



MEMORANDUM of MEETING

Date: 7/12/11

Date of Meeting: 6/28/11

Time of Meeting: 7: 00 pm

Meeting Location: Belmont Elementary School

Meeting Description: Belmont Communities Town Hall Meeting

CC:

Work Order Number: 45379-001

Contract Number: UPC 14693

Project: Woodbridge Interchange

Project: 0123-076-F29

Prince William County

Participants:

Name	Company	Phone	Email
See attached Sign-in Sheet			

The Town Hall Meeting was held at the Belmont Elementary School to discuss the proposed Woodbridge Interchange and in particular, the Belmont Bay communities. Approximately 19 residents were in attendance. The meeting was opened by Supervisor Frank Principi and then turned over to VDOT and Whitman Requardt & Associates to provide an overview of the project. The meeting was then opened to questions and answers.

Following are questions and the responses provided during the meeting:

Question: Where are the retaining walls that will be in view from the Belmont Bay residents?

Answer: The wall along Ramp B and the wall along Belmont Bay Drive would be visible from the townhouses and the area around the swimming pool and tennis courts. Another retaining wall will be located east of Express Drive and will be visible from portions of Herons Court, Chatsford Court and Herons Run Lane.

Question: Explain the noise study that has been completed for the project and what are the criteria for noise walls?

Answer: As part of the environmental process, VDOT has completed a noise study for the project. The two factors that govern the need for noise abatement is the 66 decibel level and any substantial increase of 10 or more decibels. 134 sites were studied and the existing year noise levels ranged from 54 to 69 dBA. A barrier was considered for the six houses located on Railroad Avenue. Due to lack of sufficient right-of-way between Railroad Avenue and the rail line, construction a barrier at this location is not feasible.

Question: What kind of esthetical design will be provided as part of the project? Something similar to the Occoquan Bridge would be nice.

Answer: Esthetics will be a major part of the project with the County pledging \$1 million and with VDOT committing additional funds as a percentage of the project construction costs to landscaping and esthetics. You can expect to see special treatments of the walls and bridges, lighting, as well as

landscaping. One of the goals of this project is to make this a "Gateway " project to Prince William County and Woodbridge.

Question: Is there a way that we could provide an alternative to the overhead signs that we will have to look at? Smaller signs or something innovative that blends in?

Answer: While we will look at opportunities to provide smaller signs and alternative signing locations, there are federal guidelines that must be adhered to.

Question: Can the lighting be designed to keep the lights from shining into our bedroom windows?

Answer: The street lights will be directed and channeled to provide the necessary lighting for the roadway and sidewalks required to provide safe travel for pedestrians and vehicles. The lighting in the Belmont Bay Community and on the bridges could perhaps be similar to the lighting provided on the Occoquan Bridge. Lighting plans have not yet been developed but we will take in consideration her comment.

Question: Are the two bridges over Route 1 and the railroad part of Phase 1 or 2.

Answer: Phase 2.

Question: What percentage of cars coming east on Route 123 goes to Belmont Bay?

Answer: The exact figure is hard to determine. As part of the traffic study, we look at potential growth in the surrounding areas including the Belmont Bay communities. For the most part, this area is already built out and we would expect little increase in the traffic into and out of Belmont Bay.

Question: With the expense of the bridges are there other alternatives to the bridge over Route 1?

Answer: With the widening of Route 1, there is the possibility of forming a barrier between the communities on the east and west side of Route 1. Providing easy access across Route 1 is very important in continuing the connectivity of the communities and businesses on both sides of Route 1.

Question: Is there going to be any major detours during Phase 1?

Answer: There will not be any major detours but you can expect some lane shifts during the different phases of construction. This would be normal to any major construction project. You could probably expect some lane closures but this will most likely be limited to night-time work. All lanes and turn lanes would remain open during construction during the peak periods to limit the inconvenience to the traveling public.

Question: Does Phase 2 construction depend on the success of Phase 1 in meeting the goals set for traffic relieve and if Phase 1 does not reach the service desired, would Phase 2 be eliminated?

Answer: It is fully anticipated that traffic relieve will be seen almost immediately after construction of the widening of Route 1. It is also the full intention of VDOT to construct Phase 2 at some point in the future, which is dependent on funding and future growth. In anticipation that Phase 2 will be constructed, VDOT is buying all the right-of-way for Phase 2 at this time. Also the utilities will be relocated at this time to meet the requirements to build the full project.

Question: Does the new alignment coming into Belmont Bay require additional right-of-way and what impacts does it have on the tennis courts and swimming pools? Some dedicated right-of-way is already available.

Answer: Due to the addition of the sidewalk and multi-use trail, additional right-of-way and/or easements are needed. A retaining wall has been added to reduce the right-of-way needed and reduce the impacts to

the tennis courts. The proposed Belmont Bay Drive will be approximately the same elevation as the existing swimming pool and will climb in elevation along the tennis courts. The wall height at the tennis courts will be about 4 feet.

Question: Is Express Drive and Belmont Bay Drive going to be brought into the VDOT road system and maintenance program?

Answer: Both roads have recently been brought into the VDOT Road system.

Question: The condition of the pavement on Regency Road and Norwood is not good. With a detour being scheduled on these roads, the pavement will only get worse. Is there something that can be done to repave the road before or after the detour?

Answer: As part of the Transportation Management Plan, any detours are required to be investigated to determine if they have the width, ability to handle the anticipated traffic, and the pavement structure to determine if the detour can handle the proposed detour traffic. There is the potential that the roads may need to be repaved prior to the detour or perhaps after the detour to compensate for the additional traffic generated by the project. Other things that maybe necessary is restricting parking to one side of the street during this period. We are also looking at other roads that could also be used as a detour or in conjunction with the presently proposed detour. The detour will only be required during Phase 2 of the project so this evaluation will occur approximately one year before construction.

Question: How long will the detour be in-place?

Answer: To construct a portion of Express Drive, we will need to detour traffic into and out of Belmont Bay. We estimate that this detour will be in place approximately four to six months. Incentives and deceptions can be added as part of the project requirements to encourage the contractor to complete this work in as short a time span as economically possible.

Question: We have some long delays at the signal light at the intersection of Dawson Beach Road and Route 1. What will happen in the future?

Answer: The new signal will be optimized to provide better traffic flow thru this intersection. With the extra lanes, you will notice an immediate improvement in traffic movements after construction of the project.

Question: Is there an existing maintenance program or rehabilitation plan for the bridge over the Occoquan River on Route 1?

Answer: We are not aware of any rehabilitation contract for any repairs to the bridge as of this time. VDOT routinely provides condition inspections and load rating inspections for all of its bridges including this bridge. When problems arise, VDOT will take the appropriate steps to ensure that the bridge is structurally safe.

Question: Are you going to close my street (Woods Street) during construction?

Answer: No.

Question: During construction, can you put signs on I-95 to warn tourists not to take Route 1?

Answer: As part of the Transportation Management Plan (TMP), we are required to look at all roadway systems in the immediate area and any roads that may be impacted by the project. The TMP could require additional signs or existing message boards to warn motorists that there is construction on Route 1 that could impact their driving time.

The meeting was closed by Supervisor Principi.