

Virtual Public Information Meeting – Summary of Comments and Responses
Fraleley Boulevard (Route 1) Widening in the
Town of Dumfries, Prince William County
From: Bradys Hill Road to Route 234 (Dumfries Road)

On March 17, 2022, Prince William County Department of Transportation conducted a Virtual Public Information Meeting for the Route 1/Fraleley Boulevard Widening (from Brady's Hill Road to Dumfries Road). All project exhibits and the PowerPoint presentation given at the meeting, as well as this transcript, are available on the Prince William County Department of Transportation project website: <https://www.pwcva.gov/department/transportation/current-road-projects>

Approximately 63 members of the public attended the virtual meeting. Between the March 17 Virtual Information Meeting and the comment period end date (March 31, 2022) several comments and feedbacks were received. The following is a summary of comments received and their associated responses:

Question about project schedule and expected acquisition begin date (3 questions).

Response: The project to widen Route 1 (Fraleley Boulevard) to 6 lanes has been under development since 1994, when the Virginia General Assembly directed Virginia Department of Transportation (VDOT) to perform a comprehensive study of the 27-mile Route 1 Corridor in Northern Virginia in response to concerns about growing travel demand and to help coordinate revitalization efforts in the jurisdictions along the Corridor.

On October 18, 2018, VDOT conducted a Design Public Hearing for this project at Dumfries Elementary School located at 3990 Cameron Street, Dumfries, VA 22026. The public comment period for Design Public Hearing ended on November 2, 2018.

The Town of Dumfries requested that administration of the project be handled by Prince William County. Town Council supported this decision by resolution on January 19, 2021. Through coordination with the Town and VDOT, the County agreed to administer the project and entered a Standard Project Agreement with the Northern Virginia Transportation Authority (NVTA) on March 2, 2021.

Several design tweaks and modifications were made to the plans by the County and on March 17, 2022, Prince William County (PWC) Department of Transportation conducted a Virtual Public Information Meeting for the Route 1/Fraleley Boulevard Widening (from Brady's Hill Road to Dumfries Road) to highlight these modifications. The public comment period for the design virtual information ended on March 31, 2022.

Prince William County is anticipating the initiation of the right of way acquisition phase of the project in the Summer of 2022. For more information about the project schedule, please visit the project's website on the following link:

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

Question about Fraleley Boulevard (Route 1) Widening project limits (1 question).

Response: The Route 1 (Fraleley Boulevard) Widening project starts from Brady's Hill Road (Route 1109) to Dumfries Road (Route 234).

Questions about various lines and their color shown on the exhibits (purple line, green line, green dashed line (3 questions)).

Response: All the roll plots shown on the Virtual Public Information Meeting for Route 1 are available under the following link:

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

The roll plots show the proposed design for Route 1 Widening. The various types of lines and colors used represent different design elements in the roll plots and these elements are defined by the legend that can be found at the bottom of the roll plot.

Questions about Potomac Shores and Fraley Boulevard (Route 1) and Route 234 (Dumfries Road) Intersection Design and where to find more information about it (5 questions).

Response: The developer, SunCal, is a California-based real estate development company that is developing the Potomac Shores area. They will be constructing an intersection improvement at Route 1 (Fraley Boulevard) and Route 234 (Dumfries Road) Intersection - the north termini of the Fraley Boulevard Widening project. The design was reviewed and approved by PWC reviewers as well as by VDOT. The design team will continue to coordinate with the developers to seamlessly integrate and harmonize these projects. For additional information about the Route 1-Route 234 project and the development, please visit the following link:

<https://potomacshores.com/>

Question about improvements on the local only lanes of Route 1 (1 question).

Response: The Route 1 (Fraley Boulevard) Widening project widens the existing northbound portion of Route 1 (Fraley Boulevard) from Brady's Hill Road to Dumfries Road to a six-lane divided facility and converts the current southbound Route 1 (Main Street) alignment into a two (2) way roadway for local traffic. The impacts to the cross streets and other local streets will be limited to the Route 1 Widening impacts.

Question about proposed design features on/ along Route 1, Main Street, and the cross streets along the project limits (10 questions).

Response:

- Quantico Gateway Drive will tie in directly into the widened Route 1. A left turn only lane is proposed from northbound Route 1 to westbound Quantico Gateway Drive. No plans are currently proposed as part of Route 1 (Fraley Boulevard) Widening project to affect driver behavior through the community located along Quantico Gateway Drive.*
- The existing southbound Route 1 (Main Street) will be converted to a street intended for local traffic. On the north end, a traffic signal is proposed on the intersection of Route 1 (Fraley Boulevard), Main Street, and Possum Point Road. On the south end, a cul-de-sac is proposed on the Main Street near Quantico Gateway Drive, preventing access to Quantico Gateway Drive. Re-striping of Main Street to allow Tebbs Lane traffic to turn left is intended as a future improvement. This improvement is in discussion with VDOT and Town of Dumfries to determine appropriate timing in coordination with Route 1 Widening.*
- At the intersection of Route 1 and Graham Park Road, the existing northbound Route 1 is widened to a six-lane divided facility. In addition, there is one left turn lane and one right turn lane proposed from northbound Route 1 to westbound Graham Park Road and eastbound Graham Park Road, respectively. There are two left turn lanes and one right turn lane proposed from southbound Route 1 to eastbound Graham Park Road and westbound Graham Park Road,*

respectively. To learn more about the proposed design at the intersection of Route 1 and Graham Park Road, please visit the following link:

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

- The existing connection of David Cline Road to northbound Route 1 is proposed to be closed. The proposed David Cline Road intersects with the future southbound Route 1 and it will be a right in right out only intersection. Northbound traffic on Route 1 will do a U-turn at the intersection of Route 1 and Canal Road and travel southbound on Route 1 to access David Cline Road. The USPS property will be accessible from David Cline Road as well as from Main Street. A small paved area is proposed on the east side of the David Cline Road opposite of the USPS property for turn around purposes. This area was proposed in lieu of a cul-de-sac to minimize impacts to the properties at this location. To learn more about the proposed design at this location, please visit the following link: <https://www.pwcva.gov/department/transportation/current-road-projects>
- To travel from Possum Point Road to southbound Main Street, traffic will take a left turn onto the southbound Route 1 at the signalized intersection, take a right turn at Canal Road and take a left turn from Canal Road to travel south on Main Street.
- As part of the Route 1 (Fraleley Boulevard) Widening project, the southern end of existing Old Stage Coach Road will be relocated across from Tripoli Boulevard and it will tie to northbound Route 1. The northern end of existing Old Stage Coach Road will be closed as part of the Potomac Shores project, preventing access to Route 1. Increase in traffic is not anticipated at the Relocated Old Stage Coach Road.
- An RCUT (Restricted crossing U-Turn) intersection is proposed at the intersection of Route 1, Tripoli Boulevard, and Relocated Old Stage Coach Road. Based on the traffic study, a traffic signal is not warranted at this intersection. Left turn movements are allowed from northbound and southbound Route 1 left turn only pocket lanes to Tripoli Boulevard and Relocated Old Stage Coach Road, respectively. Traffic will have to travel southbound on Route 1 from Tripoli Boulevard and make a U-turn at the signalized intersection of Route 1, Possum Point Road, and Main Street to travel northbound on Route 1. Traffic will have to travel northbound on Route 1 from Relocated Old Stage Coach Road and make a U-turn at the dedicated left turn pocket to travel southbound on Route 1. To learn more about this RCUT intersection, please visit the following link: <https://www.pwcva.gov/department/transportation/current-road-projects>
- The outside lanes on northbound and southbound Route 1 are 14 feet wide. This is to accommodate bike traffic. However, the outside lanes will not be striped for a dedicated bike lane. There is a 10-foot shared use path running along southbound Route 1 and a 5-foot sidewalk running along northbound Route 1.
- A 280-foot long bridge is proposed over the Quantico Creek replacing the existing bridge on Route 1. The existing alignment of the Quantico Creek is not changed as part of the Route 1 (Fraleley Boulevard) Widening project.
- The raised median on southbound Main Street cannot be reduced to allow cross over access for Graham Street to the proposed traffic signal at the intersection. This would impact safety and traffic operations.

Questions about planned speed limit on Route 1 and its enforcement (4 Questions).

Response: The design speed limit for Route 1 (Fraleley Boulevard) Widening project is 45 mph. Once construction is completed and the traffic flows through the project for a few months, a speed study will be conducted on the project to determine the appropriate posted speed limit for the roadway.

Questions about access to cross streets and various properties along Route 1 (10 questions).

Response:

- *No change in access is proposed to Brady's Hill Road as part of Route 1 (Fraley Boulevard) Widening project.*
- *Currently, there is no change in access point to Triangle Plaza as part of the Route 1 (Fraley Boulevard) Widening project. A general maintenance of traffic plan will be performed as part of the project to determine the construction phasing and sequencing. The project team will coordinate with all the property owners to reduce impacts to any access points within the project limits. Despite some impacts, access will be maintained to all buildings/developments during the construction within the project limits as best as possible.*
- *A right turn lane is proposed from southbound Route 1 to westbound Graham Park Road. The access point location to Dunkin Donuts from Route 1 will stay the same. Traffic can enter/exit the Dunkin Donuts from Route 1 through the driveway along the right turn lane.*
- *No change in access is proposed to Harley-Davidson from the Main Street as part of the Route 1 (Fraley Boulevard) Widening project.*
- *The Rose Gaming Resort is slated to open in Fall 2023. Their construction will be finished before the construction of Route 1 (Fraley Boulevard) Widening project begins. The project has incorporated anticipated traffic for the gaming facility and will continue to monitor and adjust design as needed for traffic volumes and traffic patterns from the Rose Gaming Resort.*
- *Harold & Cathy's Dumfries Café is a diner located at the intersection of the Route 1 (Fraley Blvd) and Canal Road. The parcel is currently identified as total acquisition and it will be acquired through the right of way acquisition process. There is not a stormwater management pond proposed at this location. Instead, the area will have a 10-foot shared use path adjacent to the roadway and the remaining area will be grass.*
- *While travelling southbound on Route 1, a dedicated right turn lane is provided to enter Liberty Village business center. While traveling northbound, a dedicated left turn lane is provided on Main Street to enter Liberty Village business center prior to turning onto Route 1 (Fraley Boulevard). The proposed design to access Liberty Village business center can be viewed at the following link: <https://www.pwcva.gov/department/transportation/current-road-projects>*

Questions about utility interruption (1 question).

Response: *Based on the current schedule, the utility relocation for Route 1 (Fraley Boulevard) Widening project is expected to begin in Summer 2023.*

Property Specific Questions (4 questions) – Not answered during the meeting

- Will Triangle Service Center be closing or just taking part of parking lot for court at end of Main St.?
 - *Response: The Triangle Service Center will be closed at this location due to the entire parcel being acquired for right of way for the project.*
- How much of the ACTS Thrift Store parking lot (across from where Harold and Cathy's is (Canal Street)) will be lost? It is already a very small lot. Reducing spaces could put it out of business.
 - *Response: The proposed shared use path will likely impact a portion of the frontage of the lot. Impacts will be determined once the design is advanced to the level required for right of way acquisition.*
- Is 17555 Main Street still a total acquisition?
 - *Response: Parcel 090, 17555 Main Street is shown as a total acquisition on the Virtual Public Information Meeting Roll Display #3.*

- I therefore request your assistance if I can see that whole meeting if you please provide the link. We own two businesses: 17880 and 17906 Fraley Blvd. Please provide me with any impact or buying or permanent Easement for our two properties.
 - *Response: For both 17880 and 17906 Fraley Boulevard, the roadway widening impacts the frontage of the property and the parking spaces adjacent to southbound Route 1. Proposed right of way will be acquired for the shared use path and road widening along the frontage of the properties. Permanent slope easement will be acquired for maintenance of the proposed slopes behind the shared use path. The video recording of the Virtual Public Information Meeting can be found at this link: <https://www.pwcva.gov/department/transportation/current-road-projects>*

Questions outside of Project Scope (8 questions).

- Coming off Tebbs Lane, will you be allowed to make a left turn to come back to the new Route 1? If no changes are being made to south main Street, then how will traffic be able to turn left (NORTH) coming out of Tebbs Lane? For drivers exiting Tebbs Lane, how will we access southbound traffic?
 - *Response: This project will perform re-striping and mill and overlay as needed on Main Street. Re-striping of Main Street to allow Tebbs Lane traffic to turn left is intended as a future improvement. This improvement is in discussion with VDOT and Town of Dumfries to determine appropriate timing in coordination with Route 1 Widening.*
- Where does traffic go on its trip south after 3 southbound lanes at Joplin Road becomes 2 lanes through the Quantico Marine Corps base on to the Stafford County line?
 - *Response: This is outside the scope of this project.*
- What actions are currently being done to address and change current zoning laws that force car-dependency? Why is it that people have to drive everywhere even for the smallest errands?
 - *Response: This is outside the scope of this project.*
- Will Metro be extending the blue line beyond Franconia anytime soon?
 - *Response: This is outside the scope of this project.*
- Any plans on expanding local passenger rail to practical use?
 - *Response: This is outside the scope of this project.*
- With the increased noise of the extra traffic, the Quantico Gateway neighborhood behind the AMWA building will be sandwiched between I 95 and Rte 1 noise. Has the county considered installing noise barrier wall along I95 to help reduce the noise?
 - *Response: A noise analysis was performed and made available to the public after the October 18, 2018 Public Hearing. It was determined that the Route 1 Widening project does not warrant the provision of sound walls. More information can be found at this link: https://www.virginiadot.org/projects/resources/NorthernVirginia/Appendix_F_-_Noise_Study_-_NEPA_Reevaluation_-_Fraley_Blvd_Widening_July_2019.pdf*