

**Public Hearing Comments**  
**Route 123 Interchange at Route 1**  
**Project 0123-076-F29, PE 101**  
**Prince William County**

No.	Comment	Response
1	In opposition to project based upon concern of the road construction impact to Parcel 41, Woodbridge Shopping Center. Loss of direct access from Route 1 and Occoquan Road and the raised median preventing access is major concern. Acquisition of several successful businesses will have a negative impact to all businesses in the shopping center. Access from Easy Street Connector along narrow road with no paint stripes is not acceptable. Access from the Belmont Bay communities has been cut off by raised median on Occoquan Road.	Moved Occoquan Road 28' to the north to reduce impacts along the southern side of Occoquan Road and added ability for u-turns at the western end of the raised median on Occoquan. Providing a new right-in and right-out entrance from Route 1 into the shopping center and Easy Street. Reduced impacts to CVS by reduction of impacts to parking and traffic circulation. Access to the shopping center has been improved with the direct access from Route 1 and during Phase I, the Dawson Beach Road will maintain all turning movements at the signalized intersection. During Phase II the Belmont Bay community can access Route 1 and the shopping center via the new interchange and bridge over the railroad.
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1505	In favor of project as is will improve traffic flow	No response needed
1506	In opposition to project based upon concern of the road construction impact to the Dixie Bones Restaurant. Requested Occoquan Road be widened to the north on vacant property; Loss of parking including handicap parking; and loss of ingress and egress from Occoquan Road due to raised median.	We have redesigned Occoquan Road by shifting the roadway 28' to the north to reduce impacts along the southern side of Occoquan Road and added ability for u-turns at the western end of the raised median on Occoquan. Providing a new right-in and right-out entrance from Route 1 into the shopping center and Easy Street. Reduced impacts to CVS by reduction of impacts to parking and traffic circulation.
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1509	Same comment as above	See response above
1510		See response above
1511	1)We do not support the project because Federal funds and more borrowings required by government. All of the sidewalks, extra lanes for a short distance and trails will not help relieve traffic problems. 2)Project does not solve traffic problems and does nothing unless extended to Optiz Blvd. 3) Concern with loss of building at 13711 Jefferson Davis Highway and loss of freezer. 4)The project has exceeded the Routes 1 and 123 scope as originally envisioned to include alterations to Occoquan Road. 5) The traffic assumptions which dictate that Occoquan Rd. be expanded to six lanes for the one and a half blocks prior to its intersection with Route 1 are flawed. 6)The Occoquan Rd. design is flawed as to number of lanes and direction that they are dedicated to. 7)Plan calls for acquiring business on the south side of Occoquan Road and design should be revised to take right-of-way from other side of road. 8)Right-of-way take on Occoquan Road should be from the other side of the road from unoccupied property. 9)Right-of-way take from the south side of Occoquan Road will impact my parking, dumpster, and part of buildings. 10) Plans impact Woodbridge Shopping Center access and parking. Plan needs to eliminate raised median on Occoquan Road.	1) Federal funds will be required to construct this project and the sidewalks and trails are necessary to provide access along the corridor to businesses and recreation for pedestrians and bikes. Also include as part of the Route 1 Corridor Study. The widening of Route 1 and improvements to intersections along this section will improve flow of traffic in this area and as future projects are constructed, will help improve traffic flow thru the entire corridor. 2) Future projects will extend the widening farther south as available funding is provided. 3) The property at 13711 will have fee right-of-way taken along the frontage of the property but would not affect any of the buildings on the property. Traffic flow will be restricted around the building based upon the present plans but we will be looking into providing the driveway back in the same location. 4) As the plans were developed, it was deemed necessary in order to make all intersections, weaves, merges, etc. work efficiently, the project would need to be expanded. 5 and 6) The traffic that is used to determine the number of lanes is based upon traffic projected to the year 2036 which would include all traffic traveling from other areas, local area and future developments in the adjacent area (North Woodbridge Master Plan). A portion of the widening is due to requirements to provide deceleration lengths in the turn bays to meet FHWA requirements. 7, 8, 9 & 10) Revised Occoquan Road by shifting 28' to the north to reduce impacts along the southern side of Occoquan Road and added ability for u-turns at the western end of the raised median on Occoquan. Providing a new right-in and right-
1512	Project will substantially affect Our Lady of Angels Catholic Church and Saint Thomas Aquinas Regional School, property is encumbered with several easements for water, electric services, sanitary sewer, and storm sewer/storm water. Also concerned with ingress and egress during construction and after construction, and concern with increase of noise and air quality.	All existing easements are shown on the plans and the engineers are aware of those as well as all existing utilities are shown. Adjustments/relocation of existing utilities will be completed as part of this project. During the right-of-way process, the existing easements will be considered during the appraisal process. Access to the property is from Easy Street (2 entrances) and Mary's Way. The access from Easy Street could be interrupted on a short term basis but would be coordinated with school and church activities. As typical for construction projects, properties adjacent to the construction site will experience short term increase in construction noise and dust. Specifications will be in place to control dust during construction and there will be limitations set on the contractor for hours that he will be able to work during the day/weekends.



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1513	PRTC has concern with accommodations with bus transit and project should address service during construction as well as final product.	A field review of existing bus stops will be conducted and bus stops will be re-established during the design process. The Transportation Management Plan will maintain all travel lanes thru the construction site with the exceptions of short-term lane closures. Pedestrian sidewalks will be provided thru each stage of work. All efforts will be made to coordinate the existing bus stops during construction and re-established after construction.
1514	Concern with access to Route 1 at Annapolis Way as well as other future connections. Concerns with the proposed access as shown at Route 1; Horner Road is not acceptable due to round-about and "main" streets.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Horner Road Extension is part of the North Woodbridge Master Plan and is not a part of this project. It would mostly likely be construction as part of the Master Plan by the developer.
1515	Concern with impacts to Woodbridge Shopping Center; loss of ingress and egress; proposed access from Easy Street Connector is unacceptable; access to businesses for truck delivery; impacts to CVS and concerns over potential loss of contract with CVS; impacts to Dixie Bones; loss of parking; and impacts to redevelopment plans. Provided several engineering options to address concerns.	Moved Occoquan Road 28' to the north to reduce impacts along the southern side of Occoquan Road and added ability for u-turns at the western end of the raised median on Occoquan. Providing a new right-in and right-out entrance from Route 1 into the shopping center and Easy Street. Reduced impacts to CVS by reduction of impacts to parking and traffic circulation.
1516	Tenant of Potomac Plaza Shopping Center. Concern over impacts to shopping center and loss of egress and ingress due to raised median and lack of median opening and traffic signal.	Access from Route 1 Northbound will have to perform a u-turn to access the Shopping Center. Their access from Easy Street will remain as is. The shopping center will have right-in and right-out access onto Route 1.
1517	Gordon Plaza Shopping Center. Represents KIMCO which actively managing the Center. Concerns with loss of parking for Aldi Grocery and isolate it from rest of center; loss of two existing pad sites will be eliminated; potential access problems in the future; and future construction of Horner Road.	The grocery store parking will remaining the same as a result of this project. The future extension of Horner Road would have an impact to the Plaza but is not a part of this project. Horner Road would be constructed and funded by others, mostly likely private development associated with the North Woodbridge Master Plan. The loss of the two existing pad sites will be negotiated during the right-of-way acquisition process with just compensation made. Access to Route 123 will remain the same with entrances to Annapolis Way West and direct access to Route 123. Access to Route 1 will be eliminated by the limited access right-of-way.
1518	Opposes any impacts, especially if taking frontage from property, to their property at 13605 Jefferson Davis Hwy. (Enterprise)	There will be fee right-of-way taken across the front of the property and both driveways and part of the parking lot will need to be reconfigured. Net loss of three parking spaces. Every effort will be made to reduce impacts to the parking.
1519	Represents Marumscos Jefferson Joint Venture. Concern with impacts to properties and businesses, especially Denny's; loss of access to the shopping center due to raised median.	There will be fee right-of-way taken across the front of the Denny's property and both driveways and part of the parking lot will need to be reconstructed. There will be a net loss of six parking spaces. Every effort will be made to reduce this impact to the parking.

No.	Comment	Response
1520	Opposes Alternative B due to traffic going thru residential area and concern with emergency vehicles access.	We are presently looking at options at Dawson Beach Road to allow better access for emergency vehicles to include: revising the median, preempts on the traffic signal, mountable islands to allow traversing the intersection. Traffic would be required to use Express Drive to cross the railroad to Route 1 based upon Alternative B. Alternative B is the preferred alternative in order for the signalized intersection to be effective. This intersection is critical to maintaining a smooth traffic flow on Route 1. Phase I will have full access at this intersection.
1521	Concern with egress and ingress from Route 1 affecting his business	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movementents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB.
1522	Concern with egress and ingress from Route 1; adequate acceleration and deceleration lanes; interchange pavement adequate for heavy trucks; and design Horner Road Extension to handle trucks.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movementents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. The interchange pavement will be designed to handle the legal loads for the anticipated traffic. The Horner Road Extension is not a part of this project and will be designed by others and at the present, based upon the Master Plan would not be suitable for trucks. However the connection between Annapolis Way East and West would be constructed to handled the truck traffic.
1523	Concern over access restrictions at Route 1 in Phase II for large trucks and boat trailers.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movementents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. These two accesses should be sufficient to handle the large trucks and boat trailers.
1524	Concern over who will provide funds for Horner Road Extension; connection of Annapolis Way East and West; and concern over appearance of area after construction.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movementents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. The extension of Horner Road funding will most likely be privately funded by the developer. Landscaping is part of this contract and extensive landscaping is anticipated to clean up the residue properties left after construction.

No.	Comment	Response
1525	Two major concerns: ensure upon completion of this project, area is left cleaned up and loss of egress and ingress at Route 1 and Annapolis Way.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Landscaping is part of this contract and extensive landscaping is anticipated to help in providing an esthetically pleasing area of the residue properties left after construction.
1526	Concern over status of kiss and ride and direct loss of access on Route 1	During Phase II, limited access right-of-way will be located along Route 1 and Ramp A from Dawson Beach Road. Access to the Kiss and Ride from Route 1 will be lost except a pedestrian sidewalk / trail will be provided from Dawson Beach Road to the railroad overpass. During Phase I access is anticipated to remain from Route 1.
1527	1) Additional access needs to be provided to northeast quadrant of the interchange; 2) Horner Road needs to be reviewed to provide a crossover for full access to businesses; 3) the Belmont community needs to be informed of the noise and other environmental impacts from Phase II; 4) emergency medial response time is raised due to limited access to Dawson Beach Road; 5) Consider additional improvements at Express Drive and Dawson Beach Road; 6) Traffic signal may be needed on Express Drive at VRE Station; 7) Can Norwood Drive be able to handle the additional traffic during the detour?	1) For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. 2) We investigated the possibility of eliminating the raised median over a portion of Horner Road but the queue from the intersection of Occoquan and Route 123 extend almost the entire length of Horner Road. The median was extended to the south and a u-turn movement was provided. 3) A meeting was held on June 28, 2011 with the homeowners association to discuss the project and answer any questions. 4) The intersection has been designed to allow emergency vehicles to make all movements at the intersection along with preempts on the signal. 5) The existing intersection appears to work adequately for future traffic. 6) A signal warrant study will be performed along with the Phase II design to determine the need for the signal. 7) The detour would be mostly for the local Belmont Bay community and should be able to handle the traffic. On-street parking would will be reviewed prior to detouring traffic. The structural ability of the roadway to handle additional traffic will be reviewed and the roadway reviewed after the detour for potential maintenance.

No.	Comment	Response
1528	1) Need to address to Railroad Ave thru Belmont Bay; 2) Sound absorbers need to be placed on walls of interchange; 3) better access to Annapolis Way and other Woodbridge businesses; 4) Egress and ingress to Woodbridge Shopping Center and impacts to CVS; 5) Aesthetically pleasing landscaping during construction; 6) the interchange bridge needs to be aesthetically pleasing.	1) The County attorney has determined that there is an easement thru the townhouses that will allow Railroad Ave. traffic egress and ingress. 2) There are several wall designs and materials that could be options for sound absorbing options and during the design of Phase II, these options will be investigated. 3) For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. 4) Moved Occoquan Road 28' to the north to reduce impacts along the southern side of Occoquan Road and added ability for u-turns at the western end of the raised median on Occoquan. Providing a new right-in and right-out entrance from Route 1 into the shopping center and Easy Street. Reduced impacts to CVS by reduction of impacts to parking and traffic circulation. 5) Landscaping is included in the project and it is anticipated that extensive landscaping will be involved. 6) This will also be performed during the design of Phase II and a concentrate effort will be made to accomplish this.
1529	Hurry up (only comment)	NA
1530	Synchronize the traffic signals and clean up the area and does not appear to solve any traffic pattern issues.	The signals are anticipated to be synchronized and landscaping is a part of this project and will provide a more attractive area. The proposed project would provide acceptable levels of service for almost all traffic movements and would provide for improved traffic flows for the present as well as future traffic.
1531	Need access to Parcel 100 (Mr. Hunan); need sound absorbing wall; keeping on buying right-of-way; provide a small alternative solution to removal of Railroad Bridge and proffered access to Belmont Bay.	Access to this parcel would be steep and would provide large impacts to the parking and the building. This parcel will probably require a relocation of the business. It is anticipated that the right-of-way acquisition process will start in Jan. 2012. The access to Railroad Ave. is via the existing streets and parking lots of the townhomes along Douges Lane and requires only minimum construction to provide this connection. Several options are being studied for noise absorbing material that can be used as part of the construction material as well as material that can be attached to the face of the walls.
1532	Approves of project but suggested that we stick with previous design	As the plans were developed, it was deemed necessary in order to make all intersections, weaves, merges, etc. work efficiently, the project would need to be expanded beyond the original scope. The present design is a better design that provides better and effective traffic flows and level of service and is designed to meet FHWA requirements.

No.	Comment	Response
1533	Opposes building the interchange due to numerous merges for Route 123 traffic heading north on Route 1; opposes buying right-of-way in Phase I; need to provide full access to Annapolis Way and project costs do not include cost for Horner Road Extension; current Dawson Beach Road is good enough for access as is now; costs do not reflect cost for buying the shopping center..	Rerouting of traffic to Express Drive and construction of the interchange and the bridge over the railroad are part of the bigger picture and are not designed to solely provide access to these areas and the VRE. The redistribution of traffic makes other intersections perform at a better level of service and thus an improved traffic flow on Route 1. Right-of-way will need to be purchased in Phase I as directed by FHWA in order to receive the funds for Phase I. For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Additional costs for construction of Horner Road and/or the Annapolis Way connection are not anticipated to be funded by VDOT and would be bore by the developer of that area. Right-of-way cost are included in the budget for this project that would include any costs for acquiring property and/or paying for damages. The intersection at Dawson Beach is currently working at a low level of service and will only get worse as traffic increases and developments occur in the future.
1534	Desires that Route 1 widening follow existing right-of-way and not the proposed alignment; Dawson Beach is adequate access as is and rerouting traffic onto Express Drive is not needed; do not need bridge over railroad; do not support interchange; do not support buying all of the right-o-way in Phase I; provide full access to Annapolis Way; costs do not reflect buying of shopping center with Horner Road Extension.	The Route 1 alignment was set maximizing the existing right-of-way while minimizing impacts to properties. In the area at the interchange, the alignment was set based upon the interchange layout and avoiding impact to the railroad. Rerouting of traffic to Express Drive and construction of the interchange and bridge over the railroad are part of the bigger picture and are not designed to solely provide access to these areas and the VRE. The redistribution of traffic to Express Drive makes other intersections perform at a better level of service and thus an improved traffic flow on Route 1. Right-of-way will need to be purchased in Phase I as directed by FHWA in order to receive the funds for Phase I. For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Additional costs for construction of Horner Road and/or the Annapolis Way connection are not anticipated to be funded by VDOT and would likely be bore by the developer of that area.
1535	Concern with access to Annapolis Way from Route 1; keep traffic signals where they are and only widening road; build Phase I and widen rest of Route 1 instead of Phase II.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movements can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Landscaping and lighting is included in the contract for the project. Traffic signals during Phase I will remain in the same location as existing signals. Determination of priorities for future projects on Route 1 will be determined as funding and as needs arise.

No.	Comment	Response
1536	Concern with devaluing their property in Belmont Bay; increase noise and pollution; access to VRE; opposes bridge over railroad; find other solutions.	Improved traffic flow in the surrounding area, could possibly improve property values and make it more inviting to potential new homeowners. Walking access to the VRE will still have sidewalks and a new traffic signal at Express and Belmont Bay Drive with pedestrian signals for crossing the road that is not there presently. This area is a very difficult area to engineer with many challenges and has been studied in detail with the present design being the selected alternative.
1537	Not in favor of project (only comment)	NA
1538	In favor of project (no other comments)	NA
1539	Bike trails should connect to other trails; signage should have a wow factor; access to marina; trees and lighting.	This project provides a link in the Potomac Heritage Trail between Annapolis Way and the Belmont Bay community and connection to the remaining trail can be made in the future as it is developed. Access will be provided to all businesses providing they do not require relocation. For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movemtentents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Landscaping and lighting are included in the contract for the project.
1540	Provide access to businesses and make Annapolis Way accessible off Route 1	Access will be provided to all businesses providing they do not require relocation. For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movemtentents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB.
1541	Kiss and ride should be on the other side of Route 1; Clean up Route 1.	Providing a bridge over Route 1 for pedestrians could be done in conjunction with the North Woodbridge Master Plan. This would most likely be funded with private funds when any future development occurs on that parcel. Landscaping is included in the project and it is anticipated that extensive landscaping will provide a more attractive area.
1542	In favor of project (no other comments)	NA
1543	Widen farther to the south; and need plenty of trees to hide walls	Widening to the south will need to be another future project due to funding on the next section to the south. Landscaping is included in the project and it is anticipated that extensive landscaping will be provided.

No.	Comment	Response
1544	Need sound walls between road and community; access to Route 1 from Belmont Bay; add landscaping; get rid of strip malls; concern with truck traffic on Express Drive.	A sound study was performed as part of the environmental document and sound walls were not found to be cost effective nor required. Access to Route 1 from Belmont Bay should improve with the addition of the interchange and improved traffic flow. As part of the transportation project, we cannot get rid of strip malls unless they are required as part of the construction. However, with improved traffic flows and increased capacity, that sometimes generates new construction and renovation. It has been one of the goal of the project to provide a unique bridge design that will be part of the gateway design for the area.
1545	Make an overhead traffic circle at Occoquan Road and Dawson Beach Road; make a pretty bridge with unique guardrail	The traffic circle would be located too close to the proposed interchange and would not have enough distance between the ramps for the traffic circle and the interchange. The bridge design will include an special design to include esthetics, special designs, and landscaping as part of the design of this project.
1546	Not in favor of project (only comment)	NA
1547	Project does not need an interchange or bridge over railroad; liked the plan presented several years ago that included a new bridge over the river, multi-modal Route 1 and a light rail; do not like the increase in traffic into Belmont Bay.	The grade separation of Route 1 and 123 is a key component to traffic flow at this intersection and along Route 1 for future traffic and is necessary to meet the objectives of the project. Construction of the bridge over the river would need to be a separate project and is in the long range planning as part of the overall Route 1 Corridor Study. The only increase in traffic in Belmont Bay will be along Express Drive, no increase in traffic along Belmont Bay Drive would be anticipated as a result of this project.
1548	Delete the bridge over the railroad; add additional bridge over river; clean up area; instead of big project do a bunch of little projects.	The bridge over the railroad is more than an access to the Belmont Bay community. This bridge is a key component in safety and successful traffic flows thru the intersections at Route 1 / Route 123 and Route 1 / Dawson Beach Road. Landscaping is included in the project and it is anticipated that extensive landscaping will be performed in helping to make the area more attractive. Doing smaller projects typically result in short term gains and are quick fixes for immediate problems and are not solutions to long term gains.
1549	Need sound walls; more lanes on Route 1 ASAP; add more lanes between Dawson Beach Road and 123;	Sound study was performed as part of the environmental document and sound walls were not found to be cost effective nor required. Route 1 is to be widened to 6 lanes as part of this project as well as future projects to the south of this project and as defined in the Route 1 Corridor Study.
1550	Route 1 is dirty; do not want the interchange (Springfield, mixing bowl); too large.	Landscaping is included in the project and it is anticipated that extensive landscaping will be performed in helping to make the area more attractive. The interchange and overhead bridge are key components in a successful traffic flow not only thru the Route 123 and Route 1 intersection but also thru the rest of the Route 1 corridor.
1551	Clean up the vacant lots and liter	There is landscaping included in the contract and extensive landscaping will be performed to make the area more attractive.
1552	Put the ramp on the other side of Route 1	Assume they are referring to the previous design. This design had more impacts due to larger footprint and did not meet future traffic demands.
1553	Does not favor project (only comment)	NA

No.	Comment	Response
1554	Build another bridge over the river and build it faster.	The northern end of this project is designed to accommodate a second bridge over the river. Construction of the second bridge will be investigated when additional funds are available. This project is scheduled for 2014 but the schedule can be shortened if utility relocations and right-of-way acquisitions are completed ahead of schedule.
1555	Take in consideration emergency vehicles at bridges; adequate lighting is needed; modern bus stops; pedestrian signals with countdowns and audible signals for visually impaired; notification of lane closures and detours during construction.	The traffic signals throughout the project will have preempts for emergency vehicles that will allow for quick access thru the signals. Lighting is included in the contract and will be provided in both Phases I and II. Pedestrian signals will be provided at each signal with countdowns. Audible signals are based upon a needs assessment that will be provided as the design process continues.
1556	Prefers Alternative A; extend kiss and ride bridge across Route 1; and enhancement of the Gateway	Alternative B will be the preferred alternative. In order for this intersection to perform at its maximum potential, Alternative B will be necessary. This signalized intersection will be a critical intersection in maintaining smooth traffic flow on Route 1. Phase I will provide full access at this intersection. Extending the Kiss and Ride bridge over Route 1 has been discussed but is not a part of this contract. The funding for this bridge would most likely be by private funds, either thru future development along Route 1 or by VRE/PRTC.
1557	Would like to see means for pedestrians to use Heron's Run to avoid climbing hill to VRE; need screening of headlights at intersection of Belmont Bay and Express Drive.	A sidewalk is to be constructed from Express Drive to Heron's Court will allow access from Belmont Bay to the VRE. However, there is no signal planned at that location. A traffic signal will be provided for a safer crossing at Express and Belmont Bay Drive. Several options are available for screening of headlights at this location and will be developed in full during the design of Phase II (landscaping, fencing, etc.)
1558	Concern with increase in speed on Express Drive; favors Alternative A; and wants more information about the planned detour during construction.	The speed limit on Express Drive will remain at 35 mph, the same as exists now. With the construction of this project, we do not expect an increase in traffic speed as Express Drive is free flow now to Belmont Bay Drive. With the construction of this project, Express Drive will have a signalized intersection with Belmont Bay Drive and actual speeds may drop as a result. Alternative B will be the preferred alternative. In order for this intersection to perform at its maximum potential, Alternative B will be necessary. This signalized intersection will be a critical intersection in maintaining smooth traffic flow on Route 1. As Phase II is developed, more information will be made available to the public as far as when and for how long the detour will be in place. During construction, the contractor will be required to provide notices thru several methods (mailings, public announcements, etc.) on any detours and lane closures associated with this project.



No.	Comment	Response
1559	Concerned with future design projects to the south of Mary's Way intersection and that our alignment sets the direction of the future alignment and widening on both sides that impacts their property.	The present design ends at the intersection of Mary's Way which was designated as a logical end point for this project. The alignment shown was designed to meet the existing pavement width and lane configuration of the existing intersection while limiting impacts to existing businesses within the project limits. This alignment in no way precludes or sets the alignment for any future projects to the south. In reality, any future projects will most likely require some redesign of the proposed roadway on the southern end of this project. Future projects will need to provide studies to determine the most suitable alignment south of Mary's Way. This study's alignment will be determined by number of factors: engineering, construction costs, impacts to right-of-way and utilities, impacts to the environmental, constructability, etc.
1560	Had several recommendations for traffic improvements: Close both I-95 NB Ramps north of river; design Route 1 and 123 interchange so Rte 1 NB is not stopped at Route 123; extend the raised median across the Dawson Beach and Occoquan Road intersection; widening bridges over the river.	While he has put considerable thought into his ideas, the major changes would have major impacts to traffic flows and impacts to other key intersections and interchanges with unknown results. These recommendations would not be in conformance with the Route 1 Corridor Study and would take a major effort to study and to determine its vitality.
1561	Concern with impacts to Belmont Bay community, lack of signals and stop signs; with Phase II will detour additional traffic onto Express Drive with noise increases; increase in speed; and loss of quality of life. Provided several recommendations including lower speed limits; 4-way stops; extend project farther south rather than doing Phase II; don't build bridge over railroad; soundproofing of walls; and construct Alternative A. Couple of questions: pedestrian access across Route 1 at Dawson Beach and what happens to the Kiss and Ride.	A traffic signal with pedestrian signals will be located at the intersection of Belmont Bay Drive and Express Drive that will allow pedestrians to safely cross the roads to access tennis courts, swimming pools, VRE, etc. Based upon the noise study there is no major increases in noise along Express Drive. The speed limit will remain at the posted speed of 35 MPH but can be monitored after construction to determine if lower speeds are needed for safety. Presently Express Drive to Belmont Bay is a free flow movement and based upon this design they would intersect at a signalized intersection that could possibly slow traffic down. Future projects south of the Mary's Way will require additional funding and priorities for future projects will need to be determined in the future as funding is made available. The bridge over the railroad is more than an access to the Belmont Bay community. This bridge is a key component in safety and successful traffic flows thru the intersections at Route 1 / Route 123 and Route 1 / Dawson Beach Road. There are various sound proofing options or materials and designs that are available for the walls. This would be determined in the design of Phase II. Pedestrians will still have access across Route 1 via a traffic / pedestrian signal. During Phase II, the Kiss and Ride will be restricted along Route 1 due to Limited Access Right-of-way along Route 1 from Dawson Beach Road and thru the interchange. Access will still be available for pedestrians behind the R/W fence but no vehicle access will be provided along Route 1. It is anticipated that during Phase I access will be maintained from Route 1.

No.	Comment	Response
1562	In favor of project in whole, but has problems with: wants Alternative A; increase in train noise; need to adjust signals at Mary's Way and Prince William Parkway to allow additional green time southbound and they need to be synchronized. Long term changes needed: Reconfigure Mary's Way to allow only right-in and right-out movements; at East Longview allow only right turns from Rte. 1 NB onto East Longwood and right turn only from east Longview Drive onto Rte 1 NB and prohibit thru-traffic from crossing Rte. 1 between PWC Parkway and East Longwood. Need sound barriers for Railroad Ave and Belmont Bay. Improve esthetics: provide barrier or trees to screen Concrete Plant; underground utilities; entrance sign to Prince William County; Architectural lighting along Rte 1 and on the overpass; request CSX to paint the rusty Occoquan River railroad bridge.	Adjustments to the signal at Mary's Way will be analyzed as part of this project and adjusted as needed, the signal at PWC Parkway is outside of the project limits but as normal, this signal would be analyzed after construction to adjust for the new traffic demands. Reconfiguring May's Way and PWC Parkway traffic patterns would be outside the scope of this project and would need to be coordinated with future projects in these areas. A noise study was conducted as part of the environment process and was not found to be cost effective nor required. Landscaping will be included in the project but has not been developed at this time, but consideration will be taken in providing the requested screening. Underground of utilities is very expensive and not within the budget of the project unless the utility company or Prince William County would desire to underground their utilities. Gateway signs and landscaping will be included in the project. The County has also set aside funds for this purpose also. Route 1 will be lighted as a part of the project.
1563	Concern with noise and additional traffic thru Belmont Bay	A noise study was conducted as part of the environment process and was not found to be cost effective nor required. No additional traffic will be generated on Belmont Bay Drive past Express Drive as a result of this project.
1564	Concerns with noise in Belmont Bay from trains and roadway. Also opposes rerouting Railroad Avenue thru Homeowner parking lots. No easements exist that will allow this. Speed of cars on new roadway will be faster. Environmental should also address auto pollution and dirt generated into their community. Raising the roadway will direct vehicle lights into bedrooms. Homeowner had rented Extech Sound Level Data logger and recorded sound levels at one of the townhouses fronting the railroad.	A noise study was conducted as part of the environment process and was not found to be cost effective nor required. The County attorney has determined that existing easements will allow traffic to be rerouted thru the homeowners streets. The speed limit will remain the same as the existing 35 mph speed limit. Presently, Express Drive is a free flow movement to Belmont Bay Drive. Based upon the present plans, Express Drive will intersect Belmont Bay Drive at a signalized intersection and may actually slow down traffic. No additional traffic will be generated on Belmont Bay Drive past Express Drive as a result of this project. As normal in construction sites, there will be an increase in dust but dust control specifications will be included in the project for controlling dust during construction. Alternatives have been reviewed that will address vehicle lights (fencing and landscaping screening, etc.) and will be defined in the design of Phase II.
1565	See above comments and response. They provided additional comments at the Public Hearing. Review other options for rerouting traffic thru the townhouses (Colchester Ferry Place) and discussed lack of screening along the back of the townhomes.	Re-routing Railroad Avenue via Colchester Ferry Place would still be on homeowner streets and would also require additional right-of-way thru another property and would require additional cost for the connector road. The screening along the back of the property should be addressed by the homeowners.
1566	Increase in noise from trains and roadway in Belmont Bay. Need to buffer the noise coming off the walls. Make Route 1 a Gateway and improve the look of the community.	A noise study was conducted as part of the environment process and was not found to be cost effective nor required.
1567	Lives in Belmont Bay and does not like additional traffic on Express Drive and Bridge over the Railroad. Increased noise created by walls being funneled into community.	A noise study was conducted as part of the environment process and was not found to be cost effective nor required.

No.	Comment	Response
1568	Concern with noise in Belmont Bay and property values. Additional cars coming into Belmont Bay will impact air quality. Just widen Route 1. Suggested putting interchange or overpass of Route 1 from Dawson Beach Road to Occoquan Road instead of Route 123.	Although this idea would address certain problems, placing the interchange/overpass at Occoquan Road and Dawson Beach Road would not address the traffic at the intersection of Route 123 and Route 1. With the improved traffic flows and easier access to Belmont Bay may actually be attractive to potential homeowners. As part of the environment document process, a noise study was completed and noise walls was not found to be cost effective nor required. No significant increase in air quality is anticipated. As normal for construction projects, there could be an increase in dust during construction.
1569	Would like to see overhead traffic circle at Occoquan Road and Route 1 intersection. Also would like to see unique design for the bridges, not normal VDOT Bridges. Something unique to area including materials used.	The traffic circle would be located too close to the proposed interchange and not enough allow adequate distance between ramps for the interchange and the traffic circle. The bridge design will include an special design to include esthetics, special designs, landscaping as part of the design of this project.
1570	Concern about access to Route 1 at Annapolis Way to his business. Concern with Horner Road not being constructed in time for Phase II. Recommend connecting Annapolis Way East and West.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movementents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB.
1571	Owns property on Railroad Avenue and concerned with increase in noise and wants access to Belmont Avenue in the vicinity of Express Drive. Also concerned with Kiss and Ride's status.	A noise study was conducted as part of the environment process and noise walls were not found to be cost effective nor necessary. The County attorney has determined that existing easements will allow traffic to be rerouted thru the homeowners streets. We are no longer looking at extending Railroad Avenue to Belmont Bay Drive at Express Drive. During Phase II, the Kiss and Ride will still have access via sidewalks / trails but the Limited Access Right-of-way along Route 1 will limit the ability for parking or access from Route 1. During Phase I it is anticipated that full access will be maintained from Route 1.
1572	Concern with additional traffic in Belmont Bay community, increase in noise, visual aesthetics, wants widen of Dawson Beach Road and is not in support of Phase II.	There will not be an increase in traffic more than what would normally be expected on Belmont Bay Drive. Belmont bay is mostly built-out with little development anticiapated in the future. However, there will be an increase in traffic on Express Drive. A traffic signal with pedestrian signals will be located at the intersection of Belmont Bay Drive and Express Drive that will allow pedestrians to safely cross the roads to access tennis courts, swimming pools, VRE, etc. Extensive landscaping and aesthetics are planned as part of this project and would address her concerns. Based upon the traffic analysis, widening of Dawson Beach Road is not required based upon the present or future traffic projections.
1573	Located on Marina Way and is concerned with restricted access from Route 1, wants Annapolis Way East and West connected	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movementents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB.

No.	Comment	Response
1574	Wants to see Horner Road extended and Annapolis Way East and West connected and concerned over what the area outside of the construction area will look like (resdues of total takes).	Extension of Horner Road is a part of the North Woodbridge Master Plan and would be copnstructed as part of that development. For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movemtentents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Landscaping is included in this contract and extensive landscaping will be performed to provide a more attractive area.
1575	Concern over access to her business on Marina Way, wants Annapolis Way East and West connected, and concern over what the area will look like after construction.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movemtentents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Landscaping is included in this contract and extensive landscaping is antiicipated that will provide a more attractive area.
1576	Concern with ingress and egress to her business from Annapolis Way, Horner Road Extension will not work with traffic circle and connection of Annapolis Way East and West. Most of the problems on Route 1 is at Marumscso Plaza.	For Phase II, we have revised the design to provide right-in and right-out access from Annapolis Way to Ramp C where are turning movemtentents can be made. Phase I will provide full access at Route 1 and Annapolis Way with a traffic signal. In addition, prior to Phase II construction, VDOT will include a requirement that the connection of Annapolis Way East and West will be completed prior to the removal of the full access intersection at Route 1 when presenting the project to the CTB. Future projects south of this project are planned and waiting on available funding including the project starting at Mary's Way and running south.
1577	In opposition to project based upon concern of the road construction impact to the Dixie Bones Resturant. Requested Occoquan Road be widened to the norh on vacant property; Loss of parking including handicap parking; and loss of ingress and egress from Occoquan Road due to raised median.	We have redesigned Occoquan Road by shifting the roadway 28' to the north to reduce impacts along the southern side of Occoquan Road and added ability for u-turns at the western end of the raised median on Occoquan. Providing a new right-in and right-out entrance from Route 1 into the shopping center and Easy Street. Reduced impacts to CVS by reduction of impacts to parking and traffic circulation.
1578	Same comment as above	See response above
1579	Same comment as above	See response above
1580	Same comment as above	See response above
#REF!	Same comment as above	See response above
1582	Same comment as above	See response above
1583	Same comment as above	See response above
1584	Same comment as above	See response above
1585	Same comment as above	See response above
1586	Same comment as above	See response above
1587	Same comment as above	See response above
1588	Same comment as above	See response above
1589	Same comment as above	See response above
1590	Same comment as above	See response above
1591	Same comment as above	See response above
1592	Same comment as above	See response above



No.	Comment	Response
1649	Same comment as above	See response above