

Get Involved

All written and oral comments received will be used in the evaluation of the project design. The comment sheet in this brochure is provided to assist you in making your comments. You may leave the sheet or any other written comments in the comment box, or mail/e-mail your comments to the addresses below.

Comments must be postmarked, e-mailed or delivered to VDOT by **April 4, 2011** in order to be included in the public hearing record.

Mailed comments may be sent to Calvin Britt, P.E. at the address below. Email comments may be sent to meeting_comments@vdot.virginia.gov. Please include "Route 1 Interchange at Route 123" in the subject line.

Project information shared here will also be available for review after the public hearing at www.virginiadot.org/projects and at VDOT's Northern Virginia District Office.

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Design Public Hearing

Route 1 (Jefferson Davis Highway) and Route 123 (Gordon Boulevard) Interchange Prince William County

Thursday, March 24, 2011, 5 – 8 p.m.

Botts Firehall
1306 F Street, Woodbridge, Virginia 22191

Public Meeting

Welcome to the Virginia Department of Transportation's (VDOT) public hearing on proposed improvements at the intersection of Jefferson Davis Highway and Gordon Boulevard. We look forward to your active participation.

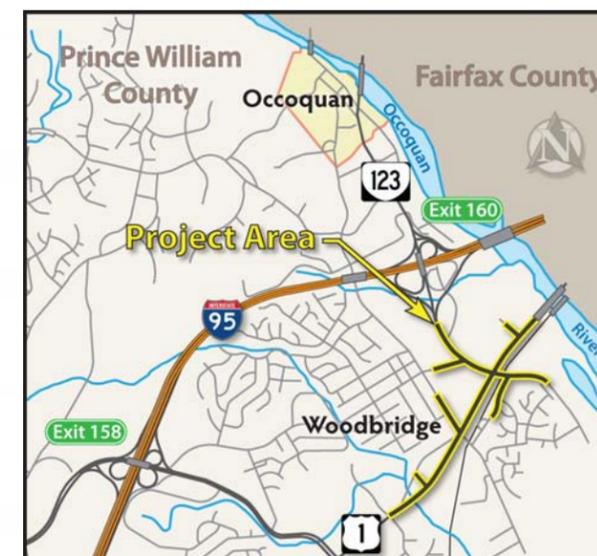
This public hearing is being held to provide an opportunity for citizens and organizations to give VDOT comments and/or suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All oral and written comments received on this project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

VDOT staff will address questions and concerns raised as a result of this meeting before the project is presented to VDOT's Chief Engineer for consideration.

Project Overview



Purpose – Relieve congestion, improve safety, and provide bicycle and pedestrian accommodations.

From – 0.512 miles south of Occoquan Road

To – 0.114 miles north of Annapolis Way

Total length – 1.245 Miles

Improvements – Provide an interchange at the intersection of Routes 1 and 123 and widen both roads from four lanes to six lanes. Route 123 will be extended over the CSXT tracks to connect with Belmont Bay Drive. Sidewalks and shared-use paths along Routes 1 and 123 will provide bicycle and pedestrian access to the community and to the Woodbridge VRE/Amtrak Station.

0123-076-F29, PE101, RW201, CS01 (UPC: 14693)

PROJECT DESCRIPTION

This project proposes to widen both Routes 1 and 123 from four to six lanes, build Route 123 over Route 1 and the CSXT railroad, and make several other improvements to improve traffic flow.

Route 1 will be widened between Mary's Way and the Occoquan River, and Route 123 will be widened from Route 1 to just east of the I-95 interchange.

The new Route 1/123 interchange will separate through traffic and connect Route 123 to Belmont Bay Drive east of the railroad. Express Drive will also be raised to connect to the new Route 123/Belmont Bay Drive. Signalized intersections on Route 1 at Route 123 and Annapolis Way will be eliminated. The signal at Route 1 and Occoquan Road will remain, and traffic operations will be improved by adding additional through and turn lanes on both roads.

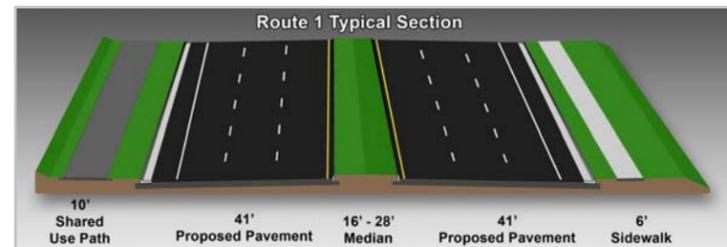
Some additional features include:

- Raised grass medians on Routes 1 and 123
- A new Route 1 bridge at Marumscro Creek
- Ten-foot shared-use path and six-foot sidewalk on Routes 1 and 123

These improvements will allow Routes 1 and 123 to operate at acceptable service levels through 2036.

The project also includes enhanced access to the Woodbridge VRE/Amtrak Station for vehicles, bicycles and pedestrians. It also constructs an important segment of the Potomac Heritage National Scenic Trail, from the Route 123/Annapolis Way intersection to the Belmont Bay community.

Route 1 currently carries about 35,000 vehicles per day and Route 123 carries about 21,000. Projected volumes for 2036 are 75,000 vehicles per day on Route 1 and 36,000 on Route 123.



Project Graphic

**Alternative B
Tight urban diamond
interchange
(Dawson Beach Road
partial access at Route 1)**



**Alternative B
Phase 1 construction
widening of Route 1
to six lanes**



Estimated Project Cost

Preliminary Engineering: \$8 million

Right of Way: \$99 million

Construction (Phase I): \$35 million

Construction (Phase II): \$94 million

This cost is subject to change as development of the project is in early design stages.

There is currently funding in VDOT's Six-Year Improvement Program for preliminary engineering and partial right of way acquisition. Additional funding for remaining right of way and construction is not programmed at this time.

Civil Rights

VDOT ensures non-discrimination in all program and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-FOR-ROAD (367-7623) or TTY/TDD 711.

Right of Way

Displays at this meeting show the right of way that may be needed as the project is currently proposed. As design is further developed, additional easements and right of way may be required beyond what is shown on the preliminary plans. Property owners will be informed of the exact locations of the easements during the right of way acquisition process and prior to construction.

The proposed construction will require purchase of approximately 20 acres of right of way. Approximately 41 businesses, one non-profit organization and two families are being impacted with this project. No farms are being impacted.

Information on right of way purchase is discussed in VDOT's brochure, "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available here from a right of way agent.

Anticipated Schedule

Public Hearing and comment period – Spring 2011

Consideration by Prince William County Board of Supervisors – Summer 2011

Environmental document re-evaluation final approval – Summer 2011

Design approval – Summer 2011

Right of way and utilities – Early 2012

Construction (funding permitting) – Fall 2014

Environmental Review

In compliance with the National Environmental Policy Act (NEPA) and 23 CFR 771, an Environmental Assessment (EA) was prepared and approved by the Federal Highway Administration (FHWA) for this project. The EA was available for public review and comment at a location public hearing held July 16, 1998.

Information concerning potential effects on properties listed in or eligible for listing in the National Register of Historic Places was also available at the location hearing to comply with the Section 106 provisions of the National Historic Preservation Act and its implementing regulations, 36 CFR 800. All pertinent public comments received were summarized and adequately addressed in the EA. FHWA determined NEPA and all other applicable environmental requirements had been addressed and concluded the project would not have any significant environmental impacts. FHWA issued a Finding of No Significant Impact (FONSI) decision on January 2, 2000. Copies of the environmental documents are available for review here tonight, or can be viewed online at <http://www.virginiadot.org/projects>.

Due to the length of time since the FONSI was issued as well as changes to the project's limits, all environmental data must be updated. A reevaluation of the EA to verify that the FONSI remains valid is underway; a summary of environmental issues under review is available at tonight's public hearing. Before the EA re-evaluation is finalized, a notice of public availability and comment will be posted in Spring 2011.