My concern is the traffic that will be near the Four Season Community. I commute to work two days a week and I see how many individuals drive. My question is regarding the noise that will be heard by the residents. The fear of someone losing control of the vehicle and landing into one of the homes. About 60 percent of the drivers drive extremely fast. Especially the younger generation.

If a road will be placed near Four Season, are there going to be sound barriers to protect the citizens that lives in this community? Can you provide additional information?

My vote is no to the Van Buren Road North Extension Project. We must protect those who give their lives in the Army Forces and provide many years of working in our community, county, and country. Let us help and protect them.

Sincerely

Jean C. Monroe

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Tuesday, March 26, 2024 1:21 PM
To: J Pasternak
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road North Extension Project

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Thank you for your comments and concerns Mr. Pasternak. The County will respond to all comments after the comment periods which ends on March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: J Pasternak <jimpast@yahoo.com>
Sent: Tuesday, March 26, 2024 11:54 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road North Extension Project

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Van Buren Road North Extension Project

March 26, 2024

Ms. Sherry Djouharian,

Having lived in Montclair for 24 years, I've seen how dangerous the excess traffic that uses Waterway as an alternate route can be. Waterway has many community centers along its pathway including two schools, a library, a park, golf course, two shopping centers and transit stops. One area just before the library is particularly treacherous as it has a blind curve that comes right before a main crosswalk. Drivers unfamiliar with the road are surprised by people crossing the road.

I will be relieved when the Van Buren extension takes some of this traffic off Waterway.

Respectfully,

Jim Pasternak

4932 Breeze Way

Montclair, VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 18, 2024 8:48 AM
To: CALVIN SAVAGE
Cc: Brewer, Mark; Ankers, Mary; Jennings, Chris
Subject: RE: Van Buren North Extension

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Thank you for your comments Mr. and Mrs. Savage. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: CALVIN SAVAGE <ckscls@verizon.net>
Sent: Sunday, March 17, 2024 12:12 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren North Extension

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

We strongly object to pursuing the Van Buren North Extension. In our opinion, The proposed extension serves only one purpose: to serve the interest of one developer who wants to build a facility that would involve a steady stream of truck traffic to the detriment of two communities bordering the proposed area. The Cardinal Grove community would be negatively affected by truck traffic passing through the middle of the community, while the Four Seasons community would be affected by the noisy truck traffic passing along its border, adding to the noise already generated by Interstate 95 traffic.

We do not see what this proposed extension would accomplish other than exacerbating the already congested conditions on Route 234 between where the road would intersect Route 234 and where Route 234 intersects US Route 1. Traffic exiting I 95 onto Route 234 in either direction during morning and evening rush hours already makes this a extremely busy section of Route 234.

If there is any benefit to be gained by building this extension, We don't know what it is, and we certainly don't think the projected high cost of building this extension is justified by any benefits to be accrued by building the extension. There are more pressing needs for that money.

Ken and Christine Savage
Four Seasons residents

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Tuesday, March 19, 2024 7:59 AM
To: Karen Walther
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road N. Extension Project ~~ Objection

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Thank you for your comments Ms. Walther. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Karen Walther <karen@copperminerealty.com>
Sent: Tuesday, March 19, 2024 7:18 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road N. Extension Project ~~ Objection

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~~ As a Four Seasons (FS) Residents **we strongly object to the VBR N. Extension project**.

Heavy Trucks will be allowed into our FS neighborhood and the residential neighbors at cardinal drive intersection on this extension. This will lead to added commercial construction along our residential property boundaries.

These neighborhoods were not designed to accommodate the impact of heavy truck traffic.

Cost of VBR extension road is exorbitant~~ in excess of $100 Million per mile.

The security of our Gated community will be destroyed allowing access to anyone.

The road is forecast for only a small additional traffic but it will be of a commercial type.

Please delay or cancel this extension due to the adverse effect on our communities.

Respectfully

Karen Walther
4048 Great Harvest Ct.
Dumfries, VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, April 1, 2024 9:41 AM
To: ROZLYN GIDDENS
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road North Extension Comment

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Thank you for your comments and concerns Mr. and Mrs. Giddens. The County will respond to all comments after the comment periods which ends on March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: ROZLYN GIDDENS <rozlynbanksgiddens@yahoo.com>
Sent: Friday, March 29, 2024 7:03 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road North Extension Comment

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I am in support of this project

Thank you for being intentional not to remove historically sensitive items and building around this area to reduce any disturbance of this area.

The design is pleasant in appearance.

Please consider using different plantings other than grass in the middle median such as liriope and mulch to insure it is tidy and neat in appearance as it grows in and easily maintained. Grass is not often easily kept neat and in good condition without regular watering.

Please consider a "sound wall" if warrented to alay the concerns of the residents nearby.

Please make note that this road is critical to reduce congestion on roads, create new outlets for increased traffic coming from route one, the new casino in the town of Dumfries, and community growth.

Lance Giddens
Rozlyn Giddens
Dumfries residents

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 4, 2024 10:25 AM
To: LaMesha Craft
Cc: Ankers, Mary; Brewer, Mark
Subject: RE: Public Comment: Van Buren Road North Extension Project

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Good morning,

I have received your email. We do appreciate your concerns and we will make sure to have an exhibit/sketch to address your concerns.

Thanks,

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: LaMesha Craft <lamesha.l.craft35@gmail.com>
Sent: Sunday, March 3, 2024 7:22 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Public Comment: Van Buren Road North Extension Project

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Hello Ms. Djouharian,

I hope you are doing well. I am a concerned resident of Copper Mill Estates (CME). My main concerns are: the lack of representation and the ability to safely and sufficiently enter and exit CME given the current plans for the road extension.

Lack of Representation: The lack of **up to date** images and graphics depicting the Copper Mill Estates community in its current state (a fully developed **community** of 40+ homes) makes me concerned that all parties involved do not clearly understand the number of families impacted. We are not a mound of dirt with a few built homes.

Safe Entry and Exit of CME: There is only one way into our community. On a normal work week, the access road on Old Bridge Road creates a backlog in the evenings as some drivers attempt to turn left onto the Van Buren Road - 234 intersection, while others, like myself, attempt to turn right and enter the community. None of the imagery, graphics, or written documents provide a clear indication of **how** this road extension will not create unsafe conditions for my community.

Request: Please include more detailed information regarding the entry/exit of family living in Copper Mill Estates.Please provide this information in plain English, using an updated image, and or using one of the construction/architectural images.

Please acknowledge receipt of this email.

Thank you in advance.

Very Respectfully,
LaMesha "MeMe" Craft, Ph.D.
https://drlcraft.com
Twitter: @DrLCraft20

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, February 29, 2024 3:10 PM
To: Brewer, Mark; Jennings, Chris
Cc: Ankers, Mary
Subject: FW: Van Buren Rd Comments

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More comments. Thanks.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Lauren Page <pageleskates@gmail.com>
Sent: Thursday, February 29, 2024 2:58 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Rd Comments

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

Good afternoon,

Thank you for calling me back about my inquiry to submit comments to the Van Buren Rd. project study.

Comments:

As a homeowner living off of Cardinal Dr, I would like to voice my full support of the Van Buren Rd project. The positives outweigh the negatives for the majority of local residents. This road project would allow thousands of residents living off of Cardinal Dr. easier access to reaching I-95, the Dumfries commuter lot, the soon to be casino, and restaurants and shopping along 234. Currently, residents on Cardinal Drive have to cut through the Montclair community to get to 234, which adds unnecessary road congestion to a community with a preschool, elementary school, fire station, and community center along the route. To get to and from I-95, residents along Cardinal Drive have to use the Dale City ramp. During rush hour, the Fitzgerald Elementary School has many children walking to and from school. Benita Fitzgerald Dr. is predominately congested with through traffic from Cardinal Dr to Dale Blvd enroute to I-95 and reversed in the afternoon. I recently took a survey with VDOT regarding their study to expand Dale Blvd due to high congestion. Dale Blvd experiences heavy congestion due to the stop lights that can't keep up with the rise in population. If Cardinal Dr residents had access to Van Buren Rd, it would significantly decrease the traffic on Dale Blvd. The negative of course is added road noise for residents. The residents of the Ryan Homes Development came to the community knowing that the road project was in the works for future development. As for the Four Seasons community, maybe a sound wall could be built. I personally live further from I-95 than Four Seasons, and I still hear traffic in my home. It is something we have all gotten used to in

this area. I don't believe that Van Buren Rd traffic noise will exceed what is already heard from I-95. Thank you for the opportunity to comment.

Lauren Page

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 15, 2024 12:33 PM
To: Mike or Sheri Herrick
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Road N. Extension Project ~~ Objection

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Thank you for your comments Mr. and Mrs. Herrick. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Mike or Sheri Herrick <ms1herrick@comcast.net>
Sent: Friday, March 15, 2024 11:56 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>; Mike & Sheri Herrick <ms1herrick@comcast.net>
Subject: Van Buren Road N. Extension Project ~~ Objection

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PWC Project Manager
Ms Djouharian at Sdjouharian@pwcgov.org

~ As a Four Seasons (FS) Residents **we strongly object to the VBR N. Extension project**.

Heavy Trucks will be allowed into our FS neighborhood and the residential neighbors at cardinal drive intersection on this extension. This will lead to added commercial construction along our residential property boundaries.

These neighborhoods were not designed to accommodate the impact of heavy truck traffic.

Cost of VBR extension road is exorbitant~~ in excess of $100 Million per mile.

The security of our Gated community will be destroyed allowing access to anyone.

The road is forecast for only a small additional traffic but it will be of a commercial type.

PLease delay or cancel this extension due to the adverse effect on our communities.

Regards

mike and sheri herrick
16555 sparkling brook loop
Dumfries VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Wednesday, March 20, 2024 11:41 AM
To: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: FW: Van Buren Road Extension
Attachments: Van Buren Road Mar 24.docx

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Thank you for your comments Mr. Carlson. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: MILES CARLSON <miles0346@comcast.net>
Sent: Wednesday, March 20, 2024 11:36 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Cc: Tom Michaelman <tommichaelman@gmail.com>; Richard Underwood <riu1@mindspring.com>
Subject: Van Buren Road Extension

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The attached document contains my 82 concerns, observations and questions about the available documents for the proposed road.

I want to emphasize that the Montclair community is not considered in your documentation, an acknowledgement made by their President of the Property Owners Association in his remarks.

You may conclude that I am opposed to the road project and firmly believe the EA is actually the basis for an EIS and that a FONSI is certainly not justified.

Thank you,
Miles Carlson
Four Seasons at Historic Virginia, an Active Adult Community

Comments & concerns: Miles Carlson, Four Seasons, miles0346@comcast.net, 703-431-1816

Van Buren Road Extension, March 14 2024 Location Public Hearing

1. It was very apparent that Montclair residents believed the Van Buren Road extension would relieve traffic on Waterway Drive. However, only the POA President seemed aware that the EA does not consider or study any such effects on Montclair. As this meeting was held in Montclair, for the primary benefit of informing/satisfying those residents, the EA should be revised to include effects at the three intersections for Montclair and the subsequent amount of through-traffic on Waterway Drive. There may be serious shortcoming of this foreseeable impact. Of course, maybe there is no significant impact and Montclair deserves to know that, too.
2. The graphics displayed at the meeting and the TV images for discussion were well done, an exception being the depiction of autos on the Access Road, a road added to accommodate semi-tractors and trailers. Sadly, the large crowd seated by 5:30 pm were not aware of the 6:30 start time.

3. Virtual Public Information Meeting July 22, 2021: What happened to your timelines?

    - Field Investigations and Environmental Studies: August/September 2021
    - Hold Public Hearing Meeting: Spring 2022
    - Incorporate Public Input into Preliminary (30%) Design: May/June 2022
    - Final NEPA Environmental Assessment Document: Summer 2022
    - Review by VDOT and FHWA

4. While you've found a way around the one-year rule for completing an EA, you can't avoid the requirement for a "concise document." This one is more than 1,000 pages, not including the 45-page Concept Design. I have a 510-page book that is 1-1/2" thick, without covers. Your document must be at least 3" thick if/when printed and probably requires at least two volumes to manage its bulk. Hardly concise.

<u>Environmental Assessment, January 26, 2024—95 pages</u>

5. Section 1 Introduction, page 8 of 95, para 2

    Why seek Federal funding after the State has voted on the very low priority?

    What is the current priority within:

    - NVTA (N. VA Trans Auth) Six Year Program—as of 15 Dec 2023, not included
    - NCR TIP (Natl Capital Region Trans Improv Program)
    - STIP (Statewide Trans Improv Prog)

- SmartScale: In round 5 of SmartScale/VDOT requests as of Jan 17, 2023, Van Buren Rd was rated last (32 of 32) in its district by the scorecard.
- In round 5 of SmartScale/VDOT requests, Van Buren Rd value was rated very low (# 382 out of 394 submittals). Time has expired for this legacy project.

6. Page 8 of 95, Para 3: August 21, 2020 PWC accepted Dewberry's scope and fees for an Environmental Assessment (EA). The clock started running, but was seemingly put on "hold" for two years, during which investigations and other work proceeded. A Citizens Guide to NEPA dated January 2021 (p. 10) states: "The EA is a **concise public document** to aid an agency's compliance with NEPA and support its determination whether to prepare an EIS…or a finding of no significant impact (FONSI)…Agencies **must complete EAs within one year** of the agency decision to prepare an EA…"

What happened? This EA walks and quacks like a duck, a duck whose name is Environmental Impact Statement, not Environmental Assessment with a much lower threshold that enables a Finding of No Significant Impact (FONSI), able to be signed by any County functionary.

7. Figure 1.1 Map, page 9 of 95: highlights three Baptist churches but fails to show Grace Church at the intersection of Van Buren Road and Dumfries Road, Rte 234. This is a serious omission at a terminus of the proposed project.

8. Section 2.2.1 Congestion Relief, page 13 of 95, para 3

"These delays and traffic volumes may encourage increased usage of…Waterway Drive and Spriggs Drive/Minnieville Road." Where are these vague impacts and/or mitigations discussed? These roads are 4-lane, divided w/turn lanes and this may be the sole mention of Montclair—much to the dismay of the vocal residents in Montclair. This is a volatile, foreseeable impact.

9. Table 2.3, page 14 of 95: No legend, so what is significance of LOS colors and (letters)?

10. Section 2.2.1.1 Future Conditions, page 15 of 95
    (a) Table 2.4—No-Build Traffic does not account for the existing traffic in/out of Cardinal Grove. Other Tables, including those in Appendix A, also suffer from this oversight.

(b) Table 2.5--only 390 vehicles per AM hour in 2040 on the new road—not impressive if this is the impact of relieving traffic on I-95 and Rte 1. 390 vehicles per hour could be the existing Cardinal Grove traffic. Even 1,118 vehicles in the PM commute is not significant.

(c) Table 2.5--South of Dumfries Rd on existing Van Buren Rd, traffic doubles on this 2-lane road from the proposed project's impact. (1) How does this impact Forest Glen and (2)

what happens at the intersection with Batestown (formerly Mine) Road, a rural, 25 mph constrained road? These are foreseeable impacts and warrant at least a comment.

(d)--West of Van Buren Rd, project causes increase of 700 vehicles in 2040 past the intersection at Four Seasons, more—not less—than the No-Build option. No help there.

(e)--Benita Fitzgerald Drive gets 333 (41%) more veh/hr in the AM past the elementary school and 686 veh/hr (39%) at the PM peak. These numbers are less than the vehicles on the proposed Van Buren Rd; what is causing this increased traffic on Cardinal Dr? Do we assume it's caused by Rte 1, as there is no access to/from I-95?

10. Page 15 of 95, Para. 1: "Several intersections in the vicinity of the project area are projected to have worsening Levels-of-Service (LOS) by 2040." Tables 2.6 and 2.7 (LOS), page 16 of 95 are most interesting, as the LOS (Level of Service) is degraded at 83% (10 of 12) of the intersections—in some cases dramatically so—the exception being the ramp from Dumfries Rd to I-95 which remains at a high LOS. Makes a strong case for **NOT building** the road extension when it makes things worse!

11. Section 2.2.2 Community, pages 16 & 17 of 95:

(a) Does not include the PWCS school Washington-Reid Preschool with two campuses straddling Dumfries Rd and a speed-regulated school zone adjacent to Montclair.

(b) "…there is limited access to Northern Virginia Community College (Woodbridge Campus), as the routes from communities on the western side of I-95 adjacent to Dumfries Road (Rt 234) lack a direct route to the campus outside of utilizing I-95." This is misleading, as the proposed road would still not provide "direct access." The Community College is in the middle of the area bounded by Dale Blvd, Rte 1, Cardinal Dr and I-95. Dale, Cardinal or Dumfries Rd would still be the means to cross I-95.

(c) Include Grace Church with the list of other churches in the final paragraph, page 18 and on the map. This is a significant church with a growing presence and through-traffic from Van Buren Rd to the new Quantico Barracks shopping and dining.

12. Section 2.2.2.1 Future Conditions, page 17 of 95

Note that this is a very brief speculation on what may grow. What is missing elsewhere in the document is speculation on the impacts of changes outside the study area, such as Forest Glen and the zoned Light Industrial adjacent to Four Seasons. These reasonably foreseeable impacts should be addressed. Will point out some of these omissions later in the document.

13. Section 2.2.3 Emergency Access, page 18 of 95: Montclair and Eagle Pointe access to Sentara would still be available only via Benita Fitzgerald-Dale Blvd or Cardinal Dr-Rte 1. Montclair residents on the south side might gain a small advantage using Dumfries Rd to the proposed road, but end up with the same choices of Benita Fitzgerald or Rte 1. Not much difference.

14. Section 2.3 Summary, page 19 of 95: Where are the second bullet (access to proposed development) and third bullet (state maintenance vehicles) addressed? Is this a summary of items not addressed?

15. Section 3.1 Alternatives Intro, page 20 of 95

    "The analysis focuses on…minimize right-of-way impacts and acquisitions, minimize impacts on communities and natural resources…" Acknowledges there are impacts. Whether of no significant impact or rising to the level is contentious.

16. Figure 3.2 (Constraints Map) page 21 of 95

    Pump Station is completed.

    Four Seasons at Historic Virginia is labelled. Copper Mill Estates and Cardinal Grove, the most-impacted communities, are not identified—a repeated, flagrant omission.

17. Section 3.4 Build Alternative, page 22 of 95
    (a) Para 2: "The new roadway would establish direct access to the parcels along the proposed alignment and additional connections to communities and commercial centers north and south of the alignment." What parcels? What additional connections? There are no commercial centers north, on Cardinal Drive. What is to be developed and what are the reasonably foreseeable impacts?
    (b) Para 3: Justification for proposed access road is disingenuous, at best. The prime necessity for this access is for the semi-tractor trailers using this "urban collector." Light Industrial zoning of the property adjacent to Four Seasons guarantees that development will bring tractor trailers with their day and night noise, diesel smell, and difficulty maneuvering to gain access to/from Dumfries Rd. We have no assurances that through-drivers won't use this road to avoid the truck scales and traffic on I-95.

18. Section 3.5.1 Speed, page 23 of 95: A design speed of 40 mph is a dream for an urban collector. Unintended but foreseeable speeds exceeding 60 mph (ala' Dumfries Rd) will be exciting, given the "vertical geometry requirements" not to be designed or constructed. Better hope the adjacent Light Industrial parcels have a towing company on call 24/7.

19. Section 3.5.2 Alignment, page 23 of 95: "a proposed PWC Service Authority pump station" Station is in place as of date of EA.

20. Section 4.1 Issues, page 24 of 95: Land Use: "The implementation of the project would provide a direct route between Cardinal Drive and Dumfries Road…" More correctly, it would provide an <u>additional</u> route, as Waterway Drive is currently used and Minnieville Road is a direct route. These are existing four-lane, divided roads with turn lanes.

21. Community Facilities page 25 of 95: While "Access to existing schools is anticipated to be improved…" the school traffic remains the same, while the non-school traffic by Fitzgerald Elementary will increase during school hours.

22. Air Quality and Noise page 26 of 95: Semi-tractor trucks and trailers would use the proposed road, both for through-traffic and to access the Light Industrial parcels. With so many trees removed, the proximity of the noise and fume-spewing rigs would create an adverse impact on the adjacent retirees' housing. This is a reasonably foreseeable event and should be considered more thoughtfully than "no new violation" and "abatement considerations were not feasible."

23. Wetlands page 26: Who is the authority to provide permitting within these areas; Corps of Engineers?

24. Section 4.2.1, Existing Conditions page 29 of 95

    Table 4.5 "There are currently no residences within the project area, making the population within the project area zero." There are reasonably foreseeable impacts on the dozens of residences immediately adjacent to the proposal, as well as lesser impacts on those further away. In other words, the reasonable "study area" is not merely the "project area."

25. Table 4.6 Page 30 of 95: Needs to include Grace Community Church, 17100 Van Buren Rd., occupied before EA done. This large, new church is at the corner of Van Buren Road and Dumfries Road, the southern terminus of the proposed road with the most problematic engineering solution! Also consider including Washinton-Reid schools on Dumfries Rd.

26. Figure 4.1, Page 31 of 95: Light Industrial zoned immediately adjacent to Four Seasons. This 134 acre, undeveloped and landlocked area is accessible only with construction of a road.

27. Section 4.2.2 Consequences Page 33 of 95: "The propose project…is anticipated to decrease cut-through traffic within Montclaire [sp.] residential developments." What is the impact of this foreseen consequence? This is a serious, significant issue to the Montclair community (witness the emotions evident at the March 14 meeting) and must be analyzed.

28. Section 4.3 Environmental Justice & Title VI, page 34 ff of 95

    Twelve pages and much ink are splashed here on populations not within the project area—at least according to the exclusions made elsewhere where inconvenient to consider other intersections, roads, residences, development, etc. that were deemed outside the study area.

29. Page 39 of 95: Persons Over 65 Years of Age (FSHV) "…census block #511539010121, having 41% persons over 65 years of age, is the location of Four Seasons at Historic Virginia retirement community." Please: We are a premier Active Adult Community, where many have not yet

retired. See also page 35: "Individuals over the age of 64…represents a key demographic group that is associated with increased susceptibility to environmental issues. In particular, elderly populations have shown elevated sensitivity to particulate matter exposure (EPA, 2009)." Where are these impacts to our community shown/evaluated?

30. Section 4.3.2 Environmental Consequences, page 43 of 95 final paragraph: "This project is anticipated to provide Dumfries-area residents with improved ease-of-access to commercial and public facilities along Dumfries Road and Cardinal Drive." What are the so-important commercial facilities along Cardinal Drive, other than the 7-11 store at Montclair?

31. Section 4.6.1 Air Quality Existing Conditions page 49 of 95: "The project area is currently located in an 8-Hour Ozone Nonattainment Area; all other National Ambient Air Quality

32. Standards (NAAQS) are listed as in attainment. Due to its location in a non-attainment area for ozone, the Van Buren Road Extension project is subject to federal conformity requirements…" What does this mean for those families living in FSHV (over age 64) and Cardinal Grove?

33. Section 4.6.2 Consequences, Build Alternative, page 49: With 41% of persons over 65 years of age, what are the necessary considerations of MSATs for Four Seasons?

34. Section 4.7 Noise, para 4 page 50 of 95: "Noise levels that are predicted to approach or exceed the absolute FHWA/VDOT NAC design year build scenario at any receptor constitute an impact and warrant a noise abatement evaluation." Is this abatement evaluation in Appendix C, somewhere in its 184 pages? As a resident of Cardinal Grove noted at the March 14 meeting, additional noise would add to an noticeably-noisy environment for the residents.

35. Figure 4.7 Noise Study Area, page 52 of 95 does not show residential housing in Four Seasons or Cardinal Grove, which are the areas of most concern! Other residential development is shown.

36. Section 4.7.2 Consequences, page 52: "On average, sound levels were projected to increase by an average of 3 dBA…" is very misleading when considering the much larger increases in Activity Category B, Residential. As shown in Table 4.16 Predicted (Noise) page 53, increases in 2040 Build are 12 dBA for Copper Mill, 12 dBA for FSHV and 26 dBA in Cardinal Grove. Sadly, the only mitigating measures noted are during construction, an activity that ceases just before the through- and local semi-truck traffic begins.

37. Section 4.8.2 Wetlands Consequences, Build Alternative, page 55 of 95 paragraph 3: "The potential for avoiding impacts to wetlands is restricted by numerous constraints within the project corridor including tie-ins to existing sections of Van Buren Road, existing utilities, proffers within the project area, and location of streams and wetlands." This sounds like <u>significant impacts</u> are to be expected, with mitigation uncertain.

38. Section 4.9 Streams, page 57 of 95: In general, would help the public if Dewey's and Powells Creek were identified by name on the maps; e.g., Figures 4.8 and 4.9.

39. The permitting process that is needed for the wetlands and streams sounds like a significant impact on the design and construction process. For example, page 55: "…forthcoming permitting process with USACE, DEQ, and VMRC." Page 56: "The United Stream Methodology (USM) would be utilized during the permitting phase of the project to determine the amount of stream credits required to mitigate for unavoidable impacts to streams." Significant impacts.

40. Table 4.18 Anticipated Impacts, page 58 of 95 shows 4,872 linear feet of impacted streams which is 28% of the total streams in the Study Area. A significant impact.

41. Section 4.9.2 Consequences, Build Alternative, page 58 of 95, paragraph 1: "The forthcoming final design…may reduce impacts to streams and preserve passage and habitat connectivity. This level of detail would be evaluated as the design progresses during the permitting of the Project. Due to tie-in constraints to the existing sections of Van Buren Road, design requirements and location of streams, there is limited potential to further minimize impacts to streams in the project area. Efforts to minimize impacts would be explored in later stages of design and permitting and all efforts would be coordinated with the appropriate regulatory agencies." Significant impacts are unknown and unmitigated at this stage of design, so this EA is incomplete. The public are being asked to agree to an assessment whose potentially significant impacts and required mitigation are unknown.

42. Section 4.12.2 Threatened, Endangered Species Consequences, page 66 of 95

    Small Whorled Pogonia: "…potential to impact…further agency coordination will be conducted…" So, come back when you have the answers to this significant impact.

    Northern Long-Eared Bat: "242 acres of potential NLEB summer roosting habitat…74.4 acres of forest are anticipated to be cleared [31%]…Steps to complete the Section 7 re-consultation process during the permitting phase of the project would be taken." More significant impact on habitat and more permitting and more unknowns.

43. Section 4.14.1 Indirect Effects, page 68 of 95: "The Council for Environmental Quality (CEQ) defines indirect effects as effects caused by the action which are removed in distance or time but still reasonably foreseeable (40 CFR 1508.8(b))." Quoted here because of the many instances of indirect effects throughout and beyond the study area. This is the main point of these many objections and observations throughout this incomplete EA: **indirect effects which are reasonably foreseeable**.

44. Table 4.20 Summary of Impacts, Build Alternative, pages 70 of 95:

Land Use, Planned Development: Suggested as a positive impact due to planned development. What is the planned development and the specific "planned" impacts on noise, resident and traffic safety, quality of life, property values in the immediately adjacent residential developments and on those farther from the project area, yet also impacted? These are reasonably foreseeable impacts.

45. Table 4.20, Right-of-Way, Property Acquisition, page 70 of 95: increase property values from provided access. This must be for the undeveloped area zoned for Light Industrial. Certainly, residential values will not increase due to planned road. What is that reasonably foreseeable impact?

46. Table 4.20, Socio-economics, page 70 of 95: Four Seasons is referred to in the EA as a retirement community; ergo, no retired person is looking for employment. Four Seasons at Historic Virginia (FSHV) actually refers to itself as an Active Adult Community. The other adjacent residential communities are probably not looking for employment in a Light Industrial environment, although further study might prove so.

47. Table 4.20, Noise, page 70 of 95: "Elevated noise impacts due to slight overall increases in local traffic & development; loss of forest buffer from I-95 corridor." If there is only a slight increase in traffic on the proposed road, why build it? Moreover, the loss of the physical, visual and sound buffer by the loss of forest is a major impact to Four Seasons along the border of the property.

48. Table 4.20, Aquatic, page 71 of 95: stop the Light Industrial development in Powells Creek watershed and there are no further impacts. Natural Resources: same as Aquatic; i.e., stop the Light Industrial development and prevent impacts.

49. Table 4.20: Does not include QOL concerns with personal safety, noise, air pollution (diesel engines) for residents in Copper Mill, Four Seasons and Cardinal Grove. Perhaps these impacts are of no concern in the EA process?

50. Section 4.14, Effects, Build Alternative, page 71 of 95: "Many current and planned developments in the Montclair, Dale City and Dumfries communities do not require the implementation of the proposed roadway as they can be accessed by the existing roadway network." So true. No further study needed to stop this project with such a poor cost-benefit.

    The previous statement of fact contradicts the following speculative statement: "Implementation of the Van Buren Boulevard Extension is intended to improve accessibility to growth that is already planned and/or in progress." Besides the growth possible only in the inaccessible Light Industrial zoning, what other significant growth is there?

Imagine the confusion of those of us living near this legacy proposal, when the EA can't come clean about the lack of benefit in a project that would fail a cost-benefit analysis.

51. Section 4.14.2 Cumulative Effects, No-Build, paragraph 1, page 72 of 95: "The need for additional throughways would increase and…potentially resulting in the widening and/or improvement of existing roadways." Yes, it is easier to improve existing roadways than to construct new ones.

52. Section 4.14.2 Cumulative Effects, No-Build, paragraph 2, page 72 of 95: "The project area would be developed by encroaching residential and industrial uses in accordance with the zoning for the area." Not true, as the industrial uses can only proceed with a road to the area, where no access now exists. No developer is likely to have $220,000,000 on hand.

53. Section 4.14.2 Cumulative Effects, No-Build, paragraph 2, page 72 of 95: "Community facilities and businesses…would be increasingly inaccessible…" Again, note there are no businesses on Cardinal Drive to access—other than the 7-11 at Montclair.

54. Section 4.14.2 No-Build, Traffic, page 72 of 95. All the data on existing and projected ADT only confirm the fact that the projected peak traffic on the proposal is only 1100 per hour. That's all!

55. Section 4.14.2 Build Alternative, Traffic, paragraph 2, page 73 of 95: "…smaller residential roads such as Waterway Drive and Spriggs Drive." Fact: both of these roads are 4-lane divided (boulevard) roads with separate turn lanes, similar to the proposed Van Buren Rd. Spriggs Drive enjoys a higher speed limit as the proposal, does not run through existing backyards and appears to have the same construction as the proposed road which is referred to as an urban collector. Now we can call Spriggs Road an urban collector, not a smaller residential road.

56. Section 4.14.2 Build Alternative, Socioeconomics, page 74 of 95: "Minority populations would benefit..." Are there such identifiable populations within the adjacent and most-affected communities of Copper Mill, Four Seasons and Cardinal Grove?

57. Section 5.0 Agency and Stakeholder Coordination, page 76 ff of 95: Huge effort to contact so many activities outside the "study area." Again: the study area is actually much larger than the project area.

58. Section 5.2.2 Public Hearing, page 82 of 95. Hearing held March 14, 2024 and EA made available for review and comments due NLT March 29. That leaves 10 workdays to review and comment on a technical document in excess of 1,000 pages. Not very helpful, is it?

59. Section 6.0 References—Unable to find the reference which changed the start date for the not-more-than-one timeline for an Environmental Assessment.

Appendix A, Traffic Analysis—168 pages

60. Page 3 of 168, para 1 and 3: "Cardinal Drive is classified as a minor arterial." And "Cardinal Drive is classified as a major collector. " And the winner is? What is the classification for Dumfries Road and proposed Van Buren Road extension? And for existing Van Buren Road between Dumfries Road and Batestown Road? These are relevant, within a proper study area.

61. Analysis of Existing Conditions, page 3 of 168. Throughout the document, it considers only four intersections, proximate to the project location. Does not consider <u>reasonably foreseeable impacts</u> on other nearby communities, particularly Montclair, who believe they are great beneficiaries due to much lower traffic (not substantiated) on Waterway and Forest Park. Ignores intersection of Van Buren and Batestown Rd., both of which are two-lane rural roads.

62. The never-mentioned Forest Park residential neighborhood on existing Van Buren south of Dumfries Road, is projected, in 2040, to see peak morning traffic increase 93% and an increase of 55% at the peak afternoon. This is another <u>reasonably foreseeable significant impact</u>.

63. Levels of Service, page 11 of 168:
    (a) "Under future no-build conditions (year 2040), delays increase but the LOS remains generally the same…" Hello, then why build?
    (b) "Queues at the turn bays in the study intersections are generally accommodated within the storage provided under no-build conditions (year 2025 and 2040). " Again, why build?

64. Levels of Service, Page 15 of 168, para 1: "…under build conditions (year 2025), intersections within the study area operate at overall acceptable levels of service (LOD "D" or better) with the exception of the intersection of Dumfries Road/Van Buren Road/Old Stage Road…and the intersection of Van Buren Road/Cardinal Drive/Benita Fitzgerald Drive…" Same conclusion for year 2040. So why, again, should the $220+ M project proceed, with such a bad result at the two termini, the main foci for the entire road?

    Queues under Build Conditions, page 15: Same conclusions as LOS—remain the same as no-build except for the two termini. Another bad result, one might say a <u>significant impact</u>.

65. Access Road, page 16 of 168: Why is this necessary? We have been led to believe it is necessary only for semi-tractor trailers? For regional traffic? The cross-section illustrations and other references for this Access Road should represent those semi-tractor trailers, not autos. Get real.

66. Crash Analysis, page 18 of 168: Why no analysis for Dumfries Road at Four Seasons Drive? Every resident of Four Seasons knows of at least one accident here requiring EMTs and ambulances. From the March 14, 2024 meeting in Montclair, we heard horror stories of 400 accidents there. Should that also be considered in foreseeable accident reduction?

Appendix B Cultural Resources—310 pages

67. Dewberry letter dated May 23, 2023, page 2 of 310: "As this project will utilize federal funding…" Comment: FSHV did not know the County was going elsewhere for funding, as we thought the Commonwealth had, in effect, killed it by assigning such a low priority. Additional $8 M for design was also a surprise; apparently we are not "in the know" with respect to continuing developments with this project.

Appendix C Noise Impact—184 pages

68. Executive Summary, page 6 and Table 1, page 7 of 184: Unfortunately, the uses of the zoned Light Industrial tract are not considered. This area lies between proposed Van Buren Road extension and Four Seasons residences and may be expected to have semi tractors running in/out and idling 24/7. This impact is reasonably foreseeable and results from zoning and development, possible only through road construction.

69. Section 3.4 Traffic Data, page 16 of 184: Fails to consider the Light Industrial area able to be developed only through construction of the project road. No road=no development. This is another foreseeable impact, not evaluated.

Appendix D Air Quality—70 pages

70. Mobile Source Air Toxics page 4 of 70: "Nonetheless, *technical shortcomings* of emissions and dispersion models and *uncertain science* with respect to health effects *effectively limit meaningful or reliable estimates* of MSAT emissions and effects of this project at this time. While it is *possible that localized increases in MSAT emissions* may occur as a result of this project, emissions will likely be lower than present levels in the design year of this project…Although *local conditions may differ* from these national projections in terms of fleet mix and turnover, vehicle-miles-travelled (VMT) growth rates, and local control measures, the… MSAT *emissions in the study area are likely to be lower* in the future in nearly all cases." [*emphasis added*]

    We retirees in Four Seasons are being asked to take a lot on faith for the to-be developed Light Industrial area in our backyards. There is neither study nor guess as to impact.

71. Indirect Effects page 5 of 70, para 3: "The Van Buren Road Extension project was added to the FY 2021-2024 TIP as a Study in an amendment approved by the TPB on April 21, 2021. State approval and FHWA approval of this amendment is pending." Pending for nearly three years! Sounds like it's dead, stuffed in a government pigeon hole.

Appendix E Wetlands—93 pages

No comment.

Appendix F Natural Resources—85 pages

66. Dewberry letter June 15, 2021, page 3 of 85, para 3: "Based on our review, the project will not impact any critical habitat, will not disturb any nesting bald eagles, and does not intersect with an eagle concentration area."

Residents of Cardinal Grove have seen eagles in their area, but no one asked them.

NEPA Concept Plan 30% Submission, undated

1. Page 1 of 45, Sheet 1: Length of project is 2.926 miles, not the oft-stated 2.5 miles. What is to be known at circle item 14; another semi-tractor trailer access road?
2. Page 10 of 45, Sheet 1G(3): Centerline passes within 150 feet of truck scales.
3. Page 12 of 45, Sheet 1G(5): Houses (not the property/yards) are 200 feet apart; the 100+ foot Right of Way will be 50 feet from the houses and either at or in the backyards.
4. Page 13 of 45, Sheet 1G(6): Centerline does not appear to follow the proffered stub of road.
5. Page 14 of 45, Sheet 2: Incidentals I-4 reads "All trees located within the Clear Zone or within a minimum of 30 feet of the edge of pavement, within the limits of the right of way or construction easement, unless otherwise noted on plans or directed by the Engineer, shall be removed…" What does that leave as a buffer for Four Seasons?
6. Page 15 of 45, Sheet 2A(1): Right of Way (R/W) varies from 105 feet to 129 feet. Assume this accounts for the foot of the extensive fill required in several areas with 3:1 max slope.
7. Page 17 of 45, Sheet 3:
   (a) Old Stage Road behind El Paso Mexican Grill will not allow straight ahead traffic to the motels, nor is a left turn permitted northeast to Cardinal Drive.
   (b) Motels, gas stations and restaurants, on Old Stage Road from the southeast, are not permitted to access El Paso Mexican Grill or to turn left for a signal-controlled turn onto Dumfries Road.
   (c) Approaching northeast on Van Buren Road no longer allows access to El Paso Mexican Grill; this forces patrons to make a U turn at Copper Mill Estates or (possibly) further down at the Access Road.
8. Page 19 of 45, Sheet 4: Four Seasons has been told that the purpose of Access Road is only for semi-tractors and trailers seeking access to the to-be-developed Light Industrial compound and further to Cardinal Drive, past Cardinal Grove and onto Dale Blvd.
   (a) Who, then, will use the U-turn turn around opposite the Access Road? Persons who couldn't make the turn into Copper Mill Estates or El Paso Mexican Grill?
   (b) When will we know the name of the diverted waterway and size of the 425-foot culvert near Station 122?

9. Page 20 of 45, Sheet 4A: Forty feet of fill required at Station 122+55 and 132-foot R/W.
10. Page 21 of 45, Sheet 5: When will we know the name of the diverted waterway and the size of the 400-foot culvert near Station 133+50?
11. Page 22 of 45, Sheet 5A: Forty-five feet of fill required at Station 133+00; 35-foot R/W?
12. Page 24 of 45, Sheet 6A: Twenty-five feet of overburden to remove at Station 153+00.
13. Pages 28 and 30 of 45, Sheets 8A and 9A: Fill from Station 172+50 to Station 193+50 is nearly continuous fill, with 46 feet of (compacted) fill required at Station 185+75 and a nearly 7% grade.
14. Pages 34 and 36 of 45, Sheets 11A and 12A: Station 223+00 to 228+000 is 6% grade. Steep going up and down.
15. Pages 38 and 40 of 45, Sheets 13A and 14A: Station 241+50 to 250+00 is 5% grade.
16. Page 42 of 45, Sheet 15A: Access Road requires 38 feet of fill at Station 10+65. Another big hole to compact and fill.

Speaking Points for Public Meeting

(1) In the current round 5 of SmartScale/VDOT requests, Van Buren Rd was rated very low (#382 out of 394 submittals).

In the current round 5 of SmartScale/VDOT requests as of Jan 17, 2023, Van Buren Rd extension was rated last (32 of 32) in its district by the scorecard.

(2) Traffic volume is only 1100 veh/hr peak on the proposed VBR for $222 M up from $61 M. As this seems to be of great interest to Montclair, what is the impact of the proposed road to Waterway Drive, which is another 4-lane divided road with turn lanes?

(3) Access to commercial: Cardinal Dr has no commercial activity except Montclair 7-11 (and no access to I-95)

(4) Already improved I-95 and Rte 1/Richmond Hwy

Subsequent to the original project submission for Van Buren (1972?) and to reduce traffic congestion, several important developments occurred: (a) I-95 has been widened and improved with HOV and toll lanes. (b) State Hwy 1 (Richmond Hwy) has been widened throughout the adjacent area. (c) Several housing developments have located in the project area, ranging from 800 over-55 single family homes to hundreds of multi-generational homes. (d) Project calls for the new 4-lane boulevard to cross a crowded 6-lane Rte 234 and link with the existing Van Buren Road, a 2-lane road through restrictive topography preventing reasonable chance of building a 4-lane road—which would only hit the stop sign at the rural, 25 mph 2-lane Batestown Road.

(5) Reference: A Citizens Guide to NEPA dated January 2021 from the Council on Environmental Quality, Executive Office of the President

p. 10: "The EA is a concise public document to aid an agency's compliance with NEPA and support its determination whether to prepare an EIS…or a finding of no significant impact (FONSI)…Agencies must complete EAs within one year of the agency decision to prepare an EA…"

The DoD study of all UFO events since 1940s, released last week, is 63 pages short. To date, this EA has taken 3 years 5 months and is more than 1,000 pages!! This clearly fails the definition and expectations of an EA and is, probably, an Environmental Impact Statement (EIS).

This is a Legacy project no longer supported due to high cost and low impact

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 22, 2024 7:46 AM
To: milliecarroll@yahoo.com
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: FW: Van Buren Rd extension

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments Ms. Carroll. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Johnson, Gretchen <GJohnson3@pwcgov.org>
Sent: Thursday, March 21, 2024 3:04 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: FW: Van Buren Rd extension

Please add this to your records.

From: Millie Carroll <milliecarroll@yahoo.com>
Sent: Thursday, February 29, 2024 9:50 AM
To: Prince William County Department of Transportation <Transportation@pwcgov.org>
Subject: Van Buren Rd extension

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

I live in the Four Seasons community off Dumfries Rd, and I support the extension of Van Buren Rd from Rt. 234 to Cardinal Dr. Currently for me to get home from the intersection of Cardinal Dr and Bonita Fitzgerald Dr I have to:

- Turn right on Cardinal
- Left on Waterway
- Left on Country Club
- Left on Dumfries Rd.
- Left on Four Seasons Dr.

With the extension, I simply cross Cardinal:

- Turn right on Rt. 234
- Turn right on Four Seasons Dr

Van Buren extension has been on the books too long; is time to get it done.

Thanks for listening. Mildred Carroll

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Tuesday, March 26, 2024 6:14 AM
To: maryjkell@aol.com
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road North Extension Project

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments and concerns Ms. Kellogg. Your comments are noted. The County will respond to all comments after the comment periods which ends on March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: maryjkell@aol.com <maryjkell@aol.com>
Sent: Monday, March 25, 2024 9:06 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road North Extension Project

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

Ms. Djouharian.

As a Montclair resident I have sat at a stop sign waiting for the light on 234 to change so that traffic leaving Montclair can move. The lengthy delays are due to I-95 traffic being re-routed through Montclair due to 95 closures. In frustration I have seen cars speed through the Waterway stop sign with near accidents because the drivers want to get back on the interstate.

In one traffic jam I thought that it would have been faster to go out the shopping center exit only to see traffic backed up down 234 South out of sight. Unfortunately Montclair will still get the detour traffic even with the extension, but there will be some relief. Safety is a serious concern with schools along this route. One school is largely walkers.

Noise along the extension can be alleviated by putting up the "sound wall" for those residents. Our community has serious traffic issues which become more difficult and challenging when I-95 traffic is added to our main road.

Please approve the completion of the Van Burn Road North Extension. It has gone on for too long. We don't need more accidents and deaths created by I-95 traffic in our residential community.

Thank You for your consideration.

Mary Jeanne Kellogg
15738 Vista Dr,

Montclair, VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 15, 2024 7:25 AM
To: jcpyankee@aol.com
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: I object to Van Buren road extension ~ Fwd: PUBLIC HEARING ON VAN BUREN ROAD NORTH EXTENSION LOCATION - THURSDAY, MARCH 14, 2024

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments Mr. Pedersen. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: jcpyankee@aol.com <jcpyankee@aol.com>
Sent: Thursday, March 14, 2024 4:49 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: I object to Van Buren road extension ~ Fwd: PUBLIC HEARING ON VAN BUREN ROAD NORTH EXTENSION LOCATION - THURSDAY, MARCH 14, 2024

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

Ms. Djouharian,

As a Four Seasons at Historic Virginia Resident, I **strongly object to the VBR North Extension project for the following reasons:** .

Heavy Trucks will be allowed into my neighborhood and the residential neighborhoods along Cardinal Drive due to this extension. This will lead to added commercial construction along our residential property boundaries.

These neighborhoods were not designed to accommodate the impact of heavy truck traffic.

Cost of VBR extension road is exorbitant~~ in excess of $100 Million per mile.

The security of my gated community will be destroyed allowing access to anyone.

The road is forecast for additional commercial traffic, not residential traffic.

I ask that you cancel this extension due to the adverse effect on our beautiful communities.

Respectfully

Richard Pedersen
Jackie Pedersen
16205 Timid Creek Court
Dumfries, VA. 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, February 23, 2024 11:34 AM
To: Ricky boddie
Cc: Ankers, Mary; Brewer, Mark; Belita, Paolo J.
Subject: RE: Van Buren Road North Extension Project

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Good morning Mr. Boddie,

Thank you for your email. We have a location Public Hearing scheduled for March 14, 2024, at Henderson Elementary School. This event has been advertised in Washington post as well as PWC website. We would encourage as many residents as possible to attend the public Hearing.

Respectfully,

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Ricky boddie <ricky.boddie@gmail.com>
Sent: Friday, February 23, 2024 11:12 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road North Extension Project

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

As a PWC resident and homeowner in Montclair (22025) I have witnessed on numerous occasions how dangerous it is to have Waterway Dr. as the only cut through from Cardinal to 234. From firetrucks crashing to single vehicle accidents, Waterway Dr. is not a viable commuter cut through.

I strongly encourage you to work to approve and move forward with the Van Buren Rd extension for the safety of all PWC taxpayers..

--
Ricky Boddie Jr.

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, March 14, 2024 11:43 AM
To: Richard Dunbar
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: VBRE Hearing

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments Mr. Dunbar. We will respond to comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

-----Original Message-----
From: Richard Dunbar <richdunbar1947@gmail.com>
Sent: Thursday, March 14, 2024 11:14 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: VBRE Hearing

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

Dear Ms Djouharian,

I oppose the extension of Van Buren Road. This road would destroy green buffer space of communities that border it, enable commercial development and truck traffic between these communities and I-95, thus increasing noise, pollution and reducing the safety and security of residents. The road would create major intersections at the entrance of Copper Mill Estates and at Cardinal Drive and Benita Fitzgerald Drive that would make it harder for the residents of communities at these intersections to enter and exit. It would bring more traffic past Fannie Fitzgerald School which is already congested during mornings and afternoons. It would have no impact on through traffic on U.S Route 1 or I-95. Access to Cardinal drive from Route 234 is already provided via Minnieville Road, Spriggs Road and Waterway Drive. The county needs to focus on improving traffic flow at major intersections, improving public transportation, reducing speeding and red light violations, rather than destroying the qualify of life of residential communities. Furthermore, the $200 million projected cost is prohibitive. This project has consistently been rated a low priority by funding authorities and has no chance of ever getting funded. Funding would be better used for other projects.

Sincerely yours,

Richard T. Dunbar
16548 Sparkling Brook Loop
Four Seasons at Historic Virginia

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 18, 2024 3:03 PM
To: Robert Highsmith
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Oppose Build Alternative Proposed by Dewberry

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments Mr. Highsmith. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Robert Highsmith <roberth4181@gmail.com>
Sent: Monday, March 18, 2024 2:42 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Oppose Build Alternative Proposed by Dewberry

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

I am writing in opposition to the “build-alternative” seemingly favored by the Dewberry Group and reported at last Tuesday’s public hearing in Montclair. Too many situations in the report involved "reasonably foreseeable significant impacts" that Dewberry missed or chose not to investigate for reasons not detailed in the study. Only modest improvements are projected in traffic flows if the road is built, and the commercial enhancements claimed for it do not exist and cannot develop UNLESS the road is built. Modest traffic improvement combined with modest to non-extant commercial development resulting from the road combined with its extravagant cost and its inability to secure high ratings each time funds have been solicited from the Northern Virginia Transportation Authority and SmartScale all indicate to me that the proposed road fails every cost-benefit test of which I am aware. I don’t know from where the source of the pressure to build the road is coming, but logic and common sense are not among those pressures.

Robert Highsmith. Resident

Four Seasons at Historic Virginia

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 25, 2024 7:40 AM
To: rml29951@gmail.com
Cc: BOCS Chair; Bailey, Andrea; Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Road North Extension Project

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments and concerns Mr. LaRiviere. The County will respond to all comments after the comment periods which ends on March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: rml29951@gmail.com <rml29951@gmail.com>
Sent: Sunday, March 24, 2024 4:46 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Cc: BOCS Chair <chair@pwcgov.org>; Bailey, Andrea <abailey@pwcgov.org>
Subject: Van Buren Road North Extension Project

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

Ms. Djouharian,

I am writing to express my opposition to the Van Buren Road North Extension Project. While from a planning perspective it may make a lot of sense to reduce Route 1 traffic, I am extremely concerned about the safety of students in the vicinity of Benita Fitzgerald Elementary School. I drive down Cardinal and Benita Fitzgerald every day on my way to work (~5:45 AM) and then again on my way home (3:30 – 5:30 PM). What I see are people speeding on Benita Fitzgerald at speeds up to 65+ miles per hour and during the evening rush, changing lanes like the Indianapolis 500 where nose position is everything. If Van Buren Road is extended to Route 234, many commuters that live south of Route 234 will take Dale Boulevard to Benita Fitzgerald/Van Buren Road to avoid not only Route 1 traffic but also I-95 traffic. Commuters quickly figure out the "get arounds" and traffic will become even more congested on Dale Boulevard and piling up on Benita Fitzgerald and Van Buren Road. The back up in the west bound left hand turn lanes onto southbound Benita Fitzgerald will not be able to accommodate the number of vehicles using the shortcut and end up blocking not only the left lane (westbound) before the turn lanes to Benita Fitzgerald as well as the intersection at Birchdale Avenue.

As school lets out at Benita Fitzgerald, it is not unusual for the intersection at the school to become blocked as parents and buses try to get into the lot and pick up students. The right hand "lane" (stripped for no use) has become a waiting area for parents and normally has six or more vehicles lined up to get their children. I have actually had some one pass me in that lane as I was making a left hand turn, from the left turn lane, and the driver behind me felt I was waiting to long to make a right turn on red. When I went to make the turn, as I wasn't expecting anyone to be on my right, I almost hit them. Needless to say I leaned on my horn but it was obvious to me they didn't care. They were in a hurry and I was in their way. I've seen the same when the right turn light is green but there is a person in the crosswalk on the opposite side of Cardinal walking in the direction of the school. When people are in a hurry, which they always seem to be in

NOVA, they are not looking out for pedestrians. This isn't only an issue when the school zone lights on flashing, I've seen children walking home (crossing Cardinal Drive towards Van Buren) between noon and 6:00PM. If the school zone lights are not flashing, most drivers treat the speed limit on Benita Fitzgerald as 65 mph which is dangerously high in a school zone.

I am also concerned about people running the light to get across Cardinal to speed down Van Buren while bypassing I-95 and Route 1 traffic or making a left turn onto Van Buren and getting T-Boned by a vehicle going eastbound on Cardinal at a high rate a speed (also a reality). If Van Buren is extended, regardless of the number of accidents at the intersection, I don't see the County closing the new extension after having spent all the money to build it. Route 1, Waterway, and Minnieville/Spriggs/Hoadly provide ample options to get to Route 234 and I don't see the unanticipated risks (normal driving habits in NOVA – the law doesn't apply if I don't get caught) outweighing the risks of a child being hit on the way to school or a multi-car high speed accident with multiple fatalities.

Sincerely,

Richard M. LaRiviere
15835 Beau Ridge Drive
Woodbridge VA 22193-1016

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 15, 2024 7:37 AM
To: Steven Black; Bailey, Andrea
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Extension

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Good morning Mr. Black,

Thank you for attending the Location Public Hearing. We appreciate your remarks, and we will take a note of them.

Thanks,

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: Steven Black <skblack08@verizon.net>
Sent: Thursday, March 14, 2024 9:03 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>; Bailey, Andrea <abailey@pwcgov.org>
Subject: Van Buren Extension

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

Ms. Djouharian / Supervisor Bailey,

I attended the meeting tonight at Henderson Elementary School to address the Van Buren Extension. I made brief remarks at the meeting, but am submitting a slightly longer statement for the record, since I was trying to keep my comments at the meeting within the 1-2 minute time limit requested.

I purchased our home in Montclair in the summer of 1996, at the start of my tour on the Joint Staff at the Pentagon. The Horner Road commuter lot had just opened that year, and it was about a quarter the size it is now. At that time, there were no stop signs on Waterway Drive in Montclair. There were no traffic lights controlling the intersections at the north end of Montclair (Waterway at Cardinal or Waterway at Spring Branch), or on the south side (at the Country Club entrance) at Rt 234 for that matter. The library in Montclair hadn't been built. Cardinal Drive was still a winding, two-lane road with its eastern terminus at Rt 1 on the south side of the Ferlazzo Building and the Gar-Field Police Station.

Nearly all the neighborhoods that exist today around Montclair did not exist at the time, or they were just being started. That includes Lake Terrapin to the west and north, Cardinal Ridge, Cardinal Station, Ascot Woods, Cardinal Grove, and Cardinal Trace -- all to the north and east along Cardinal Drive, as well as The Landings down near Rt 1. It also includes Brittany and Four Seasons on the south side of Montclair along Rt 234 – all those neighborhoods were built after Montclair, and after

our realtor and the MPOA had told us that PWC had big plans for expanding the eastern end of the county, including another north-south artery to relieve some of the traffic coming off I-95 as it continued to expand HOV lanes to the south. That artery was to become the Van Buren Extension we are talking about now.

As the years went by, I retired from the Air Force and started a second career. The county widened and straightened Cardinal Drive, increasing its carrying capacity. It widened, realigned and straightened Spriggs Road, increasing its capacity between Rt 234 and Hoadly Road. It extended Minnieville Road to the west, widening and extending it as well, expanding the connection between Woodbridge in the east and Manassas and Gainesville in the west. The I-95 HOV lanes were extended southward and more commuter lots were built. New businesses, new homes, new and larger churches, and entire new shopping centers and office buildings, sprouted up along Rt 234.

The entire county (and the Commonwealth) benefits from this development, by increasing the population, the amount of housing, the number of schools, the vibrancy of the community, more medical facilities, more businesses, increasing the tax base of the eastern end of Prince William County. But in all of that development, the long-promised addition of a north-south artery to carry the predictable increased traffic between Rt 234 and Dale Blvd never came about. Adding the Benita Fitzgerald link helped a little bit, but only between Dale Blvd and Cardinal Drive, and it added even more new homes and a another elementary school, all of which require more road-carrying capacity. And it still doesn't address the problems between Rt 234 and Cardinal Drive.

I understand that the residents of Four Seasons and Cardinal Grove are opposed to the new road, for all the obvious reasons and the most unexceptional arguments both substantive and procedural. As a resident of this county now for nearly three decades, I fully understand that nobody wants development in their own back yard. But we all suffer from having a lack of sufficient carrying capacity in our local road network. I'm likely going to be retired from a second career before I ever see the Van Buren Extension completed, and that's a travesty. Not for me personally, but it's certainly a failure to keep faith with the assurances made a generation ago to Montclair's 22,000 long-suffering residents. I realize that all the neighborhoods involved in this decision about the Van Buren Extension have conflicting claims on this contested piece of the village commons. But I believe that Montclair has the senior claim, and as a matter of fairness and equity, as a matter of figuring out what is the right thing to do after nearly 30 years, and as a practical matter of responsibly managing the county's economic development, the Department of Transportation and the Board of Supervisors should move this extension forward, expeditiously, and press the Assembly and Congress for the funding needed to implement the construction phase of the project.

Steven Black
Montclair, VA

p.s.

Responses to your specific questions in the comment sheet from the meeting: I do not have any input for the EA document itself. In my opinion, the project meets the needs of the entire community. I have no specific concerns about the proposed project and am not wedded to any of the technical details about the routing, timing, watershed management, noise abatement, safety improvements, etc. I'm confident that all of them can be adequately addressed and should not be impediments to moving the project forward. I have been hearing about this project and this specific meeting for weeks, mostly via social media and the web, traffic-facing signs in the area, and the MPOA. Thank you for holding the meeting and for soliciting our inputs.

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 18, 2024 3:01 PM
To: stephen gutierrez
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road Comments

[CAUTION] External Email. DO NOT click links or open attachments unless expected. Please use the "Phish Alert" button to report all suspicious emails.

Thank you for your comments Mr. Gutierrez. The County will respond to all comments after the comment periods is ended which is March 29, 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: stephen gutierrez <sgutierrez1204@hotmail.com>
Sent: Monday, March 18, 2024 2:28 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road Comments

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

I am a Four Seasons Resident that is strongly opposed to the proposed extension of Van Buren Road. This is a stretch of road that will most likely be in the $100 million a mile by the time it might be built.

This project will only benefit a small portion of Prince William Count, which has plenty of other projects that would benefit a greater number of residents.

The safety of the resident in the communities nearest the project will be greatly impacted. There have already been incidents where thieves have utilized access road to the ongoing service authority project to exit through Four Seasons. If this extension is completed, it will only increase possibility of more incidents, let alone residential thefts. Safety, is a major concern.

Let's not forget that in order to build this road, the area on both sides of the project will be deforested and that will decimate the local animal inhabitants, not to mention enhance the noise that is already constant due to I 95 and other nearby roads. Yet, no one wants to entertain the construction of sound barriers.

This road would become a haven for 18 wheel trucks attempting to get to the light industrial zoned businesses that could then be built.

Then there is the funding issue. This project has ranked pretty far down the list in several attempts to obtain funding. The county cannot afford to build it and is currently utilizing man hours on a futile project.

V/R

Steve Gutierrez

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, April 1, 2024 3:01 PM
To: T B
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road Extension

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Thanks for your comments Ms. Baker. Comments will be formally responded to through the Location Public Hearing Comment Transcript, which will be incorporated with the NEPA Environmental Assessment. This Comment Transcript will be made available for viewing on the County's website once approved by FHWA. The expected completion of the Comment Transcript is the end of April 2024.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

From: T B <alfawuf@hotmail.com>
Sent: Saturday, March 30, 2024 5:10 AM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road Extension

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

Aloha Ms. Djouharian,

When I purchased my lot and built my home, I was aware that Van Buren Rd extension was a possibility. It has been touted as a relief to Waterway Rd. Now it has morphed into the following of which highlighted sentences are of major concern:

(From the Van Buren Road North Extension: Route 234 to Cardinal Drive (Project # 319) link Moving Northern Virginia Forward: From vision to reality - NVTA PIMMS (novagateway.org)) "The project will play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors. The project terminates at Route 234, which connects I-95 to I-66 in Prince William County. The extension of Van Buren Road will complete a full roadway connection from Dale Boulevard (via Benita Fitzgerald Road) to Route 234 and will provide an important bypass connection for local and regional traffic in eastern Prince William County. This new section will carry heavy volumes of traffic that would normally spill onto local roadways. This project relieves significant congestion along this corridor and improves accessibility to Route 234 and I-95."

When did Prince William County become responsible for alleviating traffic on I-95 a Federal Highway that VDOT maintains with federal funds, as well as state and local funds? As you know VDOT receives federal funds from the FHWA and the FTA to maintain federal highways.

This project's budget has ballooned as each year passes and to include alleviating traffic on I-95 looks like PWC is looking for the Federal Government to bite this apple by offering to alleviate I-95 traffic and provide funding for this disastrous project. Also, it has changed from alleviating traffic from Waterway to now alleviating traffic from I-95 and Route 1.

No one at the meeting held on 14 Mar could answer the following questions I posed:

1. Will there by Stop signs on Van Buren to create a four way stop, to allow Fledgling Circle and Soaring Circle homeowners to enter/exit Van Buren from our homes. Currently the stop signs are only two way on Fledgling Circle and Soaring Circle.
2. Will there be three way stop signs on Van Buren and Wingspan Court to allow those homeowners to enter/exit Van Buren Road?
3. Once this heavy volume of traffic starts, the stop signs will turn into Stop Lights. Is that the future plan when the 4 and 3 way stop signs turn into accident prone areas?

Additional questions I have:

1. What is the plan for cycling lights as Google Maps, Waze, etc. send cars from I-95 and Rt 1 to Van Buren Rd and traffic becomes a nightmare from Cardinal and Benita Fitzgerald to enter Van Buren Rd?
2. Is there a plan to create turn lanes on Van Buren so homeowners from Fledgling Circle and Soaring Circle have a separate lane to enter our street?
3. What is the speed limit proposed on Van Buren?
4. Will sound barriers be put up to reduce the road noise?

Mahalo,

Tanya Baker

(C) 703-398-2609

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Wednesday, March 13, 2024 3:46 PM
To: Brewer, Mark; Jennings, Chris
Subject: Fwd: Objection of Van Buren Road Extension

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FYI.

Get Outlook for iOS

From: tommy esquina <thomas.esquina@gmail.com>
Sent: Wednesday, March 13, 2024 2:38:43 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Cc: tommy esquina <thomas.esquina@gmail.com>
Subject: Fwd: Objection of Van Buren Road Extension

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

I am a resident of Dumfries, Prince William County and disapprove of the Van Buren Rd extension. It is much more than a “cut through” for autos to get from Rt 234 to Cardinal Drive and that it also opens a new “Pandora’s Box” of truck traffic.

1. The VBR extension opens a path for interstate trucks to bypass the scales?

2 The VBR extension would result in interstate trucks driving between back yards of Cardinal Grove and have you told the parents at **Fannie W Fitzgerald Elementary School** the increased traffic of vehicles and large trucks on Cardinal Dr and how that is going to make this intersection more difficult for traffic for parents,children and buses?

3. How do you justify a road that will allow interstate trucks to exit into RT 234 and block the entrance to Copper Mill?

4. How do you explain to Four Seasons residents that the seemingly innocuous 2006 proffer of VBR over our land will now allow interstate trucks? How can you justify creating an uncontrolled back entrance to Four Seasons and eliminate our safety and security when we presently control and identify all incoming vehicles ?

5. How can you justify destroying the character and safety of three existing subdivisions composed of over 1000 single family homes as well as the elementary school just to give cars and trucks a shortcut?

6. Do you understand that commercial development would result in clearing and cutting down most or all the trees between these 3 neighborhoods and I95? Not to mention the watershed and deer, turkey, foxes and other wildlife.

7. Why are you proposing a road carried over from 1972 when all this area was farmland? Now the plans are estimated to cost $200 million!

8. Where are the environmental impact statements for both Dewey and Powell Creeks?

9. Spending $8million on a plan for 2 mile Van Buren Rd extension of proposed new road while NVTA and Smartscale have refused to fully fund this project due to the opposition and negative impact of residents.

10. This is a bad plan for those who live in eastern Prince William County.

Respectfully submitted,

TP Esquina

Dumfries ,VA

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 15, 2024 7:28 AM
To: whitney0724@gmail.com
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Road North Extension Project

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Thank you for your comments Ms. Miller. They are well noted. And thank you for taking the time out of your busy schedule to attend. Your input is valuable.

Sherry Djouharian
Engineer II
Phone: (703) 792-6822
Fax: (703) 792-7159

-----Original Message-----
From: whitney0724@gmail.com <whitney0724@gmail.com>
Sent: Thursday, March 14, 2024 3:53 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road North Extension Project

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

Good afternoon,

I am writing to inform you of my support for the Van Buren extension project. I have been a resident of Montclair for 8 years. During my 8 years here, I have witnessed countless accidents due to heavy traffic in my neighborhood. We have seen a person hit by a car on Halloween while trick or treating. My neighbors and I live in a constant state of anxiety when we send our kids outside to play and cross the street. We all witnessed a neighbors dog die after being hit by a car in front of our home. Please prevent future occurrences by standing strong and move forward with the Van Buren extension project. We should all be able to walk to the library or 7-11 for slurpees without living in fear of a car hitting our children.

With the building of the new casino, we are going to see even more of an increase in traffic through Montclair, which I'm sure will lead to more accidents.

Also, thinking of the many fatalities from accidents at the 234/Country Club light that could have been avoided if we had another option for through traffic!!

Respectfully,
Whitney Miller

Sent from my iPhone

LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 7

STENOGRAPHER TRANSCRIPT

VIRGINIA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

VAN BUREN

NORTH EXTENSION LOCATION

March 14, 2024

ICR
RUDIGER & GREEN
(703) 331-0212
www.icrdepos.com

1 PRINCE WILLIAM COUNTY
2 DEPARTMENT OF TRANSPORTATION
3
4
5 Van Buren North Extension
6
7 LOCATION PUBLIC HEARING
8
9 Thursday, March 14, 2024
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11
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13 Henderson Elementary
14 School Cafeteria
15 3799 Waterway Drive
16 Montclair, Virginia 22025
17
18
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22

Page 2

1 SPEAKERS PRESENT:
2 RICK CANIZALES, Prince William County
3 SUPERVISOR BAILEY, Prince William County
4 SHERRY DJOUHARIAN, Prince William County
5 BETH PATRIZZI, Dewberry
6 MARK BREWER, Dewberry
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Page 3

1 P R O C E E D I N G S
2 PAOLO BELITA: So what we're going to do
3 is get started now. We're still waiting for
4 Supervisor Bailey. I want to start with our
5 presentation. The sooner we can do that, the
6 sooner we can get to our Q&A.
7 So we're going to get started. I'll
8 start. My name is Paolo Belita. I'm the assistant
9 director of transportation. I oversee our traffic
10 planning and construction section. I'm joined by
11 our project team. Sherry is our project manager.
12 We're joined by other staff members on both the
13 (indiscernible), County Planning Office as well as
14 our colleagues from VDOT.
15 So what we're going to do is jump right
16 into the presentation. Please hold your questions
17 until the very end. And once (indiscernible) gets
18 here, we'll have her come in and do some remarks
19 and jump right back into the presentation.
20 So with that we're going to get started.
21 Thanks again for your patience. We apologize.
22 SHERRY DJOUHARIAN: Good evening. Thank

Page 4

1 you all for coming.
2 AUDIENCE: Speak up please.
3 SHERRY DJOUHARIAN: I'm sorry. Good
4 evening. Thank you all for coming.
5 AUDIENCE: (Crosstalk)
6 SHERRY DJOUHARIAN: Good evening. Thank
7 you all for coming. My name is Sherry Djouharian,
8 and I'm a project manager with Prince William
9 County Transportation presenting Van Buren North
10 Extension Project.
11 This project will ultimately extend Van
12 Buren Road on a new alignment with its existing
13 termini at the intersection of 284 North,
14 approximately 2.5 miles with a portion of the
15 existing Van Buren Road diagonally south of
16 Cardinal Drive for 2.7 miles total.
17 This project will relieve congestion for
18 the North-South corridor and mass mobility will be
19 coming in the including pedestrian facilities,
20 including roadway safety.
21 The Environmental Assessment --
22 AUDIENCE: We can't hear you.

Page 5

1 SHERRY DJOUHARIAN: The Environmental
2 Assessment VA document, completed as the part of
3 the NEPA and was approved by FHWA on February 5th,
4 2024. This project is currently funded by NVTA,
5 which stands for Northern Virginia Transportation
6 Authority.
7 Also, we have received NVTA approval for
8 the funding for the next phase of this project,
9 which is preliminary engineering design. And we
10 are in a process of preparing RFP, which is Request
11 For Proposal.
12 Am I going -- am I going faster is --
13 okay. Tracking the milestone thus far is July
14 2021, we had a public information meeting. On
15 February 5th, we had our EA approved by FHWA. And
16 today, we have a location public hearing.
17 Tonight's location public hearing will
18 follow the presentation agenda detailed on this
19 slide. At this time, I will pass on the mic to
20 Dewberry to go over these details on each topics.
21 Beth?
22 BETH PATRIZZI: Thanks, Sherry. Can

Page 6

1 everyone hear me okay? You need to speak up.
2 Hi, everyone. Thank you for coming
3 tonight. My name --
4 AUDIENCE: (Crosstalk)
5 BETH PATRIZZI: My name is Beth Patrizzi.
6 I'm the lead developer for the Van Buren North
7 Extension Project, Dewberry Consultants. And
8 tonight we want to do is talk a little bit about
9 the EA or the Environmental Assessment.
10 So an Environmental Assessment level, the
11 department was coordinated early on in the process
12 while we were starting to scope this project. And
13 the Environmental Assessment was coordinated with
14 Prince William County, also with VDOT.
15 (Indiscernible) we did project scoping
16 letters and we received agency feedback, public
17 feedback that we incorporated into NEPA study.
18 What you can see here is the NEPA study is
19 proposed of several elements. And the elements are
20 based on field investigation, data base review,
21 agency scoping, public comment. All of the
22 comments that we've received here tonight and up

Page 7

1 through March 29th are going to be incorporated
2 into the Environmental Assessment. We're also
3 going to be responded to. So that Environmental
4 Assessment is here for public review today. It's
5 also online on the County's website.
6 What you see at the bottom of the slide
7 here is a general process of getting EA approved or
8 getting to a FONSI. And tonight we're right here
9 directly in the center. We're in the public review
10 stage. So we're here to answer any questions that
11 you might have. And Sherry will go over the
12 process for comments via comment sheets. We have
13 the project website. You can email. Any way that
14 you want to supply comments, we will take those and
15 incorporate them into the document.
16 To better understand the Environmental
17 Assessment, I did want to point out some key
18 milestone and environmental studies, and those are
19 also detailed on your brochure. So this is just an
20 excerpt from your brochure. And a few things that
21 I wanted to note is (indiscernible) very interested
22 in noise.

Page 8

1 So a preliminary noise analysis was
2 conducted for the project. And that analysis
3 determined that there were some noise walls that
4 were warranted, but they weren't actually feasible
5 to be constructed.
6 Now, that being said, it's really
7 important to note that there will be a final design
8 noise analysis that would be done later during
9 final design and construction. It's a bit more
10 detailed and will (indiscernible) feasible and
11 warranted.
12 Cultural resources a Phase I and Phase II
13 cultural resource surveys were conducted, and there
14 were two resources that were found to be
15 potentially eligible for listing on the National
16 Register of Historic Places. We worked with VDOT
17 for in the County in order to slightly shift the
18 road, which Mark will show you in just a few
19 slides, to completely avoid any impacts to cultural
20 resources.
21 We also received a no adverse effects
22 finding from DHR, which is documented in that

Page 9

1 Environmental Assessment.
2 Wetlands and streams. You guys can see in
3 the exhibits there's a lot of wetlands and streams.
4 There's Powell's Creek as well. The alignment --
5 the conceptual alignment that's demonstrated on
6 brochure and on the exhibit shows that we're
7 avoiding impacts to wetlands and streams.
8 There's also a -- there's also a
9 floodplain, but we don't anticipate any rise in the
10 floodplain. When it comes to wildlife and habitat.
11 We conducted database reviews in addition to field
12 studies. So habitat assessments were conducted for
13 two different species of endangered plants, and a
14 follow-up species survey is going to be completed
15 in the summer of 2024.
16 There's no impacts to critical habitat,
17 there's no impacts to eagles. And, again, all of
18 this is coordinated with state and federal agencies
19 and will be coordinated again during the permitting
20 as the (unintelligible) design further progresses.
21 The hazardous materials review was looked
22 at and we didn't see any hazardous materials. So

Page 10

1 again, the alignment and deliberation are based on
2 public input and also these various studies that we
3 have done. So based upon this, we've come up with
4 our conceptual design and Mark's going to walk us
5 through that.
6 MARK BREWER: Thank you, Beth. My name is
7 Mark Brewer. I'm with Dewberry. I was the project
8 manager for the consulting team for this project.
9 I'm going to go ahead and just give an
10 overview. You guys have seen the displays around
11 the room. To orient everybody, in case it's not
12 clear, the southern terminus of the project is at
13 Route 234, that's the left side of this slide. The
14 northern terminus is a Cardinal Drive, that's the
15 right side of the slide.
16 The communities to the west of the
17 project, that's sort of the top part of the slide.
18 And the bottom part of the slide here, that's the
19 eastern edge of the study area, and that's
20 Interstate 95.
21 So I'm going to scroll this slide here.
22 It's going to just scroll through the alignment

Page 11

1 of -- the important takeaway here is shown in
2 yellow. There were a number of alignments that
3 were studied or considered as part of this project,
4 the NEPA phase. Yeah, that outline is in yellow.
5 And all the different studies that Beth noted, as
6 well as terrain and topographic mapping,
7 geotechnical investigations, all of that was built
8 into the consideration for which alignment should
9 be studied further as part of NEPA.
10 Additionally, you mentioned the public
11 information that happened in July of 2021. During
12 that, public input was also a factor in moving
13 forward with the alignment that we are studying as
14 part of the NEPA. And you can notice that that
15 alignment is -- within that yellow area is aligned
16 closest to 95 to the greatest extent possible. And
17 we'll go through that a little bit more here.
18 Now, I'm going to step through the
19 alignment to give some key features starting at the
20 south of Route 234. Van Buren Road has an existing
21 section that -- with that intersection of Route
22 234. And it extends north a little ways to about

Page 12

1 this -- just to the north of the Copper Mill Drive
2 intersection. Really, Copper Mill Drive kind of
3 just turns in to the neighborhood -- Van Buren
4 turns into the neighborhood at Copper Estates.
5 That would be made into a full intersection with
6 the extension of Van Buren Drive.
7 Additionally, there is an access road that
8 is proposed with our design. That access road does
9 a couple different things, but it proves -- above
10 all, it improves operations for this area near
11 route 204 with Old Stage Road and with Copper Mill
12 Drive. It allows for access back to Old Stage
13 Road. It also allows for U-turns to go ahead and
14 access back to those intersections, and ultimately
15 on 234.
16 We're going to touch on these a couple
17 times. Throughout the section of the alignment,
18 there's a number of streams that Van Buren Road
19 must cross. That's primarily done with culverts so
20 that Van Buren Road pass over those streams as part
21 of our conceptual design analysis.
22 Moving a little bit further to the north,

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1 the road really starts to align itself and move
2 east, and it aligns itself with Interstate 95. The
3 Prince William County Service Authority pump
4 station that has just recently built that was part
5 of the -- one of the constraints that we had to
6 work around with this conceptual alignment.
7 There is a stream here shown here. It's
8 another situation where we'll have to pass Van
9 Buren Road over that stream with appropriate
10 culverts. And as was hinted previously, there is a
11 number of cultural resources studies that were
12 completed. The one that's shown in the hatched
13 area right here -- but it's pointing in that image
14 right there. A number of our efforts on there that
15 had a bit more cultural significance.
16 And so, as Beth mentioned, the alignment
17 aims to just miss that area altogether, if we avoid
18 it, to leave that site intact so it's not
19 disturbed.
20 Moving a little further to the north, you
21 can see that the roadway really starts to align
22 with Interstate 95, staying close to the truck only

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1 safety rest areas and the way station right there.
2 Another key reason for choosing that easternmost
3 alignment had to do with noise and keeping that
4 noise generator of Van Buren Road as far away from
5 the neighborhoods to the west. The road must also
6 pass under the Dominion transmission lines here.
7 The roadway alignment, both horizontally,
8 horizontally and vertically, accommodates that, so
9 it has proper channels through the lines, and it
10 doesn't impact the towers that are supporting it.
11 Continuing to the north, there's a number
12 of other streams that must cross here. You'll also
13 note that there's a number -- probably seem them a
14 little bit better on the displays in the back --
15 but a number of stormwater management -- potential
16 stormwater management locations that have been
17 identified for, you know, possible spots where
18 project flows can flow to and be released properly
19 back into the environment.
20 As we get a little closer to the northern
21 end, we've mentioned the need for a bridge over
22 Palace Creek. Palace Creek is a bit more of a

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1 significant waterway, so a bridge is necessary
2 there. At the conceptual level, we're looking at
3 probably a three-span bridge that's 235 feet
4 roughly in length. And that's designed to pass Van
5 Buren Road over the water course and span the
6 floodplain. The bridge is really going to look
7 very similar to the bridge that I-95 spans Pell
8 Street with, and it's kind of shown in the
9 background of that picture and you can see that.
10 As we get closer to the Cardinal Grove
11 community, the Elk Grove Lake alliance with the
12 predetermined or premeditated Right-a-Way has been
13 in the neighborhood to basically fit within that
14 dedicated Right-a-Way and avoid impacts to personal
15 property.
16 Moving even further into the Cardinal
17 Grove neighborhood. There is an existing section
18 which is stuffed out today. It's a dead end. Van
19 Buren North Extension will extend off of that, and
20 it will continue a similar typical session, with
21 only minor modifications necessary for bringing the
22 road up to current standards, to implement

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1 pedestrian facilities and better turn lanes and
2 access at the intersections.
3 And, of course, there's some minor
4 adjustments that are needed at the intersection of
5 Van Buren with Cardinal Drive that would be to
6 improve safety and pedestrian crossings in that
7 location. And, of course, signalized intersection,
8 as they are today, will be required at both
9 Cardinal Drive and Route 234 (unintelligible).
10 A couple of typical sections. We have
11 them up in the back. This kind of helps to get a
12 better representation of the roadway. As you can
13 see, it's a four lane divided roadway that the
14 raised grass median in the middle in the median.
15 That median also accommodates left turn lanes when
16 they are necessary. There are appropriate buffers
17 between the roadway and the restroom facilities,
18 and it's planned to have a 10-foot wide shared use
19 path on one side and a five-foot sidewalk on the
20 other.
21 This is the same typical section. We
22 included it to kind of help visualize what the

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1 roadway would look like as it enters that Cardinal
2 Grove neighborhood. There is -- as I mentioned,
3 there is a dedicated Right-a-Way for the roadway to
4 primarily fit within that with very minor takes in
5 select locations. But, again, those takes are
6 within the HOA buffer space that provides buffer
7 between the roadway and the backyards of those
8 residential houses.
9 A conceptual level traffic analysis was
10 conducted as part of NEPA. In order to do that, we
11 studied the traffic, started back in 2020. So, of
12 course, during a pandemic, we operated under some
13 guidance from VDOT to go ahead and count the
14 existing traffic with Covid-19 guidance
15 (unintelligible.)
16 But utilizing this, we determined existing
17 level of service at the intersections along Van
18 Buren and also some around (unintelligible) as
19 well. We then took those traffic numbers, we
20 forecasted them under a build and no-build
21 scenario, or with Van Buren connection in place and
22 234 to Cardinal Drive and without.

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1 We then went ahead and redistributed that
2 traffic with the connection in place under the
3 build scenario, understanding the traffic may take
4 different routes than it does today with that
5 connection in place. That traffic analysis is
6 summarized in the NEPA Environmental Assessment,
7 and it provides different metrics such as levels of
8 service queue lengths, intersection configurations,
9 and it even provides a vehicular crashed analysis
10 using historical crash data at what Van Buren would
11 do with -- what effect it had on those crash
12 analysis.
13 The final design of the project, will
14 require some geometric refinements. And it's noted
15 that the additional traffic analysis will be
16 required during that final design phase.
17 So where we are today? You know, we've
18 completed the various studies of the conceptual
19 level design as part of the NEPA process. We're
20 here tonight, showcasing and providing the NEPA EA
21 for public review -- it's available for the review.
22 And there's a comment period is very important part

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1 of the process. That's why you're all here is to
2 get your input on the project. And comments and
3 clarifications and questions become part of the
4 project record that's been in the process.
5 It's important to understand that final
6 design is still forthcoming for this project. And
7 at that point, County has committed into a design
8 public hearing -- or what's called a location of
9 the hearing at this time, a design public hearing
10 (unintelligible).
11 So the project schedule -- I had gone over
12 this briefly before -- but to reiterate, that NEPA
13 Environmental Assessment has been made available
14 for public use as of February 5th. We're holding
15 the public hearing tonight, March 14th, and we'll
16 receive comments from you all or receive them
17 tonight, if you can provide them, and through
18 March 29th. Those can be made through the County
19 website. And we plan to use the month of April to
20 sort of compile the public comment period
21 transcript and make that part of the Environmental
22 Assessment. And we expect to get full of FONSI or

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1 a finding of no significant impact. It really is a
2 process in which the NEPA document is holiness and
3 it's part of the public record.
4 So, again, noting final design has been
5 programmed with Prince William County Department of
6 Transportation. They plan to issue a RFP or
7 Request For Proposal for final design services.
8 And we expect that design to take roughly
9 approximately two years. It's important to note
10 that schedule for Right-a-Way acquisitions, the
11 utility relocations and instructions is not
12 (indiscernible) at this time
13 With that, I'm going to turn it back over
14 to Sherry to -- well, we're going a little bit out
15 of order here, but -- yeah. All right.
16 RICK CANIZALES: Just welcome. Hello,
17 everybody. My name is Rick Canizales. I'm the
18 director of transportation here for Prince William
19 County. I appreciate taking the time here today.
20 As you know, we got started a little early. We
21 decided to pick the hottest day of the winter to
22 have this meeting. So we apologize if the room's a

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1 little hot. We didn't expect it to be 80 degrees
2 today outside. And, so, our apologies for not
3 having a full comfort here for you today.
4 With that said, we did get started a
5 little early, and so we can get going on the
6 meeting and get to all your questions and make sure
7 we can get you out of here early enough and
8 (indiscernible).
9 But I did want to take the time and
10 acknowledge and have Supervisor Bailey, our Potomac
11 District Supervisor here, give her a couple minutes
12 here to say a couple words.
13 SUPERVISOR BAILEY: Good evening,
14 everyone.
15 AUDIENCE: Good evening. Wonderful,
16 wonderful. Thank you. Okay. Well, I want to
17 thank you, first of all, I'm just elated that all
18 of you are here. We got the turnouts, Steve, that
19 we asked for, right? So I'm very glad that you're
20 here. This evening is for you to voice your
21 opinion on this project. And, so, we didn't change
22 the schedule. We started early because of the

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1 crowd and we want to hear your input. And, so, I'm
2 very proud that you came out tonight. Everybody
3 got the memo. That's that's exciting.
4 And this project has been in works for how many
5 years?
6 SPEAKER: 2020.
7 SPEAKER: Thirty.
8 SUPERVISOR BAILEY: Thirty years. 2006.
9 (Crosstalk)
10 When did it start?
11 SPEAKER: 17 years ago.
12 SUPERVISOR BAILEY: 17 years ago. That's
13 what I need to hear. It started 17 years ago. And
14 here we are 17 years later. And, so, as a
15 community, we need to make a collective decision.
16 And we need to talk about what we want. That's
17 very, very important. And you all know, as your
18 supervisor, that's how I operate.
19 So we finished the NEPA study. We said
20 we're going to come back and present the NEPA
21 study. Now, it's your turn. Is that fair?
22 AUDIENCE: Yes.

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1 SUPERVISOR BAILEY: All right. All right.
2 Thank you all for your presence. I really
3 appreciate it. And to the Dewberry Group, thank
4 you so much for being present.
5 RICK CANIZALES: All right. Well, I want
6 to thank Sherry. Do you want to come up here? She
7 has some additional information, just how to get in
8 touch with us, how you (indiscernible) from the
9 County.
10 SHERRY DJOUHARIAN: So to find more
11 information about the project, please go --
12 AUDIENCE: Hold the mic up.
13 SHERRY DJOUHARIAN: Oh, my God, oh my God.
14 Go to the Prince William County Department of
15 Transportation, current projects. And the
16 information in there on the Van Buren North
17 Extension. Also, we would welcome all comments,
18 whether in English or Spanish, and we can receive
19 them. There are a court reported here that they
20 will get all the comments for you if i'd like to
21 just, you know, verbally say it. They can take
22 them down. Also, there's a questionnaire out there

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1 that you can fill out and send it to us, or you can
2 just email me with any information, of course.
3 Thank you.
4 RICK CANIZALES: Thank you, Sherry. Thank
5 you guys at Dewberry. Thank you so much. What
6 we're going to do now, again, if we're going to
7 listen to your comments, listen to your questions.
8 Like Sherry says, and I want to reiterate
9 everything in case you couldn't hear. We have a
10 court reporter here. We have forms you can fill
11 out. You can come up to the microphone. Give us a
12 question or comment. You have two weeks -- a
13 couple of weeks. You go to our website, put some
14 comments out there. If you don't feel comfortable
15 talking to us tonight or leaving one with us
16 tonight, take your time. Look at the information.
17 Make sure you get us to know what you're
18 (indiscernible)
19 With that said, though, we will take
20 questions here tonight and we will take comments
21 here tonight. If it is a comment, please try to
22 keep it to one to two minutes. If it is a

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1 question, please give us a question. We'll answer.
2 Take a seat or two. Let the next person go. If
3 you want to ask a question again, please get in
4 line again to ask your question.
5 Is there any questions regarding the
6 process here? All right. Yes, sir?
7 SPEAKER: Will this presentation be
8 available on the website?
9 RICK CANIZALES: Yes, sir. Yeah, we will
10 make sure we put this in the website. If you go to
11 our websites and you go to Active Projects, this
12 will be one of them. You can click on that and the
13 presentation should be within that website. I can
14 ask my communications manager.
15 COMMUNICATIONS MANAGER: You will have it
16 by tomorrow.
17 RICK CANIZALES: There you go.
18 COMMUNICATIONS MANAGER: That's my
19 promise.
20 RICK CANIZALES: Let's turn that on for
21 you, ma'am. All right. There you go.
22 SPEAKER: So question, is this a done

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1 deal? I know you got us here for comments and
2 questions and answers. Is this already a done
3 deal?
4 RICK CANIZALES: That's a great question,
5 ma'am. I'm going to answer, not as a yes or no
6 because I can't at this time. I really can't. And
7 I'll tell you what I can -- they said it in a
8 presentation and I'll make it clear to everybody
9 here today, besides doing the design, we have
10 $8 million from the Northern Virginia
11 Transportation Authority to do a design, a full
12 design of this project. Beyond that money, I don't
13 have anymore.
14 So right now we have funding applications
15 and different grant programs we have in the state.
16 We have it in with the region. We have in with the
17 federal government. We have different places that
18 we have asked for this money that we have yet to
19 receive beyond the design.
20 So right now, all I can tell you is that
21 I'm guaranteeing you that if two or three years
22 from now, we're going to have a fully approved

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1 design. And we can move forward from right away
2 there or design or construction (indiscernible), if
3 we have that money or we're able to get that money
4 within those next few years.
5 SPEAKER: Good afternoon. My name is
6 Brian. I'm the President of Montclair Property
7 Homeowners Association. So I wrote my notes down
8 that I'll keep this brief. Please indulge me.
9 Prince Potomac District Supervisor Bailey.
10 We have County transportation director and deputy
11 director. Sherry, area project manager, and, of
12 course, the Dewberry Engineers Consulting team.
13 The residents of Prince William County.
14 these two gentlemen, thank you for the opportunity
15 to address you all during this public meeting.
16 Now, I've been a resident of Prince
17 William County since 2014 and a member of the
18 Montclair community since 2018. I'm serving as
19 president of the Montclair Property Owners
20 Association Board of Directors. The Montclair
21 community as a private entity itself, owns over
22 22,000 residents, contained eight subassociations,

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1 which include both single and town homes. The MTA,
2 Association of Directors serves as the governing
3 body. It has remained relatively neutral in our
4 official position on the Van Buren Road and
5 Northern Extension Project of last night. The MTA
6 Board of Director took an official position to
7 endorse the Buren Road North Extension. The need
8 for traffic Association.
9 (Applause)
10 Thank you. The NEPA analysis didn't
11 included the Waterway. We have two schools on
12 Waterway Drive. Two schools that are in our
13 community. We also have a (indiscernible)
14 Montessori school right next door. The
15 Environmental Assessment, congestion relief, that
16 regional growth and combination did include a
17 sentence or two about converting pedestrian lanes
18 from small residential roads like Waterway Drive
19 and Spriggs.
20 So I wanted to just emphasize a few points
21 being that we are one of the smaller residential
22 roads. Montclair has requested and has implemented

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1 traffic calming actions on Waterway Drive, and we
2 continue to utilize Off-Duty management, which is
3 Off-Duty along with the personnel, as a way to help
4 support traffic calming efforts on Watereway Drive.
5 We have the No Truck signs. Waterway Drive is
6 roughly 3.3 miles in length. It has 35 mile per
7 hour zones -- school zones. Yet, between 2019 and
8 2023, there have been a total of 461 vehicle
9 accidents.
10 (Crosstalk)
11 349 of those accidents, which equates out
12 to about 75.7 percent of all the accidents take
13 place on Watereway Drive with the other 112 within
14 the four precincts in Montclair, where those
15 highest totals have been in 2019, 2020, 2022.
16 (Indiscernible).
17 For 2021 and 2023 that we had at 454,
18 DUIs. (Indiscernible). And then in 2023, once the
19 County had a shift in the reporting system, we
20 weren't able to track those. But, once again,
21 these numbers were basic being that have had nine
22 within that first quarter. So I just mentioned

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1 trends and they are all increasing. And we can
2 only anticipate, with Prince William County being
3 able to own a set of cities and communities, that
4 that traffic volume is going to increase.
5 So we understand that (indiscernible)
6 accidents and violations have a devastating
7 consequence impacting not only those individuals
8 called, but also their families and their
9 communities. And as noted in the Environmental
10 Assessment, the improved north and south corridor,
11 will help to reduce vehicles as they travel
12 distance along 234 and the emergency facilities
13 (indiscernible).
14 So that Van Buren Extension is not going
15 to solve all of Montclair's challenges when it
16 comes to vehicular traffic, but it will alleviate
17 some of the vehicular pressure that's on that road
18 that splits basically into our house -- our homes,
19 excuse me -- in our communities and our town homes
20 within the heart of Montclair.
21 Lastly, Montclair works closely with the
22 Environmental Management Division (indiscernible)

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1 for Prince William County in managing our own
2 resource protection areas around the lake. The
3 Environmental Assessment mentioned, in the Aquatic
4 Resources section, that avoids the minimization of
5 the wetlands impacts will be implemented during
6 final design stages and permitting stages, in
7 addition to the development or restoration plan for
8 temporary impacts. We also support that
9 wholeheartedly. (Indiscernible).
10 And I hope that we will work together in
11 addressing all the concerns within our
12 neighborhoods and prioritize the well-being of all
13 communities affected by this limitation and
14 execution of Van Buren project. Thank you.
15 (Applause)
16 RICK CANIZALES: (Indiscernible) I truly
17 appreciate all the support for the project, but we
18 got to keep the clapping down and keep it going.
19 So I appreciate -- I really do appreciate it and I
20 support your statements and support of the project
21 as a passion, but we are at public hearing. We
22 need to let everybody speak and (indiscernible) be

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1 heard without clapping. Thank you, everybody.
2 SPEAKER: Good evening, everyone. I live
3 on Cardinal Road.
4 AUDIENCE: We can't hear you.
5 SPEAKER: Wait a minute. Okay. So I live
6 on Cardinal Road. And when I purchased in Cardinal
7 Road with my home, I knew that there was going to
8 be existing (indiscernible) for Van Buren.
9 Initially, we had a discussion, I think in Four
10 Seasons. It was about (indiscernible) congestion
11 on Waterway. Now, based on what your pointing out
12 and this is from what was sent.
13 The project will play a vital role in
14 reducing global and each contested by serving as a
15 much needed parallel facility along the congested
16 I-95 and Route 1 corridors. This new section will
17 carry heavy volumes of traffic that (indiscernible)
18 is still going to local roadways. This project
19 relieves congestion along this corridor and
20 improves accessibility to recuperate for I-95.
21 So one of my questions is, when did Prince
22 William County become responsible for relieving

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1 high volumes of traffic (indiscernible) federal
2 alignment?
3 RICK CANIZALES: Thank you for the
4 question, and I appreciate that. We were not
5 responsible for it. What we do is we develop a
6 network of roads with our comprehensive plan that
7 takes away and allows for local traffic to use
8 local facilities to do their local business and
9 have the larger facilities like I-95 and Route 1,
10 be the facilities to carry the heavier movements
11 and in the regional movements, while facilities
12 like Van Buren, like as planned, would carry the
13 local movement through the Dale Boulevard, Dale
14 City, down to 234 and those -- in those areas. You
15 see all the commercials happening (indiscernible)
16 we can see it's starting to happen now in Dale
17 City. We're trying to make sure that that is all
18 interconnected with appropriate local traffic
19 transportation (indiscernible).
20 SPEAKER: Also, see, what you're saying
21 just doesn't make sense because, you know --
22 AUDIENCE: Speak up, please.

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1 SPEAKER: (Indiscernible) This is going
2 to be on Google Maps. This is going to be on Waze.
3 And when 95 gets backed up and when Route 1 gets
4 backed up, they're going to find Van Buren.
5 (Crosstalk.)
6 RICK CANIZALES: Everybody, again,
7 decorum, please. (Indiscernible).
8 SPEAKER: (Indiscernible). So now you're
9 going to come to Van Buren and you've got
10 (indiscernible).
11 RICK CANIZALES: If there's a necessity
12 for it and there's a warrant for it, we will do
13 that (indiscernible).
14 SPEAKER: (Indiscernible).
15 RICK CANIZALES: Can you repeat that
16 again?
17 SPEAKER: Are you going to put a four-way
18 stop or a light at Flangile (ph) Circle and
19 (indiscernible) Circle on Van Buren?
20 RICK CANIZALES: At this point, we haven't
21 gotten that deep into the design aspect of the
22 project. We are only at the (indiscernible)

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1 process. We have done things like the traffic
2 analysis. It doesn't show it as necessary. But at
3 the same time, we can do another traffic
4 analysis (indiscernible). I'm sorry, ma'am. I'm
5 going to have to cut you off. (Indiscernible)
6 allowed one question, and you've asked the three
7 now, so you can get back in line and ask again if
8 you'd like.
9 SPEAKER: I'm Maurice Carlson (ph). I'm
10 from Four Seasons. I have 66 comments on the EA
11 (indiscernible) A Citizen's Guide to
12 (indiscernible) of January 2020 on (indiscernible)
13 the Executive Office of the president, says, and I
14 quote, "The EA is a concise of a document to aid
15 the agency's compliance with NEPA and support his
16 determination whether to prepare the EIS or finding
17 of no significant impact. Agency must complete EAs
18 within one year of the agency decision to prepare
19 the EA. This EA is over 1,000 pages long and it
20 has taken them so far 41 months by my time.
21 BETH PATRIZZI: So he doesn't actually
22 (indiscernible) because there's something called an

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1 (indiscernible) form. And under the new
2 regulations, the way that that works is the name of
3 (indiscernible) form. Once FHWA signs and approves
4 that, that's when that one-year clock starts. So
5 if we go one year from the (indiscernible) form to
6 get (indiscernible).
7 SPEAKER: Thank you. So then the current
8 round of five of smart scale VDOT requests, Van
9 Buren Road was rated 382 of the 394 civilians not
10 supported by VDOT. Traffic volume by projection --
11 that's not your word -- but by traffic analysis.
12 Traffic volume at the peak hour, proposed to Van
13 Buren Road expansion is 1,100 vehicles an hour for
14 a $222 million estimate bound to go up.
15 It's another four-lane divided road, just
16 like -- well, it's not just like Waterway. That's
17 not fair. But it's a four-lane divided road at a
18 speed limit of 40 miles an hour. Spriggs, is
19 referenced, that's four-lane divided go with ten
20 feet of path on one side five foot side yard just
21 exactly the same. I don't see much improvement. I
22 will note that the advantage of gaining access to

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1 commercial facilities are incorrigible.
2 (Indiscernible) The only commercial facility I can
3 think about Cardinal Road is about 200 yards from
4 here to 7-Eleven. (Indiscernible). Thank you.
5 SPEAKER: (Indiscernible) since January of
6 1994. Just as a reference from 1994 to 1995, I
7 lived in (indiscernible). From 1995 to 2015, I
8 lived in (indiscernible). In 2015 to the present,
9 I live in Montclair. And in fall 1996 or 1997, my
10 three children participated in the
11 Dumfries-Triangle (indiscernible) t-ball and little
12 league. All three games were played at either
13 Montclair Elementary School or here at Henderson.
14 Needless to say, I was driving a lot when
15 we were all toodling, (indiscernible) curvy
16 Cardinal Drive back and forth to those game and
17 practices. After making numerous trips, I began
18 noticing a planning commission type sign at all
19 individually Van Buren Road (indiscernible)
20 Intersection.
21 (Indiscernible) I was at the time, I
22 stopped my car safely (indiscernible) and my three

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1 children and I walked over to the sign and sure
2 enough in plain view was the Prince William County
3 Planning Commission (indiscernible) for Van Buren
4 Road. The fact that that road has been dammed in
5 planning for over 30 years many of those children
6 that was playing T-ball has have driven themselves
7 here today. It goes without saying what Waterway
8 Drive has become a major thoroughfare in the middle
9 of a residential neighborhood. That wasn't the
10 purpose of the Waterway. It is the purpose of the
11 Van Buren Road Extension. Enough is enough. The
12 time has come. Please move on (indiscernible) and
13 get that road completed.
14 (applause)
15 RICK CANIZALES: Thank you.
16 (Indiscernible).
17 SPEAKER: Good evening. My name is Steven
18 (indiscernible). I bought our house in Mountclair
19 in the summer of 1996, so it was about 28 years
20 ago. (Indiscernible) While it may not have been
21 called the Van Buren Extension initially, we knew
22 that there was going to be some sort of a

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1 North-South route to carry some of the load that
2 Route 1 was bearing when 95 was getting heavy.
3 This is right after the HOV lanes were extended
4 down to Woodbridge. Cardinal Drive, as others have
5 said, was a two-lane winding road that terminated
6 at Route 1 to the south side of the police station.
7 Benita Fitzgerald was 20 years in the future. In
8 the meantime, the county has widened and
9 straightened Cardinal Drive. It had Benita
10 Fitzgerald widened and straightened to Spriggs
11 Road. Everybody in the county benefits from a
12 greater population and more businesses and more
13 churches and a greater tax base.
14 We all have to bear this burden. This is
15 a classic case of a number of citizens all having a
16 different claim on the Village Commons. And I'm
17 glad that the county supervisors are finally
18 following through on their 30-year-old promise to
19 reduce the burden of those of us who are reigning
20 at Montclair who have to pay up an enormous traffic
21 load some evenings.
22 I'll be retired from a second career before I

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1 end up seeing the benefit of this road, but at
2 least my children, and perhaps, their children will
3 benefit from it. So, I do hope you get it done.
4 RICK CANIZALES: I'm sorry that I didn't
5 do this earlier. I do want to recognize Virginia
6 Douglas is here from the chair's office here. So,
7 we do have a representative from the chairwoman's
8 office here this evening. I just wanted to make
9 sure you all knew. Thank you for coming out and
10 giving your time. Thank you so much.
11 With that said, please, let's reduce the
12 clapping. Again, I appreciate that. I'm really
13 glad for your support in the project and to have
14 our people here answering questions you have.
15 (Indiscernible) Thank you, sir.
16 SPEAKER: My name is Richard Underwood
17 (ph) I have a very short question.
18 RICK CANIZALES: Yes, sir.
19 SPEAKER: This project has been turned
20 down by NVTA and its (indiscernible). Where are
21 you going to get $200 million?
22 RICK CANIZALES: Sir, the project has not

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1 been turned down by NVTA. NVTA actually has given
2 me the $8 million to design this project.
3 SPEAKER: I understand the eight. Where
4 are you going to get the rest of it?
5 RICK CANIZALES: We are asking NVTA again
6 to fund us now that they know that we are moving
7 forward and actually designing the project. We're
8 also actually asking SMART SCALE.
9 Now, the reason -- I believe somebody
10 brought up SMART SCALE before and where it landed
11 before. Now you've got to understand the way that
12 SMART SCALE and state grants work. They work on
13 not only a needs basis. I mean, the benefit that a
14 project like this brings is humongous. Then what
15 happens is they take that benefit number and they
16 divide it by the cost of the project.
17 You just said the cost of this project
18 was? $200 million. So, can you imagine what a
19 number of benefit divided by $200 million puts out
20 a final number at? That's what we're working on.
21 We're working on getting money from NVTA so our
22 request to SMART SCALE is lower next time. That

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1 division is a little less. Brings up that project.
2 It starts partnership. I know that the state --
3 I've been informed by the state that they want to
4 do an economic development study for this corridor.
5 They're putting money into it as of right now, it's
6 part of the budget that came out of the
7 legislature.
8 So, there's a lot of interest in this
9 corridor and I'm hoping that that gained interest
10 will get us those grant opportunities to start
11 giving us. We funded the Balls Ford interchange at
12 $145 million. We funded the Brentsville
13 interchange at $60 million. We refunded the
14 Route 1 improvements over in Dumfries at $168
15 million.
16 So, the money can be gotten as long as you
17 can prove that that project is needed. It just
18 takes time. And it's going to be a mishmash of
19 different money that's going to have to make up
20 that $200 million. Thank you for your question.
21 SPEAKER: (Indiscernible).
22 TIP is just a Transportation Improvement

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1 Program. That's set at a -- that isn't a funding
2 source, but it's an accounting document that puts
3 it in -- that puts the project into the region
4 because the region wants significance of it, but it
5 does not have any funding behind it. Thank you.
6 SPEAKER: Today, I was coming down Edge
7 Hill. I had counted the number of cars that went
8 past before I could get across to the median on
9 Waterway, and it was 33. I have one other
10 question. Do you know how many of the people that
11 were involved in the accidents did not live in
12 Montclair? Is there any way to obtain that
13 information? You reported -- (indiscernible).
14 That's all.
15 RICK CANIZALES: Thank you for coming.
16 SPEAKER: Hi, my name is Cynthia Bogue
17 (ph). I live on Cardinal Drive. While I don't
18 have stats to put up, and while I sympathize with
19 the residents that live in Montclair, I don't want
20 the same issues in Cardinal Drive that you guys are
21 expressing. I don't want that in Cardinal Road, so
22 I am a road blocker. Two T-shirts are being

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1 displayed. I don't think anyone should wish the
2 same issues that you guys are talking about on
3 another neighborhood. That is my comment.
4 RICK CANIZALES: Thank you.
5 SPEAKER: I'm Allison Giddens (ph), and I
6 just want to ask to get it done. I've lived in
7 Montclair --
8 AUDIENCE: The mic.
9 SPEAKER: I have lived in Mountclair since
10 2009. I have seen increased traffic. I do believe
11 that this needs to get done, and it needs to get
12 done now. And now sounds like it's going to be
13 five years or more. And we also have to be
14 realistic. There will continue to be an increase
15 in traffic. So, if some assess as if it's now
16 traffic, it's going to continue to increase, and we
17 need to, as a community, accept that along with a
18 growing community comes more people, comes more
19 vehicles, and we need more roads. Thank you for
20 getting it done.
21 RICK CANIZALES: Thank you for your
22 comments, ma'am.

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1 SPEAKER: Hi, my name is Linda
2 (unintelligible). I'm a long-term resident of
3 Montclair. I've been here since 2003. I have a
4 T-shirt that a lot of us have. I'm also an admin
5 of a really big group in the community, Montclair
6 Moms. We also advocate very strongly for this road
7 because of the safety reasons. I'm thrilled to see
8 the plans because I've never seen the
9 conceptualization myself before. It's been in
10 place -- we know it's been in the comprehensive
11 plans since the 1990s for 30 years, continued
12 growth and building have put a strain on our
13 existing roads. Most notably, as you all heard,
14 Waterway Drive, so much continued growth and
15 development in the county, yet, our roads and
16 infrastructure have simply not kept up with that
17 development. We are well aware that any adjacent
18 community that's been built in these past few
19 decades has concluded this is part of their plans.
20 I'm sympathetic to that, but we also know that
21 by design, Waterway Drive, it was gated. We opened
22 it up for the rest of this county to drive through

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our community. It was never designed to be a thoroughfare. While Van Buren may not solve all of our safety and traffic issues in Montclair, we're asking, begging, pleading for our community voice to be heard. We need traffic relief. I almost got hit by a car just walking here. That's our reality every day. The extension is going to have walk paths and it's behind homes. We have cars that have driven into backyards here on Waterway. Every person in this community has a story about a serious accident. People have died. How many more will die?

I have so much more I can say, but there's other people that have things to say. But, I do want to make a point that on any given day, the residents of Montclair can tell you what the traffic of 95 is just by looking at Waterway. Where's the backup? I know where the backup on 95 is. It's not about shifting the burden to another community, but maybe another community can be a neighbor and say, "Let's help you out."

(Applause)

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SPEAKER: Hi, I'm Tracy Hansen, a former board member and president, MPOA, Property Owners Association. I reiterate what my colleagues -- former colleagues, and various neighbors have already said, but the reality is the proper (indiscernible), in 2006, that was at the initial development of Four Seasons and before the other neighborhood was developed. So, these were on the books. When I moved into my home in Montclair in 1999, I knew 234 was going to be widened right across the streets, because they've been on the books for 30 years.

So I hope ours doesn't take that long, Van Buren. But I do want to say that I do appreciate the fact that you are holding this meeting here, where it is more accessible to all the interested parties to come, as opposed to holding it up in Fairfax, which is a burden for anybody to come and give their opinion. I know that it had been said before, "Well, we haven't heard from Montclair." Well, I hope tonight you have heard. Thank you.

(Applause.)

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SPEAKER: Good evening. My name is Fernando Rojas. I have lived in this community on Cardinal Drive near the (indiscernible) Fitzgerald (indiscernible) for three years. I only have one simple question. Will property taxes increase as a result of this project?

RICK CANIZALES: I don't think so. I can't answer that question for you, sir. But my answer, just on personal training, would be no. The property taxes are set by the county board at the suggestion and recommendation of the county executive, which is based on your reassessed value of your homes. And then what you pay on that rate is set by the board. It's not based on the roads.

SPEAKER: I suppose I'll have to get back online to ask another question, but I'll start out with 95. My name is (indiscernible). We have conservatives, and it's starting out with Barbara and the Four Seasons. Barbara said, "You know what? Let's get together and see if we can help one another." And this is what I hope that we all can still be neighborly next to one another,

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Montclair and Cardinal and the Four Seasons. My concern is 95 North and South. I pause because you can't hear me right now, right? We only hear someone out in the hallway, but if there are over 100 homes that during the day, we're working from home, and in the evening, when we're sleeping, we did not know this noise was coming this loud. So, you're saying that -- I think I heard the Environmental Assessment, correct me if I'm wrong, final design on noise, no adverse effect, but I'm hearing noise right now.

But, when I sleep, I hear all the noise going North and South. All. trucks going (indiscernible) Boom. Off of the road, drunk, sleeping, cars on Cardinal, across from the school, they were already hitting the middle there. We see the accidents, too, not just Montclair. I'm here to unify --I'm here to unify, not to have a division pick us in the neighborhood. But the noise? It's quiet right now.

So, what I mentioned to you just now, I hope that I heard this incorrectly, which is no

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1 walls? Did I read that somewhere? No walls? No
2 walls on these back houses? So, I'm right here,
3 the street will be right there, where the table is.
4 So, is it no walls for us? Because, right now I
5 hear silence. And I'd love to just sleep right
6 here because I hear no noise.
7 MARK BREWER: A preliminary noise analysis
8 was completed with the Benita study. It's all
9 available and -- actually, there's a section of it
10 that spells it out pretty well about the existing
11 noise -- and the impact in the parcels. There was
12 only several infected locations where it all was
13 warranted as a result of that. They actually
14 happened along the nature trail. Those are the
15 preceptors. They're not actually homes. And
16 that's the results of the noise analysis. It
17 follows the federal guidelines. It outlines what
18 is proposed and what results that gives for a noise
19 analysis. The final design noise analysis is still
20 forthcoming. That is a step that has to be taken
21 with federal funding.
22 RICK CANIZALES: I think I do want to

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1 mention one other thing is that as we look at noise
2 being an issue, it was one of the factors that made
3 us determine to put that road closer to
4 (indiscernible), closer to 95, and all the
5 properties in with the truck stop area and the rest
6 of the area. We decided to go down that far east
7 to keep the road away from the Four Seasons as one
8 of those noise resorts. So, we did take that into
9 consideration, and we determined that's the best
10 way forward to move on.
11 SPEAKER: My name is Carlos
12 (unintelligible). I'm towards central. It's not
13 surprising, the turnout for Montclair. That's
14 where we are. If we held this meeting in Four
15 Seasons, we'd have a Four Seasons turnout. My
16 observation, that's number one. Number two, with
17 all the justifiable concern from Montclair
18 residents, why is Montclair on site to the VA?
19 There's no analysis of the intersections.
20 (Indiscernible) that it's expected that traffic on
21 Waterway would decrease. However, if that is one
22 of the main reasons for building a North-South

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1 breakup, Montclair ought to get more attention.
2 RICK CANIZALES: So we are in Montclair
3 today because we have been working on this project
4 for 40 years and not held a meeting here, even
5 though we (indiscernible) impacted people. We have
6 had meetings at Four Seasons in the past. We have
7 gone to their yearly homeowners association
8 meetings to update them on the project. So, we
9 just felt compelled this time around, as a meeting
10 for the community, to come to another venue where
11 the traffic community is in.
12 SPEAKER: How about attention for
13 Montclair to the EA? There isn't any.
14 MARK BREWER: (Indiscernible) So knowing
15 that Montclair, the Waterway Drive connection is
16 not a robust part of the traffic analysis, that's
17 actually one of the comments that were fielded to
18 us from VDOT, and it has to do with an expanded
19 analysis of the traffic. It did not fall within
20 the scoping area for the EA analysis, but it's
21 noted as Waterway providing that connection.
22 SPEAKER: My name is Tom Grey. I live in

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1 Four Seasons. I attended a similar meeting, which
2 I thought was in the county building several years
3 ago, which I thought ended this project, and I feel
4 repulsed. There is too much traffic right now on
5 the Van Buren 234 intersection. It's terrible. On
6 234, we have people killed because we don't have
7 adequate policing of 234. There's no highway
8 patrol or county patrol stopping speeders on 234,
9 or anywhere that I've seen.
10 Every time I pull out of Four Seasons or
11 Four Seasons Drive on 234, I observe people running
12 through stoplights. Why can't we use the money
13 that was proposed for this to have more patrolmen
14 stop traffic? I'm opposed.
15 RICK CANIZALES: Thank you, sir.
16 SPEAKER: I am Paula. I have been living
17 in Montclair as a homeowner myself since 2011,
18 although, I started living in Montclair in 1987
19 (indiscernible). My daughter is sitting over there
20 in the corner. (Indiscernible). She is one of the
21 many walkers in Montclair. She goes here. My son
22 came here before her. I spoke with directly with

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1 (indiscernible). And, every single day, over
2 several hours, because school times are staggered,
3 there is upwards of 300 elementary school-aged
4 children walking on Waterway. I know that people
5 are concerned about noise pollution, and traffic,
6 and congestion, and growing populations, but my
7 biggest concern is the safety of my family and my
8 community.
9 RICK CANIZALES: Thank you. And please
10 let your daughter know she's welcome to come up
11 here and speak.
12 SPEAKER: Hi, I'm Barbara Lidell, and I
13 live in Four Seasons. I started the group in 2018,
14 Van Buren Road (indiscernible) Group, so I know you
15 guys have heard plenty from us. I do remember at
16 that one -- no, first of all, let me describe what
17 we're talking about as far as communities go,
18 because Montclair is one big community. We're
19 talking here of three communities that would be
20 deeply affected. Cardinal Grove and the road would
21 go through it, just like it does on the Waterway.
22 And these people did not know this when they built

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1 and there was no way --
2 (Crosstalk in audience.)
3 No, no. I moved in here in 2005. Just a
4 minute. And I was told that there's a Right-A-Way
5 to have there. Nobody knows what's going to
6 happen. That's what I was told. I'm talking about
7 the communities.
8 (Crosstalk in audience).
9 I have the mic. The community Cardinal
10 Grove is young families with young children, which
11 is the same complaint that they have in Montclair
12 with Waterway. We understand that. But that
13 property from Cardinal Grove, through where it goes
14 by Four Seasons and Copper Mill is all forest right
15 now with all the things that go into forest.
16 I've been here -- I live on the edge of
17 Four Seasons. And if you walked out my back door,
18 you would walk into the truck rest area. I hear
19 trucks all the time. That's Cardinal Road.
20 Cardinal Road, the road will go right through
21 there. And actually, it's going to be a little bit
22 wider than that, isn't it, because they're widening

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1 it from what it is now. They're taking more land
2 on the side. It's not a complete road yet, and
3 it's also across the street from Benita Fitzgerald,
4 the Fannie Fitzgerald School. So, anyway, the road
5 is going by Four Seasons and past Copper Mill
6 Estates, between El Paso Restaurant and Montclair
7 Restaurant. We all know that, right? Right now,
8 all that property, as far as I know, is light
9 industrial zoned. We were told probably in 2019,
10 that it would be offices and I think you were
11 there -- no, you weren't. Someone else. It would
12 be offices and warehouses. We also realize that
13 land is landlocked. The people who own that
14 property, they have no way to get in or out right
15 now.
16 And so, it's all forest. Once that road
17 is built, most of that forest is gone because the
18 map, it looks like there's a big distance from
19 where the road is going to go to where we live, but
20 it's not quite that way. All I'm saying is, I just
21 want you to understand what we're saying, that all
22 the forest is going to be gone with all the

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1 animals. Commercial property is going to be in
2 there. We've already heard that one person had
3 proposed to Peterson, I believe, who owns several
4 of the pieces of property, that if he can get that
5 road built he will put a data center in there.
6 That's a big jump from a warehouse and an
7 office building. And that's what I'm saying,
8 Montclair does not have the commercial property
9 running along its whole side. And that's one of
10 our main concerns. What's going to happen when all
11 of that commercial property gets developed, along
12 with the noise from the road, that we already know
13 is going to happen. Thank you.
14 RICK CANIZALES: Just to clarify one thing
15 about Cardinal Grove and the community there, that
16 road has always been planned through there.
17 There's a sign at the end of the street that says a
18 road's going to come through there. The
19 Right-a-Way for the road was there and proffered
20 when the community was put in, so there is no more
21 land indicating to people that the road's going to
22 be within the Right-a-Way. That has been given for

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1 the road when the community was developed. So, I
2 just wanted to make sure that was clear. Thank
3 you.
4 SPEAKER: I meant to mention in my last
5 comment that, that number of 300 elementary-aged
6 students walking was directly along Waterway, not
7 any of the side roads. It's the main road there.
8 Also, while I can appreciate the desire to not cut
9 down forests and stuff, there are many implications
10 for that, I did do my due diligence and Prince
11 William Forest Park is across the street.
12 Doing a little bit of research, it is the
13 largest protected natural area in the DC metro
14 area. It's the largest example of Piedmont forest
15 in the National Parks System. And actually,
16 Quantico Creek Watershed is a sanctuary to numerous
17 native plant and animal species.
18 So, while cutting down trees is tragic, while
19 cutting down trees likely will increase noise,
20 there are still beautiful areas within walking
21 distance, so, just letting you know.
22 RICK CANIZALES: Thank you.

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1 SPEAKER: Hello, my name is Michelle
2 Crawley (ph) and I live in Cardinal Grove on Stormy
3 Circle. My question is, I have a middle schooler
4 who needs to go to a special school and she catches
5 the bus from Fitzgerald. And she has to walk
6 across Cardinal, and now, I guess with this road
7 extension, which we did know about. At least me
8 and my family knew about when we bought our home.
9 It seems like there's not a convenient stop sign or
10 a light on the corner of Stormy and Fledgling,
11 where the intersection meets Van Buren?
12 MARK BREWER: Yeah, so intersection
13 configuration, we drew it up at the conceptual
14 level when it was designed. But based on that
15 conception, you're correct, there is not a planned
16 intersection traffic signal there. It's not
17 planned to be a four-way stop. But again, final
18 design, that is going to be a heavy emphasis on
19 that final design and review, to make sure that
20 it's safe. Any of those reviews, and the
21 engineering of those, it does take into account the
22 community, the type of uses that are along that and

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1 small kids. That's a big part of the review
2 process.
3 RICK CANIZALES: And I think what I'll
4 tell you, if we do get to the point where we have
5 to do that, put out a warrant and see what we can
6 do out there, it would most likely be a signal, not
7 a stop sign. The size of this road really isn't
8 the place to put a four-way stop.
9 SPEAKER: Okay, yeah. I highly encourage
10 that because we have parks on both sides of the
11 intersection. So, at least on the Stormy Circle
12 side, we do use the park on the Fledgling side, and
13 vice versa. So, in terms of safety, that's a big
14 one.
15 RICK CANIZALES: We'll be coming back to
16 you in the next couple years for that.
17 SPEAKER: Okay. And another question I
18 have is, the retaining wall, it's only going to be
19 on the Fledgling side of the community?
20 CHRIS: So that's -- again, the
21 Right-a-Way is dedicated in that location, but the
22 retaining wall is based on our horizontal and our

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1 vertical alignment. For the concept, it's to not
2 create impacts on those properties that are there.
3 SPEAKER: Okay. With that, would it be on
4 the community or on VDOT to put a fence around the
5 community?
6 CHRIS: Well, I can tell you that a
7 retaining wall is typically associated a pedestrian
8 fence, or pedestrian barrier. That would be on
9 VDOT to go ahead and do that or, you know, to
10 develop that.
11 SPEAKER: Okay. I mean on the parts where
12 there is no retaining wall?
13 RICK CANIZALES: Again, we'll determine
14 that when we get to the project. We've don't
15 different things for different communities. We've
16 done something similar to what you mentioned, up on
17 15, where they widened 15 through that area. We
18 have put up walls over by Declan Road, where we're
19 doing a project up there. We put up berms and
20 trees and everything else to create a barrier to
21 noise. Similarly, in certain projects at the
22 university.

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So it just depends on what we find with the final design and the best way to mitigate and what we kind of decide. But like I said, the next two years, we'll be a process to come finalize everything with you and those are the kind of details we'll get into. Thank you.

SPEAKER: (Indiscernible) Montclair has over 22,000 of us, and conservative estimates have about one in three of those residents being children. So, there's a lot of need for extra roadways for the young because we have moms and dads walking, and children playing.

To add a personal note to this, because I know there is concern in other neighborhoods about what traffic is going to do in these roadways. We're not asking that traffic stop going through Montclair. We need the gates removed because we need folks to be part of the wider team. However, I have personally (indiscernible) stopped at two accidents during the hours of 4:00 and 8:00 PM during the week to assist with emergencies until paramedics arrived, including one girl who went

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into shock because of traffic havoc and no stop lights or stop signs.

And my own son had to stop at an accident where (indiscernible) died because of the incidents related to the traffic (indiscernible) problem. So, we are asking, again, what the other communities were asking. We're pleading with you to help us share the roads, supporting this initiative because it is important for us to keep all of our communities safe.

RICK CANIZALES: Thank you.

SPEAKER: My name's Jennifer Besho (ph). I'm a Montclair resident. I was going to reiterate what a previous homeowner said, was that it would turn out to have community against community. I know (indiscernible). As our community is growing, we just ask to share the burden for all of the traffic and that it's not all put on Waterway. Because if this does not go through, what is the plan as we keep growing? (Indiscernible) be on Waterway to take the whole load of everyone using it as a cut through. If we don't have this extra

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road, what's our other alternative?

SPEAKER: Nancy Hunter. I'm lived here since 2000, in Montclair. And we know that we have (indiscernible) coming and we also have the courts district coming, and Montclair is in between those two developments. And I wonder when they ensure that those separate analysis haven't been done yet, but I'm wondering will those be taken into account with the Van Buren project?

MARK BREWER: It certainly would make sense. I think the additional truck analysis that VDOT and the county will require any kind of design, they'll take that into account. Those are the types of comments that we took. Again, traffic analysis was consistent with the (indiscernible) study, but that is exactly what we need to see. We need to look at the truck analysis specific to those two developments that you talked about. That's probably a study that they're also responsible for understanding what type of (indiscernible).

SPEAKER: Good evening. I'm Steve

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Gutierrez. I lived at the Four Seasons, with the rest of the active adult community there, and my concern is the safety of our residents in that area. We've already had several break ins and we've had people wandering through the woods. Thanks to that access road, where that access road is going to be, crossing in to steal things and this type of thing.

The other thing, too, to where I'm located, by looking at this access road and the way it's designed, I'm not sure -- right now it looks way back. I don't know if you're going to raise it up, what you're going to do. But if that's the case, I'm going to have headlights in my house all night long. So, I mean, it's just consideration if this ever happens, which I say "if" because I'm skeptical, because it's a lot of money for 2.1 miles of road. And I'm sympathetic to the traffic on Waterway and everything that we've been hearing tonight, but there's a lot more that goes into it. Cardinal Grove -- what about the people in Copper Mills? If this thing's built the way I think,

1 getting in and out of there is going to be a
2 headache for them. And we haven't heard from
3 anybody from that development. And I've heard that
4 they were told nobody said roo about any kind of
5 road, what have you, when they moved in. So,
6 that's what I have to say and that's my concern.
7 It's the safety. Thank you.
8 RICK CANIZALES: We actually happen to be
9 right on time. We have to be out of the building
10 and all cleaned up by 8:00, so we ask that if you
11 could, take it outside and talk out there if we get
12 past that time. But we'll finish up here this
13 evening.
14 I thank you for your questions. Thank you
15 for your comments. Our court reporter is here if
16 you want to give her any of your comments. We have
17 the forms outside if you want to fill those out and
18 send those to us. You can go to our website and
19 give comments for the next 14 days.
20 We really do, as a team here, appreciate
21 your time and effort in coming out here. Again,
22 excuse the team and excuse us. If you guys want to

1 go early, we can seize that help to get out of the
2 building on time. So I appreciate everybody's
3 comments. I appreciate everybody's time. And
4 again, this is a beginning of a process, not the
5 end. We have yet to design this. This is just the
6 concept. So we hope to hear from you in the next
7 two to three years while we're finalizing our
8 design. We hope to be getting that under
9 construction. Thank you.
10 (Proceedings ended at 7:33 p.m.)
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1 CERTIFICATE OF REPORTER
2
3 I, SABRINA K. BELL, hereby certify that
4 the foregoing proceedings were recorded by me in
5 shorthand and electronically at the time and place
6 mentioned in the caption hereof and thereafter
7 transcribed by me; that said proceeding is a true
8 record of the testimony given by said participants;
9 that I am neither counsel for, related to, nor
10 employed by any of the parties to the action in
11 which this proceeding was taken; and further, that
12 I am not a relative or employee of any counsel or
13 attorney employed by the parties hereto, nor
14 financially or otherwise interested in the outcome
15 of this action.
16
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19 SKBell
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Sabrina K. Bell
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22

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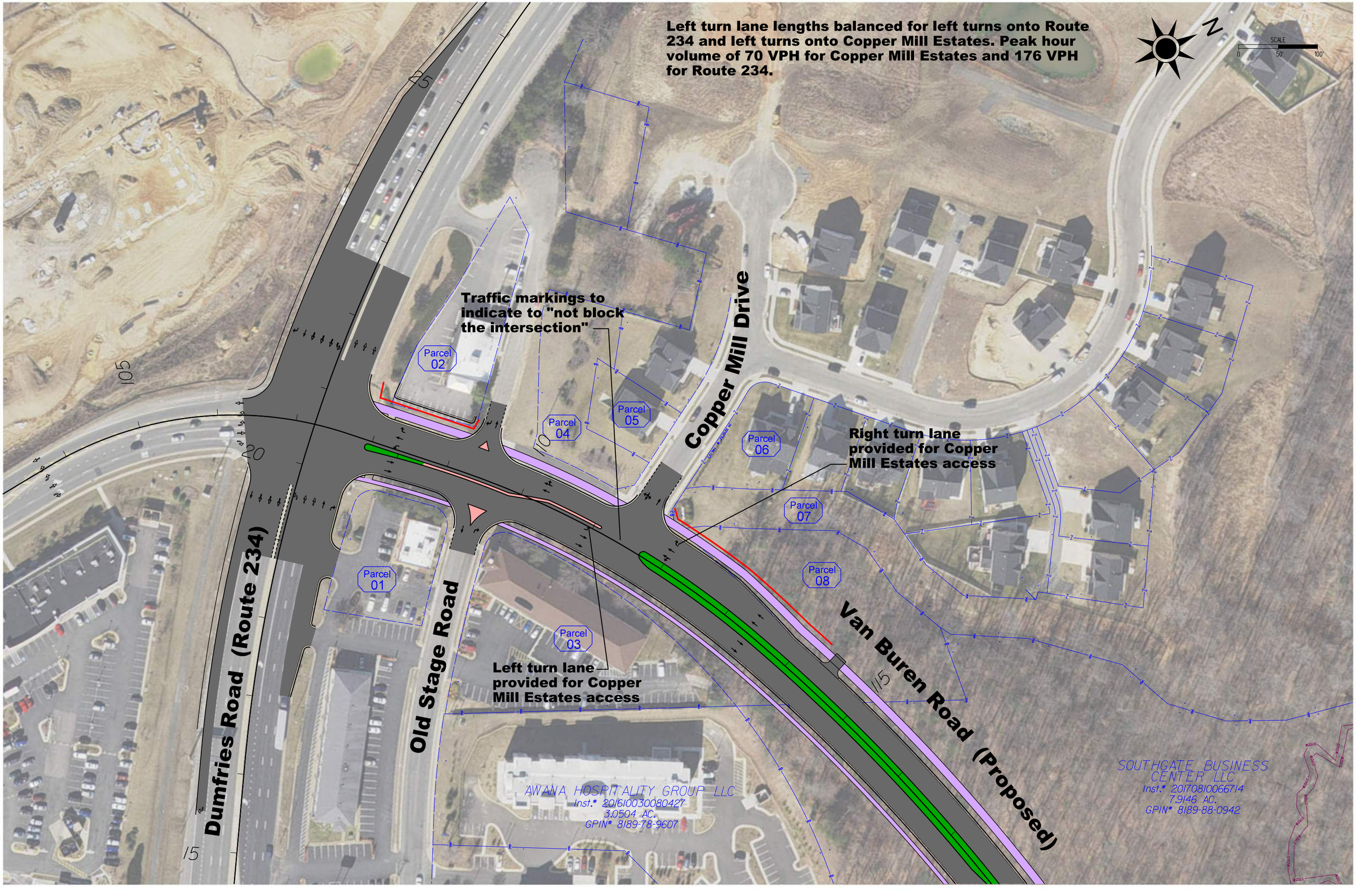
LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 8

ADDITIONAL EXHIBIT – COPPER MILLS

Dewberry

May 2024


Left turn lane lengths balanced for left turns onto Route 234 and left turns onto Copper Mill Estates. Peak hour volume of 70 VPH for Copper Mill Estates and 176 VPH for Route 234.
N
SCALE
0
50'
100'
Traffic markings to indicate to "not block the intersection"
Right turn lane provided for Copper Mill Estates access
Left turn lane provided for Copper Mill Estates access
Copper Mill Drive
Dumfries Road (Route 234)
Old Stage Road
Van Buren Road (Proposed)
Parcel 01
Parcel 02
Parcel 03
Parcel 04
Parcel 05
Parcel 06
Parcel 07
Parcel 08
AWANA HOSPITALITY GROUP LLC
Inst.# 201610030080427
3.0504 AC.
GPIN# 8189-78-9607
SOUTHGATE BUSINESS CENTER LLC
Inst.# 201708100066714
7.9146 AC.
GPIN# 8189-88-0942

Virtual Public Information Meeting
Transcript Document
Van Buren Road North Extension
Prince William County, Virginia

July 22, 2021
7:00PM – 9:00PM

UPC #118643

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1. Citizen Information Meeting Details

A Virtual Public Information Meeting was held on July 22, 2021 at 7pm to facilitate public education and outreach concerning the Van Buren Road North Extension project. The presentation identified the proposed project alignment, which consists of extending Van Buren Road from Route 234 to the existing connection at Cardinal Drive, and the in-progress environmental study (a proposed Environmental Assessment (EA) level National Environmental Policy Act (NEPA) document) for this improvement. The public was given an opportunity to review project exhibits, review a tentative project schedule, and provide feedback to the County to assist in finalizing the environmental study.

The public was also invited to ask questions prior to the meeting, during the meeting, and a comment sheet was provided to submit questions and comments outside of the meeting by close of business on August 5, 2021. Twenty-six comments were submitted prior to or after the meeting via mail and email. Sixty-four comments were received during the meeting. Both sets of comments have been addressed via mail/email and during the meeting, respectively.

2. Conduct of Meeting

This meeting was held virtually due to COVID-19 restrictions and pursuant to the ordinance re-adopted by the Prince William County Board of Supervisors on March 16, 2021. Representatives from Prince William County's Department of Transportation (PWCDOT) and Dewberry Engineers Inc.'s (Dewberry) design staff were in attendance to present the project and answer questions regarding the project.

The meeting began with opening remarks from the Potomac District Supervisor, Supervisor Andrea Bailey. After a brief introduction for panelists from PWCDOT and Dewberry, a presentation was given by the PWCDOT project manager Sherry Djouharian detailing the proposed alignment, project schedule and on-going environmental study for the project. The remainder of the meeting, moderated by Dagmawie Shikurye, was dedicated to a Question and Answer (Q&A) session during which the public was invited to submit their questions and comments using the presentation platform's Q&A function. These questions were addressed and answered as they were received during the meeting.

Informational brochures for the Van Buren Road North Extension project were made available prior to the meeting via PWCDOT's Current Road Projects webpage and included the following information:

- Details of the meeting
- An overview of the project (including scope, purpose & need, location, budget and traffic information)
- Environmental analyses
- Civil rights requirements
- Land acquisition and utilities
- Directions for providing comments
- The anticipated schedule for the project
- Exhibits of the project design.

A copy of the Brochure is attached in Appendix 1. An exhibit of the project plans that was displayed in the brochure is attached in Appendix 2. The comment sheet provided to the public is attached in Appendix 3.

3. Public Notice Publication

This public Information Meeting was advertised on the Prince William County website on July 6, 2021 (https://www.pwcva.gov/news/prince-william-county-host-van-buren-road-north-extension-environmental-study-project-virtual). A link was provided to the Virtual Meeting website as well as Dial-In information to access the meeting by phone. Links to the Prince William County Department of Transportation website and the Current Road Projects website were also provided. Information on how to submit comments, questions and feedback was provided along with contact information for the PWCDOT.

4. Comments

In total, there are 90 comments/questions with 26 being sent prior to or after the meeting and 64 comments were received during the meeting. The comments/questions addressed the following topics:

- 5 of the comments addressed the projects budget, funding, and approval
- 8 of the comments addressed noise and sound barriers
- 10 of the comments addressed safety during and after construction along with accessibility issues
- 4 of the comments addressed potential impacts to natural resources
- 23 of the comments were concerned with the traffic volume and/or traffic patterns post construction
- 9 of the comments addressed multiple factors which included at least 2 of the above categories
- 31 of the comments addressed miscellaneous topics or did not specifically address a particular aspect of the project.

The following is a compilation of the comments and concerns received regarding the Van Buren Road North Extension project.

A- Comments Received Outside of the Public Information Meeting via Comment Sheets and E-mail

Comment A-1
Commenter: James R. West

Comment:
I live on the east side of Four Seasons Drive and it's only 1/4 mile from my bedroom window to the truck scales.

It would be greatly appreciated if the Van Buren extension included sound walls between the road and Four Seasons.

Response:
A preliminary noise analysis was conducted to determine if noise walls were warranted, reasonable, and feasible along the project alignment. The results indicate that a noise barrier is warranted for 3 of the receptors, however construction of such noise barriers was determined to not be feasible. They were

determined to not be feasible as the noise wall would block the nature path and to accommodate the nature path a break in the noise wall would be required thus negating the noise reduction qualities of the noise wall. It can be noted that per the preliminary noise analysis the impacted locations were along the nature/recreational trail and not within the residential portion of the Four Seasons development. There were no impacted noise receptors within the Four Seasons residences. The conceptual alignment currently under consideration has maximized the separation between the Four Seasons community and proposed Van Buren Road, in order to minimize noise impacts. A more detailed review and analysis will be conducted during the final design and construction of Van Buren Road to determine if noise walls are necessary.

The analysis does not consider noise from I-95 as there are no roadway improvements proposed on I-95 and therefore barriers along I-95 were not evaluated as part of this project according to the guidelines set by the Virginia Department of Transportation.

Comment A-2
Commenter: Myrna Levinstein

Comment:
Please do not proceed with the Van Buren Road project. Extending the road would literally devastate residential communities in its path.

When the citizens who live in those developments bought their homes, they were deliberately *not* warned that they would NOT be living in a residentially zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their developments.

It is my understanding that this project could attract trucks that want to bypass the weigh station on the interstate. It would increase traffic to the area and bring dangerous vehicles into residential neighborhoods.

Seniors, who give much in taxes and take little in government services, would have their safety and security destroyed by this road project. Many of them would have no choice but to sell their properties at a greatly devalued amount, and leave the area. This would negatively affect tax revenues.

Families with children will have no choice but to sell to remove their children from an environment that will no longer be safe.

It appears that the Prince William government wants to chase law-abiding, tax-paying, middle class citizens out of the county.

The environment is also a concern. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone.

Hundreds of thousands of birds and animals live in the targeted area. Many would be displaced, but most will die.

The State of Virginia rejected this project last year. Why are the local politicians pursuing it when it was deemed unnecessary and harmful? Why would they continue to push this ridiculously expensive proposition that will harm thousands of their tax paying citizens while benefiting a few individuals? I would suggest a corruption inquiry is in order.

From comment sheet –
Do you support the alignment as shown?

No.

Would you like to provide any input or recommendations regarding the Environmental Study being performed for the project? Yes

Make sure the study is done by an unbiased agency.

In your opinion, does the project meet the needs of the community? No

I do not see how this supports the community in any way.

Do you have any specific concerns regarding the proposed project? Yes

See attached letter

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

This statement appears to suggest that the desires of the residents are being ignored and that this damaging project will go ahead regardless of the preference of the citizenry.

Response:
Please do not proceed with the Van Buren Road project. Extending the road would literally devastate residential communities in its path.
The Van Buren Road North Extension Project has taken community safety and environmental wellbeing into consideration during this planning phase of the project. This current phase only addresses the environmental investigations. Final design/location of the roadway has not been determined.

The conceptual alignment as part of this study has been designed to relieve local traffic congestion for this north-south corridor, enhance mobility within the community, include new pedestrian facilities, and improve roadway safety.

When the citizens who live in those developments bought their homes, they were deliberately *not* warned that they would NOT be living in a residentially zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their developments.

It is my understanding that this project could attract trucks that want to bypass the weigh station on the interstate. It would increase traffic to the area and bring dangerous vehicles into residential neighborhoods.

Seniors, who give much in taxes and take little in government services, would have their safety and security destroyed by this road project. Many of them would have no choice but to sell their properties at a greatly devalued amount, and leave the area. This would negatively affect tax revenues.

Families with children will have no choice but to sell to remove their children from an environment that will no longer be safe.

It appears that the Prince William government wants to chase law-abiding, tax-paying, middle class citizens out of the county.
Prince William County is currently performing the environmental investigations phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. The design and funding for the construction of the roadway is not determined at this time. Van Buren Road has been included in the Thoroughfare Plan of the County's Comprehensive Plan since the 1980's. The process of implementing this project is starting with the NEPA Documentation phase.

The zoning of the properties along the project corridor is public information. This information was available as was the Van Buren Road alignment when residences in the area were bought and sold. However, it is understandable that residents may be frustrated when these zoned properties are developed. That is why the County is taking appropriate actions to study the effects of this project through the NEPA process, and sharing that information when it is available to the citizens impacted by the project. The County also wishes to receive feedback from those citizens through public information meetings, and ultimately the upcoming NEPA Public Hearing. The ultimate goal is to develop a project that provides the most benefit for the citizens of Prince William County.

The environment is also a concern. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone.
The NEPA study requires office research and field investigations to assess environmental impact and utilizes that information to minimize disturbed areas. Many investigations have been conducted to date, and more are scheduled to occur. A preliminary air and noise analysis was conducted to determine if noise walls are warranted, reasonable, and feasible along the project alignment. The study looked at the impact to air quality in the corridor. Also, a Jurisdictional Determination has been obtained from the Army Corps of Engineers for wetlands and public waters (streams) within the project corridor.

Hundreds of thousands of birds and animals live in the targeted area. Many would be displaced, but most will die.
Database reviews have been conducted and this information has been included in the Environmental Assessment (EA) level NEPA document, which is currently under review. Upon approval of the draft EA and prior to the future Public Hearing, this information will be available to the public for review and comment. As a result of database reviews, a Habitat Assessment for Threatened and Endangered Plant Species has been performed, and an upcoming field investigation will be performed in the future to confirm any findings. The concept alignment attempts to minimize impacts to these habitats to the greatest extent possible while maintaining a feasible roadway alignment.

The State of Virginia rejected this project last year. Why are the local politicians pursuing it when it was deemed unnecessary and harmful? Why would they continue to push this ridiculously expensive proposition that will harm thousands of their tax paying citizens while benefiting a few individuals? I would suggest a corruption inquiry is in order.

The Van Buren North Extension was evaluated in 2020 by VDOT's Smart Scale program, alongside many other projects in the area. These projects are scored and ranked and those projects with the highest ratings receive funding for design and construction. The Van Buren North Extension was not rejected, nor was it deemed unnecessary and/or harmful, but rather it did not rate as high in comparison to other projects submitted for Smart Scale funding. The Van Buren North Extension provides an important link in this busy north-south corridor, and the goal of the NEPA investigations phase is to study the project and maximize those benefits for the traveling public.

Comment A-3

Commenter: Jeffrey Riddel

Comments:

1. The Dewberry NEPA Study Environment Assessment scope of work scope omits fundamental aspects crucial to Four Seasons: notably:
    a. Why is the road being considered – what is the need/problem being addressed? What are the objectives?
2. Enumerate the objectives and provide a substantiating rationale to support the justification for the road extension.
    a. If the objective is to improve regional transportation, why is this objective not met by the extensive and relatively recent improvements to 1) Route 1 and 2) I-95, specifically the extension of the HOV lanes which has eliminated the southbound backups which caused some traffic to divert to Cardinal Drive and Waterway? Why does the regional argument for Van Buren Road extension still make sense?
        1. If the objective is to improve local transportation, such as perceived congestion or speeding along Waterway, what other more straightforward options have been considered, and if rejected then why?
            a. Add Waterway traffic calming measures rather than building a $100 million new road that might have minimal effect on Waterway.
    b. Specifically, along Waterway, why not do the following, at minimal cost, such as have routinely been done elsewhere to address similar concerns:
        i. Reduce the speed limit from its current 35 MPH to 25 MPH, as exists in Four Seasons.
        ii. Add speed bumps to slow traffic.
        iii. Add stops signs at cross street intersections, as has been done in Four Seasons, Alexandria and elsewhere.

In essence, why build a new road $100 million plus road that cuts through existing subdivisions – Four Seasons and Cardinal Grove in particular – when readily available, cost effective and immediately doable remedies already exist?

3. Recognizing that one objective may be to enable now landlocked parcels west of I-95 to be accessed, why not do a more straightforward solution; that is, build two – non connecting access roads, one from Route 234 and the other from Cardinal Drive – which meets the objective without causing other significant disruptive effects.
4. The tasks shown omit one crucial task of specific relevance to Four Seasons; namely, what are the socio-economic and community impacts of the road?
    a. Typical EA essentials steps/tasks typically address the following:
        i. Will the proposed action be beneficial to the health, heritage, and livability of the communities impacted without destroying the natural environment?
        ii. Evaluate the socio-economic and environmental impacts of the planned project.
            1. An EA should minimize, avoid, or offset the environmental **and socio-economic** impacts of a proposed development project.
5. The Dewberry consultant team should include a firm, not now represented, specialized in and focusing on social, economic and community impacts, such as
    a. Cutting off 12 acres of Four Seasons property
    b. Loss of significant portions of both of our nature trails
    c. Loss of vegetation – trees, etc.
    d. Economic impact on existing home values in Four Seasons and Cardinal Grove

With respect to the NEPA EA tasks themselves:

Task 1: Site Constraint Analysis

1 Are the existing traffic counts and maps to be used current, reflecting now existing development not only at Four Season but also Cardinal Grove, Copper Mill Estates and adjacent hotel development?

Task 3: Traffic Analysis

1 Why will field counts not be included? A traffic counter could be easily installed.
2 If a key issue is traffic along Waterway, why is that road not included in the traffic analysis?

Task 5: Roadway Design

1. How will the one concept to be developed be determined? Is it a VDOT decision? If so, who provides input – the County? Does the County make a recommendation?

Response:

1. The Dewberry NEPA Study Environment Assessment scope of work scope omits fundamental aspects crucial to Four Seasons: notably:
    a. Why is the road being considered – what is the need/problem being addressed? What are the objectives?

The NEPA Environmental Assessment considers the purpose, need, and objectives for the project, and is detailed in one of the first sections of the document. The road is being considered to relieve local traffic congestion for the north-south corridor adjacent to I-95, through Montclair and Route 1, enhance mobility within the community, include new pedestrian facilities, and improve roadway safety. It has been identified in the County's Comprehensive Plan as a transportation improvement

project that will benefit the overall transportation network within the County. Certain sections of the NEPA Environmental Assessment are currently under review by VDOT and will be reviewed by FHWA in the future. After this document is completed to a level determined to be ready for public review and comment, that information will be available, and a Public Hearing will be held for further comments and questions.

2. Enumerate the objectives and provide a substantiating rationale to support the justification for the road extension.
    a. If the objective is to improve regional transportation, why is this objective not met by the extensive and relatively recent improvements to 1) Route 1 and 2) I-95, specifically the extension of the HOV lanes which has eliminated the southbound backups which caused some traffic to divert to Cardinal Drive and Waterway? Why does the regional argument for Van Buren Road extension still make sense?
        1. If the objective is to improve regional transportation, such as perceived congestion or speeding along Waterway, what other more straightforward options have been considered, and if rejected then why?
            a. Add Waterway traffic calming measures rather than building a $100 million new road that might have minimal effect on Waterway.
    b. Specifically, along Waterway, why not do the following, at minimal cost, such as have routinely been done elsewhere to address similar concerns:
        i. Reduce the speed limit from its current 35 MPH to 25 MPH, as exists in Four Seasons.
        ii. Add speed bumps to slow traffic.
        iii. Add stops signs at cross street intersections, as has been done in Four Seasons, Alexandria and elsewhere.

    In essence, why build a new road $100 million plus road that cuts through existing subdivisions – Four Seasons and Cardinal Grove in particular – when readily available, cost effective and immediately doable remedies already exist?
    Van Buren Road will provide a north-south connection which provides local traffic an alternative option other than Route 1, I-95 or through the Montclair community. The construction of Van Buren Road would reduce the through traffic that uses Waterway Drive today. This study does not consider alterations to Waterway Drive. The traffic calming measures described would help to address speeding on Waterway Drive, however it would not remedy the capacity issues for those wishing to traverse between Route 234 and Cardinal Drive. Improvements to I-95 and Route 1 are also vital transportation improvements, however Van Buren as an alternative route provides a missing link and another option. As detailed in the County's Comprehensive Plan, Van Buren Road has been identified as a desirable north-south route such that local traffic can avoid I-95 and Route 1 (and Waterway Drive).

3. Recognizing that one objective may be to enable now landlocked parcels west of I-95 to be accessed, why not do a more straightforward solution; that is, build two – non connecting access roads, one from Route 234 and the other from Cardinal Drive – which meets the objective without causing other significant disruptive effects.

Van Buren Road provides the access to those parcels while also providing a public roadway which will connect Route 234 and Cardinal Drive. Access roads which would not effectively connect Route 234 and Cardinal Drive do not address the objective identified in the County's Comprehensive Plan.

4. The tasks shown omit one crucial task of specific relevance to Four Seasons; namely, what are the socio-economic and community impacts of the road?
    a. Typical EA essentials steps/tasks typically address the following:
        i. Will the proposed action be beneficial to the health, heritage, and livability of the communities impacted without destroying the natural environment?
        ii. Evaluate the socio-economic and environmental impacts of the planned project.
            1. An EA should minimize, avoid, or offset the environmental **and socio-economic** impacts of a proposed development project.

    This information has been included in the Environmental Assessment (EA) level NEPA document, which is currently under review. Upon approval of the draft EA and prior to the future Public Hearing, this information will be available to the public for review and comment.

5. The Dewberry consultant team should include a firm, not now represented, specialized in and focusing on social, economic and community impacts, such as
    e. Cutting off from Four Seasons of 12 acres of its property
    f. Loss of significant portions of both of our nature trails
    g. Loss of vegetation – trees, etc.
    h. Economic impact on existing home values in Four Seasons and Cardinal Grove

    The elements identified above are considered and documented within the NEPA Environmental Assessment. It's worth noting that the recreational trails within the Four Seasons Community and therefore access to the Four Seasons community property will be maintained by the trail/crosswalk across proposed Van Buren Road. The Four Seasons trail will connect to the project's Shared Use Path and continue through. A crossing has been identified near the Access Road (serving Old Stage Road) connected to Proposed Van Buren Road. All NEPA documents must assess and attempt to minimize impacts to vegetation and overall grading of a roadway project, and the concept shared at this time attempts to minimize those impacts to the greatest extent possible. Finally, it is not determined at this time if home values would be affected by constructing Van Buren Road, which is not designed as a high capacity highway but rather a collector roadway which attempts to increase pedestrian mobility with the implementation of a lower design speed.

With respect to the NEPA EA tasks themselves:

Task 1: Site Constraint Analysis

1 Are the existing traffic counts and maps to be used current, reflecting now existing development not only at Four Season but also Cardinal Grove, Copper Mill Estates and adjacent hotel development?

The traffic data used for the preliminary project design is current and adheres to current VDOT guidance due to reduced traffic as a result of the COVID-19 pandemic. Additional traffic counts may be required during the final design of Van Buren Road.

Task 3: Traffic Analysis

1 Why will field counts not be included? A traffic counter could be easily installed.
Field counts were not conducted due to the COVID-19, and the inconsistent traffic volumes experienced during this time frame. Detailed guidance from VDOT was followed during this timeframe to generate traffic volumes, utilizing existing traffic data and appropriate growth rates.

2 If a key issue is traffic along Waterway, why is that road not included in the traffic analysis?
Waterway Drive is approximately 2.70 miles north west of the proposed Van Buren Road extension which is outside of the study area limits of the Van Buren Road Extension – NEPA Traffic Analysis. The Traffic Analysis followed guidance from the *VDOT Traffic Analyses to Support NEPA Studies Consultant Resource Guidance Document* and included traffic forecasting methodology as opening year (2025) and design year (2040) traffic volumes were obtained from Prince William County's (PWC) travel demand model. Even though Waterway Drive was not included in the traffic analysis, PWC's model encompasses traffic from the surrounding area with the proposed Van Buren Road extension in place.

Task 5: Roadway Design

1. How will the one concept to be developed be determined? Is it a VDOT decision? If so, who provides input – the County? Does the County make a recommendation?
The concept currently used for the NEPA study is a coordination effort between the County and VDOT, with input from the public. The concept alignment is still available for comment and modification based on that input.

Comment A-4
Commenter: William O. Cooley

Comment:
Hello,

Just one comment: I am a property owner along this proposed stretch of road. The parcels, one 56 acres and one less than 1 acre, are held in the name Atlantic Funding, Ltd. I am very much in favor or the road and this alignment and would like to see it start as soon as possible. My comment is; knowing that financing is crucial to this project, it would seem that Tax Increment Financing would, in part, be helpful to get this project underway.

Virginia has a tax increment financing statute that allows the County the ability to use tax increment to construct roads. This stretch of road will produce millions of dollars per year in "captured increment" that will diffuse many millions of dollars in bonds in a short period of time.

Creating a tax increment district and selling bonds will move this project along much quicker that waiting for more traditional means of financing.

Response:

My comment is; knowing that financing is crucial to this project, it would seem that Tax Increment Financing would, in part, be helpful to get this project underway.

Virginia has a tax increment financing statute that allows the County the ability to use tax increment to construct roads. This stretch of road will produce millions of dollars per year in "captured increment" that will diffuse many millions of dollars in bonds in a short period of time.

Creating a tax increment district and selling bonds will move this project along much quicker that waiting for more traditional means of financing.

The Van Buren Road Extension Project was initially considered as one of the projects for the 2019 Mobility Bond Referendum but was not ultimately included. This project continues to be a Board priority and the County will continue to identify potential future funding for the project to include, local, state, regional or federal funds.

Comment A-5
Commenter: James V. Cech

Comment:
I wish to offer some background and feedback on the proposed Van Buren Road extension study. I tried to give this information to Supervisor Andrea Bailey, after her town hall with Four Seasons residents last year. However, neither she nor her staff would acknowledge my letters, e-mail or calls.

I'm one of last former Montclair Board members who has insight into the disastrous agreement made with VDOT to temporarily open Water Way Drive, to facilitate emergency vehicle access and snow plowing equipment from Cardinal to route 234. During those negotiations, which included our state Delegate Jack Rollison who was on the VDOT oversight committee, Montclair Board members and representatives repeatedly raised concerns about the use of our road that was NOT designed as a high-volume parkway. We also raised concerns about the fact that school children, for two different elementary schools, walked along Waterway drive. Parents with young children, who purchased homes in Montclair, expected the traffic to be only local. Golf carts daily play a game of dodge ball crossing the road from the 18th hole to the club house. Without exception PWVC and VDOT representatives pointed to the "PWC Long range plan" claiming that the extension from Dale City Blvd to Route 234 would alleviate most of our concerns and funnel the expected traffic directly to route 234 and I-95. Every year additional development has ushed more and more traffic thru Montclair. For two decades Supervisor Caddigan, then a Montclair resident, came to the Montclair Property Owners annual meetings. She brought with her an annual update of the road plans along with VDOT and PWC planners to back her up.

The County finally, after nearly three decades of planning, began to move forward with a bond that included the Van Buren road extension. I testified in **Support** of the building of the road at that open meeting with the entire Board. The majority of Four Seasons residents cited concerns about trees, environment, loss of wildlife habitat, noise pollution and thieves using the planned road to come into Four Seasons to commit crime. They do not care about any other community except their own back yard. I brought to the attention of the County Board that I now also live in Four seasons and the majority of the reasonable and rational objections and concerns could be mitigated with No thru trucks, a sound barrier along the truck stop and a change to the County ordinances that currently allows for

clear cutting of easements. However, the leadership in Four Seasons, which did not even exist when Montclair got stuck with the "Waterway Drive Through way" objected to any road building adjacent to our community and actively opposes ANY access to the Peterson property in violation of the state constitution that guarantees property owners the right of access and use of their land as zoned.

After two decades of unmet promises Supervisor Caddigan reversed her support for Montclair when she removed the Van Buren road from the proposed bond consideration. She argued that she had heard from her New neighbors in Four Seasons, where she moved, and heard nothing from Montclair.

Here is bottom line. If you check the PWC Police record you will see they can cite people speeding on Water Way drive as fast as they can write tickets, and the traffic does NOT slow down, even with the school zone flashers on. That traffic, rushing to and from I-95 THRU Montclair, goes right by the front of Four Seasons. It contributes to the noise pollution, congestion and red-light runners that we, who reside in the front of Four Seasons, have to deal with. The long planed and long needed road should be built **ASAP.**

I feel sorry Four Seasons residents, living in the back of the community, who did not read their disclosure packages to see an easement existed with the proffered property. I think it is shameful some realty agents have asserted their homes will lose value, abutting this road when the realty is homes near 234 have increased in value. It is sad that you are going to receive a plethora of mail from residents who are more worried about the trees in their back yards, on the easement, then they are for the safety of school children IN Montclair.

I have two questions for you as the project planner that I hope you will address on 22 July.

1. The projected construction budget, discussed during the bond meeting, was based upon the County having easements along the planned route. If you shift East, which is fine with me, do you incur any additional expense to purchase the land?

2. If you do not have access are the owners willing and what is the revised construction budget to acquire that access?

3. Mr. Peterson has been strung along for years by PWC in the hopes that he would build the first two lanes of the eventual four lane road. He has rejected that request (and cost). Instead he has finally requested the use of the easement along our community, which was rejected by Four Season's Board of Directors. How is PWC going to avoid an injunction against the realignment plans you are briefing everyone and the legal bill, for all of us, when Peterson heads back to the Virginia Supreme Court citing CB Hylton Vs. PWC?

<u>Response:</u>

1. The projected construction budget, discussed during the bond meeting, was based upon the County having easements along the planned route. If you shift East, which is fine with me, do you incur any additional expense to purchase the land?

   The proffered land as noted in the documented proffer statements describe that the location of the road is subject to change based on design from the County and/or VDOT. Thus, shifting the alignment further east to better accommodate residents and the environment is possible without significant increases to budget related to land acquisition. The same can be stated for

construction costs (only minor increases are anticipated). Thus, by shifting the alignment to the east a substantial increase in project budget is not expected.

2. If you do not have access are the owners willing and what is the revised construction budget to acquire that access?
   The purpose of the project at this time is a NEPA environmental investigation only. Access and associated land acquisition costs are not considered at this time. A project cost estimate will be completed at a later date as part of the NEPA process, but only after public comment has been incorporated and environmental findings are documented, which will inform the preferred alignment to be considered for the project cost estimate.

3. Mr. Peterson has been strung along for years by PWC in the hopes that he would build the first two lanes of the eventual four lane road. He has rejected that request (and cost). Instead he has finally requested the use of the easement along our community, which was rejected by Four Season's Board of Directors. How is PWC going to avoid an injunction against the realignment plans you are briefing everyone and the legal bill, for all of us, when Peterson heads back to the Virginia Supreme Court citing CB Hylton Vs. PWC?
   Coordination with landowners where the roadway concept requires land acquisition is on-going.

Comment A-6
Commenters: Russ and Alena Smith

Comment:
My spouse and I strongly support this study. We were extremely disappointed that the Van Buren extension was not funded in the recent Prince William County road bond. We live in Montclair, and the through traffic from I95 bailout has reached a breaking point.

While we understand this study is needed to apply for federal funding, we regret state or local funding has not been applied to this project to date.

Again, we fully support this study and hope the Van Buren Extension becomes a reality soonest.

Response:
Your comment has been noted and thank you for your support.

Comment A-7
Commenter: Tommy Esquina

Comment:
Do the plans include building Van Buren as close to I95 as possible so the natural sound and security border in Four Seasons is not negatively impacted?

Would the county build a buffer / sound barrier wall for a mile that is closest to Four Seasons?

Response:
The preliminary design of Van Buren Road has the alignment of the road directly adjacent to I-95 to keep noise and vehicles as far away from residential communities as possible.

A preliminary noise analysis was conducted to determine if noise walls were warranted, reasonable, and feasible along the project alignment. The results indicate that a noise barrier is warranted for 3 of the receptors, however construction of such noise barriers was determined to not be feasible. They were determined to not be feasible as the noise wall would block the nature path and to accommodate the nature path a break in the noise wall would be required thus negating the noise reduction qualities of the noise wall. It can be noted that per the preliminary noise analysis the impacted locations were along the nature/recreational trail and not within the residential portion of the Four Seasons development. There were no impacted noise receptors noted at any residences in Four Seasons. A more detailed review and analysis will be conducted during the final design and construction of Van Buren Road to determine if noise walls are necessary.

Comment A-8
Commenter: Noel Dillard

Comment:
Good afternoon,

I do intend on attending the 8/22 virtual meeting, however, in regard to the Van Buren extension off Rte 234 in Dumfries:

p;(essentially a dead end)? (Already concerns about traffic from current shopping center and the up coming church and other shopping center). And concerns with the traffic overflow running through Forest Park community (cause increased traffic and speeding throughout the community in order to go around traffic).

* is there a plan to put a light at the intersection of Van Buren and where Holiday Inn is on 234?

The increase traffic-especially as marketing it as an alternative to 95 and Rte1 will be intense. Possible that Route 1 will back up, Mine Road will back up and Van Buren will back up due to that traffic flow, which will cause an issue for 234 through traffic.

Additionally, has there been given any thought as to how this project will be affected or affect the casino project and traffic from that? Also my understanding that there will be a traffic circle coming into Triangle/Dumfries to "assist" with the traffic flow from the casino. I am not sure how that works but that traffic circle will also impact traffic on connected projects, such as this one.

Note: every avenue from Cardinal is a through street and therefore the risk of additional backups would probably be minimal. Unlike Van Buren that ends in a dead end with houses and communities at the end of it.

Any information you could provide on these items would be greatly appreciated.

Response:
* what plans will be put in place to minimize traffic that continues on Van Buren down to Mine Road (essentially a dead end)? (Already concerns about traffic from current shopping center and the upcoming church and other shopping center). And concerns with the traffic overflow running through

Forest Park community (cause increased traffic and speeding throughout the community in order to go around traffic).
The traffic pattern that currently exists with Mine Road (the southern portion of Van Buren Road) is not negatively impacted with the extension of Van Buren Road from Cardinal Drive to Route 234. A traffic analysis has been completed with the NEPA investigations and the results do not show undesirable conditions at this location.

* is there a plan to put a light at the intersection of Van Buren and where Holiday Inn is on 234?
This NEPA document does not consider improvements to this intersection. Another study by the County or VDOT, under a future task, could address this intersection if warranted.

The increase traffic-especially as marketing it as an alternative to 95 and Rte1 will be intense. Possible that Route 1 will back up, Mine Road will back up and Van Buren will back up due to that traffic flow, which will cause an issue for 234 through traffic.
The traffic analysis completed with the NEPA document concluded that the implementation of Van Buren Road improves traffic congestion on the surrounding roadway network. This type of traffic study analyzes the roadway network in the 2040 future year, and in general showed improved levels of service at Van Buren Road and the adjacent network. The purpose of this approach is to ensure that the adjacent network does not degrade significantly due to the subject project. It's acknowledged this is a heavily traveled corridor, and thus the County has identified this project as an improvement which will benefit the nearby roadway network.

Additionally, has there been given any thought as to how this project will be affected or affect the casino project and traffic from that? Also my understanding that there will be a traffic circle coming into Triangle/Dumfries to "assist" with the traffic flow from the casino. I am not sure how that works but that traffic circle will also impact traffic on connected projects, such as this one.
The traffic roundabout project and the casino project noted was not directly considered as part of this project, as this infrastructure is well outside the project limits. However, the County traffic model was used which does incorporate nearby traffic patterns, volumes, and development, which would indirectly be incorporated with the traffic modeling effort for Van Buren Road.

Note: every avenue from Cardinal is a through street and therefore the risk of additional backups would probably be minimal. Unlike Van Buren that ends in a dead end with houses and communities at the end of it.
This has been acknowledged and considered with the analysis of the improvement.

Comment A-9
Commenter: Daniel Beattie

Comment:
Please add these comments to the public record of comments. If Van Buren is extended between Cardinal Drive and RT 234, stop lights need to be added at several points along Cardinal Dr, notably at the intersection with Bushey Drive. New development are burgeoning off Bushey and the road across the street to the south. It is nearly impossible to turn and cross traffic at this intersection. Several accidents take place. Traffic on Cardinal is incredibly fast and turning at this intersection is dangerous. Adding new traffic on Van Buren will increase the safety hazards to those turning off/on Cardinal Drive. I

also hope folks are planning to increase turning lane capacity to get from Dale onto Benita Fitzgerald, which extends and becomes Van Buren.

Response:
The intersection of Bushey Drive and Cardinal Drive as well as Dale Boulevard are outside the Van Buren Road North Extension Project limits. Currently the NEPA Environmental study for Van Buren Road is the primary focus of this project. The transportation improvements listed above are outside of this project's scope, however it is possible that these other improvements could be investigated under a separate task.

Comment A-10
Commenter: Miles Carlson

Comment:
Dear Ms. Djouharian,

Thank you for your response concerning milestones for the Van Buren Road EA. I have been out of the country, recently returned and now have a question for you.

In a June 23 message from D. Shikurye, we were provided a list of milestones running through Item 13, FONSI Submittal, July 18, 2022.

In your message you reference "number 16 on the milestone" You may imagine my confusion: if 16 items, then what are 13, 14 and 15? Please clarify the schedule.

Additionally, defining a FONSI as the intended result of the EA process seems to presume an outcome that cannot be predicted this far in advance. The EA process should follow the data, letting the chips fall where they may at the end of the study: FONSI or EIS. I would hope that Dewberry has not been contracted only to produce a FONSI. The length of the study--18 months--is well beyond the usual timeframe of 12 months or less, suggesting a much more complicated situation under study, with which we'd agree.

Finally, it would seem that a FONSI can be signed by your department (assuming you are the decision-maker) without any further action, funding or otherwise. Hence my confusion over your concluding statement: "We cannot proceed with the FONSI submittal until the funding is determined." Does this mean that the decision is not within PWC Department of Transportation? Who is the decision-maker? Why wait for funding to conclude the study; this only adds years to the process and risks losing the viability of the study along the way.

Should be an interesting meeting this Thursday.

Thank you for your consideration and response, clarifying these concerns.

Response:
Dear Ms. Djouharian,

Thank you for your response concerning milestones for the Van Buren Road EA. I have been out of the country, recently returned and now have a question for you.

In a June 23 message from D. Shikurye, we were provided a list of milestones running through Item 13, FONSI Submittal, July 18, 2022.

In your message you reference "number 16 on the milestone" You may imagine my confusion: if 16 items, then what are 13, 14 and 15? Please clarify the schedule.
There appears to have been an error and rather there are only 12 milestones, not 16 (please see list below). Milestone 12 is the FONSI submittal on July 18th, 2022. This schedule is current but preliminary at this time and subject to change.

1.	NEPA Concurrence Form Submittal:	January 15, 2021
2.	Complete Critical Field Surveys:	January 29, 2021
3.	Complete Concept Level Design (1 Alternative):	July 1, 2021
4.	Public Information Meeting	July 22, 2021 (7:00-9:00pm)
5.	Draft EA: Purpose and Need Submittal	April 26, 2021
6.	Draft EA: Alternatives Analysis Submittal	May 28, 2021
7.	Draft EA: Environmental Consequences, Comments, and Coordination	August 30, 2021
8.	Complete Preliminary Design (1 Alternative) Part 1:	February 22, 2022
9.	Hold Location and Design Public Hearing:	March 10, 2022
10.	Complete Preliminary Design (1 Alternative) Part 2:	May 31, 2022
11.	Final EA submittal:	June 13, 2022
12.	FONSI Submittal:	July 18, 2022

Additionally, defining a FONSI as the intended result of the EA process seems to presume an outcome that cannot be predicted this far in advance. The EA process should follow the data, letting the chips fall where they may at the end of the study: FONSI or EIS. I would hope that Dewberry has not been contracted only to produce a FONSI. The length of the study--18 months--is well beyond the usual timeframe of 12 months or less, suggesting a much more complicated situation under study, with which we'd agree.

Finally, it would seem that a FONSI can be signed by your department (assuming you are the decision-maker) without any further action, funding or otherwise. Hence my confusion over your concluding statement: "We cannot proceed with the FONSI submittal until the funding is determined." Does this mean that the decision is not within PWC Department of Transportation? Who is the decision-maker? Why wait for funding to conclude the study; this only adds years to the process and risks losing the viability of the study along the way.
In anticipation of obtaining federal funding for the Van Buren Road North Extension project, the County is following the NEPA process for project impact analysis. Federal funding is the trigger to conduct project documentation under NEPA. This process involves public input, addresses the project purpose and need, as well as environmental, social, and economic impacts.

This project appears to qualify for an Environmental Assessment (EA) NEPA document, which involves project scoping and solicitation of comments from federal, state, and local resource agencies from a wide variety of interests. An assessment of alternative alignments, impacts, and public input is included in the earliest stages of project review. The preparation of the future Draft EA also includes numerous field studies and surveys. These on-going studies and agency scoping comments contribute to the impacts analysis into the Draft EA document. While we are conducting studies and compiling the Draft EA we will utilize the upcoming Public Information Meeting to collect comments from the public on the project and alignment options.

Comments from the Public Involvement Meeting incorporated as appropriate into the future Draft EA NEPA document, and transmitted to VDOT and FHWA for comment and typically, but not always, approval and additional Public Involvement.

Only after the Public Involvement and after federal funds are allocated, a Finding of No Significant Impact (FONSI) *may* be authorized by the FHWA. As noted, this process is not guaranteed, and is contingent upon input from numerous agencies in addition to the public, and only with federal funding and FHWA approval of the NEPA process will they issue a finding /FONSI.

In regards to the decision making agency on the project, VDOT and FHWA have the final approval after federal funding is allocated to the project, and approvals can proceed under NEPA. Per the guidance of FHWA, in order to issue a FONSI, the funding for the next phase of the project must be included in the Transportation Improvement Plan (TIP) and the Statewide Transportation Improvement Program (STIP), and the project must be incorporated into the Regional Air Quality Model to assure air quality compliance.

Comment A-11
Commenter: Julius Serrano

Comment:
Dear Ms. Djouharian,

We are residents in the Cardinal Grove subdivision. Our backyard will border the proposed road, since our house is on Fledgling Cir.

We have two small children under the age of 6. We are concerned for their safety if Van Buren Rd. is extended.

Will PWC DOT erect a concrete sound wall barrier along the proposed path? Cars can easily drive off the road and can eventually end up on our property.

Will trees be added & replaced? The few mature trees we have around the area should be protected. What about noise pollution?

What will the speed limit be? Are speed humps being considered?

Thank you!

Response:
Dear Ms. Djouharian,

We are residents in the Cardinal Grove subdivision. Our backyard will border the proposed road, since our house is on Fledgling Cir.

We have two small children under the age of 6. We are concerned for their safety if Van Buren Rd. is extended.

Will PWC DOT erect a concrete sound wall barrier along the proposed path? Cars can easily drive off the road and can eventually end up on our property. Will trees be added & replaced? The few mature trees we have around the area should be protected. What about noise pollution?
A preliminary noise analysis was conducted to determine if noise walls were warranted, reasonable, and feasible along the project alignment. The results indicate that noise barriers are not warranted or feasible within the Cardinal Grove subdivision and are currently not included with the project. A more detailed review and analysis will be conducted during the final design and construction of Van Buren Road to determine if noise walls are necessary. The NEPA study requires office research and field investigations to assess environmental impact and utilizes that information to minimize disturbed areas. Many investigations have been conducted to date, and more are scheduled to occur. A preliminary air and noise analysis was conducted.

What will the speed limit be? Are speed humps being considered?
The design speed of Van Buren Road is currently set at 40 mph and will be signed at 40 mph or 35 mph (to be determined). Prince William County is currently performing the environmental investigations phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Van Buren Road doesn't qualify for speed humps under the County's Residential Traffic Management Guide which states that the only eligible streets that can have speed humps are local residential 2-lane streets with a posted speed limit of 25 mph or less.

Comment A-12
Commenter: Monique Chouraeshkenazi

Comment:
Good Evening Ms. Djouharian,

My name is Monique Chouraeshkenazi and I am a resident of the Cardinal Grove community at 3304 Soaring Circle.

This is my official statement that I oppose the extension of Van Buren road. I believe the extension will significantly reduce the value of the homes in this community. Additionally, having increased traffic and speed could affect our safety.

If you have any questions/concerns, or if my message is to be directed to another representative, please do not hesitate to contact me.

Thank you for your time.
Take care,

Response:

The Prince William County Department of Transportation does not determine or comment on home values which may be affected by the implementation of a roadway improvement. Van Buren Road is currently being conceptually designed, and ultimately will be final designed, as a collector roadway to connect the community with motorized travel and alternative methods (i.e. biking and walking). Safety will be a main criterion in designing this roadway, especially in the Cardinal Grove community where the roadway is in close proximity to existing homes.

Comment A-13
Commenter: Tracy Eicher

Comment:

From comment sheet –
Do you support the alignment as shown? No

I am very much opposed, I would like to see the funding used to improve existing roads and the safety of PWC citizens. Speeding on 234 and running red lights is dangerous and should be addressed.

Would you like to provide any input or recommendations regarding the Environmental Study being performed for the project? Yes

The limited traffic study did not provide evidence that this road is necessary, I would like to know how this project will improve PWC. I am very much interested in reviewing the funding reports and to see how the funds have already been spent.

In your opinion, does the project meet the needs of the community? No

There did not seem to be any evidence that this road extension would help anyone but the people who get money from their property rights. There was no clear objectives to this project presented. It was noted that the intent was not to alleviate traffic from I95 nor to take away from the express land traffic.

Do you have any specific concerns regarding the proposed project? Yes

Noise in my community, security in my community and the nature trail in my community. Also traffic cutting through from I95 is very real probability which would cause more traffic problems.

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

I believe the Cardinal Drive Community is opposed to this project as well as the Four Seasons Community. This project will increase noise levels and be a safety hazard. Funding for the study should be used for other road improvements which are much needed in PWC

Response:

From comment sheet –
Do you support the alignment as shown? No

I am very much opposed, I would like to see the funding used to improve existing roads and the safety of PWC citizens. Speeding on 234 and running red lights is dangerous and should be addressed.

Would you like to provide any input or recommendations regarding the Environmental Study being performed for the project? Yes

The limited traffic study did not provide evidence that this road is necessary, I would like to know how this project will improve PWC. I am very much interested in reviewing the funding reports and to see how the funds have already been spent.

Please see page 461 in the following Transportation Capital Improvement Program Document: https://www.pwcva.gov/assets/2021-06/aFY22--16--CIP06--Transportation.pdf

In your opinion, does the project meet the needs of the community? No

There did not seem to be any evidence that this road extension would help anyone but the people who get money from their property rights. There was no clear abjectives to this project presented. It was noted that the intent was not to alleviate traffic from I95 nor to take away from the express land traffic.

Do you have any specific concerns regarding the proposed project? Yes

Noise in my community, security in my community and the nature trail in my community. Also traffic cutting through from I95 is very real probability which would cause more traffic problems.

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

I believe the Cardinal Drive Community is opposed to this project as well as the Four Seasons Community. This project will increase noise levels and be a safety hazard. Funding for the study should be used for other road improvements which are much needed in PWC
The NEPA Environmental Assessment currently underway considers the purpose, need, and objectives for the project, and is detailed in one of the first sections of the document. The road is being considered to relieve congestion for local traffic for the north-south corridor adjacent to I-95 and Route 1, enhance mobility within the community, include new pedestrian facilities, and improve roadway safety. It has been identified in the County's Comprehensive Plan as a transportation improvement project that will benefit the overall transportation network within the County. The preliminary design of Van Buren Road locates the alignment of the road directly adjacent to I-95 to keep noise and vehicles as far away from residential communities as possible. The safety of the community is of the utmost importance.

Comment A-14
Commenter: Amber Hudson

Comment:
Good morning-

Thank you for the information session that was held yesterday. As a resident of Cardinal Grove I have concerns regarding the non- residents on the two neighborhoods traveling thru. I think the people that pay to live there deserve the accessibility. Traffic from the highway cause great concerns for this who lice closer to Van Buren and we have children who frequent the playgrounds in front of the community, those who walks and walk their dog's. This seems unsafe with so much potential increasing traffic.

I think highway traffic/ genera traffic should use route 1 or the highway itself to travel.

The Van Buren road should be built to connect to Cardinal and route 234 but only for the residents of the two neighborhoods.

This can be managed by making the current neighborhoods gated communities.

Thank you for your time

Response:
The proposed purpose for Van Buren Road, as outlined with the County's Comprehensive Plan, is to provide a public collector roadway which would connect Route 234 and Cardinal Drive. By making these neighborhoods gated communities and thus cutting off general through traffic on future Van Buren Road, the road would no longer serve as a public roadway.

Comment A-15
Commenter: (email) natalia_jorge@yahoo.com

Comment:
Good evening,

I am wondering what are you all considering for us families that have small children. You know how often car accidents happen and on top of that there is not going to be restrictions on trucks. Also some families do not even have fences for their backyards. This is outrageous, the children need to be safe and anything can happen with a road right behind our houses.

You guys did not take into consideration of any of us families who have lived in the community for years now. This has become an inconvenience to some of us who may now have to find a new place to live to feel and be safe.

Response:
Prince William County is currently performing the environmental investigations phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. The construction of the roadway is not determined at this time. Van Buren Road has been incorporated in the County's Comprehensive Plan, and thus the process of implementing this project is starting with the NEPA Documentation phase.

The County wishes to receive feedback from those citizens through public information meetings, and ultimately the upcoming NEPA Public Hearing. The ultimate goal is to develop a project that provides the most benefit for the citizens of Prince William County.

Comment A-16
Commenter: Eric Fagerholm

Comment:
I fully support the Van Buren extension.

Thanks,

Response:
Thank you for your support for the project, and this is noted.

Comment A-17
Commenter: Michael Balderman

Comment:
Ms. Djouharian,

I participated in the Van Buren Road Extension briefing last Thursday evening. To be honest I had not heard about this project until a month ago and only then because we have several friends in the Four Seasons development. After listening to the presentation and responses to numerous questions, I find myself very frustrated by the lack of background information concerning this project. I am hoping that you will be able to direct me to the appropriate locations to find this information.

1. It was stated several times during the meeting that the slides would be posted on the Prince William County Transportation Department web site. I spent quite a bit of time looking, but have not been able to locate them. Can you direct me to the appropriate web page?

2. It was also stated that the Q&A would be posted. Where can I find them?

3. It was stated several times in the briefing that this project was proposed sometime before 2015 and contained in the county's Master Plan. I could only find the current Master Plan on the website, but it provided no background on the project. I am looking for information that explains who came up with the idea for this project and the supporting information/traffic study that indicated it would alleviate congestion or meet some type of transportation need.

4. Several times it was alluded to that a partial traffic study had been completed. Is that traffic study available and if so, where can I find it?

5. The presentation also stated that comments could be submitted prior to 5 August. The web site that was provided was the Department of Transportation website, but I could find no place to submit comments. Can you please help.

6. I could find no reference to the projected cost of this project. Where can I find that?

As you can probably gather, I am not a proponent for this project. I have been a resident of Montclair for more than 30 years and see this project as creating far more problems than any it could possibly solve. My primary concern is that this extension will simply be used as an alternate route for I-95 traffic who will exit at Dale City and use this to bypass backups down to Route 234. I am especially concerned about the impact for the intersection of Van Buren and Route 234. Within the last few years this intersection has seen the development of a shopping center which includes a Chick-fil-A restaurant which causes backups into the surrounding roads, as well as the military Dumfries Health Center which adds to traffic. A new housing community is being built adjacent to the intersection. In addition, a new shopping center and church are being constructed which will add to the traffic woes. Finally, this intersection is within a few hundred feet of the exit and entrance ramps between 234 and I-95. To me this is going to lead to grid lock.

I would greatly appreciate your help in obtaining the information I am looking for and look forward to your response.

Thank you.

Response:

1. It was stated several times during the meeting that the slides would be posted on the Prince William County Transportation Department web site. I spent quite a bit of time looking, but have not been able to locate them. Can you direct me to the appropriate web page?

The presentation is available at the following link:

https://www.pwcva.gov/assets/2021-07/Van%20Buren%20Presentation.pdf

The link can be found by clicking "Read More" under the "Current Road Projects" on the Prince William County Department of Transportation home webpage. Once on this page please scroll down to the "Van Buren Road Environmental Study". The last link within this section contains the PowerPoint presentation in PDF format.

2. It was also stated that the Q&A would be posted. Where can I find them?

The Q&A will be posted in August to the Prince William County Department of Transportation webpage.

3. It was stated several times in the briefing that this project was proposed sometime before 2015 and contained in the county's Master Plan. I could only find the current Master Plan on the website, but it provided no background on the project. I am looking for information that explains who came up with the idea for this project and the supporting information/traffic study that indicated it would alleviate congestion or meet some type of transportation need.

The Van Buren Road Project has been in the County's Comprehensive Plan since the early 1980's. Information regarding the background of the project and supporting documentation/traffic study information will be made available to the public as an Appendix to the NEPA Environmental Assessment once the document is finalized.

4. Several times it was alluded to that a partial traffic study had been completed. Is that traffic study available and if so, where can I find it?
A preliminary traffic study has been completed and will be made available to the public as an Appendix to the NEPA Environmental Assessment once the document is finalized.

5. The presentation also stated that comments could be submitted prior to 5 August. The web site that was provided was the Department of Transportation website, but I could find no place to submit comments. Can you please help.
Comments can be submitted to Sherry Djouharian using the following comment sheet at the below link.

https://www.pwcva.gov/assets/2021-07/Comment%20Sheet%20Virtual%20PIM%20on%20Van%20Buren%20Road%20North%20extension%20alignment%20and%20Environmental%20Study.pdf

6. I could find no reference to the projected cost of this project. Where can I find that?
A project cost estimate will be completed at a later date as part of the NEPA investigations, but only after public comment has been incorporated and environmental findings are documented, which will inform the preferred alignment to be considered for the project cost estimate. The cost of the current NEPA project and its funding sources can be found at the below link on page 461.

https://www.pwcva.gov/assets/2021-06/aFY22--16--CIP06--Transportation.pdf

Comment A-18
Commenter: William May

Comment:
I live in Four Seasons at Historic Virginia. I am very much AGAINST the Van Buren Road extension due to the increased traffic congestion it would bring to the Route 234 and Van Buren Road intersection.

Traffic at this intersection going toward I-95 is already backed up 2-3 signals of the traffic light - it is worse at the rush hours. And the new church and shopping center being built near this intersection will make the backup worse. In short, the Van Buren Road extension will create a traffic nightmare.

Response:
Your comment has been noted. During the final design of the roadway a more detailed traffic analysis will be conducted to study and optimize traffic with the project implemented, including traffic along Route 234.

Comment A-19
Commenter: Jo Lynn Arnold

Comment:
Some questions:

1. How will we know how close clearing will come to our property line?
2. And how soon can we find that out?

3. Has the latest route for the road been approved? This is, I think, the 4th or 5th version of the route. We much prefer this latest version because it is furthest from our neighborhood.
4. What will or can you do to address noise issues and how long will it take to address the noise? My understanding is that we have to wait until the road is built and then, if we complain, they will do tests to see how load the noise and then maybe they will do some sort effort to address it. 95 is already too loud in our neighborhood and we would like to see that addressed now.
5. Since they have approved the widening of Route 1 at the intersection of Route 1 and 234, and we are now being told that Van Buren Rd Extension is not intended to relieve traffic from Rt 1 or 95, then why do we need it? I don't think we do. We were originally told that it was to relieve traffic on Rt 1 and 95.

Follow up comment/question (separate email):

I was just reviewing the ppt presentation on the VBR Extension, because I unfortunately wasn't able to view the live presentation, and I have a question. What does this statement from the presentation mean: "Results of the report indicate that warranted noise barriers identified in the study do not meet the feasibility criteria, per FHWA guidelines."

It sounds like the study found that noise barriers are warranted but somehow don't meet some feasibility criteria. So what does that mean? I'm very concerned about the noise and would like to understand what this means for those of us that live near the proposed road.

<u>Response:</u>

1. How will we know how close clearing will come to our property line?
2. And how soon can we find that out?

   The purpose of the project at this time is a NEPA environmental investigation only. Clearing limits will be determined during final design which has not yet been approved or scheduled.
3. Has the latest route for the road been approved? This is, I think, the 4th or 5th version of the route. We much prefer this latest version because it is furthest from our neighborhood.

   This route has not yet been approved. At this time this is an NEPA environmental investigation only and the final roadway alignment will be determined during final design.
4. What will or can you do to address noise issues and how long will it take to address the noise? My understanding is that we have to wait until the road is built and then, if we complain, they will do tests to see how load the noise and then maybe they will do some sort effort to address it. 95 is already too loud in our neighborhood and we would like to see that addressed now.

   A preliminary noise analysis was conducted to determine if noise walls were warranted, reasonable, and feasible along the project alignment. The results indicate that a noise barrier is warranted for 3 of the receptors, however construction of such noise barriers was determined to not be feasible. They were determined to not be feasible as the noise wall would block the nature path and to accommodate the nature path a break in the noise wall would be required thus negating the noise reduction qualities of the noise wall. It can be noted that per the preliminary noise analysis the impacted locations were along the nature/recreational trail and not within the residential portion of the Four Seasons development. There were no impacted

noise receptors within the Four Seasons residences. The conceptual alignment currently under consideration has maximized the separation between the Four Seasons community and proposed Van Buren Road, in order to minimize noise impacts. A more detailed review and analysis will be conducted during the final design and construction of Van Buren Road to determine if noise walls are necessary.

5. Since they have approved the widening of Route 1 at the intersection of Route 1 and 234, and we are now being told that Van Buren Rd Extension is not intended to relieve traffic from Rt 1 or 95, then why do we need it? I don't think we do. We were originally told that it was to relieve traffic on Rt 1 and 95.
   The road is being considered to relieve local traffic congestion for the north-south corridor adjacent to I-95 and Route 1, enhance mobility within the community, include new pedestrian facilities, and improve roadway safety.

Comment A-20
Commenters: Barbara and Bill Binney

Comment:
Van Buren Road North Extension PIM Comments

Please do not proceed with the Van Buren Road project. Extending the road will impact the quality of life and property values of the residents of Four Seasons Community.

We have been residents of Prince William County for over 16 years. Four Seasons is a lovely 55 plus community offering many amenities and activities to keep us healthy and active.

We are disappointed to learn of various projects proposed around a 4 mile radius of our community. All of these projects increase traffic and impact air quality and the environment. It appears these projects are considered individually without any consideration for other current on-going and proposed commercial construction projects and road projects. For example, there is the on-going Grace Church construction and the adjacent shopping center, the proposed Colonial Downs Gaming facility at the land fill, or Barrie Peterson – Southgate Business Center adjacent to the east side of Four Seasons.

Question – How can these various projects be approved if it's only based on current conditions while not considering proposed projects in the pipeline?

Van Buren Road Project

Van Buren Road (VBR) Project is estimated at $350 million for 2.7 miles of road and bridge work. This is about $118 million per mile. That is an absolutely unbelievable price tag for this project at the expense of the impact on the local neighborhoods.

With over 800 homes in Four Seasons Community, we, seniors, pay much in taxes and take little in government services. This road project would diminish our community's land, safety, security and our home values.

Other local communities are voicing their concerns. Some Montclair residents would find the Van Buren Road extension a welcome change to reduce the through traffic in their community. We understand,

that decades ago Montclair community released their roads from privately maintained to public roads maintained by the county which opened their roads to the public. Even though Montclair loathes the through traffic, they did benefit by not having to maintain the expense of their community roads.

Whether there is Van Buren extension or not, Four Seasons' roads would remain privately maintained.

The County's July 22, 2021 presentation did not address the traffic issues on 234 or Cardinal Drive except to say that it would be studied later, and that one of the purposes of VBR was to relieve traffic congestion.

They did not fully address:

- How residents of Copper Mill Estates could safely enter and exit their community;
- The heavy truck traffic that would go right through the Cardinal Grove community; and
- The traffic on Cardinal Drive, Benita Fitzgerald or Dale Blvd. or near Fannie Fitzgerald school.

In the past we were told that one of the reasons for the road is to relieve traffic on 95 and Rt 1. Recently, it was stated that was not the purpose. Interesting because many of us have pointed out that Route 1 is being widened and I 95 HOT lanes are being extended South.

In addition to the increased traffic, there are environmental concerns. There will be further displacement and destruction of wooded area for wildlife. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that help with air quality and noise abatement in this area, would be removed when the road is built.

Barrie Peterson – Southgate Business Center

Our backyard in Four Seasons is about ¼ mile from the truck rest stop and adjacent to proposed Southgate Business Center development. We already hear the noise from I-95. Apparently, any type of barrier wall to reduce the traffic noise would not even be considered in our area because of the Southgate Business Center Development.

Question – Where can we submit our concerns about the Southgate Business Development to ensure the developer will consider our suggestions how to best create some security features from their land to Four Seasons?

In closing, Four Seasons would not receive any benefit from the road project. We appreciate your time to review our concerns and answer our questions.

Response:

Question – How can these various projects be approved if it's only based on current conditions while not considering proposed projects in the pipeline?

Prince William County is currently performing the environmental investigations phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. The construction of the roadway is not determined or approved at this time. Van Buren Road has been incorporated in the County's Comprehensive Plan as have other

transportation projects, and thus the process of implementing this project is starting with the NEPA Documentation phase.

Question – Where can we submit our concerns about the Southgate Business Development to ensure the developer will consider our suggestions how to best create some security features from their land to Four Seasons?
The Southgate Business Development is not included within the scope of this project. Please contact Supervisor Bailey with your concerns about this development.

Comment A-21
Commenter: Tom Michaelman

Comment:
I was surprised that the safety of Four Seasons residents was not brought up at the virtual meeting. Four Seasons is 18 years old. The last houses were built a decade ago.

Up until the present we have had no residents mugged or raped. We have over 50 vulnerable women living alone.

The reason we have had no incidents to date is that anyone coming into or leaving must pass the cameras at our front gate. In addition, our senior women can call 911 and it is likely that these criminals can be stopped by the police before leaving the front gate.

Many of our older women have been widowed since joining our community.

If either the Peterson Van Buren Road or the planned County Van Buren 4 lane road is built, criminals can use the road to drive close to our community on the access road, park there and enter on foot close to our houses, commit a crime and escape out. This makes our senior women vulnerable.

It very well could happen. Would anyone at the county put their mother in such danger? Abandon your plans immediately!! Senior citizens should not have to worry that this could happen.

Response:
The Van Buren Road North Extension Project has taken community safety and environmental wellbeing into consideration during this planning phase of the project. This current phase only addresses the environmental investigation, which do include social aspects and community access. Final design of the roadway is not currently determined, where safety/access measures can be considered and implemented as needed.

Comment A-22
Commenter: Miles Carlson

Comment:
Dear Ms. Djouharian,

Thank you for this opportunity (as required by the CEQ) to comment on the July 22 PIM. The Comment Sheet provided during the PIM is awkward for my rather extensive comments, so please accept this email when answering each of the comments/concerns.

1. Project purpose #1 includes extending Van Buren Road (VBR) from Route 234 to Cardinal Drive. This implies that VBR has been intended—for some unknown length of time—to run from Mine Road to Benita Fitzgerald. Question: how long has this been intended? Prior to the development of Four Seasons (FSHV) and/or Cardinal Grove residential neighborhoods? Mr. Canizales suggested that it became a 4-lane proposal in the Comprehensive Plan prior to 2010 and he would confirm for us. If known that long ago, the land developers did not reveal this proposal to the original home buyers; not your problem but understandably concerning to the homeowners who may feel misled. I also heard during the Q&A that more analysis for Cardinal Grove would be done during the design after the EA; isn't that too late?

2. At the beginning of the PIM Q&A, we were told that the EA is at the feasibility stage of development, basically addressing only alignment. A Citizens Guide to NEPA (p. 11) states that an EA should include alternative courses of action as well as the environmental impacts of the proposed action and alternatives. Question: were alternative alignments addressed? If so, their dismissal would be informative.

3. Overall, the lack of traffic information, both current and projected, is troubling. During the Q&A I heard "don't worry, it's coming." Question: If a purpose is to "Provide traffic relief" then what is the traffic to be relieved?

4. Project purpose #2 includes: "Provide traffic congestion relief with the north-south alternative route within the busy I-95 and Route 1 corridor." During the Q&A I heard "this is a secondary road and has nothing to do with I-95" (paraphrase Mr. Canizales) and "this is a PWC project" and would not address I-95 or Route 1. Question: doesn't this fly in the face of the stated project purpose?

5. We were told that VBR would be a public road with no restrictions to trucking to allow in/out traffic to businesses. Observation: there are no businesses in this project area. Question: what businesses are being studied for their traffic impacts? You can't ignore them.

6. As much "traffic congestion…within the busy I-95 and Route 1 corridor" is due to trucks—large and small—it is logical to see them using this new route from Dale Blvd to Mine Rd, not only for to-be-identified new businesses but also for some of them to avoid the truck scales. At the end of the Q&A, we were told that such traffic was not considered but is inevitable. Question: how will you address these consequences?

7. Project purpose #3 includes: "Enhance mobility within community schools, churches, parks, and shopping." There are none of those activities currently within or proposed within the immediate project area and yet the EA is limited to a single alignment within the project area. Question: Which schools, churches, parks, and shopping are to gain enhanced mobility?

8. Project purpose #4 includes: "Include pedestrian facilities as an alternative transportation method." This apparently does not mean exercising but walking and biking for purposes of school, church, recreation and shopping. Question: with no such facilities in the project area, is this really the

intended purpose? Or is the impact area much larger than portrayed in order to include the named activities?

9. Project purpose #5 includes: "Improve roadway safety with current design standards." Question: Because you wouldn't design/build a road to other than current standards and as this road doesn't exist, how will its construction improve safety? Will current standards be applied to the existing roads to improve safety? Otherwise, VBR would be a standalone safety item in an area where no danger exists because there is no road.

10. Question: while the purposes of the proposal may be bit unclear, the need for the project is even less so. Please define the need.

11. Question: did you consider alternative routing and what considerations led to their dismissal for further study?

12. While you have not addressed the nature of business development in the project area, the land is zoned M2, allowing 24/7 industrial activity adjacent to mixed-generational residential areas. This project will clearly open the land for industrial development and its heavy truck traffic. Question: how will you address/mitigate the very real impacts from noise, light, vehicle exhaust and diesel engines idling for hours at a time?

13. Question: when will we see design features to safely move children and adults across VBR within Cardinal Grove?

14. The PIM addressed NEPA studies completed, including "Habitat Assessment for Threatened and Endangered Plant Species. Question: were studies conducted for T&E bird and animal species?

15. The PIM also noted "Wetland and Waters Delineation, and an Approved Jurisdictional Determination for the Army Corps of Engineers." Question: What does this mean? Are there identified wetlands? Are mitigations required? Did the CoE cede its authority to PWC?

16. There are at least three water courses in the project area, including at least one requiring a bridge. Question: how large are the culverts required for the other two crossings?

17. PIM slide states "The bridge would result in a rise in the floodplain water surface elevation. No impacts to the floodplain are anticipated." Question: What does the FIRM show for the project area? How can the water surface rise without impacting the floodplain?

18. Question: Are there known/identified Civil War or Native American sites in the area? Will a search be conducted for such?

19. A Citizens Guide to NEPA dated January 2021 (p. 10) states: "The EA is a concise public document to aid an agency's compliance with NEPA and support its determination whether to prepare an EIS…or a finding of no significant impact (FONSI)…Agencies must complete EAs within one year of the agency decision to prepare an EA…" Question: Have you already determined that the outcome will be a FONSI? And, why is it taking so much longer than a year? Looks more like an EIS is required for a study of this length.

20. 40 CFR 1508.1(g) states "Effects or impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives." I believe there are many to-be-addressed effects not yet identified that are "farther removed in distance from the proposed action or alternatives" from beyond Mine Road and Dale Boulevard. Question: how will you address that?

21. 40 CFR 1508.1(g) states "Effects [of the proposed action] include ecological…aesthetic, historic, cultural, economic…social, or health effects…" Question: when will we see those effects addressed?

22. During the PIM Q&A, it was stated that trees would be planted to mitigate noise impacts and that tree removal would be avoided where possible. Question: how wide should the tree buffer be to satisfactorily mitigate the added noise from new/closer traffic and existing traffic (once trees are removed)? Surely, a 50 foot buffer is not enough, particularly if deciduous trees are used as the buffer.

23. One of the effects that should be studied is economic. Canizales said, during Q&A, that the economic impact on property values is not considered by PWC DoT. Question: who considers this valid impact?

24. Question: What and why is the Access Road from Old Bridge to new VBR?

25. Finally, is that a picture of Mr. Canizales on your website?

Response:

1. Project purpose #1 includes extending Van Buren Road (VBR) from Route 234 to Cardinal Drive. This implies that VBR has been intended—for some unknown length of time—to run from Mine Road to Benita Fitzgerald. Question: how long has this been intended? Prior to the development of Four Seasons (FSHV) and/or Cardinal Grove residential neighborhoods? Mr. Canizales suggested that it became a 4-lane proposal in the Comprehensive Plan prior to 2010 and he would confirm for us. If known that long ago, the land developers did not reveal this proposal to the original home buyers; not your problem but understandably concerning to the homeowners who may feel misled. I also heard during the Q&A that more analysis for Cardinal Grove would be done during the design after the EA; isn't that too late?
Van Buren Road has been I the County Comprehensive Plan since the early 1980s. Further analysis for Cardinal Grove may be completed once the final design for Van Buren Road is approved. This will not be too late as the current project only involves the Environmental Investigation and final design allows for flexibility in the road configuration.

2. At the beginning of the PIM Q&A, we were told that the EA is at the feasibility stage of development, basically addressing only alignment. A Citizens Guide to NEPA (p. 11) states that an EA should include alternative courses of action as well as the environmental impacts of the proposed action and alternatives. Question: were alternative alignments addressed? If so, their dismissal would be informative.
Three alignments were considered for the project. These alignments were called;

1. "Eastern Alignment" (alignment chosen)
2. "Western Alignment"

3. "Middle Alignment" (very close in nature to the VDOT Smart Scale alignment)

It was determined that the "Eastern Alignment" had the least environmental impact and was favored by the Four Season Development, because it was the farthest away from that community.

3. Overall, the lack of traffic information, both current and projected, is troubling. During the Q&A I heard "don't worry, it's coming." Question: If a purpose is to "Provide traffic relief" then what is the traffic to be relieved?
The traffic analysis completed with the NEPA document concluded that the implementation of Van Buren Road improves the roadway network. This type of traffic study analyzes the roadway network in the 2040 future year, and in general showed improved levels of service at Van Buren Road and the adjacent network. The purpose of this approach is to ensure that the adjacent network does not degrade significantly due to the subject project. It's acknowledged this is a heavily traveled corridor, and thus the County has identified this project as an improvement which will benefit the nearby roadway network.

4. Project purpose #2 includes: "Provide traffic congestion relief with the north-south alternative route within the busy I-95 and Route 1 corridor." During the Q&A I heard "this is a secondary road and has nothing to do with I-95" (paraphrase Mr. Canizales) and "this is a PWC project" and would not address I-95 or Route 1. Question: doesn't this fly in the face of the stated project purpose?
Van Buren Road is a local /secondary roadway, intended to provide an alternative north-south corridor to serve local traffic. Van Buren is not intended to supplement traffic utilizing I-95, except to ensure local traffic has the ability to travel north-south without needing to access the interstate.

5. We were told that VBR would be a public road with no restrictions to trucking to allow in/out traffic to businesses. Observation: there are no businesses in this project area. Question: what businesses are being studied for their traffic impacts? You can't ignore them.
The properties along the Van Buren corridor are zoned for commercial development. At this time there are not approved re-development plans for these properties. For the purposes of a NEPA document, re-development is not considered until a site plan is approved. However, to ensure forward thinking and consideration for future growth, certain design aspects have been included with this study.

6. As much "traffic congestion…within the busy I-95 and Route 1 corridor" is due to trucks—large and small—it is logical to see them using this new route from Dale Blvd to Mine Rd, not only for to-be-identified new businesses but also for some of them to avoid the truck scales. At the end of the Q&A, we were told that such traffic was not considered but is inevitable. Question: how will you address these consequences?
Heavily traveled corridors such as I-95 present the possibility of users finding alternate routes for a variety of reasons. The access locations for this new section of Van Buren do not create a direct link to bypass I-95, but it is possible as it is in many other parallel routes to I-95 and other major highways. Van Buren Road is designed as a collector roadway, with lower design speeds and signalization which will deter through traffic seeking alternatives.

7. Project purpose #3 includes: "Enhance mobility within community schools, churches, parks, and shopping." There are none of those activities currently within or proposed within the immediate project area and yet the EA is limited to a single alignment within the project area. Question: Which schools, churches, parks, and shopping are to gain enhanced mobility?
Fannie W. Fitzgerald Elementary and the Shoppes at Quantico Center along Fettler Park Drive, each located at either end of the project will experience greater mobility from the project. Within the project limits are several parcels of land which have preliminary plans to be developed in the future.

8. Project purpose #4 includes: "Include pedestrian facilities as an alternative transportation method." This apparently does not mean exercising but walking and biking for purposes of school, church, recreation and shopping. Question: with no such facilities in the project area, is this really the intended purpose? Or is the impact area much larger than portrayed in order to include the named activities?
The pedestrian facilities along Proposed Van Buren Road will connect to the existing pathways and sidewalks along Cardinal Drive and Dumfries Road thus providing increased mobility to locations in close proximity to Van Buren Road. For example, Fannie W. Fitzgerald Elementary and the Shoppes at Quantico Center along Fettler Park Drive.

9. Project purpose #5 includes: "Improve roadway safety with current design standards." Question: Because you wouldn't design/build a road to other than current standards and as this road doesn't exist, how will its construction improve safety? Will current standards be applied to the existing roads to improve safety? Otherwise, VBR would be a standalone safety item in an area where no danger exists because there is no road.
Van Buren Road will be constructed utilizing the latest design standards, reflecting an evolved focus on safety and efficient mobility. Other routes constructed previously are designed utilizing older standards, and with Van Buren Road as an alternative with improved features will improve overall roadway safety in this community.

10. Question: while the purposes of the proposal may be bit unclear, the need for the project is even less so. Please define the need.
Van Buren Road is an alterative north-south corridor within this part of Prince William County, and thus has been identified as an improvement in the County's Comprehensive Plan. The project currently underway is to study the environmental impacts of this future project, and prepare a NEPA Document investigation.

11. Question: did you consider alternative routing and what considerations led to their dismissal for further study?
Three alignments were considered for the project. These alignments were called;

4. "Eastern Alignment" (alignment chosen)
5. "Western Alignment"
6. "Middle Alignment" (very close in nature to the VDOT Smart Sscale alignment)

It was determined that the "Eastern Alignment" had the least environmental impact and was favored by the Four Season Development, because it was the farthest away from that community.

12. While you have not addressed the nature of business development in the project area, the land is zoned M2, allowing 24/7 industrial activity adjacent to mixed-generational residential areas. This project will clearly open the land for industrial development and its heavy truck traffic. Question: how will you address/mitigate the very real impacts from noise, light, vehicle exhaust and diesel engines idling for hours at a time?
The zoning of the properties surrounding the Van Buren Road corridor is not the focus of this NEPA Study. If there are concerns with the zoning types allowed in this corridor, this is an issue that can be raised to the County.

13. Question: when will we see design features to safely move children and adults across VBR within Cardinal Grove?
Design features such as crosswalks and traffic lights and their exact locations will be examined and determined during the final design of the roadway. The project currently is focused on the Environmental impacts through the NEPA study.

14. The PIM addressed NEPA studies completed, including "Habitat Assessment for Threatened and Endangered Plant Species. Question: were studies conducted for T&E bird and animal species?
The need for T&E species studies is based on both database reviews and regulatory agency comments received during the scoping process. Database reviews and agency comments did not indicate studies for T&E bird or animal species were required.

15. The PIM also noted "Wetland and Waters Delineation, and an Approved Jurisdictional Determination for the Army Corps of Engineers." Question: What does this mean? Are there identified wetlands? Are mitigations required? Did the CoE cede its authority to PWC?
A wetland and waters delineation was performed to confirm the jurisdictional boundaries of Waters of the U.S. (WOUS), including wetlands. This information was summarized in a report that was submitted to the Army Corps of Engineers (USACE). USACE reviewed the report and issued an Approved Jurisdictional Determination (AJD), which confirmed the limits of WOUS within the project limits. Yes, WOUS were identified and mitigation will be required. Mitigation quantities will be calculated during the permitting process, which is a future phase of the Van Buren Road North Extension project. USACE is the regulatory authority that approves Jurisdictional Determinations.

16. There are at least three water courses in the project area, including at least one requiring a bridge. Question: how large are the culverts required for the other two crossings?
The size and exact location of the large culverts will be determined during the final design phase of the project. This phase has not yet been approved and the timing of final design is currently unknown.

17. PIM slide states "The bridge would result in a rise in the floodplain water surface elevation. No impacts to the floodplain are anticipated." Question: What does the FIRM show for the project area? How can the water surface rise without impacting the floodplain?
The proposed bridge crossing is within a FEMA zone AE floodplain. Due to the placement of piers within the floodplain, there will be a slight rise in the floodplain. The revised floodplain limits will be documented by final design which has not yet been approved or scheduled.

18. Question: Are there known/identified Civil War or Native American sites in the area? Will a search be conducted for such?

Preliminary database reviews have been conducted and this information has been included in the Environmental Assessment (EA) level NEPA document, which is currently under review. Upon approval of the draft EA and prior to the future Public Hearing, this information will be available to the public for review and comment. As a result of the preliminary database reviews, a Cultural Resources survey will be performed to confirm any findings. The concept alignment attempts to minimize impacts to these habitats to the greatest extent possible while maintaining a reasonable roadway alignment.

19. A Citizens Guide to NEPA dated January 2021 (p. 10) states: "The EA is a concise public document to aid an agency's compliance with NEPA and support its determination whether to prepare an EIS…or a finding of no significant impact (FONSI)…Agencies must complete EAs within one year of the agency decision to prepare an EA…" Question: Have you already determined that the outcome will be a FONSI? And, why is it taking so much longer than a year? Looks more like an EIS is required for a study of this length.
In anticipation of obtaining federal funding for the Van Buren Road North Extension project, the County is following the NEPA process for project impact analysis. Federal funding is the trigger to conduct project documentation under NEPA. This process involves public input, addresses the project purpose and need, as well as environmental, social, and economic impacts.

This project appears to qualify for an Environmental Assessment (EA) NEPA document, which involves project scoping and solicitation of comments from federal, state, and local resource agencies from a wide variety of interests. An assessment of alternative alignments, impacts, and public input is included in the earliest stages of project review. The preparation of the future Draft EA also includes numerous field studies and surveys. These on-going studies and agency scoping comments contribute to the impacts analysis into the Draft EA document. While we are conducting studies and compiling the Draft EA we will utilize the upcoming Public Information Meeting to collect comments from the public on the project and alignment options.

Comments from the Public Involvement Meeting incorporated as appropriate into the future Draft EA NEPA document, and transmitted to VDOT and FHWA for comment and typically, but not always, approval and additional Public Involvement.

Only after the Public Involvement and after federal funds are allocated, a Finding of No Significant Impact (FONSI) *may* be authorized by the FHWA. As noted, this process is not guaranteed, and is contingent upon input from numerous agencies in addition to the public, and only with federal funding and FHWA approval of the NEPA process will they issue a finding /FONSI.

20. 40 CFR 1508.1(g) states "Effects or impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives." I believe there are many to-be-addressed effects not yet identified that are "farther removed in distance from the proposed action or alternatives" from beyond Mine Road and Dale Boulevard. Question: how will you address that?
The NEPA-EA is currently in the process of being prepared for the project and the information presented at the Public Information Meeting was based on preliminary data reviews. The NEPA EA will comply with the Council on the Environmental Quality implementing regulations noted in the 40 CFR 1500 series, and

will be reviewed for compliance and approved by FHWA prior to release to the public. Regional Air quality conformity will be addressed in the NEPA document as well traffic analysis which extends well beyond the project limits.

21. 40 CFR 1508.1(g) states "Effects [of the proposed action] include ecological…aesthetic, historic, cultural, economic…social, or health effects…" Question: when will we see those effects addressed?
Preliminary database reviews have been conducted and this information has been included in the Environmental Assessment (EA) level NEPA document, which is currently under review. Upon approval of the draft EA and prior to the future Public Hearing, this information will be available to the public for review and comment.

22. During the PIM Q&A, it was stated that trees would be planted to mitigate noise impacts and that tree removal would be avoided where possible. Question: how wide should the tree buffer be to satisfactorily mitigate the added noise from new/closer traffic and existing traffic (once trees are removed)? Surely, a 50 foot buffer is not enough, particularly if deciduous trees are used as the buffer.
Landscaping as part of the future Van Buren Road project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed. Future development of the sites will also dictate how much tree buffer is allocated. During the public involvement process citizens will be able to voice their concerns and if possible more landscaping can be suggested.

23. One of the effects that should be studied is economic. Canizales said, during Q&A, that the economic impact on property values is not considered by PWC DoT. Question: who considers this valid impact?
It is not determined at this time if property values would be affected by constructing Van Buren Road, which is not designed as a high capacity highway but rather a collector roadway which attempts to increase pedestrian mobility with the implementation of a lower design speed.

24. Question: What and why is the Access Road from Old Stage to new VBR?
The access road will be used to provide access to northbound Dumfries Road from Old Stage Road (roadway parallel to Dumfries Road). The access road is necessary as Van Buren Road will cut off access to northbound Dumfries road for vehicles traveling on Old Stage Road. Vehicles on Old Stage Road (south of Proposed Van Buren Road) will travel north on the access road and will then be able to make left onto Van Buren Road which will provide them access to northbound Dumfries Road.

25. Finally, is that a picture of Mr. Canizales on your website?
Yes it is.

Comment A-23
Commenter: Gaston Gianni

Comment:
I do not support the alignment as shown

I would like to provide comments on the community briefing of the environmental study.

1) Even though your study shows that the new road would not be a noise nuisance to the residents of Four Seasons, I find that hard to believe for the following reasons. We have been told that the noise from I-95 currently falls close but below the noise requirements for a sound wall. Now the Van Buren road will be 4 lanes wide plus sidewalks and other features, which will require the removal of the trees that are a buffer to I-95. So the I-95 traffic plus the traffic on the extended Van Buren road (with trucks) does not, in the study's opinion, present a noise issue that needs to be addressed! I cannot accept this conclusion given the facts.

2) Furthermore I question the traffic volume estimates. Does this traffic estimate take into consideration the additional traffic that will result as a result of the casino proposed for the other side of I-95 at 234? I guess that would be hard to do since they haven't thought about the increased traffic or how to handle it as part of that project. I think the county's philosophy is we build it and then afterwards think about problems that may occur as a result of the project.

3) For example we were told that the increase in traffic at the intersection of Van Buren and 234 was not a part of the Van Buren road project!! To my way of thinking if a project is expected to create a problem, the solution of that problem should be a part of the project and not push off to a later date and hope that it will be solved.

4) The NEPA-EA study does not address any negative economic impact that the road will have on land owners. Has the NEPA-EA study attempted to quantify the total impact of the road on the future develop of the area along the roadway? What will that do to the environment, noise, security and safety of the residents of Four Seasons and the other communities which this road will disrupt?

I do not believe the benefits of the roadway extension outweigh the negative impacts that will occur either known or still unknown and not studied! What was envisioned in a study many years ago does not take into account the realities of how the county has evolved and developed since the original transportation plan. I do not believe that the county has fully identified potential problems but instead intent on building the road no matter what the consequences is.

I learned of the meeting from my community HOA and the electronic signs posted on 234.

<u>Response:</u>

I do not support the alignment as shown

I would like to provide comments on the community briefing of the environmental study.

1) Even though your study shows that the new road would not be a noise nuisance to the residents of Four Seasons, I find that hard to believe for the following reasons. We have been told that the noise from I-95 currently falls close but below the noise requirements for a sound wall. Now the Van Buren road will be 4 lanes wide plus sidewalks and other features, which will require the removal of the trees that are a buffer to I-95. So the I-95 traffic plus the traffic on the extended Van Buren road (with trucks) does not, in the study's opinion, present a noise issue that needs to be addressed! I cannot accept this conclusion given the facts.
A preliminary noise analysis was conducted to determine if noise walls were warranted, reasonable, and feasible along the project alignment. The results indicate that a noise barrier is warranted for 3 of the

receptors, however construction of such noise barriers was determined to not be feasible. They were determined to not be feasible as the noise wall would block the nature path and to accommodate the nature path a break in the noise wall would be required thus negating the noise reduction qualities of the noise wall. It can be noted that per the preliminary noise analysis the impacted locations were along the nature/recreational trail and not within the residential portion of the Four Seasons development. There were no impacted noise receptors within the Four Seasons residences. The conceptual alignment currently under consideration has maximized the separation between the Four Seasons community and proposed Van Buren Road, in order to minimize noise impacts. A more detailed review and analysis will be conducted during the final design and construction of Van Buren Road to determine if noise walls are necessary.

2) Furthermore I question the traffic volume estimates. Does this traffic estimate take into consideration the additional traffic that will result as a result of the casino proposed for the other side of I-95 at 234? I guess that would be hard to do since they haven't thought about the increased traffic or how to handle it as part of that project. I think the county's philosophy is we build it and then afterwards think about problems that may occur as a result of the project.

3) For example we were told that the increase in traffic at the intersection of Van Buren and 234 was not a part of the Van Buren road project!! To my way of thinking if a project is expected to create a problem, the solution of that problem should be a part of the project and not push off to a later date and hope that it will be solved.
The traffic analysis completed with the NEPA document concluded that the implementation of Van Buren Road improves the roadway network. This type of traffic study analyzes the roadway network in the 2040 future year, and in general showed improved levels of service at Van Buren Road and the adjacent network. The purpose of this approach is to ensure that the adjacent network does not degrade significantly due to the subject project. It's acknowledged this is a heavily traveled corridor, and thus the County has identified this project as an improvement which will benefit the nearby roadway network.

The traffic roundabout project and the casino project noted was not directly considered as part of this project, as this infrastructure is well outside the project limits. However, the County traffic model was used which does incorporate nearby traffic patterns, volumes, and development, which would indirectly be incorporated with the traffic modeling effort for Van Buren Road.

4) The NEPA-EA study does not address any negative economic impact that the road will have on land owners. Has the NEPA-EA study attempted to quantify the total impact of the road on the future develop of the area along the roadway? What will that do to the environment, noise, security and safety of the residents of Four Seasons and the other communities which this road will disrupt?
The NEPA-EA is currently in the process of being prepared for the project, the information presented at the Public Information Meeting was a preliminary data review. The Council on the Environmental Quality (CEQ) NEPA implementing regulation requires the review of economic effect along with the environmental effects and technical requirements in the NEPA document. Future development is subject to other County processes and zoning regulation. The proposed project alignment is not located within the Four Seasons community property and the proposed roadway design has been set back as far as practicable from existing communities.

Comment A-24
Commenter: Jolynn Arnold

Comment:

From comment sheet –
Do you support the alignment as shown?

I like this alignment better than the previous alignments, but I don't want it build at all.

Would you like to provide any input or recommendations regarding the Environmental Study being performed for the project? Yes

I'm very concerned about loss of trees and noise. From the PPT presentation what does this mean? "Results of the report indicate that warranted noise barriers identified in the study do not meet the feasibility criteria, per FHWA guidelines"

In your opinion, does the project meet the needs of the community? No

Do you have any specific concerns regarding the proposed project? Yes

Concerns about noise, loss of trees, safety + privacy, don't agree that we need this road.

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

Response:

From comment sheet –
Do you have any specific concerns regarding the proposed project? Yes

Concerns about noise, loss of trees, safety + privacy, don't agree that we need this road.

Would you like to provide any input or recommendations regarding the Environmental Study being performed for the project? Yes

I'm very concerned about loss of trees and noise. From the PPT presentation what does this mean? "Results of the report indicate that warranted noise barriers identified in the study do not meet the feasibility criteria, per FHWA guidelines"
The above statement can be explained as follows: A preliminary noise analysis was conducted to determine if noise walls were warranted, reasonable, and feasible along the project alignment. The results indicate that a noise barrier is warranted for 3 of the receptors, however construction of such noise barriers was determined to not be feasible. They were determined to not be feasible as the noise wall would block the nature path and to accommodate the nature path a break in the noise wall would be required thus negating the noise reduction qualities of the noise wall. It can be noted that per the preliminary noise analysis the impacted locations were along the nature/recreational trail and not within the residential portion of the Four Seasons development. There were no impacted noise receptors within the Four Seasons residences. The conceptual alignment currently under consideration has maximized the separation between the Four Seasons community and proposed Van Buren Road, in order to

minimize noise impacts and keep the largest number of trees possible as a natural buffer. A more detailed review and analysis will be conducted during the final design and construction of Van Buren Road to determine if noise walls are necessary.

Comment A-25
Commenter: Michael Balderman

Comment:

From comment sheet –
Do you support the alignment as shown?

No.

Would you like to provide any input or recommendations regarding the Environmental Study being performed for the project? No

In your opinion, does the project meet the needs of the community? No

I do not see how this supports the community in any way.

Do you have any specific concerns regarding the proposed project? Yes

See attached.

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

Would like to see additional information posted on the transportation website concerning this project such as original rational for the project, traffic study that says it will alleviate congestion and any other rationale supporting this project.

I am not a proponent for this project. I've been a resident of Montclair for more than 30 years and see this project as creating far more problems than any it could possibly solve. Rather than providing traffic relief within the local community, I believe, and I feel common logical will support that this project will bring more traffic into the nearby communities. It obviously will serve as an alternate to I-95 North and South when it is congested which is every day during the morning and afternoon rush hours as well as Thursday, Fridays and Sundays with the weekend get-away traffic.

My primary concern is that this extension will simply be used as an alternate route for I-95 traffic which will exit at Dale city and use Van Buren do bypass backups down to route 234. I'm especially concerned about the impact for the intersection of Van Buren and Route 234. Within the last few years this intersection has seen the development of a shopping center which includes a Chick-fil-A restaurant which causes backups into the surrounding roads, as well as the military Dumfries Health Center which adds to traffic. A new housing community is being built adjacent to the intersection. In addition a new shopping center and church are being constructed which will add to the traffic woes. Finally, this intersection is within a few hundred feet of the exit and entrance ramps between 234 and I-95. To me this is going to lead to gridlock.

Response:

I am not a proponent for this project. I've been a resident of Montclair for more than 30 years and see this project as creating far more problems than any it could possibly solve. Rather than providing traffic relief within the local community, I believe, and I feel common logical will support that this project will bring more traffic into the nearby communities. It obviously will serve as an alternate to I-95 North and South when it is congested which is every day during the morning and afternoon rush hours as well as Thursday, Fridays and Sundays with the weekend get-away traffic.

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The traffic analysis completed with the NEPA document concluded that the implementation of Van Buren Road improves the roadway network. This type of traffic study analyzes the roadway network in the 2040 future year, and in general showed improved levels of service at Van Buren Road and the adjacent network. The purpose of this approach is to ensure that the adjacent network does not degrade significantly due to the subject project. It's acknowledged this is a heavily traveled corridor, and thus the County has identified this project as an improvement which will benefit the nearby roadway network. Increased traffic that will be present in the future was accounted for and included within this study (including future developments as mentioned above). In addition, modifications to Route 234 leading up to the I-95 ramps have been included with the preliminary design which aim to reduce backups along Route 234.

Comment A-26

Commenter: Michael Balderman (follow up)

Comment:

When is the final review to determine if this project gets approved and which organization within Prince William County (or Virginia) is responsible for that decision.

Response:

The funding for the entire project has not been identified at this time, therefore we cannot determine.

B - Comments Received During the Public Information Meeting Q&A Session

Comment B-1

Comment:

With the expected increase in traffic on Cardinal Drive, will there be added traffic lights to intersections like Wertz Drive and Cardinal Drive where traffic is already congested.

Response:
That intersection is outside of project limits for environmental study. We will be able to look at it in terms of level of service we currently have at that intersection as part of a different project but for this environmental study it is outside the limits. The greater area for the project was studied; don't consider improvements for adjacent intersections, the study looks at the network to ensure Van Buren would not detrimentally affect other intersections. Nothing noted at this intersection as far as worsening conditions. Any upgrades regarding the signalized intersection would have to be considered for another project.

Comment B-2
Comment:
What is the noise impact analysis conclusion? Will sound barriers be built?

Response:
A Preliminary Air and Noise analysis was completed for the NEPA documentation. There are three locations which warranted further study on Four Seasons trail, but none in any residential areas. Next steps involved looking at feasibility of barriers in the identified locations. Feasibility-wise, a barrier cutting off the trail fails feasibility criteria. This is preliminary and a further study will be a part of the final design. Study noted no significant sound impacts to residences will occur from current alignment.

Comment B-3
Comments:
Will the presentation be available after the meeting?

Response:
Yes, a PDF and recording will be available on the County's virtual presentation webpage. This will be viewable later and please provide comments online. Please provide comments by August 5th. We have been collecting comments prior to and during this meeting and will answer all received comments.

Comment B-4
Comment:
I live in one of the 2 communities that are on Van Buren south of Rt. 234. We have ONLY ONE WAY TO EXIT and that is using Van Buren. The Van Buren/Rt.234 intersection is a big congestion/backup mess. Adding Van Buren north to it will make it a parking lot. Why are you not caring about us and only listening to Montclair? They have 3 exits to their community, 2 on Rt. 234. The New Grace Church will be using Van Buren South also adding to the congestion. Already without any of these, there are constant back-ups. Are you considering not extending Van Buren?

Response:
The purpose of the extension is to relieve congestion, and to provide an alternative route from Rt. 234 to Cardinal Drive. Thus, congestion would redistribute along the alternative. Adding the alternate route to the local network should naturally redistribute congestion throughout network, improve traffic conditions. An extensive traffic study and modeling will be done during future design stages for the project, but during the feasibility stage this is what has been projected. During the design phase, this situation can be analyzed further with additional modeling that will be conducted as part of design, but at this point the project is only in the NEPA study phase. Rt. 234 is a very heavily travelled corridor.

Traffic analysis required to complete the NEPA study puts the new Van Buren connection in place and analyzes it from a build and non-build standpoint into future years including 2025 and 2040. It is noted that traffic volumes on Rt. 234 is expected to increase. It was noted in the traffic study that separate improvements to Rt. 234 are likely to be needed (under a separate project), but that is not included in the evaluation of Van Buren Road. Van Buren Road showed slight improvements because it provided alternative routes that distributed traffic out of congested areas.

Comment B-5

Comment:

Noise barriers identified do not meet the feasibility criteria, what exactly does not mean?

Response:

We have completed a preliminary noise study, which indicated that sound barriers were not determined to be needed for approx. 95% of project corridor because the alignment is away from residential developments due of continuous coordination with HOAs (e.g. for the Four Seasons community). The County worked hard to make sure the alignment provided the maximum buffer between the alignment and the nearest residential buildings. Feasibility criteria utilized here looks at whether the barrier can be built to mitigate sound, to effectively attenuate the sound (deflect it from the receptor) and not inhibit the function of the area. A deficiency was noted because the noise threshold was exceeded at receptors located on the Four Seasons nature trail. A sound barrier at these receptors could be built; However, building a barrier would cut off the trail from connecting to the roadway and the opposite side of the trail. More analysis needs to be done as part of final design. This preliminary study fulfilled NEPA requirements to identify potential areas where noise barriers should be looked at.

Comment B-6

Comment:

How are the funds going to be raised for the continued feasibility?

Response:

We are actively seeking funding for the project from local, state and regional, and federal funding sources. The project continues to be a board priority, it has received funding in the past. The County will continue to submit the project to grant programs as they become available. The next round of funding programs becoming available include Northern Virginia Transportation Authority 6-year program this year, and the Smart Scale program next year.

Comment B-7

Comment:

The County is also working on a Powell's Creek Restoration. Are any changes of the creek flow taken into consideration in the planning of the bridge?

Response:

A preliminary hydraulic analysis was completed on Powell’s creek for the current bridge configuration shown on conceptual alignment. Flow changes from any restoration project would be considered during final design. If there were any planned changes to alter flow/hydraulic characteristics, they would be incorporated. Typically stream restorations don’t alter peak flows/flow regimes significantly enough to alter bridge crossing requirements, but it will be considered in design if it did.

Comment B-8

Comment:

The trail is widely used by residents of Four Seasons, will an alternate trail be built?

Response:

As part of feasibility study, we are looking at a typical section, as shown earlier, that includes a sidewalk on one side and a shared-use path on the other side of roadway. Parks & Rec is working on a trail project in the area. Parks and Rec. has assembled a lot of acres on Powell's Creek west of the project area, and also own some land within the project area, and a long-term goal is to have a Powell's Creek greenway from the landfill to Leesylvania State Park. The department will be involved in the design process to ensure trail connections are part of design. Additionally, Potomac heritage trail runs along the River; older trail maps have included the project area but would prefer to have that trail will stay on the east side of 95 closer to the river. However, we are certainly planning to incorporate Powell's Creek trail and other trails into the area.

Comment B-9

Comment:

The extension is only 2.5 miles. How exactly does that improve traffic?

Response:

The extension is 2.5 miles to connect with portion of roadway already built out in Cardinal Grove community for total of 2.7 miles between intersections. Most important part from a traffic standpoint is that this roadway would connect Cardinal Drive and Rt. 234, creating an alternate north-south route between the crossroads. This is on a north-south corridor parallel to I-95 and Rt. 1 and currently some motorists can only get between Cardinal Drive and Rt. 234 is those two routes. Providing an additional north-south corridor is how it improves traffic. This route completes a network that has been included in the County's long-term plan for some time.

Comment B-10

Comment:

Could the typical section be modified to include 4-foot wide on-road bike lanes in addition to the 10-foot shared-use path? This would not necessarily require a wider roadway cross-section, but narrowing the travel lanes to 11-feet each would only require two more feet per direction. The shared-use path poorly serves faster bicyclists because its design, construction, and maintenance is typically inferior to that of the adjacent roadway.

Response:

Considering bike lanes vs. a shared use path is an advanced design question and would be considered during a future design phase to evaluate potential typical sections. When the County is doing transportation projects, it is trying to accomplish what is listed in the County's Comprehensive Plan, are being guided by these documents. This is a valid comment and the County will address these concerns during design phases in the future.

Comment B-11

Comment:

Have you considered the impact that COVID had on the overall analysis? Traffic patterns will not be in full swing until after the pandemic ends.

Response:
The impacts of COVID-19 were considered. Luckily with the project, VDOT provided guidance before project started; traffic data was collected and projected in consideration of COVID-19. Counting traffic when this project was kicked-off would not have been realistic; traffic numbers were down because of the pandemic. Per VDOT guidance, analysis utilized previous (pre-pandemic) counts to predict future traffic growth. The traffic study acknowledges COVID-19 downturn and anticipates when traffic will return to normal and grow beyond that.

Comment B-12
Comment:
Will VBR connect to the planned new Prince William County Service Authority Pump Station?

Response:
During these planning stages, the alignment was designed to try and thread the needle through environmentally sensitive areas and existing/planned/proposed projects. The pump station location is acknowledged; currently their planned access is elsewhere. Access options off Van Buren are likely to be created. The service authority has been contacted, site plans have been provided, and design is attempting to match horizontal and vertical alignments with pump station design, but they are still going through their plan approval process. Since Van Buren is still conceptual, and the pump station is proceeding towards final design, the pump station is not acknowledging potential access in their design, but the County is trying to make that a possibility with the conceptual alignment of Van Buren.

Comment B-13
Comment:
Has the study provided an insight to the impact on wildlife? Cardinal Grove has seen wildlife roaming the community.

Response:
As part of NEPA document studies, wildlife surveys have been done for the project area.
We did database reviews as part of NEPA documentation, which is currently under review with VDOT, to address wildlife species of plan and animal that might be in the project area. Have done habitat assessments for two species of flowers. Moving forward, will be doing species surveys for the two flowers as well. All information gathered regarding wildlife will be part of the NEPA document after FHWA approval, which will be available for public review.

Comment B-14
Comment:
People will tend to continue on Van Buren Road to what is currently known as Mine Road. With homes and neighborhoods on Van Buren, are speed bumps being considered?

Response:
We always consider the safety and well-being of communities in our projects; currently we are only looking at the environmental study investigations, but we will definitely consider safety as part of future design phases. We always take safety into account during projects, want to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Any safety measures that might be incorporated will be looked at during final design.

Comment B-15
Comment:
I live in Copper Mill Estates and the intersection is already horrible. People run that red light. 234 and Van Buren. Do you plan on fixing this light as a part of it?

Response:
A number of options for the intersections of Rt. 234 and Van Buren have been considered. With limited traffic analysis that has been conducted for the NEPA document, trying to come up with the correct lane configuration and analyzing all approaches so that Van Buren road can be correctly set up and understand what the impacts would be. During final design, it would be looked at in more detail to decide what the best configuration is. As far as people running red lights, there is only so much you can do from a design standpoint to address this (deterrents, signage, enforcement). This will be considered during the final design.

Comment B-16
Comment:
I didn't see any safety guardrails in the conceptual design. I am in the cardinal grove community and my home will be below the road level. Are safety mechanisms to prevent a car from ending up in someone's backyard being considered as part of your analysis?

Response:
Safety measures will be considered in further design stages. Anything to improve safety for drivers and residents will be considered.

Comment B-17
Comment:
What is the volume of traffic expected?

Response:
We currently have limited traffic analysis. However, the final draft of the EA will include assumptions and final inputs from traffic models. The study will be available to the public once it is reviewed by VDOT, and it will be posted on the County webpage.

Comment B-18
Comment:
Will the funding information be available online, the reply was very quick. I would like to voice my concern in spending these funds on the study since we have so many road improvements needed.

Response: We can include all funding opportunities for the project on the webpage. Acknowledged the comment about concerns in spending the funds.

Comment B-19
Comment:
Will the Cardinal Grove be gated like Stonebridge to prevent the general public traveling through?

Response:

Van Buren Road extension is proposed to be designed and funded as a public roadway.

Comment B-20
Comment:
Who are the decision-makers regarding this project?

Response:
Each section of the NEPA document first goes to VDOT for review and comment in the Northern Virginia and central offices. After receiving the comments, the document will be reviewed and resubmitted; additional comments, questions, concerns are addressed. The final lead agency is FHWA and the compiled Draft EA is sent to FHWA for final signature and approval. Coordination is on-going with all agencies during this process. Biweekly meetings with the County and VDOT have taken place to ensure everyone is on the same page and well-informed on the status of the NEPA document. The FHWA is the end approval agency. Meeting with pubic is part of this process, public has a big part to play and are decision-makers during the NEPA process.

Comment B-21
Comment:
While the van Buren road extension was planned, when was it determined that it would be a four-lane road? I don't recall this information being available in 2015.

Response:
It was called out in the Thoroughfare Plan within the County Comprehensive plan as a 4-lane extension roadway.

Comment B-22
Comment:
Are you looking at the intersection of Waterway Drive and Cardinal Drive and the through traffic at Country Club and Rt. 234 so you know how much traffic currently cuts through Montclair?

Response:
Traffic analysis looks at the greater area when looking at the implementation of the Van Buren Road Extension. However, technically Waterway Drive and Country Club Road are outside of the study area for the preliminary traffic study. However, County's traffic model is utilized for the traffic study; indirectly, that part of network is incorporated in greater model, just not studied/analyzed specifically.

Comment B-23
Comment:
What is the estimate for the number of cars/trucks that will be using this proposed road?

Response:
We have performed limited traffic analysis and scoping as part of the environmental study. Our assumptions and the full traffic analysis will be included in the EA draft document that will be available on the County webpage.

Comment B-24
Comment:

Would construction of this road trigger a compensation event under the I-95 Express Lanes agreement?

Response:
This question refers to the agreement that VDOT has regarding the express lanes. At this time, we do not believe this road has anything to do with that agreement because it does not create additional capacity on I-95; it is a secondary road within Prince William County. This is not a compensation event with VDOT as it does not have to do with I-95.

Comment B-25
Comment:
Good evening. To avoid the same issue experienced on Cardinal with recent accidents, can the design phase consider the addition of guard rails to protect persons on the walking path and property?

Response:
As previously addressed, safety will be considered later in the design phase; detail of safety considerations will be included as design phases advance. We are currently at the feasibility study phase; we do not have answers to design, right-of-way and construction related questions at this time. What we are addressing now is avoiding sensitive environmental resources along the project corridor.

Comment B-26
Comment:
How will the county assess traffic impacts with Van Buren Project and the Colonial Downs Gaming project?

Response:
We currently have limited traffic analysis that is enough to assess the effects of the proposed Van Buren road being in place, only what is needed to address putting in place a new roadway and to address the scope of community and environmental impact. The Colonial Downs Casino is outside of the project area. If growth from the casino is projected in the county's traffic model, then it was incorporated in the modeling for the proposed project. We can look back and confirm this for an answer later.

Comment B-27
Comment:
What is the proposed design speed for this roadway? Considering the spate of speeding-related traffic fatalities on Cardinal Drive, the design speeds of similar collector and arterial roads should be reduced.

Response:
In the presentation, the speed limit is listed as 40 mph. To clarify, 40 mph is the design speed. The posted speed signed on the roadway could be 40 mph or 35 mph and will be determined by elements of the project looked at during the final design as well as input from the County and citizen/stakeholders. This will depend on a speed study as well.

Comment B-28
Comment:
Have improvements to I-95 and Route 1 been considered instead of building a new road?

Response:

There are existing Route 1 project and segments that the County is working on. On I-95, express lanes are being built. Van Buren Road is a Prince William County project and we are doing a feasibility study to determine benefits of the project to our local and regional roadway network performance. The County is concerned with cumulative impacts to improve mobility in the County.

Comment B-29

Comment:

If Four Seasons was willing to move their nature trail would the sound barrier, then be feasible? If so, has this option been presented to this community?

Response:

If the Nature trail is moved, this would warrant further study/noise analyses; the receptors originally looked at on the trail would move and need to be reanalyzed. There were other areas on the trail that did not experience significant noise increases in the noise model. This can be considered and something that would come through in the final design phase and 'final noise analysis'.

Comment B-30

Comment:

Question follows: According to the U.S. Census, the resident population in PW Co in 1970 was approx. 93,000 people. In 2020, the resident population was approx. 476,000 people. This is a 412% INCREASE. The Montclair community was established in 1968; the neighborhood and its main thoroughfare, Waterway Drive, was not constructed to accommodate present day traffic volume. Given the need for more north-south corridors, IF the VB project does not happen, how will the county address our traffic concerns?

Response:

The Montclair community was established back before lots of pop growth; Waterway Drive was not designed for the traffic volumes it is currently experiencing. This is a larger question of whether the County Comprehensive Plan has alternatives to Van Buren Road to address traffic issues in the area. It addresses overall traffic network performance issues, not if one roadway is established or not. We have to defer back to the County Comprehensive plan to see what has been planned to alleviate cut-through traffic in the area.

Comment B-31

Comment:

At what point in the coming months will this project be presented for design approval? Does this require a vote?

Response:

We are in the Environmental Investigation phase and we will continue with drafting the EA and coordinating with state and federal agencies to prepare to submit the final EA. If funding is available in the future, we will move on with a final design, but nothing has been determined at this time.

Comment B-32

Comment:

As the creeks run under the pavement of Van Buren, will the rest of the creek be left open?

Response:
Powell's Creek requires a bridge spanning the waterway with little to no restriction of the waterway and the length required to do that determines length of the bridge. For smaller creeks, other than what's running in culverts under the pavement, the creeks will be left open; disturbances would be limited to where the roadway crosses the creek. Per environmental permitting requirements for project, the amount of countersinking we would have to do for each stream would be determined and the permits would account for the extent of disturbances on state and federal levels.

Comment B-33
Comment:
Relative to the COVID impacts, how can you project traffic patterns utilizing dated guidance? It's highly unreliable because the population continues to increase in this area. Will another analysis be conducted?

Response:
Only option we had in order to complete the study was to follow the VDOT guidance and use the most recent traffic counts pre-pandemic and then grow it (using growth factors) according to growth patterns out to design years 2025 and 2040; population growth is assumed. In the final design, additional traffic counts and estimates would likely need to be collected and additional guidance will likely be needed if we are outside of the pandemic period at that time. The VDOT guidance to use the pre-pandemic numbers and estimated growth rates are accurate and conservative.

Comment B-34
Comment:
What is FHWA?

Response:
An acronym standing for the Federal Highway Administration

Comment B-35
Comment:
Was the noise study performed at the residents of Four Seasons Drive or only the nature trail?

Response:
We did note that the receptors that experienced significant noise increases were on the nature trail, but yes, the main focus of the noise analyses performed was at residential units in Four Seasons along the corridor; noise levels were measured at each of the adjacent residences that border the project corridor. There was an emphasis on moving the alignment as far from residences as much as possible so that the homes observed in the study did not experience a significant increase.

Comment B-36
Comment:
Does NEPA study look at effect of commercial development, as most parcels are zoned for commercial development?

Response:

For transportation project, NEPA calls for a balanced decision-making approach to evaluating transportation needs versus what impacts the projects have on sensitive environmental resources. Every environmental concern is looked at, from zoning to wetlands to threatened and endangered species to cultural resources. The purpose of NEPA document is to provide an all-encompassing look at all the environmental factors and constraints that might impact a project. We are currently working with VDOT on the review of the Environmental Consequences portion of the document, which will contain information on the environmental factors and constraints for the project. Once the NEPA document is reviewed and approved by VDOT, it will be submitted to FHWA and, once approved, it will be made available to the public and available for comments at upcoming public hearings.

Comment B-37

Comment:

How is it possible that there is limited analysis of traffic volume if the purpose of the road is to manage traffic? How do you know the road is needed in the first place?

Response:

Traffic analyses performed so far are sufficient for the NEPA documentation, but we will conduct a more advanced, detailed analysis as the design process continues to evaluate the exact impact of the roadway and performance of the roadway network. The traffic analysis to understand if the roadway is warranted was done in the County's transportation model and included in the County's Comprehensive Plan to a certain extent.

Comment B-38

Comment:

Van Buren is the main artery into the Cardinal Grove community. What design ideas are currently being considered to differentiate pass-through traffic vs. Cardinal Grove residential traffic

Response:

This more detailed traffic analysis will be conducted in a future design stage. As stated before, we have only done traffic analysis to the extent required for the environmental study. We will have more information in the future after additional studies.

Comment B-39

Comment:

Will sidewalks/pedestrian pathways be included in said plans, should they be approved?

Response:

A sidewalk and shared use path are proposed as part of the current design. The sidewalk would be on the east side and the shared use path would be on the west side.

Comment B-40

Comment:

My question was not answered. When exactly was it publicized that Van Buren would be a 4-lane road? Was it before or after 2015?

Response:

We don't have an exact timeframe for when it was publicized but pre-2015, it was listed as a 4-lane major collector roadway in the County Comprehensive Plan. The Comprehensive Plan is available on the website, it is a public document that people can access. The Comprehensive Plan is undergoing an update process, but old plan is available to view, along with the interactive map, so people can see the different plans.

Comment B-41

Comment:

Should not the improvements to 234 be addressed before considering extending VB. Again we on Van Buren South have no other option.

Response:

This question is outside of scope of this meeting. We are discussing the proposed alignment of Van Buren and the environmental study. As discussed earlier, that intersections sees a lot of traffic and will be looked at potentially for future projects, but this study is for planning to extend Van Buren Road to Cardinal Drive.

Comment B-42

Comment:

I heard a bit of a contradiction. I heard a limited traffic analysis was conducted and also that a limited traffic analysis is all that is needed? Can you please deconflict?

Response:

A limited traffic analysis is detailed enough to look at build/no-build scenarios for Van Buren Road and understand intersection configurations at connecting roadways, to help understand the impacts of this roadway on properties and the environment and the correct number of lanes. Information on the impacts to the environment and properties is limited but enough to understand effects of the proposed roadway on the transportation network. The study utilizes information from the County and traffic counts (or in this case counts modeled by the VDOT Covid-19 protocol to grow traffic counts from the latest available data). All information is incorporated in the NEPA document draft that will be made available and you can see exactly what has been done when the document is made available.

Comment B-43

Comment:

Will there be a traffic light on Wingspan so that we are able to get out of our street? Also, for the noise will there be more trees placed or other measures?

Response:

As far as the intersection at Wingspan is concerned, this is a design question. We will look at all intersections throughout the project corridor, look at the level of service, and evaluate if they need a traffic signal or not, and follow VDOT guidelines as part of the final design to ensure intersections perform at appropriate levels of service and have traffic signals when required. Signal timing will also be looked at as part of final design. As for the trees, some tree clearing will be needed along the corridor for the project but we will use every opportunity to save trees and plants where possible to mitigate for air quality and noise along the corridor. Trees will be planted where possible and we will avoid cutting trees as much as possible for this roadway project.

Comment B-44
Comment:
Has any discussion involved the fact that the alternative roadway (Waterway Drive in Montclair), which currently shoulders the burden of growing traffic volume has TWO ELEMENTARY schools with crosswalks and hundreds of children walking daily on the narrow sidewalks bordering this main roadway, whereas the proposed Van Buren roadway does not have any schools or a large population of children that would be walking to a school?

Response:
This is more of a comment and this issue will be considered going forward

Comment B-45
Comment:
Is it anticipated this bypass will increase traffic on Waterway Drive by offering cut-through --even more than it is now?

Response:
No, if anything this alternative will improve the overall performance of Waterway Drive and other neighboring roadways.

Comment B-46
Comment:
Will there be permitted commercial development on the west side of VBR exit, and if so how will it be accessed, how near to Four Season residents?

Response:
This is a planning question. We are trying to provide the maximum buffer between Four Seasons community and the roadway. What happens between the roadway and the Four Seasons community will depend on what owners will do on the undeveloped land between, but that is not part of this project. The County understands that there are proffers on this land that are planned to be dedicated for this project.

Comment B-47
Comment:
Explain decision logic for the sidewalk on east side and shared use path on west side of Van Buren roadway.

Response:
We looked to the Comprehensive Plan for some of the information used to make this determination. We also took a look at connecting to the pedestrian network in the Cardinal Grove community that aligns with the proposed roadway and considered what can be adapted to utilize the right-of-way set in the neighborhood as well as the facilities on Rt. 234. We looked at the corridor and, after working with the County, this was the design and typical section suggested and moved forward. This can be a topic of discussion and where we can solicit input for the final design.

Comment B-48
Comment:

15 years ago at the Montclair Property Owners association the presentation by the County VDOT stated the alignment could not be moved due to issues associated with easements and the long range plan? How can you do a study if you do not know you have access to the land?

Response:
This has to do with the right-of-way acquisition and we cannot discuss that at this point in the project. There will come a time later in the future where we can answer questions related to right-of-way and construction. This is a preliminary meeting and is the first of multiple meetings. This is an opportunity to present information to public, get feedback on the location and alignment, get some initial feedback on what everyone thinks to be able to incorporate as we move forward. To reiterate, this is just a preliminary meeting and we are hoping to get comments and additional questions up to the August 5th deadline.

Comment B-49
Comment:
Will funding information be available online?

Response:
Yes, we will provide funding opportunities available to the County for this and other priority projects in the County on the department webpage.

Comment B-50
Comment:
Can you please go back to the slide with an actual picture of the Van Buren road entrance to the cardinal grove neighborhood? The conceptual design contemplates a 4-lane road and that particular section is not wide enough. Will that entrance road be widened?

Response:
As said before, this is the first of many meetings. This is the conceptual alignment we have at this time, nothing is set in stone. The concept alignment could require some marginal widening at this located. The entrance has very wide median, and this entrance will provide additional turn lanes and, utilizing the wider median, we can stay mostly within the existing current footprint. This will be refined and reflected in further meetings. In reference to earlier question: When was the roadway included in comprehensive plan? As stated earlier, this information was included prior to 2015. We will go back and get the exact date it was included; Ricardo Canizales (PWC-DOT Transportation Director) was around during the update of the 2010 Comprehensive Plan and this roadway was included in the plan before that. It's been at least 2 Comprehensive Plan updates since that facility has been included, since early 2000's. We will post the information when it is determined when exactly it was proposed.

Comment B-51
Comment:
What are the economic impacts on property values? How do you know what the noise level will be for all the traffic that will using the road?

Response:
Modeling software took the horizontal alignment, along with the vertical alignment, surrounding terrain, homes and additional features, and modeled what the noise level will be for different out-years to see

how noise will increase as more traffic uses the facility. In reference to property value, we can't look at that because the Department of Transportation is looking at the alignment and building a roadway; the department does not have property owner discussions or evaluate how a project affects property owner values in either a positive or negative way.

Comment B-52
Comment:
Will there be truck restrictions as there are on Waterway or will semis be allowed?

Response:
This is a design question. Van Buren will be designed as public roadway with no panned restrictions at this point, but this determination will be made during the final design stage. Regarding truck restrictions: Businesses or commercial properties that have trucks going to them would not be restricted by a truck-through restriction on the roadway. Truck-through restrictions only apply to trucks going between the two adjacent roadways; trucks can come into service businesses within the corridor.

Comment B-53
Comment:
For clarity, this project has not been greenlit and essentially is currently under evaluation. In a nutshell, is that a correct assessment?

Response:
The project is under a feasibility study, so the feasibility study for the project has been cleared or 'greenlit' and had funding allocated for it. The project is under evaluation and the groundwork is being done to make sure the project can receive federal, state or local funding. Though this is only a study, it has been a priority set by the Board to look for funding for this facility. The facility has been incorporated into the Comprehensive Plan for over a decade. This project has been looked at by the County for years and it almost made a bond program in the last round and is very close in the funding program at NVTA. This project will continue to be analyzed as a priority.

Comment B-54
Comment:
What are the setback requirements? I'm trying to understand the distance between my backyard property line and the shared use path/roadway.

Response:
This is a right-of-way or land-related question; any roadway project will need to acquire right-of-way. That information will be determined when we know what right-of-way impact the project will have. We don't know how much right-of-way will be required until at least the 60% design is complete.

Comment B-55
Comment:
Right now I walk to Cracker Barrel from Mill Station Way. Any plans to put a crosswalk in place?

Response:
Pedestrian connectivity has been studied along the corridor to understand where crossings are; this is a final design question addressed during the next phase of design. In general, at signalized intersections,

pedestrians should have the ability to cross the road. At this location, pedestrians should be able to get from the shared use path to the sidewalk and connected existing facilities.

Comment B-56
Comment:
Who are the panel members and what are their roles in this project?

Response:
Panelists include:
(Moderator) Dagmawie Shikurye – Chief of Design Branch, PWC Department of Transportation
Paolo Belita – Planning Manager, PWC Department of Transportation
Sherry Djouharian – Project Manager, PWC Department of Transportation
Ricardo Canizales – Transportation Director, PWC Department of Transportation

Mark Brewer – Design Lead/Project Manager, Dewberry Engineers Inc.
Beth Moyer – Environmental Services Manager, Dewberry Engineers Inc.

Additional panelists from Prince William County include:
Department of Transportation: Elizabeth Scullin and Meagan Landis.
Parks and Recreation: Seth Hendler-Voss, Patti Pakkala and Brendon Hanafin.
Environmental Services: Clay Morris.

Comment B-57
Comment:
You did not address the economic impacts on property values. How the property value of the residences will be affected?

Response:
The Department of Transportation does not assign or look at property values; they look at roadway extensions and improving the transportation network in Prince William County. Sometimes these projects improve property values, sometimes they do not. We hope to enhance the community with the improvements/projects that the Board and area Supervisors ask the Department to undertake.

Comment B-58
Comment:
Once the road enters Cardinal Grove, does the speed limit decrease or maintain 40 mph? Also, at the intersections of Van Buren and Soaring/Fledgling Circles will there be a stop light or will this be just a four way stop?

Response:
This question, regarding final details of the project within the Cardinal Grove community, is more about a final design detail. This will involve coordination with citizens in the area to determine what are the best ideas and ways to achieve the project goals. Right now, it is designed as 40 mph facility, that's what the geometry of the alignment supports and what is considered when looking at the roadway on a conceptual level and determining the impacts of the roadway to produce the NEPA document. Ideas for the final design would come later.

Comment B-59
Comment:
Why are you using Van Buren to alleviate traffic on I 95?

Response:
The main goal is not to alleviate traffic on I-95; the main objective of the Van Buren Road project is to provide an alternative route between 234 and Cardinal Drive. The network should perform better with an alternative north-south corridor connecting the existing east-west routes, thereby improving network connections and the level of service of nearby intersections.

Comment B-60
Comment:
While your goal is not to alleviate traffic on I-95 the Van Buren extension will inevitably be a thruway for I-95 traffic and congest rather than alleviate traffic. Has that been considered?

Response:
We have only done a limited traffic study so far during this feasibility and environmental study phase of the project; more traffic studies will be forthcoming as part of the future roadway design phases, which will help determine the exact interactions of the proposed roadway with traffic on I-95.

Comment B-61
Comment:
If the value of the residence is negatively affected, will homeowners along the corridor be compensated?

Response:
The Department of Transportation does not make decisions based on potential impacts to property values.

Comment B-62
Comment:
Can you add speed cameras?

Response:
Comprehensive speed cameras on public roads are not legislated right now in the state of Virginia. They are only allowed in school zones and construction areas. It is not an option at this time, but if legislation changes, then we can look at it.

Comment B-63
Comment:
If the main goal is to provide another option between Cardinal and 234, why not put an entrance to I-95 from Cardinal, to achieve that goal with less impact on the community?

Response:
That option is not currently called out in the County's Comprehensive Plan or any long-range plan. Adding access to an interstate falls within VDOT's and FHWA's jurisdiction, is out of the County's control. This was looked at previously, but it is believed that there is no connection in that area because it does

not meet intersection spacing standards for an interstate system. We can look at this option further with VDOT in reference to future improvements.

Comment B-64

Comment:

Was cut through traffic from I95 considered during the study?

Response:

In the event that I-95 backs up and people are looking for different options, this scenario is beyond the scope of the traffic analysis that was done for this phase of the project. Back-ups do happen in that area and there are motorists looking for other routes during these events. The County's traffic models were used in the traffic analysis. If increased loads on local networks due to backups on 95 are reflected in the County's model, then yes, they were included in the existing traffic analysis. These kinds of backups are typically not included in these models because it is considered kind of a niche event. We can look further into how these peak events are reflected in the County's model.

5. Local Government Recommendation

The Prince William County Department of Transportation and Capital Infrastructure concurs with the responses provided in this report. The County intends to address the issues and concerns recorded during the public review period during the engineering design process. The County will incorporate modifications which are reasonable and feasible to accomplish within the designated budget and would not result in additional impacts to adjoining properties or environmental resources. The design will be vetted through the VDOT Value Engineering process to insure an efficient and cost-effective design.

Appendix 1

Van Buren Road Extension Project Brochure

Virtual Public Information Meeting
Van Buren Road North Extension
Prince William County, Virginia

Thursday, July 22, 2021
7:00 PM

About Tonight's Public Information Meeting

This project involves extending Van Buren Road on new alignment from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren road directly south of Cardinal Drive.

The public involvement meeting will be conducted in a virtual manner due to COVID-19 restrictions and pursuant to the ordinance re-adopted by the Prince William County Board of Supervisors on March 16, 2021.

Prince William County Department of Transportation and Dewberry's design staff will be available to describe the project, report specific details, and answer questions.

All verbal and written comments received will be compiled in a record document and made available for public review at Department of Transportation.

Through August 5, 2021, residents may leave comments on the Prince William County Department of Transportation page: https://www.pwcva.gov/department/transportation

Meeting Link: https://pwc-doit.webex.com/pwc-doit/onstage/g.php?MTID=eaf48366b57ab166df82110857ce3d298
Meeting Number: +1-415-655-0001
Event Number/Access Code: 172 658 5243

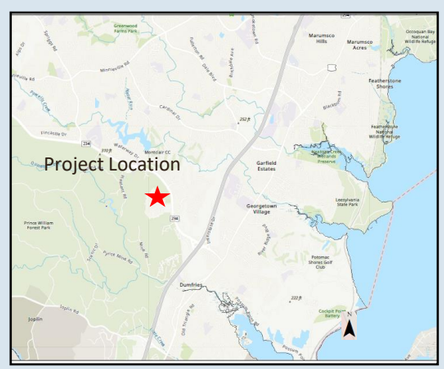
We look forward to working with you as the project moves forward!

Project Overview

From: Existing intersection of Van Buren Road with Dumfries Road (Route 234)
To: Existing intersection of Van Buren Road with Cardinal Drive

Project Budget: The on-going environmental study is budgeted at $1,300,000. The county is actively seeking funding for the final design and construction of the Van Buren Road North Extension.

Purpose: The purpose of this project is to complete Van Buren Road North Extension between Route 234 and Cardinal Drive, thus providing relief to existing and projected traffic congestion as an alternate north-south route along the I-95 and Route 1 corridors. In alleviating congestion in this heavily travelled corridor, safety is improved and mobility is enhanced to the nearby community schools and facilities. The environmental studies and documentation performed with the scope of work will fulfill Federal requirements such that Federal funding can be utilized to implement this project in the future.



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 or special assistance for persons with disabilities or limited English proficiency, contact Prince William County the Department of Transportation at (703)792-6825 or TDD 711.

Right of Way

This project will require right-of-way and easements acquisition of property from parcels adjacent to the proposed project. Impacted property owners will be informed of the exact location of these easements during the land acquisition process prior to construction, which will occur after the completion of the NEPA document.

The land acquisition program will be conducted in accordance with the Uniform Relocation and Real Estate property Acquisition Act of 1970, as amended. Information about right of way acquisition is discussed in VDOT's brochure, "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available: at https://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf.

What's Next?

The public comment period will close on August 5, 2021. Prince William County staff will review and evaluate comments received as a result of the public comment process. Once public input has been reviewed, Prince William County will consider completion of the environmental study and preliminary design (30%).

ANTICIPATED ENVIRONEMTNAL STUDYS CHEDULE

- Additional NEPA EA Document Submissions: **Summer/Fall 2021**
  - Environmental Consequences
  - Re-submission of Purpose and Need
  - Re-submission of Alternatives Analysis
- Field Investigations and Environmental Studies: **August/September 2021**
- Hold Public Hearing Meeting: **Spring 2022**
- Incorporate Public Input into Preliminary (30%) Design: **May/June 2022**
- Final NEPA Environmental Assessment Document: **Summer 2022**
  - Review by VDOT and FHWA

Contact Information (Providing Your Comments)

Sherry Djouharian
Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, VA 22192
703-792-6825
sdjouharian@pwcgov.org

Please reference "Van Buren Road North Extension PIM Comments" in the subject heading of comments submitted via email. The public is also invited to submit comments by mail or to ask questions at the conclusion of the presentation, utilizing the Question and Answer (Q&A) function. Comments may also be submitted via the Prince William County Department of Transportation page: https://www.pwcva.gov/department/transportation

Project Description

Prince William County (PWC) Department of Transportation is proposing to extend Van Buren Road on new alignment from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive, for a total length of 2.7 miles between intersections. The project area is located in the southeastern region of Prince William County, Virginia parallel and west of Interstate 95. The project would construct a four-lane divided urban collector roadway, utilizing criteria for a 40 mile per hour roadway. Construction of a 10-foot wide shared-use path and a 5-foot wide sidewalk would be included to provide non-motorized transportation alternatives. The typical section for these improvements generally varies from 102 feet to 105 feet along the proposed corridor and includes curb and gutter and a raised median. Wider portions of the roadway are provided for turn lanes and entrances to other roadways and private entrances. The project would also include construction of an approximately 235-foot bridge spanning Powell's Creek perpendicular to the waterway, as well as associated stormwater management facilities.

The current scope for this project is to complete environmental studies and documentation for the future construction of Van Buren Road. This includes preliminary concept-level design of the roadway to identify project impacts and estimated right-of-way. Environmental studies are conducted and documented in accordance with the National Environmental Policy Act (NEPA) of 1969. Per these guidelines, an Environmental Assessment (EA) level NEPA document is anticipated to be the appropriate level of NEPA documentation to evaluate the Van Buren Road North Extension project. This investigation and documentation is currently locally funded, and the future design and construction of the project anticipates the use of various sources of funding to include Federal funding.

Traffic

Traffic data collection and analysis was preformed for the NEPA document. Traffic along the corridor was analyzed with connections at Route 234 and Cardinal Drive. Multiple configurations at theses intersections were analyzed for operations and safety. Traffic analysis reporting will be provided with the NEPA document to support the conceptual design and benefit of the project.

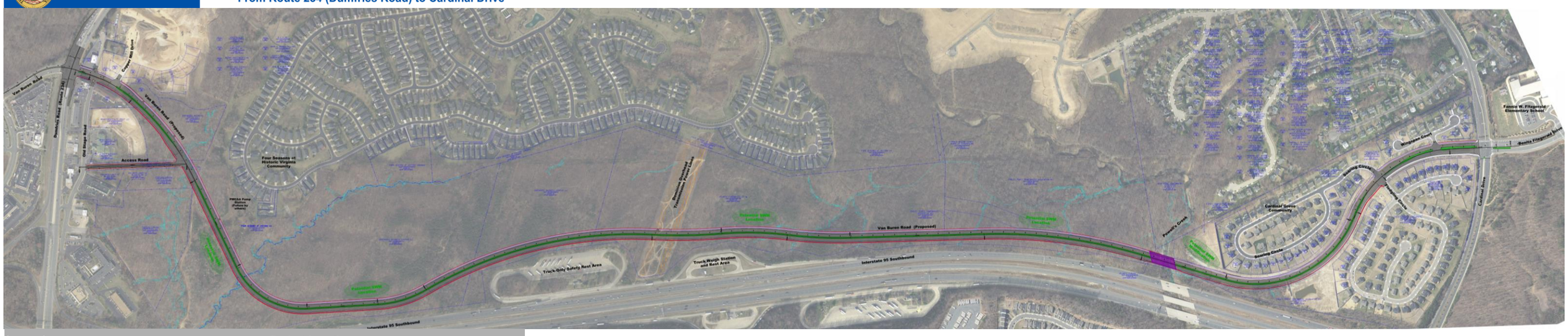
Environmental Analysis

Community Facilities & Recreation	No community facilities or recreational resources are anticipated to be impacted by the proposed roadway. Access to existing schools is anticipated to be improved, and the project would increase connectivity of the pedestrian and bicycle network through the construction of the shared use path.
Cultural Resources	27 previously recorded archaeological resource sites are located within the project area. 2 of the sites have been recommended not eligible for National Register of Historic Places (NRHP) listing while the remaining sites remain unevaluated. A Phase 1 Cultural Resources Survey will be completed.
Wetlands & Streams	Wetlands and streams, including Powell's Creek, were identified. An Approved Jurisdictional Determination (AJD) (NAO-2021-00347-rdb) was received May 18, 2021. The AJD includes: palustrine forested (PFO) wetlands, palustrine emergent (PEM) wetlands, intermittent streams and perennial streams. Avoidance and minimization efforts were included in the preliminary design and will be refined during the final design and permitting phase of the project.
Floodplains	There are roughly 22 acres of FEMA-mapped floodplain of Powell's Creek within the project area. Two piers of the proposed bridge would be located within the floodplain. The bridge would result in a rise in the floodplain water surface elevation. No impacts to the floodplain are anticipated.
Wildlife & Habitat	According to U.S. Fish and Wildlife (USFWS), Virginia Department of Wildlife Resources (VDWR) and Virginia Department of Conservation Resources (VDCR) databases, there is no critical habitat within the project area. There are no known eagle nests, roosts or concentration areas near the project area. No conservation easements exist within the project area.
Threatened & Endangered Species	According to USFWS, VDWR and VDCR databases, no T&E species have been recorded in the project area. Potential habitat exists in the project area for the federally-listed Northern Long-eared bat (*Myotis septentrionalis*), Harperella (*Ptilimnium nodosum*), and the small whorled pogonia (*Isotria medeoloides*). Habitat assessments for small whorled pogonia and Harperella were conducted and summarized in a report provided on March 9, 2021. Species surveys will also be conducted to confirm presence or absence of small whorled pogonia and harperella.
Hazardous Materials	A search of federal and state databases did not identify any recognized environmental concern (REC) within the study area. Phase I Environmental Site Assessments (ESA) per the American ASTM will be conducted on any properties to be acquired for this project.
Section 4(f)	No impacts to Section 4(f) properties are anticipated and no Section 4(f) properties are located in the project area.

Prince William County

Proposed Van Buren Road Concept Alignment

From Route 234 (Dumfries Road) to Cardinal Drive



Legend

- Existing Wetlands or Streams
- Existing Right of Way & Property Lines
- Conceptual Right of Way Limits
- Potential Stormwater Management Facility
- Proposed Travel Lanes
- Proposed Bridges
- Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Grass Median/Buffer

Project Location

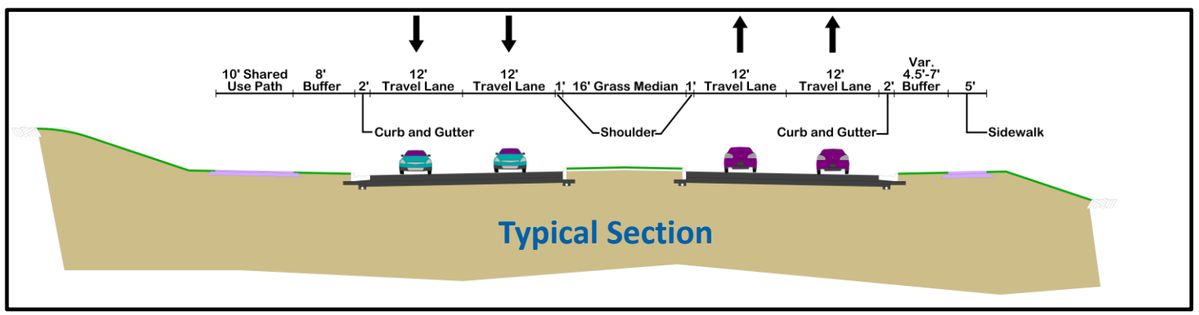
Prince William County, VA

North Arrow & Scale

SCALE
0 50' 100' 150' 200'

Project Team Members:

Dewberry



Appendix 2

Van Buren Road North Extension Proposed Alignment Exhibit

Prince William County

Proposed Van Buren Road Concept Alignment

From Route 234 (Dumfries Road) to Cardinal Drive

July 2021

Project Location

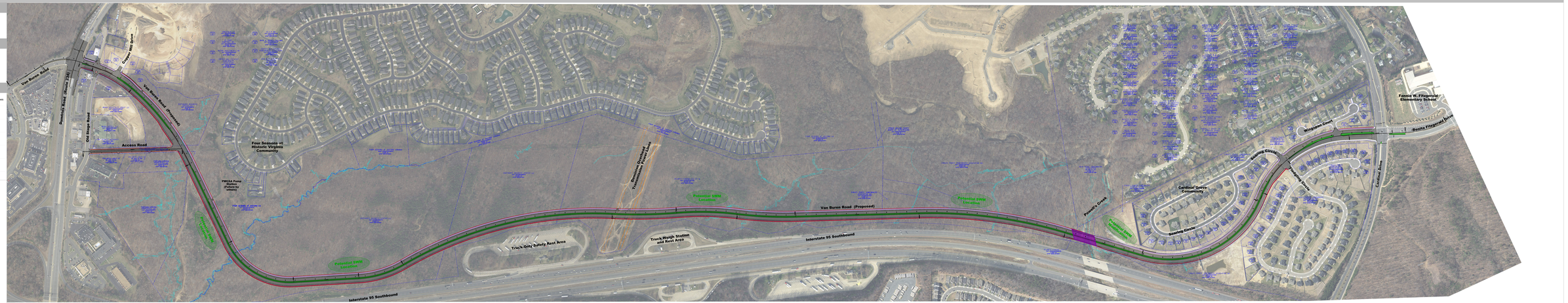
North Arrow & Scale

Legend

- Existing Wetlands or Streams
- Existing Right of Way & Property Lines
- Conceptual Right of Way Limits
- Potential Stormwater Management Facility
- Proposed Travel Lanes
- Proposed Bridges
- Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Grass Median/Buffer

Project Team Members:

Dewberry



Appendix 3

Comment Sheet

Virtual Public Information Meeting

Van Buren Road North Extension
Alignment and Environmental Study (NEPA-EA)

COMMENT SHEET

ALL COMMENTS ARE SUBJECT TO PUBLIC DISCLOSURE – PLEASE PRINT CLEARLY

Submit comments by close of business on August 5, 2021. Comments can be mailed to the address on the back of this form or emailed to sdjouharian@pwcgov.org.

Name (Optional):_____

Address:_____

Do you support the alignment as shown? Yes_____ No_____

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

YES _____ NO _____

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

YES _____ NO _____

Do you have any specific concerns regarding the proposed project?

YES _____ NO _____

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 _____ Message Boards _____ Other:_____

Virtual Public Information Meeting

Van Buren Road North Extension Project
Alignment and Environmental Study (NEPA-EA)
Prince William County, Virginia

Place
Stamp
Here

Sherry Djouharian

Project Manager

Prince William County DOT

5 County Complex Court, Suite 290

Prince William, VA 22192

Appendix 4

Scoping Letters

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

U.S. Environmental Protection Agency, Region 3 (Mid-Atlantic)
Ms. Diana Esher, Acting Regional Administrator
1650 Arch Street
Philadelphia, PA 19103-2029

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Diana Esher:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

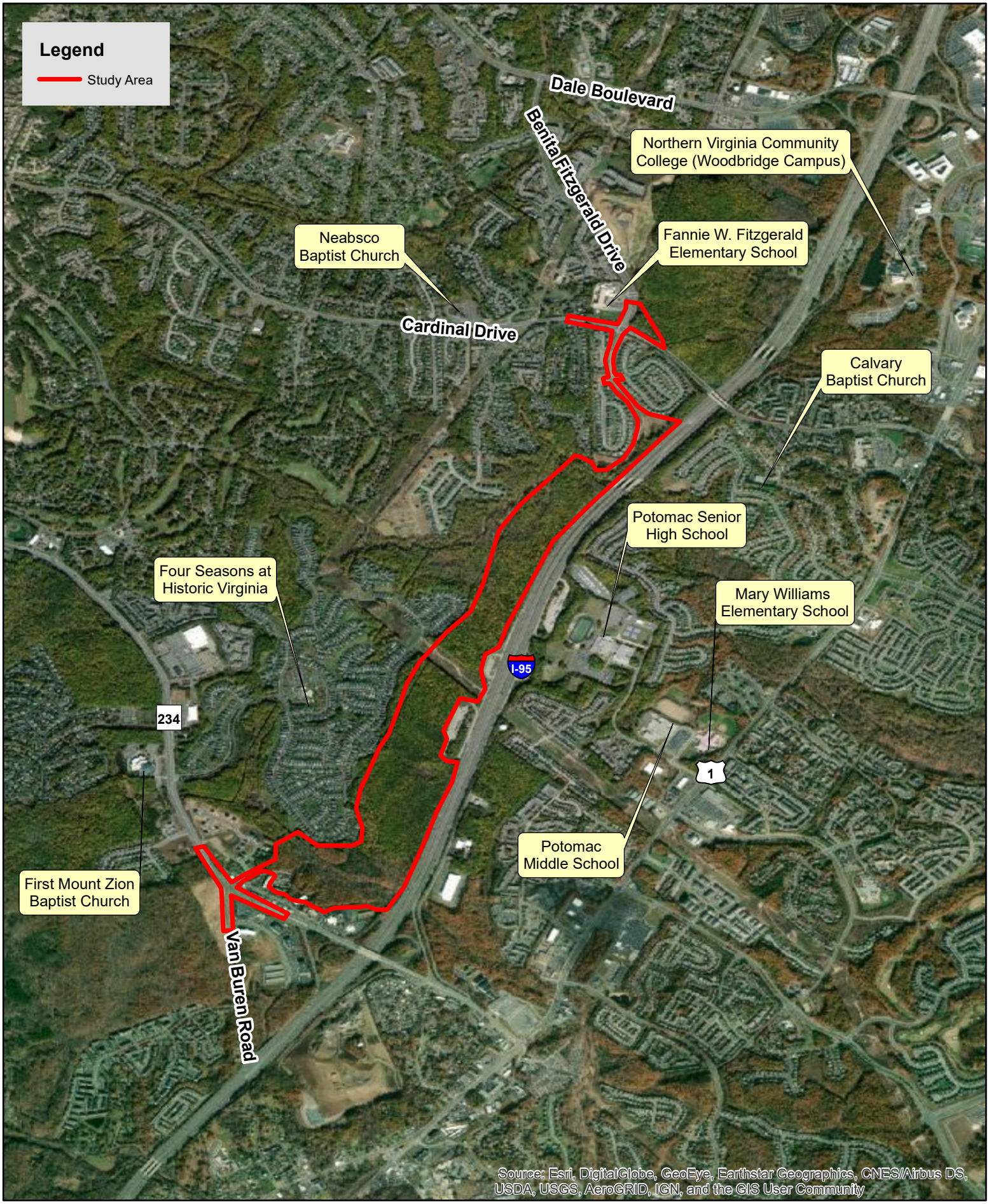
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Fannie W. Fitzgerald Elementary School
Ms. Kimberly Gudinas, Principal
15500 Benita Fitzgerald Drive
Woodbridge, VA 22193

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Kimberly Gudinas:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please address how this project may improve bus schedules, routes and their ability to be on time in the vicinity of the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

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Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
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Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

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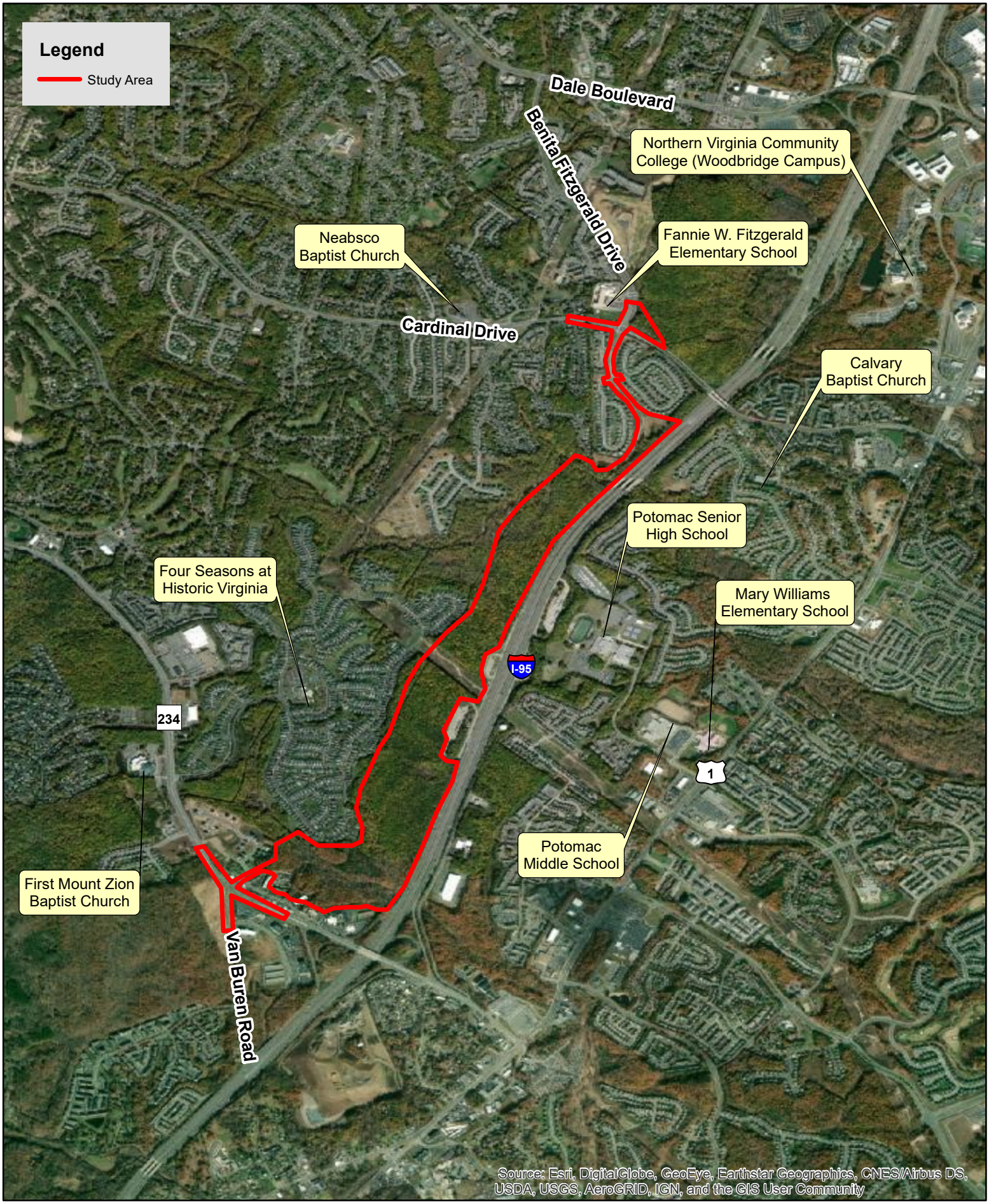

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N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Northern Virginia Regional Commission
Mr. Robert W. Lazaro, Executive Director
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Robert W. Lazaro:

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Enclosure: Figure 1 – Study Area

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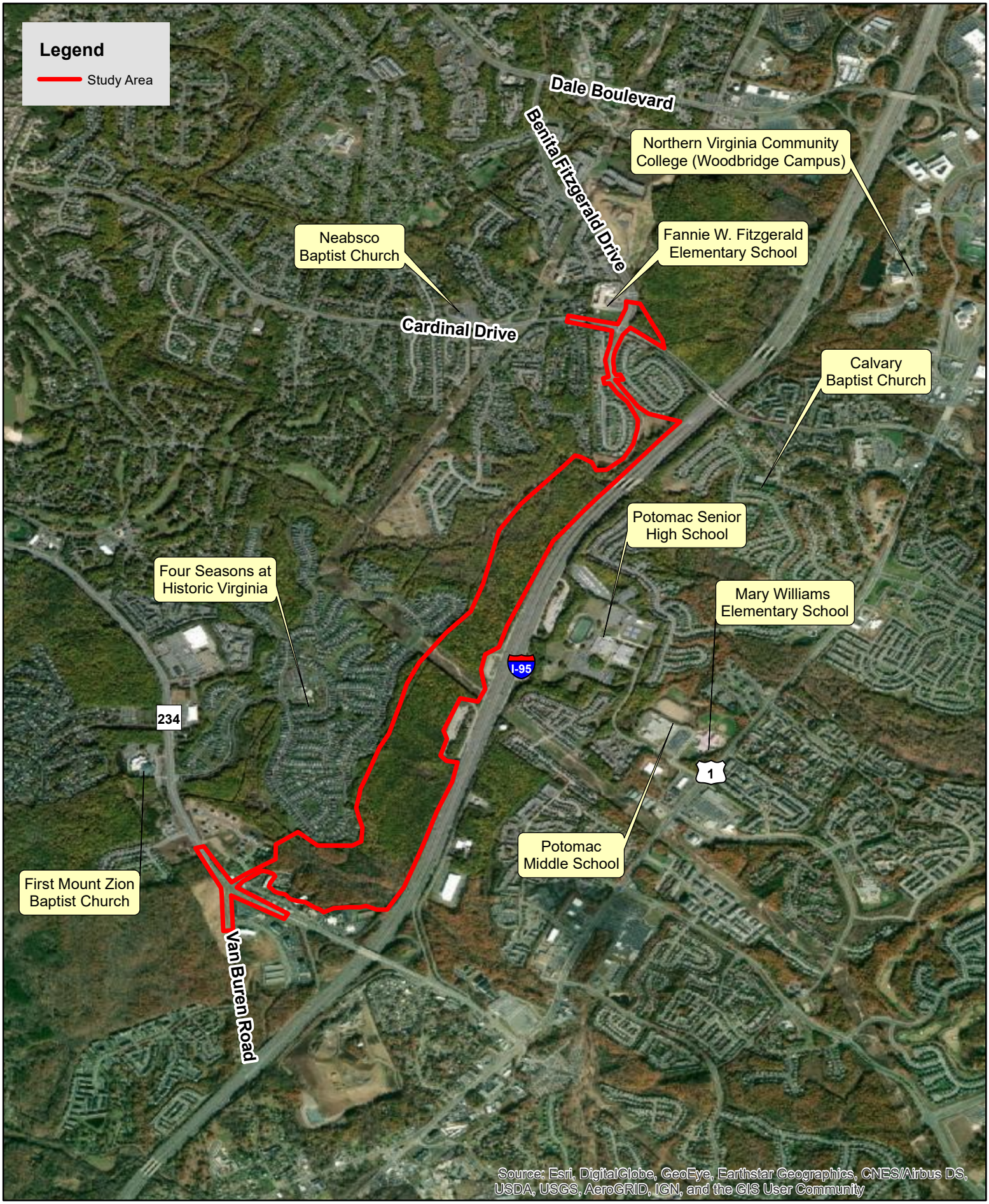
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

U.S Department of Agriculture, NRCS, Office of the Chief
Mr. Edwin Martinez, State Conservationist
1606 Santa Rosa Road, Suite 209
Richmond, VA 23229

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Edwin Martinez:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

Preliminary scoping for this project indicated that though portions of the existing soils in the project area are appropriate for Prime Farmland, the project area is zoned industrial/residential and the areas surrounding the project area have been built-up with residential communities and commercial properties; as such, the project area is not available for agricultural uses and should not be considered Prime Farmland.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please comment on the above determination regarding prime farmland within the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

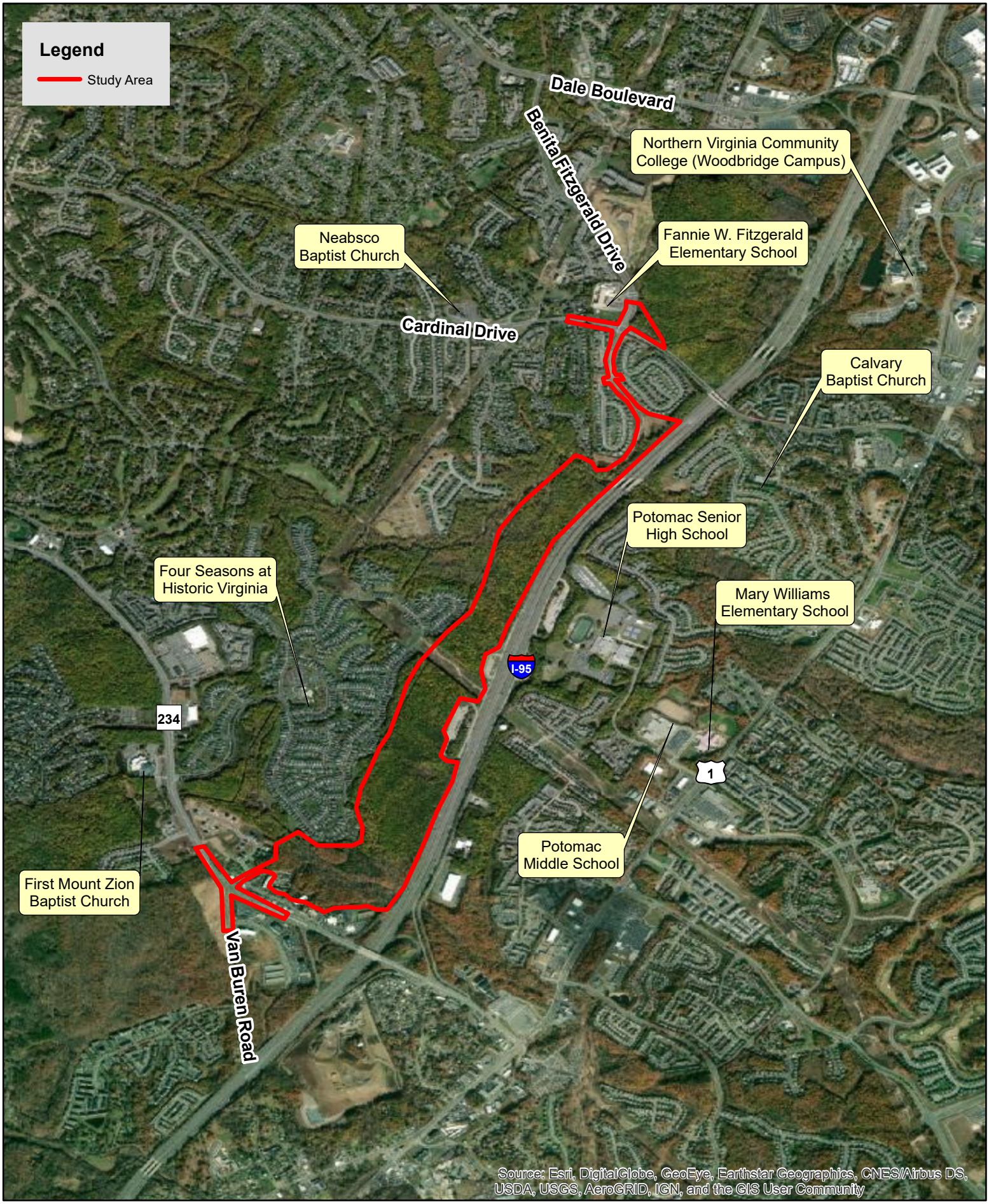
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 2021

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703.849.0118 fax
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March 12, 2021

Potomac Senior High School
Mr. Brandon Boles, Principal
3401 Panther Pride Drive
Dumfries, VA 22026

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Brandon Boles:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please address how this project may improve bus schedules, routes and their ability to be on time in the vicinity of the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

Kelly Donovan
Environmental Scientist
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Sincerely,
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Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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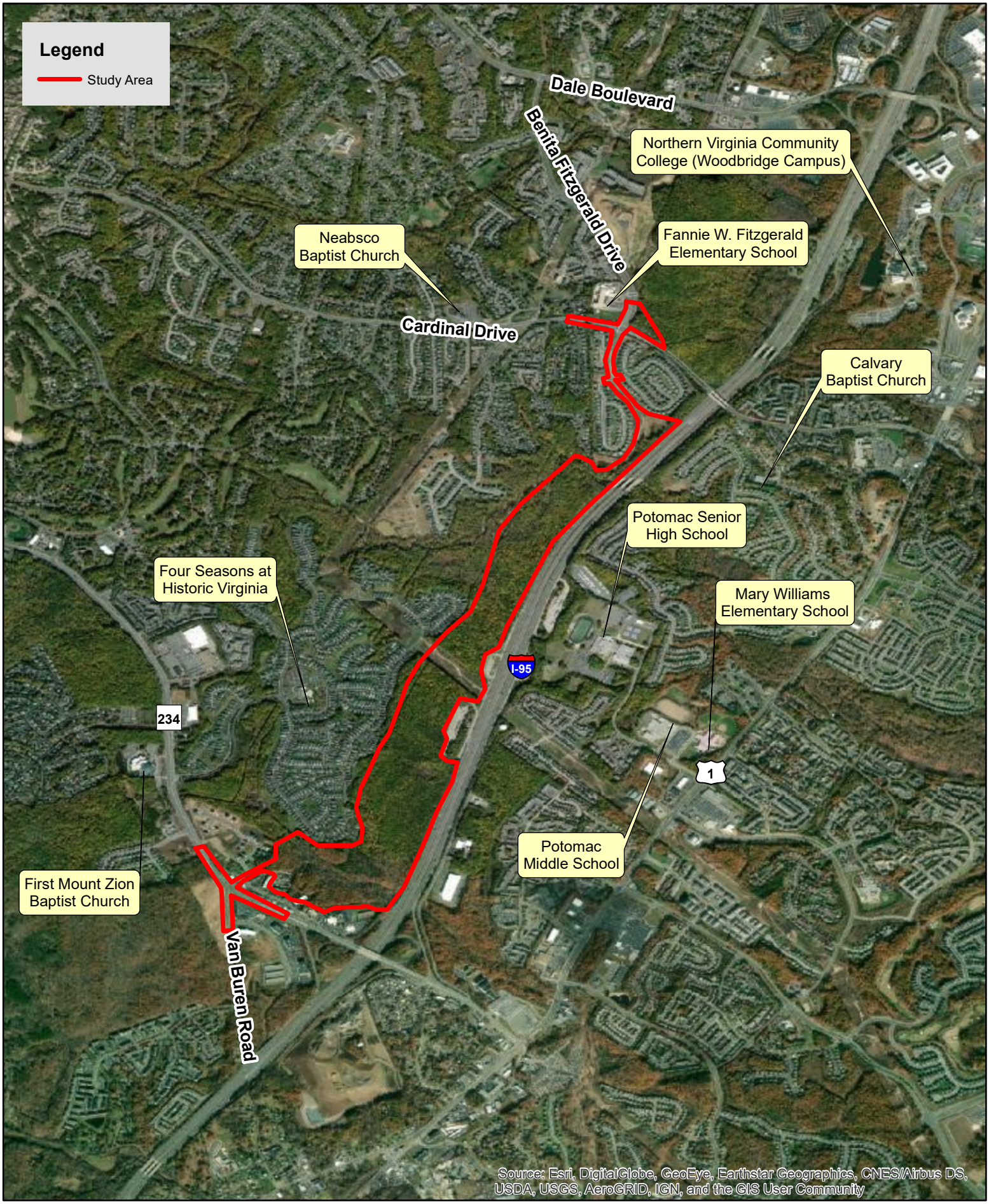
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 2021

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March 12, 2021

Potomac Middle School
Mr. Kevin Smith, Principal
3130 Panther Pride Drive
Dumfries, VA 22026

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Kevin Smith:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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8401 Arlington Boulevard
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Sincerely,
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Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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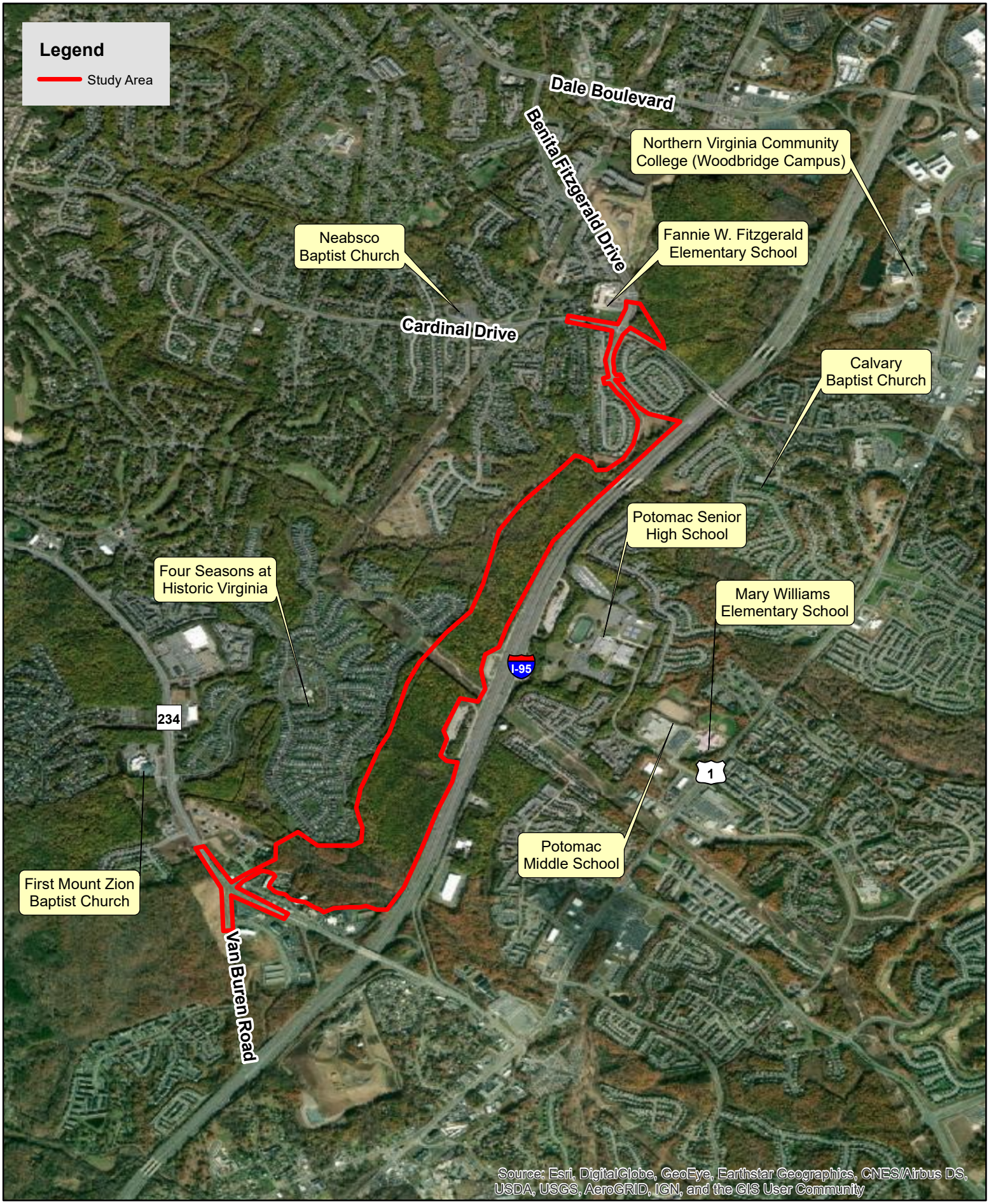
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 12, 2021

Potomac and Rappahannock Transportation Commission
Dr. Robert Schneider, Executive Director
14700 Potomac Mills Road
Woodbridge, VA 22192

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Dr. Robert Schneider:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

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Environmental Scientist
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8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
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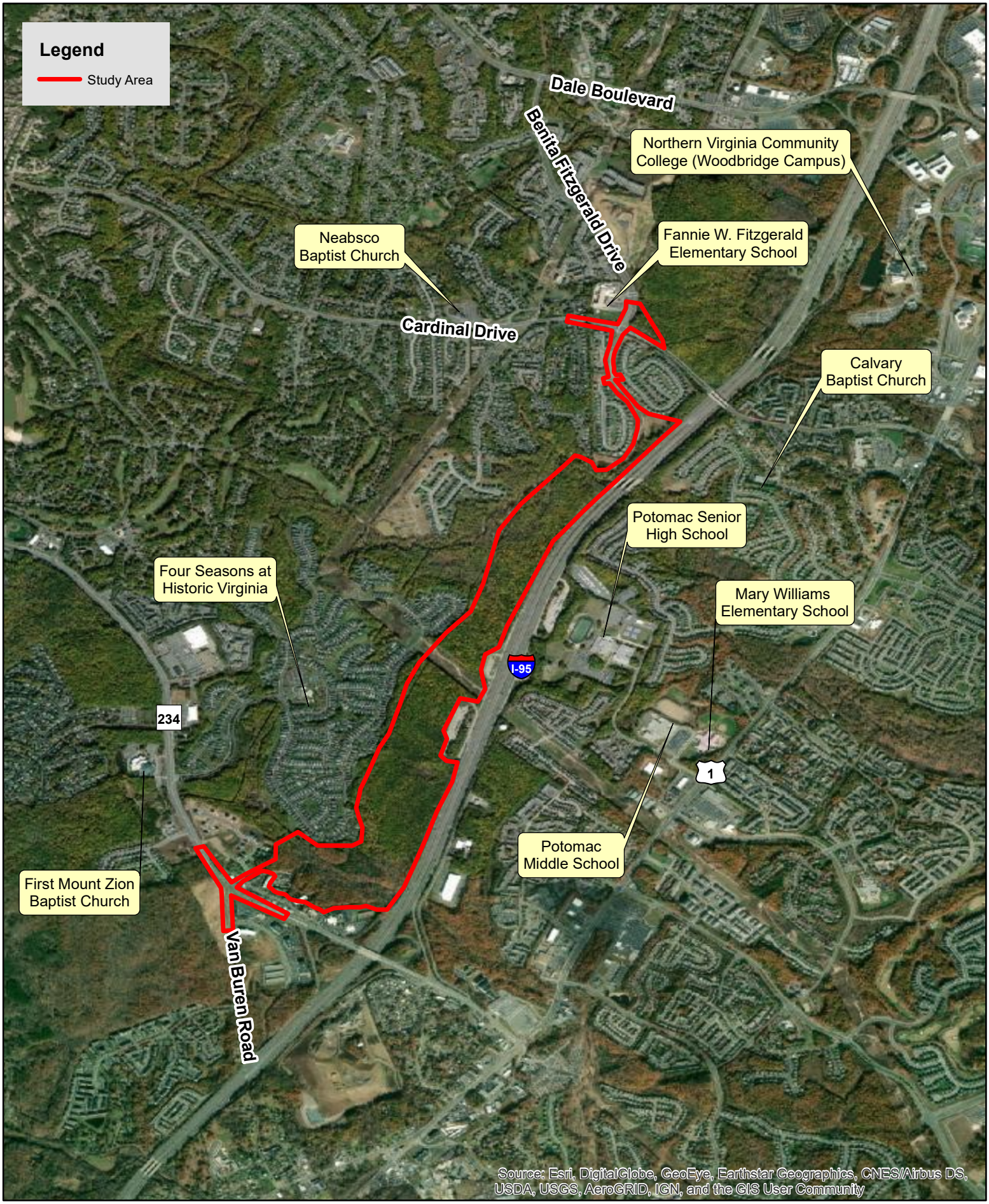
Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 12, 2021

Prince William County Board of Supervisors
Ms. Ann B. Wheeler, Chair-At-Large
1 County Complex Court
Prince William, Virginia 22192

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Ann B. Wheeler:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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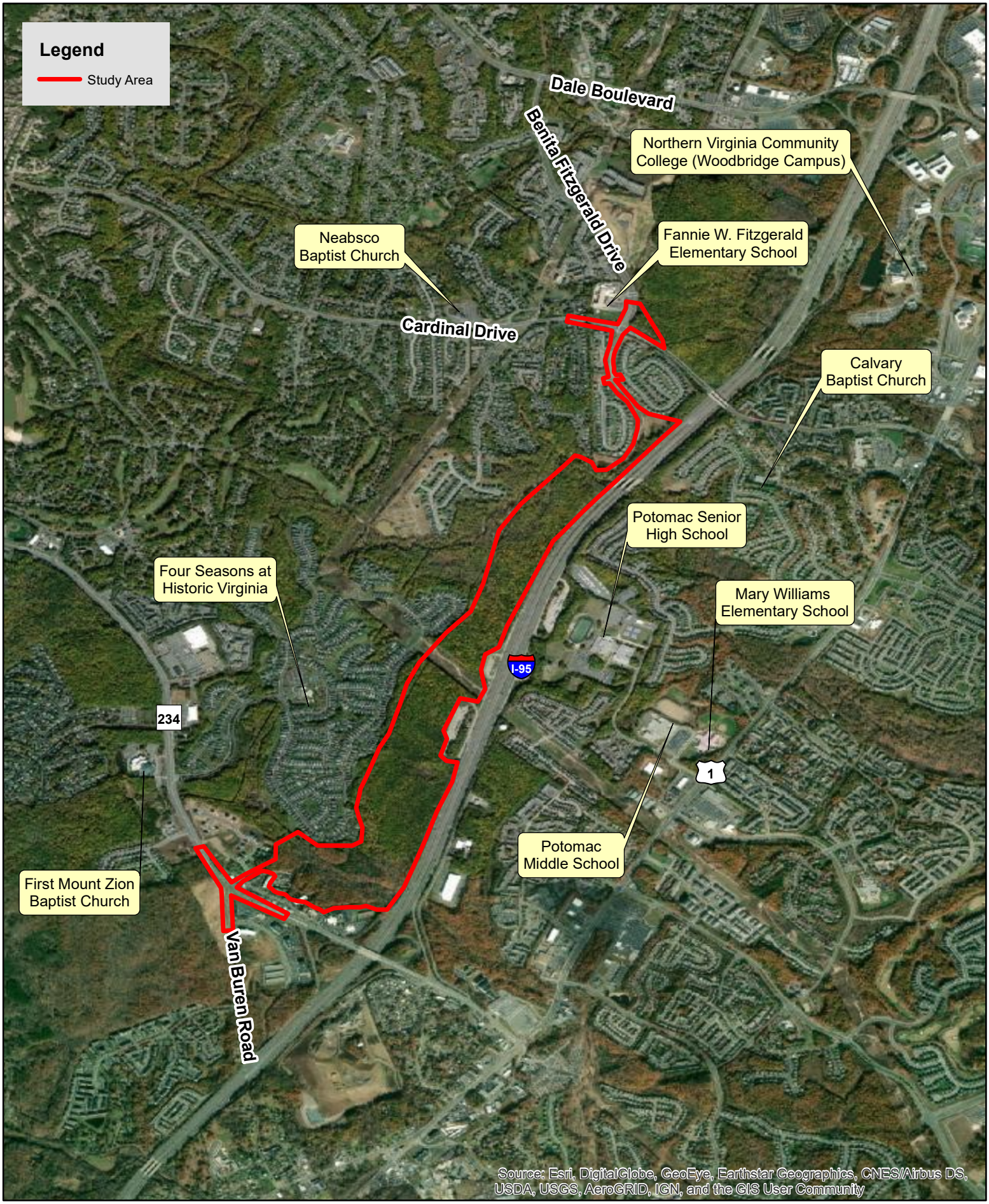
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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Fairfax, VA 22031

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703.849.0118 fax
www.dewberry.com

March 12, 2021

Prince William Chamber of Commerce
Ms. Debbie Jones, President & CEO
9720 Capital Court, Suite 203
Manassas, VA 20110

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Debbie Jones:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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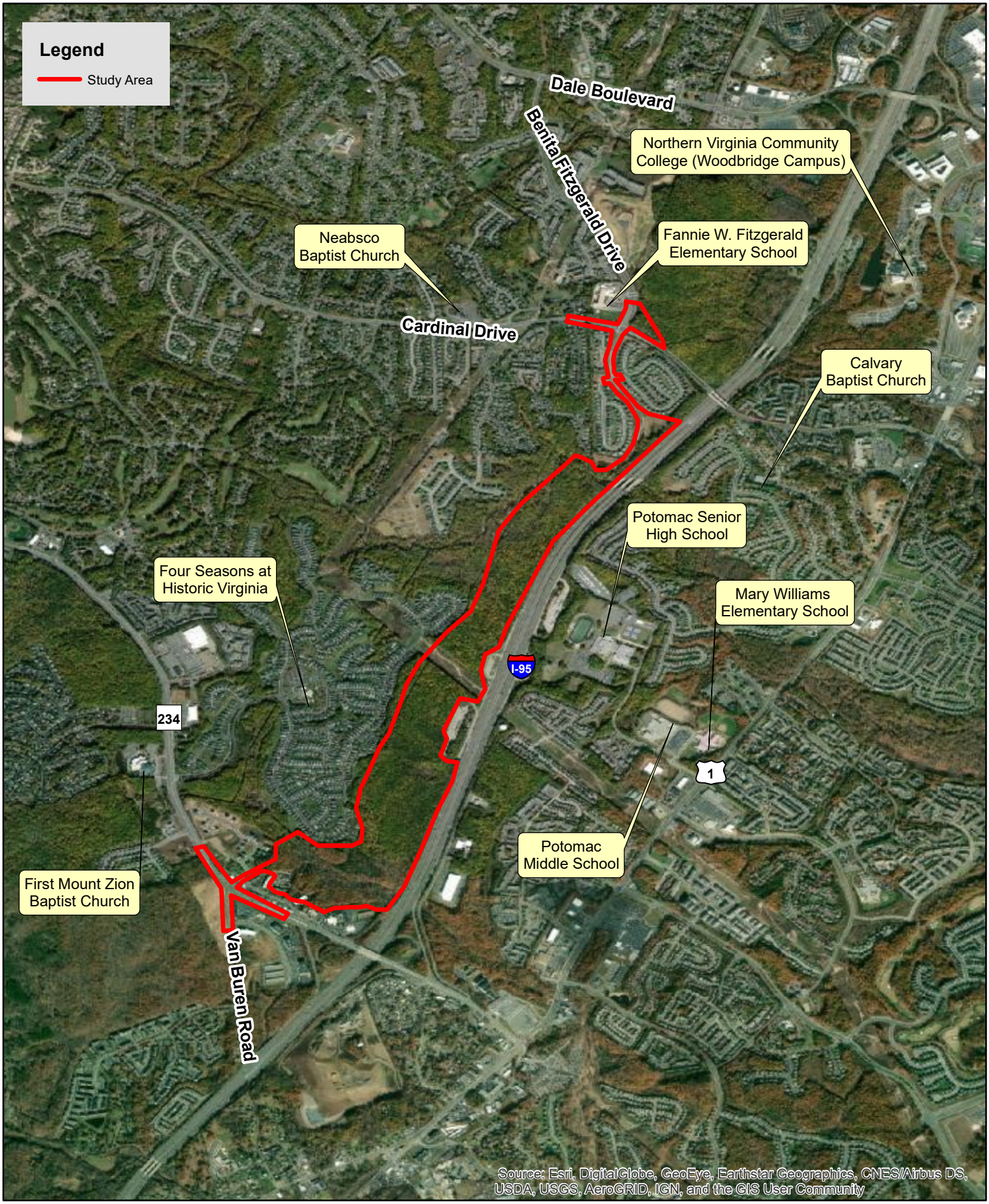
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 2021

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March 12, 2021

Prince William County Department of Community Services
Ms. Lisa C. Madron, LCSW, CTS, Executive Director
Sudley North Gov't Center
8033 Ashton Avenue
Manassas, VA 20109

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Lisa C. Madron:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
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Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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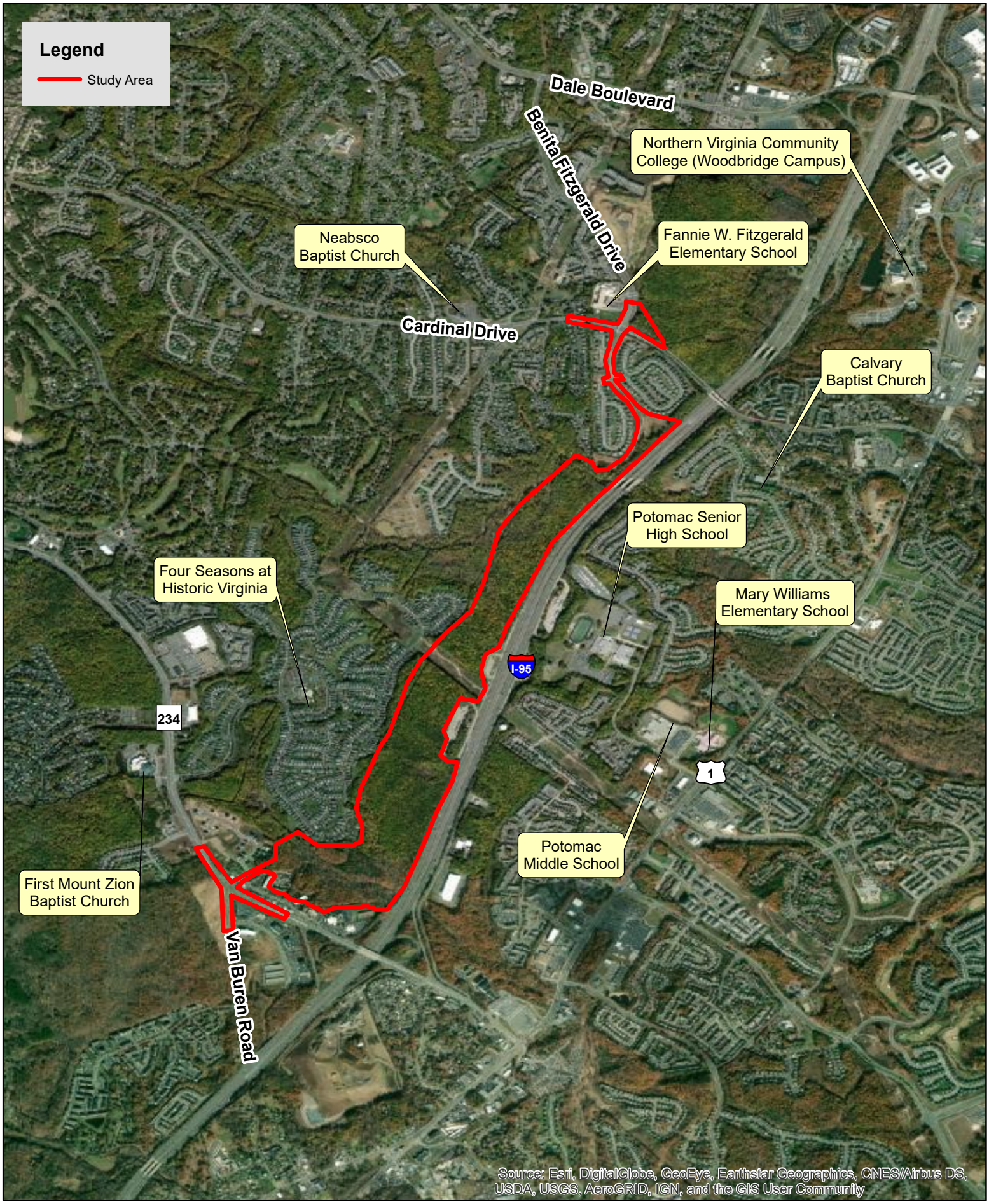

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March 12, 2021

Prince William County Department of Economic Development
Ms. Christina M. Winn, Executive Director
13575 Heathcote Blvd., Suite 240
Gainesville, VA 20155

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Christina M. Winn:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Environmental Scientist
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8401 Arlington Boulevard
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Environmental Scientist

Enclosure: Figure 1 – Study Area

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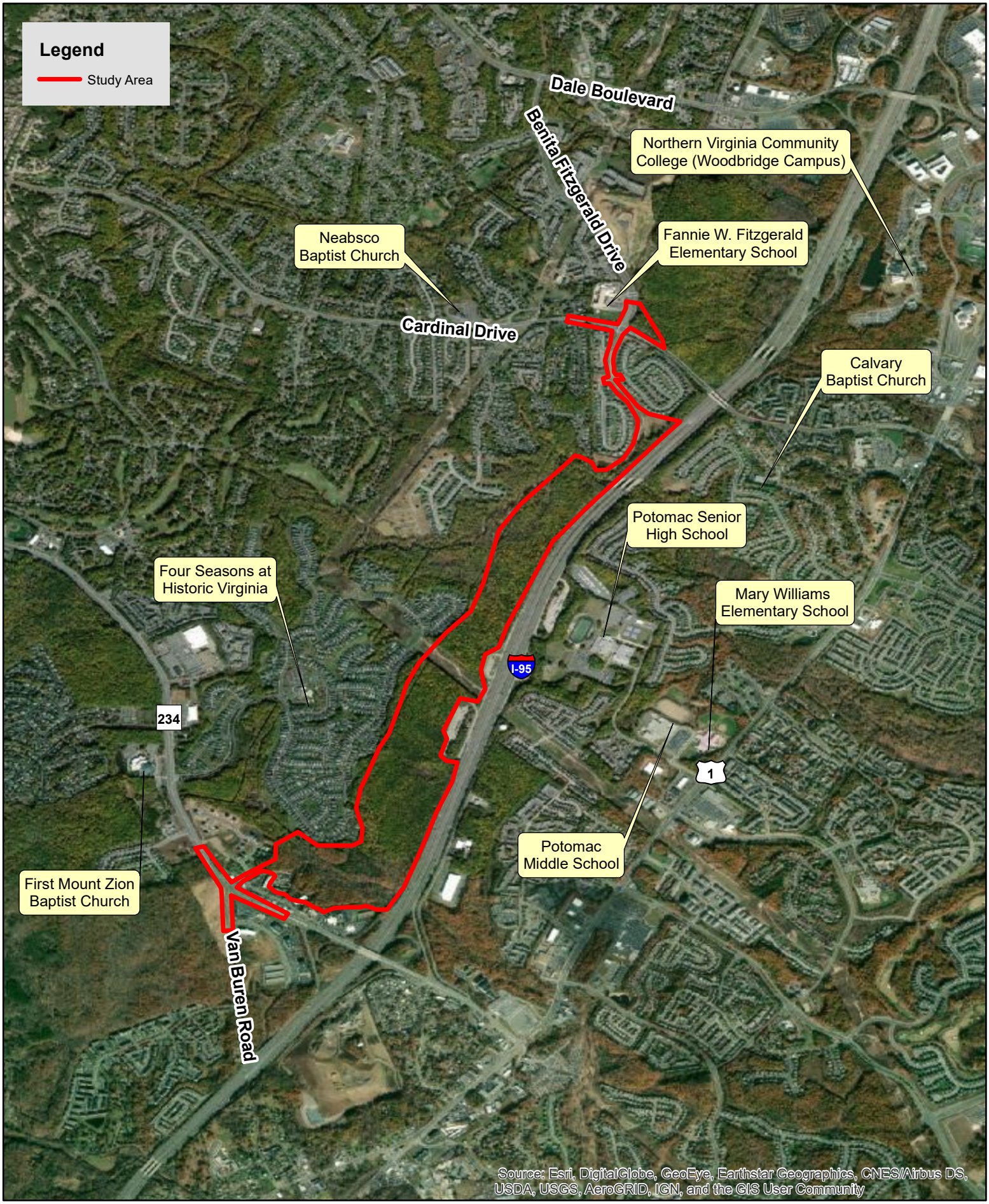

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March 12, 2021

Prince William County Department of Fire and Rescue
Mr. Timothy L. Keen, Fire Chief
1 County Complex Court
Prince William, Virginia 22192

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Timothy L. Keen:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

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Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
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Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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Dagmawie Shikurye, Prince William County Department of Transportation
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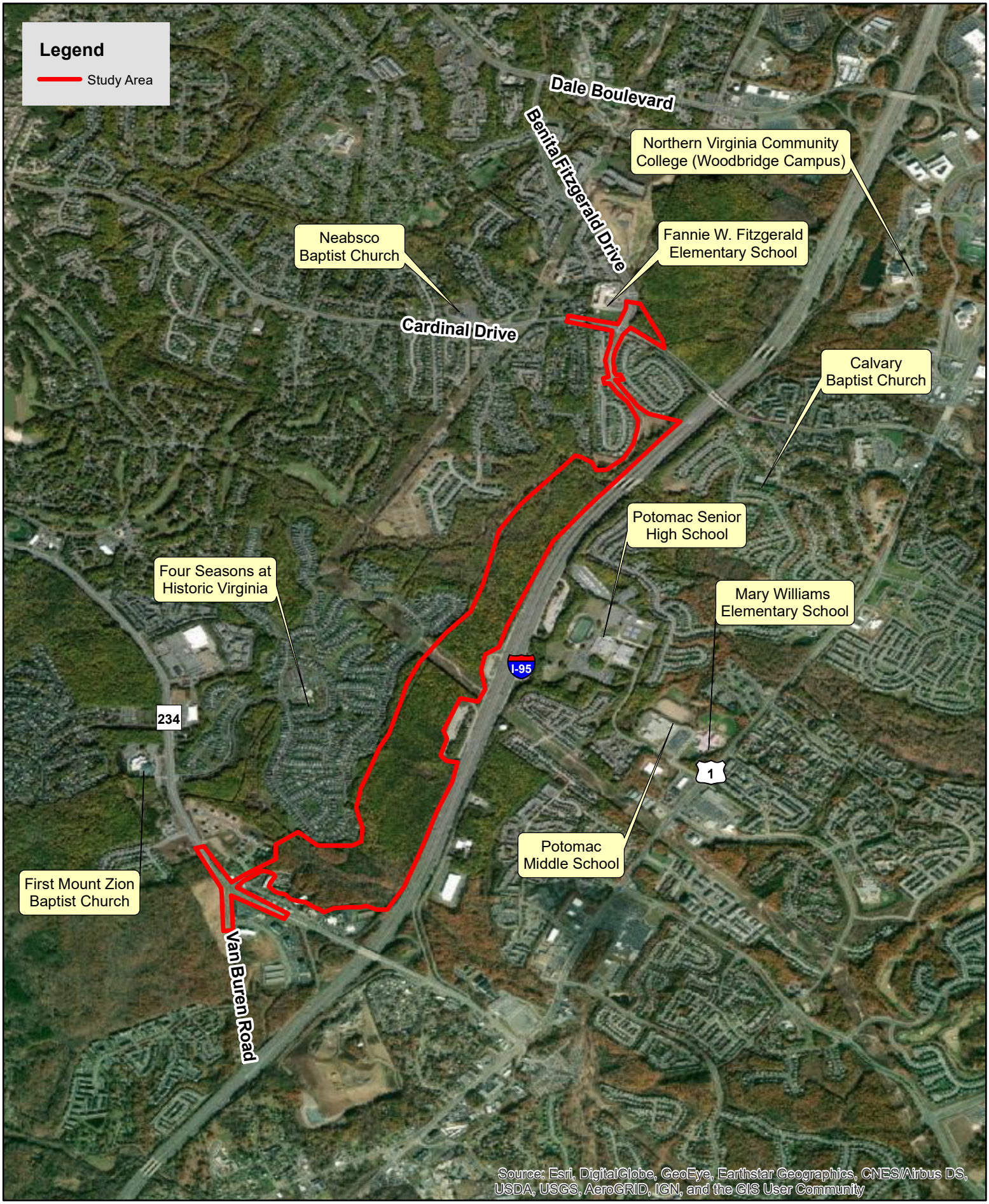

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March 12, 2021

Prince William County Department of Planning and Zoning
Mr. Parag Agrawal, Director of Planning
Development Services Building
5 County Complex Court, Suite 210
Prince William, VA 22192-9201

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Parag Agrawal:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

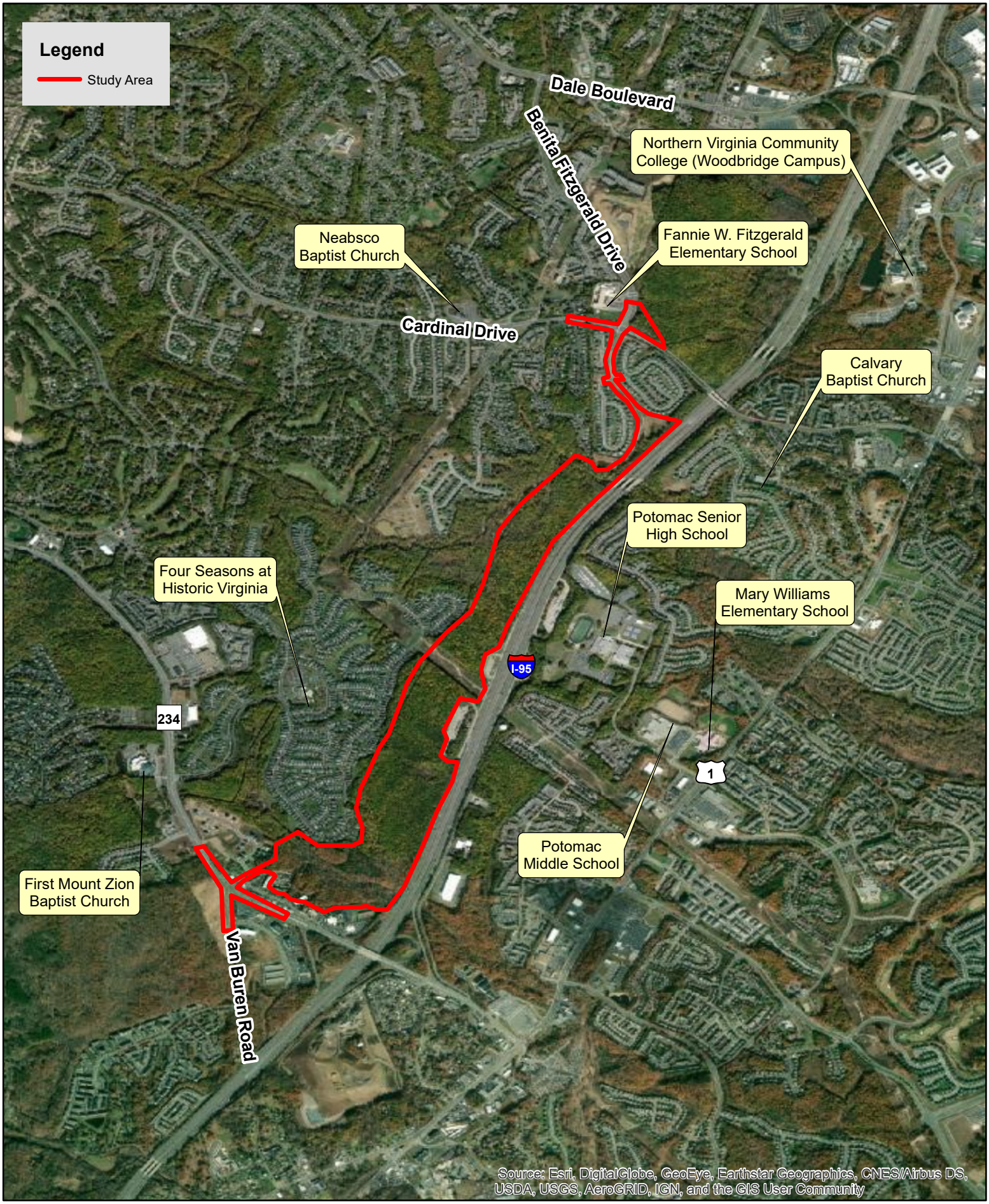
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Prince William County Department of Public Works
Mr. Thomas J. Smith, Acting Director
5 County Complex Court
Prince William, VA 22192

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Thomas J. Smith:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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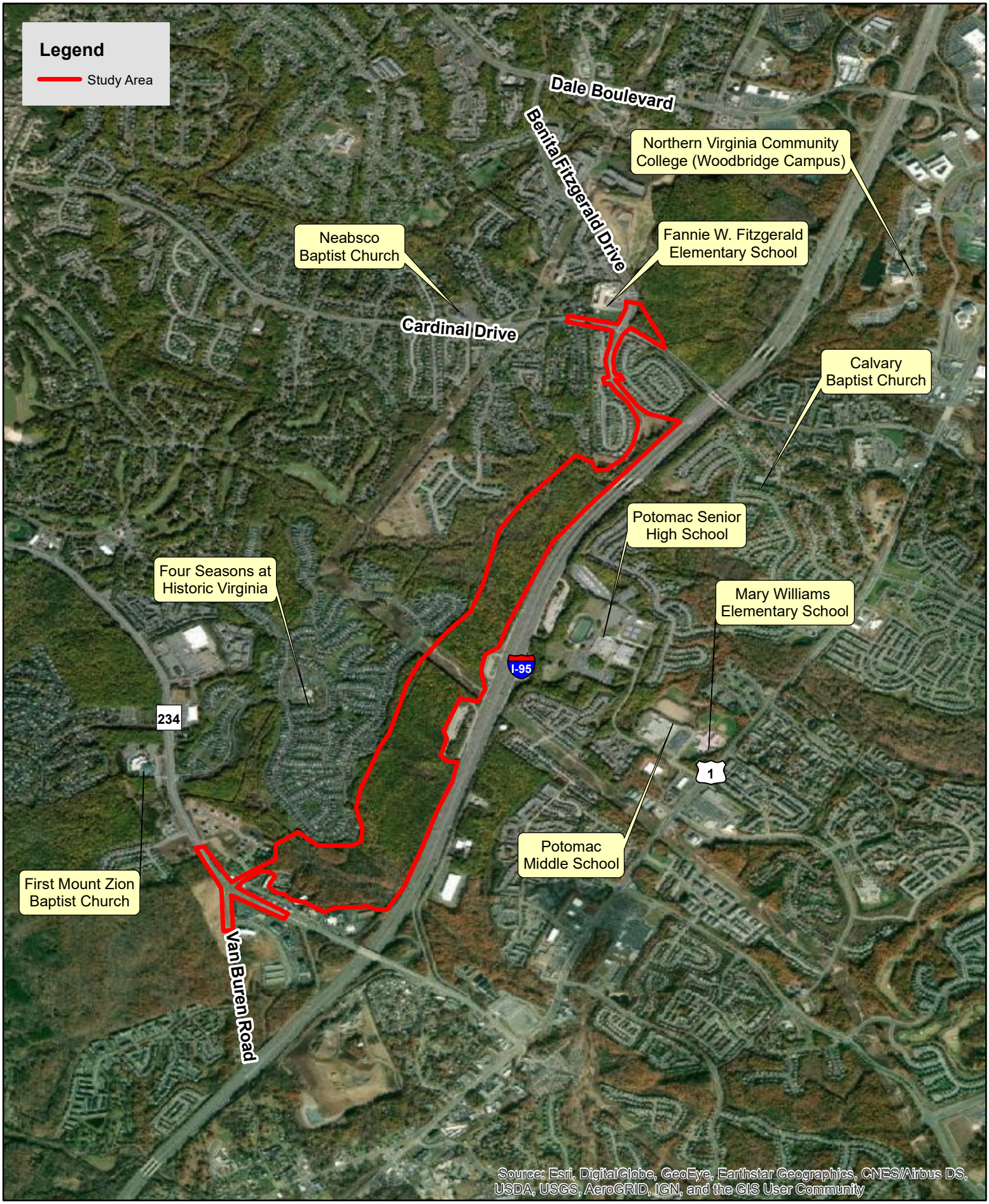

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March 12, 2021

Prince William County Department of Social Services
Ms. Courtney Tierney, Director
15941 Donald Curtis Drive
Woodbridge, VA 22191

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Courtney Tierney:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please address any anticipated impacts this project may have on low income communities, minority populations and other environmental justice communities within and adjacent to the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
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Environmental Scientist

Enclosure: Figure 1 – Study Area

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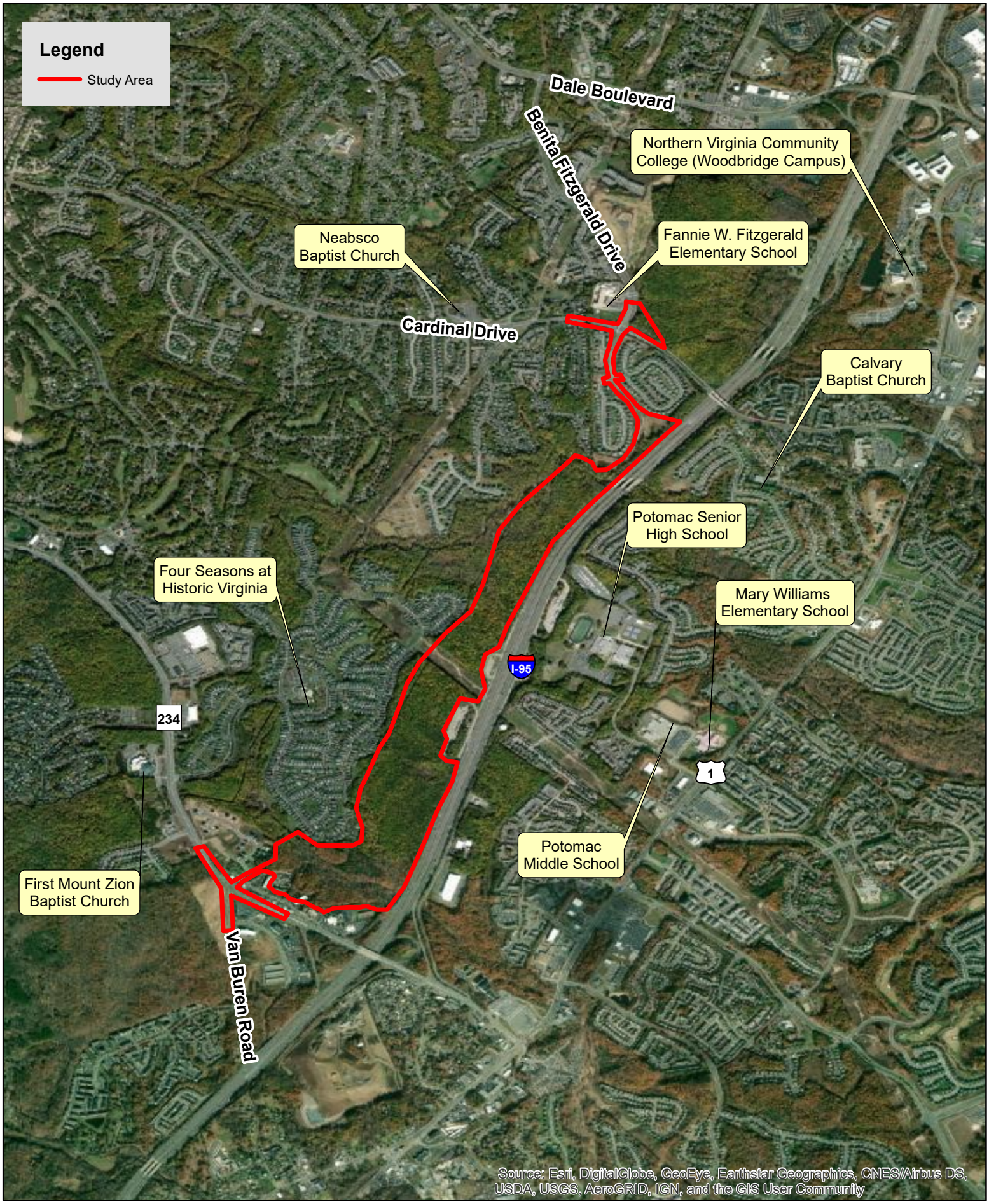

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March 12, 2021

Prince William County Health District
Dr. Alison Ansher, Director
9301 Lee Avenue
Manassas, VA 20110

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Dr. Alison Ansher:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction.

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Enclosure: Figure 1 – Study Area

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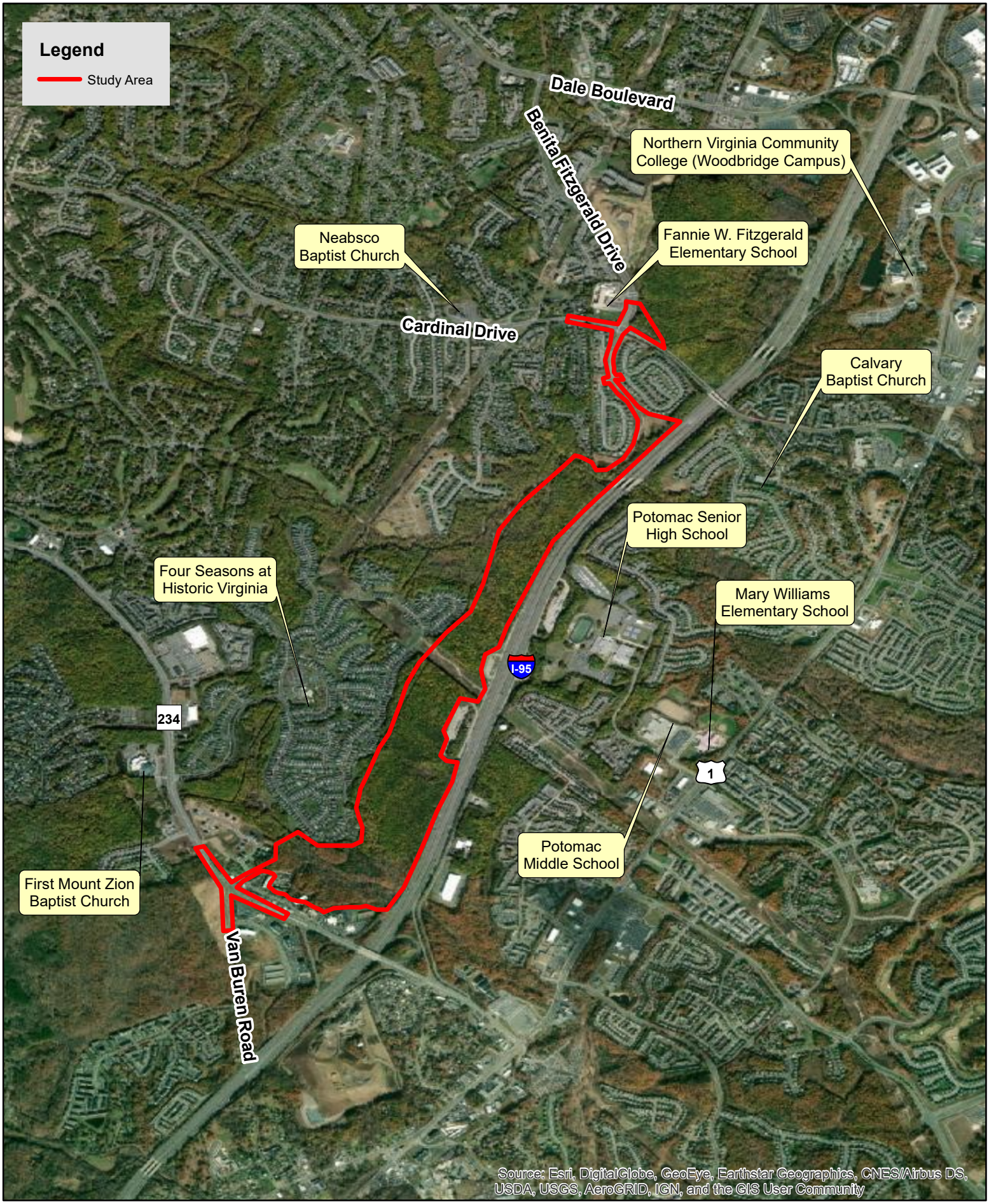

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March 12, 2021

Neabsco District Supervisor
Mr. Victor S. Angry
2700 Neabsco Common Place
Suite 125
Woodbridge, VA 22191

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Victor S. Angry:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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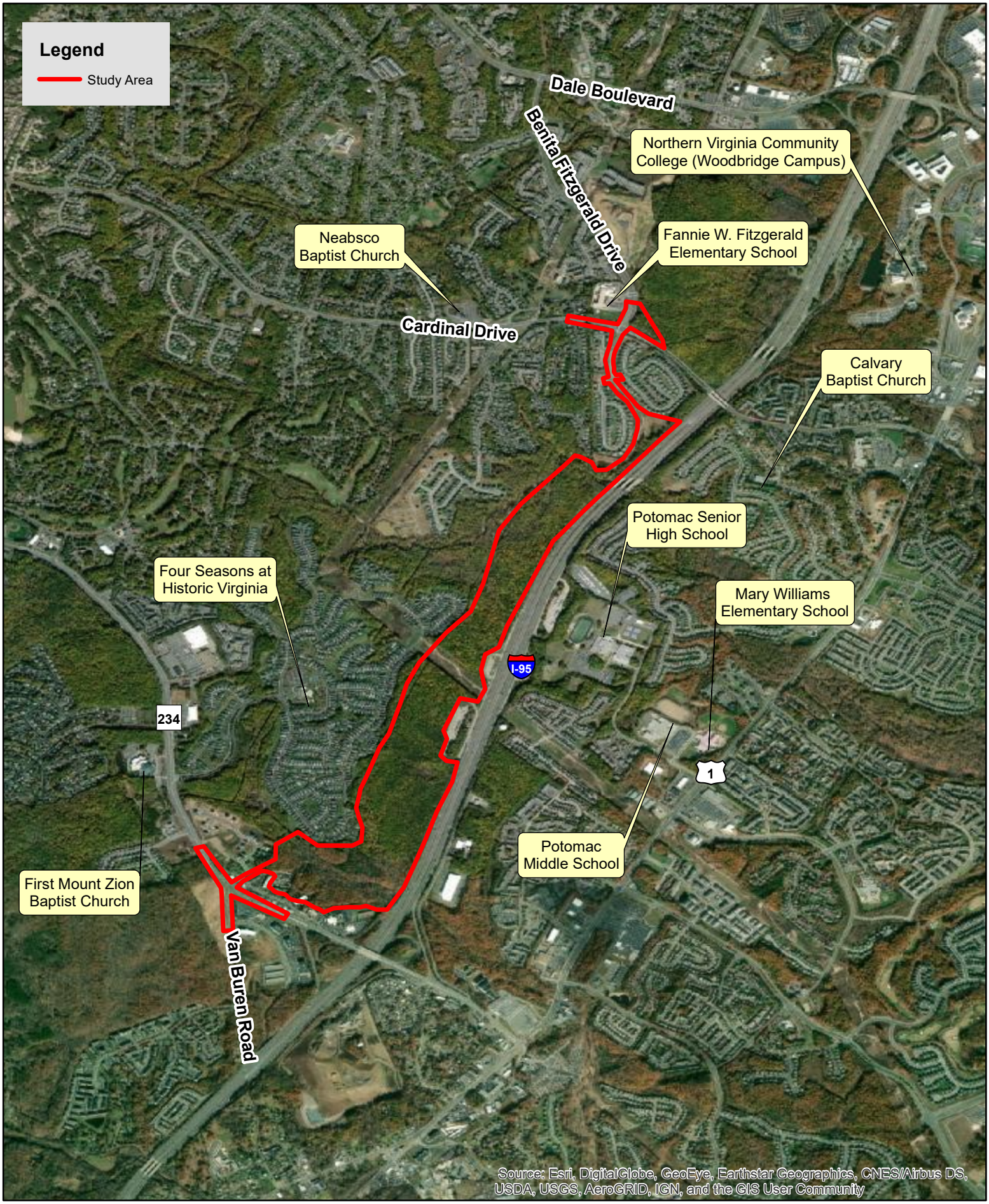
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 2021

Dewberry

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www.dewberry.com

March 12, 2021

Prince William County, Office of Executive Management
Mr. Christopher E. Martino, County Executive
James J. McCoart Administration Building
1 County Complex Court
Prince William, VA 22192

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Christopher E. Martino:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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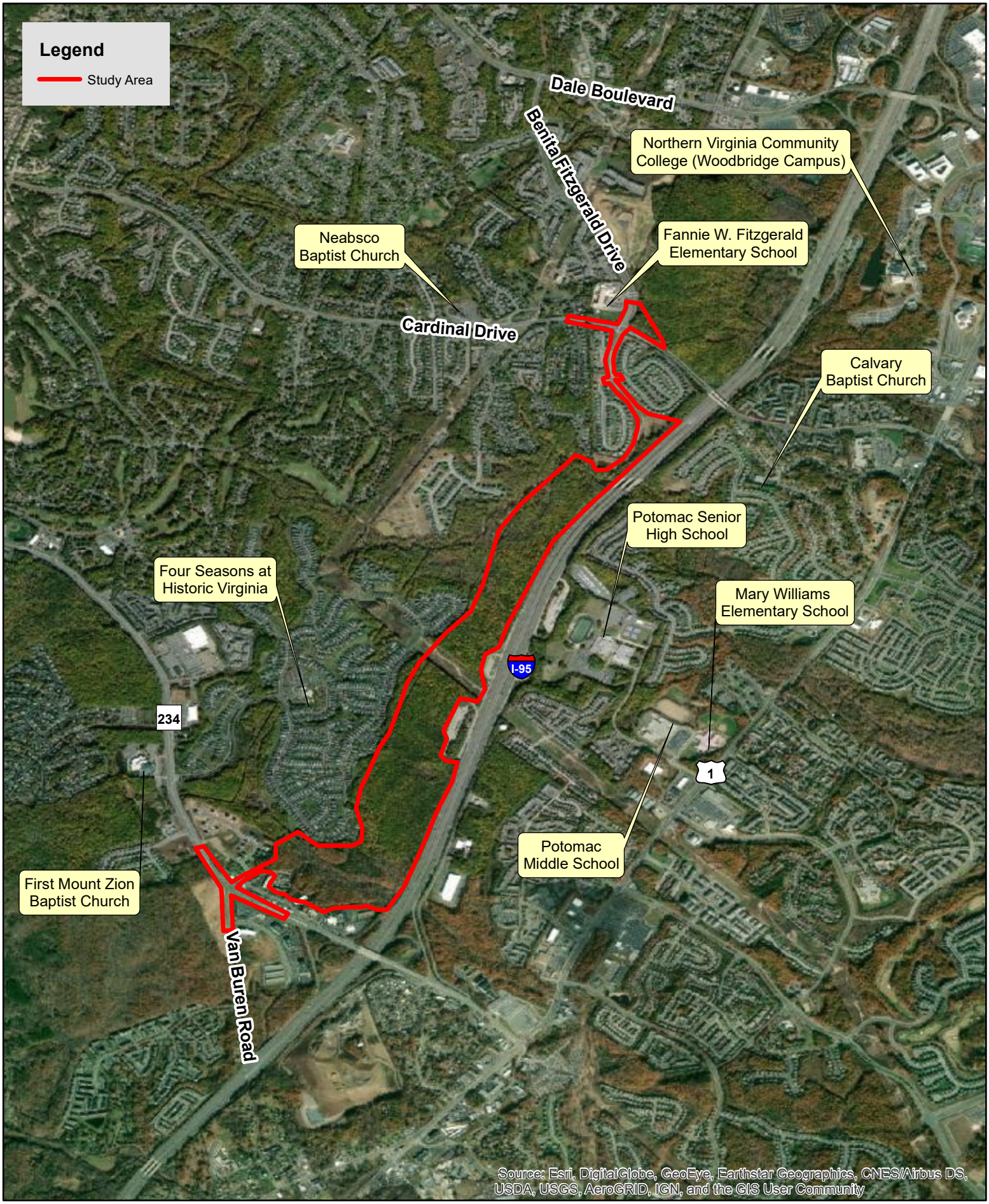
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



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March 2021

Dewberry

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Fairfax, VA 22031

703.849.0100
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www.dewberry.com

March 12, 2021

Prince William County Office of Historic Preservation
Mr. Justin S. Patton, RPA, County Archaeologist
5 County Complex Court, Suite 210
Prince William, VA 22192

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Justin S. Patton:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Kelly Donovan
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Enclosure: Figure 1 – Study Area

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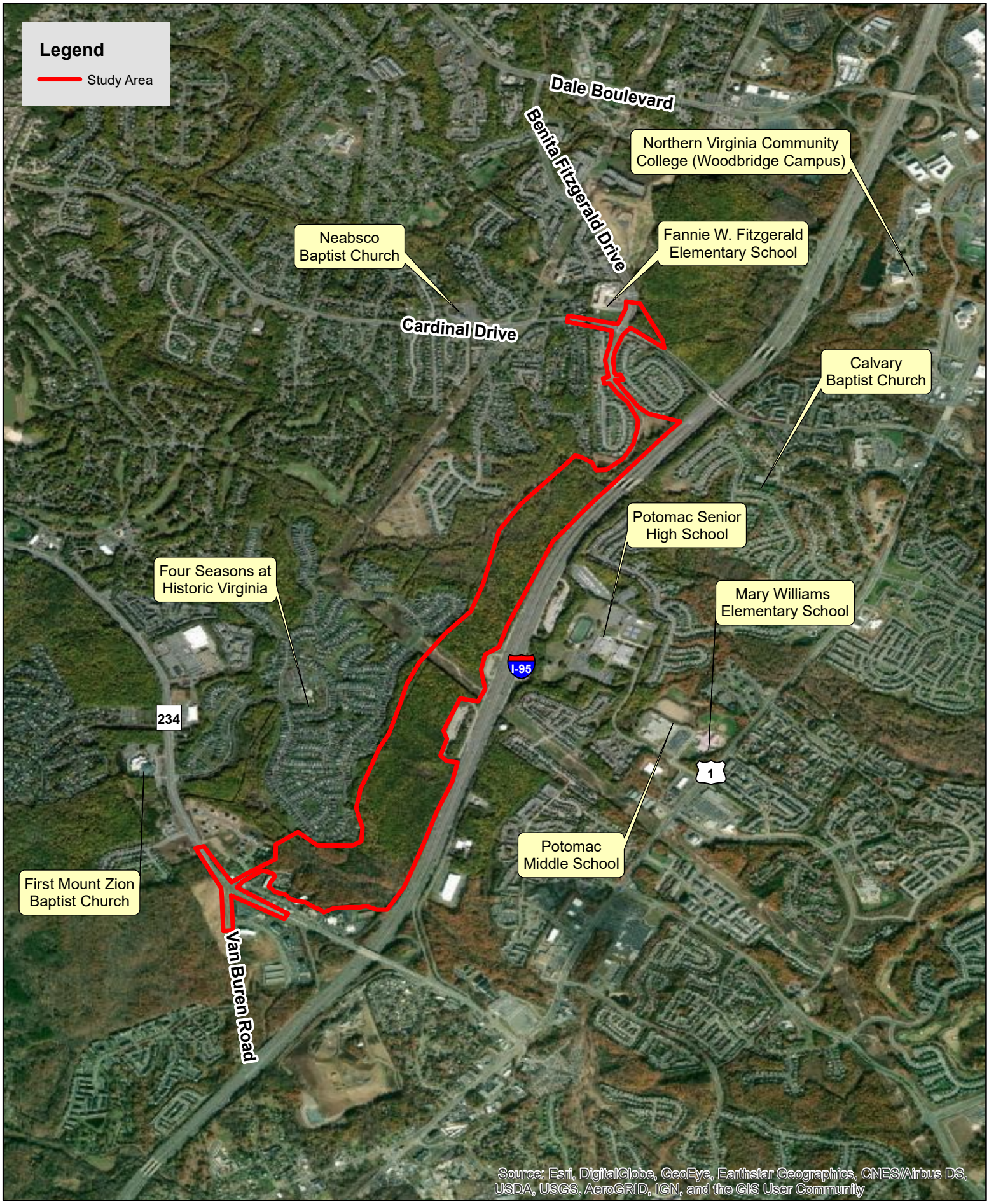

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March 12, 2021

Prince William County Department of Parks & Recreation
Mr. Seth Hendler-Voss, Director
George Hellwig Memorial Park, Administrative Offices
14420 Bristow Road
Manassas, VA 20112

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Seth Hendler-Voss:

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Enclosure: Figure 1 – Study Area

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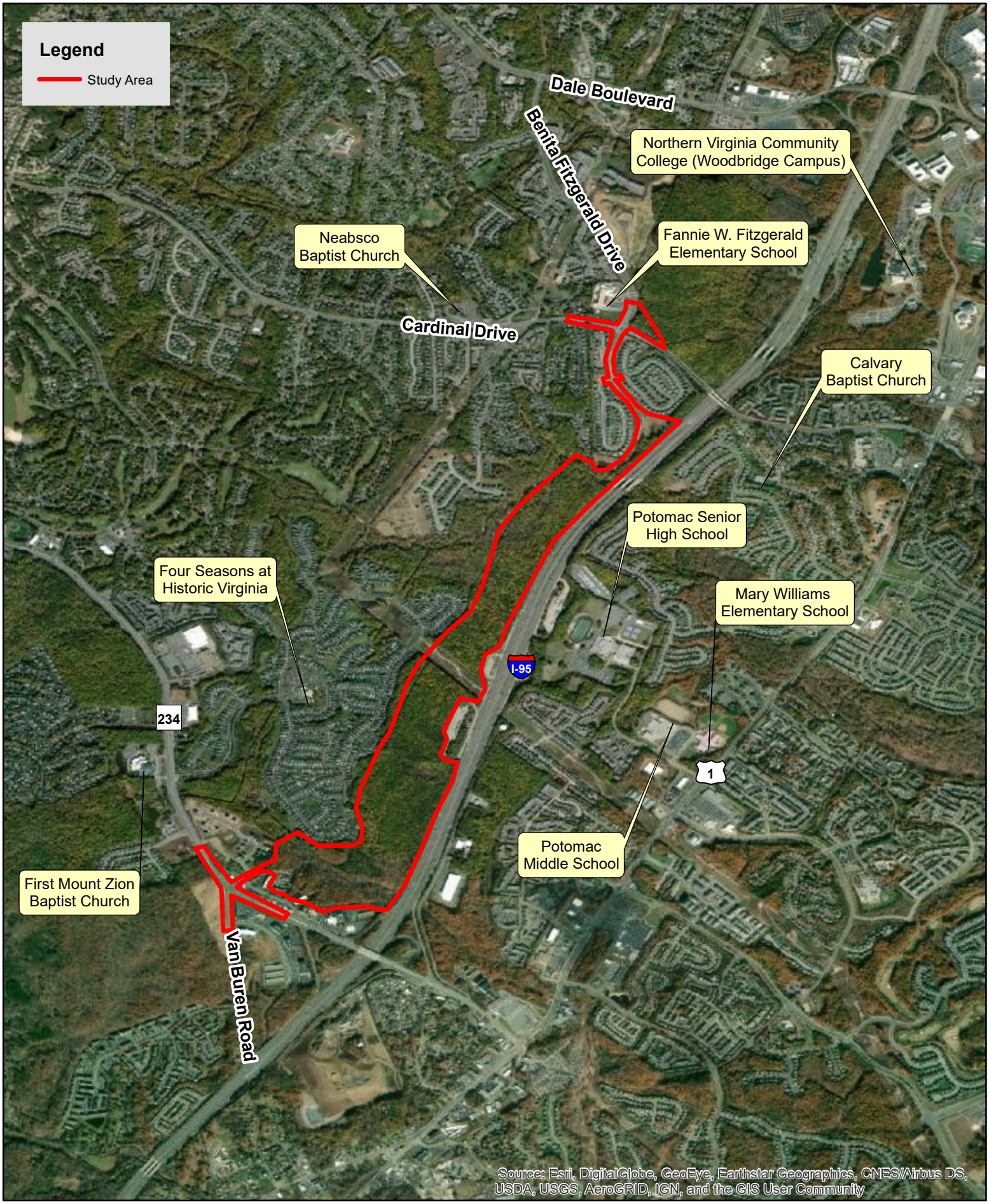

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March 12, 2021

Potomac District Supervisor
Ms. Andrea O. Bailey
3850 Fettler Park Drive
Suite 310
Dumfries, VA 22025

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Andrea O. Bailey:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Enclosure: Figure 1 – Study Area

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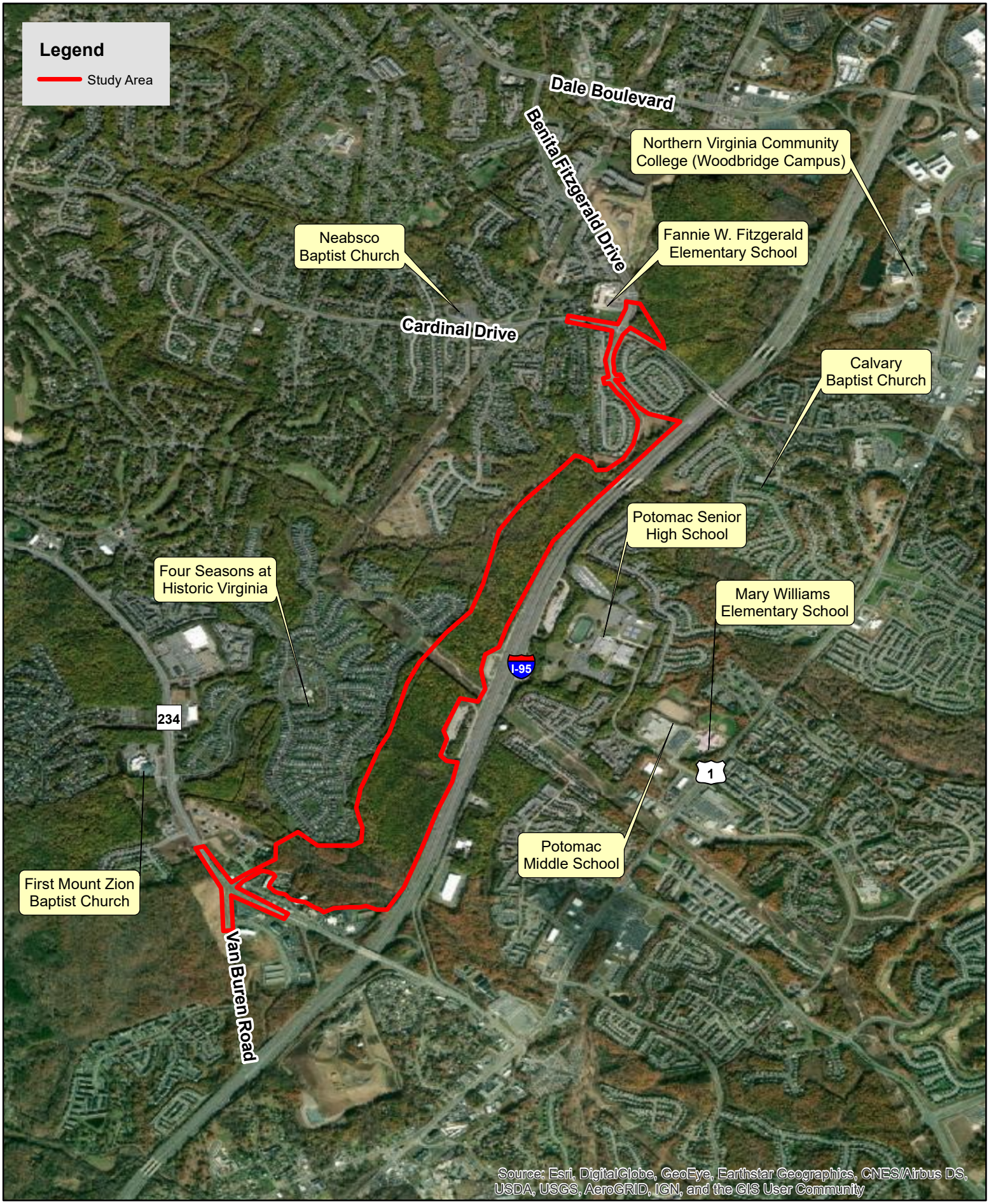

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March 12, 2021

Prince William County Public Schools
Mr. Babur B. Lateef, M.D., School Board Chairman At-Large
14715 Bristow Road
Manassas, Virginia 20112

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Babur B. Lateef:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

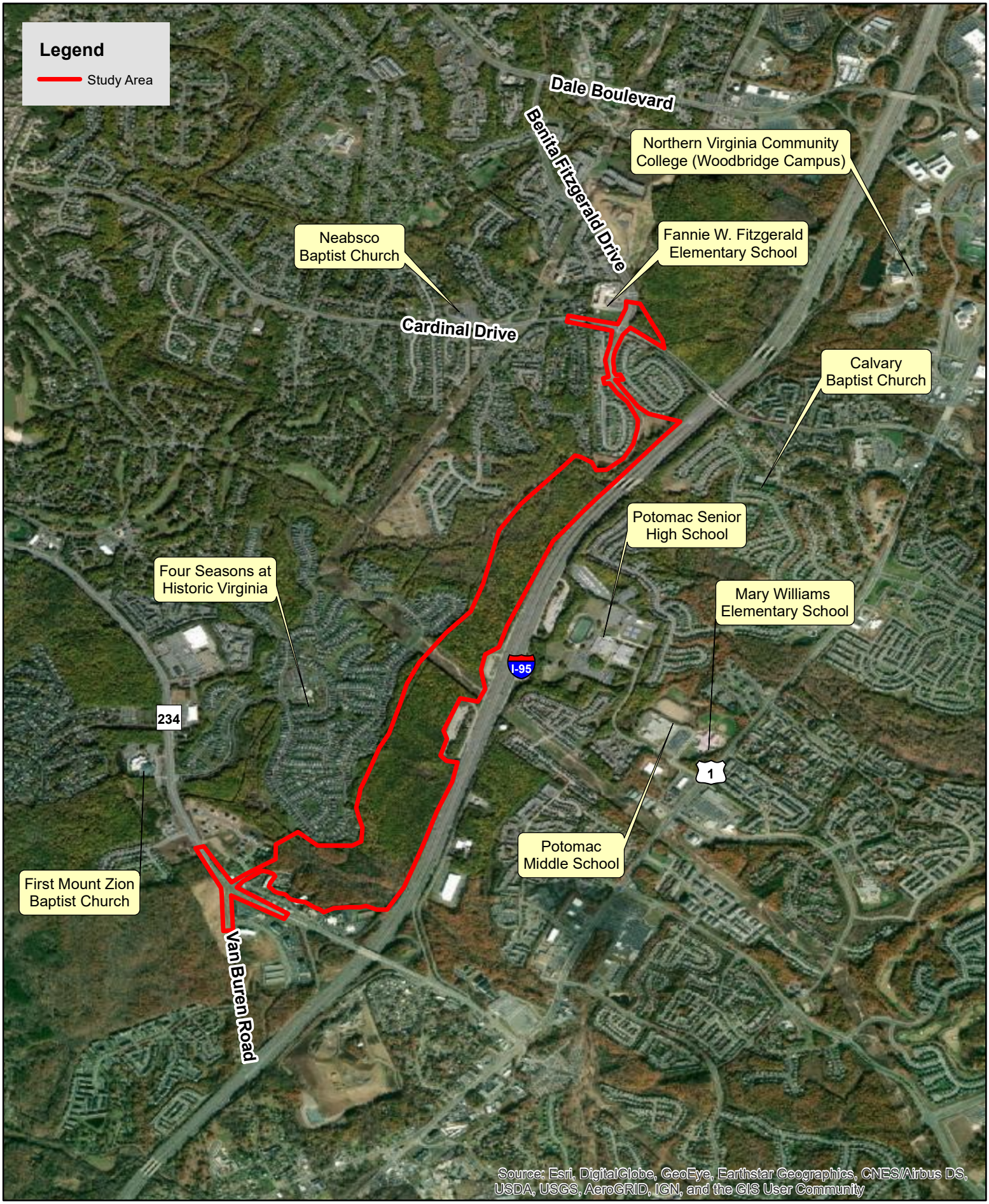
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Woodbridge District Supervisor
Ms. Margaret Angela Franklin
15941 Donald Curtis Drive
Woodbridge, VA 22191

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Margaret Angela Franklin:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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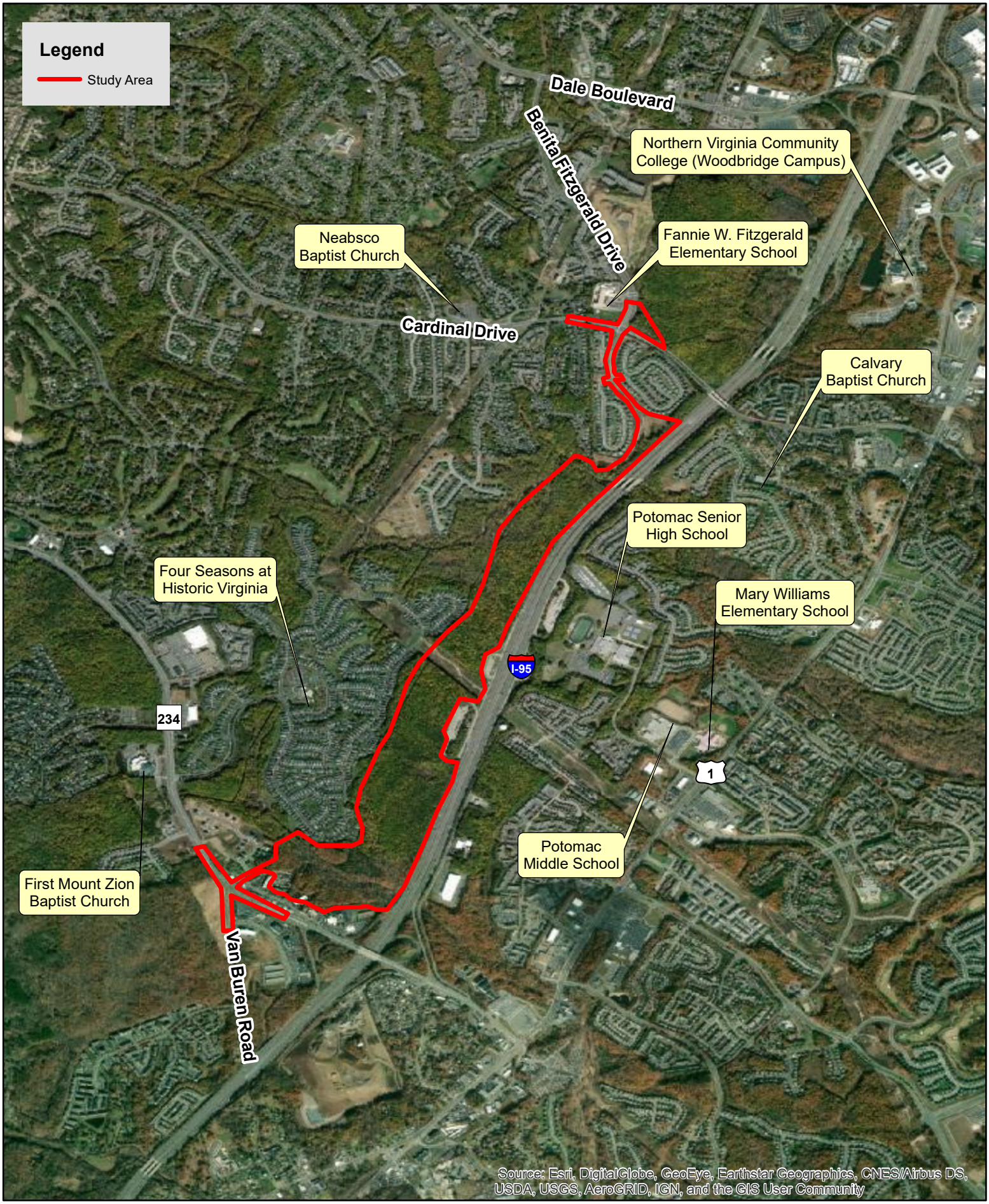

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Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

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March 12, 2021

U.S. Army Corps of Engineers Northern Virginia Field Office
Ms. Regena Bronson
1329 Alum Spring Road
Suite 102
Fredericksburg, VA 22401

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Regena Bronson:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

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Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
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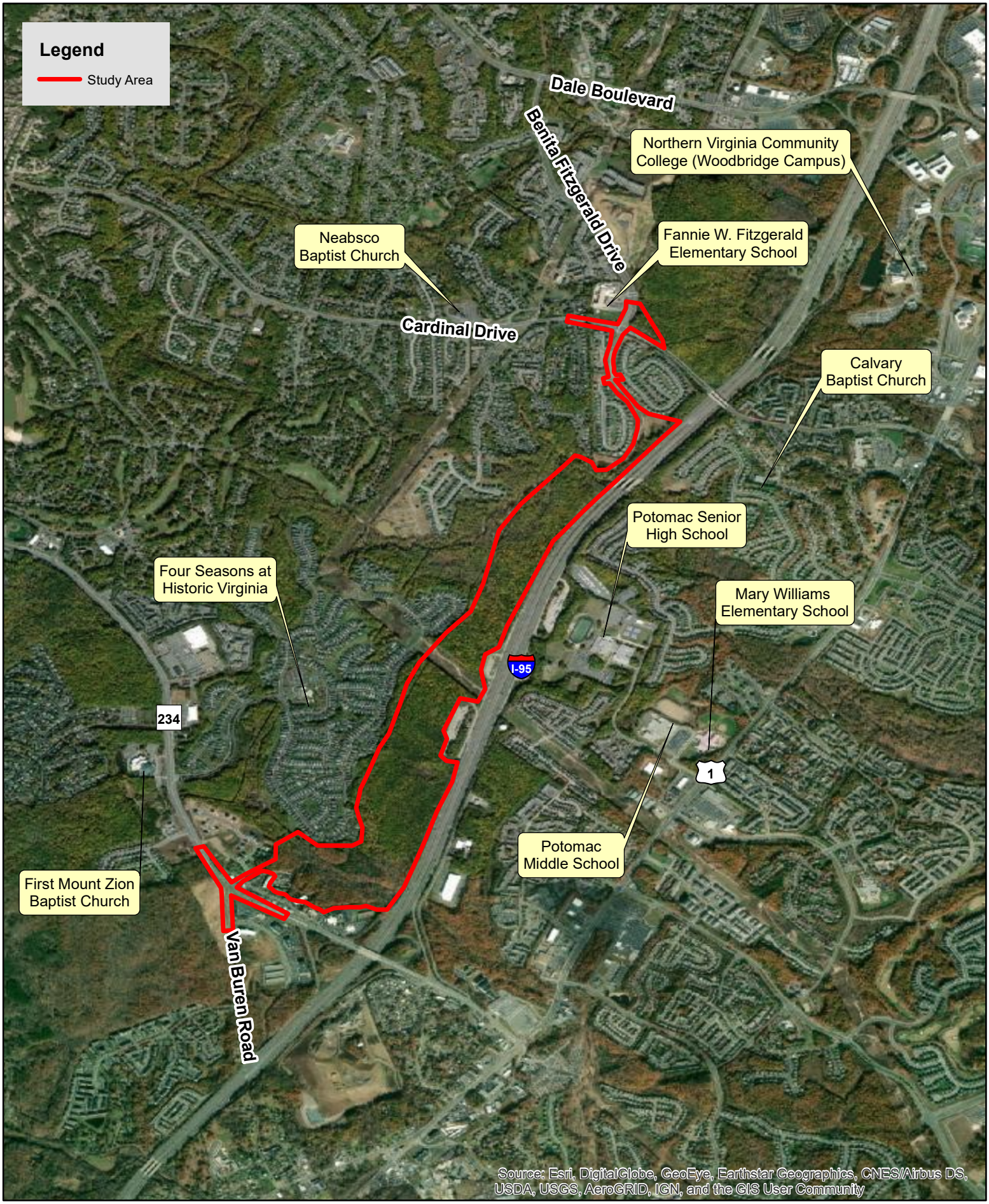

0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

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Fairfax, VA 22031

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703.849.0118 fax
www.dewberry.com

March 12, 2021

Virginia Department of Mines, Minerals and Energy
Mr. Michael Skiffington, Director of Policy and Planning
1100 Bank Street, 8th Floor
Richmond, VA 23219-3402

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Michael Skiffington:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

Preliminary scoping of the project area has been performed using the DGMR Web mapper to produce a report of geologic and mineral resources within and adjacent to the area. This report has been attached for your reference.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect the design and construction of the project, a database review was conducted of DMME features within the proposed project area, and we have included several figures regarding our findings. We are particularly interested in comments you may have regarding this information.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area
Figure 2 – DGMR Web Mapping Report

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
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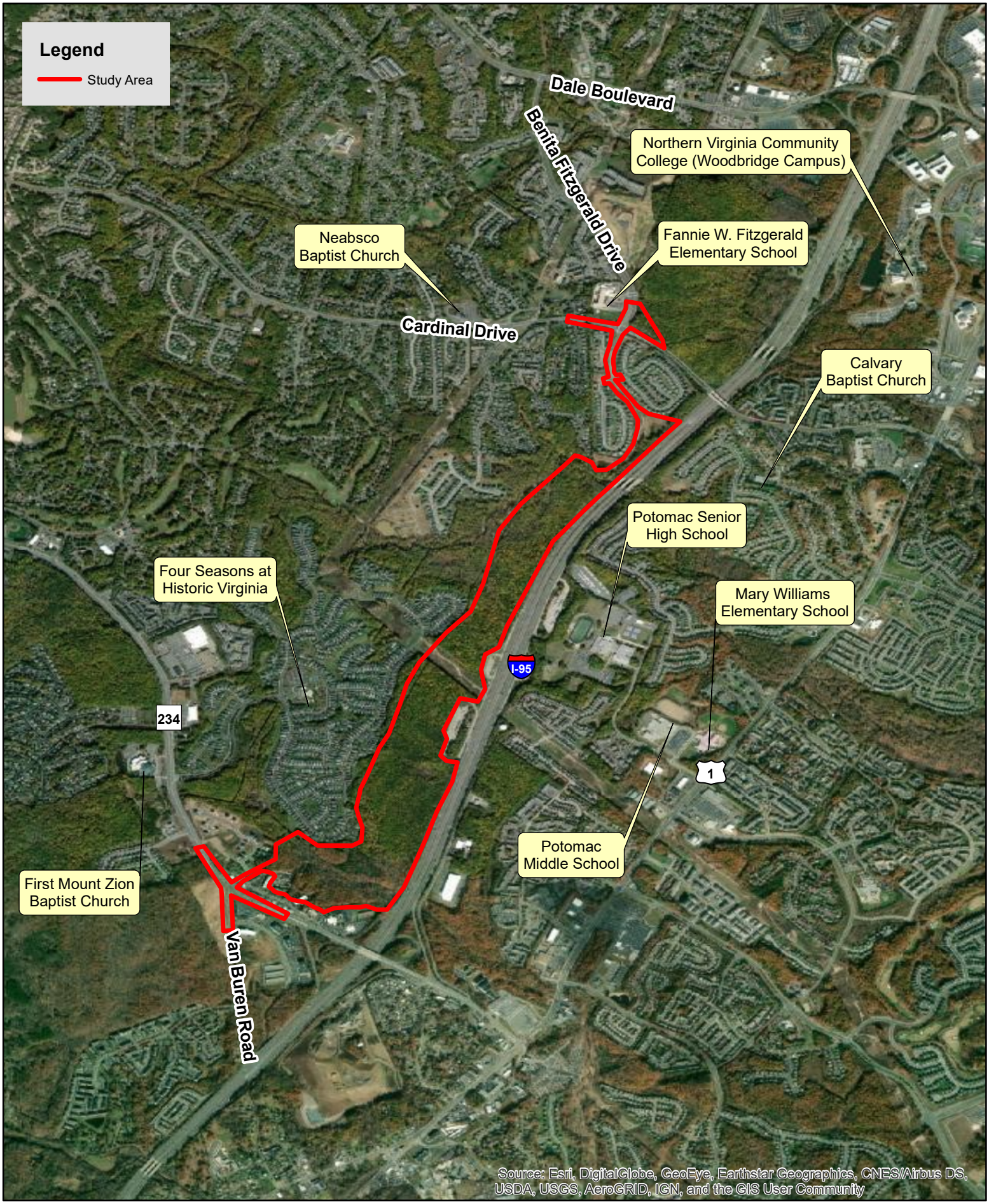


0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

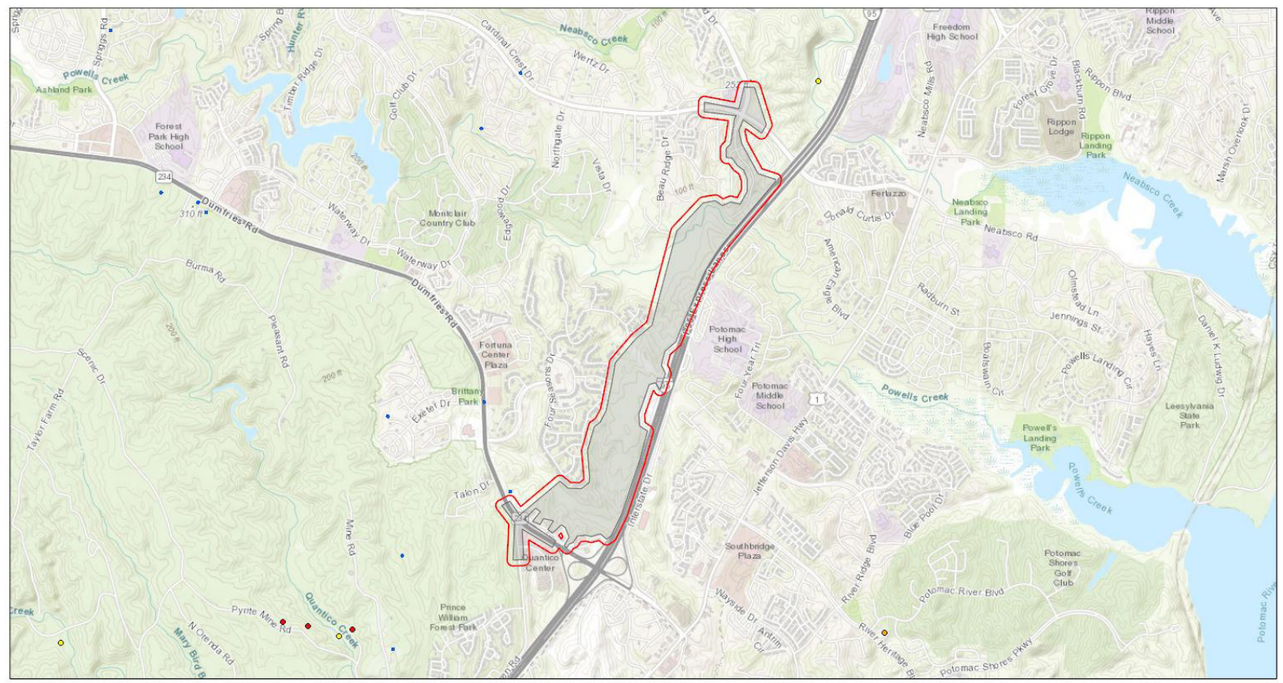
Web mapping report

Figure 2

Area of Interest (AOI) Information

Area : 22,757,152.98 ft²

Jan 12 2021 10:18:43 Eastern Standard Time



VA Water Wells
- Water wells with coords
- Water wells without coords

All Commodities
- No Commodity Listed
- Bulk Mineable Resources
- Carbonate Resources
- Clay and Shale
- Energy Resources
- Industrial Minerals
- Metallic Resources

1:34,754

0 0.33 0.65 1.3 mi

0 0.5 1 2 km

County of Prince William, MNCPPC, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, VA DMME

Summary

Name	Count	Area(ft²)	Length(ft)
Sinkholes	0	0	N/A
Gravity Station Data	0	N/A	N/A
VA Water Wells	0	N/A	N/A
1:62,500 Scale	1	22,757,152.98	N/A
1:100,000 Scale	1	22,757,152.98	N/A
1:24,000 Scale	1	22,757,152.98	N/A
Virginia Counties	1	22,757,152.98	N/A
USGS Quadrangles	1	22,757,152.98	N/A
Bottom Hole Temperatures	0	N/A	N/A
Heat Flow Wells	0	N/A	N/A
NGDS Water Wells	0	N/A	N/A
Thermal Springs	0	N/A	N/A
Depth to Bedrock	0	N/A	N/A
NGDS Geothermal Wells	0	N/A	N/A
Thermal Conductivity	0	N/A	N/A
NGDS Oil and Gas Wells	0	N/A	N/A
Heat Pump Installations	15	341,357,294.66	N/A
All Commodities	0	N/A	N/A
Carbonate Resources	0	N/A	N/A
Bulk Mineable Resources	0	N/A	N/A
Clay and Shale	0	N/A	N/A
Industrial Minerals	0	N/A	N/A
Energy Resources	0	N/A	N/A
Metallic Resources	0	N/A	N/A

1:62,500 Scale

#	Name	AGENCY	PUBLICATIO	Link	Area(ft²)
1	Quantico	*No Data*	*No Data*	*No Data*	22,757,152.98

1:100,000 Scale

#	NAME	Pub1	Link	Area(ft²)
1	Washington West	GQ-1748	*No Data*	22,757,152.98

1:24,000 Scale

#	NAME	AGENCY	PUB1	CITATION1	LINK1	TITLE1	AUTHOR1	DATE1	SCALE1	Area(ft²)
1	Quantico	USGS	GQ-1044	Mixon, R.B., Southwick, D.L., and Reed, J.C., 1972, Geologic map of the Quantico Quadrangle, Prince William and Stafford Counties, Virginia, and Charles County, Maryland: U.S.G.S., Geologic Quadrangle Map GQ-1044, scale 1:24000.	http://ngmdb.usgs.gov/Prodesc/proddesc_10589.htm	Geologic map of the Quantico Quadrangle, Prince William and Stafford Counties, Virginia, and Charles County, Maryland	Mixon, R.B., Southwick, D.L., and Reed, J.C.	1972	1:24,000	22,757,152.98

Virginia Counties

#	FIPS	NAME	Shape.STArea()	Shape.STLength()	Area(ft²)
1	51153	Prince William	9734603025.832031	690917.1803220249	22,757,152.98

USGS Quadrangles

#	CELL_ID	CELL_NAME	PRIMARY_STATE	STATE_ALPHA	SEQ_GOVTUNITS	CELL_MAPCODE	Cell_Type	Cell_AllWater
1	36750	Quantico	Virginia	VA,MD	51153,24017,51179	38077-E3	Standard On Grid	No

#	CELL_DESCRIPTION	CELL_DIACRITIC	IsNoPrim	IsMultPrim	IsPrimDiff	SHAPE.STArea()	SHAPE.STLength()	last_edited_user	last_edited_date	Area(ft²)
1	*No Data*	*No Data*	Unknown	Unknown	Unknown	1627739642.0273438	162562.69700262064	*No Data*	*No Data*	22,757,152.98

Heat Pump Installations

#	Join_Count	TARGET_FID	JOIN_FID	FIPS	NAME	FacilityName	OtherID	FacilityOwner
1	1	127	389	51153	Prince William	Residential Rebate Gainesville	Va. D.o.E. Project ID 202728	Private
2	1	127	419	51153	Prince William	Residential Rebate Haymarket1	Va. D.o.E. Project ID 100445	Private
3	1	127	420	51153	Prince William	Residential Rebate Haymarket2	Va. D.o.E. Project ID 200870	Private
4	1	127	421	51153	Prince William	Residential Rebate Haymarket3	Va. D.o.E. Project ID 200164	Private
5	1	127	422	51153	Prince William	Residential Rebate Haymarket4	Va. D.o.E. Project ID 206859	Private
6	1	127	423	51153	Prince William	Residential Rebate Haymarket5	Va. D.o.E. Project ID 205777	Private
7	1	127	509	51153	Prince William	Residential Rebate Nokesville1	Va. D.o.E. Project ID 200847	Private
8	1	127	510	51153	Prince William	Residential Rebate Nokesville2	Va. D.o.E. Project ID 206666	Private
9	1	127	511	51153	Prince William	Residential Rebate Nokesville3	Va. D.o.E. Project ID 200297	Private
10	1	127	644	51153	Prince William	Residential Rebate Woodbridge1	Va. D.o.E. Project ID 106426	Private
11	1	127	645	51153	Prince William	Residential Rebate Woodbridge2	Va. D.o.E. Project ID 101834	Private
12	1	127	646	51153	Prince William	Residential Rebate Woodbridge3	Va. D.o.E. Project ID 105903	Private
13	1	127	647	51153	Prince William	Residential Rebate Woodbridge4	Va. D.o.E. Project ID 200833	Private
14	1	127	691	51153	Prince William	Residential TLC William1	None Available	Private
15	1	127	692	51153	Prince William	Residential TLC William2	None Available	Private

#	SystemType	DateInstalled	County	Latitude	Longitude	LocationUncertainty Statement	NumberOfWells	SpacingAvg_ft
1	Unknown	1978	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
2	Unknown	1976	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
3	Unknown	2004	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
4	Unknown	1976	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
5	Unknown	1981	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
6	Unknown	1987	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
7	Unknown	1978	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
8	Unknown	1985	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
9	Unknown	1900	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
10	Unknown	2003	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
11	Unknown	1980	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
12	Unknown	1978	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
13	Unknown	1990	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
14	Closed loop	Unknown	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown
15	Closed loop	Unknown	Prince William	38.7	-77.6	*No Data*	Unknown	Unknown

#	DrillerTotalDepth_ft	HoleDiameter_in	CasingType	CasingDiameter_in	CasingDepth_ft	DepthToWater_ft	Depth_ft	NumberOfTrenches
1	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
2	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
3	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
4	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
5	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
6	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
7	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
8	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
9	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
10	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
11	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
12	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
13	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
14	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
15	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

#	FluidType	PipeDiameter_in	PipeMaterial	FacilityContact	Source	Installations_CountyFreq_OBJECT	Installations_CountyFreq_FREQUE	Installations_CountyFreq_County
1	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
2	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
3	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
4	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
5	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
6	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
7	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
8	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
9	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
10	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
11	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
12	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
13	Unknown	Unknown	Unknown	VA Division of Energy	VA Division of Energy	*No Data*	*No Data*	*No Data*
14	Unknown	Unknown	Unknown	TLC Heating, Air Conditioning, Plumbing and Electrical	TLC Services, Inc.	*No Data*	*No Data*	*No Data*
15	Unknown	Unknown	Unknown	TLC Heating, Air Conditioning, Plumbing and Electrical	TLC Services, Inc.	*No Data*	*No Data*	*No Data*

#	FREQUENCY_	COUNTY_	Area(ft^2)
1	15	Prince William	22,757,152.98
2	15	Prince William	22,757,152.98
3	15	Prince William	22,757,152.98
4	15	Prince William	22,757,152.98
5	15	Prince William	22,757,152.98
6	15	Prince William	22,757,152.98
7	15	Prince William	22,757,152.98
8	15	Prince William	22,757,152.98
9	15	Prince William	22,757,152.98
10	15	Prince William	22,757,152.98
11	15	Prince William	22,757,152.98
12	15	Prince William	22,757,152.98
13	15	Prince William	22,757,152.98
14	15	Prince William	22,757,152.98
15	15	Prince William	22,757,152.98

Attachments and/or files may show old mine/well workings.

This information has been reported to the Department of Mines, Minerals, and Energy or its predecessor agency by others. Reasonable efforts are made to verify this information, as well as to accurately record it and to search the source data; however, no claim as to the accuracy of the maps is implied, and they are presented for representational use only. This information is date specific and may be reinterpreted as new information becomes available. Any alteration of scale may affect the accuracy of the rendering.

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Virginia Department of Environmental Quality
Office of Air Permitting
Ms. Tamera Thompson, Manager
1111 East Main Street, Suite 1400
Richmond, VA 23219

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Tamera Thompson:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

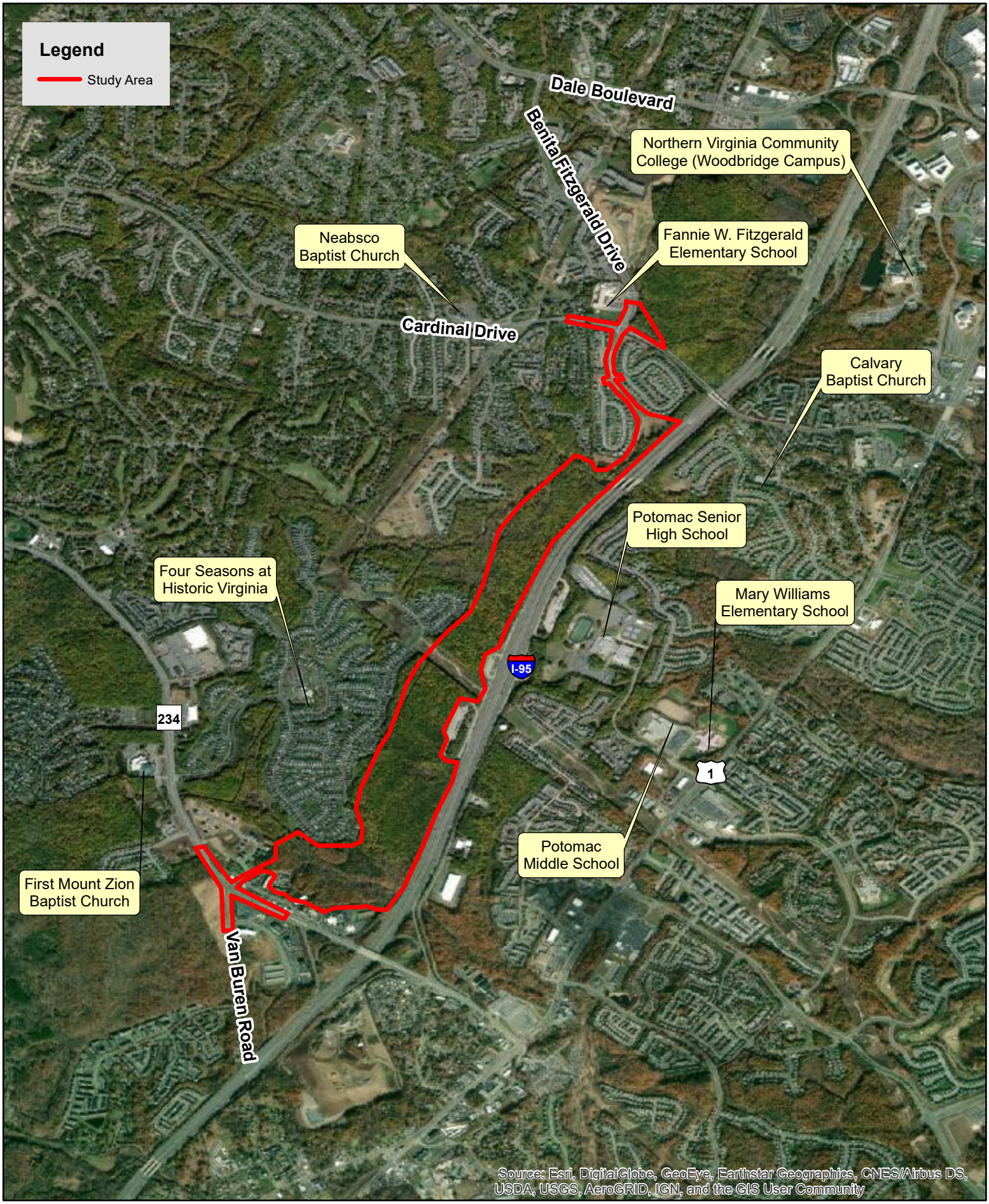
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

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March 12, 2021

Virginia Department of Environmental Quality
Office of Environmental Impact Review
Ms. Bettina Rayfield, Manager
P.O. Box 1105
Richmond, VA 23218

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Bettina Rayfield:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

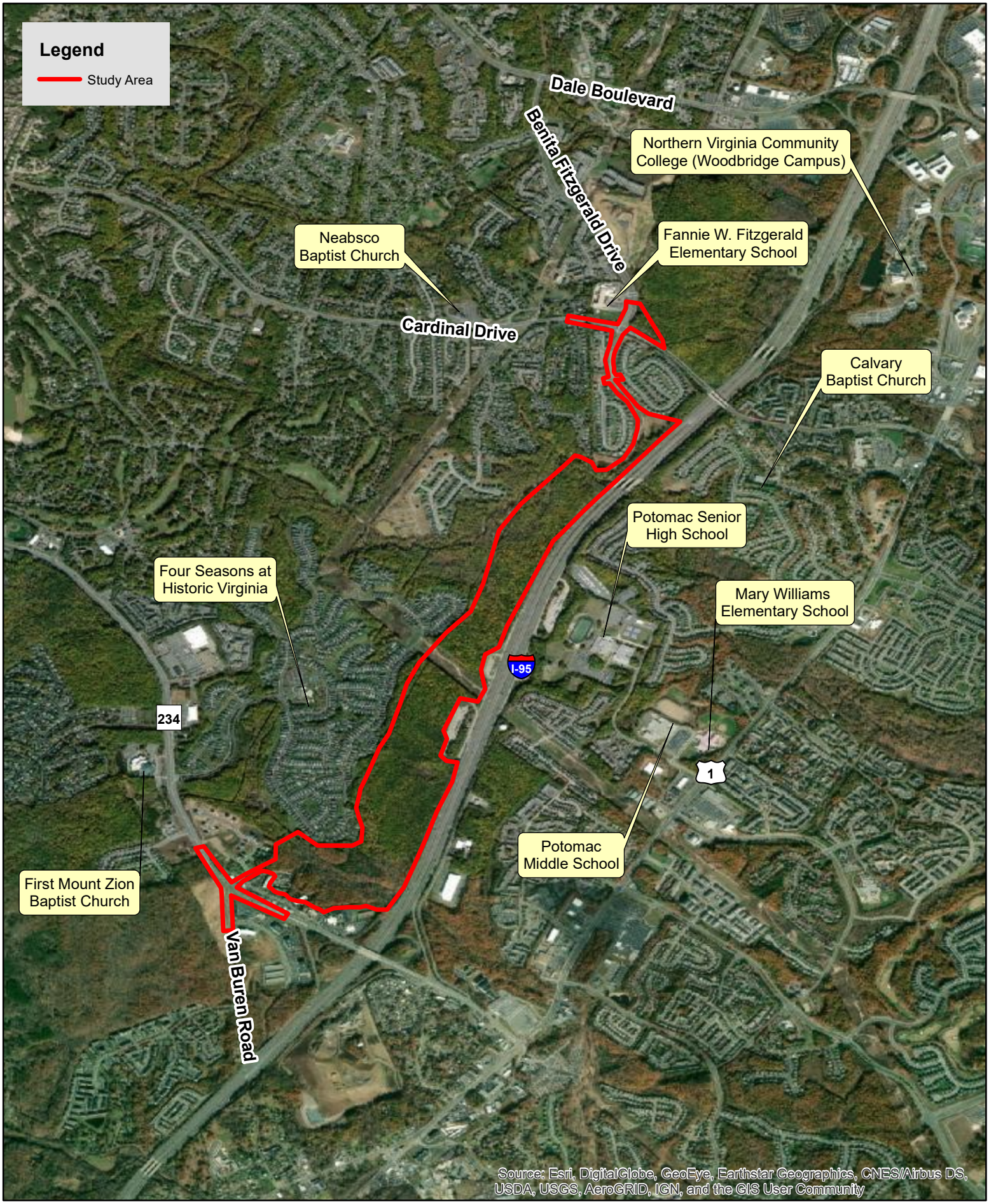
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Virginia Department of Environmental Quality
Land & Waste Program
Mr. Richard Doucette, Manager
13901 Crown Court
Woodbridge, VA 22193

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Richard Doucette:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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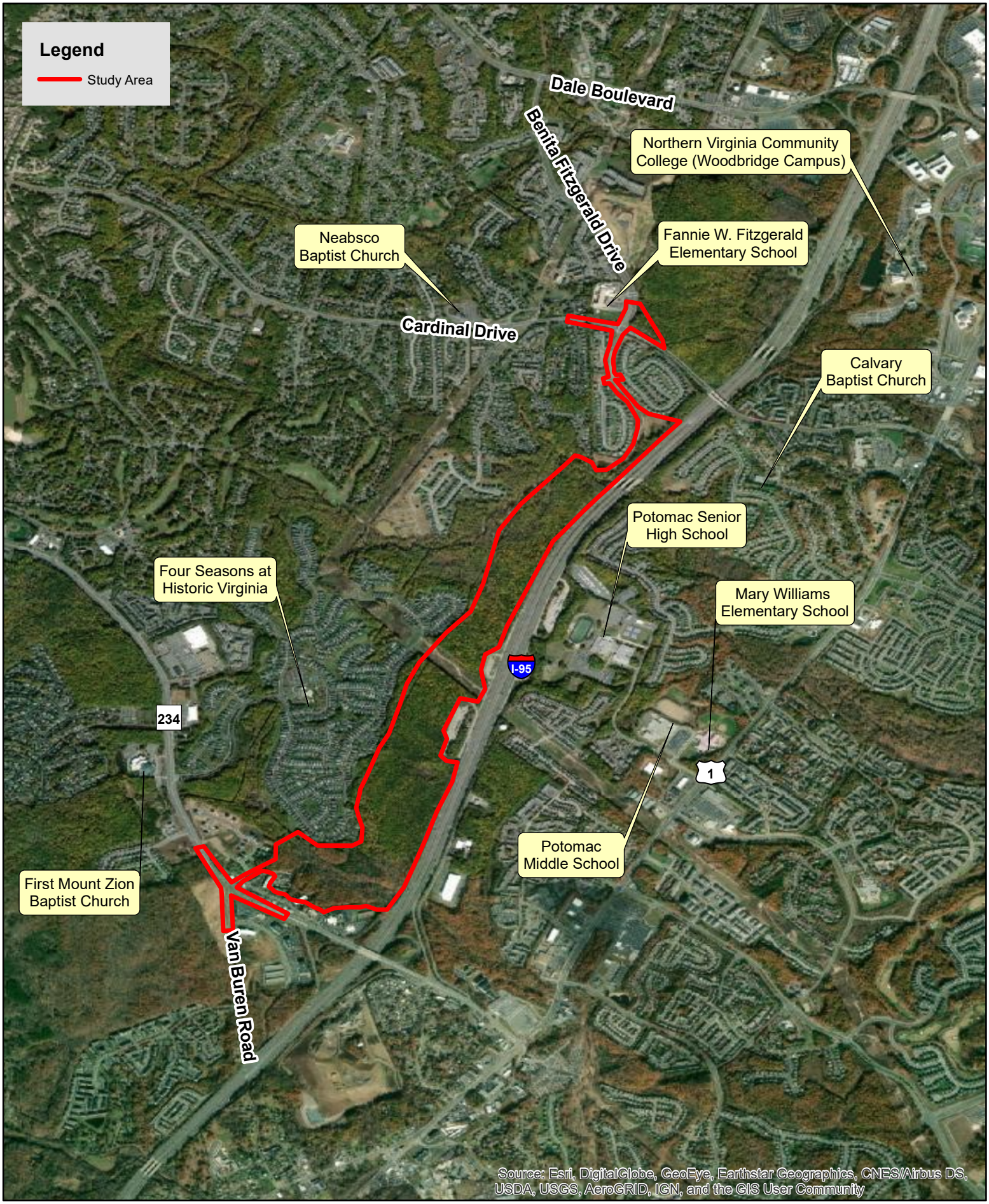

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March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

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703.849.0118 fax
www.dewberry.com

March 12, 2021

Virginia Department of Environmental Quality
Wetlands Protection Program
Ms. Trisha Beasley, Manager
13901 Crown Court
Woodbridge, VA 22193

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Trisha Beasley:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Enclosure: Figure 1 – Study Area

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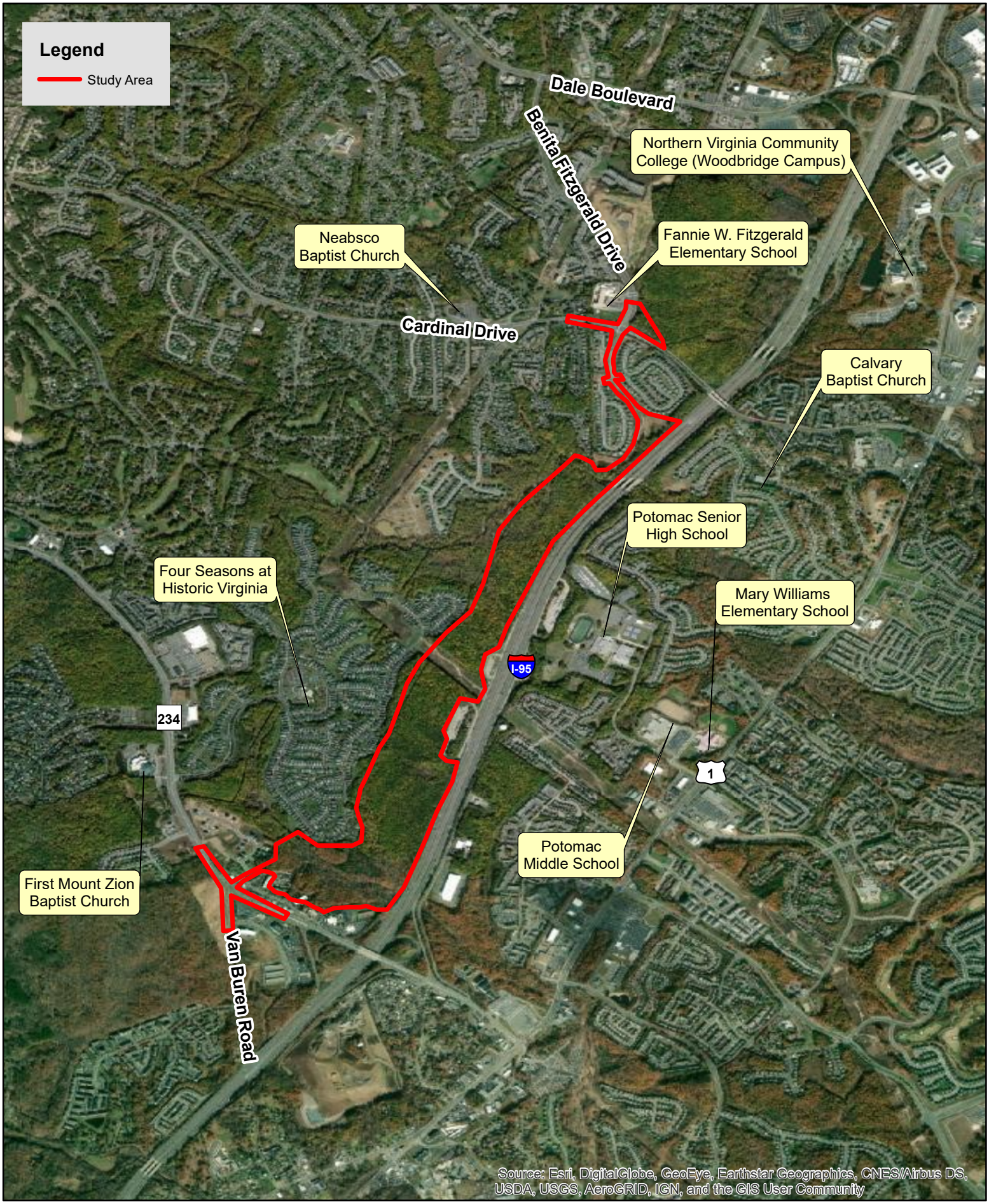

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N W E S

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March 2021

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March 12, 2021

Virginia Department of Forestry
Mr. Jordan Herring, Senior Area Forester
675 Frost Avenue
Warrenton, Virginia 20186

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Jordan Herring:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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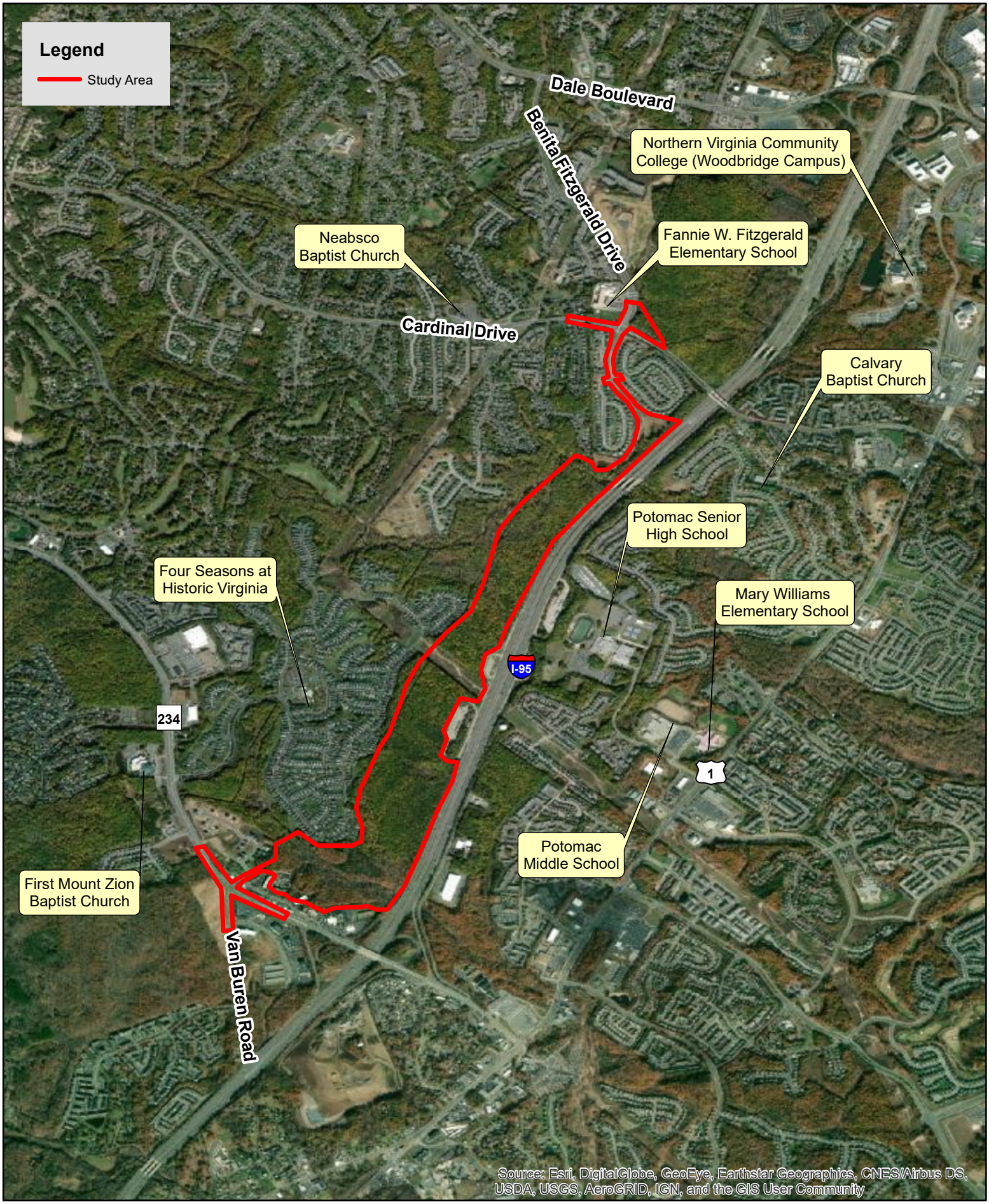
Beth Moyer, Dewberry Engineers Inc.



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March 2021

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March 12, 2021

Virginia Department of Health
Office of Drinking Water
Mr. Dwayne Roadcap, Office Director
109 Governor St, 6th Floor
Richmond, VA 23219

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Dwayne Roadcap:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
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Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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Dagmawie Shikurye, Prince William County Department of Transportation
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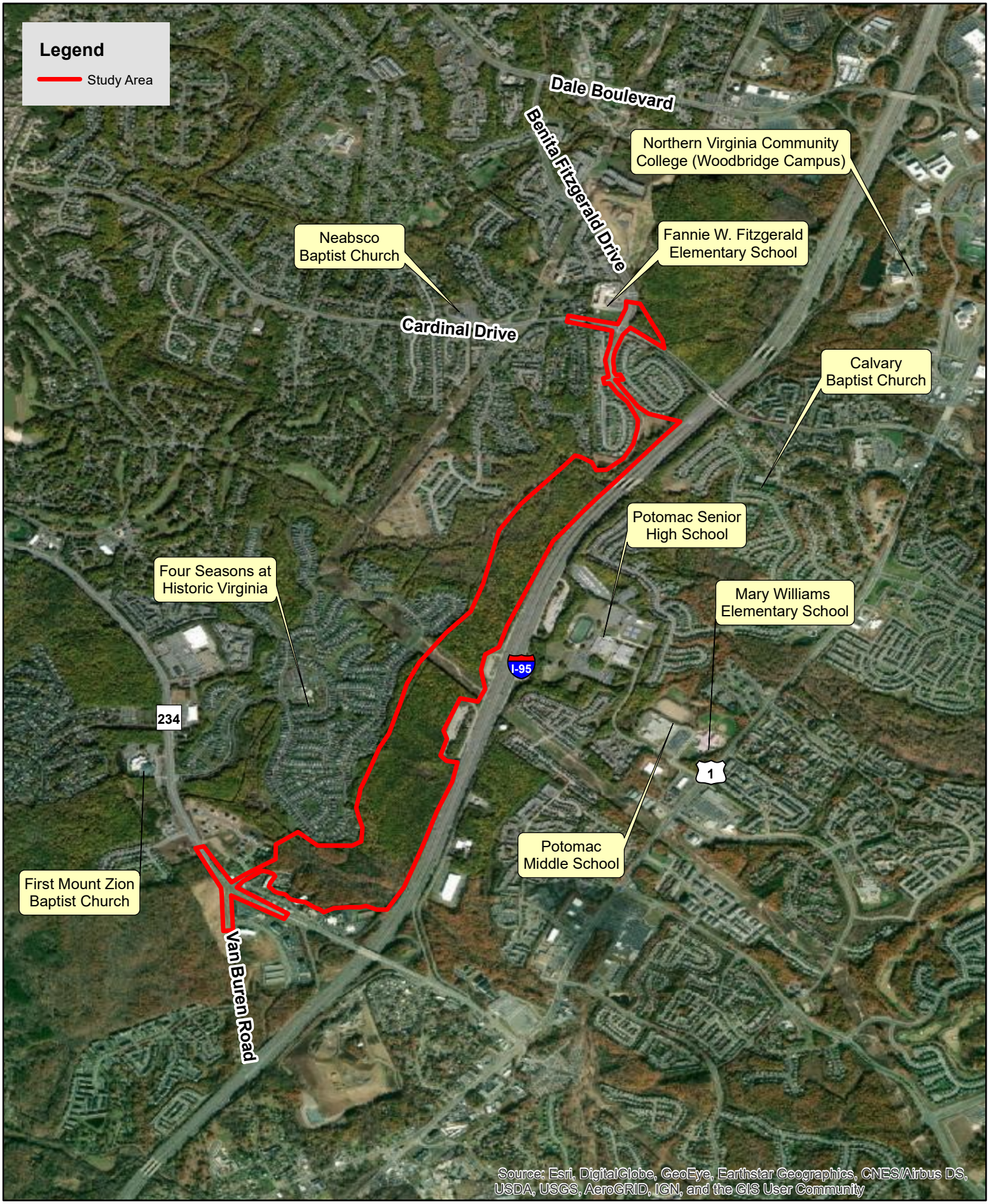

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March 2021

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March 12, 2021

Virginia Department of Transportation
Northern Virginia District
Mr. Robert Iosco, Project Manager
4975 Alliance Drive
Fairfax, VA 22030

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Robert Iosco:

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Sincerely,
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Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

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Mark Brewer, Dewberry Engineers Inc.
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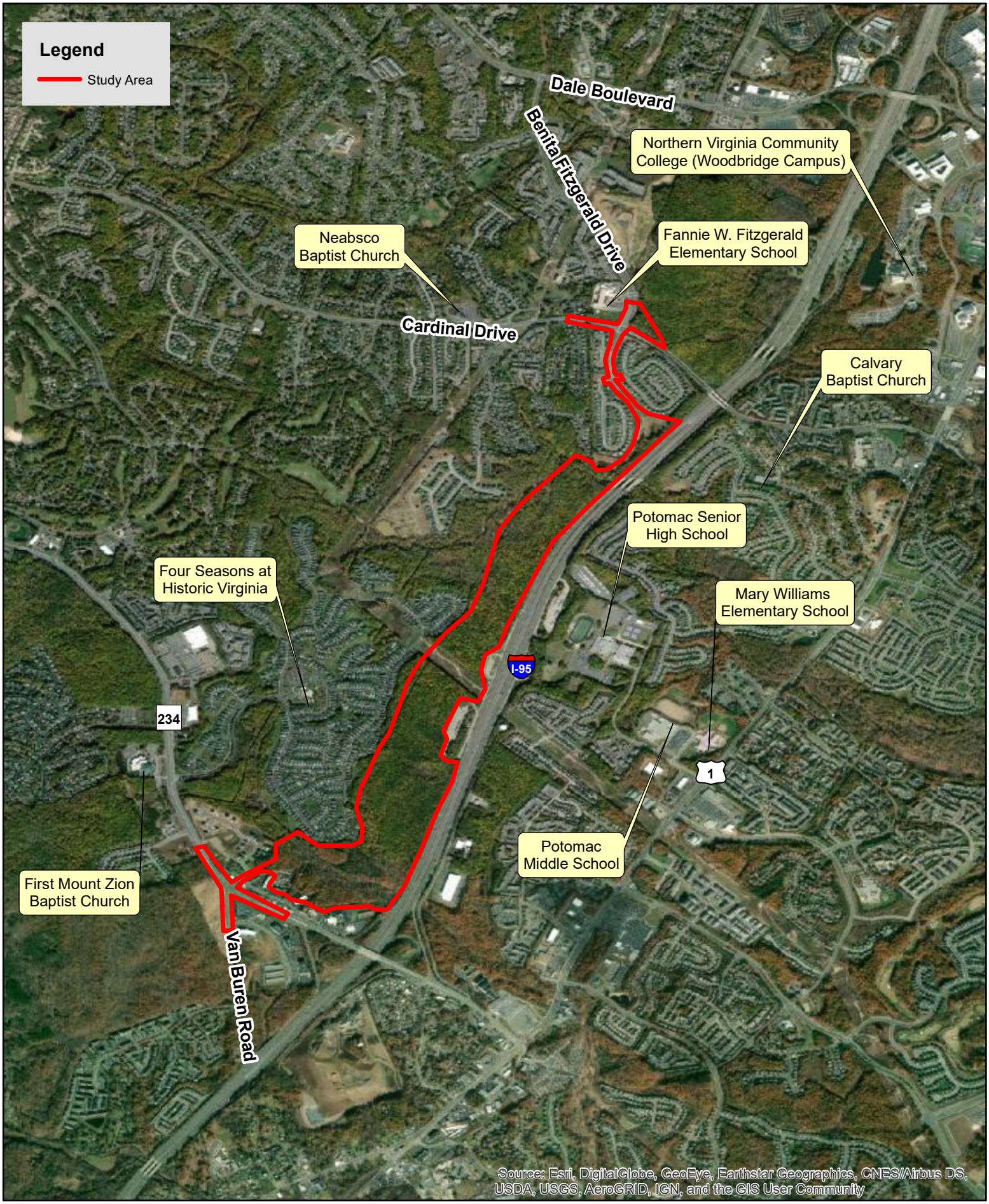

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N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Dewberry

8401 Arlington Boulevard
Fairfax, VA 22031

703.849.0100
703.849.0118 fax
www.dewberry.com

March 12, 2021

Virginia Department of Wildlife Resources
Ms. Amy Martin Ewing
P.O. Box 90778
Henrico, VA 23228

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Ewing:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

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A database review was conducted of wildlife and habitat within the proposed project area through the VaFWIS on-line service, and we have included several figures regarding our findings. We are particularly interested in comments you may have regarding this information.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

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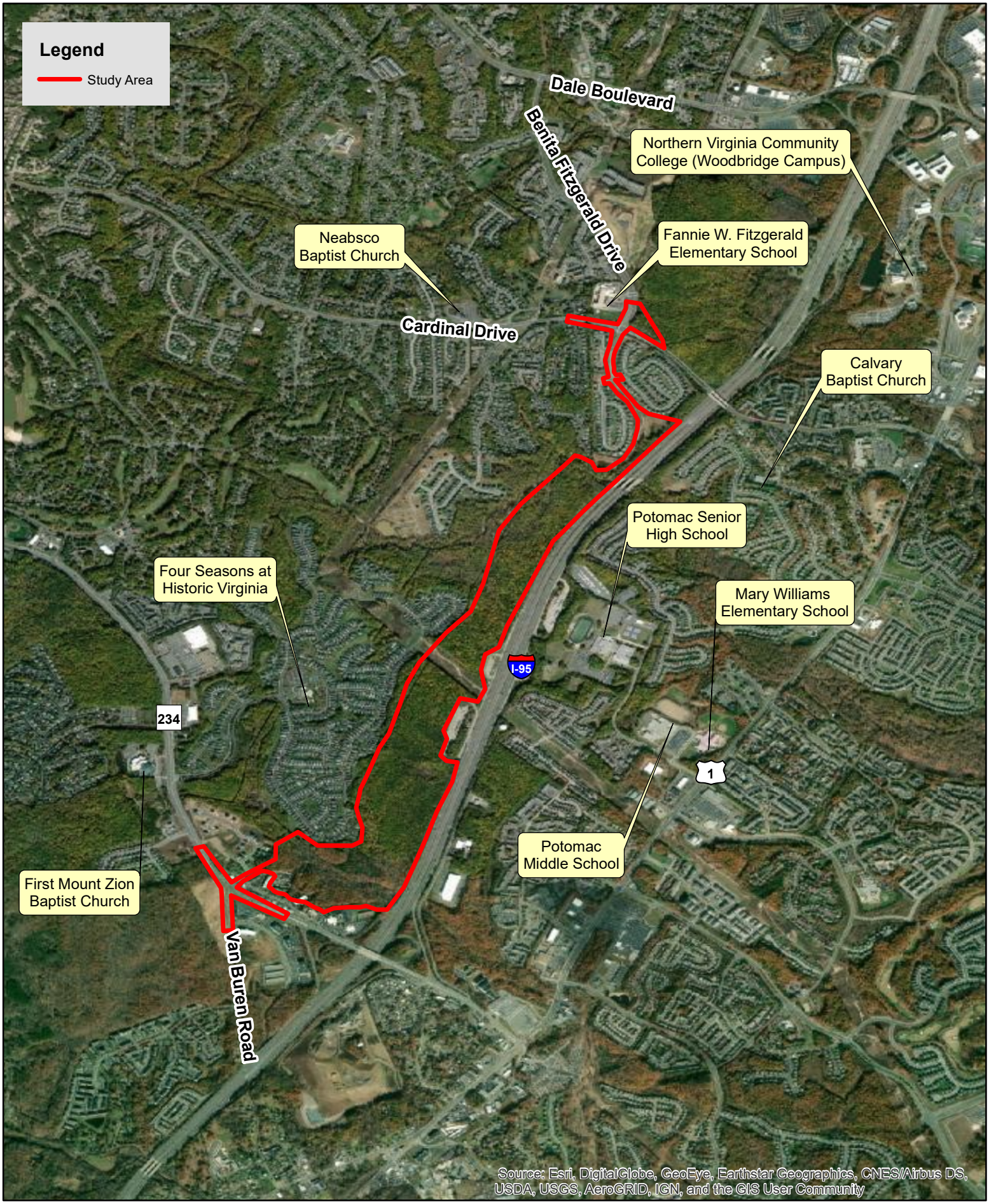
Enclosure: Figure 1 – Study Area
Figure 2 – VDWR IPA Report & Map

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

VaFWIS Search Report Compiled on 7/30/2020, 10:20:10 AM

Known or likely to occur within a **2 mile radius around point 38.6026660 -77.3145788** in **153 Prince William County, VA**

View Map of Site Location

553 Known or Likely Species ordered by Status Concern for Conservation
(displaying first 24) (24 species with Status* or Tier I** or Tier II**)

BOVA Code	Status*	Tier**	Common Name	Scientific Name	Confirmed	Database(s)
010032	FESE	Ib	Sturgeon, Atlantic	Acipenser oxyrinchus		BOVA
050022	FTST	Ia	Bat, northern long-eared	Myotis septentrionalis		BOVA
060029	FTST	IIa	Lance, yellow	Elliptio lanceolata		BOVA
050020	SE	Ia	Bat, little brown	Myotis lucifugus		BOVA
050027	SE	Ia	Bat, tri-colored	Perimyotis subflavus		BOVA
060006	SE	Ib	Floater, brook	Alasmidonta varicosa		BOVA
030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Potential	Habitat,HU6
040096	ST	Ia	Falcon, peregrine	Falco peregrinus		BOVA
040293	ST	Ia	Shrike, loggerhead	Lanius ludovicianus		BOVA
040379	ST	Ia	Sparrow, Henslow's	Centronyx henslowii		BOVA
040292	ST		Shrike, migrant loggerhead	Lanius ludovicianus migrans		BOVA
030063	CC	IIIa	Turtle, spotted	Clemmys guttata		BOVA
030012	CC	IVa	Rattlesnake, timber	Crotalus horridus		BOVA,HU6
010077		Ia	Shiner, bridle	Notropis bifrenatus		BOVA
040306		Ia	Warbler, golden-winged	Vermivora chrysoptera		BOVA
100248		Ia	Fritillary, regal	Speyeria idalia idalia		BOVA,HU6
040213		Ic	Owl, northern saw-whet	Aegolius acadicus		BOVA,HU6
040052		IIa	Duck, American black	Anas rubripes	Potential	BOVA,BBA,HU6
040036		IIa	Night-heron, yellow-crowned	Nyctanassa violacea violacea		BOVA
040181		IIa	Tern, common	Sterna hirundo		BOVA,HU6
040320		IIa	Warbler, cerulean	Setophaga cerulea		BOVA,HU6
040140		IIa	Woodcock, American	Scolopax minor		BOVA,HU6
040203		IIb	Cuckoo, black-billed	Coccyzus erythropthalmus		BOVA
040105		IIb	Rail, king	Rallus elegans	Potential	BOVA,Habitat,HU6

To view **All 553 species** View 553

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened; FP=Federal Proposed; FC=Federal Candidate; CC=Collection Concern

**I=VA Wildlife Action Plan - Tier I - Critical Conservation Need; II=VA Wildlife Action Plan - Tier II - Very High Conservation Need; III=VA Wildlife Action Plan - Tier III - High Conservation Need; IV=VA Wildlife Action Plan - Tier
Virginia Widlife Action Plan Conservation Opportunity Ranking:
a - On the ground management strategies/actions exist and can be feasibly implemented.; b - On the ground actions or research needs have been identified but cannot feasibly be implemented at this time.; c - No on the ground

View Map of All Query Results from All Observation Tables

Bat Colonies or Hibernacula: **Not Known**

Anadromous Fish Use Streams (1 records)

View Map of All Anadromous Fish Use Streams

Stream ID	Stream Name	Reach Status	Anadromous Fish Species			View Map
			Different Species	Highest TE*	Highest Tier**	
C83	Powells creek	Confirmed	2			Yes

Impediments to Fish Passage (1 records)

View Map of All Fish Impediments

ID	Name	River	View Map
1248	LAKE MONTCLAIR DAM	POWELLS CREEK	Yes

Colonial Water Bird Survey

N/A

Threatened and Endangered Waters

N/A

Managed Trout Streams

N/A

Bald Eagle Concentration Areas and Roosts

N/A

Bald Eagle Nests (3 records)

View Map of All Query Results Bald Eagle Nests

Nest	N Obs	Latest Date	DGIF Nest Status	View Map
PW8201	2	Jan 1 1985	HISTORIC	Yes
PW9702	7	Apr 27 2000	HISTORIC	Yes
PW9901	16	Apr 24 2008	UNKNOWN	Yes

Displayed 3 Bald Eagle Nests

Species Observations (17 records)

View Map of All Query Results Species Observations

obsID	class	Date Observed	Observer	N Species			View Map
				Different Species	Highest TE*	Highest Tier**	
305275	SppObs	Jun 8 1999	Kelso, Donald P.	16		III	Yes
305262	SppObs	Jul 1 1998	Kelso, Donald P.	16		III	Yes
10045	SppObs	May 22 1984	S. P. McIninch	9		III	Yes
425428	SppObs	May 22 1984	VCU - INSTAR	9		III	Yes
10070	SppObs	May 21 1984	S. P. McIninch	9		III	Yes
425439	SppObs	May 21 1984	VCU - INSTAR	9		III	Yes
337956	SppObs	Jan 1 1984	SPM-B-MCINICH	9		III	Yes
337957	SppObs	Jan 1 1984	SPM-B-MCINICH	9		III	Yes
305274	SppObs	Jun 21 1999	Kelso, Donald P.	4			Yes
305261	SppObs	Jun 23 1998	Kelso, Donald P.	8			Yes
16307	SppObs	Sep 26 1982	R. E. WATSON	1			Yes
337446	SppObs	Jan 1 1982	REW-B-WATSON	1			Yes
10073	SppObs	Jul 12 1969	Sheridan	12			Yes
364462	SppObs	Jan 1 1900		1			Yes
364416	SppObs	Jan 1 1900		1			Yes
28596	SppObs	Jan 1 1900	Mitchell, J. C.	1			Yes
364436	SppObs	Jan 1 1900		1			Yes

Displayed 17 Species Observations

Habitat Predicted for Aquatic WAP Tier I & II Species (2 Reaches)

View Map Combined Reaches from Below of Habitat Predicted for WAP Tier I & II Aquatic Species

Stream Name	Tier Species							View Map
	Highest TE*	BOVA Code, Status*, Tier**, Common & Scientific Name						
Neabsco Creek (20700102)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta		Yes
tributary (20700102)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta		Yes
tributary (20700102)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta		Yes

Habitat Predicted for Terrestrial WAP Tier I & II Species (3 Species) View Map of Combined Terrestrial Habitat Predicted for 3 WAP Tier I & II Species Listed Below

ordered by Status Concern for Conservation

BOVA Code	Status*	Tier**	Common Name	Scientific Name	View Map
040105		IIb	Rail, king	Rallus elegans	Yes
040038			Bittern, American	Botaurus lentiginosus	Yes
040093			Eagle, bald	Haliaeetus leucocephalus	Yes

Virginia Breeding Bird Atlas Blocks (6 records)

View Map of All Query Results
Virginia Breeding Bird Atlas Blocks

BBA ID	Atlas Quadrangle Block Name	Breeding Bird Atlas Species			View Map
		Different Species	Highest TE*	Highest Tier**	
52186	Occoquan, SE	84		II	Yes
52185	Occoquan, SW	41		IV	Yes
52174	Quantico, CE	28		III	Yes
52173	Quantico, CW	34		III	Yes
52172	Quantico, NE	65		III	Yes
52171	Quantico, NW	15		IV	Yes

Public Holdings: (1 names)

Name	Agency	Level
Prince William Forest National Park	National Park Service	Federal

Summary of BOVA Species Associated with Cities and Counties of the Commonwealth of Virginia:

FIPS Code	City and County Name	Different Species	Highest TE	Highest Tier
153	Prince William	483	FESE	I

USGS 7.5' Quadrangles:
Quantico
Occoquan

USGS NRCS Watersheds in Virginia:

N/A

USGS National 6th Order Watersheds Summary of Wildlife Action Plan Tier I, II, III, and IV Species:

HU6 Code	USGS 6th Order Hydrologic Unit	Different Species	Highest TE	Highest Tier
PL49	Neabsco Creek	57	ST	I
PL51	Powells Creek	56	SS	I
PL52	Quantico Creek	61	SS	I

Compiled on 7/30/2020, 10:20:10 AM I1046540.0 report=all searchType= R dist= 3218 poi= 38.6026660 -77.3145788
PixelSize=64; Anadromous=0.041607; BBA=0.068422; BECAR=0.02494; Bats=0.023414; Buffer=0.09762; County=0.111175; HU6=0.104068; Impediments=0.034386; Init=0.156932; PublicLands=0.055004; Quad=0.05686; SppObs=0.275936; TEWaters=0.04298; TierReaches=0.084967; TierTerrestrial=0.062826; Total=1.491233; Tracking_BOVA=0.219196; Trou

| 7/30/2020 10:20:10 AM | DGIF | Credits | Disclaimer | Please view our privacy policy |
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I 1046540

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VaFWIS - Department of Game and Inland Fisheries

38.59496 -77.31861
is the Search Point

Submit Cancel

Search Point

- **Change** to "clicked" map point
- **Fixed** at 38.59496 -77.31861

Show Position Rings

Yes No

1 mile and 1/4 mile at the **Search Point**

Show Search Area

Yes No

2 Search distance miles radius

Search Point is at map center

Base Map Choices

Topography

Map Overlay Choices

Current List: BAEANests, BECAR, TierII, Habitat, Position, Search

Map Overlay Legend

Predicted Habitat WAP Tier I & II

Aquatic

Terrestrial

Position Rings at the Search Point

2 mile radius Search Area

Bald Eagle Concentration Areas and Roosts

Bald Eagle nests 660 and 330 foot management zones

Data Observation Site 2 Mile WAP Tier I+II

back

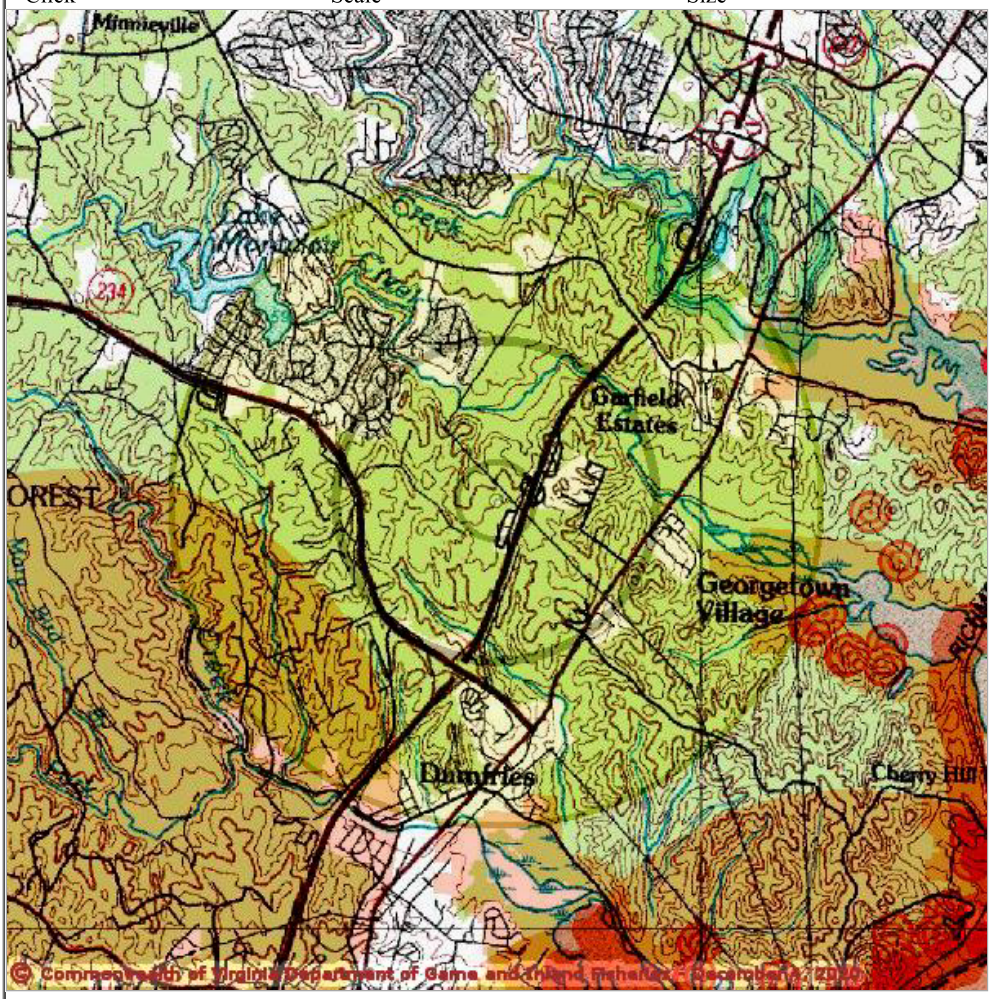
Refresh Browser Page

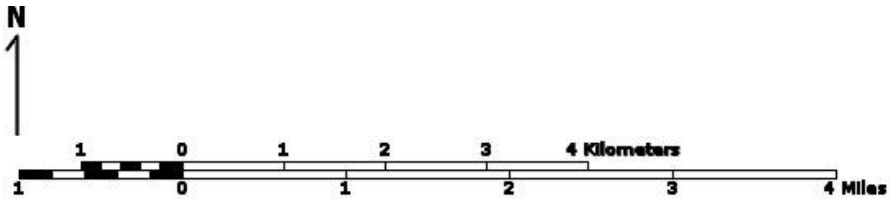
Map Click Pan Id M

Map Scale In Zoom Out

Screen Size Small Size Big

Help





Point of Search 38.59496 -77.31861

Map Location 38.59496 -77.31861

Select **Coordinate System:**

- Degrees,Minutes,Seconds Latitude - Longitude
- Decimal Degrees Latitude - Longitude
- Meters UTM NAD83 East North Zone
- Meters UTM NAD27 East North Zone

Base Map source: USGS 1:100,000 topographic maps (see Microsoft terraserver-usa.com for details)

Map projection is UTM Zone 18 NAD 1983 with left 293277 and top 4279180. Pixel size is 16 meters . Coordinates displayed are decimal Degrees North and West. Map is currently displayed as 600 columns by 600 rows for a total of 360000 pixles. The map display represents 9600 meters east to west by 9600 meters north to south for a total of 92.1 square kilometers. The map display represents 31501 feet east to west by 31501 feet north to south for a total of 35.5 square miles.

Topographic maps and Black and white aerial photography for year 1990+-
are from the United States Department of the Interior, United States Geological Survey.
Color aerial photography aquired 2002 is from Virginia Base Mapping Program, Virginia Geographic Information Network.
Shaded topographic maps are from TOPO! ©2006 National Geographic
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All other map products are from the Commonwealth of Virginia Department of Game and Inland Fisheries.

map assembled 2020-12-04 11:27:24 (qa/qc March 21, 2016 12:20 - tn=1065086 dist=3218 I
)
$poi=38.5949610 -77.3186179

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38.59496 -77.31861
is the Search Point
Submit Cancel

Search Point
- **Change** to "clicked" map point
- **Fixed** at 38.59496 -77.31861

Show Position Rings
Yes No
1 mile and 1/4 mile at the **Search Point**

Show Search Area
Yes No
2 Search distance miles radius

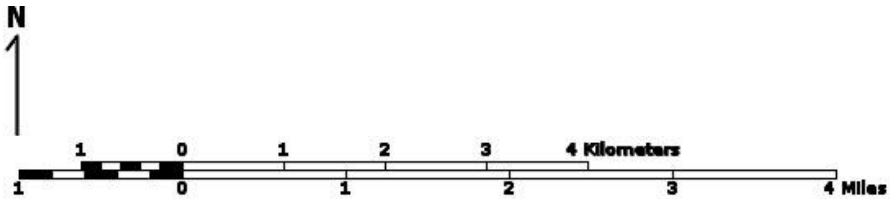
Search Point is at map center

Base Map Choices
Topography

Map Overlay Choices
Current List: Anadromous, TEWaters, Trout, Position, Search

Map Overlay Legend

back
Map Click Pan Id M
Refresh Browser Page
Map Scale In Zoom Out
Screen Size Small Size Big
Help



Point of Search 38.59496 -77.31861
Map Location 38.59496 -77.31861

Select **Coordinate System:**
- Degrees,Minutes,Seconds Latitude - Longitude
- Decimal Degrees Latitude - Longitude
- Meters UTM NAD83 East North Zone
- Meters UTM NAD27 East North Zone

Base Map source: USGS 1:100,000 topographic maps (see Microsoft terraserver-usa.com for details)

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T & E Waters

Federal

State

Trout Waters

Class I - IV

Class V - VI

Anadromous Fish Reach

Confirmed

Potential

23 Impediment

Position Rings at the Search Point

2 mile radius Search Area

Topographic maps and Black and white aerial photography for year 1990+-
are from the United States Department of the Interior, United States Geological Survey.
Color aerial photography aquired 2002 is from Virginia Base Mapping Program, Virginia Geographic Information Network.
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map assembled 2020-12-04 11:27:24 (qa/qc March 21, 2016 12:20 - tn=1065086 dist=3218 I
)
$poi=38.5949610 -77.3186179

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703.849.0118 fax
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March 12, 2021

Virginia Marine Resource Commission
Mr. Mark Eversole, Environmental Engineer
Building 96, 380 Fenwick Road
Ft. Monroe, VA 23651

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Mark Eversole:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

Preliminary scoping of the project area has identified two larger stream channels within the project area: Powell's Creek and a tributary of Quantico Creek. These streams had drainage areas of 13.5 square miles and 0.67 square miles respectively. Please see the attached documentation.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please confirm the jurisdictional status of the identified streams within the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

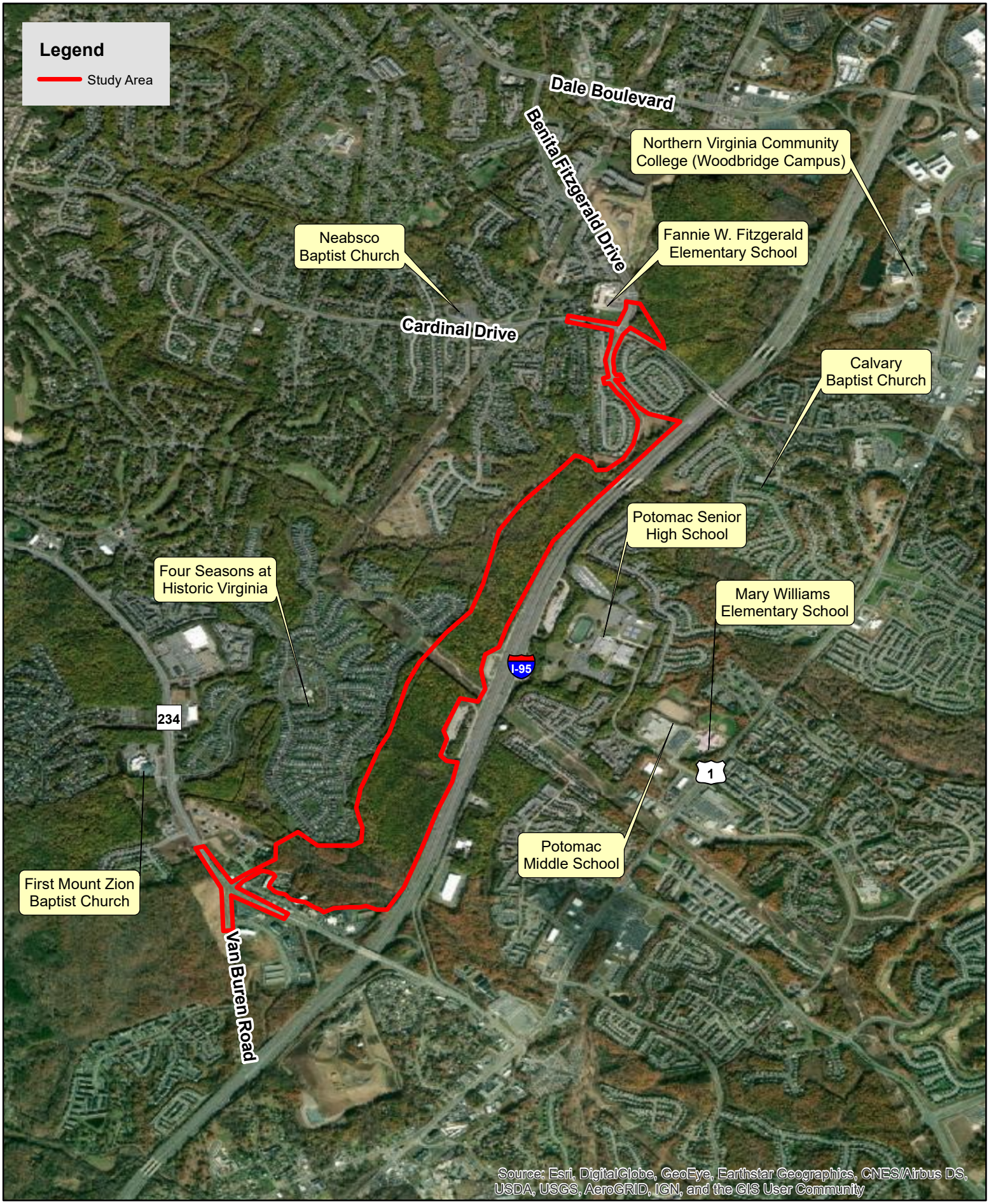
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area
Figure 2 – USGS Hydro Map
Figures 3 & 4 – StreamStats Reports of Streams within StudyArea

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

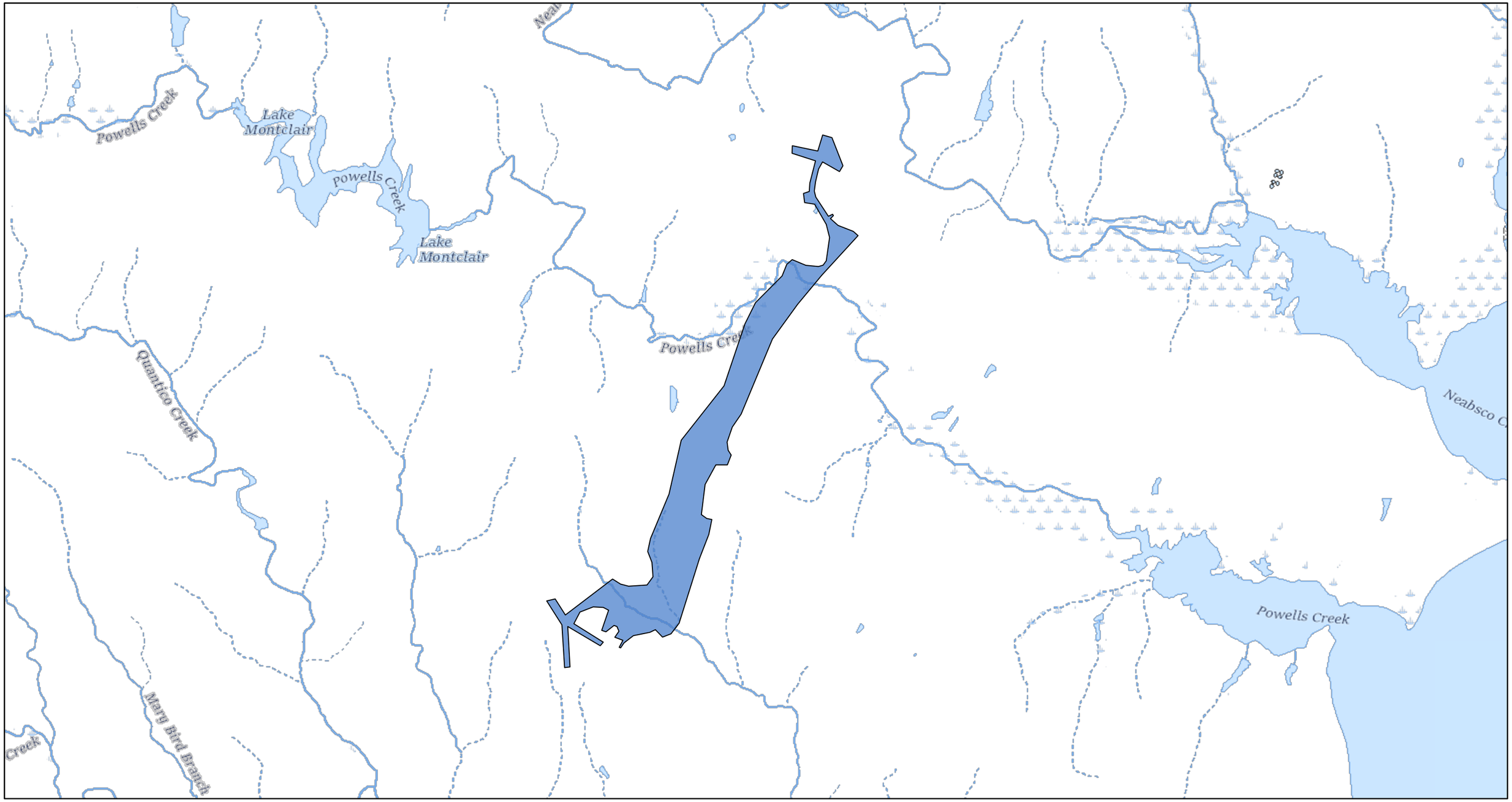
N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Van Buren USGS Hydro Map with Project Area

Figure 2



3/12/2021, 10:49:28 AM

VanBuren_NEPA_StudyArea

1:36,112

0 0.35 0.7 1.4 mi

0 0.5 1 2 km

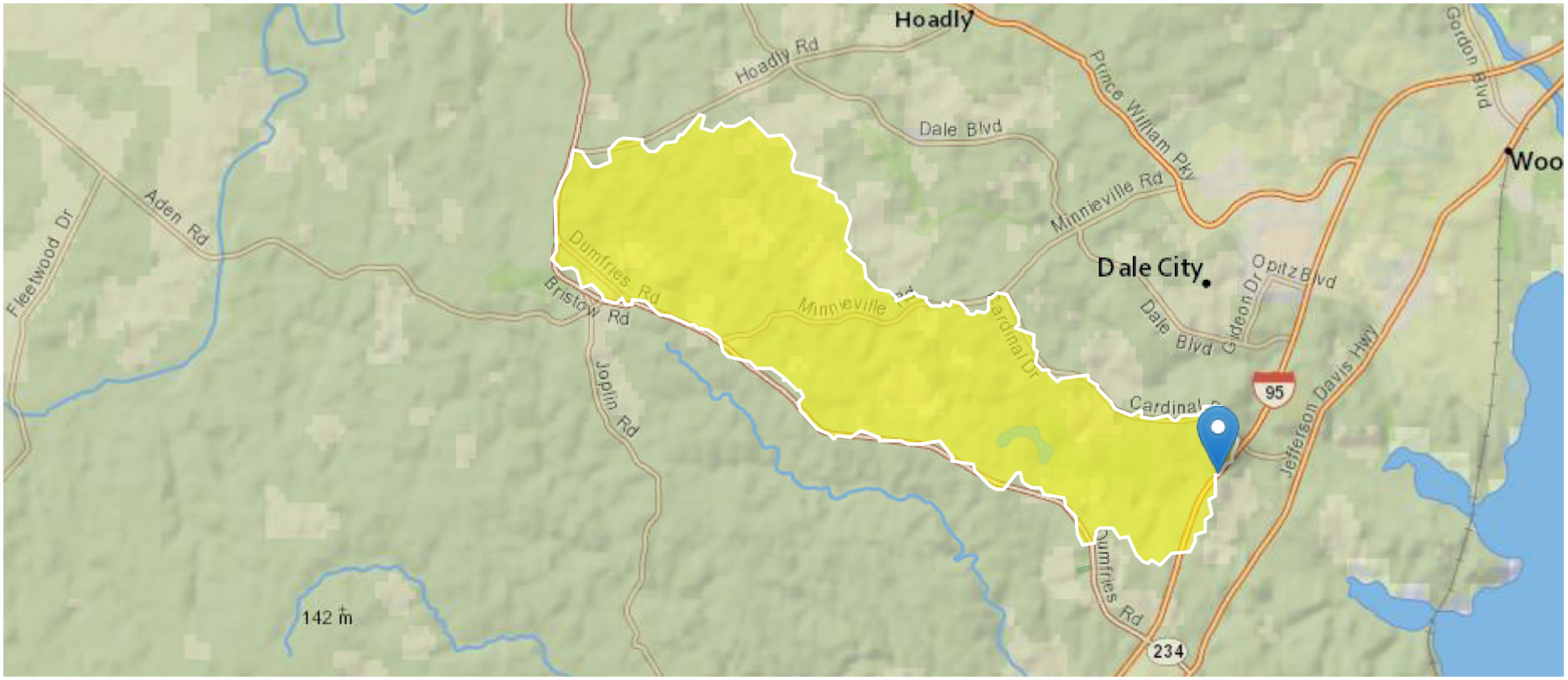
USGS The National Map: National Hydrography Dataset. Data refreshed February, 2021.

USGS
2021 USGS

Figure 3

Van Buren Powells Creek StreamStats Report

Region ID: VA
Workspace ID: VA20210311204304546000
Clicked Point (Latitude, Longitude): 38.60673, -77.30907
Time: 2021-03-11 15:43:22 -0500



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	13.5	square miles

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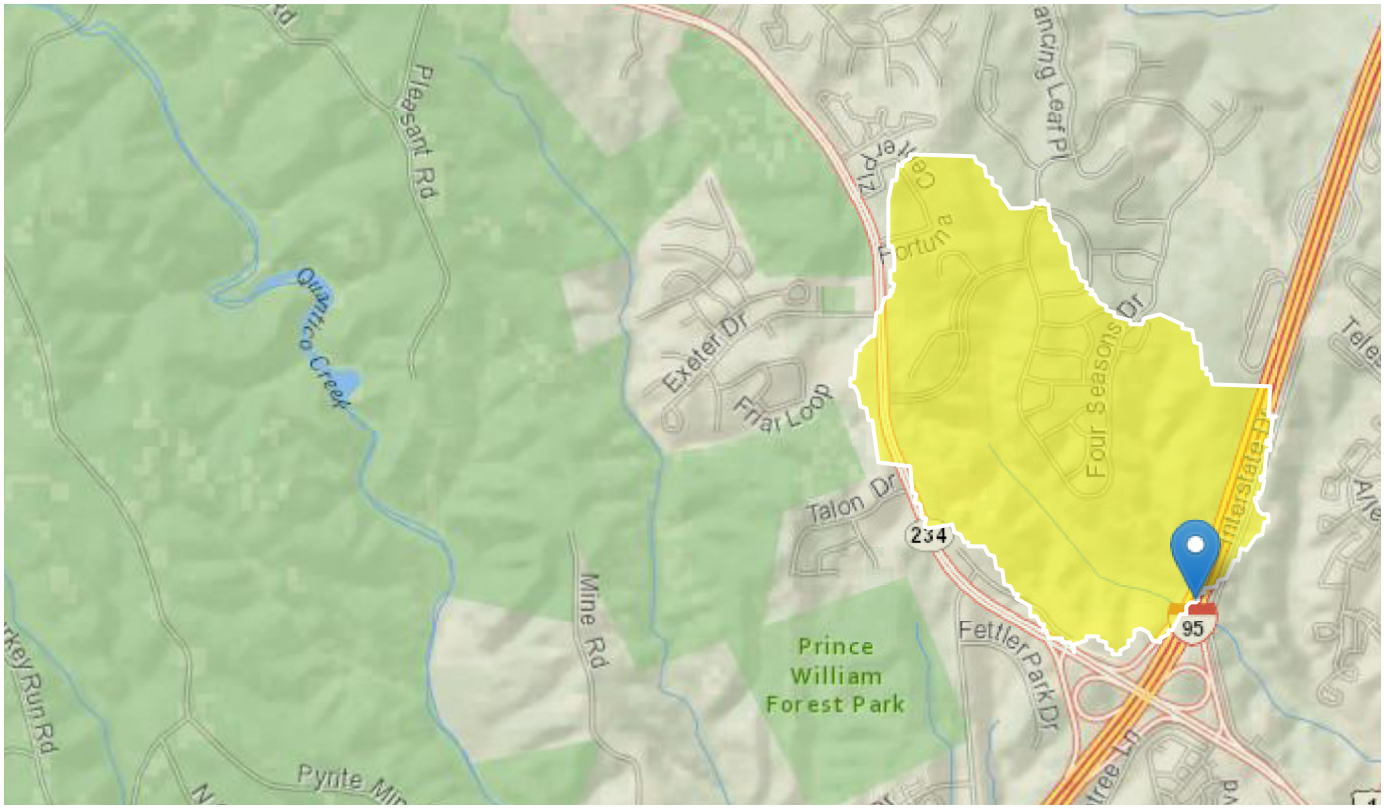
Application Version: 4.4.0

Figure 4

Van Buren - Southern Stream StreamStats Report

Region ID: VA
Workspace ID: VA20210311203842006000
Clicked Point (Latitude, Longitude): 38.58325, -77.32083
Time: 2021-03-11 15:39:00 -0500



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	0.67	square miles

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Application Version: 4.4.0

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March 12, 2021

Virginia Outdoors Foundation
Ms. Brett Glymph, Executive Director
39 Garrett Street, Suite 200,
Warrenton, VA 20186

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Brett Glymph:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

Preliminary scoping of the project area has been performed using the VOF Conservation Land web mapper to produce a map of existing conservation easements within and adjacent to the area. This map has been attached for your reference.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please indicate if any new easements are anticipated to be established within or adjacent to the study area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

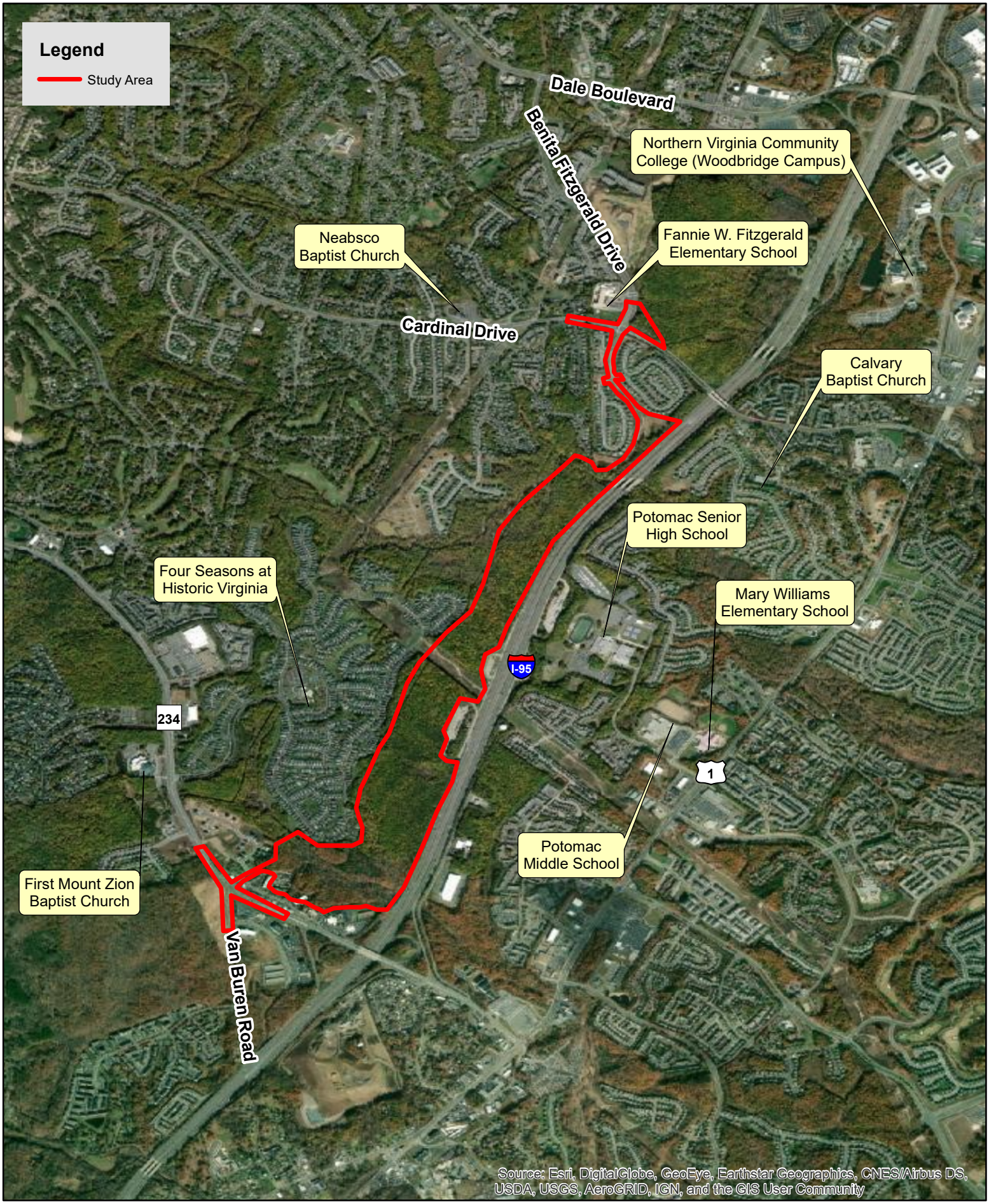
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area
Figure 2 – VOF Conservation Lands Map

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

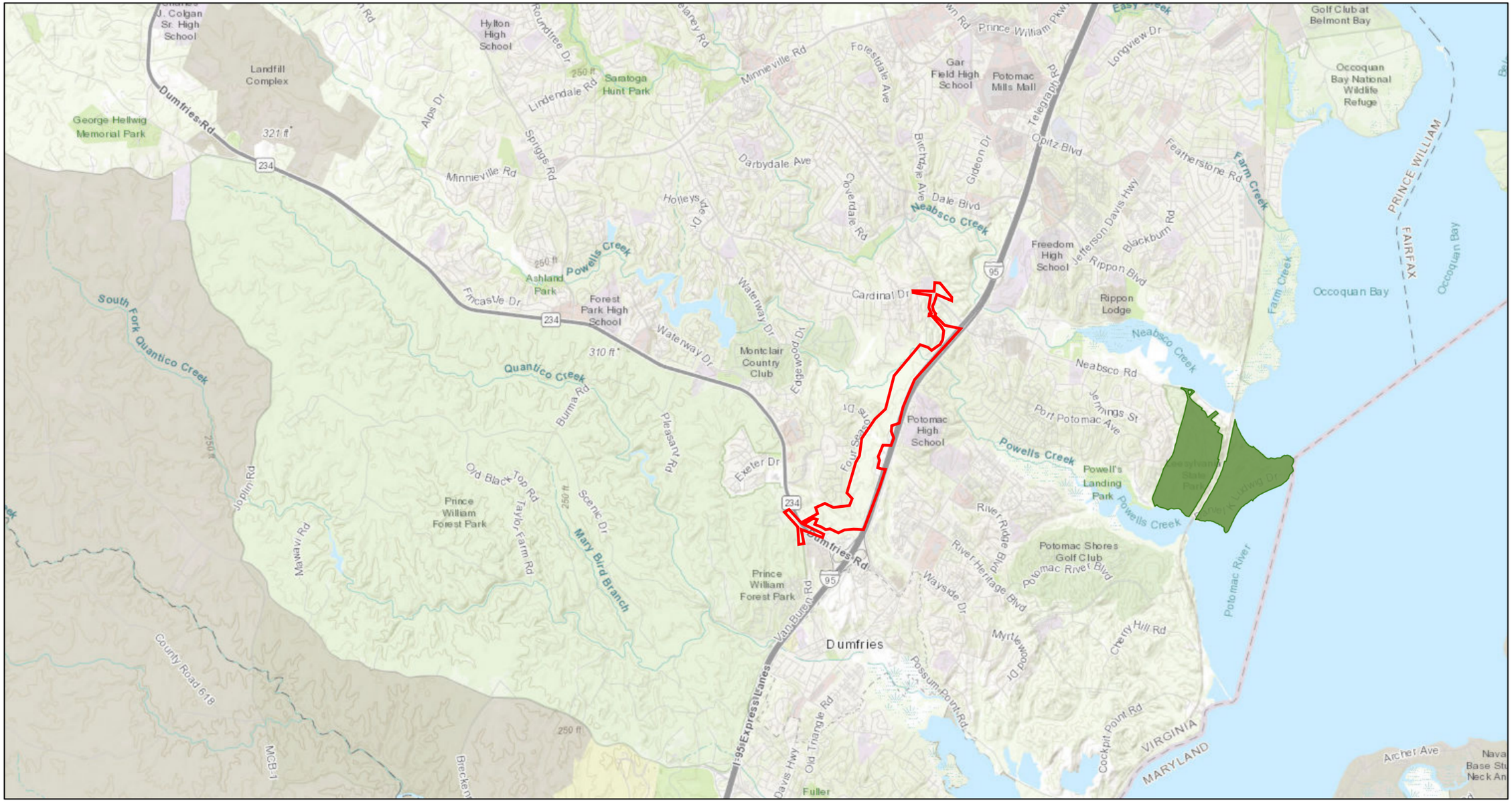
N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

Van Buren VOF Conservation Lands Map

Figure 2



12/4/2020, 10:21:57 AM

VOF Easement

Approximate Project Area

1:72,224

0 0.5 1 2 mi

0 1 2 4 km

County of Prince William, Fairfax County, VA, MNCPPC, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Web AppBuilder for ArcGIS
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS |

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703.849.0118 fax
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March 12, 2021

Virginia Railway Express
Mr. Rich Dalton, Chief Executive Officer
1500 King Street, Suite 202
Alexandria, VA 22314

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Mr. Rich Dalton:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

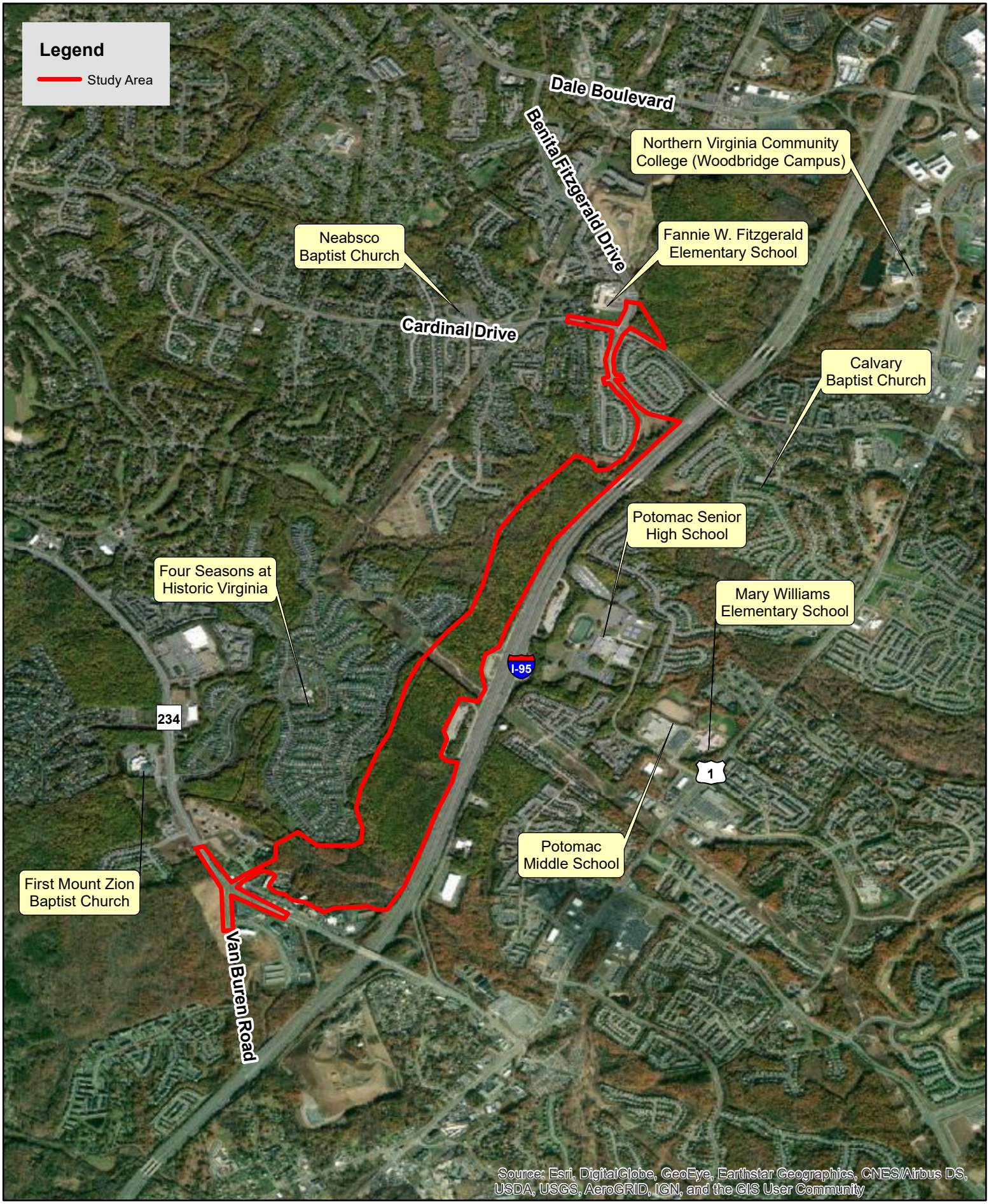
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

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March 12, 2021

Mary Williams Elementary School
Ms. Danna Johnson, Principal
3100 Panther Pride Drive
Dumfries, VA 22026

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Ms. Danna Johnson:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please address how this project may improve bus schedules, routes and their ability to be on time in the vicinity of the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

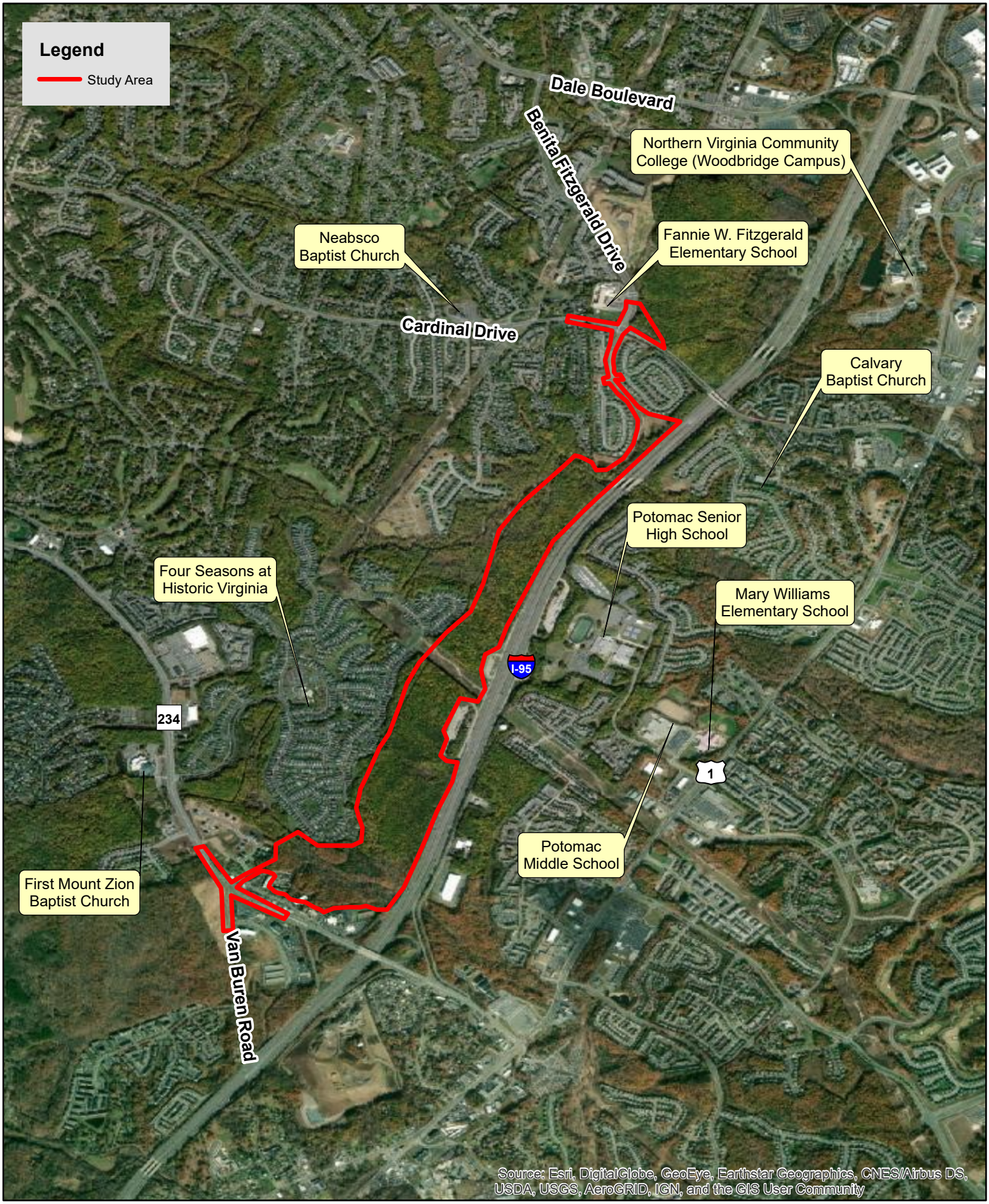
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021

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Fairfax, VA 22031

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703.849.0118 fax
www.dewberry.com

March 12, 2021

Northern Virginia Community College (Woodbridge Campus)
Dr. Anne Kress, President
4001 Wakefield Chapel Road, Brault Building
Annandale, VA 22003

Re: Proposed Van Buren North Extension Project: From Existing Van Buren Road & Dumfries Road (Route 234) Intersection to the Existing Van Buren Road South of Cardinal Drive in Prince William County, Virginia.

Dear Dr. Anne Kress:

The Prince William County Department of Transportation is proposing to extend Van Buren Road from its existing termini at the intersection with Dumfries Road (Route 234) north for approximately 2.5 miles to a portion of existing Van Buren Road directly south of Cardinal Drive. Figure 1 is enclosed, and it provides a map of the proposed study area. Dewberry, on behalf of the Prince William County Department of Transportation, is in the process of preparing a National Environmental Policy Act (NEPA) document, given the potential for federal funding, and future permitting.

The purpose of the project is to improve accessibility to Route 234 by providing an important bypass for local and regional traffic and reduce congestion along parallel facilities including I-95 and Route 1 by proving an alternate route for vehicle traffic between Dale Boulevard and Route 234. This connection would provide for better connections to local schools, residential areas, and churches surrounding the project area (Figure 1.). As part of the Prince William County Comprehensive Plan, this project would further efforts by the County to ensure adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses.

The roadway would be designed as a 4-lane divided major collector facility with shared-use path and sidewalk facilities. The project also includes a bridge over Powell's Creek. The roadway type and characteristics are confirmed with the Revised 2016 Prince William County Comprehensive Plan.

To assist us in identifying environmental impacts, constraints, or other concerns that may affect design and construction of this project, please provide us with any comments or concerns that your agency may have regarding impacts to resources under your agency's jurisdiction. In particular, please address how this project may improve access and commute time to the Woodbridge Campus for the students, staff and faculty in the vicinity of the project area.

We look forward to receiving your comments on this project. Please submit comments and information **within 30 days from the date of receipt or April 19th, 2021 at the latest**. Thank you in advance for your assistance. If you have any questions or require additional information, please contact me at **(703) 849-0175**, by email at **kdonovan@dewberry.com**, or at the following address:

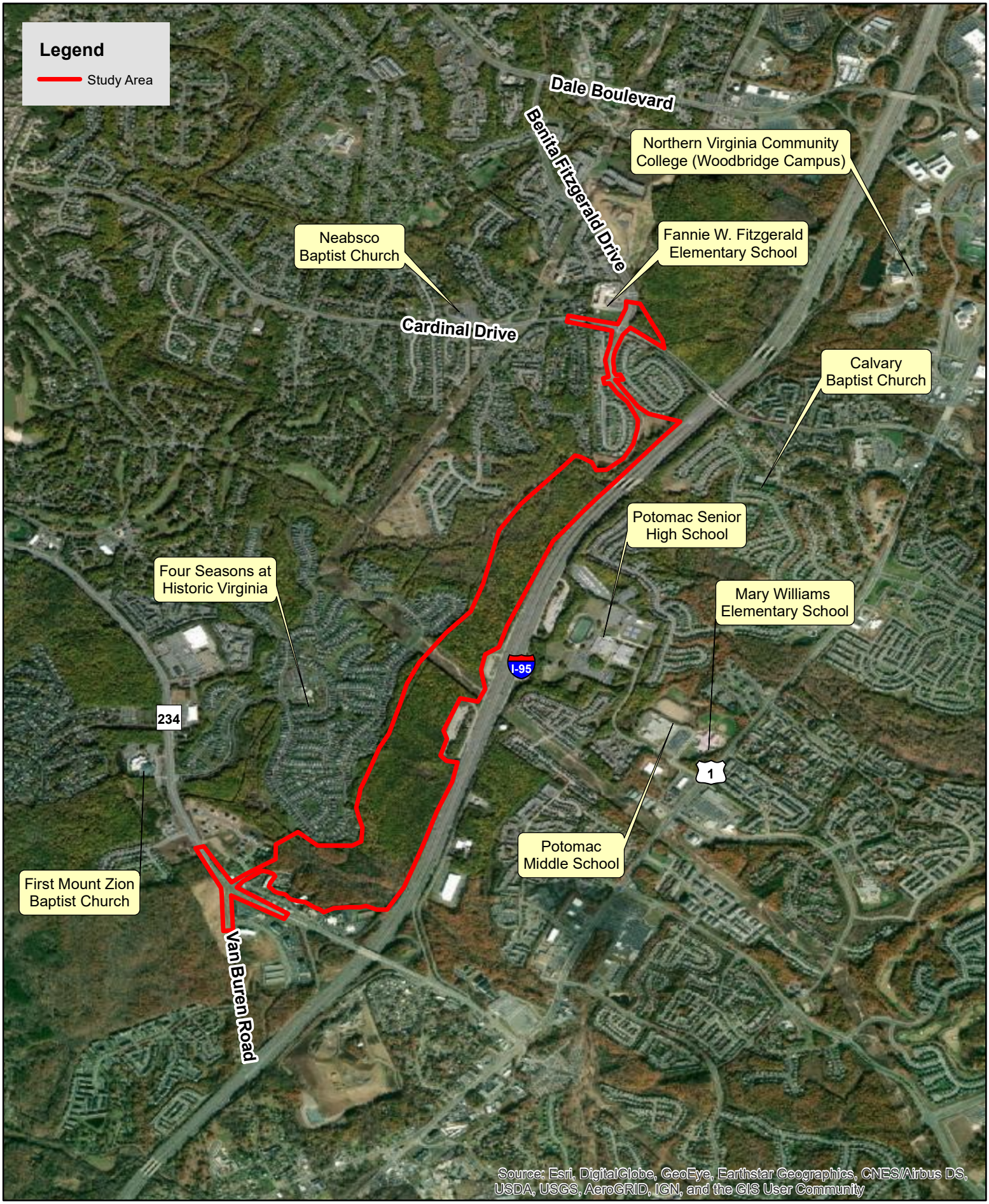
Kelly Donovan
Environmental Scientist
Dewberry Engineers Inc.
8401 Arlington Boulevard
Fairfax, Virginia 22031

Sincerely,
Dewberry Engineers Inc.

Kelly Donovan
Environmental Scientist

Enclosure: Figure 1 – Study Area

cc: Sherry Djouharian, Prince William County Department of Transportation
Dagmawie Shikurye, Prince William County Department of Transportation
Mark Brewer, Dewberry Engineers Inc.
Beth Moyer, Dewberry Engineers Inc.



0 0.25 0.5 1 Miles

N W E S

Figure 1. Study Area for the Van Buren Road Extension Project.

March 2021