

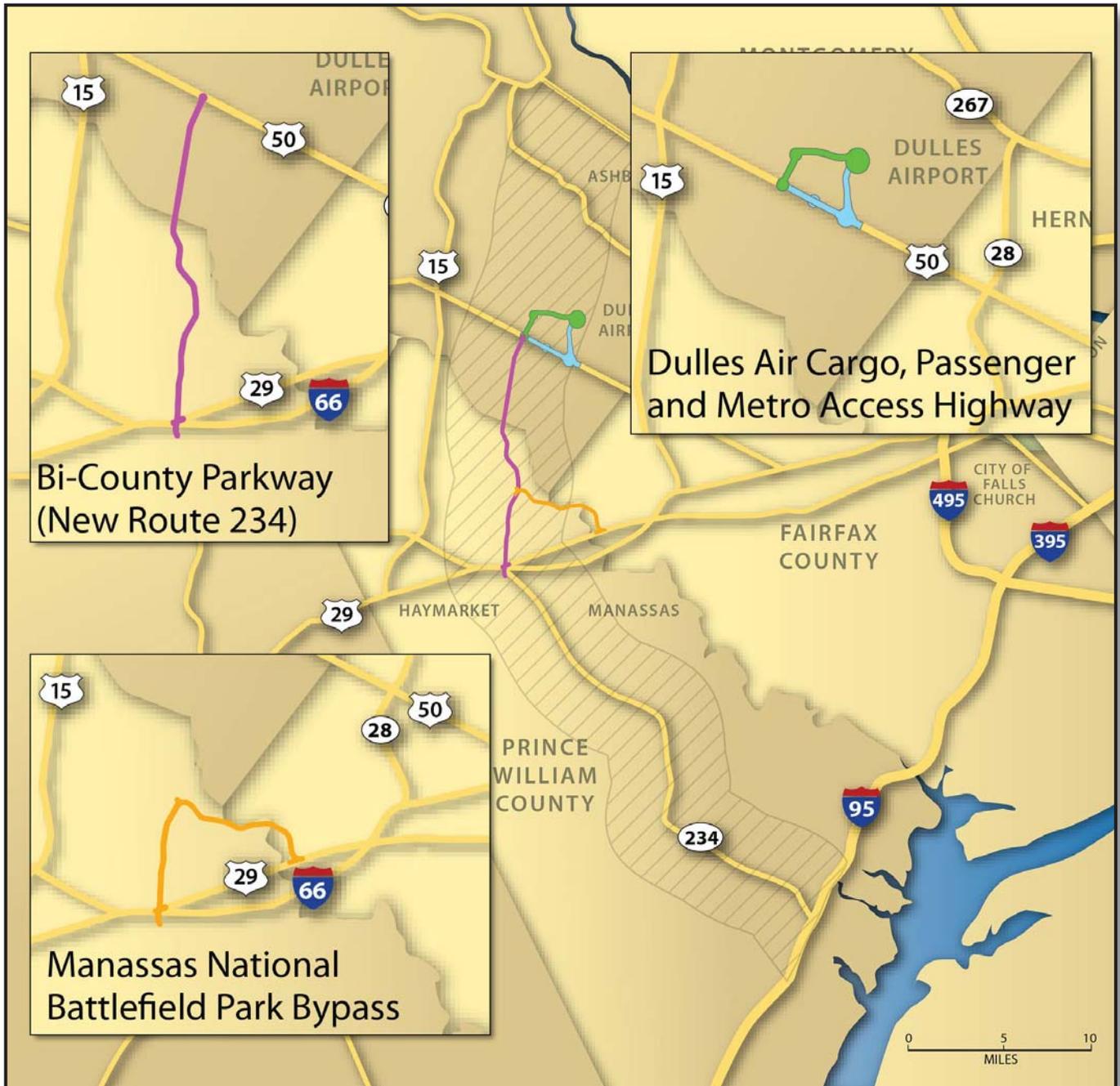
Meeting Agenda

6:00 - 7:00 PM	Visit Displays
7:00 - 7:30 PM	Presentation - Charlie Kilpatrick, Chief Deputy Commissioner
7:30 - 9:00 PM	Q/A Session
9:00 - 9:30 PM	Wrap Up
9:30 PM	Adjourn

Project/Study Contact and Information

<p>North South Corridor Master Plan Study</p> <p>Proposed 45-mile multimodal transportation network between I-95 in Prince William County and Route 7 in Loudoun County.</p> <p>Contact: Dironna Moore-Belton 804-786-0448 Dironna.Belton@governor.virginia.gov</p> <p>Project website: http://vtrans.org/northern_virginia_north-south_corridor.asp</p>	<p>Bi-County Parkway</p> <p>New north-south link between Prince William County and Loudoun County.</p> <p>Contact: Angel Deem 804-371-6756 Angel.Deem@VDOT.virginia.gov</p> <p>Project website: http://www.virginiadot.org/projects/northernvirginia/tri-county_parkway_location_study.asp</p>
<p>Dulles Air Cargo, Passenger, and Metro Access Highway</p> <p>Enhance the movement of people, passenger services, and air cargo traffic to Dulles International Airport.</p> <p>Contact: Tom Fahrney 703-259-2381 Tom.Fahrney@VDOT.virginia.gov</p> <p>Project website: http://www.virginiadot.org/projects/northernvirginia/improving_access_to_dulles.asp</p>	<p>Manassas National Battlefield Park Bypass</p> <p>Initiated as directed by Congress in 1988 legislation to develop alternatives that allow for the closure of Routes 29 and 234 to preserve the Battlefield.</p> <p>Contact: Ed Clark 703-754-1861 Ext. 1103 Ed_W_Clark@nps.gov</p> <p>Project website: http://parkingplanning.nps.gov/projectHome.cfm?projectID=39958</p>

To submit general comments on any of these projects: Meeting_Comments@VDOT.virginia.gov



Project Studies

ABOUT THE PROJECTS

Bi-County Parkway Environmental Impact Statement (EIS) and Location Study

The study for a new north-south limited-access link connecting Prince William and Loudoun Counties began in 2001. Three information meetings were held in 2002 and three public hearings in 2005. In November 2005, the Commonwealth Transportation Board (CTB) approved the West Two Alternative studied in the Draft EIS as the preferred location. The new 10.4-mile road would be located north of I-66, from the Route 234 interchange in Prince William to Route 50 in Loudoun. This road will relocate existing Route 234 (Sudley Road) 2.5 miles west and expand it to four lanes. The new alignment and expansion of Route 234 will reduce congestion and increase mobility in the region, as well as in and around Manassas National Battlefield Park.

Next steps are to complete the Draft EIS Reevaluation; finalize Section 106 for historic preservation (including the Programmatic Agreement); respond to comments received on the Draft EIS; finalize the EIS and submit to the Federal Highway Administration (FHWA) for approval. The Final EIS is followed by a Record of Decision (ROD) by FHWA sometime this fall. As part of the Programmatic Agreement, VDOT would provide \$4 million for design of the Manassas National Battlefield Park Bypass and \$3 million to acquire (from willing sellers) historic preservation easements. VDOT has \$12 million to begin design once the ROD is approved.

Manassas National Battlefield Park Bypass EIS and Location Study by the National Park Service

In 1988, Congress mandated a study of alternate routes to allow closure of Routes 29 and 234 through the Battlefield due to the negative effects of congestion from non-park related traffic on historic preservation, park interpretation, visitor experience, and park management (Public Law 100-647 - Nov. 10, 1988).

This project will re-route Routes 29 and 234 out of the Manassas National Battlefield Park. On the western side of the Battlefield, from I-66 to Route 234 (Sudley Road), the alignment is the same as the Bi-County Parkway. The NPS held a public hearing in 2005. VDOT will provide \$4 million for design. Federal funding for this project has not been identified.

Dulles Air Cargo, Passenger and Metro Access Highway Environmental Assessment (EA) and Location Study

This project is intended to improve passenger and cargo access to and from the western side of Dulles Airport and the future Metrorail Silver Line stations. The alternatives under study are: (1) extending the Bi-County Parkway north and then east on a new alignment to Route 606, terminating at the planned access into Dulles Airport; and (2) widening Route 50 to six lanes and Loudoun County Parkway to eight lanes and converting them to limited-access. An elevated roadway in the median of Route 50 is also being studied. The study began in December 2012. Two information meetings were held earlier this year and a public hearing is scheduled for June 13, 2013. The Draft EA was published May 29, 2013. The CTB will be asked to consider approving an alternative on July 17, 2013, and then the final EA will be submitted to FHWA for review. Funding has not been identified.

North-South Corridor Master Plan Study

This study examines the 45-mile transportation network between I-95 in Prince William County and Route 7 in Loudoun County. The corridor is defined as the area generally east and west of Route 234 between I-95 and I-66; the Bi-County Parkway between I-66 and Route 50; and connections to the Dulles Greenway and Route 7 along Northstar Boulevard and Belmont Ridge Road. The study considers statewide goals, regional and local transportation plans for the year 2040, technical analysis, and public comments received to date.

The study was initiated in May 2012. Two information meetings were held in 2012 and one in 2013. At its May meeting, the CTB deferred voting on accepting the final study until June.

QUESTIONS AND ANSWERS

1. Why are transportation improvements being considered for this area? Prince William and Loudoun Counties are two of the fastest-growing jurisdictions in the United States. Much of the residential and commercial growth of these communities has been in western Prince William and eastern Loudoun, with thousands of new residents and millions of square feet of commercial developments either recently built or already planned and approved. The Bi-County Parkway and other transportation improvements planned for this area are intended to address both the current and future transportation challenges anticipated from that growth.

2. What is the Bi-County Parkway and why is it important for addressing transportation congestion? In addition to growth in Prince William and Loudoun Counties, a major challenge is the inability to widen either Route 234 (Sudley Road) or Route 29 in the Manassas National Battlefield Park.

The Bi-County Parkway will move Route 234 approximately 2.5 miles to the west. The new four-lane Route 234 (Bi-County Parkway) will connect with the existing Route 234 (Bypass) at I-66. Another grade-separated connection will tie the new Route 234 with existing Route 234 (Sudley Road) near Pageland Lane. The Bi-County Parkway will then continue north to Route 50.

The Bi-County Parkway will reduce congestion on Routes 234 (Sudley Road), 29, and 15 in Prince William County, in addition to Gum Spring Road and Sanders Lane. Relocating Route 234 to the west outside the Manassas National Battlefield Park will eliminate the traffic bottleneck at the current intersection of Routes 29 and 234.

3. Aren't traffic problems in northern Virginia east-west, not north-south? As anyone who regularly drives or commutes knows, traffic problems in northern Virginia are east-west AND north-south. Some of the most heavily traveled roads in northern Virginia include north-south roads such as Routes 15, 28 (Sully Road), 234, 286 (Fairfax County Parkway), 294 (Prince William Parkway), 606 (Loudoun County Parkway), and 659 (Gum Spring Road), as well as east-west roads such as I-66 and Routes 7, 29, 50, and 267 (Dulles Toll Road). The current and future transportation network needs to link northern Virginians in every direction to enable them to get to and from their homes, businesses, retail, education, and recreational activities. That means investing, expanding, and improving that network regardless of what compass direction a particular road goes.

VDOT is investing more than \$1 billion on east-west improvements. Some of these include I-66 bus shoulders inside the Beltway; widening Route 7; I-66 EIS; widening Route 50; I-66/Route 28 interchange improvements; a new I-66 Active Traffic Management System; Route 234/Balls Ford Road interchange; I-66/Route 29 interchange; I-66 widening from Route 234 to Route 15; and a new I-66/Route 15 interchange. In June 2013, a Request for Interest will be issued to expand capacity on I-66 from Haymarket to I-495.

By 2040, population in the area will increase 50 percent and employment will increase 100 percent. The Dulles Airport area will add nearly 6 million square feet of mixed development. The Bi-County Parkway is projected to carry up to 42,000 vehicles a day in 2020; in 2040 it will carry up to 61,000 a day.

The \$6 billion Dulles Rail Project will stretch to the west side of Dulles Airport. Improvements are planned to Routes 606 (Loudoun County Parkway/Old Ox Road) and 659 (Belmont Ridge Road) to access MetroRail and planned commercial development around its stations. In addition, Route 7 is being improved with grade-separated interchanges.

4. Won't traffic on I-66 and other roads increase if the Bi-County Parkway and Battlefield Bypass are built? With the Bi-County Parkway, the current bottleneck at Routes 234 and 29 will be eliminated by a grade-separated connection to the west. This will greatly improve traffic flow on both routes. However, if the Parkway is not built, traffic volumes increase by 41 percent on I-66, up to 122 percent on Gum Spring Road, and up to 30 percent on Route 15.

5. When will Bi-County construction begin? Construction will not begin until VDOT completes the EIS and FHWA issues the Record of Decision (ROD). Once that process is completed, the project will need funding. Currently, the only funding allocated to the Bi-County Parkway is \$12 million for design.

6. Will Route 29 through the Manassas National Battlefield Park close with construction of the Bi-County Parkway? No. Route 29 will remain open until the Manassas National Battlefield Park Bypass, which will essentially relocate Route 29, is built. No funding for this project has been identified.

QUESTIONS AND ANSWERS

7. Will Route 234 through the Park close with construction of the Bi-County Parkway? Route 234 will be widened and relocated to the west of Manassas National Battlefield Park. The segment of Route 234 (Sudley Road) currently located in the Park would close to through traffic after the Bi-County Parkway (new Route 234) is completed. The current road, however, would remain open for access to private property.

8. Will there be traffic-calming on Route 29? To address potential safety issues, the Programmatic Agreement with the National Park Service requires VDOT to design and construct at least \$300,000 of traffic-calming measures for Route 29 in the Manassas National Battlefield Park. Traffic-calming will not limit or restrict traffic on Route 29 but is solely intended to maintain safe travel and access through the Park once Route 234 is relocated and grade-separated. Contemplated traffic-calming measures will be subject to public review and comment.

9. Will there be tolls on the Bi-County Parkway? No. The Bi-County Parkway will not have tolls.

10. Will the Bi-County Parkway destroy the Rural Crescent by inducing development? No. The Bi-County Parkway will not change local land use restrictions and the road will be designed and built as limited-access. The only access points in the Rural Crescent to the Bi-County Parkway will be from connections at I-66, Route 29, and the existing Route 234 west of the Battlefield.

11. What about Pageland Lane access? VDOT commits to a design for the Bi-County Parkway that maintains through access from Pageland Lane to Routes 234 and 29.

12. What about Route 234 south of I-66? VDOT is studying projects to grade-separate Route 234 at (1) Balls Ford Road and (2) Prince William Parkway/Liberia Avenue. While Prince William County's Comprehensive Plan calls for widening Dumfries Road to six lanes from I-95 to I-66, VDOT has no formal plans or funding to widen the road.

13. Won't the historic civil war battlefields be destroyed? The park will be enhanced by removing a major traffic bottleneck at the intersection of Routes 29 and 234 at the Stone House. The National Park Service supports the Bi-County Parkway at the proposed location because traffic will be relocated from the core of the Battlefield to the Park's periphery. The key to minimizing and mitigating potential adverse effects of the Bi-County Parkway on historic resources is laid out in the Programmatic Agreement, which implements regulations and measures agreed upon by the signatory parties.

14. What about access to Sudley Methodist Church and other property owners on existing Route 234? All local property owners will have access to their properties during and after the construction of the Bi-County Parkway. Directional signage to Sudley Methodist Church will be provided on the Bi-County Parkway.

15. What are the alternatives if the Bi-County Parkway is not built? With the exception of the projects currently underway, there are few viable alternatives available to address the anticipated traffic that will be generated from already approved or planned residential and commercial growth in this region. The local and regional road network in and around the Manassas National Battlefield Park will experience greater and greater volumes of traffic. This traffic will negatively impact the quality of life of residents and the economic viability of commercial activities. This traffic will also have a continual deleterious effect on the Manassas National Battlefield Park and its status as hallowed ground for the nearly 25,000 killed and wounded near the intersection of Routes 29 and 234.

It is imperative that Route 234 be widened and relocated outside of the park as well as a grade-separated connection built at Route 29. A limited-access, four-lane parkway from Route 50 to I-66 will remove traffic from local roads and provide transportation capacity to address current and anticipated residential and commercial growth.