

Location Public Hearing
Transcript Document

Van Buren Road North Extension
Prince William County, Virginia

March 14, 2024
5:30pm – 8:00pm
Henderson Elementary School Cafeteria
3799 Waterway Drive
Montclair, VA 22025

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1. Location Public Hearing Details and Conduct

A Location Public Hearing was held in Prince William County, Virginia on March 14, 2024 from 5:30pm – 8:00pm. The meeting was held in the Henderson Elementary School cafeteria located at the following address:

Henderson Elementary School Cafeteria
3799 Waterway Drive
Montclair, VA 22025

An open forum format was utilized during the Location Public Hearing, which was followed by a PowerPoint presentation and open floor for public comment. Tables were set up for the public to sign in, receive handouts, and to leave behind the completed Comment Sheets. Handouts available at the meeting included an informational brochure and comment sheet, copies of the VDOT Right-of-Way Guide for Property Owners and Tenants, and copies of the VDOT Title VI and Highway Noise Walls informational pamphlets. An additional table was set up with a copy of both the draft Environmental Assessment and conceptual design plans for the project. Large exhibits of the project plans were set-up as well in two locations.

This format was requested by County staff and preferred because it offered the greatest possibility for citizens to approach individuals with expertise that matched the aspects of the project that they were most interested in. The open forum format provided a greater opportunity for citizens to have their specific concerns addressed through discussion with project team members. Due to the open forum format, there was not a specified agenda for the meeting. No special assistance was requested.

Informational brochures distributed at the meeting included information on the following:

- 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; and
- Exhibits of the project design.

Representatives from Prince William County, Virginia Department of Transportation (VDOT), Supervisor Bailey, Virginia Douglas, and Dewberry Engineers Inc. were in attendance to answer questions regarding the project.

Copies of the Comment Sheet and the Brochure are attached in Appendix 1. A set of the project plans that were displayed on the exhibits is attached in Appendix 2.

2. Public Notice Publication

The Environmental Assessment (EA) was made available on February 23, 2024 to coincide with public notices for the Location Public Hearing. The EA was posted on the Prince William County project website and a hard copy was available at the Prince William County Department of Transportation offices (5

County Complex Court, Prince William, VA 22192). The Location Public Hearing was advertised on February 16, 23, and 27, 2024 and included links to the publicly available information on the Prince William County project website. The EA was made available 15 calendar days prior to the Location Public Hearing, and the comment period closed 15 days after the Location Public Hearing on March 29, 2024, providing the public a full 30-day review cycle, which meets FHWA NEPA requirements. In addition, public notifications were mailed on February 15, 2024.

A copy of the publications and public mailer have been included in Appendix 3 as well as a publication affidavit for the newspaper publications. A copy of the mailing list is included in Appendix 4.

3. Sign-in Sheets

Copies of the Sign-in Sheets are included in Appendix 5. According to the sign-in sheets provided at the Location Public Hearing, 131 citizens signed in to document their attendance at the Hearing. It is assumed, there were more than 131 citizen in attendance and that not all attendees signed in.

4. Location Public Hearing Questions and Answers (Q&A) Session

a. Session Summary

The comments included herein are divided into the following categories:

- Comment A-#: Support
- Comment B-#: Opposed
- Comment C-#: Neutral

Each category is then further divided into the following subcategories, as applicable:

- o Air
- o Noise
- o Safety
- o Traffic
- o Natural Resources
- o Funding/Cost
- o Other
- o Multiple

Out of 24 total verbal comments received and recorded during the open floor Q&A portion of the public hearing, 9 were in support of the extension of Van Buren Road North Extension project, 6 were opposed the extension, and 9 were not clearly for or against the project.

The verbal comments/questions addressed the following topics*:

- No comments addressed air quality;
- 2 of the comments addressed noise and sound barriers;
- 8 of the comments addressed safety during and after construction;
- 13 of the comments were concerned with the traffic volume and/or traffic patterns;
- 3 of the comments addressed potential impacts to natural resources;
- 4 of the comments addressed funding, cost, and budget approval;
- 9 of the comments addressed other concerns that did not fit into the above-mentioned categories; and
- 12 of the comments addressed multiple factors which included at least 2 of the above categories

* The numbers above are not intended to sum to 24 total comments due to the fact that many commentors addressed multiple topics.

b. Verbal Comments and Responses

Speaker Comment A-1 (Support, Traffic)

Allison Giddens I'm Allison Giddens (ph), and I just want to ask to get it done. I've lived in Montclair. I have lived in Montclair since 2009. I have seen increased traffic. I do believe that this needs to get done, and it needs to get done now. And now sounds like it's going to be five years or more. And we also have to be realistic. There will continue to be an increase in traffic. So, if some assess as if it's now traffic, it's going to continue to increase, and we need to, as a community, accept that along with a growing community comes more people, comes more vehicles, and we need more roads. Thank you for getting it done.

Response (Rick Canizales): *Thank you for your comments, ma'am.*

Speaker Comment A-2 (Support, Traffic)

Steven (Unknown). Good evening. My name is Steven (indiscernible). I bought our house in Mountclair in the summer of 1996, so it was about 28 years ago. (Indiscernible) While it may not have been called the Van Buren Extension initially, we knew that there was going to be some sort of a North-South route to carry some of the load that Route 1 was bearing when 95 was getting heavy. This is right after the HOV lanes were extended down to Woodbridge. Cardinal Drive, as others have said, was a two-lane winding road that terminated at Route 1 to the south side of the police station. Benita Fitzgerald was 20 years in the future. In the meantime, the county has widened and straightened Cardinal Drive. It had Benita Fitzgerald widened and straightened to Spriggs Road. Everybody in the county benefits from a greater population and more businesses and more churches and a greater tax base.

We all have to bear this burden. This is a classic case of a number of citizens all having a different claim on the Village Commons. And I'm glad that the county supervisors are finally following through on their 30-year-old promise to reduce the burden of those of us who are reigning at Montclair who have to pay up an enormous traffic load some evenings. I'll be retired from a second career before I end up seeing the benefit of this road, but at least my children, and perhaps, their children will benefit from it. So, I do hope you get it done.

Response (Rick Canizales): *Thank you, sir.*

Speaker Comment A-3 (Support, Traffic)

Jennifer Besho. 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 road, what's our other alternative?

Post Public Hearing Comment Response: *Your comment has been noted and thank you for your feedback.*

Speaker Comment A-4 (Support, Other)

Tracy Hansen. 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.

Post Public Hearing Comment Response: *Your comment has been noted and thank you for your feedback.*

Speaker Comment A-5 (Support, Other)

Unknown Speaker. (Indiscernible) since January of 1994. Just as a reference from 1994 to 1995, I lived in (indiscernible). From 1995 to 2015, I lived in (indiscernible). In 2015 to the present, I live in Montclair. And in fall 1996 or 1997, my three children participated in the Dumfries-Triangle (indiscernible) t-ball and little league. All three games were played at either Montclair Elementary School or here at Henderson.

Needless to say, I was driving a lot when we were all toodling, (indiscernible) curvy Cardinal Drive back and forth to those game and practices. After making numerous trips, I began noticing a planning commission type sign at all individually Van Buren Road (indiscernible) Intersection. (Indiscernible) I was at the time, I stopped my car safely (indiscernible) and my three children and I walked over to the sign and sure enough in plain view was the Prince William County Planning Commission (indiscernible) for Van Buren Road. The fact that that road has been dammed in planning for over 30 years many of those children that was playing T-ball has have driven themselves here today. It goes without saying what Waterway Drive has become a major thoroughfare in the middle of a residential neighborhood. That wasn't the purpose of the Waterway. It is the purpose of the Van Buren Road Extension. Enough is enough. The time has come. Please move on (indiscernible) and get that road completed.

Response (Rick Canizales): *Thank you.*

Speaker Comment A-6 (Support, Multiple)

Paula (Unknown). I am Paula. I have been living in Montclair as a homeowner myself since 2011, although, I started living in Montclair in 1987 (indiscernible). My daughter is sitting over there in the corner. (Indiscernible). She is one of the many walkers in Montclair. She goes here. My son came here before her. I spoke with directly with (indiscernible). And, every single day, over several hours, because school times are staggered, there is upwards of 300 elementary school-aged children walking on Waterway. I know that people are concerned about noise pollution, and traffic, and congestion, and growing populations, but my biggest concern is the safety of my family and my community.

Response (Rick Canizales): *Thank you. And please let your daughter know she's welcome to come up here and speak.*

I meant to mention in my last comment that, that number of 300 elementary-aged students walking was directly along Waterway, not any of the side roads. It's the main road there. Also, while I can appreciate the desire to not cut down forests and stuff, there are many implications for that, I did do my due diligence

and Prince William Forest Park is across the street. Doing a little bit of research, it is the largest protected natural area in the DC metro area. It's the largest example of Piedmont forest in the National Parks System. And actually, Quantico Creek Watershed is a sanctuary to numerous native plant and animal species. So, while cutting down trees is tragic, while cutting down trees likely will increase noise, there are still beautiful areas within walking distance, so, just letting you know.

Response (Rick Canizales): *Thank you.*

Speaker Comment A-7 (Support, Multiple)

Brian Broderick. Good afternoon. My name is Brian. I'm the president of Montclair Property Owners Association. So I wrote my notes down and I'll keep this brief. Please indulge me. Supervisor Bailey, we have county transportation director and deputy director. Sherry, area manager, and, of course, the Dewberry engineers consulting team. The residents of Prince William County. Ladies and gentlemen, thank you for the opportunity to address you all during this public meeting.

Now I've been a resident of Prince William County since 2014 and a member of the Montclair community since 2018. I'm serving as president of the Montclair Property Owners Association board of directors. The Montclair Community as a private entity itself has over 22,000 residents, contains eight sub-associations, which include both single and town homes. The MTA Association of Directors serves as the governing body. It has remained relatively neutral in our official position on the Van Buren Road and Northern Extension Project. But last night, the MTA Board of Directors took an official position to endorse the Van Buren Road Extension.

The NEPA analysis didn't include the Waterway. We have two schools on Waterway Drive. Two schools that are in our community. We also have a Montessori school right next door. The Environmental Assessment, congestion relief, that regional growth and combination did include a sentence or two about converting pedestrian lanes from small residential roads like Waterway Drive and Spriggs. So I wanted to just emphasize a few points being that we are one of the smaller residential roads. Montclair has requested and has implemented traffic calming actions on Waterway Drive, and we continue to utilize Off-Duty management, which is Off-Duty along with the personnel, as a way to help support traffic calming efforts on Waterway Drive. We have the No Truck signs. Waterway Drive is roughly 3.3 miles in length. It has 35 mile per hour zones -- school zones. Yet, between 2019 and 2023, there have been a total of 461 vehicle accidents. 349 of those accidents, which equates out to about 75.7 percent of all the accidents take place on Waterway Drive with the other 112 within the four precincts in Montclair, where those highest totals have been in 2019, 2020, 2022.

For 2021 and 2023 we had at 454 DUIs. And then in 2023, once the County had a shift in the reporting system, we weren't able to track those. But, once again, these numbers were basic being that have had nine within that first quarter. So I just mentioned trends and they are all increasing. And we can only anticipate, with Prince William County being able to own a set of cities and communities, that that traffic volume is going to increase. So we understand that accidents and violations have a devastating consequence impacting not only those individuals called, but also their families and their communities. And as noted in the Environmental Assessment, the improved north and south corridor, will help to reduce vehicles as they travel distance along 234 and the emergency facilities, so that Van Buren Extension is not going to solve all of Montclair's challenges when it comes to vehicular traffic, but it will alleviate some of the vehicular pressure that's on that road that splits basically into our house -- our homes, excuse me -- in our communities and our town homes within the heart of Montclair.

Lastly, Montclair works closely with the Environmental Management Division for Prince William County in managing our own resource protection areas around the lake. The Environmental Assessment mentioned, in the Aquatic Resources section, that avoidance and minimization of the wetlands impacts will be implemented during final design stages and permitting stages, in addition to the development or restoration plan for temporary impacts. We also support that wholeheartedly. And I hope that we will work together in addressing all the concerns within our neighborhoods and prioritize the well-being of all communities affected by this limitation and execution of Van Buren project. Thank you.

Response (Rick Canizales): *I truly appreciate all the support for the project, but we gotta keep the clapping down and keep it going. So I appreciate, I really do appreciate everybody's support statements and supporters of the project and the passion, but we are at a public hearing. We need to let everybody speak and be heard without clapping. Thank you, everybody.*

Post Public Hearing Comment Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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

Speaker Comment A-8 (Support, Multiple)

Linda (Unknown). Hi, my name is Linda (unintelligible). I'm a long-term resident of Montclair. I've been here since 2003. I have a T-shirt that a lot of us have. I'm also an admin of a really big group in the community, Montclair Moms. We also advocate very strongly for this road because of the safety reasons. I'm thrilled to see the plans because I've never seen the conceptualization myself before. It's been in place -- we know it's been in the comprehensive plans since the 1990s for 30 years, continued growth and building have put a strain on our existing roads. Most notably, as you all heard, Waterway Drive, so much continued growth and development in the county, yet, our roads and infrastructure have simply not kept up with that development. We are well aware that any adjacent community that's been built in these past few decades has concluded this is part of their plans.

I'm sympathetic to that, but we also know that by design, Waterway Drive, it was gated. We opened it up for the rest of this county to drive through 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."

Post Public Hearing Comment Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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Speaker Comment A-9 (Support, Multiple)

Unknown Speaker. 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 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.

Response (Rick Canizales): *Thank you.*

Speaker Comment B-1 (Opposed, Multiple)

Miles Carlson. I'm Maurice Carlson (ph). I'm from Four Seasons. I have 66 comments on the EA (indiscernible) A Citizen's Guide to (indiscernible) of January 2020 on (indiscernible) the Executive Office of the president, says, and I quote, "The EA is a concise of a document to aid the agency's compliance with NEPA and support his determination whether to prepare the EIS or finding of no significant impact. Agency must complete EAs within one year of the agency decision to prepare the EA. This EA is over 1,000 pages long and it has taken them so far 41 months by my time.

Response (Beth Patrizzi): *So he doesn't actually (indiscernible) because there's something called an concurrence form. And under the new regulations, the way that that works is the name of (indiscernible) form. Once FHWA signs and approves that, that's when that one-year clock starts. So if we go one year from the concurrence form to get a FONSI [Finding of No Significant Impact].*

Thank you. So then the current round of five of smart scale VDOT requests, Van Buren Road was rated 82 of the 394 civilians not supported by VDOT. Traffic volume by projection -- that's not your word -- but by traffic analysis. Traffic volume at the peak hour, proposed to Van Buren Road expansion is 1,100 vehicles an hour for a \$222 million estimate bound to go up. It's another four-lane divided road, just like -- well, it's not just like Waterway. That's not fair. But it's a four-lane divided road at a speed limit of 40 miles an hour. Spriggs, is referenced, that's four-lane divided go with ten feet of path on one side five foot side yard just exactly the same. I don't see much improvement. I will note that the advantage of gaining access to commercial facilities are incorrigible. (Indiscernible) The only commercial facility I can think about Cardinal Road is about 200 yards from here to 7-Eleven. (Indiscernible). Thank you.

Post Public Hearing Comment Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

The NEPA document and study phase of this project is currently being funded by previously allocated local Northern Virginia Transportation Authority (NVTA) funds. In 2022, the project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. In addition, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

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, 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 Study phase is to study the project and maximize those benefits for the traveling public.

Speaker Comment B-2 (Opposed, Multiple)

Cynthia Bogue. Hi, my name is Cynthia Bogue (ph). I live on Cardinal Drive. While I don't have stats to put up, and while I sympathize with the residents that live in Montclair, I don't want the same issues in Cardinal Drive that you guys are expressing. I don't want that in Cardinal Road, so I am a road blocker. Two T-shirts are being displayed. I don't think anyone should wish the same issues that you guys are talking about on another neighborhood. That is my comment

Response (Rick Canizales): *Thank you.*

Post Public Hearing Comment Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

Speaker Comment B-3 (Opposed, Multiple)

Carlos (Unknown). My name is Carlos (unintelligible). I'm towards central. It's not surprising, the turnout for Montclair. That's where we are. If we held this meeting in Four Seasons, we'd have a Four Seasons turnout. My observation, that's number one. Number two, with all the justifiable concern from Montclair residents, why is Montclair on site to the VA? There's no analysis of the intersections. (Indiscernible) that it's expected that traffic on Waterway would decrease. However, if that is one of the main reasons for building a North-South breakup, Montclair ought to get more attention.

Response (Rick Canizales): *So we are in Montclair today because we have been working on this project for 40 years and not held a meeting here, even though we (indiscernible) impacted people. We have had meetings at Four Seasons in the past. We have gone to their yearly homeowners association meetings to update them on the project. So, we just felt compelled this time around, as a meeting for the community, to come to another venue where the traffic community is in.*

How about attention for Montclair to the EA? There isn't any.

Response (Mark Brewer): *So knowing that Montclair, the Waterway Drive connection is not a robust art of the traffic analysis, that's actually one of the comments that were fielded to us from VDOT, and it as o do with an expanded analysis of the traffic. It did not fall within the scoping area for the EA analysis, but t's noted as Waterway providing that connection.*

Speaker Comment B-4 (Opposed, Multiple)

Tom Grey. My name is Tom Grey. I live in Four Seasons. I attended a similar meeting, which I thought was in the county building several years ago, which I thought ended this project, and I feel repulsed. There is too much traffic right now on the Van Buren 234 intersection. It's terrible. On 234, we have people killed because we don't have adequate policing of 234. There's no highway patrol or county patrol stopping speeders on 234, or anywhere that I've seen. Every time I pull out of Four Seasons or Four Seasons Drive on 234, I observe people running through stoplights. Why can't we use the money that was proposed for this to have more patrolmen stop traffic? I'm opposed.

Response (Rick Canizales): *Thank you, sir.*

Speaker Comment B-5 (Opposed, Multiple)

Barbara Lidell. Hi, I'm Barbara Lidell, and I live in Four Seasons. I started the group in 2018, Van Buren Road (indiscernible) Group, so I know you guys have heard plenty from us. I do remember at that one -- no, first of all, let me describe what we're talking about as far as communities go, because Montclair is one big community. We're talking here of three communities that would be deeply affected. Cardinal

Grove and the road would go through it, just like it does on the Waterway. And these people did not know this when they built and there was no way -- No, no. I moved in here in 2005. Just a minute. And I was told that there's a Right-A-Way to have there. Nobody knows what's going to happen. That's what I was told. I'm talking about the communities. I have the mic. The community Cardinal Grove is young families with young children, which is the same complaint that they have in Montclair with Waterway. We understand that. But that property from Cardinal Grove, through where it goes by Four Seasons and Copper Mill is all forest right now with all the things that go into forest.

I've been here -- I live on the edge of Four Seasons. And if you walked out my back door, you would walk into the truck rest area. I hear trucks all the time. That's Cardinal Road. Cardinal Road, the road will go right through there. And actually, it's going to be a little bit wider than that, isn't it, because they're widening it from what it is now. They're taking more land on the side. It's not a complete road yet, and it's also across the street from Benita Fitzgerald, the Fannie Fitzgerald School. So, anyway, the road is going by Four Seasons and past Copper Mill Estates, between El Paso Restaurant and Montclair Restaurant. We all know that, right? Right now, all that property, as far as I know, is light industrial zoned. We were told probably in 2019, that it would be offices and I think you were there -- no, you weren't. Someone else. It would be offices and warehouses. We also realize that land is landlocked. The people who own that property, they have no way to get in or out right now. And so, it's all forest. Once that road is built, most of that forest is gone because the map, it looks like there's a big distance from where the road is going to go to where we live, but it's not quite that way. All I'm saying is, I just want you to understand what we're saying, that all the forest is going to be gone with all the animals. Commercial property is going to be in there. We've already heard that one person had proposed to Peterson, I believe, who owns several of the pieces of property, that if he can get that road built he will put a data center in there. That's a big jump from a warehouse and an office building. And that's what I'm saying, Montclair does not have the commercial property running along its whole side. And that's one of our main concerns. What's going to happen when all of that commercial property gets developed, along with the noise from the road, that we already know is going to happen. Thank you.

Response (Rick Canizales): *Just to clarify one thing about Cardinal Grove and the community there, that road has always been planned through there. There's a sign at the end of the street that says a road's going to come through there. The Right-a-Way for the road was there and proffered when the community was put in, so there is no more land indicating to people that the road's going to be within the Right-a-Way. That has been given for the road when the community was developed. So, I just wanted to make sure that was clear. Thank you.*

Post Public Hearing Comment Response: *This EA address the impacts of the Van Buren Road North Extension project. The planned development of adjacent areas are not foreseeable impacts of the Van Buren Road North Extension. Speculating on the exact nature of future developments in the study area and their impacts is outside the scope of an EA class of action.*

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.

Potential impacts to watersheds and wildlife have been considered and evaluated in the NEPA Environmental Assessment study for the project. The existing wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south and east. This study cannot feasibly account for impacts that may be incurred by future developments; however, potential impacts of future developments are captured in the Indirect and Cumulative Impacts section of the Environmental Assessment study.

Speaker Comment B-6 (Opposed, Multiple)

Steve Gutierrez. Good evening. I'm Steve 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, getting in and out of there is going to be a headache for them. And we haven't heard from anybody from that development. And I've heard that they were told nobody said roo about any kind of road, what have you, when they moved in. So, that's what I have to say and that's my concern. It's the safety. Thank you.

Post Public Hearing Comment Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design. 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.*

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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.

Speaker Comment C-1 (Neutral, Noise)

Unknown 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, 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 walls? Did I read that somewhere? No walls? No walls on these back houses? So, I'm right here, the street will be right there, where the table is. So, is it no walls for us? Because, right now I hear silence. And I'd love to just sleep right here because I hear no noise.

Response (Mark Brewer): *A preliminary noise analysis was completed with the Benita study. It's all available and -- actually, there's a section of it that spells it out pretty well about the existing noise -- and the impact in the parcels. There was only several infected locations where it all was warranted as a result of that. They actually happened along the nature trail. Those are the preceptors. They're not actually homes. And that's the results of the noise analysis. It follows the federal guidelines. It outlines what is proposed and what results that gives for a noise analysis. The final design noise analysis is still forthcoming. That is a step that has to be taken with federal funding.*

Response (Rick Canizales): *I think I do want to mention one other thing is that as we look at noise being an issue, it was one of the factors that made us determine to put that road closer to (indiscernible), closer to 95, and all the properties in with the truck stop area and the rest of the area. We decided to go down that far east to keep the road away from the Four Seasons as one of those noise resorts. So, we did take that into consideration, and we determined that's the best way forward to move on.*

Post Public Hearing Comment 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.*

Speaker Comment C-2 (Neutral, Traffic)

Unknown Speaker. Good evening, everyone. I live on Cardinal Road. Wait a minute. Okay. So I live on Cardinal Road. And when I purchased in Cardinal Road with my home, I knew that there was going to be existing (indiscernible) for Van Buren. Initially, we had a discussion, I think in Four Seasons. It was about (indiscernible) congestion on Waterway. Now, based on what your pointing out and this is from what was sent. The project will play a vital role in reducing global and each contested by serving as a much needed parallel facility along the congested I-95 and Route 1 corridors. This new section will carry heavy volumes of traffic that (indiscernible) is still going to local roadways. This project relieves congestion along this corridor and improves accessibility to recuperate for I-95. So one of my questions is, when did Prince William County become responsible for relieving high volumes of traffic (indiscernible) federal alignment?

Response (Rick Canizales): *Thank you for the question, and I appreciate that. We were not responsible for it. What we do is we develop a network of roads with our comprehensive plan that takes away and allows for local traffic to use local facilities to do their local business and have the larger facilities like I-95 and Route 1, be the facilities to carry the heavier movements and in the regional movements, while facilities like Van Buren, like as planned, would carry the local movement through the Dale Boulevard, Dale City, down to 234 and those -- in those areas. You see all the commercials happening (indiscernible) we can see it's starting to happen now in Dale City. We're trying to make sure that that is all interconnected with appropriate local traffic transportation (indiscernible).*

Post Public Hearing Comment Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

(Indiscernible) This is going to be on Google Maps. This is going to be on Waze. And when 95 gets backed up and when Route 1 gets backed up, they're going to find Van Buren. (Crosstalk.). Are you going to put a four-way stop or a light at Flangile (ph) Circle and (indiscernible) Circle on Van Buren?

Response (Rick Canizales): *At this point, we haven't gotten that deep into the design aspect of the project. We are only at the (indiscernible) process. We have done things like the traffic analysis. It doesn't show it as necessary. But at the same time, we can do another traffic analysis (indiscernible).*

Speaker Comment C-3 (Neutral, Traffic)

Nancy Hunter. 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).

Post Public Hearing Comment Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. This EA specifically address the impacts of the Van Buren Road North Extension project. The planned development of nearby areas are not foreseeable impacts of the Van Buren Road North Extension. The impacts of those developments on local traffic would need to be assessed in studies and NEPA documents associated with those developments.*

Speaker Comment C-4 (Neutral, Funding/Cost)

Fernando Rojas. 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?

Response (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.*

Post Public Hearing Comment Response: *The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.*

Speaker Comment C-5 (Neutral, Funding/Cost)

Richard Underwood. I have a very short question. This project has been turned down by NVTA and it's (indiscernible). Where are you going to get \$200 million? I understand the \$8, Where are you going to get the rest of it.

Response (Rick Canizales): *We are asking NVTA again to fund us now that they know that we are moving forward and actually designing the project. We're also actually asking SMART SCALE. Now, the reason -- I believe somebody brought up SMART SCALE before and where it landed before. Now you've got to understand the way that SMART SCALE and state grants work. They work on not only a needs basis. I mean, the benefit that a project like this brings is humongous. Then what happens is they take that benefit number and they divide it by the cost of the project. You just said the cost of this project was? \$200 million. So, can you imagine what a number of benefit divided by \$200 million puts out a final number at? That's what we're working on. We're working on getting money from NVTA so our request to SMART SCALE is lower next time. That division is a little less. Brings up that project. It starts partnership. I know that the state -- I've been informed by the state that they want to do an economic development study for this corridor. They're putting money into it as of right now, it's part of the budget that came out of the legislature. So, there's a lot of interest in this corridor and I'm hoping that that gained interest will get us those grant opportunities to start giving us. We funded the Balls Ford interchange at \$145 million. We*

funded the Brentsville interchange at \$60 million. We refunded the Route 1 improvements over in Dumfries at \$168 million. So, the money can be gotten as long as you can prove that that project is needed. It just takes time. And it's going to be a mishmash of different money that's going to have to make up that \$200 million. Thank you for your question. TIP is just a Transportation Improvement Program. That's set at a -- that isn't a funding source, but it's an accounting document that puts it in -- that puts the project into the region because the region wants significance of it, but it does not have any funding behind it. Thank you.

Post Public Hearing Comment Response: *The NEPA document and study phase of this project is currently being funded by previously allocated local Northern Virginia Transportation Authority (NVTA) funds. In 2022, the project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. In addition, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).*

Speaker Comment C-6 (Neutral, Other)

Unknown Speaker. Will this presentation be available on the website?

Response (Rick Canizales): *Yes, sir. Yeah, we will make sure we put this in the website. If you go to our websites and you go to Active Projects, this will be one of them. You can click on that and the presentation should be within that website. I can ask my communications manager.*

(Communications Manager): *You will have it by tomorrow.*

Speaker Comment C-7 (Neutral, Other)

Unknown Speaker. So question, is this a done deal? I know you got us here for comments and questions and answers. Is this already a done deal?

Response (Rick Canizales): *That's a great question, ma'am. I'm going to answer, not as a yes or no because I can't at this time. I really can't. And I'll tell you what I can -- they said it in a presentation and I'll make it clear to everybody here today, besides doing the design, we have \$8 million from the Northern Virginia Transportation Authority to do a design, a full design of this project. Beyond that money, I don't have anymore. So right now we have funding applications and different grant programs we have in the state. We have it in with the region. We have in with the federal government. We have different places that we have asked for this money that we have yet to receive beyond the design. So right now, all I can tell you is that I'm guaranteeing you that if two or three years from now, we're going to have a fully approved design. And we can move forward from right away there or design or construction (indiscernible), if we have that money or we're able to get that money within those next few years.*

Speaker Comment C-8 (Neutral, Multiple)

Unknown Speaker. Today, I was coming down Edge Hill. I had counted the number of cars that went past before I could get across the median on Waterway, and it was 33. I have one other question. Do you know how many of the people that were involved in the accidents do not live in Montclair? Is there any way to obtain that information? You reported (indiscernible). That's all.

Response (Rick Canizales): *Thank you for coming.*

Post Public Hearing Comment Response: *The accident data available to the project team does not provide resident information to those involved.*

Speaker Comment C-9 (Neutral, Multiple)

Michelle Crawley: Hello, my name is Michelle Crawley (ph.) and I live in Cardinal Grove on Stormy Circle. My question is, I have a middle schooler who needs to go to a special school and she catches the bus from Fitzgerald. And she has to walk across Cardinal, and now, I guess with this road extension, which we did know about. At least me and my family knew about when we bought our home. It seems like there's not a convenient stop sign or a light on the corner of Stormy and Fledgling, where the intersection meets Van Buren?

Response (Mark Brewer): *Yeah, so intersection configuration, we drew it up at the conceptual level when it was designed. But based on that conception, you're correct, there is not a planned intersection traffic signal there. It's not planned to be a four-way stop. But again, final design, that is going to be a heavy emphasis on that final design and review, to make sure that it's safe. Any of those reviews, and the engineering of those, it does take into account the community, the type of uses that are along that and small kids. That's a big part of the review process.*

Response (Rick Canizales): *And I think what I'll tell you, if we do get to the point where we have to do that, put out a warrant and see what we can do out there, it would most likely be a signal, not a stop sign. The size of this road really isn't the place to put a four-way stop.*

Okay, yeah. I highly encourage that because we have parks on both sides of the intersection. So, at least on the Stormy Circle side, we do use the park on the Fledgling side, and vice versa. So, in terms of safety, that's a big one.

Response (Rick Canizales): *We'll be coming back to you in the next couple years for that.*

Okay. And another question I have is, the retaining wall, it's only going to be on the Fledgling side of the community?

Response (Chris Jennings): *So that's -- again, the Right-of-Way is dedicated in that location, but the retaining wall is based on our horizontal and our vertical alignment. For the concept, it's to not create impacts on those properties that are there.*

Okay. With that, would it be on the community or on VDOT to put a fence around the community?

Response (Chris Jennings): *Well, I can tell you that a retaining wall is typically associated a pedestrian fence, or pedestrian barrier. That would be on VDOT to go ahead and do that or, you know, to develop that.*

Okay. I mean on the parts where there is no retaining wall?

Response (Rick Canizales): *Again, we'll determine that when we get to the project. We've don't different things for different communities. We've done something similar to what you mentioned, up on 15, where they widened 15 through that area. We have put up walls over by Declan Road, where we're doing a project up there. We put up berms and trees and everything else to create a barrier to noise. Similarly, in certain projects at the university. 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.

5. Pre and Post Location Public Hearing Comments Received

a. Comment Summary

The comments included herein are divided into the following categories:

- Comment A-#: Support
- Comment B-#: Opposed
- Comment C-#: Neutral

Each category is then further divided into the following subcategories, as applicable:

- o Air
- o Noise
- o Safety
- o Traffic
- o Natural Resources
- o Funding/Cost
- o Other
- o Multiple

Out of 94 total comments received via comment sheets, letters, and emails, 65 were in support of the extension of Van Buren Road North Extension project (including 9 comment sheets without additional comments), 26 were opposed the extension, and 3 were neither for nor against. 56 written comment sheets were received, 34 emails were received, and 4 letters were received.

The comment sheets, letters, and emails comments/questions addressed the following topics*:

- 4 of the comments addressed air quality;
- 21 of the comments addressed noise and sound barriers;
- 52 of the comments addressed safety during and after construction;
- 54 of the comments were concerned with the traffic volume and/or traffic patterns;
- 13 of the comments addressed potential impacts to natural resources;
- 17 of the comments addressed funding, cost, and budget approval;
- 31 of the comments addressed other concerns that did not fit into the above-mentioned categories; and
- 53 of the comments addressed multiple factors which included at least 2 of the above categories

* The numbers above are not intended to sum to 94 total comments due to the fact that many commentors addressed multiple topics.

b. Written Comments and Responses

Comment A-1 (Support, Safety)

Ricky Boddie Jr. 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.

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

Comment A-2 (Support, Safety)

Fred Rash. If not done children and other pedestrians will continue to be in danger.

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

Comment A-3 (Support, Safety)

Melissa Hunniford. Two Montclair residents in the last year and a have died while sitting at the light at Country Club Drive + 234 hit by cut through drivers. I have also witnessed numerous close calls, especially at Watergate and Northgate. Please complete this project. My family expresses the strong support of it.

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

Comment A-4 (Support, Safety)

Linda Nille. There are too many fatalities and unsafe traffic funneling through Montclair on Waterway! Extend Van Buren!

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

Comment A-5 (Support, Safety)

Reece Collin.- This road is necessary for the children who frequently walk along Waterway Drive.

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

Comment A-6 (Support, Safety)

Kristyn Gleason. Please move quickly- far too many accidents.

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

Comment A-7 (Support, Safety)

Donna Burke-Fonda. It should proceed as planned, as the traffic situation on Waterway is not safe.

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

Comment A-8 (Support, Safety)

Sonya Allen. We need Van Buren done sooner rather than later. This is a safety issue. I must stress that Waterway is dangerous due to the cut through traffic.

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

Comment A-9 (Support, Safety)

Elizabeth Greenlaw. There are far too many accidents on Waterway Drive, which was never intended to be a cut through for general traffic including trucks. The Van Buren Extension will make our community safer.

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

Comment A-10 (Support, Traffic)

Theresa Tamaris. I have lived in Montclair since 1974. The traffic has grown increasingly bad. There must be a route not through Montclair.

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

Comment A-11 (Support, Traffic)

Leonard W. Roth. Needs to be completed asap! This project would relieve the heavy traffic flow through Montclair on the Waterway Drive “raceway”. Speed limits are of no concern to vehicle operators on the congested road trying to get to Route 234.

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

Comment A-12 (Support, Traffic)

Nancy Hummer. I would like to respectfully request that additional traffic analysis be done to take into account the amount of pass-through traffic Waterway Drive currently has and what the impacts of the Rose Casino and the Quartz District developments will be on Waterway Drive if the Van Buren project isn’t developed.

Response: Thank you for your comment. During the final design of the roadway a more detailed traffic analysis will be conducted to study and optimize traffic with the project implemented, and surrounding areas including Waterway Drive.

Comment A-13 (Support, Traffic)

Matthew Burch. Something needs to be done to relieve traffic flow in Montclair, while not perfect, this plan helps.

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

Comment A-14 (Support, Traffic)

Sylvia Boulware. Looking forward to a much needed extension that will take pressure off I-95 and reduce traffic through our neighborhood.

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

Comment A-15 (Support, Traffic)

Eva Moncada. This project is desperately needed to ease traffic on existing roads, especially when I-95 and Route 1 are backed up.

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

Comment A-16 (Support, Traffic)

Unknown Commentor. This project provides much needed relief to the increased traffic on Waterway caused by the housing developments built in the past 10 years and provides easier access to the businesses on Route 234.

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

Comment A-17 (Support, Traffic)

Steven Black. 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 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 right 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 carry 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 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 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 three decades, I fully understand that nobody wants development in their own backyards. But we all suffer from having a lack of sufficient carrying capacity in our own 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 village commons. But, I believe that Montclair has a 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 responsibility 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.

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 APOA. Thank you for holding the meeting and for soliciting our inputs.

Response: *Your comments have been noted and thank you for your feedback.*

Comment A-18 (Support, Natural Resources)

Ava Perez. For every tree you take down could you plant another in PWC? You're doing great.

Response: *All NEPA documents must assess and attempt to minimize impacts to vegetation and overall grading of a roadway project, and the proposed concept attempts to minimize those impacts to the greatest extent possible. Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed.*

Comment A-19 (Support, Other)

Fernando & Claudia Rojas. The potential for property tax increases as a result of this project. I hope there won't be any [is a concern]. Highly overdue. No new developments along the proposed road.

Response: *Your comment has been noted and thank you for your feedback. The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.*

Comment A-20 (Support, Other)

David Cashin. Please keep me informed of key dates to approve and vote for budgets.

Response: *Your comment has been noted and thank you for your feedback. The County website is regularly updated with project information that will include key dates as the project progresses.*

Comment A-21 (Support, Other)

Stephanie Eversley. This was the plan 30 years ago when clearing began for Benita Fitzgerald Way before any of the communities were built.

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

Comment A-22 (Support, Other)

Sue Ryan. Absolutely need for Montclair community. My concern is Four Season residents will prevent the projects completion, they were fully aware of it when purchasing homes, but now want it stopped. You've complied with all required steps, so please move forward and stop dragging your feet.

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

Comment A-23 (Support, Other)

Mildred Carroll. 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 for too long; it is time to get it done.

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

Comment A-24 (Support, Other)

Phillips. Please complete Van Buren. The county needs the long overdue infrastructure.

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

Comment A-25 (Support, Other)

Carla Silas. This road is way past due it has been "on the books" for almost 30 years. Get it built!

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

Comment A-26 (Support, Other)

Unknown Commentor. Complete Van Buren Road now!

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

Comment A-27 (Support, Other)

Unknown Commentor. Get it done. 5 years is too long.

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

Comment A-28 (Support, Other)

Unknown Commentor. Please add a wall or fence on side of street with sidewalk and no retainer wall.

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 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-29 (Support, Other)

Unknown Commentor. Why is this project taking so long? Since this proposed road was part of the county plan long before the developments were built, why are we revisiting this, it should have been done!

Response: Projects of this scale and magnitude take time to ensure the NEPA process has been followed and the public has multiple opportunities to make comments and express concerns.

Comment A-30 (Support, Multiple)

Unknown Commentor. This project must be finally completed for the safety of the children in Montclair with the presence of elementary schools on Waterway Drive (parent of a young child). Another reason the completion of this project is crucial is for emergency response time in our community (parent of a first responder). Needs to be completed.

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

Comment A-31 (Support, Multiple)

Unknown Commentor. It seems sufficient to mitigate expected problems and duly considers the safety of heritage sites. The additional north south corridor is desperately needed to maintain safety of areas that become traffic saturated during highway or Route 234 traffic events and generally increases the efficiency of travel in the area for residents of the county and general community.

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

Comment A-32 (Support, Multiple)

Barry Drennan. I wanted to write to you regarding the proposed Van Buren Road extension. I have two comments regarding this project:

1. I'm fully in support of building the extension to Van Buren Road. I live in Montclair, and we get an enormous amount of cut-through traffic on a road that isn't really meant for it. Large numbers of people from outside the neighborhood drive recklessly on Waterway Drive, and it only makes sense that they should instead take a route that is shorter, straighter, and has fewer families with children living in the area. The road would also decrease traffic at the Cardinal/ Waterway intersection, with the traffic turning left from Cardinal onto Waterway sometimes backing up since the storage bay isn't that big.

My understanding is that there have been opponents of this project from Four Seasons who object to the road going past their property, even though Four Seasons was constructed with a legal obligation to allow the Van Buren extension to proceed. It should be pointed out that traffic avoiding jams on I-95 and US 1 don't, and can't, go through Four Seasons, but they do go through Montclair, and we need a better alternative for those people so that they aren't cutting through our neighborhood.

2. I have a concern about the proposed intersection for Old Stage Coach Road at Van Buren. Right now, this is the 4-way intersection. The proposal puts a barrier across the median along Van Buren, and I understand the need to free up space for traffic to accumulate on Van Buren without getting tangled up with traffic turning left from Old Stage Coach Road onto Van Buren. However, my concern is what happens after traffic turns right (being the only possible direction to go) from Old Stage Coach onto Van Buren. Most of the traffic will attempt to do a U-Turn on Van Buren at the very next intersection (Copper Mill), since traffic that wants to head northeast toward Cardinal will use the new access road instead.

This seems dangerous to me. Vehicles would cut across two lanes of traffic to do this movement, and the cross traffic has just made it through an intersection at a green light and will not be expecting other vehicles to get in their way. Vehicles would be much better off making a U-Turn at the subsequent intersection (where the new access road ends on Van Buren). I also don't believe that simply marking this intersection with a No U-Turn sign will be sufficient to prevent people from doing it anyway. There is an additional risk that people will cut through the parking lot at Montclair Family Restaurant to get out onto VA 234 if they are planning to head northwest.

I have two suggestions for mitigating this issue. The first is to have the lane turning right from Old Stage Coach onto Van Buren have a merge area with a physical barrier separating that lane from the other lanes of traffic, just long enough to prevent using the median cut-through at Copper Mill. This would force that traffic to continue down to the access road intersection and do their U-Turn there.

The second suggestion (perhaps less viable) is to reconfigure the cut-through road just south of the Exxon on the VA 24, between the I-95 interchange and Van Buren, that people use to go from 234 onto Old Stage Coach. (Some maps label this as Dewey Boulevard). The suggestion would involve removing the cut through and changing the intersection at the I-95 Southbound on-ramp to a full-fledged four-way intersection. Right, now traffic is only allowed to make a right turn onto this cut-through from 234, but not back out the other way. Making this a four-way intersection would provide people with a better means of getting back to 234 from Old Stage Coach. (There's also a need for a sidewalk along 234 in this area, to keep people from being struck by traffic exiting 95 Southbound, but that's another topic entirely).

Response: *The purpose of the project at this time is a NEPA environmental study only. The NEPA environmental study included a preliminary roadway design and traffic study, which has been completed. Final design, including layout of intersections, traffic signal timing, etc. within the roadway limits, will be completed with the next phase of design.*

Comment A-33 (Support, Multiple)

Chris O'Connor. Traffic on Waterway needs to be reduced, especially during rush hour. It needs to be as soon as possible.

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

Comment A-34 (Support, Multiple)

Sue Troyer. This project is solely needed to get vehicles off waterway. Traffic is routed by some areas through Montclair when I-95 is backed up. Safety concern is paramount! Also concerned Rosie's may cause increased traffic through Montclair.

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

Comment A-35 (Support, Multiple)

Whitney Miller. 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 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 Slurpee's 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 am sure will lead to more accidents. Also, thinking of the many fatalities from accidents at the 234/ Country Club light that would have been avoided if we had another option for through traffic!!

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

Comment A-36 (Support, Multiple)

John Avelis. As a resident of Dumfries, I'm writing to express support for the Van Buren Rd North Extension. I have reviewed the study documents on the county website and have firsthand knowledge of traffic tie-ups and dangerous driving on existing north-south roads that could be relieved by an additional north-south route. I'm glad to see that the road is being built to 40 MPH standards; as it will be running through and near existing residential areas, speeds should be kept reasonable. This project has been part of the county plans forever; it will improve the flow of traffic through the eastern part of the county and improve the quality of life for many residents. I fear that if this project isn't finally pushed forward now, continuing development will make it impossible to complete and we will permanently lose these opportunities.

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

Comment A-37 (Support, Multiple)

Lauren Page. As a homeowner living off Cardinal Drive, I would like to voice my full support of the Van Buren Road project. The positives outweigh the negatives for the majority of local residents. This road 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 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 Drive residents had access to Van Buren Road, 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.

Response: Thank you for your comments and support for the project. 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.

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.

Comment A-38 (Support, Multiple)

Mary Jeanne Kellogg. 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 neat accidents because the drivers want to get back to 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 which become more difficult and challenging when I-95 traffic is added to our main road. Please approve the completion of Van Buren 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.

Response: Your comment has been noted, thank you for your feedback.

Comment A-39 (Support, Multiple)

Joe Waite. This needs to be completed to relieve the traffic on Waterway, which was not designed for the volume of traffic it now endorses. The proposal has minor impact on housed/ residential living, the danger to residents of Montclair community experiences

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

Comment A-40 (Support, Multiple)

Kathy Burch. We need this completed asap. We have three elementary schools in Montclair. Two of them have children crossing Waterway to walk to school. It is extremely dangerous with the heavy traffic in the neighborhood.

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

Comment A-41 (Support, Multiple)

Vanessa Romeo Pope. I have a child who has a bus stop on Waterway and Fallstone. Excessive cars with excessive speeds and failure to stop with a flashing bus sign in a concern and we need alternative roads for the amount of traffic.

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

Comment A-42/A-43 (Support, Multiple)

Patricia and Thomas Turner (2 separate letters with same content). I am writing to urgently request your support in extending the Van Buren Road, which has been a part of the country's comprehensive plan since 2006. The Van Buren extension was planned for the I-95 overflow and is situated on the outskirts of the Four Seasons neighborhood. However, despite the clear need for this extension, some members of the Four Seasons community are actively opposing it, despite being fully aware of the road's existence in the comprehensive plan even before their community was built.

As you are well aware, the volume of traffic on Waterway Drive straight through the neighboring residential community is dangerous, unacceptable and beyond capacity. The continued delay in extending Van Buren Road is putting the safety of the community's residents, especially its youngest members, at risk. Over the years, traffic on Waterway Drive has continued to increase, causing a rise in accidents and reaching a critical mass. We urge you to consider the broader implications of not completing the extension. The safety of the children who live in Montclair, and the students of its three elementary schools, should be a top priority. The Van Buren extension will greatly alleviate the volume of cars that cut through Waterway Drive. We understand that some members of the Four Seasons community are against the extension, but it would not be where pedestrians and cyclists frequent. Completing the Van Buren is essential for the safety of the wider community and Prince William County's increased need for infrastructure. Therefore, we strongly urge you to take action on this matter as soon as possible. We believe that completing the Van Buren extension would be a responsible course of action in the long-term interest of the community.

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

Comment A-44 (Support, Multiple)

James Hunniford. My Name is James Hunniford and I live at 15772 Edgewood Drive, Dumfries VA 22025. I strongly support the Van Buren Road North Extension Project. It makes sense in multiple ways. It creates an additional route from Dumfries to Woodbridge that is also more direct. It will help alleviate traffic congestion especially on Waterway Drive. It will also help response times for emergency medical trips from Dumfries to Potomac Hospital. I have listened to the objections by residents of Four Seasons and find that their complaints about the project are not warranted. No real harm will come to that neighborhood, but real benefits will be obtained for Montclair as well as the drivers who use Waterway drive as a cut through to get to 234. Please vote for the project.

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

Comment A-45 (Support, Multiple)

Lori Hancock. This option allows minimal impact to few homes with the best relief of traffic issues. This provides the best option for the community and reducing the massive traffic on Waterway Drive passing 2 elementary schools. It gives the fire house additional options to reach people south of them. Traffic will be reduced through a populated area. It just finally needs to be completed. This project was promised years ago, prior to homes being built near the proposed extension. Financial decisions were made on this proposed project. It needs to be completed.

Response: *Your comments have been noted and thank you for your feedback.*

Comment A-46 (Support, Multiple)

Brad Hancock. This provides minimal impact to homes that existed prior to its proposal and proffer. It provides additional, much needed thoroughfare for north/ south traffic in the area. This will route traffic through lower populated areas than the current path through Montclair. It also eases traffic danger for 3 elementary schools in Montclair. The new shared use path is also much needed as there is currently no off road north/ south path in the area. This was promised by the county many years ago. Residents made home purchase decisions based on those promises. It needs to be completed.

Response: *Your comments have been noted and thank you for your feedback.*

Comment A-47 (Support, Multiple)

Tim Gleason. This is badly needed. Traffic on Waterway makes me scared to cross the street walking my dogs. There are so now all the time. I pick up trash along the road when I go for walks. I have pictures of the amount and when it washes off the side of the road it goes into the lake or into the Potomac.

Response: *Your comments have been noted and thank you for your feedback.*

Comment A-48 (Support, Multiple)

William (Bill) Shelly. I believe that it would be beneficial for the connection to be made.

1. It would better distribute the traffic load.
2. Public safety, fire, and rescue vehicles would have better access to the area.
3. Public service vehicles such as school busses and mail delivery would have new potential access points.
4. As a result of the benefits listed, cost of public services will be reduced.

Response: *Your comments have been noted and thank you for your feedback.*

Comment A-49 (Support, Multiple)

Joseph Perez. Please consider planting a tree for everyone removed in PWC. We have few North-South options. As an EMT, emergency services need additional options when responding to an emergency.

Response: All NEPA documents must assess and attempt to minimize impacts to vegetation and overall grading of a roadway project, and the proposed concept attempts to minimize those impacts to the greatest extent possible. Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed.

Comment A-50 (Support, Multiple)

Lance and Rozlyn Giddens. 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 a liriopie 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.

Response: Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed.

Please consider a “sound wall” if warranted to alay the concerns of the residents nearby. Please make not 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.

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 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-51 (Support, Multiple)

Fitzgerald. Start the roadwork! It will give another option for south traffic and not have Montclair be the only option (safety). [Project] definitely [meets needs of the community]. Start time [is a concern]. Now stop the discussion. Why is there a discussion? The community Van Buren Street goes through! Homeowners are responsible to know any future plans before purchase!!

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

Comment A-52 (Support, Multiple)

Paula McKinney. It seems as if this project which has been in the works for decades has come as a surprise to the newer communities such as Cardinal Grove and Four Seasons. I hope that their concerns about noise and safety are heard and resolved while this much needed connector road is being designed and built. I do not want the existing neighborhood of Montclair to continue shouldering the burden of an increasingly growing region.

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

Comment A-53 (Support, Multiple)

Cindy Pasternak. As a resident of Montclair, I am pleased that the Van Buren Road extension is expected to go forward. Waterway Drive in Montclair is a thoroughfare between Minnieville Road and Rt. 234 and is often used as an alternate route when there are problems on other roads in the area. It is in a community setting and so has the type of usage one would expect from a community road. There are two elementary schools along Waterway where hundreds of children walk alongside it on sidewalks and cross it to get to school. Additionally, Waterway has commuter bus stops with people crossing from parking areas and nearby neighborhoods. Golfers ride their carts across the road to get from the country club to the golf course. A library, playground and 2 shopping centers bring walkers from the surrounding area to crosswalks on Waterway. All these normal community amenities are enjoyed and used by the people living here, but they also put people at risk when sudden influxes of traffic hit our main road. An additional road, Van Buren Road, would help to alleviate the problems on Waterway. It is long past time for this to extension to be built.

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

Comment A-54 (Support, Multiple)

Jim Pasternak. As 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.

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

Comment A-55 (Support, Multiple)

Jennifer Peschel. The Van Buren Road has been part of the County's comprehensive plan for decades and was planned for I-95 overflow. The extension was planned before Four Seasons was built and they were aware of the plans for the road. Over the years, traffic on Waterway Drive has continued to increase, causing a rise in accidents and reaching critical mass. The Van Buren extension would greatly alleviate the volume of cars that cut through Waterway. As a concerned parent, I urge you to consider the broader implications of not completing the extension. Don't forget there are 3 elementary schools in Montclair. Many students walk to school on Waterway and have to cross the street. Please consider the safety of our kids.

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

Comment A-56 (Support, Multiple)

Unknown Commentor. Please reassess noise and safety. Please build noise walls on both Cardinal Grove and Four Season streets behind homes. Put traffic light on corner of Van Buren and soaring and fledging.

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 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.*

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

Comment B-1 (Opposed, Funding/Cost)

Richard Underwood. Don't do it. \$200 million dollars is too much.

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

Comment B-2 (Opposed, Multiple)

Richard M. LaRiviere- 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.

Response: A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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.

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design. 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 B-3 (Opposed, Multiple)

Richard T. Dunbar. 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 this intersection 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 quality of life or residential communities.

Response: The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes

safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design. In addition, 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.

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community. The schedule and budget for construction of Van Buren Road has not yet been determined and is not a part of this Environmental task order.

Comment B-4 (Opposed, Multiple)

Unknown. Safety- cars are too close to homes.

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 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.*

The noise of the cars/ traffic.

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 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.*

Danger for the kids at the school.

Response: The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

Comment B-5 (Opposed, Multiple)

Laura L. Kennedy. What attracted me to Four Seasons was it being manicured, quiet community supporting a nature trail and surrounding wooded area Van Buren Road would eliminate a significant portion of our wood area. It would increase stop and go traffic on 234. Further increased traffic with the new casino which equals even more congestion with already slow traffic on 234. Who is really going to use the Van Buren connector- is it really worth the cost? It will increase noise from large trucks. Don't try and fool us- we are talking more than just a road- look at Highway 1 and the build up of business and roads being expanded affecting the property from the western side of the road to the Four Season's property line. Please provide us with any additional information which you feel would assist in the completion of this project.

I live in a 55 and older community. Will I turn left with more congestion on 234 resulting from the building of the Van Buren connector? I will turn right for less congestion and go through Montclair to get to Minnieville Road, heading for places I frequently go- church, doctor, dentist, vet, etc. This project appears to me to be a huge waste of tax payers dollars. Protect Four Seasons neighborhood and other present communities from increase traffic and crime.

Response: Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. The majority of tree clearing will be along the proposed roadway corridor, which runs parallel to I-95 avoiding the Four Seasons community to the maximum extent practicable.

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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.

A preliminary noise analysis was conducted to determine if abatement noise measures, such as 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.

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

Comment B-6 (Opposed, Multiple)

Steven Schwartz. Would create both noise and pollution in the surrounding community.

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 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.*

The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (US EPA).

Comment B-7 (Opposed, Multiple)

Chelsea Hamilton. I am unable to attend the public hearing this Thursday, March 14, 2024 from 5:30-8 pm at Henderson Elementary School Cafeteria. As a homeowner and resident of Cardinal Grove whose backyard abuts Van Buren, I STRONGLY do NOT want this project to proceed nor this road to be constructed. I built a home in this community 9 years ago because of its seclusion from traffic. This project would bring large volumes of southern traffic our neighborhood, offloading 234, Route 1 and 95. This marked increase in traffic will not only congest our quiet neighborhood. It will expose the large amounts of children and families who live in that neighborhood to unsafe traffic and crime. Given the construction of the casino on the very street from which the Dumfries Road will be extended, this will introduce an unacceptable amount of traffic and crime into our neighborhood. The school buses stop on this street and children walk up the street to Fannie Fitzgerald Elementary School. I do not want that danger, that traffic and that crime in my backyard nor do the other families who live here.

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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.*

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

All of the above implications will drop the property value of my home in a way that PWC will never reimburse me for. It isn't right and this is another reason I do NOT want this project to proceed.

Response: *The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.*

In addition, by expanding the current small road, you will destroy a nature filled grass land as well as a gorgeous, wooded area. I will scour your environmental assessment to ensure the native species of deer and plants are not harmed by your project, which I strongly suspect they will be. By expanding the small road to make a four lane road with 10 foot wide bike lanes and a 5 foot wide sidewalk, you will take property from my backyard, which is unacceptable. I invested thousands of dollars into constructing a new fence. I neither want strangers walking by it in large numbers nor am I willing to give up land for this project.

Response: *The proposed roadway would not cross any existing natural grasslands; the only grasslands located within the proposed project area are within a mowed/maintained electrical transmission right-of-way. The roadway is anticipated to require clearing of forested areas within the project area. Potential impacts to wildlife have been considered in the NEPA Environmental Assessment for the project. The existing wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south and east.*

On all sides I oppose this project. To proceed with it would be against the wishes of literally every neighbor in my neighborhood. Please halt all planning on this project and elucidate another route where children's safety, quiet neighborhood and nature will not be disrupted. Casino traffic and crime is not welcome in Virginia and it is certainly not welcome in my neighborhood.

Response: *Your comment has been noted and thank you for your feedback. Please see above responses to your previous comments.*

Comment B-8 (Opposed, Multiple)

Jose L. Martinez Ramirez.

1. Who are you trying to convince that the road will alleviate the traffic?

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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.*

2. Is the county responsible for my life, accidents, or any damages to the properties?

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

3. Is anyone that is proposing this project live on any of the communities?

Response: *Your comment has been noted and thank you for your feedback. This information is not applicable to the environmental study and cannot be provided.*

Comment B-9 (Opposed, Multiple)

Richard and Jackie Pedersen. 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.

Response: *This project does not propose to establish any access points to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

This EA addresses the impacts of the Van Buren Road North Extension project. This document is not intended to reflect on the future, undetermined, commercial construction within the study area.

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

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation*

of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.

Cost of VBR extension road is exorbitant- in excess of \$100 million per mile.

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

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

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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

Response: *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 during final design phase). Prince William County is currently performing the environmental study phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Speed limits will be set during the final design phase.*

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

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

Comment B-10 (Opposed, Multiple)

Clarence (Wayne) Trent. As a Four Seasons (FS) Resident 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.

Response: *This project does not propose to establish any access points to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

This EA addresses the impacts of the Van Buren Road North Extension project. This document is not intended to reflect on the future, undetermined, commercial construction within the study area.

These neighborhoods were not designed to accommodate the impact of heavy truck traffic. The commercial traffic is already heavy along 234 and semitrailers, dump trucks already disregard the traffic lights with no one enforcing those laws.

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

Cost of VBR extension road is exorbitant- in excess of \$100 million per mile.

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

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

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

The addition of this extension will cause property value become lower and result in less desire to reside here.

Response: *The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.*

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

Response: *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 during final design phase). Prince William County is currently performing the environmental study phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Speed limits will be set during the final design phase.*

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

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

Comment B-11 (Opposed, Multiple)

Judy Dota. 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.

Response: *This project does not propose to establish any access points to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

This EA addresses the impacts of the Van Buren Road North Extension project. This document is not intended to reflect on the future, undetermined, commercial construction within the study area.

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

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

Cost of VBR extension road is exorbitant- in excess of \$100 million per mile.

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

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

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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

Response: *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 during final design phase). Prince William County is currently performing the environmental study phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Speed limits will be set during the final design phase.*

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

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

Comment B-12 (Opposed, Multiple)

Mike and Sheri Herrick. As Four Seasons (FS) Residents we strongly object to the VBR N. Extension Project. 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.

Response: *This project does not propose to establish any access points to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

This EA addresses the impacts of the Van Buren Road North Extension project. This document is not intended to reflect on the future, undetermined, commercial construction within the study area.

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

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

Cost of VBR extension road is exorbitant- in excess of \$100 million per mile.

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

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

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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

Response: *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 during final design phase). Prince William County is currently performing the environmental study phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Speed limits will be set during the final design phase.*

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

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

Comment B-13 (Opposed, Multiple)

Karen Walther. As a Four Seasons (FS) Resident 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.

Response: *This project does not propose to establish any access points to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

This EA addresses the impacts of the Van Buren Road North Extension project. This document is not intended to reflect on the future, undetermined, commercial construction within the study area.

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

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

Cost of VBR extension road is exorbitant- in excess of \$100 million per mile.

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

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

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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

Response: *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 during final design phase). Prince William County is currently performing the environmental study phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Speed limits will be set during the final design phase.*

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

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

Comment B-14 (Opposed, Multiple)

Richard Underwood. I live in the Four Seasons. I understand that this meeting is to discuss routing and changes to Van Buren Rd. Now that the NEPA has finished its study of environmental effects. The most serious effect of the proposed routing is the taking by condemnation of large sections of back yards of Cardinal Grove residences. About 30 homeowners are affected in this manner. The presently reserved right of way width has been more than doubled in order to comply with federal regulations and funding so that large interstate trucks can enter.

It has been stated by PWC documents that Van Buren Rd Extension would be used as an alternative route for I95 and Route 1 when traffic backs up. Van Buren extension as proposed is a convenient bypass for Interstate trucks to avoid the scaled and inspection area by using Dale Boulevard and Fitzgerald Boulevard to get to Dumfries Rd.

If you live in Cardinal Grove you will hear and smell exhaust fumes and noise all hours of day and night. It could be enough to destroy the values of residences. It appears that this taking of property is a recent changes that results from PWC announcing that they will seek Federal funds for this project. Federal money requires adherence to Federal rules and R/W minimums. Recent requests to state and regional sources have been denied due to the \$200 million cost.

Four Seasons is also affected but in a different manner. We would also hear and smell the cut through traffic and be exposed to the resulting commercial traffic. Safety is a major consideration because trucks could park on the road unnoticed, and walk in, thus providing a back unmonitored entrance to our homes.

Copper Mill is affected in another manner. Their main entrance is so near to the VBR exchange with Dumfries Rd that truck traffic backup at that point would overwhelm Copper Mill's entrance/exit.

Please do not attempt to fund Van Buren Rd Extension from Federal sources. The refusal of funding from State and regional sources should tell you why. The \$200 million price tag is far beyond its value. Please do not destroy three single family developments of 1200 homes in order to provide a commercial cut through road for outsiders.

Response: *The proposed Van Buren Road design as seen with the Location Public Hearing documents does not take any right of way or property from the backyards of homeowners within the Cardinal Grove Community. The proposed roadway is almost entirely within the presently reserved right of way with only small slivers of land being taken from the Cardinal Grove HOA property (no individual homeowners' property is being taken). The intent of the proposed Van Buren Road is to relieve local traffic congestion for the north-south corridor adjacent to I-95, through Montclair and Route 1, not for trucks on I-95.*

The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (US EPA).

A preliminary noise analysis was conducted to determine if abatement noise measures, such as 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.

The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design..

Comment B-15 (Opposed, Multiple)

Jean C. Monroe. I appreciate you taking time to read my email. I am happy resident of Four Seasons just off of 234 in front of First Mount Zion Baptist Church. I enjoy living in this community and I believe it to be safe. As a female in her 60s, I really feel safe living here and working for the Department of Defense. I rode through Four Seasons to see where this road will be located. I also checked out the Van Buren Road area on both sides to see how it will affect the community. There are many 55 and over residents and some that much older. Maybe 60 years and older. There are veterans, retired County workers, and workers from all types of organizations. There is a high possibility of physical and mental disabilities these residents may have. My concern is the traffic that will be near Four Seasons 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 head 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 live 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.

Response: This project does not propose to establish vehicular access to the Four Seasons community, nor is the proposed roadway close enough for vehicles leaving the roadway to reach any residences of the community. 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 B-16 (Opposed, Multiple)

Debra Gutierrez. I am very much against the building on the Van Buren extension. This would have a detrimental effect on the Four Seasons, Copper Mill and Cardinal Grove communities. The safety of the residents in these communities is being ignored.

1. This extension would have tractor trailers going up and down this road, causing a safety risk plus raising the noise volume that is already generated by traffic on 95. What is to stop the truckers from parking overnight and leaving their trucks running. Trucks who would normally have to travel 95 and want to avoid the truck stop will be utilizing this cut through.

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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.

2. It would give criminal individuals access to the Four Seasons community from the rest stop and the hotels on 234. This is already becoming a problem with the new Pumping Station behind our homes. There have already been 2 robberies at the Pumping Station and it isn't even up and running yet. The thief walked between residents' homes where a car picked up the thief, his stolen equipment and quickly drove off through Four Seasons. He was once again spotted walking between houses in the community the next day.

Response: *This project does not propose to establish any access points to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

3. All of the trees and natural beauty of our community will be destroyed, and the wildlife will be driven away. We moved here because it was a quiet beautiful community that is being destroyed for no reason.

Response: *All NEPA documents must assess and attempt to minimize impacts to vegetation and overall grading of a roadway project, and the proposed concept attempts to minimize those impacts to the greatest extent possible. Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed. Potential impacts to wildlife have been considered in the NEPA Environmental Assessment for the project. The existing*

wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south, and east.

4. This is not going to solve traffic issues, instead it will add more conjunctions and deadly accidents on Route 234. The intersection where this road would enter and exit is horrendous.

Response: *A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

5. At a cost of over \$200,000,000 dollars, it is money that could be better spent to assure the residents of Prince William County a safe and beautiful place to live.

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

Comment B-17 (Opposed, Multiple)

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

(Form the Van Buren Road North Extension: Route 234 to Cardinal Drive (Project #319) link [Moving Northern Virginia Forward: From vision to reality - NVTAPIMMS \(novagateway.org\)](#)) The project will play a vital role in easing local and regional congestion by serving as 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 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 changes from alleviating traffic from Waterway to now alleviating traffic from I-95 and Route 1. No one at the meeting held on March 14 could answer the following questions I posed:

1. Will they buy 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 an accident-prone area?
4. What is the plan for cycling lights as Google Maps, Waze, etc send cars from I-95 and Route 1 to Van Buren Road and traffic becomes a nightmare from Cardinal and Benita Fitzgerald to enter Van Buren Road?
5. 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?
6. What is the speed limit proposed on Van Buren?
7. Will sound barriers be put up to reduce the road noise?

Response: *Thank you for your comments. Design considerations such as intersection signing layouts and traffic signal design will be completed during the final design stage of this project. This stage of design focused on the NEPA document and preliminary design efforts such as roadway alignment, project construction limits, etc. Yes, turn lanes are being proposed on Van Buren road to turn left and right into Fledgling circle and Soaring Circle (please see proposed design plans uploaded on the Prince William County website). The proposed design speed on Van Buren Road is 40 mph. The speed limit has not been finalized at this point in design but it will either be 35 mph or 40 mph.*

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 B-18 (Opposed, Multiple)

Steve Gutierrez. 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 County, which has plenty of other projects that would benefit a greater number of residents.

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

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.

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes*

safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

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.

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 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.*

Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed. Potential impacts to wildlife have been considered in the NEPA Environmental Assessment for the project. The existing wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south and east.

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

Response: *This project does not propose to establish any access points to the Four Seasons community. The proposed Van Buren Road North Extension will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

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.

Response: *The NEPA document and study phase of this project is currently being funded by previously allocated local Northern Virginia Transportation Authority (NVTA) funds. In 2022, the project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. In addition, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).*

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, 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 Study phase is to study the project and maximize those benefits for the traveling public.

Comment B-19 (Opposed, Multiple)

Ken and Christine Savage. We strongly object to pursuing the Van Buren North Extension. In our opinion the proposed extension serves only one person: 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. Now, 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 hour already makes this an 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.

Response: *Van Buren Road has been designed to provide a north-south connection for local traffic as an alternative option other than Route 1, I-95 or through the Montclair community. 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).*

In regard to additional noise generated, 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.

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, 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 study phase is to study the project and maximize those benefits for the traveling public.

Comment B-20 (Opposed, Multiple)

Anthony and Lorrain Savage: We object to this extension. As residents of Four Seasons, a senior community, being close to 95 and 234 is already a problem. We hear the constant hum of traffic and when races hit the road, revving their cars to show off, it is worse. My opposite neighbor's property is approximately 300 feet from Van Buren extension according to your plan. We have walked to the new water station noted on your proposed plan. Not far from the planned road.

Recently our community had to install partial fence from entering project at a certain location, close to where we live. We sympathize with the Montclair community but they could benefit with extra policing or speed bumps. That would cost much less. The traffic will increase any place as the public attempts shortcuts to get where they need to be. Van Buren will become a bypass for 95 and Route 1 when they are backed up!!! STOP STOP STOP.

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 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.

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.

Comment B-21 (Opposed, Multiple)

TP Esquina. 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?

Response: The road is being considered to relieve local traffic congestion for the north-south corridor adjacent to I-95, through Montclair and Route 1.

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?

Response: *The project plans have been available to the public as advertised during the location public hearing. A traffic analysis has been completed with the NEPA study and the results do not show undesirable conditions at this intersection. Additional traffic analysis will be completed during final design of the project.*

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

Response: *The intent of the proposed Van Buren Road is to relieve local traffic congestion for the north-south corridor adjacent to I-95, through Montclair and Route 1.*

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 ?

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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?

Response: *The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

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.

Response: *All NEPA documents must assess and attempt to minimize impacts to vegetation and overall grading of a roadway project, and the proposed concept attempts to minimize those impacts to the greatest extent possible. Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed.*

Potential impacts to watersheds and wildlife have been considered and evaluated in the NEPA Environmental Assessment study for the project. The existing wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south and east. This study cannot feasibly account for impacts that may be incurred by future developments; however, potential impacts of future developments are captured in the Indirect and Cumulative Impacts section of the Environmental Assessment study.

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!

Response: *This road is reflected in the Revised 2017 Prince William County Comprehensive Plan and Revised 2016 Countywide Transportation Plan.*

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

Response: *Further evaluation of wetlands, including wetland functional assessments and the Norfolk District Wetland Attribute Form, would be completed during the forthcoming permitting process. Efforts to minimize impacts would be explored in later stages of design and permitting. Wetland mitigation requirements would be developed in concert with the designated State and Federal agencies during the permitting process for this project. Prince William County would coordinate with USACE, DEQ and the Virginia Marine Resources Commission (VMRC) to obtain all required permits.*

Unavoidable wetland and WOUS impacts would be mitigated, as required, through the forthcoming permitting process with USACE, DEQ, and VMRC. Mitigation would be satisfied by the purchase of credits from approved private mitigation banks within the same service area as the project as the preferred option.

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.

Response: *County funding for the project is publicly available information. 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, 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 study phase is to study the project and maximize those benefits for the traveling public*

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

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

Comment B-22 (Opposed, Multiple)

Gaston Gianni. As one of the original Four Seasons families, I'm opposed to this proposed road expansion. I spent 40 years in government evaluating government programs—32 at the Government Accountability Office and 8 years at Federal Deposit Insurance Corporation as their Inspector General. There is one thing that I learned about how governments work. In planning for projects, most if not all, overestimate the benefits to be achieved, underestimate any negative impacts, and underestimate the costs associated with their projects. Thus, presenting a rosy assessment of projects to achieve approval.

If the Van Buren project is approved by the Prince William Government, I believe the following issues will arise; noise issues, safety issues, speeding issues, traffic congestion at the intersection of Van Buren and 234 and cost overruns. Let me explain:

NOISE ISSUES: currently noise levels from I-95 are at or above acceptable decibel levels. With the removal of all the trees to make room for the road the noise level from I-95 and the expected traffic on the proposed road will only increase for the residents in Four Seasons. The proposed road will even open areas along the roadway for industrial development, eliminating more trees and creating higher noise levels for the Four Season Community. More than likely, the project will have negative impacts on the property values in the community.

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 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.

The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.

SAFETY ISSUES: The proposed road will expose Four Season to higher crime levels as traffic flows along the roadway. Four Seasons being an over 55 community, many of whom are widowed and elderly, makes the community a prime target for people looking for trouble along this two-mile pathway.

SPEEDING ISSUES: If constructed, this roadway will become a 2-mile speedway. This will cause higher noise levels and unsafe conditions for anyone using the road. Posting speed limits will have no effect! The road will be a race way! Our local law enforcement doesn't have the resources now to adequately patrol along 234. This has become a speedway where drivers are constantly running through lights. I can just imagine what would happen along the proposed road.

Response: *This project does not propose to establish any access to the Four Seasons community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.*

TRAFFIC CONGESTION: 234 is already a highly traveled route. Dumping traffic on to this intersection will only add to problems. More people can be expected to bail for I-95 and use this road, creating larger amounts congestion. Also, the opening of the casino along I-95 will cause ever more traffic congestion on 234. Adequate consideration of the traffic congestion at this intersection we'll require additional funding on top of the current project cost estimates.

Response: *The proposed Van Buren Road is designed as a collector roadway, with lower design speeds and signalization which will help deter through traffic seeking alternatives. 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. During the final design of the roadway a more detailed traffic analysis (in addition to the traffic analysis previously conducted with this study) will be conducted to study and optimize traffic with the project implemented, including traffic along Route 234.*

FINAL ISSUE COST: While the current plan is to spend \$8 million on a feasibility study (that's real taxpayer money no matter where it comes from!) I have heard that some estimates to build the road run over \$200 million for 2 miles of road! Again, taxpayer monies by they from the county, state and or Federal governments. Given that the planning and development could take years, the costs could even be higher!

Given all these concerns, some may question the wisdom of our elected leaders to spend this much money on TWO miles of road.

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

Thank you for considering my concerns and the quality of life of the Four Season Community.

Comment B-23 (Opposed, Multiple)

Ben and Lynn Chirinsky. As a Four Seasons Resident, I wish to express my strong opposition to the VBR N. Extension project for several reasons.

First and foremost is the negative impact on the peace, safety, and well-being of our community. Homeowners have spent tens of thousands of dollars maintaining security through our entry access control gates and our extended entry roadway. The proposed construction of a 10 foot wide path and 5 foot wide sidewalk along our community's property boundaries would allow easy access into our community by individuals with criminal intent as well as the noteworthy number of displaced persons which pose a significant risk to our residents.

Response: *This project does not propose to establish any access to the Four Seasons community and provides a connection to the existing Cardinal Drive community. The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning*

phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

Second, we oppose how the VBR construction will impact the environment. Further destruction of green spaces will cut up our wildlife's already fragmented habitat which will push them into interacting with vehicular traffic.

Response: Your comment has been noted, thank you for your feedback. Potential impacts to watersheds and wildlife have been considered and evaluated in the NEPA Environmental Assessment study for the project. The existing wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south and east. Potential impacts to wildlife have been considered in the NEPA Environmental Assessment for the project. The existing wooded area has been fragmented by adjacent developments and isolated by the transportation corridors to the north, south and east.

Third, we object to the noise levels during construction and of the vehicle and commercial vehicle traffic which will be permanent. This unending noise will negatively impact the quality of life for our senior citizen community.

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 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.

We respectfully request the cancellation of this road extension due to the adverse effect on our community and the wildlife we are blessed with.

Response: Your comment has been noted, thank you for your feedback.

Comment B-24 (Opposed, Multiple)

John and Lois Perez. We reviewed the Environmental Assessment (EA) of the Van Buren Road North Extension Project dated January 26, 2024. We also attended the Location Public Hearing held on March 14, 2024. Based on the EA, Public Hearing and prior meetings, we continue to strongly oppose this project.

We have lived in the Four Seasons community since 2004. Since then, the noise and air pollution coming from I-95 and VA Route 234 has increased significantly. Fortunately, there is a natural buffer of trees to attenuate some of these impacts. However, removing the trees and adding another major throughfare adjacent to our eastern perimeter will exacerbate the impacts on Four Seasons, as well as neighboring communities and the environment, for minimal economic benefit. This new road would carry truck and car traffic day and night. Warehouses and other industrial businesses will be built directly behind our

homes because of this road. Safety and security will be compromised, home values reduced and the quality of life degraded. Maybe the road was a good idea 30 years ago, when residential neighborhoods were not there. But now those communities are there and a major road going through them is not compatible.

For these reasons, we recommend stopping all further work on this project. Instead of spending hundreds of millions of dollars to build a road and inducing industrial development next to residential communities, we recommend the county purchase the land in order to preserve it in its natural condition and avoid all the adverse impacts that this project will cause. Thank you for the opportunity to comment on this project.

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 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.*

The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (US EPA).

All NEPA documents must assess and attempt to minimize impacts to vegetation and overall grading of a roadway project, and the proposed concept attempts to minimize those impacts to the greatest extent possible. Some tree clearing will be needed along the corridor for the project, but trees and plants will be saved where possible. Landscaping as part of the future Van Buren Road North Extension project will be addressed at the next stage of the project, in this case concept and final design. Current County requirements will be followed.

The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes

safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

Comment B-25 (Opposed, Multiple)

Robert Highsmith. 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-existent 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.

Response: Thank you for your comment. Prince William County is currently performing the environmental study 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.

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, 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 study phase is to study the project and maximize those benefits for the traveling public.

Comment B-26 (Opposed, Multiple)

Miles Carlson. 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.

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.

Response: *Van Buren Road has been designed to provide a north-south connection for local traffic as an alternative option other than Route 1, I-95 or through the Montclair community. 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).*

A traffic analysis was completed as part of the NEPA Document which analysis nearby intersections and intersections within the project limits. The analysis concluded that the implementation of Van Buren Road improves traffic congestion within the project limits as well as 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. Van Buren Road will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.

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.

Response: *Your comment has been noted, thank you for your feedback.*

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

Response: *The timelines identified at the time of the Virtual Public Information Meeting, were preliminary in nature.*

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.

Response: *An Environmental Assessment (EA) level NEPA document, as specified in the VDOT Locally Administered Project (LAP) manual, must be 75 pages, not including figures and appendices. The EA for this project meets this requirement. The page count cited above includes figures and the associated technical appendices.*

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:

- NVTVA (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.

Response: *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, 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 Study phase is to study the project and maximize those benefits for the traveling public.*

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.

Response: *This project was reviewed by FHWA and approved as an Environmental Assessment level document. The EA document follows the rules and requirements set forth by VDOT and FHWA. A NEPA Concurrence Form determining the EA class of action was approved by FHWA. We anticipate receiving a FONSI, which will culminate the NEPA process.*

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.

Response: *The Figure 1.1 map was created during the scoping phase when the Grace Church facility was not yet constructed. As this map was applicable to the scoping phase of the project, it will not be updated.*

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.

Response: *A follow-up traffic study may be required by VDOT and the County during final design. Consideration of the potential of increased usage of less-direct adjacent through-roads to the west such as Waterway Drive and Spriggs Drive/Minnieville Road will be taken into account at that time.*

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

Response: *LOS, Level of Service, is a qualitative measure used to relate the quality of vehicle traffic service. LOS is categorized using letters A through F, with A being the best and F being the worst. LOS D or better are considered acceptable. The letters in the AM and PM peak columns refer to grades and the colors are reflective of subsets of those grades (A-C are green, D is yellow, and E is orange).*

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.

Response: *The Traffic Analysis completed includes 2040 AM and PM peak hour no-build and build-out traffic forecasts derived from PWC's travel demand model.*

- 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.

Response: *The Traffic Analysis completed includes 2040 AM and PM peak hour no-build and build-out traffic forecasts derived from PWC's travel demand model.*

- 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 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.

Response: *A follow-up traffic study may be required by VDOT and the County during final design. Consideration of these impacts will be taken into account at that time.*

- 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.

Response: *A follow-up traffic study may be required by VDOT and the County during final design. Consideration of these impacts will be taken into account at that time.*

- 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?

Response: *The Traffic Analysis completed includes outputs from the 2040 AM and PM peak hour no-build and build-out traffic forecasts derived from PWC's travel demand model.*

11. 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!

Response: *Dumfries Road/Four Seasons Drive: The AM peak hour for the 2040 No-Build Condition is LOS C and remains LOS C for the 2040 Build Condition. The PM peak hour for the 2040 No-Build Condition is LOS F and remains at LOS F in the 2040 Build Condition with a moderate increase in Delay (86.4 sec to 148.4 sec). This intersection was not included in the Scope of Work Study Area approved by VDOT NOVA DTE. This intersection was later added within the Traffic Analysis Document for informational purposes for Prince William County Department of Transportation. We acknowledge that the 2040 Build Conditions in the PM peak hour at the intersection of Dumfries Rd & Four Seasons Dr experiences higher delay in comparison to the 2040 No Build Conditions. Prince William County Department of Transportation will use this information for their Comprehensive Plan updates, specifically within their Roadway Plan to provide the necessary roadway infrastructure to address existing and projected traffic demands in the County.*

Dumfries Road/Van Buren Road/Old Stage Road: The AM peak hour for the 2040 No-Build Condition is LOS C and increases to LOS D for the 2040 Build Condition, this is a moderate increase in delay. The PM peak hour for the 2040 No-Build Condition is LOS F and remains the same LOS F in the 2040 Build Condition with a very slight decrease in Delay (176.7 sec to 174.9 sec).

Van Buren Road/Benita Fitzgerald Drive/Cardinal Drive: The AM peak hour for the 2040 No-Build Condition is LOS C and remains LOS C for the 2040 Build Condition. The PM peak hour for the 2040 No-Build Condition is LOS C and increases to LOS D for the 2040 Build Condition, this is a moderate increase in delay.

12. 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.

Response: *During the scoping phase of the study, a scoping letter was sent to the Prince William County Public Schools, which includes the Washington-Reid Preschool, and comment responses were not received. The John F. Pattie Elementary School was included in Section 2.2.2 and is located in close proximity to the Washington-Reid Preschool. Although the Washington-Reid Preschool is not mentioned directly, the impacts to schools at this location were considered in the EA.*

- 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.

Response: *The quoted text is taken out of context and not meant to imply that the new Van Buren extension would provide a direct access route but simply to indicate a lack of direct route to the campus. The proposed Van Buren Road North Extension project will provide a north-south connection for local traffic other than the Route 1 or Waterway Drive through the Montclair community. As suggested, this additional route provides an alternative route to the Campus without utilizing I-95 and improves community mobility.*

- 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.

Response: *Grace Church was not constructed during the scoping phase of the project, thus it is not included in Section 2.2.2. As this Section is reflective of scoping completed for the initial phases of the study, it will not be updated.*

13. 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.

Response: *It is unclear how changes to Forest Glen and the Light Industrial area adjacent to Four Seasons would impact local access to existing community facilities, which is what Section 2.2.2.1 is intended to address.*

14. 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.

Response: *Access to the Sentara medical center would improve for users south of Dumfries along existing Van Buren Road, as well the nearby portions of Dumfries Road near the Van Buren Road intersection. Access for other users would be primarily unchanged as suggested.*

15. 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?

Response: *This summary corresponds to the needs for the project in relation to improving local roadway access connections throughout the surrounding community.*

16. 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.

Response: *Your comment has been noted, thank you for your feedback.*

17. Figure 3.2 (Constraints Map) page 21 of 95: Pump Station is completed. Four Seasons at Historic Virginia is labeled. Copper Mill Estates and Cardinal Grove, the most-impacted communities, are not identified—a repeated, flagrant omission.

Response: *Labeling all neighborhoods and developments was not feasible on the scale of map created for this Figure. The larger developments were chosen to be labeled to give location context to the map. Labels are not indicative of the level of importance of any particular features.*

18. 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?

Response: *The proposed Van Buren Road will provide direct access to the parcels located between I-95 and the Four Seasons HOA property. The Prince William County GPIN numbers for these parcels are as follows: 8189-88-0942, 8190-90-6518, 8290-01-1415, and 8290-03-9812. The roadway will also provide an additional local connection to communities near and around the Fannie W. Fitzgerald Elementary school, the commercial shopping centers on Dale Blvd., and the commercial centers on existing Van Buren Road, Dumfries Road, and Fettler Park Drive.*

- 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.

Response: *The proposed Van Buren Road North Extension will provide an alternative north-south connection for local traffic other than Route 1, I-95 or through the Montclair community.*

19. 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.

Response: *The design speed of 40 mph was chosen based on the functional classification of Van Buren Road being a urban collector as well as looking at nearby roadways with similar characteristics. The road has been designed to meet all VDOT and AASHTO requirements (vertical and horizontal) for a roadway design speed of 40 mph. This classification and design speed has also been determined by the County's Comprehensive Plan.*

20. 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.

Response: *Section 3.5.2 is the analysis of alternatives, and at the time this section was completed and approved by FHWA, the pump station was not yet complete. The pump station has since been completed, however no changes are proposed to be made to Section 3.5.2.*

21. 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 additional route, as Waterway Drive is currently used and Minnieville Road is a direct route. These are existing four-lane, divided roads with turn lanes.

Response: *The proposed Van Buren Road North Extension will provide an alternative north-south connection for local traffic other than Route 1 or Waterway Drive through the Montclair community. As suggested, this additional route provides transportation alternatives and improves community mobility.*

22. 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.

Response: *Per the traffic analysis conducted, access to existing schools is anticipated to be improved by the build alternative via improved local roadway network connectivity.*

23. 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."

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 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.*

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

Response: *Unavoidable wetland and WOUS impacts would be permitted and mitigated through the forthcoming permitting process. A Joint Permit Application (JPA) will be submitted to the U.S. Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (DEQ), and the Virginia Marine Resources Commission (VMRC).*

25. 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.”

Response: *The project area, synonymous with the study area, as defined in the EA and shown in Figure 1.1 does not contain residences. The areas considered in the EA do encompass surrounding areas and communities dependent on the topic addressed and the scale of potential impacts of the proposed project. Impacts to adjacent residences are accounted for in numerous analyses presented in this EA, including air and noise analyses, the environmental justice evaluation and cultural resources studies.*

26. 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 Washington-Reid schools on Dumfries Rd.

Response: *Sections 4.2.1 and Table 4.6 have been updated to include the recently constructed Grace Church. The Washington-Reid Preschool is located more than 1 mile from the study area and outside of the parameters set for the inclusion of community facilities within Section 4.2.1.*

27. 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.

Response: *It is anticipated that these parcels would be accessed and developed by private roads if the Van Buren extension was not constructed.*

28. (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.

Response: *A follow-up traffic study may be required by VDOT and the County during final design. Consideration of these impacts will be taken into account at that time.*

29. Section 4.3 Environmental Justice & Title VI, page 34 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.

Response: *The EJ analysis in this EA has been prepared in accordance with the definitions, methodologies, and guidance provided in Executive Order (EO) 12898; the Council on Environmental Quality (CEQ) Environmental Justice Guidance Under the National Environmental Policy Act; US Department of Transportation (USDOT) Order 5610.2(a); FHWA EJ Order 6640.23A; FHWA memorandum Guidance on Environmental Justice and NEPA; the FHWA Environmental Justice Reference Guide; the FHWA Technical Advisory T6640.8A; and the VDOT Instructional & Informational Memorandum IM-ED-714.1 Environmental Justice Identification, Outreach and Analysis Requirements (September 1, 2022).*

30. 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?

Response: *The EJ analysis in this EA has been prepared in accordance with the definitions, methodologies, and guidance provided in Executive Order (EO) 12898; the Council on Environmental Quality (CEQ) Environmental Justice Guidance Under the National Environmental Policy Act; US Department of Transportation (USDOT) Order 5610.2(a); FHWA EJ Order 6640.23A; FHWA memorandum Guidance on Environmental Justice and NEPA; the FHWA Environmental Justice Reference Guide; the FHWA Technical Advisory T6640.8A; and the VDOT Instructional & Informational Memorandum IM-ED-714.1 Environmental Justice Identification, Outreach and Analysis Requirements (September 1, 2022).*

The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (US EPA).

31. 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?

Response: This EA addresses the impacts of the Van Buren Road North Extension project and the quoted section references the collective commercial and public facilities within the study area. This document is not intended to reflect on the relative importance of the commercial facilities located within or around the project area.

32. 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

Response: Your comment has been noted, thank you for your feedback.

33. 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?

Response: *The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (US EPA).*

34. 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?

Response: *The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (US EPA).*

35. 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.

Response: *A preliminary noise analysis was conducted to determine if abatement noise measures, such as 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.

36. 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.

Response: *The base map for Figure 4.7 is not intended to reflect residential housing, nor is that relevant information for that figure. Figure 4.7 is simply intended to show the location of the study area considered in the Noise Study conducted for 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.*

37. 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.

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 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.*

38. 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 significant impacts are to be expected, with mitigation uncertain.

Response: *Further evaluation of wetlands, including wetland functional assessments and the Norfolk District Wetland Attribute Form, would be completed during the forthcoming permitting process. Efforts to minimize impacts would be explored in later stages of design and permitting. Wetland mitigation requirements would be developed in concert with the designated State and Federal agencies during the permitting process for this project. Prince William County would coordinate with USACE, DEQ and the Virginia Marine Resources Commission (VMRC) to obtain all required permits.*

Unavoidable wetland and WOUS impacts would be mitigated, as required, through the forthcoming permitting process with USACE, DEQ, and VMRC. Mitigation would be satisfied by the

purchase of credits from approved private mitigation banks within the same service area as the project as the preferred option.

39. 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.

Response: *Your comment has been noted. Please note: Dewey's Creek is not reflected on Figures 4.8 and 4.9, only tributaries to the creek are shown due to the location of Dewey's Creek falling outside the extents of the figures.*

40. 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.

Response: *Permitting processes do not reflect impacts incurred by a project. The preferred alignment identified in the EA has in part been selected to avoid and minimize impacts to wetlands and streams to the greatest amount practicable. Please note that the EA documents potential impacts to wetlands and streams; actual impacts would necessarily be calculated during final design stages for the project.*

41. 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.

Response: *The preferred alignment identified in the EA has in part been selected to avoid and minimize impacts to wetlands and streams to the greatest amount practicable. Please note that the EA documents potential impacts to wetlands and streams; actual impacts would necessarily be calculated during final design stages for the project.*

42. 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.

Response: *Your comment has been noted. An EA is required to be developed prior to the completion of project design and must necessarily determine the potential for impacts based upon studies of sensitive features within the project area.*

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

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

Response: *No threatened or endangered species have been identified as occurring within the project area; no confirmed potential impacts to T&E species or critical habitat from this project have been identified. As a result of database reviews, a Habitat Assessment for Threatened and Endangered Plant Species has been performed, a species survey for Small Whorled Pogonia will be completed this summer during the species specific survey window, and findings will be incorporated into the Final EA document after Section 7 concurrence has been received from USFWS. Section 7 re-consultation with the USFWS would be completed during permitting phases of the project as T&E database reviews are only valid for a limited period and must be reconfirmed throughout the project process.*

44. 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.

Response: *The FHWA specifies that the analysis of Indirect Effects must focus on reasonably foreseeable actions, those that are likely to occur or probable, rather than those that are merely possible. Acknowledging that this process is still somewhat objective, this study sought to incorporate indirect effects of the Van Buren Roadway Extension that are probable based on our knowledge of the study area. In many cases, this limits our conclusions to general patterns and excludes specific outcomes. For instance, the development of parcels adjacent to the proposed roadway is probable, but specifying the exact nature of those developments is not a probable conclusion.*

45. 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.

Response: *The FHWA specifies that the analysis of Indirect Effects must focus on reasonably foreseeable actions, those that are likely to occur or probable, rather than those that are merely possible. Acknowledging that this process is still somewhat objective, this study sought to incorporate indirect effects of the Van Buren Roadway Extension that are probable based on our knowledge of the study area. In many cases, this limits our conclusions to general patterns and excludes specific outcomes. For instance, the development of parcels adjacent to the proposed roadway is probable, but specifying the exact nature of those developments is not a probable conclusion.*

46. 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?

Response: *This EA address the impacts of the Van Buren Road North Extension project. The planned development of adjacent areas are not foreseeable impacts of the Van Buren Road Extension. The Department of Transportation is tasked with designing and implementing transportation improvement projects to better the network within Prince William County. Adverse effects to property, including effect on property value and function, is considered during development of these projects. However the primary goal is to implement projects that improve the mobility, safety, and connectivity of the community. The Prince William County Department of Transportation incorporates input from citizens and the Board of County Supervisors regarding the transportation alternatives being considered.*

47. 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.

Response: *Your comment has been noted, thank you for your feedback.*

48. 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.

Response: *The description on page 70 refers to increase in local traffic and development to the study area not specifically the proposed road. Impacts due to the loss of the forested area adjacent to Four Seasons have been addressed elsewhere in this document.*

49. 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.

Response: *This EA addresses the impacts of the Van Buren Road North Extension project, including indirect and cumulative effects of the roadway. 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 along the proposed corridor, this is an issue that can be raised to the County.*

50. 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?

Response: *Table 4.20 does include potential indirect and cumulative noise and air pollution impacts. Noise and air pollution concerns for residents of adjacent communities are more explicitly covered in the primary Noise and Air sections of the EA.*

The Van Buren Road North Extension Project has taken community safety and environmental well-being into consideration during this planning phase of the project. This current phase only addresses the environmental study. Final design of the roadway has not been determined. The County always takes safety into account during projects to ensure roadway projects are functional and safe for communities and residents who are going to be using the roads. Safety measures that can be implemented will be evaluated/determined during final design.

51. 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.

Response: *The purpose of the project is to improve local roadway access connections throughout the surrounding area. The needs for this project include:*

- *Provide an additional north-south travel corridor and reduce local congestion;*
- *Provide access to the parcels and proposed developments within the project corridor;*
- *Improve emergency and state maintenance vehicle access and response time; and*
- *Improve community access to local schools and adjacent commercial centers*

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?

Response: *The growth planned refers to the general location of the project and not the specific study area.*

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.

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

52. 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.

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

53. 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.

Response: *Owners of the land-locked parcels along the proposed roadway corridor may potentially access and develop their parcels via private roads if the Van Buren Road North Extension does not provide access.*

54. 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.

Response: *The cited paragraph is not specific to businesses on Cardinal Drive. It is anticipated the proposed roadway would increase access to local community facilities and businesses in all surrounding communities via another north-south connector route.*

55. 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!

Response: *The traffic volumes are as reported in the Traffic Analysis section.*

56. 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.

Response: *The design speed of 40 mph was chosen based on the functional classification of Van Buren Road being a urban collector as well as looking at nearby roadways with similar characteristics. The road has been designed to meet all VDOT and AASHTO requirements (vertical and horizontal) for a roadway design speed of 40 mph. This classification and design speed has also been determined by the County’s Comprehensive Plan.*

57. 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?

Response: *The EJ analysis in this EA has been prepared in accordance with the definitions, methodologies, and guidance provided in Executive Order (EO) 12898; the Council on Environmental Quality (CEQ) Environmental Justice Guidance Under the National Environmental Policy Act; US Department of Transportation (USDOT) Order 5610.2(a); FHWA EJ Order 6640.23A; FHWA memorandum Guidance on Environmental Justice and NEPA; the FHWA Environmental Justice Reference Guide; the FHWA Technical Advisory T6640.8A; and the VDOT Instructional & Informational Memorandum IM-ED-714.1 Environmental Justice Identification, Outreach and Analysis Requirements (September 1, 2022). Minority and low-income populations have been identified, but are not expected to experience disproportionately high and adverse effects as a result of the project. Additional information pertaining to EJ populations can be found in the EA.*

58. 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.

Response: *The study area and project area are synonymous in the EA. The study necessarily covers resources and communities outside of the project area to accurately assess impacts to various environmental features and to illicit input from applicable stakeholders and interested parties.*

59. 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?

Response: *The EA was made available on February 23rd to coincide with public notices for the Location Public Hearing. The hearing was advertised on February 23rd and 27th included links to the publicly available information on the Prince William County project website. The EA was made available 15 calendar days prior to the Location Public Hearing, and the comment period closed 15 days after the Location Public Hearing on March 29th, providing the public a full 30-day review cycle, which meets FHWA NEPA requirements.*

60. 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.

Response: *The language can be found in 40 CFR 1501.10(b)(1) ([\(eCFR :: 40 CFR 1501.10 -- Time limits.\)](#)) and in the VDOT LAP Manual, Chapter 15 ([LAP Manual Chapter 15 Environmental Requirements \(virginia.gov\)](#)).*

61. Appendix A, Traffic Analysis – 168 pages. 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.

Response: *The design speed of 40 mph was chosen based on the functional classification of Van Buren Road being a urban collector as well as looking at nearby roadways with similar characteristics. The road has been designed to meet all VDOT and AASHTO requirements (vertical and horizontal) for a roadway design speed of 40 mph. This classification and design speed has also been determined by the County’s Comprehensive Plan.*

62. Appendix A, Traffic Analysis – 168 pages. Analysis of Existing Conditions, page 3 of 168. Throughout the document, it considers only four intersections, proximate to the project location. Does not consider reasonably foreseeable impacts 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.

Response: *The Study Area intersections were reviewed and accepted by VDOT, the analysis is provided to support the NEPA document and included the noted four intersections. The Traffic Analysis forecasts did include 2040 AM and PM peak hour build-out traffic forecasts derived from PWC's travel demand model.*

63. Appendix A, Traffic Analysis – 168 pages. 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 reasonably foreseeable significant impact.

Response: *A follow-up traffic study may be required by VDOT and the County during final design. Consideration of this projected growth will be taken into account at that time.*

64. Appendix A, Traffic Analysis – 168 pages. 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?

Response: *Aside from delay and LOS at the main study area intersections, there are additional traffic related benefits such as positive effects on local access with reduced travel time (residents on/near Cardinal Drive have another access option to I-95 from Van Buren Road as it serves as an additional route option when traveling) and connections to residential and commercial communities for future growth.*

- 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?

Response: *Aside from delay and LOS at the main study area intersections, there are additional traffic related benefits such as positive effects on local access with reduced travel time (residents on/near Cardinal Drive have another access option to I-95 from Van Buren Road as it serves as an additional route option when traveling) and connections to residential and commercial communities for future growth.*

65. Appendix A, Traffic Analysis – 168 pages. 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?

Response: *Additional traffic investigations will be conducted with the final design phase of the project. The less desirable intersection performance noted in this comment are under consideration for the final design phase and separate traffic engineering improvements to improve the function of the network.*

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 significant impact.

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

66. Appendix A, Traffic Analysis – 168 pages. 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.

Response: *The proposed Access Road provides improved connectivity for those needing to access Old Stage Road and those users needing access to westbound Route 234. From page 16 of the Traffic Analysis section:*

- a. To continue to provide access to Dumfries Road for vehicles from Old Stage Road, a proposed access road is shown connecting Old Stage Road to the proposed Van Buren Road North Extension.*

Due to the proximity of the intersection of Old Stage Road and Van Buren Road with the Route 234 / Van Buren Road intersection, the Old Stage Road intersection has been proposed as a right-in-right-out configuration, to promote safety and operations. Refinement of this traffic network configuration will be further refined during project final design.

67. Appendix A, Traffic Analysis – 168 pages. 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?

Response: *Crash analysis was conducted for intersections and roadways directly adjacent and within the project limits. Four Seasons Drive and Route 234 is a nearby network intersection, and could be analyzed during final design as supporting information.*

68. Appendix B Cultural Resources—310 pages. 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.

Response: *County funding for the project is publicly available information. 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, 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 Study phase is to study the project and maximize those benefits for the traveling public.*

69. Appendix C Noise Impact—184 pages. 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.

Response: *This EA address the impacts of the Van Buren Road North Extension project. The zoning of the properties is not the focus of this NEPA study.*

70. Appendix C Noise Impact—184 pages. 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.

Response: *Owners of the land-locked parcels along the proposed roadway corridor may potentially access and develop their parcels via private roads if the Van Buren Road North Extension does not provide access.*

71. Appendix C Noise Impact—184 pages. 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.

Response: *This EA address the impacts of the Van Buren Road North Extension project. The zoning of the properties is not the focus of this NEPA study.*

72. Appendix C Noise Impact—184 pages. 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.

Response: *Owners of the land-locked parcels along the proposed roadway corridor may potentially access and develop their parcels via private roads if the Van Buren Road North Extension does not provide access.*

73. Appendix D Air Quality—70 pages. 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.

Response: *The proposed improvements were assessed for potential air quality impacts and conformity consistent with all applicable air quality regulations and guidance. All models, methods and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the National Environmental Policy Act (NEPA). As such, the project would not cause or contribute to a new violation of the national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (US EPA).*

74. Appendix D Air Quality—70 pages. 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.

Response: *The NEPA document and study phase of this project is currently being funded by previously allocated local Northern Virginia Transportation Authority (NVTA) funds. In 2022, the project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. In addition, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).*

75. Appendix F Natural Resources—85 pages. 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.

Response: *The presence of eagles within the project area does not prove the presence of eagle nests or eagle concentration areas, nor does it indicate the presence of critical habitat for eagles or any other species of concern. As demonstrated in the EA, the applicable database reviews have been conducted and do not indicate any documented sightings of eagles or active nests.*

76. NEPA Concept Plan 30% Submission, undated. 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?

Response: *The length of the project is approximated at 2.5 miles. The exact measurement of the project limits as they currently stand for the NEPA level study is 2.882 miles. Circle item 14 is showing the limits of plan sheet 14. This plan sheet primarily contains the intersection of Van Buren Road/Benita Fitzgerald Drive and Cardinal Drive. There is no access road here.*

77. NEPA Concept Plan 30% Submission, undated. Page 10 of 45, Sheet 1G(3): Centerline passes within 150 feet of truck scales.

Response: *The geometry and footprint of the project can be fully contained outside of the interstate right of way which includes this truck scale facility.*

78. NEPA Concept Plan 30% Submission, undated. 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.

Response: As can be seen on page 35 and 37 (sheet 12 and 13) the proposed roadway is entirely within the existing right of way. There is no additional right of way being taken in this location for the proposed roadway alignment. This existing right of way has been in place for many years and has been in the County Comprehensive Plan as part of the Van Buren Roadway project.

79. NEPA Concept Plan 30% Submission, undated. Page 13 of 45, Sheet 1G(6): Centerline does not appear to follow the proffered stub of road.

Response: The centerline of the roadway is aligned in the center of the existing right-of-way. As can be seen on page 37 (sheet 13) the roadway centerline follows the center of the existing right of way to best re-use the existing curb line on the east side of proposed Van Buren Road and to eliminate personal property impacts to homeowners.

80. NEPA Concept Plan 30% Submission, undated. 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?

Response: Note I-2 is a general VDOT standard note for roadway projects. All notes on the general notes project sheet will be reviewed and finalized during the final design phase of the project. The best effort will be made during final design to save trees that are not required to be removed. Typically, only trees within the LOD (limit of disturbance) are removed and every effort will be made on this project to keep up with that practice.

81. NEPA Concept Plan 30% Submission, undated. 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.

Response: The project right of way run from the hinge line to hinge line as shown on sheet 2A(1). Temporary and permanent easements will be added during final design to account for cut/fill areas, drainage ditches, etc. VDOT does not place cut/fill slopes inside public right of way unless they are in place for drainage reasons or specific project related reasons.

82. NEPA Concept Plan 30% Submission, undated. 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.

Response: This is correct. A traffic and safety analysis demonstrated the optimal traffic pattern at this intersection is a right in, right out orientation. Allowing a full intersection accessibility presents a significant safety concern once Van Buren becomes a through roadway, due to the proximity of the subject intersection with the Van Buren and Route 234 intersection.

- 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.

Response: *This is correct. The traffic analysis demonstrates the optimal traffic pattern at this intersection is a right in, right out orientation. To reach El Paso Mexican Grill or to turn on Dumfries Road, vehicles will make a right turn onto Van Buren Road and then proceed to make a U-turn at the Access Road intersection shown on sheet 4.*

- 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.

Response: *This is correct. Vehicles will proceed to the Access Road intersection to make a U-turn.*

83. NEPA Concept Plan 30% Submission, undated. 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?

Response: *The Access Road will be for vehicles traveling on Old Stage Road wishing to turn onto Dumfries Road. These vehicles will turn onto the access road and then make a left onto Van Buren Road where they can then access the Van Buren/Dumfries Road intersection. The U-turn will be used by vehicles that approach the Old Stage Road and Van Buren intersection but wish to access the Van Buren/Dumfries Road intersection (for vehicles that missed the turn onto the Access Road).*

- b. When will we know the name of the diverted waterway and size of the 425-foot culvert near Station 122?

Response: *This information will be finalized during the final design phase of the project.*

84. NEPA Concept Plan 30% Submission, undated. Page 20 of 45, Sheet 4A: Forty feet of fill required at Station 122+55 and 132-foot R/W.

Response: *This is correct. The existing terrain of this area is quite hilly with some locations have rise and falls of 40-50 feet. Large cut and fill areas will be required to construct the roadway which has been incorporated into the design and project construction limits. The proposed right of way only contains the roadway footprint from hinge to hinge (from the sidewalk on the south side of the road to the shared use path on the north side of the road). It does not contain the cut/fill slopes. These slopes will be contained with permanent and temporary easements as shown on the plans.*

85. NEPA Concept Plan 30% Submission, undated. 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?

Response: *This information will be finalized during the final design phase of the project.*

86. NEPA Concept Plan 30% Submission, undated. Page 22 of 45, Sheet 5A: Forty-five feet of fill required at Station 133+00; 35-foot R/W?

Response: *The proposed right of way only contains the roadway footprint from hinge to hinge (from the sidewalk on the south side of the road to the shared use path on the north side of the road). It does not contain the cut/fill slopes. These slopes will be contained with permanent and temporary easements as shown on the plans.*

87. NEPA Concept Plan 30% Submission, undated. Page 24 of 45, Sheet 6A: Twenty-five feet of overburden to remove at Station 153+00.

Response: *The proposed right of way only contains the roadway footprint from hinge to hinge (from the sidewalk on the east side of the road to the shared use path on the west side of the road). It does not contain the cut/fill slopes. These slopes will be contained with permanent and temporary easements as shown on the plans.*

88. NEPA Concept Plan 30% Submission, undated. 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.

Response: *This is correct. The terrain within the project location is quite hilly with large cut and fill required in some of the project areas.*

89. NEPA Concept Plan 30% Submission, undated. Pages 34 and 36 of 45, Sheets 11A and 12A: Station 223+00 to 228+000 is 6% grade. Steep going up and down.

Response: *This is correct. The max grades allowed on this roadway type is 7% per the Prince William County DCSM standard MC-1.*

90. NEPA Concept Plan 30% Submission, undated. Pages 38 and 40 of 45, Sheets 13A and 14A: Station 241+50 to 250+00 is 5% grade.

Response: *This is correct. The max grades allowed on this roadway type is 7% per the Prince William County DCSM standard MC-1.*

91. NEPA Concept Plan 30% Submission, undated. Page 42 of 45, Sheet 15A: Access Road requires 38 feet of fill at Station 10+65. Another big hole to compact and fill.

Response: *This is correct. The terrain within the project location is quite hilly with large cut and fill required in some of the project areas.*

Comment C-1 (Neutral, Noise)

George Johnson. We moved to 17163 Four Seasons Dr. about a year ago. Guess we're closet to this proposal of this new road as anyone. Are there any studies on how much more noise (I-95 is enough already) we'll have to endure?

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 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 C-2 (Neutral, Other)

Anand Sandhinti. I am a resident at 15402 Weldin Dr, and use Cardinal and Waterway Dr on a frequent basis. I was going through the assessment (<https://www.pwcva.gov/assets/2024-02/Van%20Buren%202024%20NEPA%20Environmental%20Assessment.pdf>) and on page 23 came across the below. 3.5.1 Alternative Design Speed Van Buren Road is a planned roadway that is part of the Prince William County Comprehensive Plan and is required to be a 40-mph urban collector. A design speed of 50 mph was briefly studied but due to the diverse topography along the corridor there would have been impacts to surrounding properties due to the vertical geometry requirements for a 50-mph roadway. The concept was not advanced.

I noticed that the speed limit on Water Way Dr. is 35 mph, and crisscrossed with pedestrian friendly markings, while the speed limit on Cardinal and the proposed extension on Van Buren is in the 40's. Has a 35 mph speed limit been considered for Cardinal and Van Buren Roads, as they are both surrounded by residential areas?

Response: 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 during final design phase). Prince William County is currently performing the environmental study phase for Van Buren Road, which includes studying the project corridor for environmental constraints and soliciting public commentary on the project. Speed limits will be set during the final design phase.

Comment C-3 (Neutral, Multiple)

LaMesha "MeMe" Craft. I hope you are doing well. I am 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.

Response: Copper Mill Estates has been considered in the NEPA document and has been demarcated in exhibits shown at the public hearing and available at the county website in its current constructed state.

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.

Response: *With the proposed Van Buren Road project, the turn from Old Stage Road onto Van Buren Road will only allow right turns. Left turns will no longer be allowed as to alleviate the concern mentioned above. In addition, the current scope of the project is a NEPA environmental study only. The NEPA environmental study involves the development of 30% design plans which show preliminary intersection configurations. Final intersection configuration and additional traffic analysis will be completed during final design.*

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.

Response: *Copper Mill Estates has been considered in the NEPA document and has been demarcated in exhibits shown at the public hearing and available at the county website in its current constructed state. The exhibit is also included as Attachment 8.*

Please acknowledge receipt of this email. Thank you in advance.

Response: *Prince William County acknowledged receipt.*

6. Local Government Recommendation

The Prince William County Department of Transportation 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 ensure an efficient and cost effective design.

**LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 1**

HANDOUTS



Location Public Hearing Van Buren Road North Extension Prince William County, Virginia

**Henderson Elementary School Cafeteria
3799 Waterway Drive
Montclair, VA 22025
5:30 PM Thursday, March 14, 2024**

About Tonight's Location Public Hearing

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 purpose of the Location Public Hearing is to provide the public with an opportunity to review and discuss the proposed improvements and potential impacts to the surrounding properties. This Hearing will also provide an opportunity for public feedback on the current location of this improvement project.

Prince William County representatives and design staff will be present to discuss the project's location, to answer your questions, and receive comments on the proposed project.

The proposed project conceptual plans and the environmental documents are available for review here at the public hearing or at the Prince William County Department of Transportation offices at 5 County Complex Court, Prince William, VA 22192. Preliminary project design, property impact information, right of way information, and the Environmental Assessment (EA) for the proposed project have been made available for review and comment 15 days prior to the Location Public Hearing, during the Hearing, and 15 days after the Hearing at the address listed above.

All verbal and written comments received will be compiled in a record document and made available for public review at Department of Transportation.

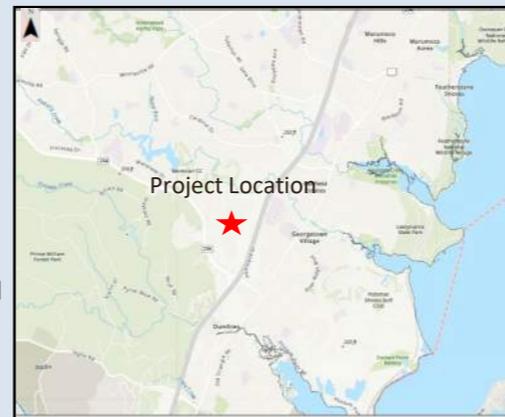
We look forward to working with you as the project moves forward!

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 NEPA document and study phase of this project is currently being funded by previously allocated local Northern Virginia Transportation Authority (NVTA) funds. In 2022, the project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. In addition, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

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 traveled 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 March 29, 2024. 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 review and respond to comments and document comments and responses in the final Environmental Assessment for the project.

PROJECT MILESTONES / ENVIRONMENTAL STUDY SCHEDULE

- Preliminary Engineering phase added to STIP **June 2021**
- Virtual Public Information Meeting held **July 2021**
- NVTA approval for funding the final design phase **September 2022**
- DHR Coordination for NEPA Completed **June 2023**
- Draft EA Approved for Public Review **February 2024**
- Final NEPA Environmental Assessment Document and Finding of No Significant Impact (FONSI): **Anticipated Summer 2024**
 - Review/Approval by VDOT and FHWA

Contact Information (Providing Your Comments)

The public is invited to provide written or oral comments in person at the Location Public Hearing. Comments may also be submitted by mail or email to Ms. Sherry Djouharian at the contact information listed below:

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 Project" in the subject heading of comments submitted via email.



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 Powells Creek perpendicular to the waterway, as well as associated stormwater management facilities.

The current scope for this project is to complete the environmental study and documentation for the future construction of Van Buren Road. This includes preliminary concept-level design to identify project impacts and estimated right-of-way. Environmental studies have been conducted and documented in accordance with the National Environmental Policy Act (NEPA) of 1969. Per these guidelines, an Environmental Assessment (EA) level NEPA document has been determined to be the appropriate level of NEPA documentation to evaluate the Van Buren Road North Extension project. The NEPA document and study phase of this project is currently being funded by previously allocated local Northern Virginia Transportation Authority (NVTA) funds. In 2022, the project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. In addition, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Traffic

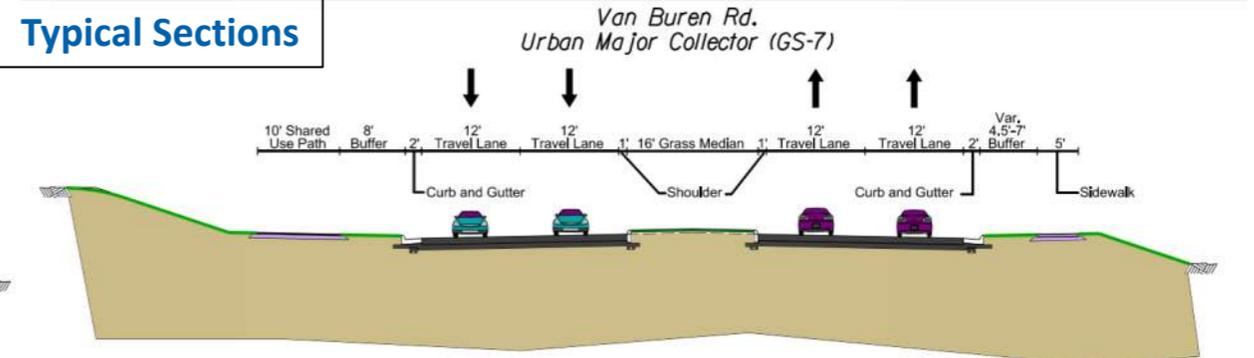
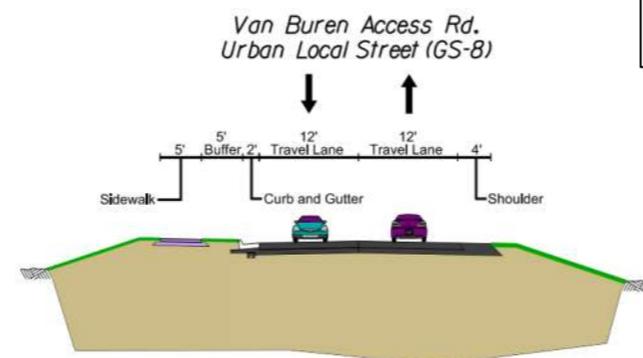
Traffic data collection and analysis was performed for the NEPA document. Traffic along the corridor was analyzed with connections at Route 234 and Cardinal Drive. Multiple configurations were analyzed for operations and safety. Traffic analysis reporting is provided with the NEPA document to support 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	A Phase I Cultural Resources survey has been completed for the project area. Seven previously recorded archaeological resource sites were identified within the APE. A Phase II survey was conducted on sites 44PW2104 and 44PW2105. Site 44PW2105 was determined eligible for listing on the NRHP; the proposed roadway alignment was shifted to avoid adversely impacting this site. A DHR determination of No Adverse Effect was received from DHR on 6/23/23.
Wetlands & Streams	Wetlands and streams, including Powells 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 17 acres of FEMA-mapped floodplain of Powells Creek within the project area. Preliminary designs indicate one set of piers for the proposed bridge would be located within the floodplain. The bridge would not result in a rise in the floodplain water surface elevation. Minimal 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 was identified in the project area for the federally-listed Northern Long-eared bat (<i>Myotis septentrionalis</i>), Harperella (<i>Ptilimnium nodosum</i>), and the small whorled pogonia (<i>Isotria medeoloides</i>). Species surveys will be conducted to confirm presence or absence of small whorled pogonia in the summer of 2024. Additional coordination would be conducted with federal and state wildlife agencies during project permitting, and any conditions or Time of Year Restrictions (TOYR) would be incorporated into the construction of the project.
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.



Proposed Van Buren Road Concept Alignment From Route 234 (Dumfries Road) to Cardinal Drive





PRINCE WILLIAM
COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

ALL COMMENTS ARE SUBJECT TO PUBLIC DISCLOSURE – PLEASE PRINT CLEARLY

Submit comments by close of business on March 29, 2024. 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 conceptual design as shown? Yes _____ No _____

Would you like to provide any input regarding the Environmental Assessment document 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: _____

Location Public Hearing
Van Buren Road North Extension Project
Conceptual Plans 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

**LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 2**

PLAN SET

**LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 3**

PUBLIC NOTICE

PROOF OF PUBLICATION

The Washington Post

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Felecia Scott well known to me to be ACCOUNTING SPECIALIST of The Washington Post, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following dates, and was circulated in the Washington metropolitan area including specifically the following counties and independent cities: District of Columbia; in Maryland: Allegany, Anne Arundel, Baltimore (Independent City), Baltimore, Calvert, Caroline, Carroll, Charles, Dorchester, Frederick, Garrett, Harford, Howard, Kent, Montgomery, Prince George's, Queen Anne's, St. Mary's, Somerset, Talbot, Washington, Wicomico, Worcester. In Virginia: Accomack, Albemarle, Alexandria (Independent City), Arlington, Augusta, Bath, Caroline, Charlottesville (Independent City), Chesapeake (Independent City), Chesterfield, Clarke, Colonial Heights (Independent City), Culpeper, Danville (Independent City), Essex, Fairfax (Independent City), Fairfax, Falls Church (Independent City), Fauquier, Fluvanna, Frederick, Fredericksburg (Independent City), Gloucester, Greene, Hampton (Independent City), Hanover, Harrisonburg (Independent City), Henrico, Hopewell (Independent City), Isle of Wight, King George, Lancaster, Lexington (Independent City), Loudoun, Louisa, Lynchburg (Independent City), Madison, Manassas (Independent City), Manassas Park (Independent City), Nelson, Newport News (Independent City), Norfolk (Independent City), Northumberland, Orange, Page, Petersburg (Independent City), Portsmouth (Independent City), Prince Edward, Prince George, Prince William, Radford (Independent City), Rappahannock, Richmond (Independent City), Richmond, Roanoke (Independent City), Rockingham, Shenandoah, Spotsylvania, Stafford, Staunton (Independent City), Suffolk (Independent City), Virginia Beach (Independent City), Warren, Waynesboro (Independent City), Westmoreland, Williamsburg (Independent City), Winchester (Independent City), York.

Published 2.0 time(s). 02/16/2024

Account 2010144809

All

Witness my hand and official seal this 27th day of February 2024

Bonnie Majdak



My commission expires

SEP 30 2026

LOCATION PUBLIC HEARING ADVERTISEMENT

COMMENT ON THE LOCATION OF THE VAN BUREN ROAD NORTH
EXTENSION PROJECT (UPC 118643)

VENUE:

Henderson Elementary School Cafeteria
3799 Waterway Drive, Montclair, VA 22025
Thursday, March 14th, 5:30 p.m. – 8:00 p.m.

The Prince William County Department of Transportation (PWCOT) will conduct a Location Public Hearing for the Van Buren Road North Extension Project at the Henderson Elementary School Cafeteria 3799 Waterway Drive, Montclair, VA 22025, from 5:30 p.m. to 8:00 p.m. on Thursday, March 14, 2024. Prince William County representatives and design staff will be present to discuss the project's location, to answer your questions, and receive comments on the proposed project.

The purpose of the Location Public Hearing is to ensure that the public is provided with an opportunity to both review and discuss the proposed improvements and potential impacts to the surrounding properties. This Hearing will also provide an opportunity for public feedback on the current location of this Improvement project. The proposed project conceptual plans and the environmental documents will be available for review at the public hearing or at the Prince William County Department of Transportation offices at 5 County Complex Court, Prince William, VA 22192. Preliminary project design, property Impact Information, right of way information, and the Environmental Assessment (EA) for the proposed project will be made available for review and comment a minimum 15 days prior to the Location Public Hearing, during the hearing, and 15 days after the Location Public Hearing at the address listed above.

Prince William County is evaluating potential designs to extend Van Buren Road from Route 234 for approximately 2.5 miles to the existing connection at Cardinal Drive in accordance with the Revised (2017) Prince William County Comprehensive Plan (PWCCP) and Revised (2016) Countywide Transportation Plan (CTP). The project would construct a four-lane divided urban collector roadway. Construction of a 10-foot wide shared-use path and a 5-foot wide sidewalk would be included to provide transportation alternatives.

This project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. Additionally, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Federal funding is anticipated to be used for this project. As a result, this project will follow Federal procedural requirements, which includes adhering to the National Environmental Policy Act (NEPA) process.

In accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771.119, an Environmental Assessment (EA) document has been prepared to assess the project's potential effects on environmental resources and to determine if there are any significant environmental impacts. Pursuant to the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on historic properties is included in the EA.

The public can also review overall project information, the Environmental Assessment document, and the Location Public Hearing plans on the Prince William County Department of Transportation Website at: <https://www.pwcva.gov/department/transportation/current-road-projects>

Deadline to submit comments is March 29, 2024. The public may provide comments via the following methods:

- Written or oral comments in person at the Location Public Hearing.
- By mail to the Project Manager: Ms. Sherry Djouharian at Prince William County Department of Transportation Office (5 County Complex Court, suite 290, Prince William, VA 22192)
- By email to the Project Manager: Ms. Sherry Djouharian at sdjouharian@pwcgov.org (please reference "Van Buren Road North Extension Project" in the subject heading).

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. For more information, call 703-792-4228 or R00 703-792-5223.

Accessibility to Persons with Disabilities: The Location Public Hearing is being held at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, please contact Ms. Sherry Djouharian at (703) 792-6822 or at sdjouharian@pwcgov.org no later than March 7, 2024.

PROOF OF PUBLICATION

The Washington Post

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Felecia Scott well known to me to be ACCOUNTING SPECIALIST of The Washington Post, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following dates, and was circulated in the Washington metropolitan area including specifically the following counties and independent cities: District of Columbia; in Maryland: Allegany, Anne Arundel, Baltimore (Independent City), Baltimore, Calvert, Caroline, Carroll, Charles, Dorchester, Frederick, Garrett, Harford, Howard, Kent, Montgomery, Prince George's, Queen Anne's, St. Mary's, Somerset, Talbot, Washington, Wicomico, Worcester. In Virginia: Accomack, Albemarle, Alexandria (Independent City), Arlington, Augusta, Bath, Caroline, Charlottesville (Independent City), Chesapeake (Independent City), Chesterfield, Clarke, Colonial Heights (Independent City), Culpeper, Danville (Independent City), Essex, Fairfax (Independent City), Fairfax, Falls Church (Independent City), Fauquier, Fluvanna, Frederick, Fredericksburg (Independent City), Gloucester, Greene, Hampton (Independent City), Hanover, Harrisonburg (Independent City), Henrico, Hopewell (Independent City), Isle of Wight, King George, Lancaster, Lexington (Independent City), Loudoun, Louisa, Lynchburg (Independent City), Madison, Manassas (Independent City), Manassas Park (Independent City), Nelson, Newport News (Independent City), Norfolk (Independent City), Northumberland, Orange, Page, Petersburg (Independent City), Portsmouth (Independent City), Prince Edward, Prince George, Prince William, Radford (Independent City), Rappahannock, Richmond (Independent City), Richmond, Roanoke (Independent City), Rockingham, Shenandoah, Spotsylvania, Stafford, Staunton (Independent City), Suffolk (Independent City), Virginia Beach (Independent City), Warren, Waynesboro (Independent City), Westmoreland, Williamsburg (Independent City), Winchester (Independent City), York.

Published 1.0 time(s). 02/27/2024

Account 2010144809

All

Witness my hand and official seal this 27th day of February 2024

Bonnie Majdak



SEP 30 2026

My commission expires

LOCATION PUBLIC HEARING ADVERTISEMENT

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The Prince William County Department of Transportation (PWCDOT) will conduct a Location Public Hearing for the Van Buren Road North Extension Project at the Henderson Elementary School Cafeteria 3799 Waterway Drive, Montclair, VA, 22025, from 5:30 p.m. to 8:00 p.m. on Thursday, March 14, 2024. Prince William County representatives and design staff will be present to discuss the project's location, to answer your questions, and receive comments on the proposed project.

The purpose of the Location Public Hearing is to ensure that the public is provided with an opportunity to both review and discuss the proposed improvements and potential impacts to the surrounding properties. This Hearing will also provide an opportunity for public feedback on the current location of this improvement project. The proposed project conceptual plans and the environmental documents will be available for review at the public hearing or at the Prince William County Department of Transportation offices at 5 County Complex Court, Prince William, VA 22192. Preliminary project design, property impact information, right of way information, and the Environmental Assessment (EA) for the proposed project will be made available for review and comment a minimum 15 days prior to the Location Public Hearing, during the hearing, and 15 days after the Location Public Hearing at the address listed above.

Prince William County is evaluating potential designs to extend Van Buren Road from Route 234 for approximately 2.5 miles to the existing connection at Cardinal Drive in accordance with the Revised (2017) Prince William County Comprehensive Plan (PWCCP) and Revised (2016) Countywide Transportation Plan (CTP). The project would construct a four-lane divided urban collector roadway. Construction of a 10-foot wide shared-use path and a 5-foot-wide sidewalk would be included to provide transportation alternatives.

This project received NVTA approval for funding the preliminary engineering design phase of the project per the NVTA FY2022-2027 Six Year Program. Additionally, the project was recently included in both the National Capital Region Transportation Planning Board FY 2021-2024 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Federal funding is anticipated to be used for this project. As a result, this project will follow Federal procedural requirements, which includes adhering to the National Environmental Policy Act (NEPA) process.

In accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771.119, an Environmental Assessment (EA) document has been prepared to assess the project's potential effects on environmental resources and to determine if there are any significant environmental impacts. Pursuant to the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on historic properties is included in the EA.

The public can also review overall project information, the Environmental Assessment document, and the Location Public Hearing plans on the Prince William County Department of Transportation website at: <https://www.pwcva.gov/departments/transportation/current-road-projects>

Deadline to submit comments is March 29, 2024. The public may provide comments via the following methods:

- Written or oral comments in person at the Location Public Hearing.
- By mail to the Project Manager: Ms. Sherry Djouharian at Prince William County Department of Transportation Office (5 County Complex Court, suite 290, Prince William, VA 22192)
- By email to the Project Manager: Ms. Sherry Djouharian at sdjouharian@pwcgov.org (please reference "Van Buren Road North Extension Project" in the subject heading).

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. For more information, call 703-792-4228 or RDD 703-792-5223.

Accessibility to Persons with Disabilities: The Location Public Hearing is being held at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, please contact Ms. Sherry Djouharian at (703) 792-6822 or at sdjouharian@pwcgov.org no later than March 7, 2024.

Thomas Tuchel deja el Bayern: ¿quién será su reemplazo?

■ Jan-Christian Dreesen, director general del Bayern, describió la decisión como resultado de un "diálogo abierto y constructivo".

Sorpresa en el mundo del fútbol: Thomas Tuchel, el actual entrenador del Bayern de Múnich, no seguirá al frente del equipo a partir de la próxima temporada. Así lo anunció el club este miércoles. Tuchel, que tomó las riendas del equipo en marzo de 2023, deja su puesto tras un año lleno de altibajos.

Thomas Tuchel deja el Bayern tras derrotas

Bajo la dirección de Tuchel, el Bayern consiguió una victoria en la Bundesliga la pasada temporada. Pero la racha de gloria no duró mucho.

Una serie de derrotas consecutivas dejaron al equipo a ocho puntos del líder actual, Bayer Leverkusen.

Las recientes derrotas por 3-0 ante el Leverkusen y por 1-0 ante el Lazio en la Liga de Campeones llevaron al club a replantearse su futuro.

Un legado en 44 partidos

A pesar de las recientes luchas, Tuchel deja un legado notable durante su corto tiempo en el Bayern. Con 28 victorias y 11 derrotas en 44 partidos, el equipo logró una victoria en la Bundesliga bajo su liderazgo.

Jan-Christian Dreesen, director general del Bayern, describió la decisión como resultado de un "diálogo abierto y constructivo". Aseguró que el club ya está buscando un nuevo entrenador para la próxima temporada.

¿Quién será el próximo entrenador?

El banquillo del Bayern de Múnich está caliente. Daily Mail reportó que varios nombres suenan fuerte para suceder a Tuchel, entre ellos:

Xabi Alonso

Alonso, exjugador del Bayern y actual entrenador del Bayer Leverkusen, es uno de los nombres que

suenan con más fuerza para ocupar el banquillo del conjunto bávaro.

Su actual éxito con el Leverkusen lo convierte en un candidato muy atractivo. Sin embargo, no será fácil para el Bayern hacerse con sus servicios, ya que también está en la mira del Liverpool.

Antonio Conte

Conte, reconocido por su victoria en la Premier League con el Chelsea, es otro de los posibles sucesores de Tuchel. A pesar de su reciente paso por el Tottenham, su historial exitoso es difícil de ignorar.

Zinedine Zidane

Zidane, exentrenador del Real Madrid, es otro nombre que suena para el Bayern. A pesar de su falta de experiencia fuera del Real Madrid, su historial ganador y su manejo de estrellas hacen que sea una opción a tener en cuenta.

Hansi Flick

Flick, quien ya condujo al Bayern a dos victorias en la Bundesliga y a un título de la Liga de Campeones, podría ser una opción. Sin embargo, su reciente paso por la selección alemana puede ser un obstáculo.

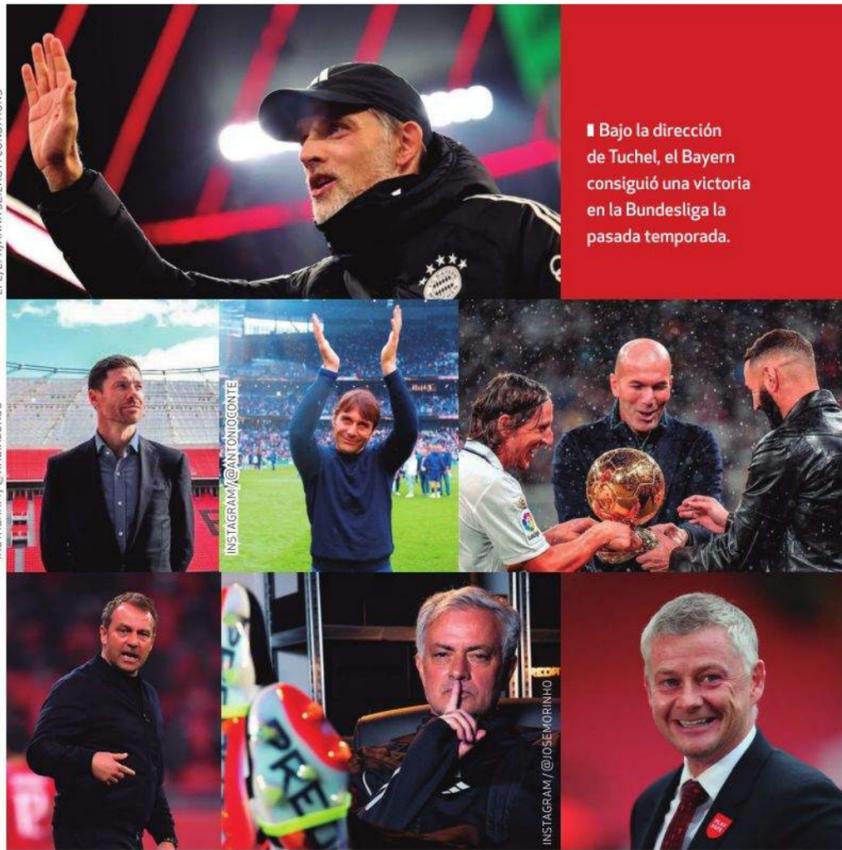
José Mourinho

Mourinho, aunque salió recientemente de la Roma, también está en la lista. A pesar de que su historial es impresionante, sus recientes luchas y polémicas pueden hacer que su nombramiento sea una propuesta arriesgada.

Ole Gunnar Solskjaer

Por último, Gunnar Solskjaer, sin club desde su salida del Manchester United, es otro de los posibles sustitutos. Sin embargo, su falta de credenciales sustanciales podría ser un obstáculo.

El próximo entrenador del Bayern de Múnich heredará un equipo en una encrucijada, pero con la oportunidad de devolver al club a la cima. Los aficionados esperan ansiosos la presentación del nuevo líder. ■



UBICACIÓN ANUNCIO DE AUDIENCIA PÚBLICA COMENTARIO SOBRE LA UBICACIÓN DE LA CARRETERA VAN BUREN NORTE PROYECTO DE AMPLIACIÓN (UPC 118643)

EVENTO

Cafetería de la escuela primaria Henderson
3799 Waterway Drive, Montclair, VA 22025
Jueves 14 de marzo, 17:30 horas. - 8:00 pm.

El Departamento de Transporte del Condado de Prince William (PWC DOT) llevará a cabo una encuesta pública de ubicación audiencia para el Proyecto de Ampliación de Van Buren Road North en la Escuela Primaria Henderson Cafetería 3799 Waterway Drive, Montclair, VA 22025, de 5:30 p.m. a 8:00 p.m. el Jueves, 14 de Marzo de 2024. Representantes y personal de diseño del condado de Prince William estarán presentes para discutir el la ubicación del proyecto, para responder sus preguntas y recibir comentarios sobre el proyecto propuesto.

El propósito de la audiencia pública de ubicación es garantizar que el público tenga la oportunidad de ambos revisar y discuten las mejoras propuestas y los posibles impactos en las propiedades circundantes. Esta audiencia también brindará la oportunidad de recibir comentarios del público sobre la ubicación actual de este proyecto de mejora. Los planos conceptuales del proyecto propuesto y los documentos ambientales serán disponibles para revisión en la audiencia pública o en el Departamento de Transporte del Condado de Prince William oficinas en 5 County Complex Court, Prince William, VA 22192. Diseño preliminar del proyecto, propiedad información de impacto, información de derecho de vía y el borrador de la evaluación ambiental (EA) para el proyecto propuesto estará disponible para revisión y comentarios un mínimo de 15 días antes de la audiencia Pública en el Lugar, durante la audiencia y 15 días después de la Audiencia Pública en el lugar en la dirección listados arriba.

El condado de Prince William está evaluando diseños potenciales para extender Van Buren Road desde la Ruta 234 para aproximadamente 2.5 millas hasta la conexión existente en Cardinal Drive de acuerdo con el Acuerdo Revisado (2017) Plan Integral del Condado de Prince William (PWCCP) y Revisado (2016) En todo el condado Plan de Transporte (CTP). El proyecto construiría una vía colectora urbana dividida de cuatro carriles. Se incluiría la construcción de un camino de uso compartido de 10 pies de ancho y una acera de 5 pies de ancho para brindar alternativas de transporte.

Este proyecto recibió la aprobación de la NVTA para financiar la fase de diseño de ingeniería preliminar del proyecto. Según el programa de seis años NVTA FY2022-2027. Además, el proyecto fue incluido recientemente en ambos la Junta de Planificación del Transporte de la Región de la Capital Nacional para el año fiscal 2021-2024 Mejora del transporte Programa (TIP) y Programa de Mejora del Transporte Estatal (STIP). La financiación federal se prevé que se utilizará para este proyecto. Como resultado, este proyecto seguirá el procedimiento federal requisitos, que incluyen la adhesión al proceso de la Ley de Política Ambiental Nacional (NEPA).

De acuerdo con la Ley de Política Ambiental Nacional (NEPA), una Evaluación Ambiental (EA) se ha preparado un documento para evaluar los efectos potenciales del proyecto sobre los recursos ambientales y determinar si existen impactos ambientales significativos. De acuerdo con el Registro Histórico Nacional Ley de Preservación, Sección 106 y 36 CFR 800, información sobre los efectos potenciales de las mejoras propuestas en propiedades históricas se incluyen en la EA.

El público también puede revisar la información del proyecto y los planes de la audiencia pública de diseño de ubicación en el sitio web. Sitio web del Departamento de Transporte del Condado de Prince William en: <https://www.pwcva.gov/department/transportation/current-road-projects>

La fecha límite para enviar comentarios es el 29 de Marzo de 2024. El público puede proporcionar comentarios a través de lo siguiente métodos:

- Comentarios escritos u orales en persona en la Audiencia Pública del Lugar
- Por correo al Gerente de Proyecto: Sra. Sherry Djouharian del Departamento de Educación del Condado de Prince William Oficina de Transporte (Tribunal del Complejo 5 del Condado, suite 290, Prince William, VA 22192)
- Por correo electrónico a la Gerente de Proyecto: Sra. Sherry Djouharian en sdjouharian@pwcgov.org (por favor referencia "Proyecto de ampliación de Van Buren Road North" en el título del asunto).

El condado de Prince William garantiza la no discriminación y la igualdad en el empleo en todos los programas y actividades en de acuerdo con el Título VI y el Título VII de la Ley de Derechos Civiles de 1964. Para obtener más información, llame al 703-792-4228 o RDD 703-792-5223.

Accesibilidad a Personas con Discapacidad: La Audiencia Pública de Ubicación se lleva a cabo en un establecimiento público accesible para personas con discapacidades. Si necesita más información o asistencia especial para personas con discapacidades o dominio limitado del inglés, comuníquese con la Sra. Sherry Djouharian al (703) 792-6822 o al sdjouharian@pwcgov.org a más tardar el 7 de Marzo de 2024.

NOCHE WIZARDS

PRESENTADO POR

LAS ENTRADAS COMPRADAS A TRAVÉS DE UN ENLACE ESPECIAL INCLUYEN UN JERSEY DE BÉISBOL DE NOCHE WIZARDS

6 DE MARZO | 7 PM

WASHINGTONWIZARDS.COM/NOCHEWIZARDS

**LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 4**

MAILING LIST

NAME	GPIN1	GPIN2	GPIN3	GPIN4	GPIN5	GPIN6	ParcelAddress1	ParcelAddress2	ParcelAddress3	ParcelAddress4	ParcelAddress5	ParcelAddress6	PropertyOwnerAddress
Grace Christian Church Inc	8189-67-8327						17100 Van Buren Road, Dumfries, VA 22025						1006 Williamstown Drive, Dumfries, VA 22026
Evergreen Quantico Associates LLC	8189-77-3632						3900 Fettler Park Drive, Dumfries, VA 22025						5900 Fort Drive Suite 400, Centreville, VA 20121
El Paso Dumfries Inc	8189-78-1204						16918 Dumfries Road, Dumfries, VA 22025						16918 Dumfries Road, Dumfries, VA 22025
Greitalia LLC	8189-77-3480						17001 Dumfries Road, Dumfries, VA 22025						17001 Dumfries Road, Dumfries, VA 22025
Copper Mill Estates Homeowners Association	8189-78-2411	8189-79-4103					3921 Copper Mill Drive, Dumfries, VA 22025	16759 Mill Station Way, Dumfries, VA 22025					9300 Grant Ave. Suite 300, Manassas, VA 20110
Kedar Investments Inc	8189-77-5597	8189-77-6063					16925 Old Stage Road, Dumfries, VA 22025	17005 Dumfries Road, Dumfries, VA 22025					17005 Dumfries Road, Dumfries, VA 22025
Awana Hospitality Group LLC	8189-78-9607						16927 Old Stage Road, Dumfries, VA 22025						16927 Old Stage Road, Dumfries, VA 22025
Awanah Hotels LLC	8189-77-9481						16931 Old Stage Road, Dumfries, VA 22025						16931 Old Stage Road, Dumfries, VA 22025
PHILLIPS SUSANE E.	8189-78-6129						16923 Old Stage Road, Dumfries, VA 22025						14862 VAILMONT COURT, HAYMARKET, VA 20169
Southgate Business Center LLC	8189-88-0942	8189-90-6518	8290-01-1415				16929 Old Stage Road, Dumfries, VA 22025	16401 Dumfries Road, Dumfries, VA 22025	16975 Old Stage Road, Dumfries, VA 22025				4080 Lafayette Center Drive Suite 360, Chantilly, VA 20151
PWC Service Authority	8189-87-0160						16937 Old Stage Road, Dumfries, VA 22025						4 County Complex Court, Woodbridge, VA 22192
Four Seasons at Historic VA	8189-98-1630	8190-90-2625	8190-90-5489	8190-92-8940	8290-04-5714		17361 Four Seasons Drive, Dumfries, VA 22025	17309 Four Seasons Drive, Dumfries, VA 22025	17213 Four Seasons Drive, Dumfries, VA 22025	17127 Four Seasons Drive, Dumfries, VA 22025	17041 Four Seasons Drive, Dumfries, VA 22025		16400 Four Seasons Drive, Dumfries, VA 22025
Vraj Limited Liability Company	8189-87-2398	8189-87-3094	8189-87-3479	8189-87-1969			17007 Old Stage Road, Dumfries, VA 22025	16939 Old Stage Road, Dumfries, VA 22025	16935 Old Stage Road, Dumfries, VA 22025	17021 Old Stage Road, Dumfries, VA 22025			16959 Old Stage Road, Dumfries, VA 22025
Fortuna Virginia Properties LLC	8189-88-4318	8189-87-8293					16941 Old Stage Road, Dumfries, VA 22025	3800 Dewey Blvd., Dumfries, VA 2202					4144 Pinta Ct, Miami, FL 33146
Atlantic Funding LTD	8290-03-9812	8290-26-9009					16251 Dumfries Road, Dumfries, VA 22025	15950 Van Buren Road, Woodbridge, VA 22193					229 Edmor Road, West Palm Beach, FL 33405
Eagles Pointe Homeowners Association Inc	8290-15-5458	8290-24-0784	8290-26-9249	8290-37-8327	8290-29-9330	8290-38-6399	15847 Beau Ridge Drive, Woodbridge, VA 22193	16101 Van Buren Road, Woodbridge, VA 22193	3300 Soaring Cir, Woodbridge, VA 22193	3100 Fledgling Cir, Woodbridge, VA 22193	15617 Wingspan Ct., Woodbridge, VA 22193	3101 Fledgling Cir., Woodbridge, VA 22193	4090A Lafayette Center Drive, Chantilly, VA 20151
Beau Ridge Homeowners Association	8290-26-1394						15783 Beau Ridge Drive, Woodbridge, VA 22193						PO Box 7268, Fredericksburg, VA 22404
Quantico Centre LLC	8189-68-5008						16826 Dumfries Road, Dumfries, VA 22025						9990 Fairfax Blvd., Fairfax, VA 22030
N V P Inc	8189-68-8960						16825 Dumfries Road, Dumfries, VA 22025						9300 Grant Ave. Suite 300, Manassas, VA 20110
TSPF LLC	8189-77-8252						17013 Dumfries Road, Dumfries, VA 22025						43083 John Mosby HWY, Chantilly, VA 20152
Smital Corporation	8189-87-2754						16959 Old Stage Road, Dumfries, VA 22025						16959 Old Stage Road, Dumfries, VA 22025
PWC School Board, Fannie W Fitzgerald Elementary School	8290-39-0384						15500 Benita Fitzgerald Drive, Woodbridge, VA						PO Box 389, Manassas, VA 20110
Hylton Cecil D Estate	8290-39-6431						15701 Cardinal Drive, Woodbridge, VA 22193						5593 Mapledale Plz., Woodbridge, VA 22193
Pryalal Karmakar & Puley Rani	8290-26-9776						3372 Soaring Cir., Woodbridge, VA 22193						3372 Soaring Cir., Woodbridge, VA 22193

Greg A Gibson	8290-36-0773						3376 Soaring Cir., Woodbridge, VA 22193					3376 Soaring Cir., Woodbridge, VA 22193
Munir Uddin Ahmed	8290-36-1772						3380 Soaring Cir., Woodbridge, VA 22193					3380 Soaring Cir., Woodbridge, VA 22193
Richard James Patterson	8290-36-2574						3384 Soaring Cir., Woodbridge, VA 22193					3384 Soaring Cir., Woodbridge, VA 22193
Tia S & Jason D Ross	8290-36-3282						3388 Soaring Cir., Woodbridge, VA 22193					3388 Soaring Cir., Woodbridge, VA 22193
Patrick Simmons	8290-36-3690						3392 Soaring Cir., Woodbridge, VA 22193					3392 Soaring Cir., Woodbridge, VA 22193
Barbara R Bellamy	8290-36-3898						3396 Soaring Cir., Woodbridge, VA 22193					3396 Soaring Cir., Woodbridge, VA 22193
Cash Rana & Shannon Cash	8290-37-4006						3400 Soaring Cir., Woodbridge, VA 22193					3400 Soaring Cir., Woodbridge, VA 22193
Masooda Dena & Ayda Alp Ahmadi	8290-37-4113						3404 Soaring Cir., Woodbridge, VA 22193					3404 Soaring Cir., Woodbridge, VA 22193
Ronald Cooper Jr.	8290-37-4221						3408 Soaring Cir., Woodbridge, VA 22193					3408 Soaring Cir., Woodbridge, VA 22193
Alireza Faizi & Sakina Mirza	8290-37-4229						3412 Soaring Cir., Woodbridge, VA 22193					3412 Soaring Cir., Woodbridge, VA 22193
Willie B & Cynthia Polk	8290-37-4137						3416 Soaring Cir., Woodbridge, VA 22193					3416 Soaring Cir., Woodbridge, VA 22193
Major Lambert III & Karina Macfarlane	8290-37-3947						3420 Soaring Cir., Woodbridge, VA 22193					3420 Soaring Cir., Woodbridge, VA 22193
David Jorge	8290-37-3754						3424 Soaring Cir., Woodbridge, VA 22193					3424 Soaring Cir., Woodbridge, VA 22193
Sonia & Keith Givens	8290-37-3462						3428 Soaring Cir., Woodbridge, VA 22193					3428 Soaring Cir., Woodbridge, VA 22193
Lafye & John C Russell Jr.	8290-37-2972						3432 Soaring Cir., Woodbridge, VA 22193					17300 Sligo Loop, Dumfries, VA 22026
James B Cunningham	8290-37-2378						3436 Soaring Cir., Woodbridge, VA 22193					3436 Soaring Cir., Woodbridge, VA 22193
Nganjo Divine & Ophilia Mayuka	8290-37-1683						3440 Soaring Cir., Woodbridge, VA 22193					3440 Soaring Cir., Woodbridge, VA 22193
Zainab Baa & Ahmed A Baa	8290-37-0791						3315 Soaring Cir., Woodbridge, VA 22193					3315 Soaring Cir., Woodbridge, VA 22193
Jose Ramirez & Jannette Martinez	8290-37-0499						3311 Soaring Cir., Woodbridge, VA 22193					3311 Soaring Cir., Woodbridge, VA 22193
Norberto Correa	8290-38-0008						3307 Soaring Cir., Woodbridge, VA 22193					3307 Soaring Cir., Woodbridge, VA 22193
Timothy G & Meheret Hester	8290-28-9245						15636 Wingspan Ct., Woodbridge, VA 22193					15636 Wingspan Ct., Woodbridge, VA 22193
Cordova Eliana & Joshua W Cuellar	8290-39-0103						15609 Wingspan Ct., Woodbridge, VA 22193					15609 Wingspan Ct., Woodbridge, VA 22193
Randall E Sr. & Jennifer Griggs	8290-39-0218						15605 Wingspan Ct., Woodbridge, VA 22193					15605 Wingspan Ct., Woodbridge, VA 22193
Bashir & Hooraa Loynab	8290-29-9224						15601 Wingspan Ct., Woodbridge, VA 22193					15601 Wingspan Ct., Woodbridge, VA 22193
Pamela E Evans	8290-29-8124						15600 Wingspan Ct., Woodbridge, VA 22193					15600 Wingspan Ct., Woodbridge, VA 22193

Joseph & Mountha Nhem Pacentrilli	8290-38-5794						15601 Habitat Ct., Woodbridge, VA 22193					15601 Habitat Ct., Woodbridge, VA 22193
Emanuel Carter	8290-39-4402						15602 Habitat Ct., Woodbridge, VA 22193					15602 Habitat Ct., Woodbridge, VA 22193
Charles Stewart	8290-39-3303						15606 Habitat Ct., Woodbridge, VA 22193					15606 Habitat Ct., Woodbridge, VA 22193
Nuzhat Parveen & Ijaz Aslam Khokhar	8290-38-2894						15610 Habitat Ct., Woodbridge, VA 22193					15610 Habitat Ct., Woodbridge, VA 22193
Stephens Yolnda Yvette	8290-38-2587						15614 Habitat Ct., Woodbridge, VA 22193					15614 Habitat Ct., Woodbridge, VA 22193
Paulus Reiner II & Ghislaine Mae Ramiro	8290-38-2380						15618 Habitat Ct., Woodbridge, VA 22193					15618 Habitat Ct., Woodbridge, VA 22193
Khalid & Aasma Farooq	8290-38-2172						15622 Habitat Ct., Woodbridge, VA 22193					15622 Habitat Ct., Woodbridge, VA 22193
Chelsea D Hamilton	8290-38-2064						15626 Habitat Ct., Woodbridge, VA 22193					15626 Habitat Ct., Woodbridge, VA 22193
Marcel Marcel & Irene Mukabalisa Marcel & Etal	8290-38-2057						15630 Habitat Ct., Woodbridge, VA 22193					15630 Habitat Ct., Woodbridge, VA 22193
Dhiraj Dev & Chimme Dolkar Pant	8290-38-2049						15634 Habitat Ct., Woodbridge, VA 22193					15634 Habitat Ct., Woodbridge, VA 22193
Henry M Zelaya	8290-38-2240						15638 Habitat Ct., Woodbridge, VA 22193					15638 Habitat Ct., Woodbridge, VA 22193
Rolando & Carmen Padilla	8290-38-3214						3253 Fledgling Cir., Woodbridge, VA 22193					3253 Fledgling Cir., Woodbridge, VA 22193
Christopher & Kimberly Herbert	8290-38-3707						3249 Fledgling Cir., Woodbridge, VA 22193					3249 Fledgling Cir., Woodbridge, VA 22193
Tiffany W & Stephen M Taylor	8290-38-4202						3245 Fledgling Cir., Woodbridge, VA 22193					3245 Fledgling Cir., Woodbridge, VA 22193
Jessica M & Antoine D Hall	8290-37-4796						3241 Fledgling Cir., Woodbridge, VA 22193					3241 Fledgling Cir., Woodbridge, VA 22193
Jennifer & Miguel Izquierdo	8290-37-5390						3237 Fledgling Cir., Woodbridge, VA 22193					3237 Fledgling Cir., Woodbridge, VA 22193
Matonette Sola & Julius C Serrano	8290-37-6077						3231 Fledgling Cir., Woodbridge, VA 22193					3231 Fledgling Cir., Woodbridge, VA 22193
Jennifer C & John D Ledbetter	8290-37-6470						3227 Fledgling Cir., Woodbridge, VA 22193					3227 Fledgling Cir., Woodbridge, VA 22193
Raymond Lee Jr. & Sara Rosanne Groome	8290-37-6862						3223 Fledgling Cir., Woodbridge, VA 22193					3223 Fledgling Cir., Woodbridge, VA 22193
Dabren Wills	8290-37-7658						3219 Fledgling Cir., Woodbridge, VA 22193					3219 Fledgling Cir., Woodbridge, VA 22193
Rashard Ibrahim Ahmed & Ibrahim Zeinab	8290-37-8555						3215 Fledgling Cir., Woodbridge, VA 22193					3215 Fledgling Cir., Woodbridge, VA 22193
Thad & Merry Copeland	8290-37-9453						3211 Fledgling Cir., Woodbridge, VA 22193					3211 Fledgling Cir., Woodbridge, VA 22193

**LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 5**

SIGN-IN SHEETS



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
Donna Burke Fonda	15322 Edgely Hill Dr	703-622-3623 dburkefonda@gmail.com	Self
Steven Black	4912 Live Oaks Court	skblack08@verizon.net	self
Sharon McMahon	4672 Timber Ridge Dr. Montclair VA	703-680-0261 sharonmcmahon@hotmail.com	Self
Sue Ryan	15253 Hyacinth Pl.	703-731-5806 suesretired2@gmail.com	household
Kristyn Gleason	4302 Fallstone Place	571-217-8041 TKGLEASON@comcast	Self
Tim Gleason	4302 Fallstone Place	703-501-5538 TKGLEASON@comcast	self
Suee Troyen	15901 Northgate Dr	703-209-6037 samtro13@gmail.com	Self
Theresa Tarnis	15816 Marlinton Dr Montclair	703-735-7070 tharnis@msd.com	Self
Robert Therriault	5105 Willow Oak Pl Montclair	703-680-1885	Self
DAVE CASHIN	3889 Dalebrook Dr. Montclair	783-282-8579	Self
SANDRA MAROCCO	15746 Edgewood Dr Montclair	maroccos@hotmail.com 703-622-4627	Self
Marianna Sheehan	15423 Beach view Dr	703-994-1839	Self
Steven Levin	3561 Waterway Dr	703-670-687	MPOA
Jennifer Peschel	15801 Moncure Dr	919-259-0786	Self
Daniel Fitzgerald	15344 Edgely Hill Dr	703-946-9650	SELF
JOHN DEHLER	17681 FOUR SEASONS DR	JVDEHLER@GMAIL.COM	HOA
Kurt Lauer	15343 MAY WOOD DR	KURT.LAUER@GMAIL.COM	SELF
MARCIA LAUER	" "	KMRLAUER@GMAIL.COM	Self
Sharon Pergutti	17405 Fox Seasons Dr.	sharonpergutti@gmail.com	Self 703-580-2197
Elizabeth Greenlaw	5103 Higgins Dr.	emanetyler@gmail.com	self



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
Hershel Weeks	4034 Great Harvest Ct	703-590-0783	Self
PAUL McMADON	4672 TIMBER RIDGE DR.	703 501 9219	Self
JEANNE VOGT	15248 HYACINTH PL	703 200 4131	Self
KRIS KENNEDY	16521 SPARKLING BROOK LOOP	571-285-4265	Self
LAURIE KENNEDY	16521 SPARKLING BROOK LOOP	571-285-4265	Self
Adam Siegel	15454 Silver Glen Dr	571-302-0789	Self
Kay Lynn Siegel	15454 Silver Glen Dr	703-877-0904	Self
Linda Cheng	15550 Golf Club Dr	703 624 5478	Self
Trish Turner	15001 Huntgate Ln	twishturner@yahoo.com	Self
MILES CARLSON	FOUR SEASONS	703/431-1816	SELF
Melissa Hunniford	15772 Edgewood Dr.	703/346-4528	Self
Vanessa Ramos-Papa	4309 Fallstone Pl.	571-552-5442	Self
Fredrick Rash	4912 BREEZE WAY	571-293-5373	SELF
ED HOLDER	4007 MELTING SNOW PL	703-965-3591	FOUR SEASONS
JASON WILLS	15311 Edgemoor Dr	703-582-7105	Self
Tony Merceglano	16545 Sparkling Brook Loop	571-332-7648	SELF
STEPHEN GUTIERREZ	17411 FOUR SEASONS DR	703-731-6418	SELF
William Holsten	15495 GOLF CLUB DR	571.268.2065	Self
KACMARSKI ROGER D	4145 MARJON COURT	540-222-9411 ROGER.KACMARSKI@MAC.COM	HOA KESWICK ESTATES
Nancy Hammer	16095 Deer Park Dr. Mountclair	571-330-8091	Self



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
JOHN & LOIS PAREZ	17203 FOUR SEASONS DR. DUMFRIES	703-878-2070 JOHN.PAREZ@comcast.net	SELF
Wilma & Dick Underwood	16035 DANCING LEAF PL	RTU1@mindspring.com	SELF
Steph Everstey	15130 Halley Side Dr Dumfries	757-282-1392	Self
Jeri Weeks	4034 Great Harvest Ct	703-590-0783	self
Carla Silas	5243 Springbranch Blvd	571-338-9031	self
Brian Proctor	15803 VESPA DR	PROCTOR - PROCTOR MOUNTAIN	HOA
Bill Shelly	15240 Hyacinth P	WCamps3@AOL.com	Self
Jamar Billingsley	5704 Falls Way Ct	540-878-7075	self
Tracy Hansen	3642 Saint Gene	—	self
TRACY HANSEN	4750 HOPKINS DR MONTCLAIR	571-330-5341	SELF
Tom Turner	15001 Hartgate Lane	703-992-3183	Self
Vanessa Jones	15911 Mancure Dr Montclair	571-277-1136	Self
David Jones	15911 Moncure Dr. Montclair	703 629 2779	Self
Josh Gan	4394 Jonathan Ct Montclair	703 727 4592	self
Leslie Mueller	15780 Edgewood Dr, Montclair	412-596-3380 Leslie.mueller@gmail.com	Self
Nadège Watson	15426 Beachview Dr Montclair	703-201-2885 nadege50@aol.com	self
Pam Miller	15391 Autumn Ln. Montclair	pamemillers@verizon.net	self
Stephan Taylor	3245 Fledgling Cir Woodbridge VA	stephan.taylor80@gmail.com	self
Gretchen Wills	15311 Edgemoor Dr Montclair VA	703-332-9523	self
Debra Gutierrez	17411 Four Seasons Dr	578-441-1097	self



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
James Elliott	15917 Marlinton Drive		Self
BARBARA Lidell	17181 FOUR SEASONS DR	BARBARALIDELL2@gmail.com	Van Buren R Interest group
Wallis Laurion	15611 Rhame Drive	571 302 6683 / wirwin08@gmail.com	
Rash Praplesh	3708 Chapman Mill Trl	-703-618-2695	
Marianne Ballantyne	15899 Beaver Dam Rd.	marianne.ballantyne@gmail.com	Self
Russell Smith	15515 Golf Club Drive	russandalena@gmail.com	Self
Alena Smith	15515 Golf Club Drive	"	Self
Lori Hancock	15690 Buck Ln	hancocklj@gmail.com	Self
Alfany Waite	15527 Barrington Pl.	jeandtw8@comcast.net	Self
Kathleen Tyrrell	15227 Cedar Knoll Ct	kathltyrrell@yahoo.com	
Monica Boone	4656 Timber Ridge Dr, Montclair	monicashboone@cs.com	Yes-Self
DEL ONEILL	16098 Deer Pond Dr	7035052350	Self
Eva Morcada	15604 Rhame Dr	7036236703 wadhini.ng.eva@gmail.com	Self
Alisha Gillis	15506 Barrington Place	917-734-3756 alisha.g.powell@gmail.com	Self
STEVE SCANLAN	16713 MILL STATION WAY	352-745-0139 BRUNSCAN@BELLSOUTH.NET	SELF/HOA
NIKI OTTH	4325 FALLSTONE PL MONTCLAIR	Vanech studio@gmail.com	703 598-1036
Jennifer Dunow	15789 Better Place Montclair	jennifer.dunow@kayak.com	703-216-5140
Hira Jaz	3357 Soaring Circle	hira.jaz05@gmail.com	Self
Yunus Jamal	3357 Soaring Circle	Yunus.Jamal@hotmail.com	Self
Dennis Brown	17431 Isle Royale Ter, Dum	mtdbred@gmail.com	Self



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
Patricia Maquelle Holstein	15495 Golf Club	AKbratt4@gmail.com	Self
Colleen Kneifel	15520 Barrington Pl	colleenkneifel@gmail.com	self
Patrick + Sheila Mulcahy	4596 Clearwater Ct	smulcahy@comcast.net	self
Walter + Barbara Giraldo	15436 BEACHVIEW DR	WBGIRALDI@VERIZON.NET	HOA/ Self
Denise Morgan	14741 Mill Station Way	Solean2@aol.com	self
Christine Mansour	15428 Skyline Dr.	christine.mansour@hotmail.com	self.
Joseph Percz	15442 Beachview Dr.	joeyjpercz@gmail.com	self.
Angela + Robert Osness	17327 Four Seasons Dr.	angelaosness@gmail.com	self
HEIDI ROBERTI	3488 LACROIXE Ct	HEIDI@HOTMAIL.COM	Self
Paula McKinney	15894 Beaver Dam Rd.	polwygle@gmail.com	Self
Kevin Smith	4546 Rincon Place	kevin.smith.again@gmail.com	self
Birgit Ralsten	16008 Prestwick Ct, Montclair	bhralsten@comcast.net	Self
BRAD HANCOCK	15690 BUCK LN MONTCLAIR	HANCOCKBS@GMAIL.COM	SELF
Jamie Ramberger	15338 Edgemoor Dr	jamieramberger@gmail.com	Self
Scott REICHERT	15710 BEACON CT	SREICH1@GMAIL.COM	SELF
Patrick + Sylvia Simmons	3392 Scaring Circle	SIMMONS1@hotmail.com	Self
Carol Uptake	15613 Rhame Dr	703-680-2372	self + Montclair
WILLIAM O'NEILL	16098 DEER PARK DR.	MRBILLY@GMAIL.COM	SELF
Toel Rodriguez	4094 Shady Knoll Ct.	gabrielito209@hotmail.com	Self.
Tomieka Brown	4021 Mammoth Cave Ln	satdbrown@gmail.com	self



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
Linda Neice	15027 Holleyside Dr	571-659-4447 neicefam@yahoo.com	Self
Cynthia Polk	3416 Soaring Circle	404-368-3707 / Cindy Cuyler	Self
KORRAINE SAVAGE	17410 FOUR SEASON DR	202 438 7977	Self
Chris O'Connor	4534 RIXON PL	703 357 7660	Self
Edward + Song Hull	15512 Laurel Ridge Rd	916-987-5615	Self
Steven H. Schwartz	3774 Chinbone Mews	571-285-4277	Self
JOE WATKINS	15527 BRUNNEN PL	571-419-1998	Self
Fernando & Claudia Rojas	3481 Powells Crossing Ct	703-380-4154	Self
Forlynn Gudobers	15314 Holly Hill Dr.		Self
Kristine Little	15691 Beacon Ct.	210 238 7133	Self/Community
Fiorella Santos	4754 Hopkins Dr.	fsantos1405@gmail.com	Self
Griffin Frank	1150 N Fayette		
Sylvia Boulware	18455 Silvan Glen dr	sboul1@hotmail.com	Self
Lanette Bradley	16208 Cypress Court	202-255-3669	Self
Monique Wisdom	3329 Soaring Circle	bsmlwisdom@gmail.com	Self
GARY DUNOW	15789 BUTLER PL	gdunow@gmail.com	Self



Name	Address	Phone Number / Email Address	Representing (Self, HOA, etc.)
Jose L. Martinez	3311 Soarings Cir Woodridge	571 921 2149 j.martinez@va.gov	SELF
Karen Sebben	15305 Bowmans Folly Drive	ksebb@comcast.net	self
PAT JUMBERS	3408 LARROSSE CT	silversuns@aol.com	HOA
Lindsay Heaton	5079 Higgins Dr.	lindsayheaton@gmail.com	self
Reece Collins	15277 Mimosa Trl	reece-c@hotmail.com	self
PRYALAL KARMAKAR	3372 Soaring Cir	pryalal@gmail.com	self
PULEY KARMAKAR	372 Soaring Cir	pryalal@gmail.com	self
Jennifer Washington	16680 HAWOOD OAKS CT 16680 #204	Jwashington1243@gmail.com	self
William T. Gray	3942 Great Harvest Ct Farmingdale, VA 22025	703 498 7259	self
Gabe Sebban	15305 Bowmans Folly Dr	703 900-3410	self
EDWARD ZICK	5117 OLIVIA way	703-586-0209	HOA
Michelle Crawley	3433 Soaring Cir	mdchesson@gmail.com	self

**LOCATION PUBLIC HEARING TRANSCRIPT
APPENDIX 6**

PUBLIC WRITTEN AND EMAILED COMMENTS



PRINCE WILLIAM
COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

ALL COMMENTS ARE SUBJECT TO PUBLIC DISCLOSURE – PLEASE PRINT CLEARLY

Submit comments by close of business on March 29, 2024. Comments can be mailed to the address on the back of this form or emailed to sdjouharian@pwcgov.org.

Name (Optional): Linda Neve

Address: Hollieside Dr

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

There are too many fatalities & unsafe traffic funneling through Montclair on Waterway! Extend Van Buren!

How did you hear about this meeting?

Newspaper Message Boards Other:

Location Public Hearing
Van Buren Road North Extension Project
Conceptual Plans and Environmental Study (NEPA-EA)
Prince William County, Virginia

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Sherry Djouharian
Project Manager
Prince William County DOT
5 County Complex Court, Suite 290
Prince William, VA 22192

My Name is Richard Underwood and I live in Four Seasons.

I understand that this meeting is to discuss routing and changes to Van Buren Rd. now that the NEPA has finished its study of environmental effects. The most serious effect of the proposed routing is the taking by condemnation of large sections of back yards of Cardinal Grove residences. About 30 homeowners are affected in this manner . The presently reserved right of way width has been more than doubled in order to comply with federal regulations and funding so that large interstate trucks can enter.

It has been stated by PWC documents that Van Buren Rd Extension would be used as an alternate route for I95 and Route 1 when traffic backs up.

Van Buren Rd extension as proposed is a convenient bypass for Interstate trucks to avoid the scales and inspection area by using Dale Boulevard and Fitzgerald Blvd to get to Dumfries Rd.

IF you live in Cardinal Grove you will hear and smell exhaust fumes and noise all hours of day and night. It could be enough to destroy the values of residences.

It appears that this taking of property is a recent change that results from PWC announcing that they will seek Federal funds .for this project. Federal money requires adherence to Federal

rules and R/W minimums. .Recent requests to state and regional sources have been denied due to the \$200 million cost.

Four Seasons is also affected but in a different manner. We would also hear and smell the cut through traffic and be exposed to the resulting commercial traffic . Safety is a major consideration because trucks could park on the road unnoticed, and walk in , thus providing a back unmonitored entrance to our homes .

Copper Mill is affected in another manner. Their main entrance is so near to the VBR interchange with Dumfries Rd that truck traffic backup at that point would overwhelm Copper Mill's entrance/exit.

Please do not attempt to fund Van Buren Rd Extension from Federal sources. The refusal of funding from State and regional sources should tell you why. The \$200 Million price tag is far beyond its value . Please do not destroy three single family developments of 1200 homes in order to provide a commercial cut through road for outsiders.



PRINCE WILLIAM COUNTY

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Name (Optional): Ava Perez

Address: 15442 beachview DR

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO

In your opinion, does the project meet the needs of the community?

YES NO

~~could~~ forever tree you take down could you plant a nother in PWC



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.

your doing great !!

How did you hear about this meeting?

Newspaper Message Boards Other:

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Project Manager
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Name (Optional): FRED RASHA

Address: 4912 BREEZE WAY, MONTCLAIR VA

22025

Do you support the conceptual design as shown? Yes [checked] No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO [checked]

In your opinion, does the project meet the needs of the community?

YES [checked] NO

Do you have any specific concerns regarding the proposed project?

YES [checked] NO

IF NOT DONE CHILDREN & OTHER PEDESTRIANS WILL CONTINUE TO BE ENDANGERED

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: FRIENDS

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Project Manager
Prince William County DOT
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PRINCE WILLIAM
COUNTY

Location Public Hearing

Van Buren Road North Extension

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Name (Optional): Matthew Burch

Address: 15409 Beechview Drive, Montclair, VA 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

Something needs to be done to relieve traffic flow in Montclair. While not perfect this plan helps.

How did you hear about this meeting?

Newspaper Message Boards Other:

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PRINCE WILLIAM COUNTY

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Conceptual Design and Environmental Study (NEPA-EA)

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Name (Optional): Kathy Burch

Address: 15409 Beachview Dr. Dumfries 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

We need this completed asap. We have three elementary schools in Mountclair. Two of them have children crossing waterway to walk to school. It is extremely dangerous with the heavy traffic in the neighborhood.

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:

Location Public Hearing
Van Buren Road North Extension Project
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Project Manager
Prince William County DOT
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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

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Name (Optional): Joseph Perez

Address: 15442 Beachview Drive, Montclair, VA 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO

*Please consider planting a tree for every tree removed in PWC

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.

We have few North-South options. As an EMT, emergency services need additional options when responding to an emergency.

How did you hear about this meeting?

Newspaper Message Boards Other: VDOT Board

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PRINCE WILLIAM
COUNTY

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Van Buren Road North Extension

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Name (Optional): Fernando and Claudia Rojas

Address: 3481 Powells Crossing Ct, Woodbridg VA 22193

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

The potential for property tax increases as a result of this project. I hope there won't be any.

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

Highly overdue. No new developments along the proposed road.

How did you hear about this meeting?

Newspaper Message Boards Other: Road Sign

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PRINCE WILLIAM
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Name (Optional): Steven Schwartz

Address: 3774 Chapin Grove Meadows

Do you support the conceptual design as shown? Yes _____ No

Would you like to provide any input regarding the Environmental Assessment document 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 _____

Would create both noise and pollution in the surrounding community.

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:

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Name (Optional): Jennifer Peschel

Address: 15801 Moncure Dr Dumfries

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

The Van Buren Rd has been part of the county's comprehensive plan for decades and was planned for I 95 overflow. The extension was planned before four seasons was built and they were aware of the plans for the road. Over the years, traffic on Waterway Dr has continued

How did you hear about this meeting?
Newspaper Message Boards Fb montclair page Other:

to increase, causing a rise in accidents and reaching critical mass. The Van Buren extension would greatly alleviate the volume of cars that cut through Waterway. As a concerned parent, I urge you to consider the broader implications of not completing the extension. Don't forget there are three elementary schools in Montclair. Many students walk to school on Waterway

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Name (Optional): Eva Moncada

Address:

Do you support the conceptual design as shown? Yes [checked] No

Would you like to provide any input regarding the Environmental Assessment document for the project? YES NO [checked]

In your opinion, does the project meet the needs of the community? YES [checked] NO

Do you have any specific concerns regarding the proposed project? YES NO [checked]

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

This project is desperately needed to ease traffic on existing roads, especially when I-95 and route 1 are backed up.

How did you hear about this meeting?

Newspaper Message Boards [checked] Other:

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Name (Optional): Vanessa Ramos Rye

Address: 4309 Fallstone Pl.

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

I have a child who has a bus stop on Waterway & Fallstone. Excessive cars with excessive speeds & failure to stop with a flashing bus sign is a concern & we need alternative roads for the amount of traffic.

How did you hear about this meeting?

Newspaper Message Boards Other: Facebook

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Name (Optional): WALTER GIRALDI

Address: 15436 BEACHVIEW DR

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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: _____

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COUNTY

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Name (Optional): _____

Address: 4754 Hopkins Dr.

Do you support the conceptual design as shown? Yes No _____

Would you like to provide any input regarding the Environmental Assessment document 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: Montclair MPOA

Handwritten scribbles

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Name (Optional): _____

Address: 34116 Scaring Circle, Woodbridge VA 22193

Do you support the conceptual design as shown? Yes _____ No ✓✓✓✓

Would you like to provide any input regarding the Environmental Assessment document 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.

- Safety of the cars too close to homes.
- The noise of the cars/trucks
- Danger for the kids at the school

How did you hear about this meeting?

Newspaper ✓ Message Boards ✓ Other: _____

Location Public Hearing
Van Buren Road North Extension Project
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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



Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): _____

Address: Montclair _____

Do you support the conceptual design as shown? Yes [checked] No _____

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES _____ NO [checked] _____

In your opinion, does the project meet the needs of the community?

YES [checked] _____ NO _____

Do you have any specific concerns regarding the proposed project?

YES _____ NO [checked] _____

Just that it needs to be completed.

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

* This project must be finally completed for the safety of the children in Montclair with the presence of elementary schools on Waterway Dr. (Parent of young child)

How did you hear about this meeting?

Newspaper _____ Message Boards [checked] _____ Other: _____

* Another reason the completion of this project is crucial is for emergency response time in our county. (Parent of a first responder)

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PRINCE WILLIAM
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Name (Optional): Joel Rodriguez

Address: 4094 Shady Knoll Ct. Dumfries VA 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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: Facebook

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Name (Optional): _____

Address: 15391 Asterion Lane

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

why has this project taken so long -

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

Since this proposed road was part of the county plan long before the developments were built - why are revisiting this - It should have been done!

How did you hear about this meeting?

Newspaper _____ Message Boards Other: _____

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Name (Optional): Nancy Hummer

Address: 16095 Deer Park Dr., Montclair

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

I would like to respectfully request that additional traffic analyses be done to take into account the amount of ~~the~~ pass-through traffic Waterway drive currently bears and what the impacts of the Rose

Please provide us with any additional information which you feel would assist in the completion of this project.
Casino and the Quartz district developments will be on Waterway Dr. if the Van Buren project isn't developed.

How did you hear about this meeting?
Newspaper Message Boards Other: Montclair Moms Facebook group

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Name (Optional): _____

Address: _____

Do you support the conceptual design as shown? Yes No _____

GET IT DONE 3 YEARS IS TOO LONG

Would you like to provide any input regarding the Environmental Assessment document 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: _____

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Name (Optional): Fitzgerald

Address: 15344 Edgemoor Dr

Do you support the conceptual design as shown? Yes No

Start the Roadwork!

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO

It will give another option for South turnoff and NOT have Montclair be the only option

In your opinion, does the project meet the needs of the community?

YES NO

Definitely!!

SAFETY

Do you have any specific concerns regarding the proposed project?

YES NO

START TIME - Now Stop The Decision

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

Why is there a decision - the Community of Van Buren street goes through! - Home owners responsible to know any future Plans Before purchase!!

How did you hear about this meeting?

Newspaper Message Boards Other: sign on 234

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12345
Street

I will give another option to build traffic
and not have more cars on the road

Place
Stamp
Here

Start Time - Now Stop the Process

Sherry Djouharian
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Name (Optional): Jama Hol

Address: 15512 Laurel Ridge Rd

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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: _____

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Name (Optional): Chris O'Connor

Address: 4534 RINCOSS PL Dumfries

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO

Traffic on Water Way needs to be reduced, especially during rush hours.

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

It needs to be done as soon as possible

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: _____

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Name (Optional): Elizabeth Greenlaw

Address: 503 Higgins Dr. Dumfries VA 22025

Do you support the conceptual design as shown? Yes X No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO X

In your opinion, does the project meet the needs of the community?

YES X NO

Do you have any specific concerns regarding the proposed project?

YES NO X

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

There are far too many accidents on Waterway Drive, which was never intended to be a cut through for general traffic including trucks. The Van Buren Extension will make our community safer.

How did you hear about this meeting?

Newspaper Message Boards X Other:

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Name (Optional): Phillips

Address: 4531 Rincon Place

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

Please complete Van Buren. The county needs the long overdue infrastructure.

How did you hear about this meeting?

Newspaper Message Boards Other:

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Name (Optional): Reece Collins

Address: 15277 Mimosa Trl, Montclair, VA 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

This road is necessary for the children who frequently walk along Waterway Drive

How did you hear about this meeting?

Newspaper Message Boards Other: Facebook

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Name (Optional): Jose L. Martinez Ramirez

Address: 3311 Sparks Cir, Woodbridge VA 22193

Do you support the conceptual design as shown? Yes ___ No X

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES X NO ___

In your opinion, does the project meet the needs of the community?

YES ___ NO X

Do you have any specific concerns regarding the proposed project?

YES X NO ___

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

- 1) Who are you trying to convince that the road will alleviate the I-95 traffic?
2) Is the county will be responsible for my life, accidents or any damages to the properties?
3) Is anyone that is proposing this project live on any of the communities?

How did you hear about this meeting?

Newspaper ___ Message Boards ___ Other: Over a house at Cedar Grove

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Name (Optional): _____

Address: 3433 Soaring Cir _____

Do you support the conceptual design as shown? Yes [checked] No _____

Would you like to provide any input regarding the Environmental Assessment document for the project? YES _____ NO [checked] _____

In your opinion, does the project meet the needs of the community? YES _____ NO [checked] _____

Do you have any specific concerns regarding the proposed project? YES [checked] NO _____

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

Please add a wall OR fence on side of street with sidewalk and no retainer wall

How did you hear about this meeting?

Newspaper [checked] Message Boards _____ Other: _____

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PRINCE WILLIAM COUNTY

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Name (Optional): DAVID CASLIN

Address: 3849 Dalebrook Dr Montclair

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

Please keep us informed of key dates to approve & vote for budgets

How did you hear about this meeting?
Newspaper Message Boards Other:

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Name (Optional): _____

Address: 3433 Soaring Cir

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO

Please reassess noise & safety

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.

Please build noise walls on both Cardinal Grove and Four season streets behind homes. Put traffic light on corner of Van Buren + ~~Soaring~~ Soaring + Fledgling

How did you hear about this meeting?

Newspaper _____ Message Boards _____ Other: _____

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Name (Optional): Lori Hancock CPA, MBA

Address: 13690 Buck Lane Montclair, VA 22025

Do you support the conceptual design as shown? Yes X No

This option allows minimal impact to a few homes, with the best relief of traffic issues

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO X

In your opinion, does the project meet the needs of the community?

YES X NO

This provides the best option for the community + reducing the massive traffic on waterway passing elementary school. It gives the fire house additional options to reach points south of them. Traffic will be routed thru lower populated area.

Do you have any specific concerns regarding the proposed project?

YES NO X

It just finally needs to be completed!

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

This project was promised years ago, prior to homes being built near proposed extension. Financial decisions were made on this promised project. It needs to be completed.

How did you hear about this meeting?

Newspaper Message Boards X Other: PWC Planning Comm.

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Name (Optional): _____

Address: _____

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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: SOCIAL MEDIA

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Name (Optional): William (Bill) Shelly

Address: 15240 Hgacwith Pl, Dumfries Va 22026

Do you support the conceptual design as shown? Yes [checked] No

Would you like to provide any input regarding the Environmental Assessment document for the project? YES NO

In your opinion, does the project meet the needs of the community? YES [checked] NO

Do you have any specific concerns regarding the proposed project? YES [checked] NO

I believe that it would be beneficial for the connection to be made

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

- 1. It would better distribute the traffic load.
2. Public Safety, Rescue & Fire vehicles would have better access to the area
3. Public Service vehicles such as school busses & mail delivery would have new potential access points
4. As a result of the benefits listed, costs of public services will be reduced

How did you hear about this meeting? Newspaper Message Boards [checked] Other:

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Name (Optional): BRAD HANCOCK, P.E.

Address: 15690 BUCK LN MONTCLAIR VA 22025

Do you support the conceptual design as shown? Yes X No

THIS PROVIDES MINIMAL IMPACT TO HOMES THAT EXISTED PRIOR TO ITS PROPOSAL & PROFFER.

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO X

In your opinion, does the project meet the needs of the community?

YES X NO

IT PROVIDES ADDITIONAL MUCH NEEDED THOROUGHFARE FOR N/S TRAFFIC IN THE AREA. THIS WILL ROUTE TRAFFIC THROUGH LOWER POPULATED AREAS THAN THE CURRENT PATH THROUGH MONTCLAIR. IT ALSO EASES TRAFFIC DANGER FOR 3 ELEMENTARY SCHOOLS IN MONTCLAIR. THE NEW SHARED USE

Do you have any specific concerns regarding the proposed project?

YES NO X

DO IT!

PATH IS ALSO MUCH NEEDED AS THERE IS CURRENTLY NO OFF ROAD N/S PATH IN THE AREA.

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

THIS WAS PROMISED BY THE COUNTY MANY YEARS AGO. RESIDENTS MADE HOME PURCHASE DECISIONS BASED ON THOSE PROMISES. IT NEEDS TO BE COMPLETED

How did you hear about this meeting?

Newspaper Message Boards X Other: PWC PLANNING COMMISSION EMAILS/TEXTS

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Name (Optional): _____

Address: 15527 Barrington Place

Do you support the conceptual design as shown? Yes No _____

Would you like to provide any input regarding the Environmental Assessment document 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.

This project provides much needed relief to the increased traffic on Waterway caused by the housing developments built in the past 10 years and provides easier access to businesses on Rte. 234

How did you hear about this meeting?

Newspaper Message Boards Other: _____

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Name (Optional): Carla Siles

Address: 5243 Spring Branch Blvd Dominion 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

this road is way past due - it has been "on the books" for almost 30 years. let it built!
thanks

How did you hear about this meeting?
Newspaper Message Boards Other: DOT

Cardinal Dr

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Name (Optional): Tom Turner

Address: 15001 Huntgate Lane, Montclair, VA 22075

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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: _____

Location Public Hearing
Van Buren Road North Extension Project
Conceptual Plans 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



PRINCE WILLIAM
COUNTY

Location Public Hearing Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

ALL COMMENTS ARE SUBJECT TO PUBLIC DISCLOSURE – PLEASE PRINT CLEARLY

Submit comments by close of business on March 29, 2024. Comments can be mailed to the address on the back of this form or emailed to sdjouharian@pwccgov.org.

Name (Optional): JOE WAITE

Address: 15527 BARRINGTON PL, DOMINICKS

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

THIS NEEDS TO BE COMPLETED TO RELIEVE THE TRAFFIC ON WATERWAY, WHICH WAS NOT DESIGNED FOR THE VOLUME OF TRAFFIC IT NOW ENDURES. THE PROPOSAL HAS MINOR IMPACT ON HOUSEHOLD/RESIDENTIAL LIVING, UNLIKE THE DANGER TO RESIDENTS OF MONTICLAIN COMMUNITY EXPERIENCED.

How did you hear about this meeting?

Newspaper Message Boards Other:

Location Public Hearing
Van Buren Road North Extension Project
Conceptual Plans and Environmental Study (NEPA-EA)
Prince William County, Virginia

Place
Stamp
Here

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COMMENT SHEET

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Name (Optional): _____

Address: 15001 Huntgate Ln Montclair

Do you support the conceptual design as shown? Yes [checked] No _____

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES _____ NO [checked] _____

In your opinion, does the project meet the needs of the community?

YES [checked] _____ NO _____

Do you have any specific concerns regarding the proposed project?

YES _____ NO [checked] _____

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

COMPLETE VAN BUREN RD NOW

How did you hear about this meeting?

Newspaper _____ Message Boards _____ Other: Facebook

Location Public Hearing
Van Buren Road North Extension Project
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Prince William County, Virginia

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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Sue Troyer

Address: 15901 Northgate Drive, Montclair

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

Let's get it done!

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

This project is sorely needed to get vehicles off Waterway. Traffic is routed by some cars through Montclair when I-95 is backed up. Safety concern is paramount! Also concerned Rosie's may cause increased traffic through Montclair.

How did you hear about this meeting?

Newspaper Message Boards Other: Montclair FB group

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Conceptual Design and Environmental Study (NEPA-EA)

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Name (Optional): TIM GLEASON

Address: 4302 FALLSTONE PLACE MONTCLAIR VA

Do you support the conceptual design as shown? Yes X No

THIS IS BADLY NEEDED. TRAFFIC ON WATERWAY MAKES ME SCARED TO CROSS THE STREET WALKING MY DOGS THERES SO MUCH NOW ALL THE TIME

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES X NO

I PICKUP TRASH ALONG THE ROAD WHEN I GO FOR WALKS. I HAVE PICTURS OF THE ANNOT AND WHEN IT WASHES OF THE SIDE OF THE ROAD IT GOES INTO THE LAKE OR INTO THE POTOMAC

In your opinion, does the project meet the needs of the community?

YES X NO

Do you have any specific concerns regarding the proposed project?

YES X NO

AS STATED ABOVE

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: MY WIFE TOLD ME ABOUT IT

Location Public Hearing
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Prince William County, Virginia

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PRINCE WILLIAM
COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Kristyn Gleason

Address: 4302 Fallstave Place Montclair VA 22028

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.
Please move quickly - Far too many accidents

How did you hear about this meeting?
Newspaper Message Boards Other:

Location Public Hearing
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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Stephanie Everett

Address: 15130 Hollyside Dr

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

this was the plan 30 years ago when clearing began for Brenda Fitzgerald was before any of the communities were built

How did you hear about this meeting?

Newspaper Message Boards Other:

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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

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Name (Optional): Richard Underwood

Address: 16035 DANCING LEAF PL

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

DON'T DO IT. \$200 MILLION IS TOO MUCH.

How did you hear about this meeting?
Newspaper Message Boards Other: 4 SEASON BOARD

Location Public Hearing
Van Buren Road North Extension Project
Conceptual Plans and Environmental Study (NEPA-EA)
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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Donna Burke-Fonda

Address: 15322 Edgemoor Dr, Montclair, VA

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

It should proceed as planned, as the traffic situation on waterway is not safe.

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:

Location Public Hearing
Van Buren Road North Extension Project
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Prince William County DOT
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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Theresa Tancis

Address: 15816 Marlinton Dr

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

I have lived in Montclair since 1974. The traffic has grown increasingly bad. There must be a route not through Montclair!

How did you hear about this meeting?
Newspaper Message Boards Other: facebook

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Conceptual Plans and Environmental Study (NEPA-EA)
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Prince William County DOT
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PRINCE WILLIAM
COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Steven Levin

Address: 3561 Waterway Dr

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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:

Location Public Hearing
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Name (Optional): Sylvia Boulware

Address: 15455 Silvan Glendr

Do you support the conceptual design as shown? Yes [checked] No

Would you like to provide any input regarding the Environmental Assessment document for the project? YES NO [checked]

In your opinion, does the project meet the needs of the community? YES [checked] NO

Do you have any specific concerns regarding the proposed project? YES NO [checked]

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

Looking forward to a much needed extension that will take pressure off I-95 and reduce through traffic through our neighborhood.

How did you hear about this meeting?

Newspaper Message Boards

Other: Local facebook page / Community discussion

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PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)



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Name (Optional): Paula McKinney

Address: 15894 Beaver Dam Rd., Dumfries, VA 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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.

It seems as if this project which has been in the works for decades has come as a surprise to the newer communities such as Cardinal Grove and Four Seasons. I hope that their

How did you hear about this meeting?

Newspaper Message Boards Other: VDOT (?) Traffic Signs

Concerns about noise + safety are heard + resolved while this much needed connector road is ~~being~~ being designed & built.

I do not want the existing neighborhood of Montclair to continue shouldering the burden of an increasingly growing region.



PRINCE WILLIAM COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): _____

Address: 15899 Beaver Dam Rd Dumfries VA 22025

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document for the project?

YES NO

It seems sufficient to mitigate expected problems & duly considers the safety of heritage sites.

In your opinion, does the project meet the needs of the community?

YES NO

This additional North-South corridor is desperately needed to maintain safety of areas that become traffic saturated during highway or Rt 234 traffic events and generally increase the efficiency of travel in the area for Residents of the county. Several comments.

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: _____



COMMENT SHEET

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Name (Optional): LEONARD W. FOTY

Address: 4681 TIMBER RIDGE DR, DUMFRIES, VA 22025

Do you support the conceptual design as shown? Yes X No

Would you like to provide any input regarding the Environmental Assessment document for the project? YES NO X

In your opinion, does the project meet the needs of the community? YES X NO

Do you have any specific concerns regarding the proposed project? YES X NO

NEEDS TO BE COMPLETED ASAP!

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

THIS PROJECT WOULD RELIEVE THE HEAVY TRAFFIC FLOW THROUGH MONTCLAIR ON THE WATERWAY DRIVE "RALEWAY". SPEED LIMITS ARE OF NO CONCERN TO VEHICLE OPERATORS ON THE CONGESTED ROAD TRYING TO GET TO ROUTE 234.

How did you hear about this meeting?

Newspaper Message Boards X Other: MONTCLAIRION MAGAZINE



Virtual Public Information Meeting on 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): Laura L. Kennedy

Address: 16521 Sparkling Brook Loop, Dumfries, VA 22025

Do you support the alignment as shown? Yes _____ No X

Ask the audience....who in attendance will use the new VanBuren road? My guess is there will be very few who do.

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

YES _____ NO X

In your opinion, does the project meet the needs of the community?

YES _____ NO X

Do you have any specific concerns regarding the proposed project?

YES X NO _____

- What attracted me to Four Seasons was it being a manicured, quiet community supporting a nature trail and surrounding wooded area. VanBuren road would eliminate a significant portion of our wood area.
- Increase stop & go traffic on 234.
- Further Increased traffic with new casino = even more congestion with already slow traffic on 234.
- Who is really going to use the VanBuren connector – is it really worth the cost?
- Increased noise from large trucks.
- Don't try and fool us – we are talking more than just a road – Look at Hwy.1 and the build up of business and roads being expanded affecting the property from the western side of the road to Four Season's property line.

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

I live in a 55 & older community. Will I turn left with more congestion on 234 resulting from the building of the VanBuren connector? I will turn right for less congestion and go through Montclair to get to Minnieville Rd., heading for places I frequently go – church, doctor, dentist, vet, etc. This project appears to me to be a huge waste of tax payer dollars. Protect Four Seasons neighborhood and other present communities from increase traffic and crime.

How did you hear about this meeting?

Newspaper: _____ Message Boards: X Other: Four Seasons HOA Newsletter



Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Melissa Hunniford

Address: 15772 Edgewood Dr, Montclair 22025

Do you support the conceptual design as shown? Yes [checked] No

Would you like to provide any input regarding the Environmental Assessment document for the project? YES NO [checked]

In your opinion, does the project meet the needs of the community? YES [checked] NO

Do you have any specific concerns regarding the proposed project? YES NO [checked]

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

Two Montclair residents in the last year and a half have died while sitting at the light at Country Club Dr + 234, hit by cut-through drivers. I have also witnessed numerous close calls, especially at Waterway + Northgate.

How did you hear about this meeting?

Newspaper Message Boards Other: Montclair Facebook page

Please complete this project. My family expresses strong support for it.



Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Sue Ryan

Address: 15253 Hyacinth Place

Do you support the conceptual design as shown? Yes [checked] No

Would you like to provide any input regarding the Environmental Assessment document for the project? YES NO [checked]

In your opinion, does the project meet the needs of the community? YES [checked] NO

Absolutely needs for Montclair community

Do you have any specific concerns regarding the proposed project? YES [checked] NO

my concern is fall season residents will prevent the projects completion. They were fully aware of it when purchasing homes but now want it stopped.

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

you've completed with all required steps, so please move forward and stop dragging your feet.

How did you hear about this meeting?

Newspaper Message Boards [checked] Other: facebook page



PRINCE WILLIAM
COUNTY

Location Public Hearing

Van Buren Road North Extension

Conceptual Design and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): Sonya Allen

Address: 15426 Silvan Glen Dr, Montclair, VA 22075

Do you support the conceptual design as shown? Yes No

Would you like to provide any input regarding the Environmental Assessment document 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

We need Van Buren done sooner rather than later. This is a safety issue.

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

I must stress that waterway is dangerous due to the cut through traffic.

How did you hear about this meeting?
Newspaper Message Boards Other:



COMMENT SHEET

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Name (Optional): _____

Address: 15454 Silvan Glen Dr Dumfries, VA 22025

Do you support the conceptual design as shown? Yes No _____

Would you like to provide any input regarding the Environmental Assessment document 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 on Van Buren Road North Extension Alignment and Environmental Study (NEPA-EA)

COMMENT SHEET

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Name (Optional): ALDIS MUJAJ

Address: 4193 Waterway Dr ,Dumfries ,Va 22025 United States

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: Henderson Elementary School on 3/15

Virtual Public Information Meeting
Van Buren Road North Extension Project
Alignment and Environmental Study (NEPA-EA)
Prince William County, Virginia

Place
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Here

Sherry Djouharian
Project Manager
Prince William County DOT
5 County Complex Court, Suite 290
Prince William, VA 22192

February 26, 2024

Ms. Sherry Djouharian
Prince William Department of Transportation Office
5 County Complex Court, Suite 290
Prince William VA 22192

RE: Van Buren North Extension Project

Greetings Ms. Djouharian:

I am writing to urgently request your support in extending Van Buren Road, which has been a part of the county's comprehensive plan since 2006. The Van Buren extension was planned for the I-95 overflow and is situated on the outskirts of the Four Seasons neighborhood. However, despite the clear need for this extension, some members of the Four Seasons community are actively opposing it, despite being fully aware of the road's existence in the comprehensive plan even before their community was built.

As you are well aware, the volume of traffic on Waterway Drive straight through the neighboring residential community is dangerous, unacceptable and beyond capacity. The continued delay in extending Van Buren Road is putting the safety of the community's residents, especially its youngest members, at risk. Over the years, traffic on Waterway Drive has continued to increase, causing a rise in accidents and reaching a critical mass.

We urge you to consider the broader implications of not completing the extension. The safety of the children who live in Montclair, and the students of its three elementary schools, should be a top priority. The Van Buren extension will greatly alleviate the volume of cars that cut through Waterway Drive. We understand that some members of the Four Seasons community are against the extension, but it would not be where pedestrians and cyclists frequent. Completing the Van Buren is essential for the safety of the wider community and Prince William County's increased needs for infrastructure.

Therefore, we strongly urge you to take action on this matter as soon as possible. We believe that completing the Van Buren extension would be a responsible course of action in the long-term interest of the community.

Thank you for your consideration of this matter.

Sincerely,

Patricia Turner
15001 Huntgate Ln
Montclair, VA 22025



February 26, 2024

Ms. Sherry Djouharian
Prince William Department of Transportation Office
5 County Complex Court, Suite 290
Prince William VA 22192

RE: Van Buren North Extension Project

Greetings Ms. Djouharian:

I am writing to urgently request your support in extending Van Buren Road, which has been a part of the county's comprehensive plan since 2006. The Van Buren extension was planned for the I-95 overflow and is situated on the outskirts of the Four Seasons neighborhood. However, despite the clear need for this extension, some members of the Four Seasons community are actively opposing it, despite being fully aware of the road's existence in the comprehensive plan even before their community was built.

As you are well aware, the volume of traffic on Waterway Drive straight through the neighboring residential community is dangerous, unacceptable and beyond capacity. The continued delay in extending Van Buren Road is putting the safety of the community's residents, especially its youngest members, at risk. Over the years, traffic on Waterway Drive has continued to increase, causing a rise in accidents and reaching a critical mass.

We urge you to consider the broader implications of not completing the extension. The safety of the children who live in Montclair, and the students of its three elementary schools, should be a top priority. The Van Buren extension will greatly alleviate the volume of cars that cut through Waterway Drive. We understand that some members of the Four Seasons community are against the extension, but it would not be where pedestrians and cyclists frequent. Completing the Van Buren is essential for the safety of the wider community and Prince William County's increased needs for infrastructure.

Therefore, we strongly urge you to take action on this matter as soon as possible. We believe that completing the Van Buren extension would be a responsible course of action in the long-term interest of the community.

Thank you for your consideration of this matter.

Sincerely,



Thomas Turner

15001 Huntgate Ln
Montclair, VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, March 28, 2024 7:47 AM
To: lollyntony@comcast.net
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren 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 and concerns Mr. and Mrs. Savage. 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: lollyntony@comcast.net <lollyntony@comcast.net>
Sent: Wednesday, March 27, 2024 11:47 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Extension

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

Dear Sir/Madam,

We OBJECT to this extension. As residents of Four Seasons, a senior community, being close to 95 and 234 is already a problem. We hear the constant humm of traffic and when racers hit the road, revving their cars to show off, it is worse. My opposite neighbor's property is approximately 300 feet (300) from Van Buren extension according to your plan. We have walked to the new water station noted on your proposed plan. Not far from the planned road.

Recently our community had to install a partial fence to stop three wheelers from entering our project at a certain location, close to where we live.

We sympathize with the Montclair community but they could benefit with extra policing or speed bumps. That would cost much less. Traffic will increase any place as the public attempts shortcuts to get to where they need to be. Van Buren will become a bypass for 95 and Route1 when they are backed up!!! STOP STOP STOP.

Sincerely
Anthony and Lorraine Savage
Four Seasons Drive

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 25, 2024 7:45 AM
To: Anand
Cc: 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. Anand. 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: Anand <anandsandhinti@gmail.com>
Sent: Sunday, March 24, 2024 6:12 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.

Hi Ms. Davenport,

I am a resident at 15402 Weldin Dr, and use Cardinal and Waterway Dr on a frequent basis.

I was going through the assessment (<https://www.pwcva.gov/assets/2024-02/Van%20Buren%202024%20NEPA%20Environmental%20Assessment.pdf>) and on page 23 came across the below.

3.5.1 Alternative Design Speed Van Buren Road is a planned roadway that is part of the Prince William County Comprehensive Plan and is required to be a 40-mph urban collector. A design speed of 50 mph was briefly studied but due to the diverse topography along the corridor there would have been significant impacts to surrounding properties due to the vertical geometry requirements for a 50-mph roadway. This concept was not advanced.

I noticed that the speed limit on Water Way Dr is 35 mph, and crisscrossed with pedestrian friendly markings, while the speed limit on Cardinal and the proposed extension on Van Buren is in the 40's. Has a 35 mph speed limit been considered for Cardinal and Van Buren Roads, as they are both surrounded by residential areas?

Thank you,
Anand

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, March 14, 2024 2:40 PM
To: Lynn Csky
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Road N. Extension Project - Objection

[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. Chirinsky. 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: Lynn Csky <lec.llcjax@gmail.com>
Sent: Thursday, March 14, 2024 2:25 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road N. Extension Project - Objection

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

Hello Ms. Djouharian,

As a Four Seasons Resident, I wish to express my strong opposition to the VBR N. Extension project for several reasons.

First and foremost is the negative impact on the peace, safety, and well-being of our community. Homeowners have spent tens of thousands of dollars maintaining security through our entry access control gates and our extended entry roadway. The proposed construction of a 10 foot wide path and 5 foot wide sidewalk along our community's property boundaries would allow easy access into our community by individuals with criminal intent as well as the noteworthy number of displaced persons which pose a significant risk to our residents.

Second, we oppose how the VBR construction will impact the environment. Further destruction of green spaces will cut up our wildlife's already fragmented habitat which will push them into interacting with vehicular traffic.

Third, we object to the noise levels during construction and of the vehicle and commercial vehicle traffic which will be permanent. This unending noise will negatively impact the quality of life for our senior citizen community.

We respectfully request the cancellation of this road extension due to the adverse effect on our community and the wildlife we are blessed with.

Respectfully,

Ben & Lynn Chirinsky

3988 Great Harvest Ct.

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, March 14, 2024 2:40 PM
To: Lynn Csky
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Road N. Extension Project - Objection

[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. Chirinsky. 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: Lynn Csky <lec.llcjax@gmail.com>
Sent: Thursday, March 14, 2024 2:25 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road N. Extension Project - Objection

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

Hello Ms. Djouharian,

As a Four Seasons Resident, I wish to express my strong opposition to the VBR N. Extension project for several reasons.

First and foremost is the negative impact on the peace, safety, and well-being of our community. Homeowners have spent tens of thousands of dollars maintaining security through our entry access control gates and our extended entry roadway. The proposed construction of a 10 foot wide path and 5 foot wide sidewalk along our community's property boundaries would allow easy access into our community by individuals with criminal intent as well as the noteworthy number of displaced persons which pose a significant risk to our residents.

Second, we oppose how the VBR construction will impact the environment. Further destruction of green spaces will cut up our wildlife's already fragmented habitat which will push them into interacting with vehicular traffic.

Third, we object to the noise levels during construction and of the vehicle and commercial vehicle traffic which will be permanent. This unending noise will negatively impact the quality of life for our senior citizen community.

We respectfully request the cancellation of this road extension due to the adverse effect on our community and the wildlife we are blessed with.

Respectfully,

Ben & Lynn Chirinsky

3988 Great Harvest Ct.

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 18, 2024 8:53 AM
To: Barry Drennan
Cc: Brewer, Mark; Ankers, Mary; 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 suggestions Mr. Drennan. 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: Barry Drennan <drennanenator@gmail.com>
Sent: Saturday, March 16, 2024 4:52 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.

Hi, Ms. Djouharian,

I wanted to write to you regarding the proposed Van Buren Road extension. I have two comments regarding this project:

1. I'm fully in support of building the extension to Van Buren Road. I live in Montclair, and we get an enormous amount of cut-through traffic on a road that isn't really meant for it. Large numbers of people from outside the neighborhood drive recklessly on Waterway Drive, and it only makes sense that they should instead take a route that is shorter, straighter, and has fewer families with children living in the area. The road would also decrease traffic at the Cardinal/Waterway intersection, with traffic turning left from Cardinal onto Waterway sometimes backing up since the storage bay isn't that big.

My understanding is that there have been opponents of this project from Four Seasons who object to the road going past their property, even though Four Seasons was constructed with a legal obligation to allow the Van Buren extension to proceed. It should be pointed out that traffic avoiding jams on I-95 and US 1 don't, and can't, go through Four Seasons, but they do go through Montclair, and we need a better alternative for those people so that they aren't cutting through our neighborhood.

2. I have a concern about the proposed intersection for Old Stage Coach Road at Van Buren. Right now, this is a 4-way intersection. The proposal puts a barrier across the median along Van Buren, and I understand the need to free up space for traffic to accumulate on Van Buren without getting tangled up with traffic turning left from Old Stage Coach onto Van Buren. However, my concern is what happens after traffic turns right

(being the only possible direction to go) from Old Stage Coach onto Van Buren. Most of this traffic will attempt to do a U-Turn on Van Buren at the very next intersection (Copper Mill), since traffic that wants to head northeast toward Cardinal will use the new access road instead.

This seems dangerous to me. Vehicles would cut across two lanes of traffic to do this movement, and the cross traffic has just made it through an intersection at a green light and will not be expecting other vehicles to get in their way. Vehicles would be much better off making a U-Turn at the subsequent intersection (where the new access road ends on Van Buren). I also don't believe that simply marking this intersection with a No U-Turn sign will be sufficient to prevent people from doing it anyway. There is an additional risk that people will cut through the parking lot at Montclair Family Restaurant to get out onto VA 234 if they are planning to head northwest.

I have two suggestions for mitigating this issue. The first is to have the lane turning right from Old Stage Coach onto Van Buren have a merge area with a physical barrier separating that lane from the other lanes of traffic, just long enough to prevent using the median cut-through at Copper Mill. This would force that traffic to continue down to the access road intersection and do their U-Turn there.

The second suggestion (perhaps less viable) is to reconfigure the cut-through road just south of the Exxon on VA 234, between the I-95 interchange and Van Buren, that people use to go from 234 onto Old Stage Coach. (Some maps label this as Dewey Boulevard.) The suggestion would involve removing the cut through and changing the intersection at the I-95 Southbound on-ramp to a full-fledged four-way intersection. Right now, traffic is only allowed to turn right onto this cut-through from 234, but not back out the other way. Making this a four-way intersection would provide people with a better means of getting back to 234 from Old Stage Coach. (There's also a need for a sidewalk along 234 in this area, to keep people from being struck by traffic exiting 95 Southbound, but that's another topic entirely.)

Thank you for your time!

Barry Drennan
15797 Edgewood Drive
Montclair, VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Tuesday, March 12, 2024 8:15 AM
To: Brewer, Mark; Jennings, Chris
Subject: FW: Van Buren Road North Extension Project

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Good Morning,

More comments.

Thanks,

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

-----Original Message-----

From: Chelsea Hamilton <guererra@yahoo.com>
Sent: Monday, March 11, 2024 5:11 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 Evening,

I am unable to attend the public hearing this Thursday 14Mar24 from 5:30-8 pm at the Henderson Elementary School Cafeteria. As a homeowner and resident of Cardinal Grove whose backyard abuts Van Buren, I STRONGLY do NOT want this project to proceed nor this road to be constructed. I built a home in this community 9 years ago because of its seclusion from traffic. This project would bring large volumes of southern traffic right through our neighborhood, offloading 234, Route 1 and 95. This marked increase in traffic will not only congest our quiet neighborhood, it will expose the large amounts of children and families who live in that neighborhood to unsafe traffic and crime. Given the construction of the casino on the very street from which the Dumfries Road will be extended, this will introduce an unacceptable amount of traffic and crime into our neighborhood. The school buses stop on this street and children walk up the street to Fannie Fitzgerald Elementary school. I do not want that danger, that traffic and that crime in my backyard nor do the other families who live here.

All of the above implications will drop the property value of my home in a way that PWC will never reimburse me for. It isn't right and this is another reason I do NOT want this project to proceed.

In addition, by expanding the current small road, you will destroy a nature filled grass land as well as a gorgeous, wooded area. I will scour your environmental assessment to ensure the native species of deer and plants are not harmed by your project, which I strongly suspect they will be.

By expanding the small road to make a four lane road with 10 foot wide bike lanes and a 5 foot wide sidewalk, you will take property from my backyard, which is unacceptable. I invested thousands of dollars into constructing a new fence. I neither want strangers walking by it in large numbers nor am I willing to give up land for this project.

On all sides I oppose this project. To proceed with it would be against the wishes of literally every neighbor in my neighborhood. Please halt all planning on this project and elucidate another route where childrens' safety, quiet neighborhoods and nature will not be disrupted. Casino traffic and crime is not welcome in Virginia and it is certainly not welcome in my neighborhood.

Chelsea Hamilton
15626 Habitat Court
Woodbridge, VA 22193

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 22, 2024 7:57 AM
To: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: FW: Van Buren Road North Extension Project

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Hi,

I forgot to copy all of you.

Thanks,

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

From: Djouharian, Sherry
Sent: Friday, March 22, 2024 7:56 AM
To: LUCINDA PASTERNAK <pasterla@yahoo.com>
Subject: RE: Van Buren Road North Extension Project

Thank you for your comments Ms. Pasternak. 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: LUCINDA PASTERNAK <pasterla@yahoo.com>
Sent: Thursday, March 21, 2024 12:27 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road North Extension Project

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March 21, 2024

Project Manager

Ms. Sherry Djouharian,

As a resident of Montclair, I am pleased that the Van Buren Road extension is expected to go forward. Waterway Drive in Montclair is a thoroughfare between Minnieville Road and Rt. 234 and is often used as an alternate route when there are problems on other roads in the area. It is in a community setting and so has the type of usage one would expect from a community road. There are two elementary schools along Waterway where hundreds of children walk alongside it on sidewalks and cross it to get to school. Additionally, Waterway has commuter bus stops with people crossing from parking areas and nearby neighborhoods. Golfers ride their carts across the road to get from the country club to the golf course. A library, playground and 2 shopping centers bring walkers from the surrounding area to crosswalks on Waterway. All these normal community amenities are enjoyed and used by the people living here, but they also put people at risk when sudden influxes of traffic hit our main road. An additional road, Van Buren Road, would help to alleviate the problems on Waterway. It is long past time for this to extension to be built.

Cindy Pasternak

4932 Breeze Way

Montclair, VA 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 18, 2024 9:58 AM
To: Wayne Trent
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: PUBLIC HEARING ON VAN BUREN ROAD (VBR) NORTH 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 Mr. Trent. 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: Wayne Trent <wayne@waynetrent.com>
Sent: Thursday, March 14, 2024 7:19 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: PUBLIC HEARING ON VAN BUREN ROAD (VBR) NORTH EXTENSION

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

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 addition of this extension will cause property values become lower and result in less desire to reside here.

The commercial traffic is already heavy along 234 and semitrailers, dump trucks already disregard the traffic lights with no one enforcing those laws.

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.

Clarence Trent
4048 Great Harvest Ct.

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Monday, March 18, 2024 9:26 AM
To: Debra Gutierrez
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road

[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 Mrs. 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: Debra Gutierrez <debragutierrez527@gmail.com>
Sent: Friday, March 15, 2024 2:40 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren Road

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

Ms. Djouharian,

I am very much against the building on the Van Buren Road extension.

This would have a detrimental effect on the Four Seasons, Copper Mill and Cardinal Grove communities. The safety of the residents in these communities is being ignored.

1. This extension would have tractor trailers going up and down this road, causing a safety risk plus raising the noise volume that is already generated by traffic on 95. What is to stop the truckers from parking overnight and leaving their trucks running. Trucks who would normally have to travel 95 and want to avoid the truck stop will be utilizing this cut trough.

2. It would give criminal individuals access to the Four Seasons community from the ret stop and the hotels on 234. This is already becoming a problem with the new Pumping Station behind our homes. There have already been **2 robberies at the Pumping Station** and it isn't even up and running yet. The thief walked between residents' homes where a car picked up the thief ,his stolen equipment and quickly drove off through Four Seasons. He was once again spotted walking between houses in the community the next day.

3. All of the trees and natural beauty of our community will be destroyed and the wildlife will be driven away. We moved here because it was a quiet beautiful community that is being destroyed for no reason.

4. This is not going to solve traffic issues, instead it will add more conjunctions and deadly accidents on Route 234. The intersection where this road would enter and exit is horrendous.

5. At a cost of over \$200,000,000 ,dollars it is money that could be better spent to assure the residents of Prince William County a safe and beautiful place to live.

Thank you for your time,
Debra Gutierrez
518-441-1097

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 22, 2024 7:51 AM
To: Gaston Gianni
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren North Extension Project

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Thank you for your comments Mr. Gaston. 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: Gaston Gianni <gastongianni@aol.com>
Sent: Thursday, March 21, 2024 2:55 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: Van Buren North Extension Project

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

As one of the original Four Seasons families, **I'm opposed to this proposed road expansion**. I spent 40 years in government evaluating government programs—32 at the Government Accountability Office and 8 years at Federal Deposit Insurance Corporation as their Inspector General. There is one thing that I learned about how governments work. In planning for projects, most if not all, overestimate the benefits to be achieved, underestimate any negative impacts, and underestimate the costs associated with their projects. Thus, presenting a rosy assessment of projects to achieve approval.

If the Van Buren project is approved by the Prince William Government, I believe the following issues will arise; noise issues, safety issues, speeding issues, traffic congestion at the intersection of Van Buren and 234 and cost overruns. Let me explain:

NOISE ISSUES: currently noise levels from I-95 are at or above acceptable decibel levels. With the removal of all the trees to make room for the road the noise level from I-95 and the expected traffic on the proposed road will only increase for the residents in

Four Seasons. The proposed road will even open areas along the roadway for industrial development, eliminating more trees and creating higher noise levels for the Four Season Community. More than likely, the project will have negative impacts on the property values in the community.

SAFETY ISSUES: The proposed road will expose Four Season to higher crime levels as traffic flows along the roadway. Four Seasons being an over 55 community, many of whom are widowed and elderly, makes the community a prime target for people looking for trouble along this two mile pathway.

SPEEDING ISSUES: if constructed, this roadway will become a 2 mile speedway. This will cause higher noise levels and unsafe conditions for anyone using the road. Posting speed limits will have no effect! The road will be a race way! Our local law enforcement doesn't have the resources now to adequately patrol along 234. This has become a speedway where drivers are constantly running through lights. I can just imagine what would happen along the proposed road.

TRAFFIC CONGESTION: 234 is already a highly traveled route. Dumping traffic on to this intersection will only add to problems. More people can be expected to bail from I-95 and use this road, creating larger amounts congestion. Also, the opening of the casino along I-95 will cause even more traffic congestion on 234. Adequate consideration of the traffic congestion at this intersection we'll require additional funding on top of the current project cost estimates.

FINAL ISSUE COST: While the current plan is to spend \$8 million on a feasibility study (that's real taxpayer money no matter where it comes from!)

I have heard that some estimates to build the road run over \$200 million for 2 miles of road! Again, taxpayer monies by they from the county, state and or Federal governments. Given that the planning and development could take years, the costs could even be higher!

Given all these concerns, some may question the wisdom of our elected leaders to spend this much money on TWO miles of road.

Thank you for considering my concerns and the quality of life of the Four Season Community.

Gaston Gianni

3816 Mulberry Point Ct.

Montclair, VA. 22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 15, 2024 2:22 PM
To: George Johnson
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: How close will this be to our home?

[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. Johnson. 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

-----Original Message-----

From: George Johnson <gj92909@gmail.com>
Sent: Friday, March 15, 2024 2:18 PM
To: Djouharian, Sherry <sdjouharian@pwcgov.org>
Subject: How close will this be to our home?

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

Hello, ma'am.

We moved to 17163 Four Seasons Dr. about a year ago. Guess we're closest to this proposal of this new road as anyone. Are there any studies on how much more noise (I-95 is enough already) we'll have to endure?

George Johnson / 202-368-9007

Sent from my iPhone

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Tuesday, March 19, 2024 7:58 AM
To: JOHN PAREZ
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road North Extension Project

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Thank you for your comments Mr. Parez. 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: JOHN PAREZ <johnparez07@comcast.net>
Sent: Monday, March 18, 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.

Dear Ms. Djouharian,

We reviewed the Environmental Assessment (EA) of the Van Buren Road North Extension Project dated January 26, 2024. We also attended the Location Public Hearing held on March 14, 2024. Based on the EA, Public Hearing and prior meetings, we continue to strongly oppose this project.

We have lived in the Four Seasons community since 2004. Since then, the noise and air pollution coming from I-95 and VA Route 234 has increased significantly. Fortunately, there is a natural buffer of trees to attenuate some of these impacts. However, removing the trees and adding another major thoroughfare adjacent to our eastern perimeter will exacerbate the impacts on Four Seasons, as well as neighboring communities and the environment as a whole, for minimal economic benefit. This new road would carry truck and car traffic day and night. Warehouses and other industrial businesses will be built directly behind our homes as a result of this road. Safety and security will be compromised, home values reduced and quality of life degraded.

Maybe the road was a good idea 30 years ago, when residential neighborhoods were not there. But, now those communities are there and a major road going through them is not compatible.

For these reasons, we recommend stopping all further work on this project. Instead of spending hundreds of millions of dollars to build a road and inducing industrial development next to residential communities, we recommend the county purchase the land in order to preserve it in its natural condition and avoid all the adverse impacts that this project will cause.

Thank you for the opportunity to comment on this project.

Please send us a short reply to confirm receipt of this email.

John and Lois Parez
17203 Four Seasons Drive
Dumfries, VA 22025
703-878-2070

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Wednesday, March 20, 2024 11:40 AM
To: John Avelis
Cc: Brewer, Mark; Jennings, Chris; Ankers, Mary
Subject: RE: Van Buren Road North Extension Project

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Thank you Mr. Avelis for your comments. 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: John Avelis <javelis3@mac.com>
Sent: Wednesday, March 20, 2024 11:30 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.

Dear PWC:

As a resident of Dumfries, I'm writing to express support for the Van Buren Rd North Extension. I have reviewed the study documents on the county website, and have firsthand knowledge of traffic tie-ups and dangerous driving on existing north-south roads that could be relieved by an additional north-south route.

I'm glad to see that the road is being built to a 40MPH standard; as it will be running through and near existing residential areas, speeds should be kept reasonable.

This project has been part of the county plans forever; it will improve the flow of traffic through the eastern part of the county and improve the quality of life for many residents. I fear that if this project isn't finally pushed forward now, continuing development will make it impossible to complete and we will permanently lose these opportunities.

Thank you,

John Avelis
4313 Fallstone Pl
Dumfries VA
22025

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, March 14, 2024 11:56 AM
To: Judy
Cc: Ankers, Mary; Brewer, Mark; Jennings, Chris
Subject: RE: Van Buren Road 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 Ms. Dota for your comments. 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

From: Judy <judymom943@gmail.com>
Sent: Wednesday, March 13, 2024 6:22 PM
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.

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, Judy M Dota

Sent from my iPhone

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Thursday, March 14, 2024 11:58 AM
To: James Hunniford
Cc: 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 Mr. Hunniford. We will respond to comments and suggestions 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: James Hunniford <hunniford@verizon.net>
Sent: Wednesday, March 13, 2024 6:22 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.

Hello
My name is James Hunniford and I live at 15772 Edgewood Dr, Dumfries VA 22025.

I strongly support the Van Buren Road North Extension Project. It makes sense in multiple ways. It creates an additional route from Dumfries to Woodbridge that is also more direct. It will help alleviate traffic congestion especially on Waterway Drive. It will also help response times for emergency medical trips from Dumfries to Potomac Hospital.

I have listened to the objections by residents of Four Seasons and find that their complaints about the project are not warranted. No real harm will come to that neighborhood but real benefits will be obtained for Montclair as well as the drivers who use Waterway drive as a cut through to get to 234.
Please vote for the project.

Thank you.

Dietrich, Andrew

From: Djouharian, Sherry <sdjouharian@pwcgov.org>
Sent: Friday, March 29, 2024 8:42 AM
To: Jean Monroe
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. Monroe. 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: Jean Monroe <jfmonroe18@gmail.com>
Sent: Thursday, March 28, 2024 2:44 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 Project Manager Ms. Sherry Djouharian:

I appreciate you taking time to read my email. I am a happy resident of Four Seasons just off of 234 in front of First Mount Zion Baptist Church. I enjoy living in this community and I believe it to be safe. As a female in her 60s, I really feel safe living here and working for the Department of Defense. I rode through Four Seasons to see where this road will be located. I also check out the Van Buren road area on both sides to see how it will affect this community. There are many 55 and over residents and some that much older. Maybe 60 years and older. There are veterans, retired County workers and workers from all types of organizations. There is a high possibility of physical and mental disabilities these residents may have.