments. I would like first to start and thank Wagman and RDA who are our contractor and consultant on this important design build job here. They're here tonight and have been manning the boards there for any of your questions. I also like to thank my staff here—Khatab Shammout, my assistant director in construction and Elnour Adam right over here, who is our division chief for the Alternative Construction program, which this is an alternative construction project by being a design build. My apologies for not introducing myself, Khatab making sure that I do that. My name is Rick Canizales. I am on your Director of transportation here for Prince William County. I work for the county, the board as well as the County Executive here. I'm not a VDOT Employee. I do work for the county and for you, the community. So with that said, we're going to have a quick presentation for you. Once we get started giving you the basics and I know you've seen some of the boards telling you kind of how we got here from a VDOT STAR study looking at innovative intersection design here to a unsolicited design build project that we were able to contract here to get this project done on a parallel and quick basis so we can get this improvement up and running. With that said though, I do want to do a quick introduction here. With her support, we've been able to move forward as quickly as we can on this project and we're so glad you could be here with us here tonight. But Yesli Vega is here with us and she's going to say a few words and get us started here tonight. Supervisor Vega. Thank you.

Yesli Vega, District Supervisor: Good evening, everyone. Thank you so much for taking the time out of your busy schedule. Your busy lives to come out here and join me and join Rick and staff and the consultant as we move forward on this big major project that's going to have significant impacts along 234. I recall being here almost two years ago talking Lake Jackson Roads and the dam, and it was then that Rick spoke a little bit about this project that was in its very early stages and obviously a lot has transpired. That was that was at the heels of Covid, and so a lot has transpired since, so I'm very happy that you all came out here. I know that there are a lot of questions, a lot of concerns, and it is my hope and desire that we do our very best to ensure that you walk out with those questions being answered. So my role here tonight is going to be to listen to your questions to your concerns and, hopefully, trusting that Rick and his team are going to do their very best to provide answers, clear answers, so that you all can leave here tonight satisfied. So with that, I'm going to go ahead and turn it over to Rick and again thank you so much for coming out.

Ricardo Canizales, Director of Transportation: Thank you again, Supervisor Vega, for you and your staff's support on this project. Just got a couple more mentions – I'd like to thank the NVRTA, the Northern Virginia Transportation Authority who funded this project fully. Monica Backmon, the executive director there is a good friend of the county's and has funded many projects around the county. We're very excited that they were able to fund this project fully, so we're able to get started with it. And finally, I just want to mention and remind a couple things. We do have comment sheets as well as the sign up sheet. Please make sure you sign up. Please make sure you put your comments down there. If not, we will be recording this meeting. It will be put on the county website. You will be able to

comment later, maybe come back, listen to it. Make sure if you miss something or misheard something. Make sure we get it right there and let us know what you think. It'll be up for probably about two weeks. Guys two weeks or so? It'll be up for 10 days and we'll get those comments. We also have a court reporter here tonight as this is the official public hearing for this project, so we would appreciate any comments you would just like to tell our court reporter. You could just report to them verbally and then we will get those as well. We will make sure that we get all your comments, compile them and get those answered or responded to. After we get those comments, we probably lump questions together or like that we will post in their responses to your comments. So with that all set up, I'm going to get the party started here and I'm going to introduce Mary Ankers, who is the project manager on the county's behalf here for this project and she will be going through the beginning of the presentation, followed up by our consultant, Mark Gunn from Rinker Design. Thank you.

Mark Ankers, Project Manager: Alright, thank you guys. Good evening and I'm going to welcome everybody again to the design public hearing for the interchange at 234 and the Brentsville Road project. We also call this the Brentsville Interchange project. Sharing? Sorry. Close. Let me know if you can't hear me. I speak as loud as I can. We want to thank everybody including Supervisor Vega for joining us tonight in her support of the project. This is wonderful. My name is Mary Ankers and I'm the county's project manager for this project and I'm also your point of contact for all your comments on you should have on your brochure, your comment sheets or whatever you should have my contact information so please reach out to me with your comments or questions. And just as a heads up, I will repeat again. We have a 10 day response period which the closing comment period closes December 18. This project is located in mid Prince William County where Route 234 bypass intersection with Prince William Parkway and Route 234 Business. So this has resulted in two traffic lights that are in close proximity to each other and the results are traffic delays. So in October of 2018, VDOT completed something called a STAR study, which is called a strategically targeted and affordable roadway solution study on this area and they looked at different solutions for this area. And the design that we're going to present tonight scored the highest when you're considering safety, operational benefit, and cost. In January of 2021, the board of County Supervisors authorized the award of a Public Private Transportation Act of PPTA. Comprehensive agreement contract with Wagman Heavy Civil along with Rinker Design to design and construct this project. As Rick discussed, the project is funded from the Northern Virginia Transportation Authority, also known as NVTa with a budget of \$54.9 million and this is your tax dollars at work. The environmental documentation is complete. We have it here. If you would like to view it here and it's also available on the Prince William County website if you'd like to read it later. And there's – we're hopefully –we're not seeing many utilities in the footprint of this project, so we're not anticipating any major utility relocation. That should help with the construction. And this slide shows the overall project area. It includes a bridge crossing the 234 Bypass and eliminates the two existing traffic signals along Route 234 Bypass. The project does include some changes to what is called the limited access, which it has to be approved by the Commonwealth Transportation Board also known as the CTB. And we've received a lot of feedback concerning pedestrian and bicycle access through here, so we are looking for ways to connect as much as we can. So from here I'm going to pass it off to our design contractor and will give you some more details of what he is involved with.

Mark Gunn, Design Manager: Thank you, Mary, and thank everyone for coming out tonight. My name is Mark Gunn. I'm with Rinker Design. We're the lead contractor working for Wagman as part of the design build team to deliver this project for the county. Can everyone hear me okay? So we'll get into – what I'd

like to do is walk through some of the main features of the project. Some of the details. Also the project schedule and a little more information regarding the project as a whole. With regards to our project schedule, we're here today at the design public hearing. Wagman entered the design build contract with the county back in February and we've been working since to advance the plan so that we could get to the level when we could come out here and present the project and the major design features to you all tonight. We are working to get some plan approvals and some necessary permits to begin to early construction activities which we intend to do following the new year. Early next year, we hope that you'll be able to start seeing some early construction activity out in the interchange area. We'll then be obtaining final approval of the design plans in summer of next year and also initiating the right of way acquisition process and will touch on a little bit more about right of way later in the presentation, and finally this project is scheduled to be fully completed with spring of 2024. I wanted to touch on some of the highlights of the project and for those of you in the room, there are multiple display boards and we have plenty of folks who can go over some of the specifics with you. All of these exhibits are also posted on the county's website on the project page. So please any questions you have. We've got plenty of folks here prepared to answer those, and if we're not able to answer tonight, we certainly will get back to you as we go through all of the comments that are received. The project really is going to alleviate a lot of the congestion that we see out here, with the two existing signals at 234 Business and also at Brentsville and the Parkway. Those signals will be removed. We'll be going to a grade separated interchange. There will be a bridge taking Brentsville up over the bypass and also a bridge taking 294's connection to the bypass. Those ramps will also be grade separated over the Bypass. There will be a remaining signal at the intersection of Dumfries Road and what today is Bradley Cemetery Way and we're continuing to study signals at other locations where 294 connects to Bradley Cemetery. Some of the other major features of the project – We do have the two bridges that I mentioned. We do have pedestrian connectivity via shared use paths and sidewalks throughout the project limits and we also will be upgrading the stormwater management facilities in the project area. This slide shows the two bridges that I mentioned, the first on the left side of the screen is the Brentsville Road bridge. It'll carry traffic both North and South and also will carry a shared use path for safe pedestrian crossing of the bypass – over the bypass. The second bridge to the right carries the ramps that will connect from 294 over onto the bypass and we've got exhibits that show the lane configurations and dimensions of the bridge. It'll be a single span over the bypass, again, eliminating those existing signals that lead to the congestion that we see out there today. One of the innovative aspects of this project are two Green T – with what's referred to as Green T intersections. These intersection types promote operations by removing a lot of the stopping and conflicting movements at an intersection. This one is at the top of the ramp. If you are taking the bypass east towards 95 and take the ramp up to Brentsville Road, that will be a Green T intersection. Brentsville Road's traffic will be continuous and the left turn from the top of that ramp onto Brentsville Road will be stopped controlled, but will have a receiving lane so that you can make that movement without conflicting with the through traffic. Similarly, the intersection of 294 and Bradley Cemetery Way as well as the ramp connections from the bypass will also be a Green T movement. One of the benefits of the Green T also is that it takes some of the heaviest vehicular movements and takes those out of the intersection, makes those free flow movements. So if you're on 294 coming towards the bypass and you're going to make the right turn to Bradley Cemetery way, that'll be a free flow movement and you'll only be stopped at the one signal over Dumfries Road before you get from your origin out onto the bypass. We're continuing to study this intersection. We have received some feedback regarding concern over the pedestrian movements, so we are continuing to study this.

As of now, a signal has not been approved here, so we're continuing to study not only the intersection operations, but all of the bike and pedestrian movements and we'll be following up with that after this meeting as we continue to study it and work with VDOT to determine the best solution. With regards to bicycle and pedestrian connectivity, it is a focus of the project and this slide may be a little tough to see on the screen, but again we have the boards in back and online. But generally, the connectivity that we're providing from Godwin Drive down to Bradley Cemetery, we're adding a sidewalk on the West side of the road. That will arrive at the signalized intersection on the project which will allow you to cross that intersection. There will also be a shared use path that will run all the way along Plant Place up into the intersection into the interchange area and then over the bypass via the Brentsville Road Bridge. So that pedestrian – that shared use Path also will follow along, cross the intersection, and connect to the existing path along 294 so we are looking to provide connectivity throughout from all those different existing bike and pedestrian facilities. And as I said, there are some aspects of that that are still being studied. Particularly where they cross the intersection across the ramps.

Public Comment: Can't you do a pedestrian bridge there?

Mark Gunn, Design Manager: If I could ask you just to wait and we're going to do all the questions at the end of the presentation. Thank you. Wanted to touch on Right of Way acquisition. There are, we have identified approximately 5 properties along the perimeter of the project that we will need to acquire, either right of way or easements, and easements are land rights so that we can install things such as utilities or drainage or even temporary easements that are used for the construction of the project, but then the county does not hold any long term rights in. So there are five properties that we anticipate affecting in that way. There are no relocations or displacements. They really are smaller areas of right away that are needed for the project and we will be following the standard process of right of way acquisition. So if you are one of those affected homeowners, you'll be contacted so that we can discuss the project with you. Then do an appraisal and go through the Uniform Act which guides the regulations on how we approach right of way. The project also does require an adjustment to the limited access. Limited access is basically access control along major roadways such as the bypass, and when you do an interchange project like this you often have to adjust those lines, so will be going through that process. It does require Commonwealth Transportation Board approval, so after we get through the public hearing, that will be one of our follow up steps is to go to the CTB to gain their approval of the limited access adjustment. And any of those properties that are affected that we do need to enter the right of way acquisition process with, your first contact can be expected in the spring of next year. And as Mary mentioned, there are a number of ways for you to give us feedback, questions and comments. One is here tonight. We will be recording the meeting. We also do have the court reporter. There's a comment box where you can drop off comments and they also can be emailed directly to Mary. We would ask that that you submit your comments within the next 10 days by the 18th so that then we can compile everything and work to evaluate, respond and address those comments the best we can. So with that I believe will open it up for questions.

Ricardo Canizales, Director of Transportation: Well, go ahead and start with. Sure.

Public Comment: Yeah, so you worried about maybe having to add another traffic light up there when you're doing this Green T. Which I think, would it be just simple? Make it happen for bridge? Asphalt. So people don't have to cross lane of traffic on that ramp that's coming up. That's the ramp you're talking about, right?

Mark Gunn, Design Manager: Yes, yes it is.

Public Comment: You need people to cross over that ramp and you're talking about having a traffic light one there, yes? But I understand people like to walk and bicycle and how much more could it possibly to build a pedestrian bridge and by different people.

Mark Gunn, Design Manager: Yeah, so we are continuing. As I mentioned, we have received comments even advance of tonight's meeting regarding that specific issue. And then I did speak with several folks who raised the same issue. So it's an ongoing discussion that we've been having between the design build team and the county and also with VDOT to find the best solution to that crossing.

Public Comment: So when you say this is a design build, you've already pick the contract?

Mark Gunn, Design Manager: Yeah, I'm part of the contractor team.

Khattab Shammout, Assistant Director of Transportation: Mark Gunn is with the RDA. That's a consulting firm that is hired directly by the contractor Wagman on the projects. Our contract is really with Wagman, and RDA is a consultant, works directly for Wagman.

Public Comment: So Wagman is the one constructing the project?

Khattab Shammout, Assistant Director of Transportation: Yes, ma'am.

Ricardo Canizales, Director of Transportation: And I'm sorry, I probably should have done this at the beginning just for everybody's information and education of what a design build project is and how that is different than what we usually do. In case you don't know, the way we usually do projects or traditionally have done projects in transportation is we have done them through what's called a design bid build method. It's a very linear process that goes from a design to then look at that design and get that design approved. Then be able to go in there and do right away. Find the right of way, get to the utilities, remove the utilities and then get a contract bid and construct the project. That is the normal, that the traditional process, we'll call it. Our design build is a new procurement, it's not so new anymore. We've been doing it for probably a decade now, but it's an alternative procurement where you're allowed to do things in parallel. So you design part of the project, you put a concept up like we did for STARS. The designer comes in or the contractor comes in, this is Wagman, hires an engineer, who is RDA, and says hey make this better or about the same and make it so we can put in a bid, and they gave up what's called an unsolicited bid. So it was the county didn't ask where we got it, we took that, we shopped it. We had other contractors come in and bid on it. Wagman, was the winner of that bid, and now Wagman has taken over this project and Mark is continuing to finish up the design of this project. This public hearing is part of that Getting— that's what I'm saying. Getting your comments tonight is important because it lets us make decisions on how we adjust the design before we get into that final stage and we start doing all this construction or stuff. Mark talked a little bit about starting to do the clearing and some of the stuff that goes on getting those permits. With the design build job, we can do that with the design concept that we have already, knowing that it's not going to be exactly the same, but in those areas that we know are going to be the same and are within right of way and little risk, we start moving on it. So it's a parallel process of doing all those things instead of a linear process. Saves time, saves money. We'll be done with an interchange in two to three years. In the transportation world, that's lightspeed. It really is lightspeed.

Public Comment: Looks like Balls Ford Road is going pretty good.

Ricardo Canizales, Director of Transportation: So that is a design build procurement as well, so exactly, and that's exactly what we're trying to achieve here, so my apologies for not coming in with that background and explaining to you what we meant by design build.

Public Comment: I have a question.

Ricardo Canizales, Director of Transportation: Uh, yes, ma'am.

Public Comment: I'm at the intersection of Huntsman and Plant, so right behind the wall. And I found out that the people that lived there before me actually paid for a wall. Uhm, so there's a noise issue are raised. But the church, so it doesn't look like there's another way in and out of that. It looks like it's only going to go down Plant Place and we have one way out of our neighborhood just down plant place. That's it. So I'm hoping that there's gonna be another. You know, place for the church to go out.

Ricardo Canizales, Director of Transportation: I will have to look into that. I can't answer that question for you here, but if you please leave me your name, I'll definitely get you answered.

Public Comment: And then can we start talking about lowering the MPH on Plant Road? Because right now it's 25 and the pedestrians use the road at the same time. And I can tell you those guys going up to Meadow Farms are blasting off there. It's happened couple times, right?

Ricardo Canizales, Director of Transportation: Please give me your name before you go. I have a whole group of traffic engineers that look at exactly what you're talking about and see what we can do for you. Sure.

Khattab Shammout, Assistant Director of Transportation: Because currently they're using the roadway to walk, we are creating a trail right next to the road. You will not be going into the road anymore. Walk on the trail and connect. For road speed, typically VDOT would require what they call a speed study, so we're going to have to do a speed study for every roadway out there and determine what is the final speed of that road. OK, so it's not like we said, you know, we want that to be 25 or that be 35. This study will show us what the speed needs to be posted.

Ricardo Canizales, Director of Transportation: Be up there on that on the screen right here. That purple line that is your new trailer, so you see that the trail comes all the way down past the nursery all the way to hook up to the existing trailer.

Public Comment: You don't understand. Originally, the church was supposed to be built in the middle of that Purple Lane. Did the church give way, they're not building anymore? I'm saying if it were supposed to go.

Ricardo Canizales, Director of Transportation: It will still be there. Coordinate with them. Then I think we're taking a little bit. It's based on and again that's what I will have to get back to you on, my apologies.

Public Comment: I mean it's kind of a follow up on what she has to say. Is there going to be one light? Basically like Jackson and another light on 234, not to Cloverhill? OK so as somebody who lives here now and lives back, we have nothing but speeding trucks and motorcycles now with the lights that we have. So all that's gonna happen is that's gonna get extremely worse and the noise I'm back on Smith Lane.

I'm back, I shouldn't hear. I hear everything every night, we hear the trucks, everything. I don't live up on the front, I live in the back and if it's that bad now and we're gonna open this up basically open up the speeding. That's all we're opening up straight out speeding. They're gonna go from Clover Hill Lake Jackson.

Khatab Shammout, Assistant Director of Transportation: In terms of sound, I think it's gonna.. Again, I'm not looking at the numbers, but usually the braking and that the stopping and picking up to pass the signal or to speed up to order to pass the signal is what creates a lot of that.

Public Comment: I'm not talking just the trucks, I'm talking the motorcycles and cars out here racing on 234. It's just gonna make it worse and we've already had deaths out here on 3:30 at night.

Public Comment: At night the light stays green, so they are running at 65/70 miles from Clover Hill all the way through because there's no traffic at night. This is traffic like it's not going to improve or make it any worse. What they could do is put a speed table as you're coming down by the hill towards the Coles and Lake Jackson drive to try to convince people to slow down, but they run the red light here. You cannot leave Coles unless you're positive that people have stopped both ways on 234.

Ricardo Canizales, Director of Transportation: I'm sorry. I'll be able to answer that quickly. We can't put a speed table on a major primary route like that, but thank you for the comment.

Katie, Public Comment: Now they're saying. Rick, I'm Katie. And we obviously speed tables aren't really a thing, but in other areas of the county we have those signs that say light ahead is red. Is there a way to maybe increase some of the safety signage so that we ask that people are coming down here, they get the lights to say hey, there's a stoplight ahead, start from here, brakes now rather than waiting for the last minute?

Ricardo Canizales, Director of Transportation: We're talking about current situation, right? In future there won't be a light there. You're talking about Coles, Lake Jackson?

Katie, Public Comment: We want to add one of the warning lights, like right up here where we see the sign for.

Ricardo Canizales, Director of Transportation: Understand now, yes it's done. We can definitely work on. Yeah, we'll take a look.

Khatab Shammout, Assistant Director of Transportation: At the street outside the scope of the project. We'll take a look at it, but it's definitely outside the scope.

Ricardo Canizales, Director of Transportation: I thank you for the comment. We definitely can take it, ma'am.

Public Comment: I live on Boutilier Lane so I'm very close and now we hear the noise. So can you put in your budget a sound barrier because it's very important for us and for them. They're far and they can hear it. So I'm the front. You have lots of streets now and people are going to speed. So we need a sound barrier. Very crucial for all of us, all of the houses that live on Boutilier Lane.

Mark Gunn, Design Manager: Yeah, so prior to the design build team coming on there, there was environmental studies and documentation performed. One of those was a noise study and the findings of that study. There's rigid criteria on what needs to be found in that study to

warrant the installation of noise walls and given the configuration and the nature of this project, it was determined that noise walls would not meet that criteria. So there is a re-evaluation process that goes on during the project, but –

Khatab Shammout, Assistant Director of Transportation: We have that available. We could share that with whoever wants to see the study. I can load it online.

Public Comment: You can do the study, but we hear the noise. This is not right. We lived on Boutillier Lane and we are very close to the highway, so this is having more streets. And people go to speed. Now we can hear the motorcycle. Motorcycles, trucks, they take a brake. I'm hear everything very loud so the siren, Police, Fire Department. So the study. I do not buy it. We have to have the sound barrier. Thank you.

Ricardo Canizales, Director of Transportation: Again, we have, this is a transportation project and there's very like Mark said, specific criteria that we have to follow for the project to be able to pay for those sound barriers. If you do not meet those warrants or criteria we cannot pay for those through the project costs. Just so you understand how this study is done, ma'am, though, so just so you understand the study's done, the study is based on your noise level now. So they look at what your noise level is now in compared to what the noise level would be without the braking. Without this stuff, because there's no signal there now, it compares it and says is there going to be more noise. And that delta between those two numbers is what actually warrants you or not. So if you're telling me right now that you're hearing all this braking and all this loudness and all this stuff now, then it's going to be very hard for a study to meet and come back and say that at your base, what you're hearing now, there's this much more coming your way. Where like Khatab says, sometimes the situation when there's no signal makes it better for noise because it's not as loud without the brake noise. So that study shows it we can't. Because as a transportation project we have regulations that we have to follow for sound, we can't at this point fund that with the money that we've been given.

Public Comment: 54.9 Million. And you cannot budget for a sound wall?

Ricardo Canizales, Director of Transportation: It's not about budget ma'am, it's about what we're allowed to use. The money that we get for these projects is not County money, it's money that we get granted to us from transportation authorities, from the state, from the federal government. We take their money and we use it to build transportation projects. They have specific rules that we have to follow to be able to use those money for certain things. Right now, the way that the study came out, it does not allow us to use the project dollars to make sound walls. To build walls.

Public Comment: Is your study living here 24/7 for a week's time? I don't think so. You're not coming out to our neighborhoods.

Ricardo Canizales, Director of Transportation: No, they put sound sensors, ma'am. It's a study. Like I said and we had the experts say they can tell you a little more than I can about it, but it's a delta between what you're getting now and what happens after the road is done. That's how the studying is done. It's not based on no sound compared to what you're going to hear when

the project's there. So I just wanted to make sure you understood how these studies were completed.

Public Comment: Two questions. One. Does anybody in the on your staff or any of these so called experts, do they live in the area? Do they use this road? And secondly, coming down from Dumfries Rd fairground, it doesn't look like there's an easy access to 234 South. Looks like you have to go and make a turn up there on what is now Cemetery Rd. Cemetery Way.

Mark Gunn, Design Manager: Yes, Sir, that is correct. If you're coming from Dumfries, you'll make a left at what now is Bradley Cemetery. But then you will have free flow movements from there all the way onto the bypass.

Public Comment: Now you don't have to make a left there. Well, now you come out to today. At least, the traffic light stops the traffic somewhat. Granted, with free flowing traffic, we hear people now. But they pay no attention to the speed limits anyway. The police drive from one part of the county to another, and they were running down to 234. It's just going to make everything faster.

Ricardo Canizales, Director of Transportation: I'm sorry, I really don't think we disagree with you, but a lot of the purposes of these improvements are to get that through movement on 234, the main route between 66 and 95 moving because we have a major connection that's important not only to the State, the region and the county. And then here, I'm sorry I live on Davis Ford Road, and I travel here, and I just came from my aunts house who lives on Blansford right there off of Lake Jackson. So yes, I and my family do live here and have lived here for 20 years. So I do understand and where I live on Davis Ford. I hear the traffic on the Parkway on my side of the Parkway where I live in. I live in the woods and I understand the issue. I definitely do that were, you know, we're trying to better the system here again for not only the truck traffic or the truck traffic, but for everybody around the operations of the road. We're building an intersection over there at the at the university, we're getting ready to do a quadrant there. We're doing one at Balls Ford. We're doing one here. It's because this is a very important road that hooks in two major interstates within our county. The two major interstates we have in the county.

Public Comment: We're stuck with it no matter what. Correct?

Ricardo Canizales, Director of Transportation: Stuck with what, sir? I'm sorry, I'm not understanding. Where we're looking at building an interchange. Yes, here.

Public Comment: So if we have this project. Once it if it's no matter how it turns out, we're stuck with, right?

Ricardo Canizales, Director of Transportation: Yes, the project, once it's built. It's asphalt on the ground.

Khattab Shammout, Assistant Director of Transportation: Again, the word stuck and this is an improvement. That's what I'm wondering. The traffic numbers we have, and it's improved.

Public Comment: Your numbers. You can quote numbers up one side down the other, but it still doesn't mean that it's going to be make things better.

Ricardo Canizales, Director of Transportation: Maybe not for the people around the interchange that may have to deal with the construction and the things we have to deal with, but for the majority of the county, again, the region in the state this isn't a transportation improvement that improves a major route through that connects two major interstates. So I'm sorry that you feel that way, but we're trying our best to make improvements in the county and make them the way that they helped the network and they also help other things like the, you know, the pedestrian, the bicycle network, everything transportation-wise. And you know sometimes we have to agree to disagree on what we consider improvements and not all. Apologies, sir. Yes, sir.

Public Comment: On the sound thing, can they not go back to the sound before they did 234? You know what? Yeah, you get. For a lot of us that are local, we've been through this. We dealt with all the construction. We dealt with accidents. We dealt with the mess for years and for a lot of us, I don't wanna deal with it again. I live 7 miles to my work. This is going to be. Already now you don't know how long it's going to take. The school buses are already and I just watched these poor kids come home late at night already because of the traffic and we're just gonna throw all this construction in here and it's gonna be a mess.

Ricardo Canizales, Director of Transportation: I understand your frustration, but it's a growing county. When I got here 20 years ago, like I mentioned and I started working for the county, this county was a county of 200,000 people. We're a county of almost 500,000 in that 20-year span.

Public Comment: I realize that and I think it's good for a lot of ways, but when Prince William Parkway was built, we were told that there would be no stop lights on Prince William Parkway. We all know that's a lie 'cause all the way straight up Parkway you've got nothing but and this part's hard. It's like it's gonna bother the neighbors and the people that live here up and down the road. And that's a concern. Long time it's not going to be a couple days. This is gonna be years of us having to deal with this.

Ricardo Canizales, Director of Transportation: And I hope that once you see it completed and you see what it does it that you'll see that it's a better situation for you. You had a question behind her. How you doing, Alan? Good to see you.

Public Comment: You can just fix the lights.

Alan, Public Comment: I appreciate what you're doing to move traffic along and prevent delays for motorists. You're basically upgrading this into almost an Interstate standard, and when you do that, you really can't have at grade trail crossings of these roads. They really need to be totally grade separate. Six at grade crossing high speed long range. Somebody is going to get killed. I think more than once on this and what's a life. We need to have pedestrian bridge with two major cross county trails in the county. The Prince William Parkway Trail and the 234 trail needed that intersection and you can build a trail plan the way it made. It's already elevated. Don't even need an approach which is higher than the Parkway. You could just build the bridge and connect those two trails directly and at least that leg, those two legs in the intersection would be joined without going through those four at grade crossings there on the east side of Liberia Ave extended. And then again, there's, you've got five legs of growth that should have pedestrian bicycle cross access. You got the Parkway. You got 234 S, 234 W which currently has nothing, Brentsville Road and Dumfries Road 234 Business. So people are coming and going from all those intersections. I come down there from the city of Manassas down Dumfries road. Right now, I just

go as a vehicle down, go all the way down to the 234, make a left turn, make a right on Brentsville road in the right turn lane – pretty easy to do. This would be suicidal. I have to cross a two signalized intersections totaling 12 lanes, then cross a high speed ramp, then go over that bridge which isn't so bad with the Parkway there, and then have another at grade crossing there only of the ramp from Brentsville Road. So I mean, it's just it's just a nightmare and I know it's expensive to do that, but really you need to think about all the different legs, the future connections along Dumfries Road, the future connections along 234 North and figuring out how to do that with the least amount of at grade crossings.

Ricardo Canizales, Director of Transportation: I appreciate the comment. I understand the concerns. We talked a little bit about that already and you said it very clearly. It's costly, but understood and we are looking at those in certain areas of the county and we are actually looking and potentially looking at one here too, just not in all the intersections you just said, but the one we have been discussing that we're discussing with VDOT about what we can do with that intersection. There is consideration of doing a pedestrian or bridge there that can be used, but at this point that's the only one that's being considered as part of this project to get to something to see if we get one there. With that, once we see that the demand is there by the bicyclists and pedestrians, we may want to add more and they may be projects that happen after this interchange is built, but as of now, the pedestrian network that we can create with the budget that we have that we've already extended in three different places to make sure that we connect properly. Thanks for your comments and some others going forward, but will continue to consider those intersections and seeing how we can make them safer there. Sir. How you doing?

Public Comment: Let me second Alan's comments at this intersection interchange is designed essentially as a killer interchange. Absent vision zero principles, perfect mobility for bikes and pedestrians. It's designed for cars and trucks to zip through here and there are going to be people, moms with kids and baby carriages that they're going to get flattened at these at grade crossings as designed here. This is a killer interchange, the way it's designed. The other point I'd like to suggest is that in the current comprehensive plan, the trail supposed to go to work in South along 234? That seems not to be going north at all in this. We're asking this. If you gotta follow VDOT's rules, why not be compliant with the comprehensive plan of Prince William County?

Ricardo Canizales, Director of Transportation: It's not that we're not being compliant, Mr Grymes. I. I think the issue here is the fact that we do not want to build a trail that leads to nowhere and have people mistakenly take that trail and think and end up on part of the Parkway that has no trail for an extensive period of time. So we just don't want to have that expectation of people at this point time. Once that trail is created for that section of the Parkway, we'll hook it into the interchange as allowable through that area. But that is the reason we did not go north or West on that side.

Public Comment: Look just where you have left no space for a trail on the stormwater pond that will take you from Dumfries Road to 234. You're not designing this for future plans.

Ricardo Canizales, Director of Transportation: Thank you and we'll take that comment into consideration. We appreciate that comment and we'll take a look at that and make sure that we are accommodating some space to be able to make sure it's done with people.

Public Comment: Are you guys using advocacy groups and data points to capture your shared use path information? Or you just based on the information of the locals?

Ricardo Canizales, Director of Transportation: Uh, we do it based on connectivity and making sure that we're connecting the existing system out there. Initially it didn't happen. Some of the people and some of these groups and advocacy groups and some of the residents gave us some comments making sure we understood that there wasn't a connection. We were just a little bit off of connection for Godwin Drive. We made sure we made that connection up to the North there. We made sure we heard that there was interest in having a trail here instead of just going in the street in front of the nursery. So we make sure we made that connection all the way down to the existing trail which did not exist when we initially had the first concept design. So we have been and we made sure – what else did we add here, Mark, besides that? On the way here to Brentsville down to the bottom there. So those are the three extensions that we did as part of the comments that we heard initially regarding pedestrians. Now, obviously we're hearing that, you know, there's some dangerous spots in there and we are taking a look at those and we will make sure we take a look at making at designing this so there is no prevention of creating a trail in the future. I will take a look at that, but that's kind of how we got to where we are on the trail system and also in regards to what Mr. Grymes said, following are our comprehensive plan, making sure –

Public Comment: There's some tools out there that will give you more data points, for instance, cyclists. Brentsville Road is a major connector point from Manassas to Knoxville. It goes through and if you're not capturing all the data points, there's data points between those two points and then North and South as well, as well as what you've heard about the pedestrians. So there's a lot of information out there that advocacy have to see groups have and some other tools that are out there being used by walkers, runners, joggers and cyclists as well.

Ricardo Canizales, Director of Transportation: Thank you for your comments. I think Mr. Gunn's taken note and we'll see what we can do.

Public Comment: I'm at the bottom of the blue circle at southern most part, Brentsville Road, head South. Brentsville and Boutilier lane in the southwestern quadrant. Right now, if you go out on the lane and try to take a walk going towards intersection. It's a little bit sketchy, but at least the cars have a stop light to get going into that off ramp. Vehicles are just going to be roaring on, roaring into Brentsville Road and forget speed limits forget that stuff. It's going to make getting from Boutilier Lane, where that blue circle is, that southernmost point, points turning left or turning right, but that makes it very dangerous. I want to see what kind of studies were done in terms of vehicles going from intersections South on Brentsville or how much faster they going to be going and how much more of a sight line is really be because they're going to be closer to the intersection of Boutilier at Brentsville and they're going to be faster, a dangerous situation.

Mark Gunn, Design Manager: Yeah, so part of our design is to verify adequate sight distance for all movements at each intersection, including the one that you just mentioned there. And that that will be a yield movement for folks coming off of that ramp. The free flow movement is going to be Brentsville as it is today, so we have verified that all sight distance criteria is met. And so that that's the most basic answer to you. I understand your concern about speeding

vehicles, and we certainly will evaluate this comment further to see if there are any other measures that we should add into the plan to take care of that.

Public Comment: This is worse not good, because now it's more safe then. Yeah, it'll be more dangerous in the future then this is the same, like you have to think about it. When we want to turn to come to Brentsville Road from Boutilier, now because of the traffic light, there is some safety for us, but now it will be hard to turn.

Ricardo Canizales, Director of Transportation: No, no, I understand both of your comments and we thank you for them and we'll take a look at that, but we'll definitely see what we can do, if there's anything additional we can put at that intersection that creates a safer movement for you. Let's take a look at that and see what we can. Yeah, yeah, that's some signage perhaps, and making sure that we get it correct. Let us look at what we can do there and make sure that we can assure you that you're getting answers. Yes, ma'am.

Public Comment: I want to echo the comment about the comprehensive plan and the possibility of extending the bypass. About by the way, it ends right now, it just ends at Brentsville Road. I'm not sure I completely understand the whole notion of having the trail on the shoulder. So it seems like if you are building this intersection that have that stuff that goes north as far as this project goes is imperative.

Ricardo Canizales, Director of Transportation: Hear you loud and clear. We will make sure that there's nothing impeding that in the future. We'll take a look at. Ma'am.

Margaret Smith, Public Comment: I'm Margaret Smith, I live South of Prince William Parkway. I come through that intersection at least once a day, either on a bicycle or in my car. And you're talking about building the intersection as it is. Who goes all that windy stuff with the bike path. But doing that is not being proactive. It's going to be reactive after you have the fatality or the accident, and you say, oh, we should have put something there to get the bicycles and pedestrians over 234 to connect the two trails so why be reactive when we can be proactive. If you build it now and you have to tear all up and put something else in, it seems like a waste of money. The trails with the bridge.

Khattab Shammout, Assistant Director of Transportation: It's being built to cross over the bridge.

Ricardo Canizales, Director of Transportation: Yeah, there's trails on the bridge, ma'am. What you see in purple—

Margaret Smith, Public Comment: You have to cross five at grade intersections to come north on the 234 trail to get to go on the Liberia extended to go to connect with Prince William Parkway. That's a very, very busy and active trail with cyclists and pedestrians and runners. Five at grade crossings of ramps there to get across to connect those two trails.

Ricardo Canizales, Director of Transportation: Right. Correct. If you're talking about that. They were examining to see if there's a better solution than just the signal or whatever. Yes, so that's yes, that's we are looking at that possibility, right?

Margaret Smith, Public Comment: Go to Fairfax County Parkway and look what they've done there. And it's, it's everything that we've done here. We've got on paper here, and it is hair racing to try and cross

the ramps there on there. They've got bike path that goes all the way up and down Fairfax County Parkway, which is great. But to try across those ramps? Forget it.

Ricardo Canizales, Director of Transportation: And again, we continue to study that intersection. We will continue to see what the solution is there. It may or may not be a bridge, but we are. That is one of the possibilities that we are examining looking at now. It's a lot of these bridges become very cost prohibitive to projects because they're very expensive. The last one we priced out for 15 was about \$8 million, so an \$8 million bridge on a \$50 million project. There's quite a large price tag and increase for one facility at one intersection. So we have to examine all that cost benefit and all the things that you mentioned and making sure that we're doing. We're trying to do the right thing up here. We also got to remember that we are in a semi-rural area of the county here, and we're not in an urban area where these pedestrian bridges are mostly prevail.

Public Comment: Currently. The current configuration, the people going west on Brentsville Road coming from Dumfries Road or Liberia extended or Prince William Parkway, There are four different ways to accessing Brentsville Road. And they all have to stop all four times. So what it does is close up the traffic. Then they have to start up again. So it's not a continuous flow. Seems like you're trying to make one continuous flow no matter which way you're coming from to get down from Brentsville Road. To kinda hurry up to traffic and I think maybe you should look at maybe slowing down in traffic. Brentsville Road is 40 miles an hour. If you try to make things go smoother, without hesitation, like we do on freeways, beltways, they go faster and bring more traffic. I live under first post that has access from my driveway to Brentsville Rd. And at times, 15 cars and more are coming down, but they're only coming down from one part of the intersection. And then there's a pause, and then the next group comes through, the four different waves coming through the interchange. And what it's gonna do is gonna be one continuous line cars at times or 15 cars past my driveway after week. Now it's gonna be 30 or 40 cars. By making things go faster, maybe we ought to make people go slower. And think.

Ricardo Canizales, Director of Transportation: Thank you for commenting, Sir.

Mark Gunn, Design Manager: I think we do have a couple of questions from the folks who have joined online. Aaron.

Aaron DeLong, Moderator: Yeah, so the first one is a repeat question and before we get into that, I just want to let everybody know that has raised their hand to please type your questions so that we can read those aloud. The first question is a repeat about the design of plant place and will that land lock the First Baptist Church Manassas properties. I think we'll provide comment responses to everyone through their virtual comments as well as the ones that we've had in person to go along with the rest of the comments. So if the two individuals that have raised their hand could please type in their questions, we could get those read aloud.

Public Comment: Is this something where the questions that people are asking you guys were having FAQ website.

Ricardo Canizales, Director of Transportation: Correct. We'll respond directly to your comments. If they were unique or will love some comments to be able to post it. We'll post it all after we send a period after the 10 day period finishes up. OK, OK. After the 10 day period

finishes up, uh, we'll take all those comments. Compile, have our guys look at them, be able to respond and then come back and post them online so everybody can see that.

Khattab Shammout, Assistant Director of Transportation: : The transcript for the project.

Ricardo Canizales, Director of Transportation: Yes ma'am. Yes ma'am and we have the slides include contacts for anybody you want to talk about specific things to the project. If you want to talk to someone about right away, we have someone right away and then we talk about the design. Mary and Mark will get that to us, you know. And so that kind of thing. And again, we will continue. As I mentioned, this design is not final. We still have some elements that have to be finalized that RDA, Wagman, and the county will continue to work us through with VDOT. Any additional questions?

Public Comment: Are there any renderings of, rather than Bird's eye view looking down at the map, like looking on the horizon so as we come to the airport north, what it will look like as Brentsville goes over and with the bridge?

Ricardo Canizales, Director of Transportation: 3D renderings? We have not prepared one yet, but we're going to get some done Mark? Let's take a look that. We may be able to get some 3D rendering stuff so we can put on our website. Everybody could take a look. What's really cool, yeah, for the garage what we did we had were doing a parking garage on the East End of the county where we did is we did a little kind of 3D rendering where we show people how you would come in park and come out. So maybe if we show some movements on the interchange everybody would understand a little bit of how everything moves and so we'll, let's see if we can work on something like that with RDA and will post that online. Thank you. Great comment. Alan.

Alan, Public Comment: Crossing of the bypass, opacity. It's a lot cheaper to do as part of this project and later. Mobilizing, moving a lot of dirt, you can fill the abutments. And you would save a lot of money.

Ricardo Canizales, Director of Transportation: We are taking all that into consideration. That's what we are considering one here. Correct. Jason?

Jason, Public Comment: Do you have a pointer? What I'd like you to show me. If I'm coming from 66 and coming down 234, show me the path to turn onto Liberia and goes to Liberia, or the Parkway. I just want you to show me some path.

Ricardo Canizales, Director of Transportation: Going from 66 going back up to Liberia. Here we go. You turn like an interchange. You come here, make a loop, and you go back up.

Public Comment: And is that one lane or two lanes?

Ricardo Canizales, Director of Transportation: It's free flow, but it's free for the whole time there's no signal, so we just continue moving your vehicle.

Mark Gunn, Design Manager: You would make that entire movement without stopping at the traffic light.

Ricardo Canizales, Director of Transportation: Again, I think it's a great idea that was brought up that we're going to put a 3D rendering and maybe some stuff that shows you all the

movements together into our website so everybody understands how all the movements from all the different directions come together. We have done something similar for the divergent diamond because people were confused how you were going to switch lanes in the middle of the bridge and get to the opposite side so. Right, correct? So we did a rendering. I think RDA did a rendering out to show how those movements were made so so it started being a little more obvious to people how this went. So let's see if we can put together something like that for you, put it up and we'll make sure everybody knows when it is up. Yes ma'am in the back.

Public Comment: Will that be done in the very, very near future before the deadline for comments.

Ricardo Canizales, Director of Transportation: I don't think that will be done before the deadline. The deadline for comments again that the movements and the movements are pretty set in this in this moment. It's based on a STAR study, traffic studies that have already been done. So a lot of the changes will be to maybe turn lane lanes, turn lanes, the pedestrian and network like we've talked about. Those kind of things, the configuration of the of the interchange is very set.

Public Comment: I think people are confusing information. This is being built whether we like it or not. The information so you know how you're going to get home in the evening, how you leave in the morning. It's gonna all be OK.

Khattab Shammout, Assistant Director of Transportation: We really take comments. I mean, all of these pedestrian improvements and the additions were not in the plan originally. When we had the meeting, we got comments back from residents. We corrected that and we've added that. So we're here. I mean, the interchange would be built. The shifting of the interchange, adjusting,

Public Comment: Talking about the pedestrian bridge.

Khattab Shammout, Assistant Director of Transportation: We will take a look at that.

Public Comment: That I think is a plus, this purple going all the way through the bridge grade changes, I think that's bull shit. I think one bridge over 234 and be done with it.

Khattab Shammout, Assistant Director of Transportation: Thank you.

Mark Gunn, Design Manager: I think we do have a couple more online. OK, why don't we? Why we go into online, yeah?

Aaron Delong, Moderator: We have a couple online that are kind of related so I'm gonna read them off and succession just so we can get through. It appears this is from— So there's a couple of questions were gonna read them off in succession, so this first one is. It appears there's a paved access for ingress and egress out of Bradley Cemetery John Hornbaker estate, is that correct? The second one is assumed the grading will be stabilized on both sides of the cemetery that will be affected. Will any grades displace the Bradley Cemetery? And then one last one, will there be sufficient space for persons to be able to park along Bradley Cemetery to visit their loved one?

Mark Gunn, Design Manager: For those in the back that it was a series of questions there related to the work around Bradley Cemetery. I think I'll hit on each of these. There is going to

be a pull off area where someone could pull off and have space to park to visit the cemetery. There won't be any grading that directly impacts the cemetery. Any work around it will be properly stabilized to ensure there's no future effect on the cemetery. But there's one more part of that, Aaron?

Aaron Delong, Moderator: Just will there be sufficient space for them to access?

Mark Gunn, Design Manager: Yes and there will be the ability to safely park in that area. I mentioned and walked to visit the cemetery. Any other questions online?

Aaron Delong, Moderator: Yeah, there's a few. This first one is why does Brentsville Road Bridge have two lanes for less than 3000 vehicles per day?

Mark Gunn, Design Manager: The question was why did the Brentsville Bridge have two lanes? The reason for that is that Green T style intersection that I that I described. The one lane is for through traffic on Brecksville, the second lane is for someone making a left turn from the ramp onto Brentsville.

Aaron Delong, Moderator: There's one about is the high traffic count on Brentsville Road slated to rise once the new interchange is open, please provide specific projections.

Mark Gunn, Design Manager: We do have a traffic study and interchange report prepared. I don't have that data readily available, but we certainly have that as part of all our analysis modeling we can share that in response to the comment.

Ricardo Canizales, Director of Transportation: We will post that his response to that comment as a follow up to that.

Aaron Delong, Moderator: As a follow up to that, how will this facilitate the large amount of traffic that is using Brentsville Road as a through way?

Mark Gunn, Design Manager: This project is going to handle all of the traffic that that exists out there today, as well as our future modeling. So I don't know that it specifically is intended to accommodate any future development.

Public Comment: Right, so a lot on Brentsville Rd. There's a small sign at the intersection at 234 and there's also a small sign at the intersection of Lucasville that says no through trucks. It's a very small sign. I back up to the farm across the river from Brentsville so I look at Brentsville out my kitchen and there's tractor trailers and trucks that run up and down Brentsville Road all day long. So I'm asking, is there going to be more signage there or more enforcement there that prevents trucks? Because this is going to open up that even more for tractor trailers and trucks to use it as a path. The cars are one thing, but the truck traffic is something.

Ricardo Canizales, Director of Transportation: Yes, Sir and there is no intention right now removing the through truck restriction. As to the enforcement I can't really answer that for the police, but we will make the police aware that there there's an issue out there for you

Khattab Shammout, Assistant Director of Transportation: But we're not changing it

Ricardo Canizales, Director of Transportation: because we're not changing it. The No through truck restriction will remain. Any other questions?

Public Comment: Did you do a count study on Brentsville Road in the last two years. How's traffic travel Brentsville Road?

Mark Gunn: We did not do traffic data collection during the pandemic when traffic was artificially suppressed beyond what's normal condition.

Public Comment: Is that something you're gonna do before you complete this and find out how much traffic is coming through Brentsville? Or that doesn't matter at this point?

Mark Gunn: Well, there has been data collection done pre-pandemic that that serves as the basis for all of the analysis that's ongoing, along with regional growth factors and such. So it's reliable data from pre-pandemic that serves as the basis of everything that's been started.

Ricardo Canizales, Director of Transportation: We can make that traffic report available to you. That's public information and more than happy to share it.

Khatab Shammout, Assistant Director of Transportation: Within the pandemic period, VDOT came up with a way to really calculate that.

Ricardo Canizales, Director of Transportation: No, we try not to use pandemic numbers. We use pre-pandemic numbers or we're starting to take now as you see traffic increase, you're looking at about 65% to 75% of the traffic coming back to the area. So as we're seeing it increase slightly, we're starting to kick new numbers just to make sure that we're being accurate that the traffic is coming back. Any other questions and again, we do have staff here for a little bit longer that's going to be back in those boards that can answer specific questions. We're here to answer some specific questions here for you more.

Public Comment: My neighbor asked me to ask. He asked what order. Are you going to build the ramps first and then demolish with existing? I guess that's what he was worried about, was that we were gonna.

Ricardo Canizales, Director of Transportation: You want to talk about sequencing?

Mark Gunn: So generally speaking, the design has been laid out in a manner that's going to let Wagman, the contractor, build as much outside of traffic as possible. Like any construction project, there will be disruption, but we're certainly going to do our best.

Khatab Shammout, Assistant Director of Transportation: Existing is the yellow and that would be kept alone for a long time.

Ricardo Canizales, Director of Transportation: That we're going to leave her alone as long as possible. Try not to disrupt traffic. We have to maintain that traffic through a plan and make sure that we continue to have that what you have now. Man back there? No?

Public Comment: What was the reason you can't move the pedestrian crossover farther South on the Dumfries Rd. The pedestrian and bike path, why can't you move it back towards Lake Jackson? Why do the crossover at that intersection? Why can't you move it to the other side of the road further back on Dumfries Road and then connect?

Khatab Shammout, Assistant Director of Transportation: We've looked at this it's way outside of the project limits, and again we're trying to provide pedestrian connectivity within the interchange. But we'll take a look at it. We'll take a look, it's one of the ideas that we actually looked at some point.

Public Comment: There are a lot of builders have been trying to build here. Why don't you just ask for a proper to take care of the cost?

Ricardo Canizales, Director of Transportation: I wish the process was that easy ma'am. That's not, we can't ask for anything. We come in, we're implementers of the project, and when it comes to transportation improvements from developers, we can only review and request that the board makes all final decisions on what developers proffer and what they come in. So there's nothing that, I can't go to developer and say "give me that" because you're going to come in here, it just it doesn't work as easy as that, but I appreciate it. I wish I did, sometimes. Any other questions?

Public Comment: I just have a comment. I want to thank you for. I was so excited for this project before I was like that's happy that this is gonna be our goal without the traffic light and the reason you did this project. So deliberate. It turns out there is another type of flag. It is more I have to drive and it's like it's so I'm not very happy with this and about that. So I just., you already decided project and it's going to be implemented this time for all of us. Coronavirus, people unemployed. I wish this money doesn't spend, the state doesn't spend it on this kind of project. It could be, you can use it differently. It doesn't spend this much time and waste of money. People can benefit out of it as a state. So just this is my point, but I was so excited but the danger of the safety for me and this is crucial, so I hope you take it into consideration.

Ricardo Canizales, Director of Transportation: Thank you, ma'am, thank you, Yes, ma'am.

Public Comment: I have a question. How do you come from going down and go south on 234 in a car. From the fairgrounds. I live south. How do I do that in a car?

Ricardo Canizales, Director of Transportation: South as in towards 95. To take herself from there, take her south to get to 95. She's coming from the fairground.

Public Comment: From where we are now to the fairground.

Ricardo Canizales, Director of Transportation: That's a very easy movement. Yeah and again, that's why I think it's a great idea that we have this this kind of display just to show you guys how this works. I'm sorry we didn't think of that ahead of time, but that's a great comment and we'll definitely work on that. We'll get working on that display. Thank you very much again for coming. Supervisor Vega, any closing remarks on your part?

Yesli Vega, District Supervisor: I just want to say thank you again. Rick said something very important. This design has changed and it's changed because of the input that we received. So I don't want you to walk out of here thinking that your presence here is not going to make a difference. It is. I am confident that Rick and Company are going to go back. I've been taking notes. My staff is here and we've been writing down every single question. So we're going to take that into consideration and do our very best to figure out proper solutions where possible. So again, thank you so much for coming out. I bless you all. If I don't see you all again, I wish you all a very Merry Christmas and a happy New Year. Thank you.

Appendix E - Sign in Sheets



SIGN IN SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
Northern Virginia Transportation Authority Project No. 2018-034-1
VDOT Project No. 0234-076-323: UPC 118626



December 8, 2021

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Appendix F – Oral Comments

- Excerpt from Public Hearing Transcript with Comments highlighted
- Report from Verbatim Recorder indicating no additional comments were made on record

Brentsville Road Interchange Public Hearing Oral Comments

Public Comment: Yeah, so you worried about maybe having to add another traffic light up there when you're doing this Green T. Which I think, would it be just simple? Make it happen for bridge? Asphalt. So people don't have to cross lane of traffic on that ramp that's coming up. That's the ramp you're talking about, right?

Mark Gunn, Design Manager: Yes, yes it is.

Public Comment: You need people to cross over that ramp and you're talking about having a traffic light one there, yes? But I understand people like to walk and bicycle and how much more could it possibly to build a pedestrian bridge and by different people.

Mark Gunn, Design Manager: Yeah, so we are continuing. As I mentioned, we have received comments even advance of tonight's meeting regarding that specific issue. And then I did speak with several folks who raised the same issue. So it's an ongoing discussion that we've been having between the design build team and the county and also with VDOT to find the best solution to that crossing.

Public Comment: So when you say this is a design build, you've already pick the contract?

Mark Gunn, Design Manager: Yeah, I'm part of the contractor team.

Khattab Shammout, Assistant Director of Transportation: Mark Gunn is with the RDA. That's a consulting firm that is hired directly by the contractor Wagman on the projects. Our contract is really with Wagman, and RDA is a consultant, works directly for Wagman.

Public Comment: So Wagman is the one constructing the project?

Khattab Shammout, Assistant Director of Transportation: Yes, ma'am.

Ricardo Canizales, Director of Transportation: And I'm sorry, I probably should have done this at the beginning just for everybody's information and education of what a design build project is and how that is different than what we usually do. In case you don't know, the way we usually do projects or traditionally have done projects in transportation is we have done them through what's called a design bid build method. It's a very linear process that goes from a design to then look at that design and get that design approved. Then be able to go in there and do right away. Find the right of way, get to the utilities, remove the utilities and then get a contract bid and construct the project. That is the normal, that the traditional process, we'll call it. Our design build is a new procurement, it's not so new anymore. We've been doing it for probably a decade now, but it's an alternative procurement where you're allowed to do things in parallel. So you design part of the project, you put a concept up like we did for STARS. The designer comes in or the contractor comes in, this is Wagman, hires an engineer, who is RDA, and says hey make this better or about the same and make it so we can put in a bid, and they gave up what's called an unsolicited bid. So it was the county didn't ask where we got it, we took that, we shopped it. We had other contractors come in and bid on it. Wagman, was the winner of that bid, and now Wagman has taken over this project and Mark is continuing to finish up the design of this project. This public hearing is part of that Getting— that's what I'm saying. Getting your comments tonight is important because it lets us make decisions on how we adjust the design before we get into that final stage and we start doing all this construction or stuff. Mark talked a little bit about starting to

do the clearing and some of the stuff that goes on getting those permits. With the design build job, we can do that with the design concept that we have already, knowing that it's not going to be exactly the same, but in those areas that we know are going to be the same and are within right of way and little risk, we start moving on it. So it's a parallel process of doing all those things instead of a linear process. Saves time, saves money. We'll be done with an interchange in two to three years. In the transportation world, that's lightspeed. It really is lightspeed.

Public Comment: Looks like Balls Ford Road is going pretty good.

Ricardo Canizales, Director of Transportation: So that is a design build procurement as well, so exactly, and that's exactly what we're trying to achieve here, so my apologies for not coming in with that background and explaining to you what we meant by design build.

Public Comment: I have a question.

Ricardo Canizales, Director of Transportation: Uh, yes, ma'am.

Public Comment: I'm at the intersection of Huntsman and Plant, so right behind the wall. And I found out that the people that lived there before me actually paid for a wall. Uhm, so there's a noise issue are raised. But the church, so it doesn't look like there's another way in and out of that. It looks like it's only going to go down Plant Place and we have one way out of our neighborhood just down plant place. That's it. So I'm hoping that there's gonna be another. You know, place for the church to go out.

Ricardo Canizales, Director of Transportation: I will have to look into that. I can't answer that question for you here, but if you please leave me your name, I'll definitely get you answered.

Public Comment: And then can we start talking about lowering the MPH on Plant Road? Because right now it's 25 and the pedestrians use the road at the same time. And I can tell you those guys going up to Meadow Farms are blasting off there. It's happened couple times, right?

Ricardo Canizales, Director of Transportation: Please give me your name before you go. I have a whole group of traffic engineers that look at exactly what you're talking about and see what we can do for you. Sure.

Khatab Shammout, Assistant Director of Transportation: Because currently they're using the roadway to walk, we are creating a trail right next to the road. You will not be going into the road anymore. Walk on the trail and connect. For road speed, typically VDOT would require what they call a speed study, so we're going to have to do a speed study for every roadway out there and determine what is the final speed of that road. OK, so it's not like we said, you know, we want that to be 25 or that be 35. This study will show us what the speed needs to be posted.

Ricardo Canizales, Director of Transportation: Be up there on that on the screen right here. That purple line that is your new trailer, so you see that the trail comes all the way down past the nursery all the way to hook up to the existing trailer.

Public Comment: You don't understand. Originally, the church was supposed to be built in the middle of that Purple Lane. Did the church give way, they're not building anymore? I'm saying if it were supposed to go.

Ricardo Canizales, Director of Transportation: It will still be there. Coordinate with them. Then I think we're taking a little bit. It's based on and again that's what I will have to get back to you on, my apologies.

Public Comment: I mean it's kind of a follow up on what she has to say. Is there going to be one light? Basically like Jackson and another light on 234, not to Cloverhill? OK so as somebody who lives here now and lives back, we have nothing but speeding trucks and motorcycles now with the lights that we have. So all that's gonna happen is that's gonna get extremely worse and the noise I'm back on Smith Lane. I'm back, I shouldn't hear. I hear everything every night, we hear the trucks, everything. I don't live up on the front, I live in the back and if it's that bad now and we're gonna open this up basically open up the speeding. That's all we're opening up straight out speeding. They're gonna go from Clover Hill Lake Jackson.

Khatab Shammout, Assistant Director of Transportation: In terms of sound, I think it's gonna.. Again, I'm not looking at the numbers, but usually the braking and that the stopping and picking up to pass the signal or to speed up to order to pass the signal is what creates a lot of that.

Public Comment: I'm not talking just the trucks, I'm talking the motorcycles and cars out here racing on 234. It's just gonna make it worse and we've already had deaths out here on 3:30 at night.

Public Comment: At night the light stays green, so they are running at 65/70 miles from Clover Hill all the way through because there's no traffic at night. This is traffic like it's not going to improve or make it any worse. What they could do is put a speed table as you're coming down by the hill towards the Coles and Lake Jackson drive to try to convince people to slow down, but they run the red light here. You cannot leave Coles unless you're positive that people have stopped both ways on 234.

Ricardo Canizales, Director of Transportation: I'm sorry. I'll be able to answer that quickly. We can't put a speed table on a major primary route like that, but thank you for the comment.

Katie, Public Comment: Now they're saying. Rick, I'm Katie. And we obviously speed tables aren't really a thing, but in other areas of the county we have those signs that say light ahead is red. Is there a way to maybe increase some of the safety signage so that we ask that people are coming down here, they get the lights to say hey, there's a stoplight ahead, start from here, brakes now rather than waiting for the last minute?

Ricardo Canizales, Director of Transportation: We're talking about current situation, right? In future there won't be a light there. You're talking about Coles, Lake Jackson?

Katie, Public Comment: We want to add one of the warning lights, like right up here where we see the sign for.

Ricardo Canizales, Director of Transportation: Understand now, yes it's done. We can definitely work on. Yeah, we'll take a look.

Khatab Shammout, Assistant Director of Transportation: At the street outside the scope of the project. We'll take a look at it, but it's definitely outside the scope.

Ricardo Canizales, Director of Transportation: I thank you for the comment. We definitely can take it, ma'am.

Public Comment: I live on Boutilier Lane so I'm very close and now we hear the noise. So can you put in your budget a sound barrier because it's very important for us and for them. They're far and they can hear it. So I'm the front. You have lots of streets now and people are going to speed. So we need a sound barrier. Very crucial for all of us, all of the houses that live on Boutilier Lane.

Mark Gunn, Design Manager: Yeah, so prior to the design build team coming on there, there was environmental studies and documentation performed. One of those was a noise study and the findings of that study. There's rigid criteria on what needs to be found in that study to warrant the installation of noise walls and given the configuration and the nature of this project, it was determined that noise walls would not meet that criteria. So there is a re-evaluation process that goes on during the project, but –

Khatab Shammout, Assistant Director of Transportation: We have that available. We could share that with whoever wants to see the study. I can load it online.

Public Comment: You can do the study, but we hear the noise. This is not right. We lived on Boutilier Lane and we are very close to the highway, so this is having more streets. And people go to speed. Now we can hear the motorcycle. Motorcycles, trucks, they take a brake. I'm hear everything very loud so the siren, Police, Fire Department. So the study. I do not buy it. We have to have the sound barrier. Thank you.

Ricardo Canizales, Director of Transportation: Again, we have, this is a transportation project and there's very like Mark said, specific criteria that we have to follow for the project to be able to pay for those sound barriers. If you do not meet those warrants or criteria we cannot pay for those through the project costs. Just so you understand how this study is done, ma'am, though, so just so you understand the study's done, the study is based on your noise level now. So they look at what your noise level is now in compared to what the noise level would be without the braking. Without this stuff, because there's no signal there now, it compares it and says is there going to be more noise. And that delta between those two numbers is what actually warrants you or not. So if you're telling me right now that you're hearing all this braking and all this loudness and all this stuff now, then it's going to be very hard for a study to meet and come back and say that at your base, what you're hearing now, there's this much more coming your way. Where like Khatab says, sometimes the situation when there's no signal makes it better for noise because it's not as loud without the brake noise. So that study shows it we can't. Because as a transportation project we have regulations that we have to follow for sound, we can't at this point fund that with the money that we've been given.

Public Comment: 54.9 Million. And you cannot budget for a sound wall?

Ricardo Canizales, Director of Transportation: It's not about budget ma'am, it's about what we're allowed to use. The money that we get for these projects is not County money, it's money that we get granted to us from transportation authorities, from the state, from the federal government. We take their money and we use it to build transportation projects. They have specific rules that we have to follow to be able to use those money for certain things. Right now, the way that the study came out, it does not allow us to use the project dollars to make sound walls. To build walls.

Public Comment: Is your study living here 24/7 for a week's time? I don't think so. You're not coming out to our neighborhoods.

Ricardo Canizales, Director of Transportation: No, they put sound sensors, ma'am. It's a study. Like I said and we had the experts say they can tell you a little more than I can about it, but it's a delta between what you're getting now and what happens after the road is done. That's how the studying is done. It's not based on no sound compared to what you're going to hear when the project's there. So I just wanted to make sure you understood how these studies were completed.

Public Comment: Two questions. One. Does anybody in the on your staff or any of these so called experts, do they live in the area? Do they use this road? And secondly, coming down from Dumfries Rd fairground, it doesn't look like there's an easy access to 234 South. Looks like you have to go and make a turn up there on what is now Cemetery Rd. Cemetery Way.

Mark Gunn, Design Manager: Yes, Sir, that is correct. If you're coming from Dumfries, you'll make a left at what now is Bradley Cemetery. But then you will have free flow movements from there all the way onto the bypass.

Public Comment: Now you don't have to make a left there. Well, now you come out to today. At least, the traffic light stops the traffic somewhat. Granted, with free flowing traffic, we hear people now. But they pay no attention to the speed limits anyway. The police drive from one part of the county to another, and they were running down to 234. It's just going to make everything faster.

Ricardo Canizales, Director of Transportation: I'm sorry, I really don't think we disagree with you, but a lot of the purposes of these improvements are to get that through movement on 234, the main route between 66 and 95 moving because we have a major connection that's important not only to the State, the region and the county. And then here, I'm sorry I live on Davis Ford Road, and I travel here, and I just came from my aunts house who lives on Blansford right there off of Lake Jackson. So yes, I and my family do live here and have lived here for 20 years. So I do understand and where I live on Davis Ford. I hear the traffic on the Parkway on my side of the Parkway where I live in. I live in the woods and I understand the issue. I definitely do that were, you know, we're trying to better the system here again for not only the truck traffic or the truck traffic, but for everybody around the operations of the road. We're building an intersection over there at the at the university, we're getting ready to do a quadrant there. We're doing one at Balls Ford. We're doing one here. It's because this is a very important road that hooks in two major interstates within our county. The two major interstates we have in the county.

Public Comment: We're stuck with it no matter what. Correct?

Ricardo Canizales, Director of Transportation: Stuck with what, sir? I'm sorry, I'm not understanding. Where we're looking at building an interchange. Yes, here.

Public Comment: So if we have this project. Once it if it's no matter how it turns out, we're stuck with, right?

Ricardo Canizales, Director of Transportation: Yes, the project, once it's built. It's asphalt on the ground.

Khattab Shammout, Assistant Director of Transportation: Again, the word stuck and this is an improvement. That's what I'm wondering. The traffic numbers we have, and it's improved.

Public Comment: Your numbers. You can quote numbers up one side down the other, but it still doesn't mean that it's going to be make things better.

Ricardo Canizales, Director of Transportation: Maybe not for the people around the interchange that may have to deal with the construction and the things we have to deal with, but for the majority of the county, again, the region in the state this isn't a transportation improvement that improves a major route through that connects two major interstates. So I'm sorry that you feel that way, but we're trying our best to make improvements in the county and make them the way that they helped the network and they also help other things like the, you know, the pedestrian, the bicycle network, everything transportation-wise. And you know sometimes we have to agree to disagree on what we consider improvements and not all. Apologies, sir. Yes, sir.

Public Comment: On the sound thing, can they not go back to the sound before they did 234? You know what? Yeah, you get. For a lot of us that are local, we've been through this. We dealt with all the construction. We dealt with accidents. We dealt with the mess for years and for a lot of us, I don't wanna deal with it again. I live 7 miles to my work. This is going to be. Already now you don't know how long it's going to take. The school buses are already and I just watched these poor kids come home late at night already because of the traffic and we're just gonna throw all this construction in here and it's gonna be a mess.

Ricardo Canizales, Director of Transportation: I understand your frustration, but it's a growing county. When I got here 20 years ago, like I mentioned and I started working for the county, this county was a county of 200,000 people. We're a county of almost 500,000 in that 20-year span.

Public Comment: I realize that and I think it's good for a lot of ways, but when Prince William Parkway was built, we were told that there would be no stop lights on Prince William Parkway. We all know that's a lie 'cause all the way straight up Parkway you've got nothing but and this part's hard. It's like it's gonna bother the neighbors and the people that live here up and down the road. And that's a concern. Long time it's not going to be a couple days. This is gonna be years of us having to deal with this.

Ricardo Canizales, Director of Transportation: And I hope that once you see it completed and you see what it does it that you'll see that it's a better situation for you. You had a question behind her. How you doing, Alan? Good to see you.

Public Comment: You can just fix the lights.

Alan, Public Comment: I appreciate what you're doing to move traffic along and prevent delays for motorists. You're basically upgrading this into almost an Interstate standard, and when you do that, you really can't have at grade trail crossings of these roads. They really need to be totally grade separate. Six at grade crossing high speed long range. Somebody is going to get killed. I think more than once on this and what's a life. We need to have pedestrian bridge with two major cross county trails in the county.

The Prince William Parkway Trail and the 234 trail needed that intersection and you can build a trail plan the way it made. It's already elevated. Don't even need an approach which is higher than the Parkway. You could just build the bridge and connect those two trails directly and at least that leg, those two legs in the intersection would be joined without going through those four at grade crossings there on the east side of Liberia Ave extended. And then again, there's, you've got five legs of growth that should have pedestrian bicycle cross access. You got the Parkway. You got 234 S, 234 W which currently has nothing, Brentsville Road and Dumfries Road 234 Business. So people are coming and going from all those intersections. I come down there from the city of Manassas down Dumfries road. Right now, I just go as a vehicle down, go all the way down to the 234, make a left turn, make a right on Brentsville road in the right turn lane – pretty easy to do. This would be suicidal. I have to cross a two signalized intersections totaling 12 lanes, then cross a high speed ramp, then go over that bridge which isn't so bad with the Parkway there, and then have another at grade crossing there only of the ramp from Brentsville Road. So I mean, it's just it's just a nightmare and I know it's expensive to do that, but really you need to think about all the different legs, the future connections along Dumfries Road, the future connections along 234 North and figuring out how to do that with the least amount of at grade crossings.

Ricardo Canizales, Director of Transportation: I appreciate the comment. I understand the concerns. We talked a little bit about that already and you said it very clearly. It's costly, but understood and we are looking at those in certain areas of the county and we are actually looking and potentially looking at one here too, just not in all the intersections you just said, but the one we have been discussing that we're discussing with VDOT about what we can do with that intersection. There is consideration of doing a pedestrian or bridge there that can be used, but at this point that's the only one that's being considered as part of this project to get to something to see if we get one there. With that, once we see that the demand is there by the bicyclists and pedestrians, we may want to add more and they may be projects that happen after this interchange is built, but as of now, the pedestrian network that we can create with the budget that we have that we've already extended in three different places to make sure that we connect properly. Thanks for your comments and some others going forward, but will continue to consider those intersections and seeing how we can make them safer there. Sir. How you doing?

Public Comment: Let me second Alan's comments at this intersection interchange is designed essentially as a killer interchange. Absent vision zero principles, perfect mobility for bikes and pedestrians. It's designed for cars and trucks to zip through here and there are going to be people, moms with kids and baby carriages that they're going to get flattened at these at grade crossings as designed here. This is a killer interchange, the way it's designed. The other point I'd like to suggest is that in the current comprehensive plan, the trail supposed to go to work in South along 234? That seems not to be going north at all in this. We're asking this. If you gotta follow VDOT's rules, why not be compliant with the comprehensive plan of Prince William County?

Ricardo Canizales, Director of Transportation: It's not that we're not being compliant, Mr Grymes. I. I think the issue here is the fact that we do not want to build a trail that leads to nowhere and have people mistakenly take that trail and think and end up on part of the Parkway that has no trail for an extensive period of time. So we just don't want to have that expectation of people at this point time. Once that trail is created for that section of the

Parkway, we'll hook it into the interchange as allowable through that area. But that is the reason we did not go north or West on that side.

Public Comment: Look just where you have left no space for a trail on the stormwater pond that will take you from Dumfries Road to 234. You're not designing this for future plans.

Ricardo Canizales, Director of Transportation: Thank you and we'll take that comment into consideration. We appreciate that comment and we'll take a look at that and make sure that we are accommodating some space to be able to make sure it's done with people.

Public Comment: Are you guys using advocacy groups and data points to capture your shared use path information? Or you just based on the information of the locals?

Ricardo Canizales, Director of Transportation: Uh, we do it based on connectivity and making sure that we're connecting the existing system out there. Initially it didn't happen. Some of the people and some of these groups and advocacy groups and some of the residents gave us some comments making sure we understood that there wasn't a connection. We were just a little bit off of connection for Godwin Drive. We made sure we made that connection up to the North there. We made sure we heard that there was interest in having a trail here instead of just going in the street in front of the nursery. So we make sure we made that connection all the way down to the existing trail which did not exist when we initially had the first concept design. So we have been and we made sure – what else did we add here, Mark, besides that? On the way here to Brentsville down to the bottom there. So those are the three extensions that we did as part of the comments that we heard initially regarding pedestrians. Now, obviously we're hearing that, you know, there's some dangerous spots in there and we are taking a look at those and we will make sure we take a look at making at designing this so there is no prevention of creating a trail in the future. I will take a look at that, but that's kind of how we got to where we are on the trail system and also in regards to what Mr. Grymes said, following are our comprehensive plan, making sure –

Public Comment: There's some tools out there that will give you more data points, for instance, cyclists. Brentsville Road is a major connector point from Manassas to Knoxville. It goes through and if you're not capturing all the data points, there's data points between those two points and then North and South as well, as well as what you've heard about the pedestrians. So there's a lot of information out there that advocacy have to see groups have and some other tools that are out there being used by walkers, runners, joggers and cyclists as well.

Ricardo Canizales, Director of Transportation: Thank you for your comments. I think Mr. Gunn's taken note and we'll see what we can do.

Public Comment: I'm at the bottom of the blue circle at southern most part, Brentsville Road, head South. Brentsville and Boutilier lane in the southwestern quadrant. Right now, if you go out on the lane and try to take a walk going towards intersection. It's a little bit sketchy, but at least the cars have a stop light to get going into that off ramp. Vehicles are just going to be roaring on, roaring into Brentsville Road and forget speed limits forget that stuff. It's going to make getting from Boutilier Lane, where that blue circle is, that southernmost point, points turning left or turning right, but that makes it very dangerous. I want to see what kind of studies were done in terms of vehicles going from intersections

South on Brentsville or how much faster they going to be going and how much more of a sight line is really be because they're going to be closer to the intersection of Boutilier at Brentsville and they're going to be faster, a dangerous situation.

Mark Gunn, Design Manager: Yeah, so part of our design is to verify adequate sight distance for all movements at each intersection, including the one that you just mentioned there. And that that will be a yield movement for folks coming off of that ramp. The free flow movement is going to be Brentsville as it is today, so we have verified that all sight distance criteria is met. And so that that's the most basic answer to you. I understand your concern about speeding vehicles, and we certainly will evaluate this comment further to see if there are any other measures that we should add into the plan to take care of that.

Public Comment: This is worse not good, because now it's more safe then. Yeah, it'll be more dangerous in the future then this is the same, like you have to think about it. When we want to turn to come to Brentsville Road from Boutilier, now because of the traffic light, there is some safety for us, but now it will be hard to turn.

Ricardo Canizales, Director of Transportation: No, no, I understand both of your comments and we thank you for them and we'll take a look at that, but we'll definitely see what we can do, if there's anything additional we can put at that intersection that creates a safer movement for you. Let's take a look at that and see what we can. Yeah, yeah, that's some signage perhaps, and making sure that we get it correct. Let us look at what we can do there and make sure that we can assure you that you're getting answers. Yes, ma'am.

Public Comment: I want to echo the comment about the comprehensive plan and the possibility of extending the bypass. About by the way, it ends right now, it just ends at Brentsville Road. I'm not sure I completely understand the whole notion of having the trail on the shoulder. So it seems like if you are building this intersection that have that stuff that goes north as far as this project goes is imperative.

Ricardo Canizales, Director of Transportation: Hear you loud and clear. We will make sure that there's nothing impeding that in the future. We'll take a look at. Ma'am.

Margaret Smith, Public Comment: I'm Margaret Smith, I live South of Prince William Parkway. I come through that intersection at least once a day, either on a bicycle or in my car. And you're talking about building the intersection as it is. Who goes all that windy stuff with the bike path. But doing that is not being proactive. It's going to be reactive after you have the fatality or the accident, and you say, oh, we should have put something there to get the bicycles and pedestrians over 234 to connect the two trails so why be reactive when we can be proactive. If you build it now and you have to tear all up and put something else in, it seems like a waste of money. The trails with the bridge.

Khattab Shammout, Assistant Director of Transportation: It's being built to cross over the bridge.

Ricardo Canizales, Director of Transportation: Yeah, there's trails on the bridge, ma'am. What you see in purple—

Margaret Smith, Public Comment: You have to cross five at grade intersections to come north on the 234 trail to get to go on the Liberia extended to go to connect with Prince William Parkway. That's a

very, very busy and active trail with cyclists and pedestrians and runners. Five at grade crossings of ramps there to get across to connect those two trails.

Ricardo Canizales, Director of Transportation: Right. Correct. If you're talking about that. They were examining to see if there's a better solution than just the signal or whatever. Yes, so that's yes, that's we are looking at that possibility, right?

Margaret Smith, Public Comment: Go to Fairfax County Parkway and look what they've done there. And it's, it's everything that we've done here. We've got on paper here, and it is hair racing to try and cross the ramps there on there. They've got bike path that goes all the way up and down Fairfax County Parkway, which is great. But to try across those ramps? Forget it.

Ricardo Canizales, Director of Transportation: And again, we continue to study that intersection. We will continue to see what the solution is there. It may or may not be a bridge, but we are. That is one of the possibilities that we are examining looking at now. It's a lot of these bridges become very cost prohibitive to projects because they're very expensive. The last one we priced out for 15 was about \$8 million, so an \$8 million bridge on a \$50 million project. There's quite a large price tag and increase for one facility at one intersection. So we have to examine all that cost benefit and all the things that you mentioned and making sure that we're doing. We're trying to do the right thing up here. We also got to remember that we are in a semi-rural area of the county here, and we're not in an urban area where these pedestrian bridges are mostly prevail.

Public Comment: Currently. The current configuration, the people going west on Brentsville Road coming from Dumfries Road or Liberia extended or Prince William Parkway, There are four different ways to accessing Brentsville Road. And they all have to stop all four times. So what it does is close up the traffic. Then they have to start up again. So it's not a continuous flow. Seems like you're trying to make one continuous flow no matter which way you're coming from to get down from Brentsville Road. To kinda hurry up to traffic and I think maybe you should look at maybe slowing down in traffic. Brentsville Road is 40 miles an hour. If you try to make things go smoother, without hesitation, like we do on freeways, beltways, they go faster and bring more traffic. I live under first post that has access from my driveway to Brentsville Rd. And at times, 15 cars and more are coming down, but they're only coming down from one part of the intersection. And then there's a pause, and then the next group comes through, the four different waves coming through the interchange. And what it's gonna do is gonna be one continuous line cars at times or 15 cars past my driveway after week. Now it's gonna be 30 or 40 cars. By making things go faster, maybe we ought to make people go slower. And think.

Ricardo Canizales, Director of Transportation: Thank you for commenting, Sir.

Mark Gunn, Design Manager: I think we do have a couple of questions from the folks who have joined online. Aaron.

Aaron Delong, Moderator: Yeah, so the first one is a repeat question and before we get into that, I just want to let everybody know that has raised their hand to please type your questions so that we can read those aloud. The first question is a repeat about the design of plant place and will that land lock the First Baptist Church Manassas properties. I think we'll provide comment responses to everyone through their virtual comments as well as the ones that we've had in person to go along with the rest of the

comments. So if the two individuals that have raised their hand could please type in their questions, we could get those read aloud.

Public Comment: Is this something where the questions that people are asking you guys were having FAQ website.

Ricardo Canizales, Director of Transportation: Correct. We'll respond directly to your comments. If they were unique or will love some comments to be able to post it. We'll post it all after we send a period after the 10 day period finishes up. OK, OK. After the 10 day period finishes up, uh, we'll take all those comments. Compile, have our guys look at them, be able to respond and then come back and post them online so everybody can see that.

Khattab Shammout, Assistant Director of Transportation: : The transcript for the project.

Ricardo Canizales, Director of Transportation: Yes ma'am. Yes ma'am and we have the slides include contacts for anybody you want to talk about specific things to the project. If you want to talk to someone about right away, we have someone right away and then we talk about the design. Mary and Mark will get that to us, you know. And so that kind of thing. And again, we will continue. As I mentioned, this design is not final. We still have some elements that have to be finalized that RDA, Wagman, and the county will continue to work us through with VDOT. Any additional questions?

Public Comment: Are there any renderings of, rather than Bird's eye view looking down at the map, like looking on the horizon so as we come to the airport north, what it will look like as Brentsville goes over and with the bridge?

Ricardo Canizales, Director of Transportation: 3D renderings? We have not prepared one yet, but we're going to get some done Mark? Let's take a look that. We may be able to get some 3D rendering stuff so we can put on our website. Everybody could take a look. What's really cool, yeah, for the garage what we did we had were doing a parking garage on the East End of the county where we did is we did a little kind of 3D rendering where we show people how you would come in park and come out. So maybe if we show some movements on the interchange everybody would understand a little bit of how everything moves and so we'll, let's see if we can work on something like that with RDA and will post that online. Thank you. Great comment. Alan.

Alan, Public Comment: Crossing of the bypass, opacity. It's a lot cheaper to do as part of this project and later. Mobilizing, moving a lot of dirt, you can fill the abutments. And you would save a lot of money.

Ricardo Canizales, Director of Transportation: We are taking all that into consideration. That's what we are considering one here. Correct. Jason?

Jason, Public Comment: Do you have a pointer? What I'd like you to show me. If I'm coming from 66 and coming down 234, show me the path to turn onto Liberia and goes to Liberia, or the Parkway. I just want you to show me some path.

Ricardo Canizales, Director of Transportation: Going from 66 going back up to Liberia. Here we go. You turn like an interchange. You come here, make a loop, and you go back up.

Public Comment: And is that one lane or two lanes?

Ricardo Canizales, Director of Transportation: It's free flow, but it's free for the whole time there's no signal, so we just continue moving your vehicle.

Mark Gunn, Design Manager: You would make that entire movement without stopping at the traffic light.

Ricardo Canizales, Director of Transportation: Again, I think it's a great idea that was brought up that we're going to put a 3D rendering and maybe some stuff that shows you all the movements together into our website so everybody understands how all the movements from all the different directions come together. We have done something similar for the divergent diamond because people were confused how you were going to switch lanes in the middle of the bridge and get to the opposite side so. Right, correct? So we did a rendering. I think RDA did a rendering out to show how those movements were made so so it started being a little more obvious to people how this went. So let's see if we can put together something like that for you, put it up and we'll make sure everybody knows when it is up. Yes ma'am in the back.

Public Comment: Will that be done in the very, very near future before the deadline for comments.

Ricardo Canizales, Director of Transportation: I don't think that will be done before the deadline. The deadline for comments again that the movements and the movements are pretty set in this in this moment. It's based on a STAR study, traffic studies that have already been done. So a lot of the changes will be to maybe turn lane lanes, turn lanes, the pedestrian and network like we've talked about. Those kind of things, the configuration of the of the interchange is very set.

Public Comment: I think people are confusing information. This is being built whether we like it or not. The information so you know how you're going to get home in the evening, how you leave in the morning. It's gonna all be OK.

Khatab Shammout, Assistant Director of Transportation: We really take comments. I mean, all of these pedestrian improvements and the additions were not in the plan originally. When we had the meeting, we got comments back from residents. We corrected that and we've added that. So we're here. I mean, the interchange would be built. The shifting of the interchange, adjusting,

Public Comment: Talking about the pedestrian bridge.

Khatab Shammout, Assistant Director of Transportation: We will take a look at that.

Public Comment: That I think is a plus, this purple going all the way through the bridge grade changes, I think that's bull shit. I think one bridge over 234 and be done with it.

Khatab Shammout, Assistant Director of Transportation: Thank you.

Mark Gunn, Design Manager: I think we do have a couple more online. OK, why don't we? Why we go into online, yeah?

Aaron Delong, Moderator: We have a couple online that are kind of related so I'm gonna read them off and succession just so we can get through. It appears this is from— So there's a couple of questions were gonna read them off in succession, so this first one is. It appears there's a paved access for ingress and egress out of Bradley Cemetery John Hornbaker estate, is that correct? The second one is assumed the grading will be stabilized on both sides of the cemetery that will be affected. Will any grades displace the Bradley Cemetery? And then one last one, will there be sufficient space for persons to be able to park along Bradley Cemetery to visit their loved one?

Mark Gunn, Design Manager: For those in the back that it was a series of questions there related to the work around Bradley Cemetery. I think I'll hit on each of these. There is going to be a pull off area where someone could pull off and have space to park to visit the cemetery. There won't be any grading that directly impacts the cemetery. Any work around it will be properly stabilized to ensure there's no future effect on the cemetery. But there's one more part of that, Aaron?

Aaron Delong, Moderator: Just will there be sufficient space for them to access?

Mark Gunn, Design Manager: Yes and there will be the ability to safely park in that area. I mentioned and walked to visit the cemetery. Any other questions online?

Aaron Delong, Moderator: Yeah, there's a few. This first one is why does Brentsville Road Bridge have two lanes for less than 3000 vehicles per day?

Mark Gunn, Design Manager: The question was why did the Brentsville Bridge have two lanes? The reason for that is that Green T style intersection that I that I described. The one lane is for through traffic on Brecksville, the second lane is for someone making a left turn from the ramp onto Brentsville.

Aaron Delong, Moderator: There's one about is the high traffic count on Brentsville Road slated to rise once the new interchange is open, please provide specific projections.

Mark Gunn, Design Manager: We do have a traffic study and interchange report prepared. I don't have that data readily available, but we certainly have that as part of all our analysis modeling we can share that in response to the comment.

Ricardo Canizales, Director of Transportation: We will post that his response to that comment as a follow up to that.

Aaron Delong, Moderator: As a follow up to that, how will this facilitate the large amount of traffic that is using Brentsville Road as a through way?

Mark Gunn, Design Manager: This project is going to handle all of the traffic that that exists out there today, as well as our future modeling. So I don't know that it specifically is intended to accommodate any future development.

Public Comment: Right, so a lot on Brentsville Rd. There's a small sign at the intersection at 234 and there's also a small sign at the intersection of Lucasville that says no through trucks. It's a very small sign. I back up to the farm across the river from Brentsville so I look at Brentsville out my kitchen and there's tractor trailers and trucks that run up and down Brentsville Road all day long. So I'm asking, is there going to be more signage there or more enforcement there that prevents trucks? Because this is going to open up that even more for tractor trailers and trucks to use it as a path. The cars are one thing, but the truck traffic is something.

Ricardo Canizales, Director of Transportation: Yes, Sir and there is no intention right now removing the through truck restriction. As to the enforcement I can't really answer that for the police, but we will make the police aware that there there's an issue out there for you

Khattab Shammout, Assistant Director of Transportation: But we're not changing it

Ricardo Canizales, Director of Transportation: because we're not changing it. The No through truck restriction will remain. Any other questions?

Public Comment: Did you do a count study on Brentsville Road in the last two years. How's traffic travel Brentsville Road?

Mark Gunn: We did not do traffic data collection during the pandemic when traffic was artificially suppressed beyond what's normal condition.

Public Comment: Is that something you're gonna do before you complete this and find out how much traffic is coming through Brentsville? Or that doesn't matter at this point?

Mark Gunn: Well, there has been data collection done pre-pandemic that that serves as the basis for all of the analysis that's ongoing, along with regional growth factors and such. So it's reliable data from pre-pandemic that serves as the basis of everything that's been started.

Ricardo Canizales, Director of Transportation: We can make that traffic report available to you. That's public information and more than happy to share it.

Khattab Shammout, Assistant Director of Transportation: Within the pandemic period, VDOT came up with a way to really calculate that.

Ricardo Canizales, Director of Transportation: No, we try not to use pandemic numbers. We use pre-pandemic numbers or we're starting to take now as you see traffic increase, you're looking at about 65% to 75% of the traffic coming back to the area. So as we're seeing it increase slightly, we're starting to kick new numbers just to make sure that we're being accurate that the traffic is coming back. Any other questions and again, we do have staff here for a little bit longer that's going to be back in those boards that can answer specific questions. We're here to answer some specific questions here for you more.

Public Comment: My neighbor asked me to ask. He asked what order. Are you going to build the ramps first and then demolish with existing? I guess that's what he was worried about, was that we were gonna.

Ricardo Canizales, Director of Transportation: You want to talk about sequencing?

Mark Gunn: So generally speaking, the design has been laid out in a manner that's going to let Wagman, the contractor, build as much outside of traffic as possible. Like any construction project, there will be disruption, but we're certainly going to do our best.

Khattab Shammout, Assistant Director of Transportation: Existing is the yellow and that would be kept alone for a long time.

Ricardo Canizales, Director of Transportation: That we're going to leave her alone as long as possible. Try not to disrupt traffic. We have to maintain that traffic through a plan and make sure that we continue to have that what you have now. Man back there? No?

Public Comment: What was the reason you can't move the pedestrian crossover farther South on the Dumfries Rd. The pedestrian and bike path, why can't you move it back towards Lake Jackson? Why do

the crossover at that intersection? Why can't you move it to the other side of the road further back on Dumfries Road and then connect?

Khattab Shammout, Assistant Director of Transportation: We've looked at this it's way outside of the project limits, and again we're trying to provide pedestrian connectivity within the interchange. But we'll take a look at it. We'll take a look, it's one of the ideas that we actually looked at some point.

Public Comment: There are a lot of builders have been trying to build here. Why don't you just ask for a proper to take care of the cost?

Ricardo Canizales, Director of Transportation: I wish the process was that easy ma'am. That's not, we can't ask for anything. We come in, we're implementers of the project, and when it comes to transportation improvements from developers, we can only review and request that the board makes all final decisions on what developers proffer and what they come in. So there's nothing that, I can't go to developer and say "give me that" because you're going to come in here, it just it doesn't work as easy as that, but I appreciate it. I wish I did, sometimes. Any other questions?

Public Comment: I just have a comment. I want to thank you for. I was so excited for this project before I was like that's happy that this is gonna be our goal without the traffic light and the reason you did this project. So deliberate. It turns out there is another type of flag. It is more I have to drive and it's like it's so I'm not very happy with this and about that. So I just., you already decided project and it's going to be implemented this time for all of us. Coronavirus, people unemployed. I wish this money doesn't spend, the state doesn't spend it on this kind of project. It could be, you can use it differently. It doesn't spend this much time and waste of money. People can benefit out of it as a state. So just this is my point, but I was so excited but the danger of the safety for me and this is crucial, so I hope you take it into consideration.

Ricardo Canizales, Director of Transportation: Thank you, ma'am, thank you, Yes, ma'am.

Public Comment: I have a question. How do you come from going down and go south on 234 in a car. From the fairgrounds. I live south. How do I do that in a car?

Ricardo Canizales, Director of Transportation: South as in towards 95. To take herself from there, take her south to get to 95. She's coming from the fairground.

Public Comment: From where we are now to the fairground.

Ricardo Canizales, Director of Transportation: That's a very easy movement. Yeah and again, that's why I think it's a great idea that we have this this kind of display just to show you guys how this works. I'm sorry we didn't think of that ahead of time, but that's a great comment and we'll definitely work on that. We'll get working on that display. Thank you very much again for coming. Supervisor Vega, any closing remarks on your part?

DESIGN PUBLIC HEARING

INTERCHANGE AT ROUTE 234 AND
BRENTSVILLE ROAD PROJECT

December 8, 2021

Time: 6 p.m.

Lake Jackson Fire House

11310 Coles Drive, Manassas, VA 20112

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Project No. 2018-034-01

VDOT Project No. 0234-076-323

UPC 118626

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NO PUBLIC COMMENTS WERE MADE ON THE RECORD.

* * * * *

(Whereupon, at approximately 8:00 o'clock
p.m., the hearing in the above-entitled matter was
concluded.)

CERTIFICATE OF REPORTER

I, JANIS L. PETERS, a Verbatim Reporter, do hereby certify that I transcribed the foregoing proceedings; 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.

JANIS L. PETERS
Verbatim Reporter

Appendix G – Written Comments

- Typed Comments in the Virtual Chat during the Public Hearing Q&A Period
- Comment Sheets
- Emailed Comments during the Comment Period

Route 234 – Brentsville Road Interchange Project Public Hearing Typed Comments

Comment 1

Warner Roberts: Does the current exchange design land lock the First Baptist Church Manassas property? (35+ acres beside the nursery)

Comment 2

Mike: When traveling north on Brentsville Road, can one drive without stopping on Dumfries Road or 294?

Comment 3

Grant: Why not a traditional Clover?

Comment 4

Warner Roberts: I missed the answer so can you please repeat the land lock question?

Comment 5

Dough McLearen: It appears that there is a paved access for ingress / egress to the Bradley Cemetery John Hornbaker estate - is that correct?

Comment 6

Mike: How wide will Bradley Cemetery Road be made?

Comment 7

Doug McLearen: Assume the grading will be stabilized on both sides of the cemetery that will be affected.

Comment 8

Mike: Will any graves be displaced at the Bradley Cemetery?

Comment 9

Grant: What is the standard for right of way acquisition for property owners?

Comment 10

Mike: Will there be sufficient space for persons be able to park along Bradley Cemetery to visit their loved one?

Comment 11

Grant: How will this facilitate the large amount of traffic that is using Brentsville Rd as a through way?

Comment 12

Mike: Is the (high) traffic count on Brentsville Road slated to rise once the new interchange is open? Please provide specific projections.

Comment 13

Mark S: Why does Brentsville Road bridge have two lanes for less than 3000 VPD?

Comment 14

Shawn Clinger: How do the residents of Bradley Forest get access to 234 and Liberia during the construction phase? Diverting all traffic to Lucasville will overwhelm the small road.

Comment 15

Geri Capitan: How do residents of Westchester Drive have access to Liberia Ave and the parkway during construction?

Comment 16

Mark S: Why is a Green T intersection necessary on Brentsville Road at the high cost to build a new wide bridge?

Comment 17

Geri Capitan: Driving around to Lucasville is not a solution. We will lose hours each day getting in and out of our homes.

Comment 18

Mike: Have long complained to the police about truck traffic on Brentsville: over many years, nothing has been done to address -- and nor is it foreseen. Sadly.

Comment 19

Mike: Suggest you circulate to BOCS Vega's mailing list a moving diagram of how the traffic flow works (hopefully with motion) which would make more clear how the design works.

Comment 20

Patricia Casas McCleaf: Have you considered the back up that this is going to create to the residents on Godwin road?



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: KATIE FORNESS 703 5955237
ADDRESS: 8809 ELAINE AVE MANASSAS VA 20112
EMAIL ADDRESS: KATIEFORNESS@GMAIL.COM

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No ___. MAYBE - WHAT ARE THE NEEDS?

Comments: I THINK IT WILL HELP CONNECT EAST-TO WEST
95 TO I66, YES
Brentsville needs more safety precautions - it is
essentially the avenue to the rural crescent

2. Are there any concerns that you feel have not been addressed?

Yes No ___

Comments: SAFETY AND SPEED AT COLES DRIVE
INTERSECTION

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: RENDERINGS
FLASHING sign with 'light ahead is red'
Assigned to Nursery - so there is enough
time to slow down

4. Do you support this project? Yes No ___

Comments: change is the only constant, lets be proactive
and safe

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAncers@pwcgov.org

The comment period ends December 18, 2021



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: STEPHEN H. VOGEL
ADDRESS: 11977 DUNFRIES RD, MANASSAS, VA
EMAIL ADDRESS: _____

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?
Yes ___ No X

Comments: WHY IS THIS BAND DONE AT THIS TIME WHEN THERE ARE MORE ISSUES THAT SHOULD BE ADDRESSED

2. Are there any concerns that you feel have not been addressed?
Yes ___ No X

Comments: NO DIRECT ACCESS FROM BUS. 234 TO SOUTH BOUND 234

3. Please provide us with any additional information which you feel would assist in the completion of this project.
Comments: _____

4. Do you support this project? Yes ___ No X

Comments: THIS PROJECT SEEMS TO BE A TOTAL WASTE OF MONEY, BUT IT WILL BE BUILT ANYWAY. WHEN THERE WAS A PUBLIC HEARING, I COULD NOT ACCESS THE VIRTUAL PRESENTATION.

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

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COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: _____

ADDRESS: Bristow Rd Nokesville

EMAIL ADDRESS: dnelson512@yahoo.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No X.

Comments: Brentsville Road becomes too busy/congested
It is not able to handle a major on/off ramp

2. Are there any concerns that you feel have not been addressed?

Yes X No ___.

Comments: Consider the impact of the possible independent
Hill Complex

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: consider overpass from Brentsville Rd
keep light at the road going to Fairsroads

4. Do you support this project? Yes ___ No X.

Comments: _____

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COMMENT SHEET

Comment 24



Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626

December 8, 2021

PLEASE PRINT

NAME: Allen Muchnick
ADDRESS: 9625 Park St, Manassas VA 20110
EMAIL ADDRESS: allen22204@gmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes No

Comments: The needs of people on bicycles or walking to safely and efficiently travel from and to all five legs of this intersection have been woefully neglected.

2. Are there any concerns that you feel have not been addressed?

Yes No

Comments: A safe & direct trail bridge across Rte 234 just east/south of the interchange is needed to connect the Rte 234 & PK Pkwy Trails; PWG's two major cross-county trails

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments:

At-grade trail crossings of high-speed freeflowing vehicular traffic are extremely dangerous, and this design has SIX such crossings.

4. Do you support this project? Yes No

Comments:

Bicyclists & pedestrians need safe & direct connections to & from Rte 234 Business, Brentsville Rd, the PK Pkwy, and both legs of Rte 234.

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Building biked and overpasses now as part of this project would cost much less than later as a retrofit project

The comment period ends December 18, 2021



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: PHILIP KIRK
ADDRESS: 10930 INSPIRATION POINT PLACE
EMAIL ADDRESS: pwk1956@gmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No ___

Comments: NOT SURE - A LIGHT AT BRADLEY CEMETERY AND DUMFRIES RD. JUST BRINGS THE START / STOP NOISE FACTOR EVEN CLOSER TO MAYFIELD TRACE PHASE 3 SUBDIVISION WITH NO SOUND BARRIERS I SEE (OR SARCASTICLY "HEAR") THIS IS GOING TO BE MORE NOISE FACTOR!

2. Are there any concerns that you feel have not been addressed?

Yes ___ No ___

Comments: NOISE / NOISE / NOISE - LESSENS OUR QUALITY OF LIFE

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: PROVIDE SOUND BARRIERS AND SCALE DOWN THE INTERCHANGE PROJECT

4. Do you support this project? Yes ___ No ___ PARTIALLY

Comments: _____

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

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COMMENT SHEET



Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626

December 8, 2021

PLEASE PRINT

NAME: Michael Hardiman
ADDRESS: 10981 Boutilier Lane Manassas 20112
EMAIL ADDRESS: hardimarmike@yahoo.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes No

Comments: Does not protect Boutilier Lane from noise and makes egress onto Brentsville Road more dangerous.

2. Are there any concerns that you feel have not been addressed?

Yes No

Comments: Two:
1) There should be a sound barrier to cut down noise for Boutilier Lane.
2) The ramp onto Brentsville Road is at a high speed and bad angle for vehicles leaving Boutilier Lane.

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: When P.W. Parkway was built 20 years ago, Boutilier was cut off and access to Brentsville Road was added - sound barrier should have been added then but was not.

4. Do you support this project? Yes No

Comments: Eliminating the stop lights is a good idea but houses adjacent should be protected from the traffic noise.

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COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Robin Riner
ADDRESS: 11409 Smithfield Rd
EMAIL ADDRESS: yfmomof4@hotmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?
Yes ___ No

Comments: traffic will not have a light on Brentsville Rd - at least now with a light you can safely make a left hand turn with a break (from light) with no light - means constant traffic flow on Brentsville Rd.

2. Are there any concerns that you feel have not been addressed?
Yes No ___

Comments: water & sewer being run across to Brentsville/Lake Jackson area during construction. even if not hooked-up yet - savings on county cost later to run

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: we need budget for bike, walkers constructed

4. Do you support this project? Yes ___ No

Comments: not in current design

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

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COMMENT SHEET

Rick
Carpales,
transportation
PAU

Comment 28



Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626

December 8, 2021

PLEASE PRINT

NAME: PAIGE KENNON-PAGE
ADDRESS: 8009 STILLBRIDGE RD.
EMAIL ADDRESS: Paige.page7@gmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?
Yes ___ No ___

Comments: The design should make traffic flow better but it directly affects the people living on and next to B'ville Rd. The question is what about all of the cars on 234 coming from B'ville Rd towards headley? when will traffic ease if you stop every 3 blocks for a traffic light?

2. Are there any concerns that you feel have not been addressed?
Yes ___ No ___

Comments: Environmental concerns are paramount, animal displacement, toxins from tar and road work; concrete leaching into soil and streams,

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: How long is the projection? what is the cost to taxpayers? Restoration creation safety will be paramount. If you can't acquire the 5 impacted properties - what will you do? effects right of way.

4. Do you support this project? Yes No ___

Comments: _____

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

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COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: _____

ADDRESS: Brentsville area

EMAIL ADDRESS: _____

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No X.

Comments: _____

2. Are there any concerns that you feel have not been addressed?

Yes ___ No ___.

Comments: Speeding cars, trucks & motorcycles

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: Add Traffic Lights

4. Do you support this project? Yes ___ No X.

Comments: _____

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

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 VDOT Project No. 0234-076-323
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 UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Rob+Renee Kinnear
 ADDRESS: 8966 Westchester Dr. Manassas, VA 20112
 EMAIL ADDRESS: Kinnear@RKKinnear.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?
 Yes No

Comments: _____

2. Are there any concerns that you feel have not been addressed?
 Yes No

Comments: Brentsville Rd merge onto County Pkwy, Roadway D into Roadway C, no stop sign to cross over Road C. Prefer stop sign or circle here. Also dangerous pedestrian area. Possible overpass?

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: Extend walking path on Brentsville down past Westchester DR. Very dangerous area to bike from there to new walking path.

4. Do you support this project? Yes No

Comments: This just moves the congestion down the Road to Lake Jackson.

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
 Prince William County Department of Transportation
 5 County Complex, Suite 290
 Prince William, Virginia 22192
 Phone: 703-792-4228
 Email: MAnkers@pwcgov.org



COMMENT SHEET

Design Public Hearing
 Interchange at Route 234 and Brentsville Road Project
 VDOT Project No. 0234-076-323
 Northern Virginia Transportation Authority Project No. 2018-034-1
 UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Michael Burnette
 ADDRESS: 8756 Bradley Forge Dr. Manassas
 EMAIL ADDRESS: ~~Man~~ mike burnette 1@gmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No X.

Comments: It seems to favor the through traffic without much consideration for the residents who live off of Brentsville Road.

2. Are there any concerns that you feel have not been addressed?

Yes X No ___.

Comments: NOISE! The new roadway is a lot closer to my street than the existing road. I hear traffic noise now, so I can only surmise it will get worse. Also, I can't get into town anymore without taking a bridge. My wife has a bridge-phobia, so

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: Are there any provisions for noise abatement? Please ... this is not good news for us.

4. Do you support this project? Yes ___ No X.

Comments: Is there any way to redesign the loop closest to Bradley Forge Dr. to move it closer to the main roadway?

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
 Prince William County Department of Transportation
 5 County Complex, Suite 290
 Prince William, Virginia 22192
 Phone: 703-792-4228
 Email: MANkers@pwccgov.org



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Barbara Best
ADDRESS: 11411 Huntsman Dr, MANASSAS VA 20112
EMAIL ADDRESS: bbest090@msn.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No ___ maybe

Comments: _____

2. Are there any concerns that you feel have not been addressed?

Yes No ___

Comments: The sound is an issue. There are times we can't hear each other in our backyard!

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: I still can't tell how we are going to be impacted. Our septic drain is in the county easement & is concerning.

4. Do you support this project? Yes No ___

Comments: More trash has appeared since the trucks started coming in 😞

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAnkers@pwcgov.org



COMMENT SHEET

Comment 33



Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626

December 8, 2021

PLEASE PRINT

NAME: CHARLES GRAYMES
ADDRESS: 6836 GENERAL LOMB STREET LINE MANASSAS VA 20109
EMAIL ADDRESS: CGRAYMES@GMAIL.COM

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No X.

Comments: FAILS TO COMPLY WITH EXISTING COMPREHENSIVE PLAN WHICH INCLUDES A BIKE-PEDESTRIAN PATH ALONG 234 BYPASS NOW IS THE TIME TO BUILD THE PLANNED BIKE/PEDESTRIAN TRAIL, AS WELL AS BUILD INFRASTRUCTURE FOR CARS/TRUCKS TO TRAVEL AT HIGH SPEED THROUGH INTERCHANGE

2. Are there any concerns that you feel have not been addressed?

Yes X No ___.

Comments: PRINCE GEORGE COUNTY NEEDS MOBILITY - THIS IS A CAR-CENTRIC TRUCK-CENTRIC APPROACH THAT HAS "THE LANE DOES NOT STOP" FOR MULTIPLE LANES THAT BUST ACROSS ROUTE 294 AT-GRADE BIKE/PEDESTRIAN CROSSINGS. THE DESIGN WILL RESULT IN INJURIES AND DEATHS THAT COULD BE AVOIDED

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: USE VISION ZERO CONCEPTS TO DESIGN SAFE ROUTE 294 CROSSINGS FOR BIKE/PEDESTRIAN USERS; CONSIDER REDUCING NUMBER OF LANES ON BRIDGE FOR CARS/TRUCKS AND ADD BIKE/PEDESTRIAN BRIDGE FOR SAFE CROSSING OVER 234 EAST OF INTERCHANGE

4. Do you support this project? Yes ___ No X.

Comments: EXISTING INTERSECTION SUCKS; WE NEED A FIX. WE NEED A FIX THAT IS GOOD FOR ALL FORMS OF TRANSPORTATION. THIS PROPOSAL IS GROSSLY INADEQUATE. BEFORE SPENDING SO MUCH MONEY FOR A BAD ALTERATION OF INTERSECTION, SPEND MORE \$ FOR A SAFER DESIGN.

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAnkers@pwcgov.org



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Kim B. Burns
ADDRESS: 8415 Briarment Ln Manassas, Va 20117
EMAIL ADDRESS: nickysjgrandma@verizon.net

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No .

Comments: I Do not feel this design meets the safety needs at or noise concerns of the residents

2. Are there any concerns that you feel have not been addressed?

Yes No ___.

Comments: The intesection of Smith Ln and Coles needs to be addressed people continue to make a left from coles. Will both cementaries be left alone?

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: How will the Smith Ln-234 be dealt with the new construction? Also the speeding that will take place with the trucks since there will be no lights?

4. Do you support this project? Yes ___ No .

Comments: Not at this time

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAnkers@pwcgov.org



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Bill Barry
ADDRESS: 11438 Huntsman Dr., Manassas, VA 20112
EMAIL ADDRESS: billgarry42@yahoo.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?
Yes ___ No

Comments: The Lights at the intersection of Brentsville Rd + Parkway Ext and 234 Business simply need to be reprogrammed based on time and speed

2. Are there any concerns that you feel have not been addressed?
Yes ___ No ___

Comments: _____

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: _____

4. Do you support this project? Yes ___ No

Comments: Waste of taxpayors money when a simple solution of reprograming the lights is what is needed.

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAnkers@pwcgov.org



COMMENT SHEET

Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626



December 8, 2021

PLEASE PRINT

NAME: MARGARET SMITH
ADDRESS: 11965 BEAVER HILL LN., MANASSAS, VA, 20112
EMAIL ADDRESS: byknchik57@gmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes No

Comments: movement of anyone not in a car is going to result in injuries & fatalities. There are too many points where bike/peds have to cross traffic lanes without traffic lights.

2. Are there any concerns that you feel have not been addressed?

Yes No

Comments: Path connections should be directly connected with a bridge over 234. Also, ~~coming~~ coming south on Parkway - to turn left go towards manassas the ramp has driver crossing south bound Brentsville

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: The traffic volume on Brentsville Rd. doesn't warrant the size of the road being built. Use the unneeded extra lane money to build the bike/ped bridge over 234.

4. Do you support this project? Yes No

Comments: As it stands, this project is a death trap for any cyclist/pedestrian wanting to move from the 234 Bikepath to the Parkway path moving towards Manassas.

road without a signal.

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAncers@pwccgov.org



COMMENT SHEET

Design Public Hearing
 Interchange at Route 234 and Brentsville Road Project
 VDOT Project No. 0234-076-323
 Northern Virginia Transportation Authority Project No. 2018-034-1
 UPC 118626



December 8, 2021

PLEASE PRINT

NAME: Robyn Wiley Burnette
 ADDRESS: 8756 Bradley Forge Dr
 EMAIL ADDRESS: costdiva@gmail.com

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No X.

Comments: Local traffic + homes are at the expense of through drivers. People who live off Brentsville Rd will suffer now + later!

2. Are there any concerns that you feel have not been addressed?

Yes X No ___.

Comments: What a pain it will be to drive to vote, shop, bank, get gas, etc. VRE Main St, Groomers Uhaul, Car Repair - Now an inconvenience!

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: Noise, speeding cars, overdrive. If this goes as planned, I can bike or walk across Brentsville, but can't drive. Just wow. Coming off onto Brentsville Rd, how will I be able to make a first left onto Bradley - safely?? We want

4. Do you support this project? Yes ___ No X.

Comments: I never would of have bought my house if I'd known of this project!! Do the overpass but keep the local roads for those of us who live here

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
 Prince William County Department of Transportation
 5 County Complex, Suite 290
 Prince William, Virginia 22192
 Phone: 703-792-4228
 Email: MAncers@pwccgov.org

Please reconsider the homes
off Brentsville Road + allow
us local traffic to businesses
+ ~~probability~~ ability to get home without
high speed cars from behind
Bradley Forge Dr is dangerous enough
now. This won't help!

Aaron DeLong

From: Mary Loren <tmloren@verizon.net>
Sent: Monday, November 22, 2021 4:02 PM
To: Ankers, Mary
Subject: "Interchange at Route 234 and Brentsville Road ,Project PH Comments"

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Ms. Ankers,

Regarding the above four way intersection, was any consideration given to designing it as a double Roundabout with traffic lights for heavy volume times?

How has the Route 15 Roundabouts been performing? How does the Route 15 traffic volume compare to the Rt 234/Brentsville Rd intersection?

There are many intersections where Roundabouts would work, for instance Independent Hill and Bristow Road where there appears to be sufficient space for one yet a full traffic light was installed there.

I believe roundabouts are more environmentally friendly, safer, and save time when volumes are lower on early weekend morning. I often sit at the Parkway and Liberia with no traffic moving.

Thanks.

Mary Loren

Aaron DeLong

From: Adam, Elnour M. <EMAdam@pwcgov.org>
Sent: Tuesday, November 23, 2021 9:56 AM
To: Scott N. Rhine; Anthony Bednarik; Rick DeLong; Mark Gunn
Cc: Ankers, Mary; 'Kenneth Macdonald'
Subject: FW: Pedestrian Safety - Route 234-Brentsville Road Interchange Project

FYI

From: Canizales, Ricardo <rcanizales@pwcgov.org>
Sent: Monday, November 22, 2021 2:08 PM
To: Shammout, Khattab O. <KShammout@pwcgov.org>; Adam, Elnour M. <EMAdam@pwcgov.org>; Ankers, Mary <MAnkers@pwcgov.org>
Cc: Scullin, Elizabeth D. <EScullin@pwcgov.org>; Weinmann, Richard <RWeinmann@pwcgov.org>
Subject: FW: Pedestrian Safety - Route 234-Brentsville Road Interchange Project

FYI

Rick Canizales

Director of Transportation
 D: 703.792.5985 | O: 703.792.6825
Rcanizales@pwcgov.org

Prince William County Government
 Department of Transportation
[5 County Complex Ct., Prince William, VA 22192](https://www.pwcgov.org/transportation)
www.pwcgov.org/transportation

From: Mark Scheufler <scheufler@gmail.com>
Sent: Monday, November 22, 2021 12:34 PM
To: Vega, Yesli <yvega@pwcgov.org>; Gainesville District <gainesville@pwcgov.org>; Wheeler, Ann <awheeler@pwcgov.org>; Boddye, Kenny <kboddye@pwcgov.org>; Angry, Victor S. <VSAngry@pwcgov.org>; Lawson, Jeanine M. <JLawson@pwcgov.org>; Bailey, Andrea <abailey@pwcgov.org>; Franklin, Margaret <mfranklin@pwcgov.org>
Cc: BOCS COS <BOCS-COS@pwcgov.org>; Canizales, Ricardo <rcanizales@pwcgov.org>; Pathway to 2040 <pathwayto2040@pwcgov.org>; Fontanella, Jr., Joseph <Colesplanning@gmail.com>; Belita, Paolo J. <PBelita@pwcgov.org>; Shikurye, Dagmawie D. <DShikurye@pwcgov.org>; Shammout, Khattab O. <KShammout@pwcgov.org>; Adam, Elnour M. <EMAdam@pwcgov.org>
Subject: Pedestrian Safety - Route 234-Brentsville Road Interchange Project

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PWC BOCS,

On Monday November 15, another pedestrian fatality occurred in PWC on Route 28 next to the Central Library. The county needs to move forward with planning and investing in pedestrian safety throughout the county. One near term opportunity to make a difference is

to update the design for the planned Route 234-Brentsville Road Interchange Project. The planned bike/ped design through one section of the interchange is very dangerous. Forcing Bike/Ped users to cross FOUR separate high speed vehicle lanes is an unacceptable way to connect two of the major trails in the county. It is embarrassing that this design is being presented to the public. The proposed solution is much worse than the current configuration. Please work with the transportation staff to implement a better solution. The county should embrace the Vision Zero concept and design safe intersections, rather than rely solely upon enforcement by the Police Department to shape behavior of drivers, bikers, and pedestrians.



Thanks,
Mark Scheufler
PWC Resident

Aaron DeLong

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Wednesday, November 17, 2021 12:03 PM
To: Scott N. Rhine
Cc: Adam, Elnour M.; Mark Gunn; Rick DeLong; Aaron DeLong; Anthony Bednarik; jerry whitlock; Ellen diekel
Subject: FW: 234 Interchange Comments
Attachments: Virtual Presentation Comment Sheet _ Route 234 - Brentsville Interchange 17Nov2021.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott:

Please record this as our first PH comments.

V/R
 Mary

From: Shikurye, Dagmawie D. <DShikurye@pwcgov.org>
Sent: Wednesday, November 17, 2021 12:00 PM
To: Ankers, Mary <MAnkers@pwcgov.org>
Cc: Adam, Elnour M. <EMAdam@pwcgov.org>
Subject: FW: 234 Interchange Comments

FYI

Dagmawie Shikurye, MSCE, PE, CBO
 Engineering Manager
 Design and Plan Development Branch

Prince William County
 Department of Transportation
 Office: 703-792-5537
 Cell: 571- 330 1789

From: Wiley, Robyna <rwiley@copyright.gov>
Sent: Wednesday, November 17, 2021 11:18 AM
To: Shikurye, Dagmawie D. <DShikurye@pwcgov.org>
Cc: R Wiley <costdiva@gmail.com>
Subject: 234 Interchange Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Greetings,
 Please find attached.

Thanks,
Robyn

This is a personal, not an official communication.



Robyn Wiley
Program Management Section Head
Product Management Division | U.S. Copyright Office
Library of Congress
CCMC, MBA, FAC-P/PM, FAC-C, BCF, ACM
101 Independence Ave. SE, LM 560, Washington, DC 20559-6007
rwiley@copyright.gov | O: 202.707.0159 | C: 202.579.5902



Virtual Presentation for Public Information and Comments

Route 234-Brentsville Road Interchange Project Prince William County, VA



COMMENT SHEET

ALL COMMENTS ARE SUBJECT TO PUBLIC DISCLOSURE – PLEASE PRINT CLEARLY

Submit comments by close of business on June 1, 2020. Comments can be mailed to the address on the back of this form or emailed to DShikurye@pwcgov.org.

Name (Optional): Robyn Wiley Burnette

Address: 8756 Bradley Forge Drive

In your opinion, does the design of this project meet the needs of the community?

YES _____ NO _____

No it doesn't meet the needs of the community that lives off this intersection. For example, if I want to shop at local businesses on Bus 234, or 234, including my bank, dry cleaner, grocery store, etc., will I have to go over a bridge to get there?? Also, there is significant traffic noise from racing cars down Dumfries road, I can't see a bridge eliminating this noise, in fact; with a higher elevation, I see the noise increasing. To me, the only thing this proposed intersection does is allow cars and trucks to exceed the speed limit and not worry about traffic lights.

Do you have any specific concerns regarding the proposed project?

YES _____ NO _____

Yes. Noise and traveling to local businesses, restaurants, and shops. See previous concerns.

Would you like to provide any input or recommendations regarding the Environmental Studies to be performed for the project?

YES _____ NO _____

Yes, please consider the pollution that bridges and unrestricted, non-stop traffic, will bring to the families, children, pets, farms, and homes immediately off of 234 (e.g., Brentsville Road).

Please provide us with any additional information which you feel would assist in the completion of this project.

How did you hear about this meeting?

Newspaper _____ Direct Mail _____ Other: _____

I signed up for alerts on the website. Frankly, if I had known about this project when we purchased 4 years ago, we would of have never moved here.

Aaron DeLong

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Monday, November 22, 2021 6:40 PM
To: Scott N. Rhine
Cc: Adam, Elnour M.; Shammout, Khattab O.; Mark Gunn; Rick DeLong; Aaron DeLong; Anthony Bednarik
Subject: FW: Route 234 Brentsville Road Interchange projects PH Comments
Attachments: FW: Pedestrian Safety - Route 234-Brentsville Road Interchange Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott:

Would you please review the below comment. It will need to be addressed at the Public Hearing. The same individual sent a similar comment all of the PWC Board members.

I am getting numerous email comments. I will start sending them your way as they need to responded to as part of the public hearing record.

V/R
 Mary

From: Mark Scheufler <scheufler@gmail.com>
Sent: Monday, November 22, 2021 5:49 PM
To: Ankers, Mary <MAnkers@pwcgov.org>
Cc: Vega, Yesli <yvega@pwcgov.org>; Gainesville District <gainesville@pwcgov.org>; Wheeler, Ann <awheeler@pwcgov.org>; Boddye, Kenny <kboddye@pwcgov.org>; Angry, Victor S. <VSAngry@pwcgov.org>; Lawson, Jeanine M. <JLawson@pwcgov.org>; Bailey, Andrea <abailey@pwcgov.org>; Franklin, Margaret <mfranklin@pwcgov.org>; Canizales, Ricardo <rcanizales@pwcgov.org>; Pathway to 2040 <pathwayto2040@pwcgov.org>; Fontanella, Jr., Joseph <Colesplanning@gmail.com>; Belita, Paolo J. <PBelita@pwcgov.org>; Shikurye, Dagmawie D. <DShikurye@pwcgov.org>; Shammout, Khattab O. <KShammout@pwcgov.org>; Adam, Elnour M. <EMAdam@pwcgov.org>; BOCS COS <BOCS-COS@pwcgov.org>; Scullin, Elizabeth D. <EScullin@pwcgov.org>; Burke, Richard <Richard.Burke@vdot.virginia.gov>
Subject: Route 234 Brentsville Road Interchange projects PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Please consider the following comments to Route 234-Brentsville Road Interchange Project Interchange:

PROBLEM:

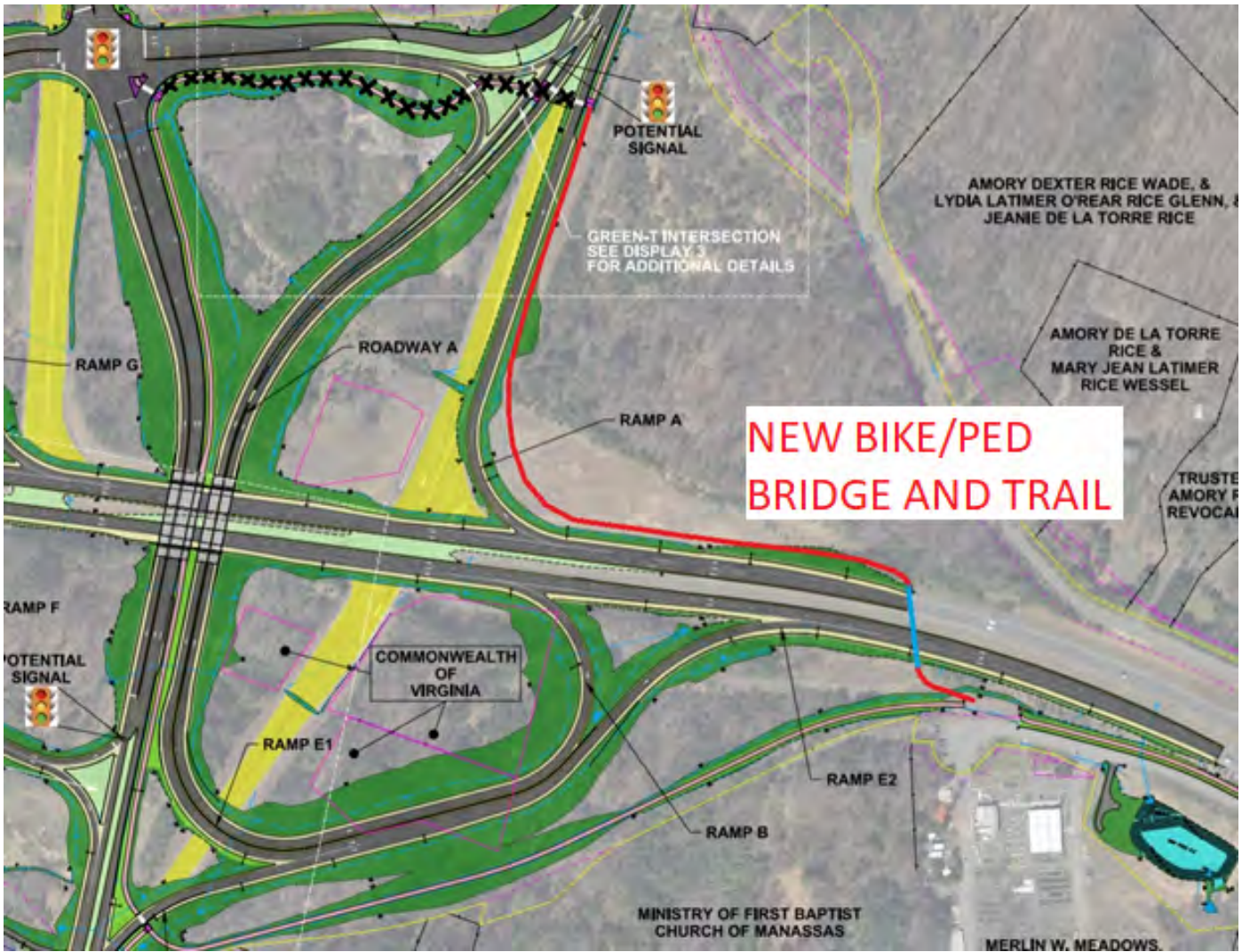
Forcing bicycle and pedestrian users to cross FOUR separate high speed vehicle lanes is an unacceptable way to connect two of the major trails

in the county. The section should be removed from the design. It is too dangerous.



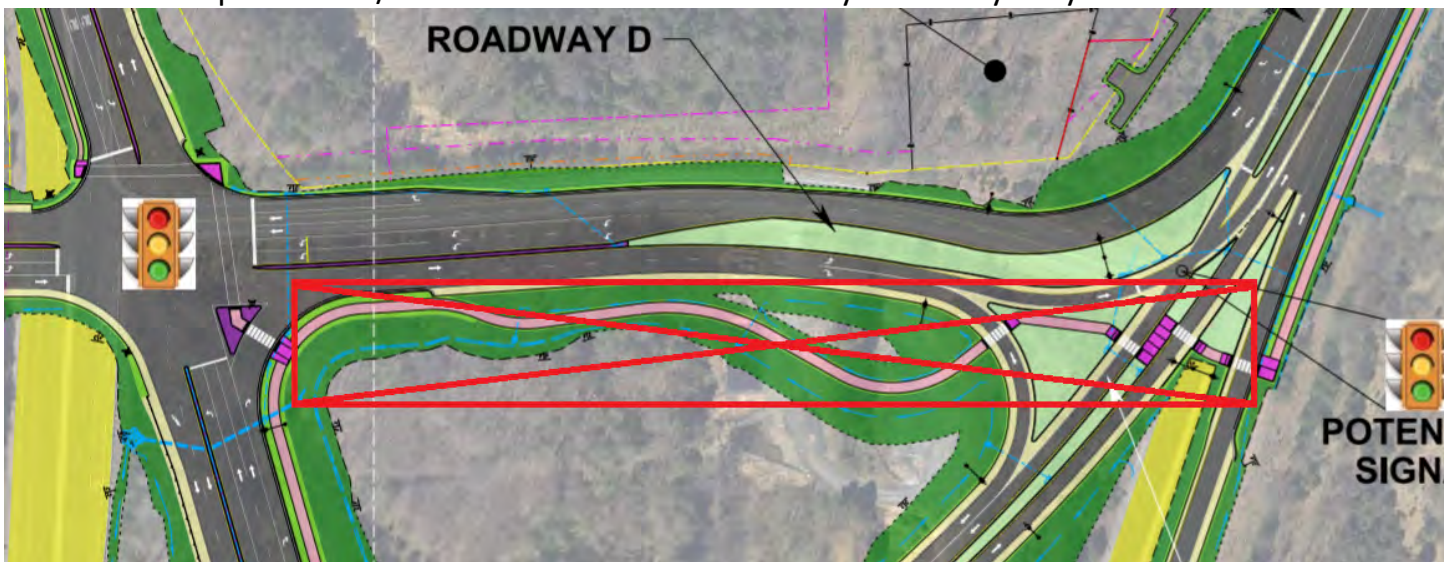
RECOMMENDED SOLUTION:

Add an additional bike/ped bridge crossing of Route 234 south of the planned interchange to connect the Route 234 Trail and PWP Trail



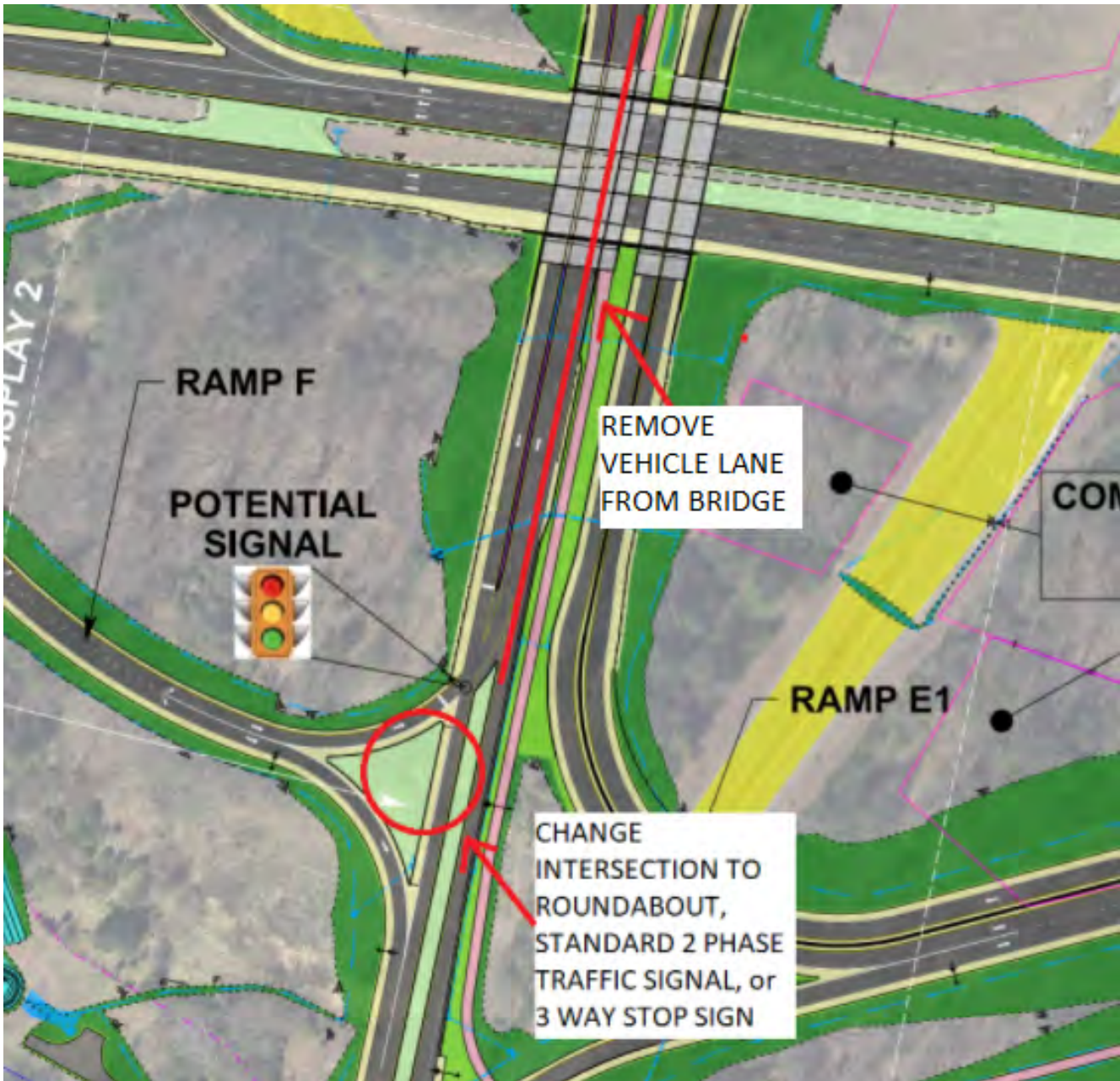
HOW TO PAY FOR RECOMMEND SOLUTION:

- 1. Remove Proposed Bike/Ped Infrastructure from Bradley Cemetery Way area

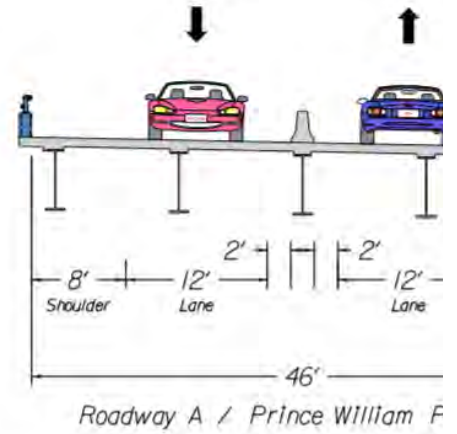
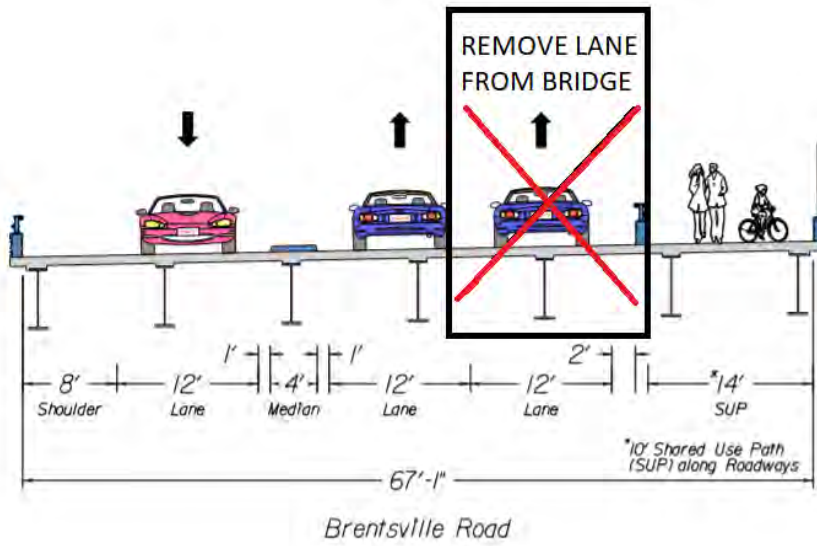


- 2. Change the Continuous Green-T Intersection at Brentsville Rd and Off-Ramp from VA234 Bypass South to a Roundabout, Standard Two Phase Traffic Light or a 3-Way Stop Sign. Future traffic

volumes do not warrant the infrastructure needed for a Continuous Green-T Intersection.



3. Remove a lane from the planned Brentsville Road Bridge to create a smaller/cheaper bridge footprint. Future traffic volumes do not warrant the two vehicle lanes on the bridge.



If you need any clarifications, let me know.

Thank you for considering this comments,
Mark Scheufler
Active Prince William
202-210-1404

Aaron DeLong

From: Weinmann, Richard <RWeinmann@pwcgov.org>
Sent: Tuesday, November 23, 2021 3:55 PM
To: ztardivo@yahoo.com
Cc: Adam, Elnour M.; Salem, Salah; Ankers, Mary
Subject: RE: Route 234 Brentsville Road interchange Project PH Comments
Attachments: 2020-09 Lake Jackson - Blandsford.pdf; 2020-09 Lake Jackson - Hill Crest.pdf; RTMG 2020 final.pdf

Mr. Tardivo,

I apologize for my delayed response. We have been reviewing the previous Lake Jackson studies for you and I was planning reaching out to you last week but I had to take off due to illness due to possible COVID.

As requested in your email 11/3/2021, please find attached the two most recent speed studies conducted on Lake Jackson Drive. Also attached is the Prince William County Residential Traffic Management Guide. The RTM Guide describes the process and criteria for traffic calming in the County.

Unfortunately based on the data collected during these studies and previous studies, Lake Jackson Drive does not qualify for traffic calming. Similarly, to my knowledge the VDOT requirements for multiway stops have not been met.

We understand your concerns and understand that the construction of the new interchange is going to impact the Lake Jackson Drive. We are interested in your ideas and I would like to discuss them with you. Given that your ideas involve the interchange I would like to have someone from the Interchange project also attend. Are you available to attend a conference/web call sometime next week.

Could you suggest a couple of times so I can try get all parties involved to attend so we can discuss your concerns.

Regards
Richard

Richard Weinmann

Traffic Safety Engineering Branch Manager
T: 703.792.8002 | F: 703.792.7159
rweinmann@pwcgov.org

Prince William County Government
Department of Transportation | Traffic and Safety Engineering Branch
5 County Complex Court, Prince William, VA 22192
www.pwcgov.org

From: Z.T. <ztardivo@yahoo.com>
Sent: Tuesday, November 16, 2021 6:41 PM
To: Ankers, Mary <MAnkers@pwcgov.org>
Subject: Route 234 Brentsville Road interchange Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

I am writing in reference to the proposed changes to the 234 Intersection of Brentsville road. I applaud the county in looking at removing these two problematic lights however I have concerns on how this will affect my home and road that I live directly on (lake jackson drive).

The amount of cut through traffic on Lake Jackson Drive between 234/294 is incredible in the morning and afternoon rush hour. Cutting the corner traffic has been increasing year after year and those hitting the redlight on 234 traveling north often go right on red through this road.

My mailbox has been hit numerous times by drivers speeding and falling off the edge of the road (there is no shoulder and traffic is normally going 45 miles per hour plus).

I have contacted VDOT and had traffic studies done and have trouble turning left out of my driveway safely due to blind corner and hill that blocks the view of traffic. I have attempted to contact PWC traffic safety specifically Rich Weinmann with no response at rweinmann@pwcgov.org

My concern with this Brentsville interchange project is:

1: Pre Construction

What can be done to limit cut through traffic and increase the safety on Lake Jackson Drive? Decreased Speed limit/police presence for speeding/ traffic calming measures/ removal of lights etc...

2:During Construction

The construction will undoubtedly increase the traffic on Lake Jackson Drive. What will be done to limit this and to increase safety on the road?

3:After Construction

Having the light at Lake Jackson Drive/234 seems to be pointless and increase even more traffic. Why not limit the stop of traffic here and turn this into a normal intersection like Smith Lane/Coles Drive? Why not combine lake jackson drive and smith lane north of 234? Why is Lake Jackson Drive still considered a emergency route for the fire house, when the parkway was created and the fire department can access northward much easier using those roads?

In the end, I really think the next two intersections of 234 and SmithLane and Lake Jackson Drive need to be taken into consideration both for the flow of traffic and for public safety. Lake Jackson Drive should not be used as a cut through when this new intersection is planned. I know the point of the intersection will be to entice those to not use the cut through. But other things need to be done to ensure this doesnt happen before construction even begins. The introduction of the parkway many years ago totally changed the local routes in this area and the future growth of traffic on these roads does not agree with how the currently are setup.

Thanks
Zachary Tardivo



Aaron DeLong

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Sunday, November 21, 2021 10:16 PM
To: Margaret Smith
Cc: Adam, Elnour M.
Subject: RE: Suggestions for Brentsville Rd. interchange- reply to Ms. Smith
Attachments: BR I PH ad.docx

Ms. Smith:

I have attached the information for the design public hearing. It will be held on Dec 8th.

Please let me know of any questions or concerns.

Respectfully,
Mary

Mary Ankers, P.E.
Alternative Delivery Project Manager
T: 703.792.4228 | C: 571.245.5779
MAnkers@pwcgov.org

Prince William County Government
Department of Transportation | Capital Division
5 County Complex Ct., Prince William, VA 22192
www.pwcgov.org/transportation

From: Margaret Smith <byknchik57@gmail.com>
Sent: Sunday, November 21, 2021 8:24 PM
To: Ankers, Mary <MAnkers@pwcgov.org>
Subject: Re: Suggestions for Brentsville Rd. interchange- reply to Ms. Smith

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Mary,

I was going through some emails and I've saved this one from you. It's been several months since we met and I was wondering about any upcoming public hearings.

Thank you for your help.

Margaret Smith
Active Prince William

On Sep 7, 2021, at 2:07 PM, Ankers, Mary <MAnkers@pwcgov.org> wrote:

Ms. Smith:

It was great meeting with you last week. We appreciated your input and we will consider the below Bike/Ped options as suggested by Active Prince William that are within the project area as the budget allows.

The public hearing for this project is planned for late fall 2021 and we let you know more after it is scheduled.

Please let me know if you have additional questions or concerns and I look forward to working with you as the County's project manager.

Respectfully,
Mary

Mary Ankers, P.E.
Alternative Delivery Project Manager
T: 703.792.4228 | C: 571.245.5779
MAnkers@pwcgov.org

Prince William County Government
Department of Transportation | Capital Division
5 County Complex Ct., Prince William, VA 22192
www.pwcgov.org/transportation

From: Margaret Smith <byknchik57@gmail.com>
Sent: Sunday, September 5, 2021 6:22 PM
To: Belita, Paolo J. <PBelita@pwcgov.org>; Ankers, Mary <MAnkers@pwcgov.org>; Adam, Elnour M. <EMAdam@pwcgov.org>
Subject: Suggestions for Brentsville Rd. interchange

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Dear Paolo, Mary and Adam,

Thank you so much for meeting with me las Thursday and also for providing the hard copies of the interchange plans. One of our Active Prince William members was able to see the electronic version of the map and has the following suggestions.

From Allen Muchnick:

I propose the following bike/ped crossings to safely navigate this tangle of high-speed roadways and efficiently connect in all four directions--north-south on the east side of Liberia Ave Extended(#1 below), east-west on the north side of Rte 234 (#2 and #3 below) and east-west across Brentsville Rd (#4 below):

1) A north-south bike/ped bridge over Route 234 on the east side of Brentsville Rd (near the Meadows Farms Garden Center) would likely make the shortest and most logical connection between the existing path along the south side of Route 234 and the existing PW Pkwy path along the east side of Liberia Ave Extended. Moreover, since the Route 234 path is already elevated above the Route 234 roadway at that location, the southern approach to this overpass should be fairly short and flat.

2) At least one east-west path crossing, ideally a second overpass, on the north side of Rte 234, in the vicinity of Bradley Cemetery Way, to cross from the path on the east side of Liberia Ave Extended, near where the four close-by at-grade crossings are currently shown, to reach a future sidepath along at least one side of Business 234/Dumfries Rd and to eventually connect to the future path along the north side of Rte 234/PW Pkwy toward Lucasville Rd. Ideally, this single overpass would land on the west side of Business 234.

3) If the overpass proposed in #2 above would terminate east of Business 234, a second east-west bike/ped crossing of Business 234/Dumfries Road would be needed, but an at-grade crossing at a signalized intersection (e.g., at Bradley Cemetery Way or perhaps Godwin Drive) might be adequate, at least for now.

4) An east-west, at-grade bike/ped crossing of Brentsville Rd could be located at the first intersection south of the interchange and would preferably be signalized in the future.

Most of the bike traffic that comes up 234 will be turning to go on to the Liberia Extended bike path so an elevated crossing to eliminate 5 at-grade crossings would make sense from a safety point of view. When the path makes all the turns and is not more direct, cyclists will more than likely forego the path and try to get through the intersection on the road which is not safe.

If you have any questions on these suggestions, please feel free to contact me.

Thank you again for your time.

Sincerely,

Margaret Smith

Aaron DeLong

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Thursday, November 18, 2021 10:13 AM
To: Mike Burnette
Cc: Scott N. Rhine; Adam, Elnour M.; Mark Gunn; Aaron DeLong; Rick DeLong
Subject: RE: Rt. 234 / Brentsville Rd. Hearing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Burnette:

Thank you for your inquiry and there will be message boards placed within the project area next week to advertise the design public hearing.

Please let me know of any additional question or concerns you may have.

Respectfully,

Mary Ankers, P.E.

Alternative Delivery Project Manager

T: 703.792.4228 | C: 571.245.5779

MAnkers@pwcgov.org

Prince William County Government
Department of Transportation | Capital Division
5 County Complex Ct., Prince William, VA 22192
www.pwcgov.org/transportation

From: Mike Burnette <mikeburnette1@gmail.com>
Sent: Wednesday, November 17, 2021 8:04 PM
To: Ankers, Mary <MAnkers@pwcgov.org>
Subject: Rt. 234 / Brentsville Rd. Hearing

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Greetings,

I saw the online Public Hearing notice for the Brentsville Rd. interchange hearing, and thank you for that. Will the county be putting up Public Hearing notice signs near the affected intersection as well? I think these would be helpful as not everybody is tuned in to online notifications.

It seems that people that live off of Brentsville Rd (such as myself) will be most affected by the new interchange so I am looking forward to a productive meeting.

Thank you,

Michael Burnette
8756 Bradley Forge Dr, Manassas, VA 20112

Aaron DeLong

From: Ruth & Dave Williams <rdwmsv@verizon.net>
Sent: Tuesday, November 23, 2021 12:24 PM
To: Ankers, Mary
Subject: Route 234 Brentsville Road Interchange Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

The design of this interchange is ingenious but very complicated. It appears that two traffic signals are being replaced by three signals, albeit two of them will be CGT, but I'm not sure the traffic flow benefits will be as large as if each of the existing traffic signals were each replaced by an ordinary cloverleaf or ramp design. I'm sure cloverleaves were considered as part of the interchange study. Why were cloverleaves not part of the final design?

David Williams
7594 Knightshayes Drive
Manassas

Aaron DeLong

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Monday, November 29, 2021 7:42 AM
To: Scott N. Rhine
Cc: Adam, Elnour M.; Mark Gunn; Aaron DeLong; Rick DeLong; Anthony Bednarik
Subject: FW: Route 234 Brentsville Road Interchange Project PH Comments
Attachments: Route 234 Brentsville Rd.docx

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Scott:

Please add this to the other public hearing comments.

Thank you,
Mary

From: usvrc <usvrc@yahoo.com>
Sent: Sunday, November 28, 2021 7:00 PM
To: Ankers, Mary <MAnkers@pwcgov.org>
Subject: Route 234 Brentsville Road Interchange Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Attached you will find my comments.

Virginia Courey

I am opposed to the widening of Route 234 Brentsville Rd. We don't need more traffic coming through Bristow streets. The trucks and semi's are using neighborhoods to cut through which shouldn't be allowed. You don't even have any weight limit or restriction on trucks using local streets.

We already have Wellington, Prince William Hwy, Nokesville Rd and your widening Bull Run which isn't even completed and now you want to put 6 lanes on university. You are boxing in Bristow with traffic and pollution.

It appears that our Prince Williams Co can't communicate with each other. I recently asked Anne Wheeler, twice if there was a general plan for our county to date, she has not responded.

This county is doing haphazard planning and not communicating with each other. Just like the big development they are going to put in on "Open Space" property. The supervisors are passing all sorts of developments and not wow the public works is trying to do the same.

We can't even get street lights between Sudley Manor Dr and Limestone because it is so dark in that section. Yet it appears that Gainesville can get good lighting and nice street without trucks and semi's. There is a disparity here.

Come on let's fix up what we have before starting new projects and let the commercial development use these properties.

Virginia Courey

Aaron DeLong

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Friday, December 3, 2021 10:54 AM
To: Scott N. Rhine
Cc: Adam, Elnour M.; Mark Gunn; Aaron DeLong; Anthony Bednarik; erdiekel@wagman.com
Subject: FW: Route 234 Brentsville Road Interchange Project PH Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott:

Please add this to the other public hearing comments. We should address this issue at the public hearing.

Thank you,
Mary

-----Original Message-----

From: Brad Hancock <hancockbs@gmail.com>
Sent: Friday, December 3, 2021 10:03 AM
To: Ankers, Mary <MAnkers@pwcgov.org>; Bailey, Andrea <abailey@pwcgov.org>; Vega, Yesli <yvega@pwcgov.org>
Subject: Route 234 Brentsville Road Interchange Project PH Comments

I am writing to provide my input on the subject project. Prince William County's proposed Route 234-Brentsville Road Interchange includes four treacherous at-grade shared-use path crossings of free-flowing high-speed roadways to link the Prince William Parkway and Route 234 sidepaths. As an alternative to this dangerous and circuitous trail routing, Active Prince William advocates a simple trail overpass on the east/south side of this interchange to safely and directly link Prince William County's two major trails. As a resident of Montclair and a very active user of this intersection, I agree with this proposed alternative.

Thanks for your consideration.

Brad Hancock
hancockbs@gmail.com

Aaron DeLong

From: BARBARA B <bbest0909@msn.com>
Sent: Saturday, December 11, 2021 3:39 PM
To: Ankers, Mary
Subject: Interchange at Route 234 and Brentsville Road Project PH Comments - walking path access via Huntsman Drive

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hi Ms. Ankers,

Thank you so much for the opportunity to provide feedback on the Route 234/Brentsville Road project.

I would like to ask if the walking path could have an opening across from Huntsman Drive so we can go directly on the path vs. walking down the road to the Coles drive opening. Right now there is a fence going all the way down Plant Place where the future path will be.

Our neighborhood has mostly retired folks with a few young families. They all walk along Plant Place street to get to the path. It is so dangerous.

The road's speed limit is 25 mph but the Meadows Farm Nursery customers routinely go faster than that and often drive down the middle of the road.

I honestly don't think they realize our neighborhood is in that area.

The new walking path placement will be an incredible improvement!

I just ask that they leave an opening for Huntsman Drive neighbors to be able to easily access the path as well.

I also want to make sure I emphasize that if the church is built there definitely needs to be another entrance/exit for them in the current plans vs. just using Plant Place. All the houses on Plant Place have only one way out of our neighborhood. All of Plant Place and Coles Drive houses (including the fire station) has only 1 way to make a left onto 234 at the light on Coles/234.

Thank you for your time! Happy Holidays.

Sincerely,
Barbara Best
11411 Huntsman Drive
Manassas, VA 20112
571-259-5086

Aaron DeLong

From: May AL Najjar <may.jetro@yahoo.com>
Sent: Saturday, December 11, 2021 12:12 AM
To: Ankers, Mary; Vega, Yesli
Subject: Interchange at Route 234 and Brentsville Road Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Ms. Ankers and Ms Vega,

This is an issue that impacts nine homes on Boutilier Lane and seventeen homes on Bradley Forge Drive. It is at the south of the project at the intersection of Brentsville Road, where it crosses Boutilier Lane to the west and Bradley Forge Drive to the east.

It is about traffic exiting 234 onto Ramp F, then heading right onto the new Dumfries Road extension, then Brentsville Road. This sets up a very dangerous situation for vehicles from Boutilier or Bradley Forge trying to turn on to Brentsville Road! The sight line to see the vehicles will be very short, and a Continuous Green light will not slow them down from highway speed!

The sight line now to see cars coming from the light at 234/Brentsville heading south is approximately 1,600 feet (0.3 miles). And the vehicles are starting from a full stop, or at least a limited speed from the intersection.

This new plan will have cars leaving 234 onto Ramp F, then onto the new extension of Dumfries Road, then Brentsville Road. The sight line to see these cars, while trying to turn from Boutilier or Bradley Forge onto Brentsville, will be approximately 500 feet (0.1 miles)! And the cars coming will be at nearly highway speed because of the Continuous Green-T!

Ms. Ankers, was there a study done of this reduced sight line, combined with increased speed of the vehicles?

Is a 500 foot sight line with those vehicles at nearly highway speed too dangerous to allow residents to drive onto Brentsville Road from Boutilier or Bradley Forge?

Should there be a stop light or flashing warning device to slow down vehicles on the new Dumfries Road extension where it will connect with Brentsville Road?

This appears to be a serious safety issue for us. Please respond to these issues.

Also I suggest sound barrier , it will be too loud, the cars will be too fast and we already hear the noise now from 234

Thank you,

May Al Najjar
10981 Boutilier Lane
Manassas 20112

Aaron DeLong

From: Liz Cronauer <lizcron@verizon.net>
Sent: Friday, December 10, 2021 2:07 PM
To: Ankers, Mary
Subject: Public Comment - Interchange at Rte 234 and Brentsville Road Project - Design Public Hearing 12/8/2021

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Dear Ms Ankers,

After attending the 12/8/2021 hearing on the above referenced project, I have the following comments to submit to the record:

While I appreciate the efforts of the designers to accommodate some of the bicycle/pedestrian traffic components of the interchange by providing connections across the highway, I was dismayed to see that the continuation of the Shared Use Path along the 234 bypass was omitted from the project. This trail has been a part of the PW County Comprehensive Plan since at least 2008 and this project provides a critically important opportunity to make significant progress on the completion of this facility connecting the northern and southern ends of the County with a viable, useful, non-motorized transportation facility. If the trail in this area is not designed and constructed with this project, when would it ever happen? The budget must include funding for it.

Options for continuing the trail: The trail stays on the southwest side of the bypass, which may be easier from a design standpoint, but may require purchasing of ROW. Or it could cross over the interchange to the northeast side, in which case there are several sections of sound wall between Lucasville Rd overpass and Route 28 junction that may cause issues. They seem to be placed sufficiently far back from the edge of pavement that a trail could be placed either in front or behind the wall. Or the trail could avoid the sound walls by crossing back over the bypass on the Lucasville Road overpass and continue on the southwest side of the highway. The tradeoff would be the cost of potential modification of the sound wall vs the acquisition of ROW. Either way, this important piece of infrastructure must be included.

Thank you for the opportunity to comment on this project.

Liz Cronauer
12410 Old Church Rd
Nokesville, VA 20181
lizcron@verizon.net
Brentsville District representative on the Trails and Blueways Council

Aaron DeLong

From: Shikurye, Dagmawie D. <DShikurye@pwcgov.org>
Sent: Thursday, December 9, 2021 10:00 PM
To: Ankers, Mary
Cc: Shammout, Khattab O.; Adam, Elnour M.
Subject: Fwd: Virginia Route 234/Brentsville Rd Interchange comments

FYI

Dagmawie Shikurye, PE
Engineering Manager
Design and Plan Development Branch

Prince William County
Department of Transportation
Office: [703-792-5537](tel:703-792-5537)
Cell: [571-330-1789](tel:571-330-1789)

Please pardon the brevity and/or typographical errors in this email as it was sent from my mobile device.

Begin forwarded message:

From: Ethan Cua <ethanman62187@outlook.com>
Date: December 9, 2021 at 8:14:55 PM EST
To: "Shikurye, Dagmawie D." <DShikurye@pwcgov.org>
Subject: Virginia Route 234/Brentsville Rd Interchange comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Dear Dagmawie Shikurye,

As an occasional traveler of Virginia Route 234 at Brentsville Rd, the traffic conditions in all approaches are often a huge disaster especially with long delays and sometimes timing the yellow with a good amount of cars in the dilemma zone causing a lot of indecision and sometimes even accidents very likely due to the design of the road. Pedestrians should not be expected to cross multiple lanes of traffic when the travel speeds are often way too fast. Hopefully, the proposed design with modifications concerning the pedestrian crossing would be the best approach in fixing this congestion for all users. A pedestrian bridge is preferred in the area instead of forcing vehicular traffic to yield. Vehicular traffic is often not expected to yield to pedestrian and bicycle traffic while traveling at least 50 mph in a very busy area.

Will there be an auxiliary lane for those on the interchange from 234 Business or PW Pkwy accessing Route 234 South? The auxiliary lane could last as far as the traffic light with Coles Dr and Lake Jackson Dr giving traffic plenty of time to merge onto Route 234 South without significantly impacting the existing traffic on 234 South. The auxiliary lane would be at least 1/2 mile long as there are auxiliary lanes on the freeway section of Route 28 north of Interstate 66 between interchanges of that corridor that gives motorists plenty of time to enter and exit the freeway. The regular lanes of 66 Outside the

Beltway will have plenty of lengthy auxiliary lanes between interchanges given the traffic situation and the merging and exiting situation there. The traffic light timing at the Coles Dr and Lake Jackson Dr intersection should be adjusted accordingly to the given traffic situation to accommodate the possibility of traffic not having to stop at a traffic light for a significant amount of miles should the traffic lights north of the Brentsville Rd area on the 234 Bypass be removed.

Thank you for consideration of my feedback on possible improvements to the Route 234 Brentsville Rd area.

Sincerely,

Ethan Cua
ethanman62187@outlook.com

Aaron DeLong

From: Mike Burnette <mikeburnette1@gmail.com>
Sent: Thursday, December 9, 2021 12:06 PM
To: Ankers, Mary; R Wiley
Subject: Brentsville Interchange comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hi Mary,

First of all, thank you and the staff for holding the public hearing on the interchange project last night. It was useful and educational for us citizens.

I would like to add my comments. (I know you already got an earful of these! lol)

1. Multi-use path. I do agree that the bike/pedestrian path needs to be re-thought out. I think it is unacceptable that a cyclist traveling from Liberia-extended to 234 south would have to cross 4 or 5 ramps in order to do so. There will be lots of accidents and close calls. Please consider a dedicated pedestrian/cycle bridge. I understand it is not in the budget, but are there any other federal or state grants that could be applied in order to pay for this?

2. Noise. We all found out at the meeting that the residents are unhappy with current noise levels and think that traffic speeding down 234 at 70 mph non-stop is not going to be any quieter. This is a major quality of life factor for the two streets just to the south of the project which are most affected - Bradley Forge Drive and Boutilier Drive.

What would be the possibility of creating earth berms along the southern sides of the ramps of the new interchange? These would help block noise almost as effectively as a more expensive sound wall option, and look better too. Also, if you are moving a bunch of earth for the intersection itself, wouldn't it be not that much more work to create some berms? I believe berms with vegetation on top would provide effective sound damping and would look a lot more natural than sound walls.

If you don't have money for this in the budget either, are there any other state or federal grants or resources that could be used?

3. Brentsville Road Speed. I do believe the new design will allow more traffic to speed down Brentsville Road. We already have a problem with traffic volume. Perhaps a speed table or a few sets of rumble strips could be installed between 234 and Bradley Forge Drive to discourage drivers from taking Brentsville as a speedy shortcut to the rural crescent?

Also related - we do have a problem with drivers making dangerous illegal U-turns in this same area. We need some No U-turn signs and some police enforcement. I have seen numerous U-turn accidents and close calls in this area.

4. Rt 234 Speed Limit. I believe even with all the planning of the traffic engineers, the speed limit in the new interchange area should be lowered to 45 mph. Most traffic speeds down 234 at 70 mph when unencumbered, as it will be with the new interchange. I don't want to merge into 70 mph traffic - do you? It's a recipe for trouble having a bunch of new merges into traffic flowing at that speed.

5. Aesthetics. Will there be any attempt for the new bridges to look nice? I'm hoping they make a statement of quality of life in the county and don't look like the cheapest possible alternative to moving traffic over 234.

Thank you so much for your time! I believe the new interchange has the potential to improve the situation, but there are a few details such as my comments above that need to be addressed. Right now it seems like the local residents' quality of life is taking a back seat to the goal of letting drivers speed down 234 like it is an interstate spur.

Thank you,
Michael Burnette
8756 Bradley Forge Dr.
Manassas, VA 20112

Aaron DeLong

From: Wiley, Robyna <rwiley@copyright.gov>
Sent: Thursday, December 9, 2021 11:14 AM
To: Ankers, Mary
Cc: costdiva@gmail.com; mikeburnette1
Subject: Route 234 Brentsville Road Interchange Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Dear Ms. Ankers,

Please find my comments for the December 18, 2021, deadline for written comments on the Route 234 Brentsville Road Interchange project:

I live on Bradley Forge Drive, the first left when entering Brentsville Road from 234/294. I have a lot of concerns about the Interchange project. First, it appeared from the public hearing last night, that the project is already a done deal, having been paid for, and the only thing now is for the winning contractor, to complete their agile requirements. This is really discouraging to note that local homeowners were not asked in advance how we felt. Second, while I truly understand the need for speeding traffic and noise, this project does not seem to alleviate it. Third, as a resident who lives off of Brentsville Road, in Prince William County, I shop, bank, get gas, auto repair, hair, pet grooming, all on business route 234. This interchange will now require me to go on overpasses and ramps either to or from any errands. This is disheartening. Fourth is the increased danger to pedestrians and those who bike. It's hard enough to reach the trail at the corner of Brentsville and 234, but to force everyone to go on overpasses and ramps is extreme and increases safety hazards. Lastly, and probably most important to me, is that those who live off Brentsville Road, or south of it, will be forced to deal with vehicles coming off the overpass ramp. This will make it much more difficult for me to make the first left hand turn, facing both vehicles speeding up Brentsville road to get on the overpass, and vehicles from the down ramp on to Brentsville Road, that will have to come to a complete stop while I make a left hand turn, on a one lane only, each way street. What about vehicles that want to go to Meadows Farm, the Church, Firehouse, or any of the small business in between Brentsville Road and the next down ramp? Those vehicles and anyone lost trying to get to 234/Liberia Avenue, that missed the first off ramp, will now take the second off ramp on Brentsville Road. Either way, there will be lots and lots of vehicles doing U-turns (legal or not), or coming on to private roads (like Bradley Forge), to try to turn around, endangering children, pets, and neighbors trying to walk the roads, bike, or drive to 234. It's unlikely PWC or VDOT will pay for the pavement of our private road due to increased traffic. Why can't the roads remain as is, so that local traffic can still proceed up 234/business 234, given that the majority of the traffic will supposed to be using the overpasses on the interchange? Is it because the contractor fears that people will ignore the interchange and continue to wait the few minutes it takes to get through the traffic lights, making the project a costly fail, or is there some other reason why local traffic can't remain the same, with or without ramps and overpasses? I'd also like to know if anyone has even spoken to the local businesses (or homes on, off, and around, Brentsville Road) about the increased traffic, local inconvenience, and in traffic direction and loss of revenue, because I can't imagine the interchange will be positive for them either.

Thanks,
Robyn

Personal email not business related



Robyn Wiley

Program Management Section Head

Product Management Division | U.S. Copyright Office

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SAC Deputy Director of Training and Certification

101 Independence Ave. SE, LM 560, Washington, DC 20559-6007

rwiley@copyright.gov | O: 202.707.0159 | C: 202.579.5902

Aaron DeLong

From: dougmcl@1791.com
Sent: Thursday, December 9, 2021 8:45 AM
To: Ankers, Mary
Subject: interchange rt 234 and Brentsville rd project

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Good Morning,

Thanks for the presentation last night it was well done and informative. Change always creates some turmoil, but you all handled that part well also. Most of the project does not affect me as I live in Kentucky, but my family does have ancestors who are buried in the Bradley cemetery (grandmother, great grandparents, and others).

I was happy to hear that there will be a pull off area with parking for the cemetery. Will that be paved or gravel? I was also glad to hear that any grading that would potentially be disturbed on the sides of the cemetery would be stabilized.

My father put the existing fence up years ago. I saw it was mentioned that it may be replaced. I know it is in bad shape so it would be great if that could happen. There is an older gentleman who lives in the area who has tried to maintain the property over the last several years, but his age has made that more difficult. My cousin who lives in Chesapeake has been speaking with another gentleman who lives in the area that maintains other old cemeteries in Prince William County and he plans to do some work there over the next couple weeks.

Where can we access updates to the project as it progresses?

Thanks again and Merry Christmas,
Doug McLearn
757-390-0184

Aaron DeLong

From: l mcp <lomack1@gmail.com>
Sent: Wednesday, December 8, 2021 8:57 PM
To: Ankers, Mary
Subject: LJ meeting. Brentsville bypass.

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Thanks for the information meeting tonight at firehouse. Should consider putting a camera at LJ. Road. People.run that red light all the time. Once new bypass comes in there needs be some type of warning. Cars will be flying down hill coming from.the airport light....thanks. Lois at Lake Jackson

Aaron DeLong

From: Stephen Vogel <stphvogel02@gmail.com>
Sent: Thursday, December 16, 2021 11:49 AM
To: Ankers, Mary
Subject: Rt. 234 - Brentsville Road Interchange

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Since the County is bound and determined to build this, I hope the powers that be have considered how traffic from Rt. 294 (PW parkway) will enter Rt 234 eastbound. We have two lanes of traffic entering two lanes of traffic. Now we have traffic East Bound being stoped by two lights (one at the intersection of Bus, 234 and 234 and the other at Rt. 294 and Rt.234.) this allows traffic to to proceed at a reasonably orderly pace. Without these lights, eastbound traffic would be at the mercy of other drivers, we know how thoughtful they can be. Some drivers will let people in, others will not. In other locations where this type of interchange exists it is not one or two lanes going into two lanes of traffic. The present system works, yes drivers going east on Rt. 234 are inconvenienced, but other drivers can access Rt. 234 East Bound. I only hope that in the rush to spend money, that a bigger problem is not created. The main people to benefit from this would be people going between I.66 and I95.

Thank you,

Stephen H. Vogel

Aaron DeLong

From: Allen Muchnick <allen22204@gmail.com>
Sent: Monday, December 20, 2021 5:49 AM
To: Ankers, Mary; Canizales, Ricardo
Subject: Re: Interchange at Route 234 and Brentsville Road Project PH Comments
Attachments: Rte 234 Brentsville Rd Interchange Comments 12-19-21.docx

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Hello Ms. Ankers:

Attached are my completed comments on the interchange design. I hope you can still give them full consideration. These comments will also soon be posted on the Active Prince William website.

Thank you,

Allen

Allen Muchnick
Manassas VA
allen22204@gmail.com
703-625-2453 mobile

On Sun, Dec 19, 2021 at 5:03 AM Allen Muchnick <allen22204@gmail.com> wrote:

I haven't really finished drafting the attached comments, but since the stated submission deadline is December 18, I'm sending them now in the hope that you will still consider them.

Thank you and happy holidays,

Allen

Allen Muchnick
Manassas VA
allen22204@gmail.com
703-625-2453 mobile

9625 Park Street
Manassas VA 20110
December 19, 2021

Ms. Mary Ankers, P.E., Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, VA 22192

Via Email to: MAnkers@PWCgov.org

Re: Interchange at Route 234 and Brentsville Road Project PH Comments

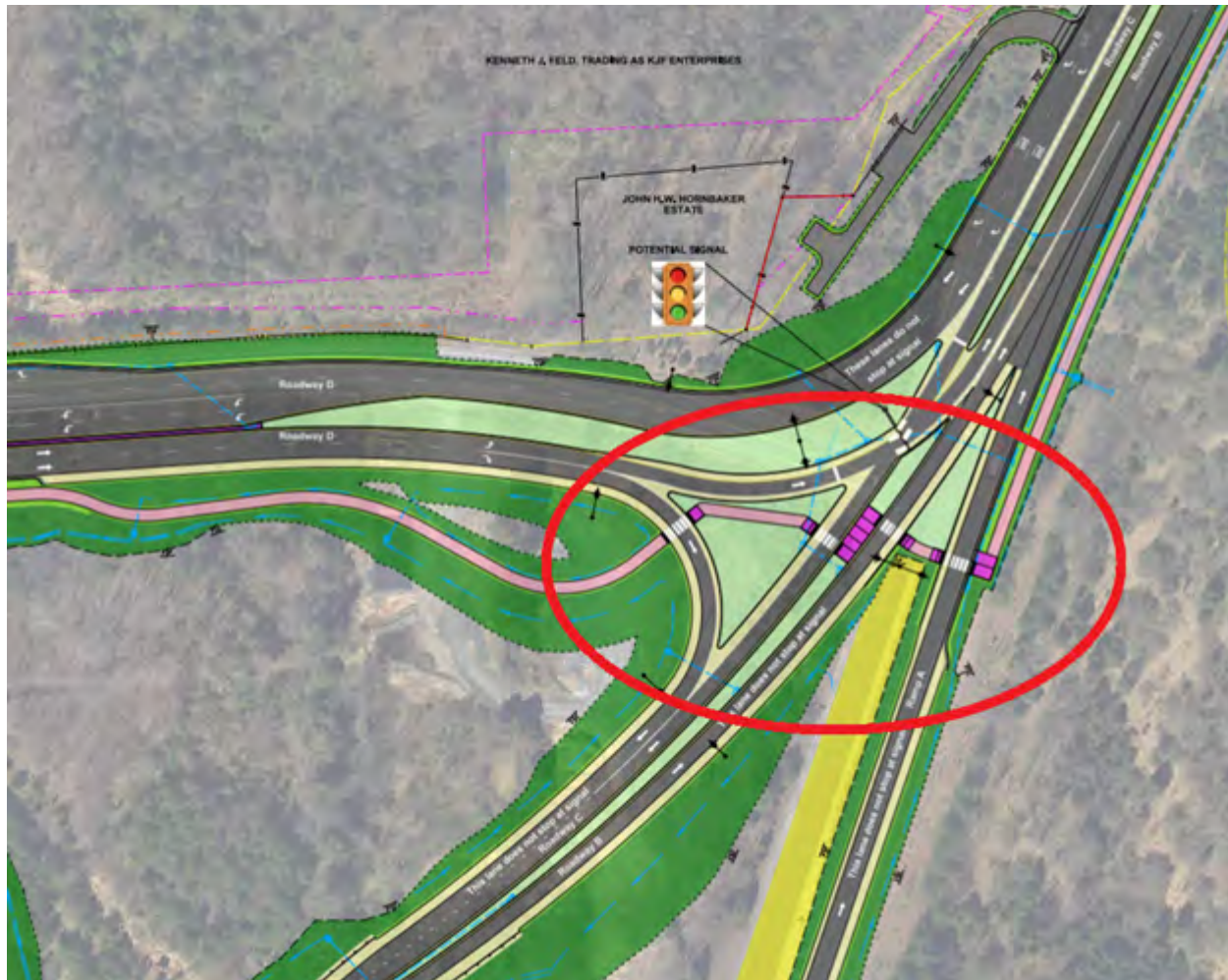
Dear Ms. Ankers:

This is an expansion of the comments I submitted yesterday.

The advertised design of the above-referenced project does not safely and effectively accommodate people bicycling, walking, or using other active transportation modes through the project area. The design of the advertised non-motorized connections should be revised substantially to provide reasonable access and safety for people who are not traveling inside motor vehicles.

1) The Proposed Design Includes Too Many Dangerous At-Grade Trail Crossings of Free-Flowing, High-Speed Highway Ramps

This interchange is the connection point for Prince William County's two major east-west cross-county shared-use paths; namely, the asphalt sidepaths along Route 294 (Prince William Parkway) and Route 234 South (Dumfries Rd). While the proposed design does include a circuitous shared-use path, meandering through the center of the interchange, that links both of those major paths, this advertised path connection would require people walking or bicycling to cross **five separate at-grade crossings of high-speed highway ramps without any protection from traffic signals**. This tortuous path connection is not merely long, indirect, slow, and tedious; it is extremely hazardous and will both significantly deter trail use and lead to multiple pedestrian and bicycling injury crashes and eventually to traffic deaths.



Four of the six at-grade trail crossings of free-flowing, high-speed highway ramps that are included in the advertised design

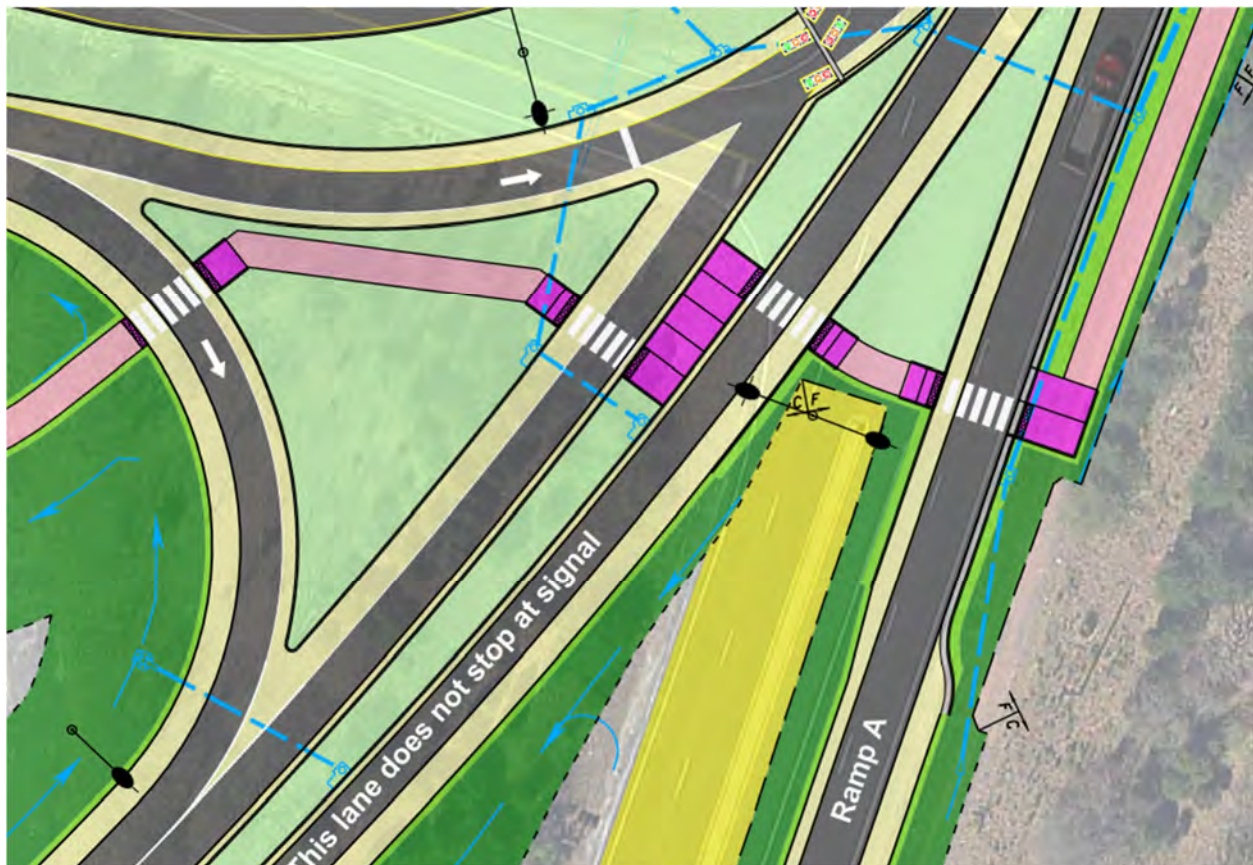
Since this proposed interchange would create near-Interstate-highway-quality, free-flow connections for motor vehicles from all five approaches, it is unconscionable to have any at-grade trail-roadway crossings in this project.

Rather than connect the two existing major trails via five at-grade highway ramp crossings within the center of the interchange, bicyclists and pedestrians should instead be routed near the eastern and northern perimeters of this interchange via pedestrian/bicycle overpasses of three legs of this intersection; namely, Route 234 South, Route 294, and Route 234 Business. While all three pedestrian/bicycle overpasses proposed below are clearly warranted for safe and equitable access, I have listed them above in priority order.

With that said, the trail approaches to many of the proposed at-grade roadway crossings in the present design are often very short and nearly parallel to the crossed roadway, especially at most of the four at-grade roadway crossings near the intersection of Bradley Cemetery Way and Route 294. With such closely spaced crosswalks and sharply bent trail approaches, a

bicycle rider would need to fully stop well before reaching the crosswalk, dismount, and manually reposition her bicycle to clearly view the approaching cross-traffic, and she will thus require much larger gaps in traffic to safely cross each roadway ramp. The clustering of some of these crosswalks and the resulting short path segments between them would also likely create conflicts and collisions with any trail users approaching from the opposite direction. **If the final design retains any at-grade roadway crossings, the trail approaches should be as perpendicular to each crossed roadway (or in direct line with each crosswalk) as possible and substantially longer than the crosswalk itself.**

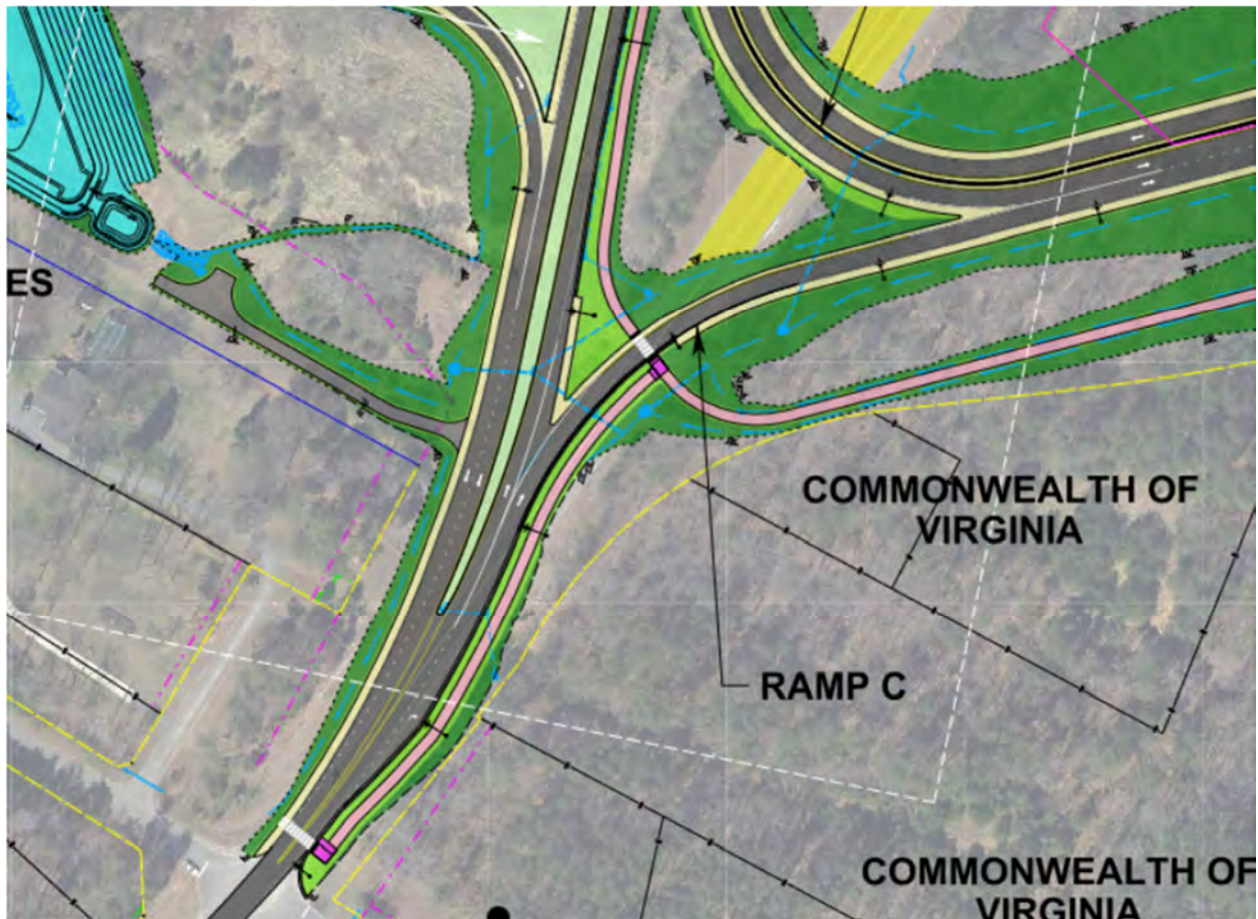
de



The advertised design includes four closely spaced at-grade path crossings of free-flowing highway ramps near Route 294

The proposed shared-use path junction for the sidepath along Brentsville Road, near the southern end of the intersection, is also poorly designed. The approach of the Brentsville Road sidepath to the Ramp C crossing is far too close and nearly parallel, not perpendicular, to Ramp C. In addition, the Brentsville Road sidepath joins the longer path leading to Route 234 South at a sharp 90-degree angle, rather than making gentle Y-shaped connections much farther east of Ramp C. The latter design flaw is replicated at the path junction near Bradley Cemetery Way

and Route 234 Business. Published AASHTO and VDOT guidance describe how to design appropriate path connections for people riding bicycles at 15 to 20 MPH.



The sidepath along Brentsville Road is poorly designed at its northern end near the Ramp C crossing.

2) Separating Shared-Use Paths from High-Speed, Free-Flowing Vehicle Traffic is a Long-Standing Practice in Northern Virginia

The practice of designing and building high-quality shared-use paths along and/or across limited-access highways without **any** at-grade road crossings has at least a 40-year history in Northern Virginia. When the Virginia Department of Transportation designed and built I-66 in Arlington circa 1980, it established a continuous 10-foot asphalt path immediately adjacent to that highway with **zero at-grade roadway crossings for the more than four miles** between N Scott St in Rosslyn and the City of Falls Church at N Van Buren St and Route 29.

The 45-mile Washington & Old Dominion (W&OD) Trail, which runs from Shirlington to Purcellville, is Northern Virginia's preeminent active transportation and recreation facility,

largely because it has zero at-grade crossings of fast or busy roadways that are not protected with traffic signals.

In Arlington, the W&OD Trail benefits from both local roadway overpasses of the adjacent I-66 to cross under N. Ohio St and N. Patrick Henry Dr and stream underpasses for the adjacent Four Mile Run to cross under N. Sycamore St, N. Wilson Blvd, N. Carlin Springs Rd, and Arlington Blvd. As a result, the W&OD Trail has **zero at-grade roadway crossings for the nearly four miles** between Columbia Pike and the Falls Church line at N Van Buren St.

For at least the past 30 years, NOVA Parks (formerly NVRPA) has required all builders of new or widened roads across its W&OD Trail to include a grade-separated crossing for the trail. As a result, the W&OD Trail west of Four Mile Run now includes more than two dozen separate trail overpasses or underpasses at Route 29 in East Falls Church, Route 7 in Falls Church, I-495, American Dream Way, Reston Parkway, Town Center Parkway, Fairfax County Parkway, Herndon Parkway East, Center St in Herndon, Herndon Parkway West, Church Road, Atlantic Blvd, Route 28/Sully Road, Pacific Blvd, Loudoun County Parkway, Ashburn Village Blvd, Claiborne Parkway, Belmont Ridge Road, Battlefield Parkway SE, Route 15, Plaza St SE, Route 7/Harry Bryd Hwy, the Route 9/Route 7 Interchange, and the Route 287/Route 7 Interchange. Many of those grade-separated roadways have lower traffic speeds and/or volumes than Routes 234 and 294.

Currently, the I-66 Outside the Beltway Express Lanes Project is in the process of building [11 miles of shared-use paths adjacent to I-66 in Fairfax County, as well as safe bicycle and pedestrian facilities on nearly all of the roads that cross I-66](#). These new bicycle and pedestrian connections have been carefully and creatively designed to avoid at-grade roadway crossings, especially crossings with free-flowing, high-speed traffic.

Operated by the National Park Service's George Washington Memorial Parkway unit, the 18-mile Mount Vernon Trail between Rosslyn and the Mount Vernon Estate is another premier shared-use path in Northern Virginia. Because it follows the Potomac River, the Mount Vernon Trail has always had few at-grade road crossings. Nevertheless, many millions of dollars have been invested over the years to remove busy at-grade highway ramp crossings near Reagan National Airport, and—with no highway ramp interruptions—to connect the Mount Vernon Trail to Rosslyn, the Pentagon, and Crystal City and to cross the Potomac River on the Woodrow Wilson Bridge.

In recent years, the Virginia Department of Transportation has been building a network of pedestrian and bicycle overpasses of I-495 and the Dulles Toll Road in the Tysons area, including along [Route 7 across the Dulles Toll Road](#), [Trap Road over the Dulles Toll Road in Vienna](#), [the Jones Branch Connector over I-495 south of the Dulles Toll Road in McLean](#), and the [Tysons One/Old Meadow Road overpass of I-495 near Pimmit Hills](#).

Bicycling and walking are viable transportation and very popular recreation modes in communities with high-quality shared use paths, and the absence of at-grade highway ramp

crossings is a key contributor to the safety, use, and enjoyment of those paths. **Prince William County will never create the types of high-quality paved trails enjoyed in most other Northern Virginia localities if it continues to build shared-use paths with hazardous at-grade crossings of highway ramps.**

3) Install a Pedestrian/Bicycle Bridge over Route 234 on the East/South Side of the Interchange to Create a Safe and Direct Connection between the Route 234 and Route 294 Paths

The Route 234 and Route 294 sidepaths--the two major existing bike/ped facilities within the project area—could be linked very safely and directly by building a pedestrian/bicycle bridge between these two trails on the east/south side of the interchange in the vicinity of the Meadows Farms Garden Center. Because the elevation on the south side of Route 234 is considerably higher than the roadway, no long bridge approach should be needed on that side of the overpass.



Our proposed direct connection of the existing Route 294 and Route 234 shared-use paths via a pedestrian/bicycle overpass of Route 234 on the east side of the interchange near the Meadows Farms Garden Center

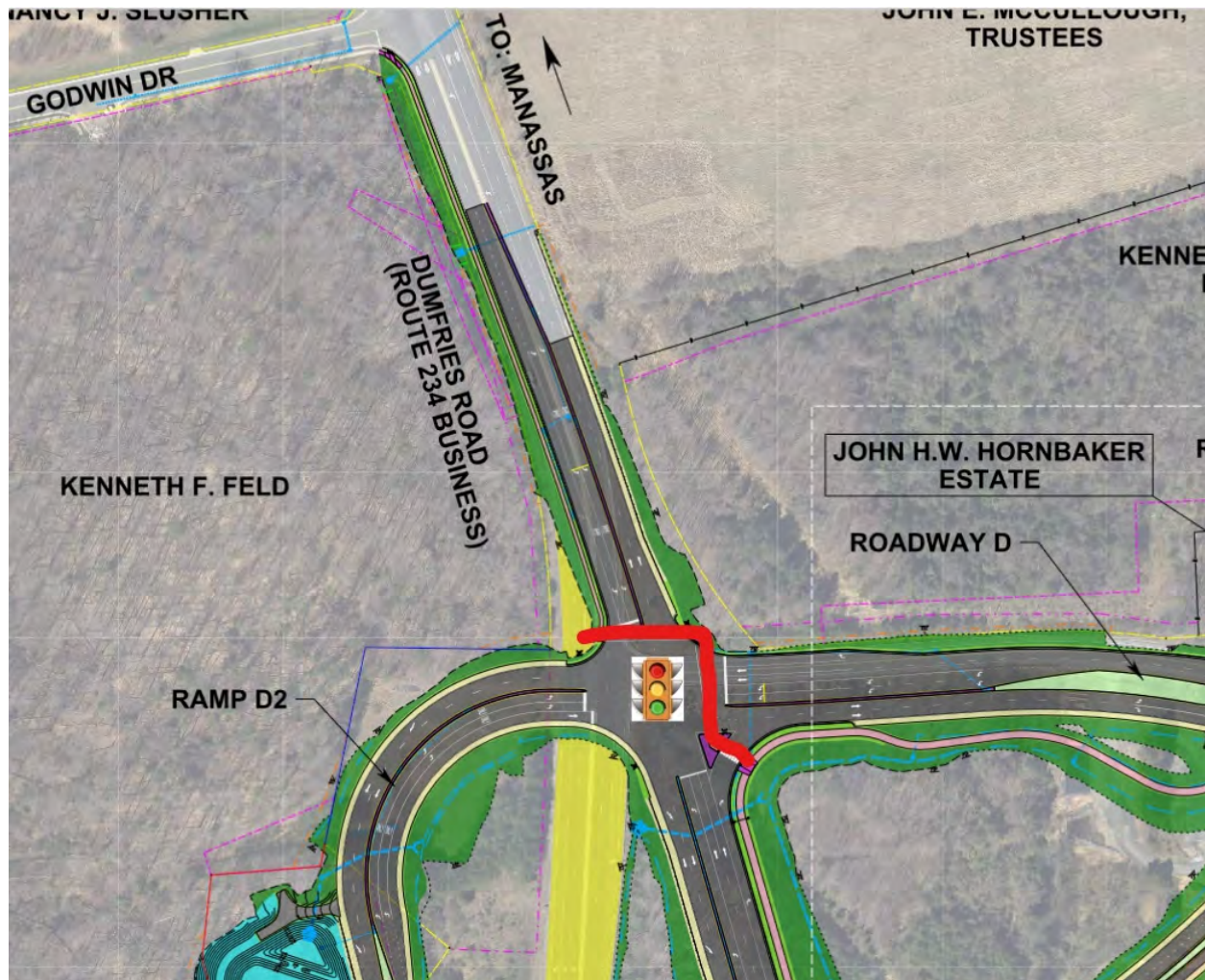
4) Incorporate Safe and Direct Connections to and from Route 234 Business (Dumfries Road) and the Planned Trail along Route 234 North

Even if the direct pedestrian/bicycle bridge requested above is built, safe and efficient bicycling and walking connections would still be needed to and from **all five legs** of this interchange; namely Route 294 (Prince William Parkway), Route 234 South (Dumfries Road), Route 234 North (Prince William Parkway), Brentsville Road (Route 649), and Route 234 Business (Dumfries Road).

Although the current Prince William County Comprehensive Plan calls for building a major shared-use path along Route 234 North, the current project design does not depict this future trail or its connections to the four other legs of this interchange. **The current design should be modified to identify the right-of-way and connections for the future Route 234 North shared-use path within the project limits.**

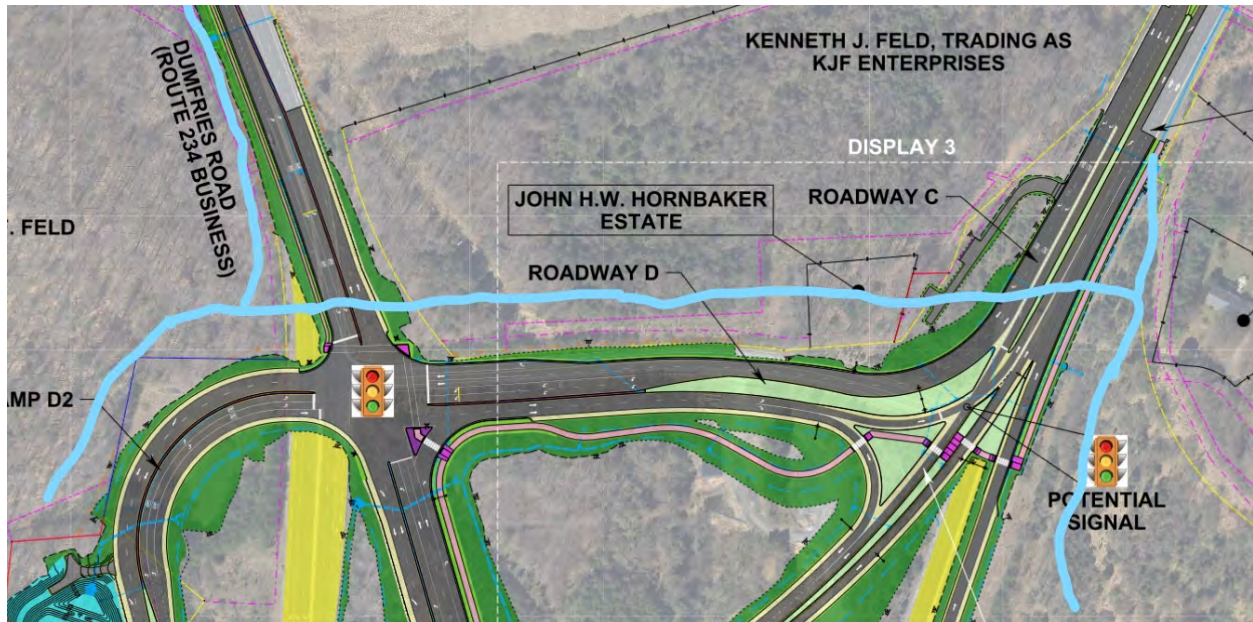
Presently, Route 234 Business (Dumfries Road) provides bicycle and pedestrian access to the project area from most of the City of Manassas, the Bradley Square development, and the Godwin Drive corridor. Bicyclists and pedestrians now readily use Route 234 Business to access Brentsville Rd, the Route 234 South sidepath, and the Route 294 sidepath via the roadways and crosswalks at the two nearby existing Route 234 intersections (and alternatively via Bradley Cemetery Way if desired).

The proposed design, however, would severely degrade this walking and bicycling access to and from Route 234 Business by expanding the limited-access control perimeter and by creating a large new signalized intersection at Route 234 Business and Bradley Cemetery Way. To access any other leg of the interchange, bicyclists and pedestrians from Route 234 Business (and also the future shared-use path along Route 234 North) would apparently need to 1) cross two separate legs of a large, signalized Route 234 Business/Bradley Cemetery Way intersection—spanning a total of 12 vehicle lanes—2) cross a free-flowing lane of right-turning traffic from northbound Brentsville Road, and 3) finally cross either one or four-additional high-speed highway ramps within the center of the interchange, depending upon one's destination. This proposed pedestrian and bicycle access is neither safe nor effective and is a significant degradation of the existing conditions.



The advertised design would require at least a four-stage maneuver for pedestrians and bicyclists using Route 234 Business (or the future shared-use path along Route 234 North) to access any other leg of this interchange: 1) cross five lanes of stopped traffic at Route 234 Business, 2) cross seven lanes of stopped traffic at Bradley Cemetery Way, 3) cross one-lane of free-flowing right-turning traffic from northbound Brentsville Road, and 4) cross either one or four additional highway ramps—located elsewhere inside the interchange—with free-flowing, high-speed traffic, depending upon one’s final destination.

The current design should be modified to add an elevated trail on a berm along the north side of Bradley Cemetery Way, with pedestrian/bicycle bridges over both Route 234 Business and Route 294. Such an elevated trail would connect the existing Route 294 path with the west side of Route 234 Business and the long-planned future trail along Route 234 North. Placing this trail connection on a berm along the north side of Bradley Cemetery Way should lower construction costs and improve walking and bicycling conditions by minimizing grade changes along this trail connector between the pedestrian bridges over Route 294 and Route 234 Business. Integrating these safe and direct grade-separated trail connections as part of the current project should provide them at far lower cost than if constructed later as one or more standalone projects.



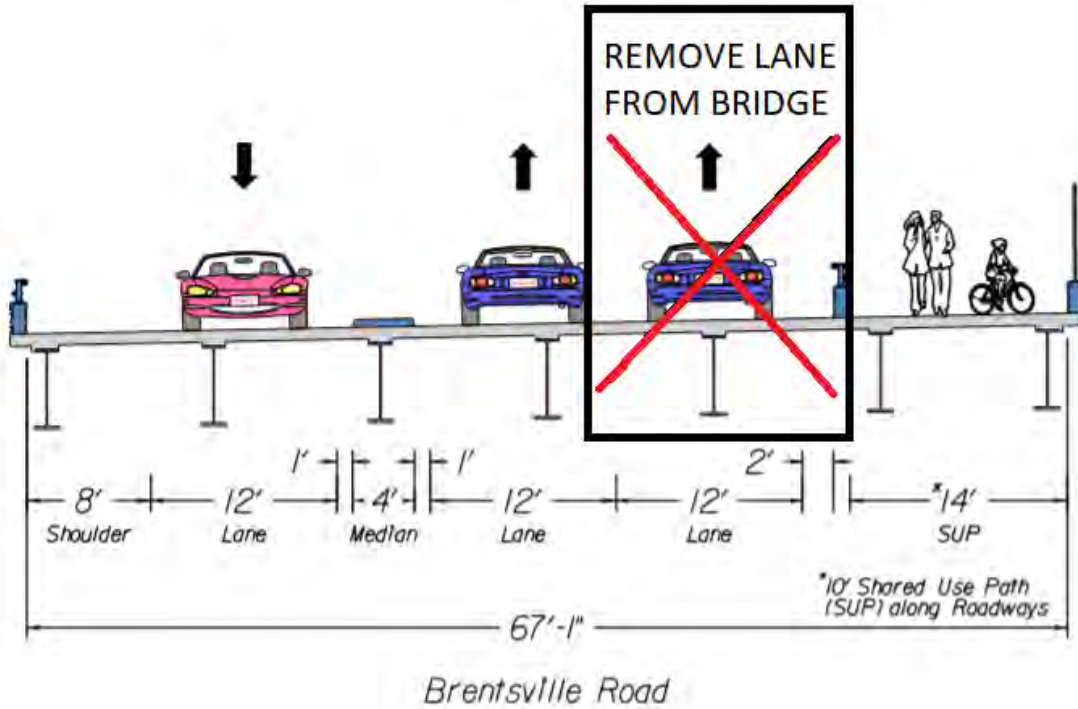
Rough alignment of proposed grade-separated trail connections along the northern perimeter of the interchange, with two relatively short pedestrian/bicycle overpasses of Route 234 Business on the west (connected to future shared-use paths along Route 234 Business and Route 234 North) and Route 294 on the east (connected to the existing Route 294 shared-use path). Between Route 234 Business and Route 294, the connecting path could be built on a berm along the north side of Bradley Cemetery Way.

5) Reduce Interchange Construction Costs by Eliminating Unnecessary Trail and Roadway Features

To offset the cost of adding up to three pedestrian/bicycle bridges, the current design could be modified to eliminate unnecessary features.

If all three pedestrian/bicycle bridges recommended above are built over the eastern and northern edges of this interchange, all currently designed pedestrian/bicycle infrastructure within the center of this interchange would be unnecessary and could be eliminated, including the currently proposed 14-foot-wide shared-use path on the western interchange bridge.

The cost of the western interchange bridge should be further reduced by eliminating the advertised continuous green-T intersection at the exit ramp from southbound Route 234 and by eliminating one of the two northbound travel lanes from Brentsville Road on the western interchange bridge. Traffic volumes on Brentsville Road, [which had an AADT of only 2800 in 2019](#), will never warrant two northbound lanes through this interchange. Eliminating one unnecessary travel lane (and potentially also the shared-use path) would reduce the cost of this roadway bridge considerably. A traffic signal, stop sign, or a roundabout could replace the proposed continuous green-T intersection.



To reduce project costs, one northbound lane from Brentsville Road could be eliminated on the western overpass. This second northbound lane is not warranted by current or future Brentsville Road traffic volumes and was only designed to accommodate an unnecessary continuous green-T intersection for traffic exiting southbound Route 234. **If the advertised design is modified to add all three pedestrian/bicycle overpasses recommended above, the 14-foot wide shared-use path could also be eliminated from this overpass. The width of the advertised western overpass could thus be reduced 39%, from 67 feet to 41 feet.**

Reducing northbound Brentsville Road to a single lane through the interchange would also reduce the widths of the roadway north of the western overpass and the width of the signalized intersection of Brentsville Rd/Route 234 Business at Bradley Cemetery Way.

The Route 234 Business/Dumfries Road roadway is already needlessly wide south of Godwin Drive. According to [VDOT's 2019 traffic count data](#), this roadway segment has an AADT of only 8600. Presently, the Route 234 Business roadway south of Godwin Drive is five lanes wide, whereas only three lanes of roadway (one travel lane per direction plus space for a left-turn lane in the center) would adequately accommodate a future doubling of this Route 234 Business Traffic (i.e., to an AADT of 17,200).

Rebuilding Route 234 Business between Godwin Drive and Bradley Cemetery Way as a three-lane roadway, instead of as a five-lane roadway, would allow the addition of both a shared-use path and a sidewalk within the existing right-of-way along this key road segment. Moreover, the shared-use path (and not the sidewalk) should be located along the west side

of Route 234 Business to align with [the west-side path just built within the City of Manassas between Hastings Drive and Donner Drive.](#)

Thank you for considering these comments. I look forward to seeing a substantially modified final design for the shared-use path connections that will eliminate all at-grade roadway crossings and accommodate safe and reasonably direct pedestrian and bicycle access to and from all five legs of this key interchange. Please feel free to contact me if anything I've written is unclear or if I can provide further information.

Sincerely,

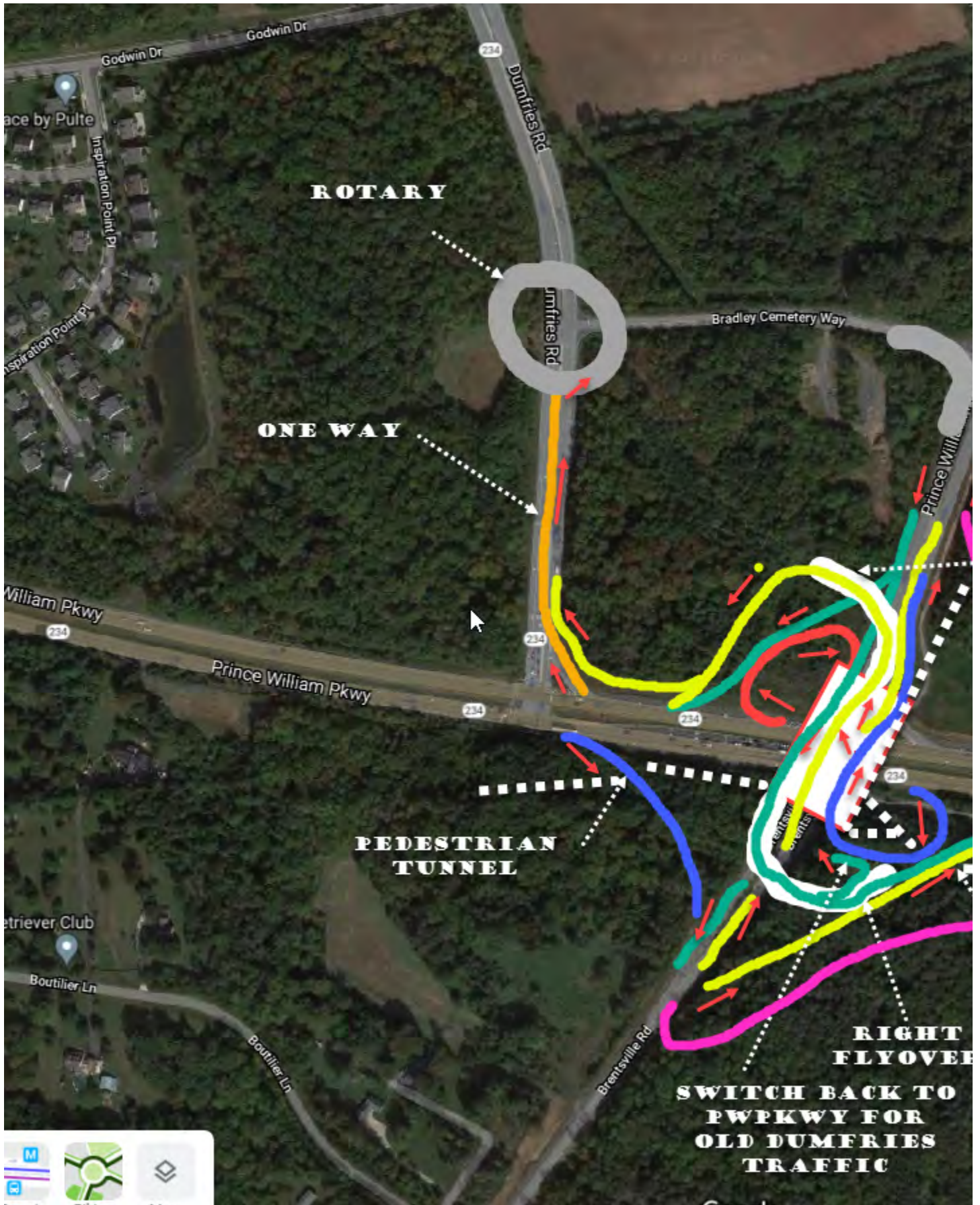
Allen Muchnick, Co-Founder and Co-Chair
Active Prince William
allen22204@gmail.com
703-625-2453 mobile

Aaron DeLong

From: Pierce, Bill <Bill.Pierce@USPTO.GOV>
Sent: Saturday, December 18, 2021 3:00 PM
To: Ankers, Mary
Cc: Vega, Yesli
Subject: Plan intersection of the Prince William Parkway, Route 234, Brentsville Road and Dumfries Road

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Ms. Ankers, I always found in a problem to replace 2 lights with 3 and no consideration for pedestrians. With the current proposal, there is no way to travel from PWC to Brentsville without stopping and doesn't take pedestrians into consideration. As PWC grows, these lights will likely cause traffic to jam up onto the ramps creating future bottleneck problems on 234 bypass. The plan I propose eliminates those lights, creates continuous traffic movement and provides for pedestrian traffic via 3 pedestrian tunnels (all located at place of new construction for less costs). The proposed plan uses two flyovers. While it is proposed in the current intersection location presenting construction logistic, the design can be shifted to leave the old intersectional roadways operational during construction. The proposed design should not add costs and will add for pedestrian travel to continue along the bypass and PWC with total separation from traffic which is an important improvement.



Aaron DeLong

From: Marshalls <voyagerjshp@verizon.net>
Sent: Friday, December 17, 2021 11:28 PM
To: Ankers, Mary
Subject: 234 / Brentsville Road Interchange Comments
Attachments: Route 234 - Brentsville Road Interchange Comment Sheet - Marshall.pdf

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Ms. Mary Ankers:

Thank you for holding the public hearing on December 8th.

Attached are my comments from the meeting.

Regards,

Joe Marshall

Comment Sheet

Design Public Hearing

Interchange at Route 234 and Brentsville Road Project

VDOT Project No. 0234-076-323

Northern Virginia Transportation Authority Project No. 2018-034-1

UPC 118626

December 8, 2021

Name: Joe Marshall

Address: 12576 Daffodil Drive, Manassas, VA 20112

Email Address: voyagerjshp@verizon.net

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

No.

Comments:

This project seems great for vehicles at the expense of bicyclists and pedestrians.

It also does not follow the County's Comprehensive Plan – current and future.

2. Are there any concerns that you feel have not been addressed?

Yes.

Comments:

First this shows a Shared Use Path (SUP) connection to a future SUP on Route 234 business. However it makes no attempt to connect to either a future SUP on Router 234 Bypass north or Brentsville Road west. Both of these are on the Comprehensive plan. Today people bike on the wide shoulder of Route 234 north and they need to be given a path to reach that.

At the meeting it was mentioned that there needed to be changes for limited access yet no one stated what those were. Once again, route 234 bypass north must not be made limited access unless a SUP is provided parallel to it.

Having bicyclists and pedestrians cross at speed traffic on Ramps A and C is not responsible design for safety. Both of these places need a pedestrian/bicycle bridge. If this is too expensive, then there needs to be place some form of yield control for these ramps like what is proposed on the Route 234 Sudley

Road STARS study so that cars could be made to stop for crossings. \$8 million for a pedestrian bridge seems excessive

3. Please provide us with any additional information which you feel would assist incompletion of this project.

Comments:

A connection to Brentsville Road west would naturally tie to the proposed SUP parallel to Ramp C.

Why not move the SUP paralleling Route 234 business to the north side so it would flow better to the future SUP? Having to cross two roads at the light seems to be an excessive penalty for the pedestrian or bicyclist. To get to the north side, you could move the south to north crossing to the T light at the end of Ramp F.

If you did the above, you could then route a SUP along Ramp F to the Route 234 Bypass north for future connection to the SUP there.

Or you can add a SUP along Ramp D from the light to the Route 234 Bypass north.

4. Do you support this project?

Yes

Comments:

But only if changes are made to better balance the needs of bicyclists and pedestrians with vehicles.

The current intersection is very poorly designed and frustrating to drive or bike through. Please don't make it worse for either group.

Aaron DeLong

From: Shikurye, Dagmawie D. <DShikurye@pwcgov.org>
Sent: Friday, December 17, 2021 11:35 AM
To: Ankers, Mary
Cc: Adam, Elnour M.
Subject: Fwd: Recommendation for the Brentsville Interchange design - resident directly impacted by redesign

FYI

Dagmawie Shikurye, PE
Engineering Manager
Design and Plan Development Branch

Prince William County
Department of Transportation
Office: [703-792-5537](tel:703-792-5537)
Cell: [571-330-1789](tel:571-330-1789)

Please pardon the brevity and/or typographical errors in this email as it was sent from my mobile device.

Begin forwarded message:

From: Joe & Sharon Fontanella <jfontanella@verizon.net>
Date: December 17, 2021 at 11:34:21 AM EST
To: "Shikurye, Dagmawie D." <DShikurye@pwcgov.org>
Cc: BOCS Coles District <ColesDistrict@pwcgov.org>, "Fontanella, Jr., Joseph" <Colesplanning@gmail.com>
Subject: Recommendation for the Brentsville Interchange design - resident directly impacted by redesign

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Thank you for redesigning the Brentsville Interchange; it is much needed. I live at 8827 Brentsville Rd just as the interchange redesign ends on Brentsville Rd. Those of us who access Brentsville Road directly or from Bradley Forge Drive or Boutillier Lane have legitimate concerns about speed and volume of traffic. The speed limit is currently 40 mph in front of our home and at these two intersections. Drivers already exceed the posted speed limit by at least 10 mph. We have had three major accidents at the southern corner of our property as the road curves largely as a result of speed, and we have had two people rear ended as they turn into our front driveway off Brentsville Rd. (My daughter runs an Equestrian business on our property and has clients coming in and out of the property throughout the day.)

I strongly recommend there be some kind of traffic control, preferably a traffic light at the merge point of straight away and ramp traffic on and off the parkway onto or off of Brentsville Rd, to give residents space and time to get on and off of Brentsville Road.

While welcoming improved through traffic on the parkway, I believe the new design WILL encourage more cut through traffic and increased speeds on Brentsville Rd without proper traffic control.

Proper traffic control is needed to help reduce speed and flow so people with driveway access on Brentsville Rd and residents on Bradley Forge Drive and Boutilier Lane can safely access Brentsville Rd at that four way intersection.

Thank you for the recent presentation to the public. I participated virtually.

Sharon Fontanella
8827 Brentsville Rd
Manassas, VA 20112
Landline 571-292-1539

Aaron DeLong

From: Eric Thompson <mypigb12@gmail.com>
Sent: Friday, December 17, 2021 9:19 AM
To: Ankers, Mary
Subject: Brentsville Comment Sheet
Attachments: Brentsville Comment Sheet.pdf

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Attached is my comment sheet for the Brentsville, RT. 234 intersection.

Eric Thompson
ph: (571) 208-0520



COMMENT SHEET

Comment 61



Design Public Hearing
Interchange at Route 234 and Brentsville Road Project
VDOT Project No. 0234-076-323
Northern Virginia Transportation Authority Project No. 2018-034-1
UPC 118626

December 8, 2021

PLEASE PRINT

NAME: Eric Thompson
ADDRESS: 9045 Forestview Drive
EMAIL ADDRESS: _____

1. In your opinion, does the design of this project meet the needs for Route 234 Bypass and Brentsville Road?

Yes ___ No X.

Comments: It seems excessive. This type of project should occur at Wellington/Sudley Manor/Rt 234. That area sees much more traffic.

2. Are there any concerns that you feel have not been addressed?

Yes X No ___.

Comments: The lights at Clover Hill and Lake Jackson may need to be adjusted to allow more traffic to pass. As cars come off PW Parkway onto Rt 234, the volume at CH and LJ intersections will increase. It will take additional cycles to get through the lights.

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Comments: _____

4. Do you support this project? Yes ___ No X.

Comments: I lived through this in Loudoun County. They removed 2 lights and added interchanges on Rt 7. It resulted in more traffic at the next traffic signals. Instead of getting through the lights in one cycle it took two, sometimes three cycles. I foresee the Lake Jackson intersection backing up to Meadows Farms in the a.m. and p.m. because of all the traffic coming together onto Rt 234.

Please feel free to add additional pages if needed. Please leave this comment sheet at the designated location or mail your comments to:

Ms. Mary Ankers, P.E.
Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192
Phone: 703-792-4228
Email: MAnkers@pwcgov.org

Aaron DeLong

From: Liz Cronauer <lizcron@verizon.net>
Sent: Tuesday, December 21, 2021 10:06 AM
To: Phillips, George
Cc: Hanafin, Brendon C.; Scullin, Elizabeth D.; Trenum, Michelle; Lawson, Jeanine M.; Canizales, Ricardo; coyletom04@gmail.com; Ankers, Mary
Subject: Re: Route 234/Brentsville Road Interchange

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

George,

Thank you for sending this information on the Brentsville Rd interchange and the Fairfax County sidewalk requirements. I did submit my preliminary comments about the interchange to Mary via email. Since then, I have had time to look more closely at the area and will probably send some revised comments at the next open-comment opportunity, but the basic message for building the trail extension along the bypass at least to the edge of the project, with consideration for future extensions, still stands.

In the Fairfax County PFM Section 8-0201.2 (see highlight in copied text below), the language states that trails on the Countywide Trail Plan are flagged during rezoning, subdivision, and site development processes. I have seen this happen on many occasions for projects that just require a site plan. Perhaps in rare cases they were not required to actually build the trail, but always were required to cede the necessary right-of-way to the County or the Park Authority as appropriate. This is why the Countywide Trail Plan, which now also includes a separate Bicycle Plan, is clearly an important tool for developing a robust bike/ped network.

8-0201 General Information

1. 8-0201.1

The [Countywide Trails Plan](#) depicts the general location of proposed public trails along roadways, streams, and utility easements. The [Countywide Trails Plan](#) was adopted in 1976 by the [Board](#) as part of the [Comprehensive Plan of Fairfax County](#). On October 28, 2014, the [Board](#) adopted an amendment to the [Countywide Trails Plan](#) which updated trail cross sections and incorporated the [Bicycle Network Map](#) by reference.

2. 8-0201.2

The [Countywide Trails Plan](#) is implemented primarily through the rezoning, subdivision plan and site plan review process; the [Capital Improvement Program](#); the [FCPA](#) park development process; and occasionally through private community efforts.

3. 8-0201.3

Trails shown on the [Countywide Trails Plan](#) must be constructed by the developer where these trails abut or cross property to be developed **or improved**. Construction of these countywide trails must occur in conjunction with development as required by the standards and criteria set forth in § [8-0202](#) *et seq.* and as required by other County regulations and [FCPA](#) policies.

A. A.

The final location of trails is approved by the [Director](#) after review by the [FCDOT](#) and/or [FCPA](#) and other reviewing staff as applicable.

4. 8-0201.4

In lieu of the required construction of trails shown on the [Countywide Trails Plan](#), an alternate trail or access facility (such as a road) may be approved by the Director upon favorable recommendation from [FCDOT](#) and/or [FCPA](#). Alternate facilities should be adjacent or roughly parallel to the street or stream designated on the [Countywide Trails Plan](#). The design and location of alternate facilities should provide equal or better access than the planned trail. A public access easement to

the [Board](#) or [FCPA](#), as appropriate, is required where these alternate facilities cross privately owned land or coincide with private access facilities. This will ensure that alternate trails or access facilities become part of the Countywide Trails System.

5. 8-0201.5

As part of the requirements of the [Countywide Trails Plan](#), developers may be required to construct trail segments to link developments to countywide trails or to private community trails, recreation areas and facilities. Such access may be deemed to improve circulation and access. [FCDOT](#) and/or [FCPA](#) and other reviewing staff determines the trail type, surface and width in accordance with current standards and anticipated use.

6. 8-0201.6

When countywide trails are to be constructed, maintenance and operation jurisdiction must be determined during the site/subdivision plan approval process and depicted on the plan. Public access/trail easements must be conveyed to the [Board](#), [FCPA](#) or the [NOVA Parks](#), as deemed appropriate by the Director. The easement width and jurisdiction must be clearly indicated on the site plan and recorded in the County land records. Table 8.4 describes the maintenance and operation jurisdiction of proposed and existing trails.

7.

8. Also here is a link to the Fairfax County Trail Plan Map which contains detailed information on trail type specifications:

9.

10. <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/documents/maps/trails-plan-map.pdf>

11.

Thanks again for your help and time,

Liz

-----Original Message-----

From: Phillips, George <GPhillips@pwcgov.org>

To: lizcron@verizon.net <lizcron@verizon.net>

Cc: Hanafin, Brendon C. <bhanafin@pwcgov.org>; Scullin, Elizabeth D. <EScullin@pwcgov.org>; Trenum, Michelle <MTrenum@pwcgov.org>; Lawson, Jeanine M. <JLawson@pwcgov.org>; Canizales, Ricardo <rcanizales@pwcgov.org>; coyletom04@gmail.com <coyletom04@gmail.com>; Ankers, Mary <MANkers@pwcgov.org>

Sent: Mon, Dec 20, 2021 4:55 pm

Subject: RE: Route 234/Brentsville Road Interchange

Good afternoon Liz- As a follow up to our meeting earlier today regarding the Brentsville District trails discussion, attached are preliminary (not approved) display boards for the Route 234/Brentsville Road interchange. I understand the public comment period is open on the design. We will provide an update on this project at next months (January 25, 2022) TBC meeting.

Also, I looked into the Fairfax County Public Facilities Manual in Section 8-0000 which includes sidewalk and trails information and criteria. Fairfax County requires sidewalks on both sides of the street for lots less than 25,001 square feet and on one side of lots ranging from 25,001-52,000 square feet. However, by-right development lots larger than 52,000 square feet are (apparently) not required to provide sidewalks and trails along their frontage. This is similar to our DCSM which requires sidewalks/trails for R-2 Cluster, R-4, Townhouse and multi-family developments but not larger lots. If you are aware of any Fairfax County regulations which require by-right large lots to provide sidewalks and trails, let me know. I will also check with our mapping staff to see what we may have showing trail gaps. Let me know if you have any questions. If not, see you at the TBC meeting on the 25th.

Thanks, George

Aaron DeLong

From: Ruth & Dave Williams <rdwmsv@verizon.net>
Sent: Saturday, January 1, 2022 12:38 PM
To: Ankers, Mary
Subject: RE: Route 234 Brentsville Road Interchange Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Dear Ms. Ankers:

Thank you for responding.

I was unable to attend or view the public hearing, but in looking at the documents online, it appears the cloverleaves would have required more right of way purchase and expense. I have one suggestion for the CGT intersection at the end of Bradley Cemetery Way. That is, consider giving the southbound Rte 294 traffic 2 lanes through that CGT intersection rather than 1 as shown now. There is quite a bit of traffic turning left from southbound Rte 294 onto eastbound Rte 234 now, and that traffic will have to stop from time to time for a red light at the CGT. If the traffic counts through there indicate that 1 lane is sufficient, go for it, but it would be cheaper to build 2 lanes now than add another lane in the future if necessary.

David Williams

From: Ankers, Mary <MAnkers@pwcgov.org>
Sent: Friday, December 3, 2021 2:43 PM
To: Ruth & Dave Williams <rdwmsv@verizon.net>
Subject: RE: Route 234 Brentsville Road Interchange Project PH Comments

Mr. Williams:

We appreciate your input and we are currently compiling all of the comments so they can be responded to as part of the Design Public Hearing Transcript.

Background on the interchange design is one of the items that will be addressed at next Wednesday's (Dec 8, 2021) Design Public Hearing.

Would you please consider joining us for the Design Public Hearing to further express your concerns.

Respectfully,
Mary

Mary Ankers, P.E.
Alternative Delivery Project Manager
T: 703.792.4228 | C: 571.245.5779
MAnkers@pwcgov.org

Prince William County Government

Department of Transportation | Capital Division
5 County Complex Ct., Prince William, VA 22192 www.pwccgov.org/transportation

From: Ruth & Dave Williams <rdwmsv@verizon.net>
Sent: Tuesday, November 23, 2021 12:24 PM
To: Ankers, Mary <MAncers@pwccgov.org>
Subject: Route 234 Brentsville Road Interchange Project PH Comments

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

The design of this interchange is ingenious but very complicated. It appears that two traffic signals are being replaced by three signals, albeit two of them will be CGT, but I'm not sure the traffic flow benefits will be as large as if each of the existing traffic signals were each replaced by an ordinary cloverleaf or ramp design. I'm sure cloverleaves were considered as part of the interchange study. Why were cloverleaves not part of the final design?

David Williams
7594 Knightshayes Drive
Manassas

Appendix H – Comment Responses

Travel Through Interchange to Various Destinations

Comment: Eight (8) Comments ask for clarification on how to travel north on Brentsville Road without stopping on Dumfries Road or Route 294, and how traffic from Route 294 will enter Route 234 safely. Comment about the lack of direct access from Route 234 Business to Route 234 Bypass Southbound. Additional comments requested moving diagrams for the various traffic movements throughout the project.

Response: Full access and directional movements are being provided with the proposed improvements. Travel Origination/Destination Maps will be provided on the Prince William County Website to show how traffic flows through the interchange for each route coming to/from the project.

Bradley Cemetery Roadway Typical Section

Comment: One (1) Comment ask about the width of Bradley Cemetery Road.

Response: Bradley Cemetery Way is a 4-lane divided road, and the total pavement width, which includes travel lane pavement and shared use path, ranges from 80' to 110'. The pavement width varies, depending on location, and includes 12' wide minimum travel and turn lanes, raised median, curb & gutter and a shared use path.

Interchange Configuration

Comment: Six (6) Comments request clarification on the interchange configuration. Questions regarding alternative interchange configurations including double roundabouts, cloverleaf design, the use of a Green T intersection, and the design of two lanes on the bridge for a VPD of 3,000.

Response: The uniqueness of project area required a unique approach. Several design studies and iterations of the interchange layout have been completed to refine the geometrics and traffic flow movements for the project including the VDOT Strategically Targeted Affordable Roadway Solutions (STARS) program, an unsolicited proposal, and various Design-Build proposals in response to the County's request for detailed design proposals. Additionally, an Interchange Justification Report is being completed for the project which builds upon the justification for the design decisions made up to this point. All design enhancements for the project will also be approved by VDOT for final street acceptance for future maintenance.

Traffic Operations

Comment: Fifteen (15) comments discuss the increased traffic and vehicle speed at the interchange. Specific questions include ramp capacity, traveling towards Hoadly Road through multiple traffic lights, access to and from intersecting streets (e.g. Bradley Forest Road, Godwin Drive, Lucasville Road, and Westchester Drive). Suggestions include adding an overpass from Brentsville Road, traffic lights, speed tables, and rumble trips, as well as lowering the speed limit. A comment requests for specific projections of the amount of traffic that currently use and will be using the interchange.

Response: As part of the project's requirements, an Interchange Justification Report is required to document and evaluate the needs for additional capacity and validation of expected speeds along each roadway. This report is being finalized and will be approved by VDOT certifying the design will meet future traffic projections while moving traffic safely and efficiently.

Intersection Sight Distance

Comment: Four (4) comments are regarding safe ingress/egress between intersecting streets and Brentsville Road. A comment is specifically asking about the sight distance for vehicles turning onto Brentsville from Boutillier Lane and Bradley Forge Drive. Suggestions include using a stop light or flashing warning device to slow down vehicles.

Response: Stopping sight distance and intersection sight distance are required to meet the design standard. They will be reviewed and approval by the county and VDOT at each applicable location throughout the project. If needed, additional grading or clearing will be completed to meet any sub-standard sight distance condition that exists at the intersection. At this time, this intersection does not meet the requirements set by VDOT for the installation of a traffic signal or other warning devices.

Bradley Cemetery

Comment: Six (6) comments were centered around Bradley Cemetery. Questions include access to the graves, grading adjacent to the cemetery, and potential grave displacement at the cemetery.

Response: No proposed improvements, including grading or right of way acquisition are proposed or anticipated on the cemetery parcel as part of this project. A gravel access road for vehicles will be provided adjacent to the cemetery and grading adjacent to the cemetery will be stabilized. No graves will be impacted or displaced with this project.

Vehicular Access during Construction

Comment: Three (3) comments ask how motorists along Bradley Forest and Westchester Drive will have access to Route 234 and Libera Ave during construction.

Response: During construction all existing traffic movements will be maintained either on existing roadways, through newly constructed routes, or detour routes for a small subset of movements. The Project will maintain existing traffic patterns for as long as possible while construction commences outside of the roadway prism in an effort to minimize traffic impacts to the greatest extent possible. Additionally, temporary lane closures, when required, will be limited to off-peak hours to mitigate traffic delays throughout the project

Advance Signage for Lake Jackson Road Signal

Comment: One (1) comment suggests adding a flashing light ahead of Lake Jackson's signal to indicate the light is red and allow motorists time to stop.

Response: As mentioned during the Public Hearing Q&A period, the intersection in question is beyond the scope of the project but Prince William County will take this request into consideration and share it with VDOT as the owner and maintainer of public roads in the County.

Coles Drive/Smith Lane at Route 234 Bypass

Comment: One (1) comment requests that the intersection with Coles Drive/Smith Lane and Route 234 be addressed as motorists make left turns out of Coles Drive despite the right turn only lane.

Response: The roadway improvements for the project stop short of this intersection, however Prince William County will take this comment into consideration and share it with VDOT.

Clover Hill and Lake Jackson Signal Timings

Comment: Two (2) comments suggest resequencing the traffic lights at the existing Brentsville intersections and at streets intersecting with Route 234 Bypass outside of project limits. Additionally comments request that the signal timings at Clover Hill and Lake Jackson be adjusted.

Response: This project will introduce bridge crossings at the two intersections of Brentsville Rd and Dumfries Rd with Route 234 Bypass. As a result, the existing traffic lights at these intersections will be

removed since they will no longer be needed. The signal timings for Clover Hill and Lake Jackson are beyond the scope of this project; however this request will be taken into consideration and shared with VDOT.

Increased Traffic on Lake Jackson Drive During Construction

Comment: Questions about safety and increased traffic on Lake Jackson Drive before and during construction. One (1) comment requests that Lake Jackson Drive is not used as a cut through and to connect Smith Lane and Lake Jackson Drive.

Response: Construction activities along Route 234 Bypass will be limited to the extent required for widening and tie-ins of the proposed interchange. Additionally, temporary lane closures will be limited to off-peak hours to mitigate traffic delays throughout the project. While construction does not extend to Lake Jackson Drive, traffic conditions during construction will be monitored and addressed accordingly.

Lake Jackson Road Signal Cameras

Comment: One (1) comment suggests putting traffic cameras at the existing Lake Jackson Road light to reduce people running red lights.

Response: Additional improvements at Lake Jackson Road is beyond the scope of this project, however this will be evaluated by Prince William County moving forward as well as shared with VDOT.

Pedestrian Crossings and Shared Use Paths (SUP)

Comment: Thirteen (13) comments discuss pedestrian/bicyclist safety related to the number of pedestrian crossings and the proposed speed limit at the crossings. Comment suggestions include adding direct access via a pedestrian bridge over Route 234 to connect existing paths, removing/realigning the proposed SUP at Bradley Cemetery Way, adding a pedestrian bridge at the Bradley Cemetery Way crossings, and adding 3 pedestrian tunnels.

Response: Evaluations to provide connectivity throughout the project from existing bike and pedestrian facilities have been completed and implemented where feasible. The design at the crossings near Bradley Cemetery Way are still part of an ongoing discussion between the design team, the Prince William County, and VDOT, with multiple options, including the possibility of a structure walkway crossing, being analyzed for its feasibility.

Plant Place Shared Use Path Access

Comment: One (1) comment asks for possibility of adding access to Huntsman Drive from the SUP at Plant Place Lane.

Response: The existing fence will be removed and replaced with a new fence on the other side of the shared use path allowing access to the shared use path from Huntsman Drive.

Shared Use Path Extension along Route 234 Bypass

Comment: Two (2) comments asks for additional continuation of SUP along the 234 Bypass NB.

Response: The design does not hinder future connections and/or continuation of the SUP along Route 234 Bypass and these potential improvements will continue to be evaluated by the County and VDOT moving forward separate from this project.

First Baptist Church

Comment: Three (3) comments want clarification regarding the potential land locking of the First Baptist Church Manassas property.

Response: Access to the First Baptist Church property is provided via Plant Place Lane. This project will not change the existing condition at that location.

Right of Way Process

Comment: One (1) comment asks for process of right of way acquisition for property owners.

Response: The Right of Way phase for this project is scheduled to begin in Spring/Summer of 2022. The property owners will be informed of the exact location of these impacts during the right of way acquisition process and prior to construction. More information about right of way acquisition is discussed in VDOT's brochure entitled, "Right of Way and Utilities: A Guide for Property Owners and Tenants".

Noise and Sound Barriers

Comment: Nine (9) comments discuss noise from vehicle movement. Suggestions include a sound barrier/earth berms to reduce noise and moving the project closer to existing roadway.

Response: Noise and environmental studies were conducted to evaluate the need for noise walls. Given the findings of those studies, it was determined that this project would not meet the Federal criteria for noise wall installation. Additionally, a potential reduction in braking/acceleration noise after removing the signals from the intersection is anticipated.

Animal Displacement and Pollution

Comment: Three (3) comments are regarding animal displacement and pollution from construction and increased traffic at the interchange.

Response: Environmental studies were conducted to ensure there would not be substantial impacts to air quality and wildlife species, and studies did not identify any potential adverse effects to federally listed threatened or endangered species as a result of construction of this project.

Brentsville Road Truck Traffic

Comment: Two (2) comments have questions about the truck traffic on Brentsville Road.

Response: As discussed during the Public Hearing Q&A period, the through truck restriction on Brentsville Road will not be removed as part of this project. Enforcement of this restriction is handled by the police department.

Existing Utilities

Comment: Two (2) comments have questions about water and sewer lines during construction.

Response: The design team has assessed the existing utilities within the project to ensure that any impacts during construction to the utilities, including water or sewage facilities, will be avoided or mitigated as part of this project.

Public Hearing PCMS Installation

Comment: One (1) comment suggests putting up Public Hearing notice signs near the affected intersection.

Response: Message boards were placed within the project area 10-days prior to the meeting to advertise the design public hearing.

Bridge Overpass Aesthetics

Comment: One (1) comment has questions regarding the aesthetic of the new bridges.

Response: A conceptual rendering of the bridge crossings is available on the Prince William County website to show how the geometrically how the bridges will look crossing over Route 234 Bypass. As part of final design and construction, the proposed bridges will receive aesthetic treatments, in accordance with County and VDOT requirements.