6-A

MOTION:

SECOND:

July 26, 2011
Regular Meeting
Res. No. 11-

RE: **APPROVE THE FINAL DESIGN OF THE FULLER ROAD IMPROVEMENT PROJECT – POTOMAC MAGISTERIAL DISTRICT**

ACTION:

WHEREAS, the Fuller Road Improvement Project involves the improvement and widening of an approximately 1,400 linear feet section of Fuller Road, the access road to the Quantico Marine Corps Base, to a four-lane divided road, and the realigning of the Fuller Heights Road intersection to maximize the crossover spacing with Route 1; and

WHEREAS, Commonwealth funding for this project was accepted by the Board through the approval of Res. No. 09-773, adopted on October 6, 2009. The source of the funding is Federal Public Lands discretionary funding, made available through the Commonwealth of Virginia's Secondary Six-Year Plan; and

WHEREAS, a Virginia Department of Transportation public hearing on the final design of the project was held on May 18, 2011 to satisfy public involvement requirements related to the acceptance of Commonwealth funding; and

WHEREAS, a comment period was held on the final design after the public hearing from May 18, 2011, to June 1, 2011. Several comments for the project were received. The comments and their responses have been attached to this Board item; and

WHEREAS, approval of the final design of the project will allow for the design phase to be completed and the project to proceed to right-of-way acquisition and into construction;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby approve the final design of the Fuller Road Improvement Project in the Potomac Magisterial District as set forth on the final design sketch, a reduced copy of which is attached hereto.

ATTACHMENTS: Final Design Sketch of Fuller Road Improvements
Public Hearing Transcript Comments and Responses

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

For Information:
County Attorney
Transportation Director

ATTEST: _____
Clerk to the Board

ATTACHMENT 1

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future
9201 Arboretum Parkway Suite 140 Richmond, Virginia 23236

FULLER ROAD (ROUTE 619) IMPROVEMENTS PROJECT FROM JOPLIN ROAD TO QUANTICO MARINE BASE

MAY 18, 2011

Location & Design Public Hearing Transcript Documents

Project: 0001-076-995, PE-101, RW-201, C-501

Route: Rte. 619 (Fuller Road)

County: Prince William

UPC: 92999

From: 0.21 miles West of the intersection of Joplin Road and Route 1
To: 0.25 miles East of the intersection of Fuller Road and Route 1

Public Hearing Date: May 18, 2011

Venue: Dumfries Triangle Rescue Squad, Inc., Dumfries, VA

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LOCATION & DESIGN
PUBLIC HEARING SUMMARY
ROUTE 619 – FULLER ROAD
PRINCE WILLIAM COUNTY, VA

Project Number:	0001-076-995, PE-101, RW-201, C-501
From:	0.21 miles West of the intersection of Joplin Road and Route 1
To:	0.25 miles East of the intersection of Fuller Road and Route 1
Project Length:	0.46 miles

A Location & Design Public Hearing was held for the above referenced project at the Dumfries Triangle Rescue Squad, Inc., located in Dumfries, Virginia on May 18, 2011 from 7:00 – 9:00 pm.

A total of 27 citizens attended the hearing per the sign-in sheet. Written comments were received from 5 citizens and 4 oral comments were received within the comment period for a total of 9 comments.

Of those 9 comments received, there was a mix of support, opposition and neither (neutral) for the project. While the commenting citizens are eager for improvements, they did have some questions and concerns regarding the project. A summary of the comments follows:

Background Information

JMT was selected by Prince William County to prepare design plans for the widening of Fuller Road between Route 1 and the main gate of Quantico Marine Corps Base (QMCB). Presently Fuller Road is a four lane undivided curb and gutter roadway at Route 1 and transitions to a two lane roadway as you approach the QMCB entrance. Between the entrance and the main gate the roadway is a two lane open shoulder design. Fuller Heights Road is a two lane curb and gutter roadway.

The project will design Fuller Road as a standard four-lane divided roadway with a raised median from route 1 to the guard shack (check station) at the main gate of QMCB. The existing connection of Fuller Heights Road to Fuller Road will be shifted to the east to provide the required intersection separation, to meet VDOT standards, between the Fuller Road/Route 1 intersection and the Fuller Road / Fuller Heights Road Intersections. Fuller Heights will remain a two lane roadway but requires additional turn lanes at the intersection with Fuller Road. The project will be designed to VDOT and PWC Design and Construction Standards Manual

(DCSM) standards. Designs and impacts to the QMCB main gate will be coordinated with QMCB.

The JMT services include the overall project management and the design of the project including; complete survey, right of way and construction plans, drainage and stormwater management facilities designs, phased erosion and sedimentation plans, new signal design, sign and pavement marking designs, underground utility designating and locating (test holes), utility design and coordination, right of way appraisals and right of plats. EEE is developing the environmental Categorical Exclusion (CE) for project.

As the design has progressed the scope has expanded to encompass improvements to the entire Route 1/Fuller Road/Joplin Road intersection to include an additional through lane across Route 1 to improve efficiency of traffic flow into the main gate of QMCB. As a result of Value Engineering recommendation the County is considering a roundabout at the Fuller Heights Road/Old Triangle Street intersection and has asked JMT to evaluate a roundabout in lieu of traditional four leg signalized intersection.

Fuller Road (Route 619)

Improvements Project

Please sign in!

Thank you!

Name	Address	Telephone Number
Gkaolis Arboleda	PWC DOT	703 792 5276
[signature]	Rod Emmons	702-221-1555
18806 Ken. Rd	Warren Sprague	703-771-4913
Ray Sprague	P.O. Box 1 Triangle	703-221-3067
Jeff Cronin	VMT	804-323-9900
Jessica Muran	JMT	(804) 323-9900
Jimmy Giannopoulos ~~4 OLD~~	P.O. Box 47 Quantico VA	703-505-9610
T.A GIANNOPOULOS	QUANTICO, VA	703.640.6814
D. HAPNER	41142 ANDERSON Rd TRIANGLE, VA.	703-441-2592
JOE WINTERER	MCB QUANTICO	703-784-5530
KEX PITTMAN	MCBQ	703-432-2606
Javier M. Tho	PWC-DOT	703-792-8164
Charles Clatterbuck	PWC DOT	571-220-9628
ROSA LEATERS	BARnette cir TRIANGLE	703-221-8408
Sally Barlow	Graham Park Shores	703-221-6248
[signature]	18920 BARNETTE CIR TRIANGLE	703-221-8408

Fuller Road (Route 619)

Improvements Project

Please sign in!

Thank you!

Name	Address	Telephone Number
William Hobbs	18704 OLD TRIANGLE RD	703 655 5681
Elizabeth Kimmerly	G5, NREA, NEPA, MCBQ	703.432.6772
Maria Sunner		703-366-1935
Sung-Soo Kim		571-220-1200
Claudia Llano		703-258-1768
Khalfab Shammout		703 796 6825
Lester Whitlow		703-975-9787
Steve Hundley	Marine Corps Base Quantico	703 784-5927
Margaret Beckwith	18742 Fuller Hts RD	703-221-4990
Mary Pishock	18742 Fuller Hts RD Triangle VA	V
Jimmy Zahbeana	18741-Fuller Hgts	(703) 221-5645

ORIGINAL

VIRGINIA DEPARTMENT OF TRANSPORTATION

FULLER HEIGTS ROAD DESIGN
TOWN OF DUMFRIES
Design Public Hearing

Comments Directly to the Court Reporter

Dumfries Triangle Rescue Squad
3800 Graham Park Road
Dumfries, Virginia

Wednesday, May 18, 2011
7:00-9:00 p.m.

* * * * *

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P R O C E E D I N G S

Mr. Ron Emmons: My concern is we're coming down Fuller Heights Road going north to US 1. They got us now -- they're going to block us off with a cul-de-sac there, instead of letting us go straight on through and being able to make a right hand turn.

For years we couldn't do that because that was Marine Corps property. So we never could put that access road out to US 1 to make the turn lane going north on US 1 from Fuller Heights.

We're not accomplishing anything for traffic flow because we're going to get caught again out of the roundabout with people coming out of county flow, we're still going to have to wait. So if we had that cul-de-sac opened up so we could flow traffic north, get the traffic going north. Everybody goes north practically out of Fuller Heights Road now.

We've got to worry about 95 coming in. Now we're still going to have to wait to cross over to get Fuller Heights Road. So we've got a problem there that's not going to be solved. I just don't think this is the right thing. We need something different to get us out.

On Sunday, both the Catholic Church and the

black church, when they let out, 90% of them are going north. When they go north, they're tied up there trying to get out onto Fuller Road and then going north. We're going to do the same thing here. If we just had -- instead of that cul-de-sac, if we just had a straight on through curve to US 1 and let us go out and merge with traffic.

Somebody is not looking at this properly. They need to come down and drive with me or somebody on Sunday and see what happens and they would understand what the problem is. They don't understand what the problem is. They absolutely don't. On Sunday Fuller Heights Road is a zoo.

That's all I've got to say.

Mr. Lester Whiting: My name is Lester Whiting. I'm with my son on the front end section of Fuller Heights Road and Joplin Road going into the base. The main problem is they've done took all of the access from the people in Triangle and gave it to the Federal Government, so we have no way of doing anything out of Triangle.

What they really need to do is make a flyover off of Interstate 95 just to go into the base directly off

of 95 in and out and leave the people on Fuller Heights Road with the access to get to Route 1. That would be the solution to all of the problem, but I guess nobody has any sense to realize that.

Mr. Phil Hepburn: I'd like to be on the record that in my opinion after talking with most of the officials in charge here, that I'm of the opinion that the new plan is not going to take care of the problem at all.

We have a net number of cars that come through that intersection. What is being done does not address peak traffic at all. It hurts the people on Fuller Heights Road. I just don't want to come up with presenting a problem as a solution. I just don't understand why they didn't entertain putting a simple traffic circle similar to one in Fairfax County on Route 50, which handles a lot more traffic than that intersection does by a long shot.

In so doing they could have Fuller Heights Road have its own light. The main marine base would have their own traffic. Everybody would have a whole lot better access to Richmond Highway and 95. We would save a lot of money, because what I'm presenting is a traffic circle that would probably cost two to three million,

instead of six million.

I spoke with some people. I spoke with the engineer about this and went over with her and she encouraged me to come over here and talk to you. I can't think of her name. She understood very clearly what I was saying and recommended that I come over and speak with you so we could get this on the record.

I am at 18723 Fuller Heights Road. I've been trying to rent this building for over a year. I've been unable to find a tenant, because the tenants when they would go to the county couldn't be told what and when things were going to happen. As a result, they were afraid to put any improvements to my building.

As a result they said when they finally get their act together, call me back. But as a result, I'm sitting on vacant building for over a year, costing me over $50,000 a month. I'm being hurt by this. I understand that the final analysis may be good for me, but in the meantime I'm really suffering from this road improvement.

Thank you.

Mr. Duane Hapner: We own the property joining the dry cleaners at 18734 Fuller Heights Road. We'd be

affected by the new bridge alignment that they're putting into the road from Fuller Heights to Old Triangle Road at the intersection.

The proposal I guess is to take part of our property as the water flow and that basically is going to chop what we've got left of the property up into a small piece. That's not going to be acceptable to us. The property has been in our family since 1949 and we expect to be compensated and just take the whole thing instead of just chopping it up.

I've talked to Mr. Blazer about it and the transportation for Prince William County. He assured me that they would be meeting with us in the next month or so when they go through this right of way acquisition stuff.

So I just wanted to go on the record.

* * * * *

(This concludes the comments given to the Court Reporter.)

* * * * *

CERTIFICATE OF COURT REPORTER

I, MICHELLE L. MOLL, a Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings, which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties thereto, nor financially or otherwise interested in the outcome of the action.

Michelle L Moll

MICHELLE L. MOLL
Court Reporter

Mr. Ron Emmons (via Court Reporter)

Directly Connecting Fuller Heights Road to Route 1 – This option has been researched and evaluated several times during our design process. The largest constraint with this option is the intersection spacing (minimum 660') which is required between any new intersection construction within the vicinity of Route 1 between the intersections of Fuller Road and Squires Lane. Even a simple right-in/right-out entrance will violate the minimum intersection spacing requirements. The challenge with the intersection spacing along with the fact that providing this direct connection did not improve the Level of Service or improve traffic flow compared to the current design eliminated this option from further consideration.

Traffic Flow – The purpose and functionality of the roundabout is to keep traffic free-flowing at all times. The free flow movements are a benefit of roundabouts effectively improving the Level of Service or improving traffic flow for the surrounding roadways.

I-95 Movement – Two-thru lanes are being provided on Joplin Road for traffic coming off of I-95. This doubles the current storage capacity for vehicles. Also, a left-turn-lane is being carved out on Joplin Road at the Route 1 intersection for vehicles traveling north onto Route 1 improving the Level of Service of the intersection and reducing overall delay at the intersections included in this improvement project.

Mr. Lester Whiting (via Court Reporter)

Fuller Heights Road Access to Route 1 – A flyover option as noted is not within the scope of work for this project. This Fuller Road project is an improvement project when combined with the improvements being made with the Route 1 project will reduce overall delay at the intersections included in this improvement project.

Mr. Philip Hepburn (via Court Reporter)

Peak Traffic Flow – It is known that this project will not eliminate all of the traffic volume and flow issues that are currently being experienced. The goal of this design and project are to alleviate some of these issues to make things better – this is why two-thru lanes from Joplin Road to Fuller Road are being provided, specific turn lanes are being carved out so they do not block traffic and a roundabout is being proposed to keep traffic free-flowing. The future idea/goal of a roundabout replacing the Route 1 intersection is not within the scope of work for this project and is a future project that currently is not funded or identified as a priority project in VDOT's six year program.

Mr. Duane Hapner (via Court Reporter)

Property Being Split by SWM Flow – Property owners concerns will be addressed during the right of way negotiations process.

MAY 25 2011

Thomas J. Blaser, Director

May 23, 2011

PWC Dept. of Transportation

5 County Complex, Suite 290

Prince William, VA 22192

REF: PH Fuller Rd/Fuller Hgts. Rd Project

Mr. Blaser,

I attended the public hearing for the Fuller Road/Fuller Heights Road project May 18, 2011, I found it very informative. Mrs. Caddigan along with you and your staff were very accommodating in the presentation of this project.

My family owns the vacant lot at 18734 Fuller Heights Road, which will be effected with this project. This particular property has been within our family since 9, July 1949, DB 138 PG 265. June 8, 1968, my Great Aunt Mary Alice Brown Moller and her husband George, conveyed 40 feet of this property, (road frontage), under quiet title, to the Prince William County Board of Supervisors DB 470 PG 122. This conveyance was for the purpose of widening Route 1119 (Fuller Heights Rd) as part of the secondary road system in Prince William County. In September of 2007, the property was transferred from the Estate of Mary Alice Brown Moller, to Donald L. Hapner, and then transferred into the Donald L. and Mary Ann Hapner Family Trust and recorded thus on December 13, 2007 w/property plat Instr. # 200807220069999.

32 years later, in 1999, the County finally got around to acquiring the additional right-of-ways and property to upgrade this section of Fuller Heights Road. The completion date of that project was around 2001. This project was to accommodate the increased traffic from the new housing and land developments on Fuller Heights road.

Five years later, in 2005, the Federal, State and Local governments set forth a 6 year plan to expand and revitalize the U. S. Route 1 corridor from Alexandria through Fairfax, Prince William and Stafford Counties for the purposes of accommodating traffic for Ft. Belvoir and Quantico MCB. In reviewing some on-line public information, it appears that this Fuller Road/Fuller Heights Road project was part of this long range expansion for the past six years. Yet, the public and affected property owners are just now being asked for input on a project that has already been set in motion to be completed within the next 12 months.

With the aforementioned information stated, once again it appears that Prince William County is lagging behind the times and being short sighted. It took 32 years before the County finally got around to spend good money to upgrade Fuller Heights Road from Fuller Road to Old Triangle Road. Less than 10 years later, the taxpayers are footing the bill to redo a redo.

Do not misunderstand my points here, for I am a big supporter of the entire revitalization of the Triangle area. Having lived and grown up here, I applaud the vision and hard work that has been put into the long overdue revitalization. The

proposed Potomac UDA is outstanding and will make our renewed community a wonderful place to live and work.

I would like to be so bold as to suggest this Fuller Road/ Fuller Heights Road crossover be modified a bit. I suggest adding **additional traffic lanes on both sides of the crossover bridge**. For the short term, this would serve as emergency pullover lanes for disabled vehicles, and in the long term, these additional lanes would be already in place to accommodate the eventual widening of the Old Triangle Road corridor with the Potomac UDA. In other words, the Fuller/Fuller Heights roads crossover bridge will already have the additional lanes in place so as not to disrupt the traffic flow in the future road construction projects for this area.

Further, I would like to suggest that the areas on both sides of the crossover be preserved as environmentally friendly green space. Of course this will include our property on the western side and the existing area on the eastern side of the crossover.

I also noticed in the typical road sections, there are no provisions for sidewalks, no bicycle lanes, or sidewalks on the crossover bridge. I was my understanding, in reviewing the proposed Potomac UDA and discussions with Mrs. Caddigan; this entire UDA was to be a pedestrian/bicycle friendly.

To include these suggestions at this point would save taxpayers' money in the long term and be money well invested.

For many long years, the property owners and taxpayers in the Triangle area of Prince William County have long awaited the same attention and development paid to other areas of this County. Now that it is finally underway, let us please get it right the first time and not be playing catch up in the future with a greater expense and burden on the taxpayers.

Respectfully,

Duane Hapner

CC: Mrs. Maureen Caddigan,

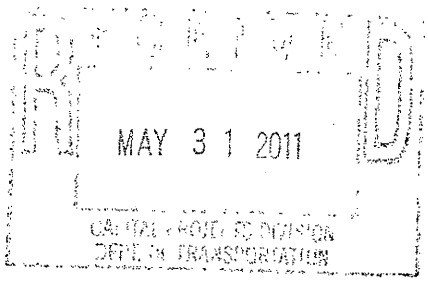
Potomac Magisterial District Supervisor

Mr. John E. Ryan Esq. Trust Attorney

Ryan and Coppola Law Offices

Mr. Duane Hapner

Additional Traffic Lanes on Both Sides of the Crossover Bridge – Based on the approved traffic engineering report, the number of lanes provided meet the projected traffic demands. Providing additional travel lanes as suggested is undesirable due to additional environmental impacts, additional maintenance costs, and potential increased driver confusion. The bridge crossing was optimized to minimize floodplain impacts. Proposed sidewalks are being provided with this project and are being connected to the existing sidewalk along Fuller Heights Road at the proposed cul-de-sac location. Fuller Road and Fuller Heights Road are not currently designated bike routes and therefore do not have proposed designated bike lanes.



Philip Hepburn
1123 Duke Street
Alexandria, VA 22314
703-508-8377
May 26, 2011

Iris Tharp
Mayor, Town of Quantico
P. O. Box 152
Quantico, VA 22134

Thomas J. Blaser
Director of Transportation
5 County Complex, Suite 290
Prince William County, VA 22192

Col. Daniel J. Choike
U. S. Marine Base Commander
Marine Corps Base
3250 Catlin Avenue
Quantico, VA 22134-5001

Maureen S. Caddington
Vice Chairman, Board of Supervisors
Prince William County
15941 Donald Curtis Drive, Suite 145
Woodbridge, VA 22191

Ms. Gladis Acboleda
Prince William Department of Transportation
5 County Complex Court
Suite 290
Prince William County, VA 22192

Re: Fuller Heights Road Improvement Project

Dear Ladies and Gentlemen:

I have owned commercial and residential real estate in proximity to the Quantico Main Gate in Triangle and in the Town of Quantico for over 15 years. I am well aware of the serious traffic problems that exist in the MCBQ Main Gate.

This letter is in response to the a public hearing held by Prince William County on May 18, 2011 to announce the proposed location and design of the Fuller Heights Road improvement project.

Presently there is a serious traffic problem at the MCBQ Main Gate for approximately 4 hours per day from 6:30 to 8:30 A.M. and 3:30 to 5:30 P.M. This is a major problem and will worsen in the

future. The base is enlarging, the Town of Quantico has recently added a townhouse complex, and there are many new single family homes in the Triangle area. There is a high demand for access to the commercial buildings, apartment complexes, single family developments, and Churches.

The plan the County has proposed will take 1 and ½ to 2 years to complete and cost approximately 6 million dollars. Additionally, during construction, there will enhanced adverse congestion problems suffered by all concerned.

I have repeatedly requested an answer to a very simple question, without adequate response, to-wit:

> "What will be the net effect on the traffic problem(s) when the project is completed?"

There is no doubt, in my opinion, that the current problems will be substantially worsened, for the following reasons:

1. The proposal is to enlarge the existing entrance lane from 1 to 2. The MCBQ already does this every morning with traffic cones. Presently, the traffic is backed up to Interstate 95 every morning. This presents serious safety and congestion issues.

2. The proposal would move the entrance to Fuller Heights Road from its current location to a location closer to the Main Gate. This will cause all traffic attempting to access Fuller Heights Road to remain in the lane which will also access the Main Gate exacerbating the problem and increasing back-ups.

3. The proposal will increase serious traffic problems with road construction for the next 1 to 2 years. It will cost 6 million dollars and it will, in no way, address the current problem of extremely congested traffic during the 4 hours of each day.

4. The proposal does nothing to solve the clear future growth and security problems at the Main Gate. Traffic is, and will become, much worse. There is no question but that when the security level is increased at the Main Gate, traffic will come to a standstill. All traffic accessing Fuller Heights Road will be stranded in the MCBQ lane adding to more congestion.

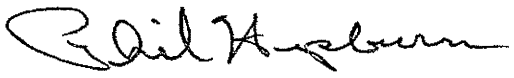
I believe that the road improvement project will negatively impact congestion and seriously impede access to all 3 areas, the MCBQ, the Town of Quantico, and the Triangle area. This will, of necessity lead to the decrease in property values and the increase in congestion.

Having spoken to many people about this problem, it has become clear to me that the only rational solution would be a traffic circle. For example, the circle at the Arlington Cemetery or the circle at Route 50 & Route 29 in Fairfax County demonstrate

effective solutions to the same sorts of problems we are encountering at the Main Gate.

I am convinced that the proposal to ameliorate the traffic problems presented to us on May 18, 2011 is truly inadequate and should be re-examined before the project is approved.

Very truly yours,



Philip Hepburn

aphepburn@comcast.net

Mr. Philip Hepburn

1. **1 to 2 Lane Increase –** Currently, there is only one thru-lane on Joplin Road (starting at the I-95 interchange) through the Route 1 intersection and onto Fuller Road. Additionally, with this project, a second thru-lane across the Route 1 intersection will be added. The new design carves out a left-turn-lane to allow traffic turning north onto Route 1 to have their own turn lane. This increases the thru-lanes on Joplin Road – doubling the vehicle capacity. Fuller Road will remain a 2-lane roadway with an additional carved out left-turn-lane at the relocated intersection with Fuller Heights Road. During peak traffic hours, the base has the ability to increase the number of lanes going into or coming out the base.

2. **Moved Fuller Heights Road Intersection –** The intersection is being shifted to provide adequate spacing between intersections as required by VDOT's Access Management standards. A left-turn-lane is being carved out on Fuller Road specifically for traffic turning onto Fuller Heights Road. This will allow vehicles turning to get into their own lane and stay out of the way of traffic flowing into the base. Also, there is a free-flow right turn lane coming from Fuller Heights Road onto Fuller Road to allow vehicles traveling west onto Fuller Road to have a continuous movement.

3. **Increase in Traffic Problems** – It is acknowledged that during peak hours, traffic in this area is heavy. This project is not intended to be the 'fix-all' project for this area; however, based on traffic analysis and studies done to year 2032, it will reduce the overall delay at the intersections included in this improvement project.

4. **Main Gate Security –** There has been continuous coordination with the base in regards to their concerns for security and safety. The median area from the Fuller Heights Road intersection to the gate will be painted, allowing traffic shifts as deemed necessary. There is also additional pavement area – that will be striped out – that could be used to provide traffic shifts if needed as well.

Arboleda, Gladis E.

From: William Hobbs [wnhobbs@verizon.net]
Sent: Monday, May 30, 2011 12:16 PM
To: Arboleda, Gladis E.
Cc: Blaser, Tom J.; Hatten, Scott D.; Caddigan, Maureen S.
Subject: Comments Sheet on Fuller Road Route 619 Improvements Project

Quikee Gas & Diesel, Inc.
18704 Old Triangle Road, Triangle, VA 22172

May 30, 2011

Ms. Gladis Arboleda
PWC Department of Transportation
5 County Complex Ct., Suite 290
Woodbridge, VA 22192

Re: Fuller Road Route 619 Improvements – Comment Sheet

Reference the Location and Design Public Hearing held on May 18, 2011, I would like to put my concerns on record as a follow-up to the discussions. I am addressing these concerns in the format as shown on the comment sheet.

1. Does the location and design of this project meet the traffic needs for the area?
I am not sure. I have been at my business location for 20+ years and through the tireless efforts of my County Supervisor, Maureen Caddigan, there has been progress. However, much more is needed. From the discussions I have gathered not everyone is in agreement with the current design of neither the Fuller Road/Route 1 intersection nor the roundabout at the intersection of Fuller Heights Road and Old Triangle Road. Realizing that there are design and budget constraints, I would only hope that the final design would meet the traffic needs of the area.

2. What effect will this improvement have on your everyday travel?
It could not be any worse than it is now? From the vantage point of my business location, I have witnessed many traffic accidents at both of the intersections and severe traffic congestion increasing over the years. This is become a fact of life for those living and/or working in the Triangle area. While improvements needed to be made decades ago, any proposed "improvements" would be most welcomed by all concerned.

3. Are there any design concerns which have not been addressed?
During the public hearing, there were many concerns by various citizens that were brought up. Some were old concerns and some are now surfacing with the present design. Ones that come to my mind are mostly concerning the "roundabout" i.e.. will large vehicles such as fire and rescue and large commercial vehicles, be able to negotiate the roundabout? Another is will the roundabout itself by its nature create traffic backups?

My concerns about the daily running of my business have not been addressed as of yet but they were pointed out to engineers present from Johnson, Mirmiran & Thompson and County staff. One major concern is the survival of my business is for customer access. The business has three entrance aprons. One on Old Triangle Road, one on Fuller Heights Road and one at the corner of the intersection. This was not properly addressed on the plan as shown. As a matter of fact, one entrance was completely

omitted. When this was brought up to the engineers, I was also surprised to find one of my entrances being subject to a curb and storm drain. I was told this would require an engineering change. Since there had already been an engineering survey completed, I strongly suggested that they perform a personal visit to my property. It is my understanding that this would happen.

Another concern I have is the right-of-way requirements. In 1998, during my efforts to have my property "grandfathered" in order to replace my petroleum storage tanks, at much cost to me, culminated in a requirement for a site development plan. It was during this process that several requirement issues surfaced. One upgrade, a canopy over the gas dispenser, was denied due to the distance from the right of way and another issue was parking which was waived under the Triangle Redevelopment Act which reduced the requirement by 25%. With the past history in mind, my concern in losing any of my property due to right-of-way and easements were discussed with the engineers. The concern is that the parcel is barely minimal and any acquisition would affect the requirements met in 1998. I was advised that the current plan would not affect my property and in addition the construction work could possibly be managed after business hours. I was promised this would be looked into.

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

It has come to my attention in a news release from Washington DC that the US House of Representatives recently passed a Defense Authorization Bill that includes language advanced by Reps. Jim Moran and Gerry Connolly that would make it easier for the DOD to allocate funds to improve roads outside the boundaries of Military facilities to include Quantico Marine Corps Base. Although this could be considered a work in progress, one might assume that this would be an avenue for additional funding of from federal monies that would alleviate the financial constraints of our local project and allow for expanded design improvements.

5. **Please circle you level of satisfaction (1 being dissatisfied and 10 being very satisfied) regarding the County's efforts to improve transportation within the County.**

My level of satisfaction with the County's efforts would be a 9.

6. **Please use this space to provide any additional comments you might have:**

As being a County resident since 1998 having transferred here as a Government employee, I have witnessed many changes. I have been most impressed with the County's efforts in the difficult task of improving transportation. Without help from the state and federal government, I have seen roads built ahead of schedule and under budget that otherwise would not have happened without the efforts our Board of Supervisors and PWC Department of Transportation.

Should you have questions, please contact me at 703-655-5681.

Sincerely,

William Hobbs
Owner
Quikee Gas & Diesel Inc

Mr. William Hobbs

1. **Design Meeting Traffic Needs –** The proposed design will not be the 'fix all' for every traffic issue in the area. Given our current project budget and other constraints, this project will reduce overall delay at the intersections included in this improvement project.

2. **Improvements to Everyday Travel –** The roundabout at the intersection of Fuller Heights Road and Old Triangle Road will provide a free flow traffic movement and will help reduce the number of traffic accidents. Providing additional capacity with the 2-thru lanes from Joplin Road into the base, as well as the additional auxiliary lanes with the left-turn-lane from Fuller Road onto Fuller Heights Road will improve safety and provide safe refuge for turning vehicles.

3. **Design Concerns that Have Not Been Addressed** – The design vehicle for the roundabout is a WB-50 (50' tractor trailer) as required by VDOT standards. All large vehicles such as fire trucks, buses, larger commercial vehicles, etc. will be able to maneuver through the roundabout. The roundabout has a concrete apron in the interior of the island that is intended for "off-tracking" of large vehicles and has been accounted for in the design of the roundabout footprint.

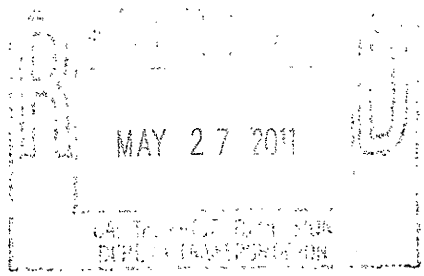
   The property entrances will be re-evaluated by the designers based on feedback and comments received at the public hearing as the project moves into final design.

   Currently there is no permanent Right-of-Way impact to this parcel. The plans depict a temporary construction easement for access during construction and should not affect the decisions that were established at the 1998 site development issue identified.

4. **Additional information –** No comment.

5. **Level of satisfaction with the County –** No comment.

6. **Additional comments –** No comment.



May 24, 2011

Ms. Gladis Arboleda, Project Manager
PWC Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192

Reference: Fuller Road Improvements PH Comments

Dear Ms. Arboleda:

Thank you very much for taking the time to meet with the residents of Triangle on May 18th. The County's presentation was very informative. However, we do have several concerns and questions that we feel need to be addressed prior to road plan finalization.

1. Loss of Parking. As we discussed, the driveway at Mary's Flower Shop located at 18742 Fuller Heights Road will be adversely impacted. Currently we have 13 parking spaces. The installation of the sidewalks in front of the shop will eliminate 4 of the parking places. We will also lose 3-4 spaces for our delivery trucks on the left hand side of the shop as the ability to safely turn the vehicles around will be lost. The current placement of the traffic circle exit will also adversely impact the parking on the right side of the shop where the remaining lots are located. During busy holidays we also share parking with the Dry Cleaners across the street (not included in the count) and our flowers are delivered via tractor trailer. The county indicated that a change in the placement of the turnaround could free up additional land for parking. We would like to meet with you to discuss and confirm that upon completion of this road, we will retain 13 parking spaces at the Flower Shop. We cannot exist as an on going business entity without the parking spaces. Prior to the start of construction, we would like a statement in writing from the county confirming the ability of the county to replace the lost spaces and an assurance that we will receive title to the land on which the parking spaces reside upon completion of the project.
2. Repaving of parking lot. The construction of the sidewalk and turnabout will destroy the asphalt driveway surrounding our building. Will the county repave our parking area?
3. Safety Barriers. The widening of the road will position Fuller Heights Road dangerously close to the Flower Shop. We would like to discuss the possibility of installing barriers to prevent vehicles from hitting the building.
4. Speed limit. We did not discuss what the speed limit would be in the vicinity of the Flower Shop. We would like to see it maintained at 25 MPH in this area for the safety of the business and the residents of Triangle. Strange as it may sound, Triangle residents have an affinity for walking and driving their motorized wheel chairs down the middle of Fuller Heights Road. There seems to be a collective aversion to walking on the sidewalks.

5. Future Sale of Building. Although we have no plans at present, at some future point in time, the building located at 18742 Fuller Heights Road may be sold. We need the county's assurance that the lack of setbacks at this future point in time (assuming the traffic circle is completed) will not create issues in the sale of this real estate. Our concern is the building will be located so close to the road that it may not meet county standards once the traffic circle is completed and the ability to sale the business will be blocked by the county. We would also like a statement from the county and VDOT that there will be no further encroachment onto our property.
6. Loss of Power and/or phone services. Our business is highly dependant on the ability to refrigerator our product and on phone/internet for sales. Loss of power or phone services will result in unacceptable financial losses and may expose us to liability suits if we are unable to deliver per contract. We would like to discuss ways to minimize any disruption of power/phone to our business while the construction and the relocation of utilities take's place.

Again, thank you very much for addressing our concerns. We look forward to meeting to discuss the resolution of the parking situation and would appreciate a written response to our concerns. Please feel free to contact me at the phone number below to arrange a meeting. I would also like to note that my daughter, Margaret Ann Beckwith, holds a Power of Attorney to represent my interests in this matter.

Sincerely,

MA Beckwith for Mary C. Pishock

Mary C. Pishock
Owner, Mary's Flower Shop
18742 Fuller Heights Road
Triangle, VA 22172
703-221-4990

Copy:

Maureen Caddigan,
Vice Chairman, PWC Board of Supervisors
15941 Donald Curtis Drive
Woodbridge, VA 22191

Ms. Mary C. Pishock

1. **Loss of Parking** –The new entrance to the Florist, located in the roundabout will be investigated to try to accommodate more parking spaces next to the building as requested. We are evaluating your property for opportunity to add new parking spaces to replace the ones impacted by the project. We will continue to coordinate with you our efforts into the final stages of design.

2. **Repaving of parking lot** – Any area disturbed by construction will be repaved to at least the condition it was prior to work beginning.

3. **Safety Barriers** – The vehicle travel lanes for Fuller Heights Road is not much closer to the Florist compared to the existing condition. The proposed sidewalk is closer to the Florist and for the most part within existing right of way maintaining the buffer between the travel lanes and the Florist shop. The proposed low (20 mph) design speed of the roundabout utilizes vertical curb and gutter (VDOT St'd. CG-6) effectively acting as a barrier curb for the roadway.

4. **Speed Limit** – There is no plan to increase the speed limit on Fuller Heights Road. Actually, the speed limit in the vicinity of the roundabout will be reduced to 20 mph due to the new traffic pattern.

5. **Future Sale of Building** – All encroachments onto the property will be within the Right-of-Way impacts identified on the current Fuller Road Improvements plans. Any setback requirements that have been previously (prior to this project), as well as the impacts of this project, for this parcel will be "grandfathered" and conveyed in the event of a sale of the property.

6. **Loss of Power and/or Phone Services** – Any power/utility concerns can be coordinated prior to construction or utility work being performed. Utility adjustments will be required for this project. Any outages will be coordinated as requested.

UNITED STATES MARINE CORPS
MARINE CORPS BASE
QUANTICO, VIRGINIA 22134-5001

IN REPLY REFER TO:
11000
B 04

From: Commander, Marine Corps Base, 3250 Catlin Avenue, Suite 235, Quantico, VA 22134-5001

To: Ms. Gladis Arboleda, Prince William County Department of Transportation, 5 County Complex, Suite 290, Prince William, Virginia 22192

Subj: FULLER ROAD IMPROVEMENTS PUBLIC HEARING COMMENTS

Ref: VDOT Project #0001-076-995,C-501, P-101, R-201 Federal Project: PHLD-5401 (990)

Encl: (1) MCBQ review comments for, Fuller Road Improvements Location and Design Public Hearing

1. Enclosure (1) has been prepared to provide MCBQ comments upon review of the Fuller Road Improvements Project design.

2. Please respond with any questions regarding the provided comments. Our point of contact is Joseph Winterer at (703)784-5530.

C. MELENDEZ
By direction of the Commander

MCBQ Review Comments for,
Fuller Road Improvements Location
and Design Public Hearing, May 18, 2011

1) It has been previously expressed that a proposed design solution to relocate existing Fuller Heights Road along Fuller Road would not represent the preferred alternative of Marine Corps Base Quantico (MCBQ); however, MCBQ understands the requirement of Prince William County (PWC) to relocate the intersection. It is also known that an alternative solution to relocate the intersection onto U.S. Route 1 is not a cost viable option to be pursued by PWC.

2) Natural Resources and Environmental Affairs Office of MCBQ continues to wait for the delivery of storm water and hydrology reports from JMT and the county. Overall, MCBQ and NREA has not been given sufficient time to review the downstream impacts to Little Creek. The project limits only provide results for realized impacts at 300 feet beyond the existing bridge, located across from the intersection of Old Triangle Road and Fuller Heights Road. MCBQ concerns of impacts to Little Creek are unresolved and continue to be a significant issue.

3) MCBQ has instructed the PWC project team to provide two request letters; one addressed to the Base Commander Col D.J. Choike requesting permission to conduct the project on base property, and a second requesting coordination of construction easements and permits between PWC, MCBQ, and NAVFAC Real Estate. The easement/permit approval process can take from 6-12 months. If PWC does not provide the request letters to MCBQ soon, the subject project schedule could be significantly delayed.

4) MCBQ continues to have operational concerns with interruptions of peak hour traffic flow on Fuller Road at the proposed relocation of Fuller Heights Road. MCBQ has expressed intent to establish a MOA with PWC and VDOT to allow MCBQ operational authority of the intersection during security threats; and to ensure that a traffic signal is not installed on MCBQ property without final consent of MCBQ. A traffic safety plan should be included in the MOA to ensure best practices during construction. Conditions of the MOA should be established and agreed upon prior to construction authorization and approval of easements and permits.

5) The Fuller Road gate must maintain specific conditional and operational measures to meet DoD Unified Criteria Standards (UFC); the relocated intersection must not negatively impact the UFC guidelines. The existing and proposed design conditions of Fuller Road do not allow MCBQ to maintain full compliance with Anti-Terrorism and Force Protection Standards (AT/FP) and UFC Standards; however, MCBQ does support the proposed design and will address regulatory compliance issues with the execution of a future gate project.

6) MCBQ is concerned with the location of the cul-de-sac and would prefer it not be located on MCBQ property. If the cul-de-sac is on MCBQ property then an additional easement will need to be granted by NAVFAC Real Estate. Also, the location of the cul-de-sac encroaches on the main entrance to MCBQ, constricts the use of the landscape, and negatively impacts the appearance of the base and surrounding property.

7) The retaining wall required to widen the pavement toward the stream will reduce the cross-sectional area of the floodway and raise the elevation of the water surface during some storm events.

8) If traffic stacks north through the proposed roundabout at Fuller Heights Road and Old Triangle Road during the AM Peak Periods, east/west through movements will not be able to enter the roundabout. Are the critical turn movements at Fuller Heights Road and Old Triangle Road left turns? If not, is a roundabout the best and safest intersection design?

9) MCBQ requests that the "cross-roads" sign be removed and returned to MCBQ for preservation.

USMC

1. **Relocated Fuller Heights Road Intersection –** No comment.

2. **SWM Calculations and H&H –** MCBQ is waiting to review the drainage reports. The drainage reports will be provided.

3. **Permit Request Letters** – Prince William County is providing the letters as requested.

4. **Operational Concerns –** MCBQ will remain to have full operational authority of the intersection during security threats. The design has been thoroughly coordinates with MCBQ throughout the development of the plans and as such there are no plans to have signal installed at the intersection of Fuller Road and Fuller Heights Road. Additionally, we are proposing a flush "painted median" east of Fuller Heights Road relocated to allow the Base the flexibility of shifting traffic as needed. Maintenance of Traffic plans have been coordinated with the Base and Operations to ensure that all concerns have been addressed during construction.

5. **DoD Unified Criteria Standards (UFC) –** No comment

6. **Cul-de-sac –** The cul-de-sac is located close to the Route 1 intersection and is not on MCBQ property.

7. **Retaining Wall –** The retaining wall along Fuller Road is necessary to keep the flood plain impacts to a minimum (to meet environmental requirements). Given the constraints of this project the retaining wall is required to minimize floodplain and floodway impacts.

8. **Roundabout –** The roundabout is the most desirable option to keep the intersection at Fuller Heights Road/Old Triangle Road free-flowing. Since they do provide free-flow movement, they tend to be safer than stopping intersections. There will be a continuous right-turn-lane coming off of Fuller Heights Road onto Fuller Road, so this will keep traffic moving. Also, a dedicated left turn lane is being provided along Fuller Road to turn onto Fuller Heights Road with adequate storage capacity to minimize disruption to the through traffic into the base.

9. **Cross-Roads Sign –** The sign can be returned to MCBQ for preservation once it is removed. A special provision will be added to the contract bid documents to address this issue.

The Examiner
washingtonexaminer.com

Classified Proof

Client	86239 - Prince William County/Dept of Transport	Phone	(703) 792-6822
Address	5 County Complex, Suite 290 - Capital Division	E-Mail	
	Woodbridge, VA, 22192	Fax	

Order#	713417	Requested By	GLADIS	Order Price	$861.54
Classification	0998 - Legals	PO #			
Start Date	04/18/2011	Created By	GLOWE		
End Date	05/03/2011	Creation Date	04/15/2011, 09:02 am	Total Net	$861.54
Run Dates	4			Payment	$0.00
Publication(s)	Online Examiner, Wash Examiner Single Copy	Dimensions	43 cl X 70 cl		

Sales Rep	DC31 - Giovanna Lowe [DC]	Phone	(703) 738-0702
		E-Mail	giovannalowe@dcexaminer.com
		Fax	

Location & Design Public Hearing
Fuller Road Improvements
Prince William County
Wednesday, May 18, 2011, 7:00 p.m. - 9:00 p.m.

Dumfries Triangle Rescue Squad Inc.
3800 Graham Park Road
Dumfries, VA 22026

The Prince William County Department of Transportation will conduct a location and design public hearing on the proposed location and design of the Fuller Road improvement project. The proposed project consists of widening Fuller Road east of Route 1 from its existing two-lane configuration to four lanes. The proposed work includes constructing a new intersection with Fuller Heights Road that would connect Fuller Road with Fuller Heights Road, approximately 500 feet east of their current intersection. The new intersection would provide north and southbound access via a roundabout that would be located at the intersection of Fuller Heights Road and Old Triangle Road. On the west side of Route 1, the proposed Joplin Road work consists of extending the left turn and vehicle storage lane for vehicles exiting Interstate 95 and traveling along the eastbound portion of Joplin Road as it approaches the Route 1 intersection. An additional thru lane also will be incorporated into the roadway improvements, providing additional through lane capacity into Quantico Marine Base. The total project length is approximately 0.5 mile. Project schedule information will be discussed at the location and design public hearing.

Preview the project information, environmental documents, and preliminary plans prior to the public hearing at the Prince William County Department of Transportation, 5 County Complex, Suite 290, Prince William, VA 22192 (tel. 703-792-6825). Please call ahead for a staff availability.

Give your written or verbal comments at the hearing or submit them by June 1, 2011, to Ms. Gladis Arboleda, Project Manager, Prince William County Department of Transportation, at the same address. You may also email your comments to garboleda@pwcgov.org. Please reference "Fuller Road Improvements PH Comments" in the subject heading.

Prince William County ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. For information call 703-792-6825 or TDD 711. State Project # 0001-076-995, P101, R201, C-501 UPC 92999

ACCESSIBILITY TO PERSONS WITH DISABILITIES: This hearing is being held at a public facility believed to be accessible to persons with disabilities. Any persons with questions on the facility should contact Gladis Arboleda, Project Manager, Prince William County Department of Transportation, 5 County Complex, Suite 290, Prince William, VA 22192, 703-792-6825. Persons needing interpreter services for the deaf must notify the clerk to the Board no later than Friday, April 27, 2011.

April 18 & May 3, 2011 713417

Fuller Road (Route 619) Improvements Project

Location & Design Public Hearing

May 18, 2011
7:00PM to 9:00 PM

Dumfries Triangle Rescue Squad, Inc.
3800 Graham Park Road
Dumfries, VA 22026

VDOT Project #0001-076-995,
C-501, P-101, R-201
Federal Project: PHLD-5401 (990)

Welcome

Thank you for attending tonight's location and design public hearing to discuss the design for Fuller Road from Joplin Road (East of the I-95 Exit)) to the entrance to Quantico Marine Base (project length = 0.5 mile). This meeting is intended to provide interested citizens an opportunity to review, discuss and provide input on the proposed roadway improvements.

Public meetings are beneficial to citizens and Prince William County staff alike. They allow the County's engineers to report on the facts established by their studies and to obtain citizens' comments. Comment sheets are available at tonight's meeting and may be deposited in the comment box at the meeting tonight, or by emailing them to garboleda@pwcgov.org (please be sure to include **"Fuller Road Improvements PH Comments"** in the subject line), or by U.S. Mail to the address provided on the comment sheet and the last page of this brochure.

Project representatives are available tonight to answer your questions. We look forward to working with you as the project moves forward. Thank you for participating in tonight's Public Hearing!

Our Project Team, comprised of Prince William County and staff from Johnson, Mirmiran & Thompson, are available to respond to questions and concerns. It is Prince William County's duty to ensure that all members of the community have the opportunity to participate in public decisions on transportation systems and projects affecting them.

Prince William County and VDOT ensure nondiscrimination in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964.

For further information, contact:
VDOT, NOVA District Office of Civil Rights, 7975 Alliance Drive, Fairfax, VA 22030, Telephone: (703) 259-1775 or TTY/TDD 771.

Project Description & Design Features

Fuller Road (Route 619) is classified as an Urban Collector in Prince William County. It provides a critical connection into Quantico Marine Base; as well as access for many existing residential subdivisions, commercial businesses and travelers to I-95. The project limits are from the Joplin Road exit off of I-95 to the entrance into Quantico Marine Base. The existing roadway is a two lane undivided roadway (one lane in each direction). The project also includes a left-turn lane being carved out of the existing median on Joplin Road (Route 619) at the Route 1 intersection. This will allow two thru lanes of traffic across Route 1 onto Fuller Road and into Quantico Marine Base. The intersection with Fuller Road and Fuller Heights Road is being relocated to improve intersection spacing. A roundabout will be constructed at the Fuller Heights Road and Old Triangle Road to allow free-flow traffic through the intersection.

The proposed typical section to widen Route 619 consists of two eastbound and three westbound 12-foot travel lanes with curb and gutter, turn lanes at the intersections and a 16-foot raised median. There is a 5-foot sidewalk on both sides of Fuller Road – on the north side it will connect to the existing sidewalk along Fuller Heights Road and on the south it will end at the PRTC bus stop. The overall length of the project is approximately 0.5 mile.

The Project design is being completed in accordance with VDOT standards, such that VDOT will accept the Project into the State Maintenance System, making VDOT responsible for future maintenance of the roadway and associated features.

Preliminary Cost Estimate

The estimated project cost, including construction, right of way acquisition and utility relocation, is $4.5 million.

Environmental Considerations

This project is federally funded and meets the criteria for a Categorical Exclusion (CE) pursuant to the National Environmental Policy Act (NEPA) and 23 CFR 771.117. A CE was approved by the Federal Highway Administration (FHWA). A copy of the document is available for review here tonight.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Registry of Historic Places is also available at tonight's hearing.

Construction of the project will not result in significant impacts to the environment. Minor impacts to wetlands/waters are anticipated and required mitigation will be coordinated with appropriate regulatory agencies when water quality permits are acquired. During construction, temporary environmental impacts will be controlled, minimized or mitigated through careful attention to prudent construction practices and methods.

Design and construction of this project will be in compliance with the Virginia Stormwater Management Act and Regulations and the stormwater management standards and specifications approved by the Virginia Department of Conservation and Recreation.

Traffic Data

This segment of Fuller Road carried 12,300 vehicles per day in 2010. The segment of Joplin Road carried 19,000 vehicles per day in 2010. It is anticipated that traffic volumes will increase to 17,750 vehicles per day (Fuller Road) and 24,125 (Joplin Road) by 2032.

Fuller Road (Route 619) Improvements Project

Project Impacts

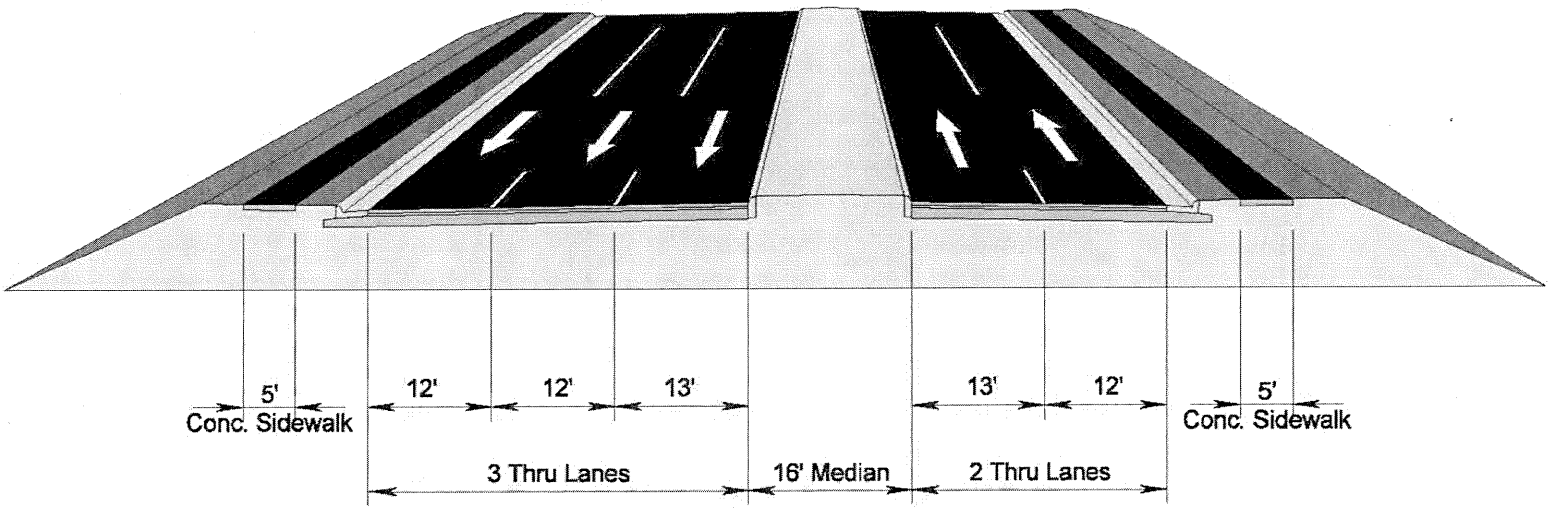
Project Limits

Fuller Road (Route 619) Improvements Project

Typical Sections

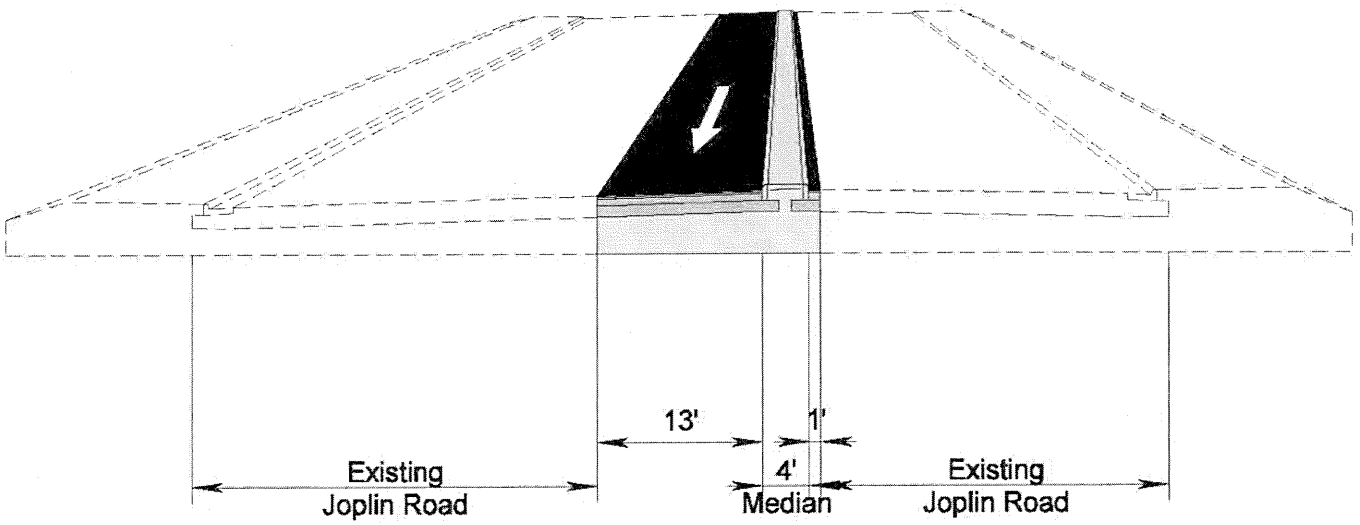
Fuller Road Typical Section—5-Lane Design
(Route 619 to Quantico Marine Base entrance, looking east)

Fuller Road is classified as an Urban Collector (VDOT Std. GS-7) with a design speed of 40mph.

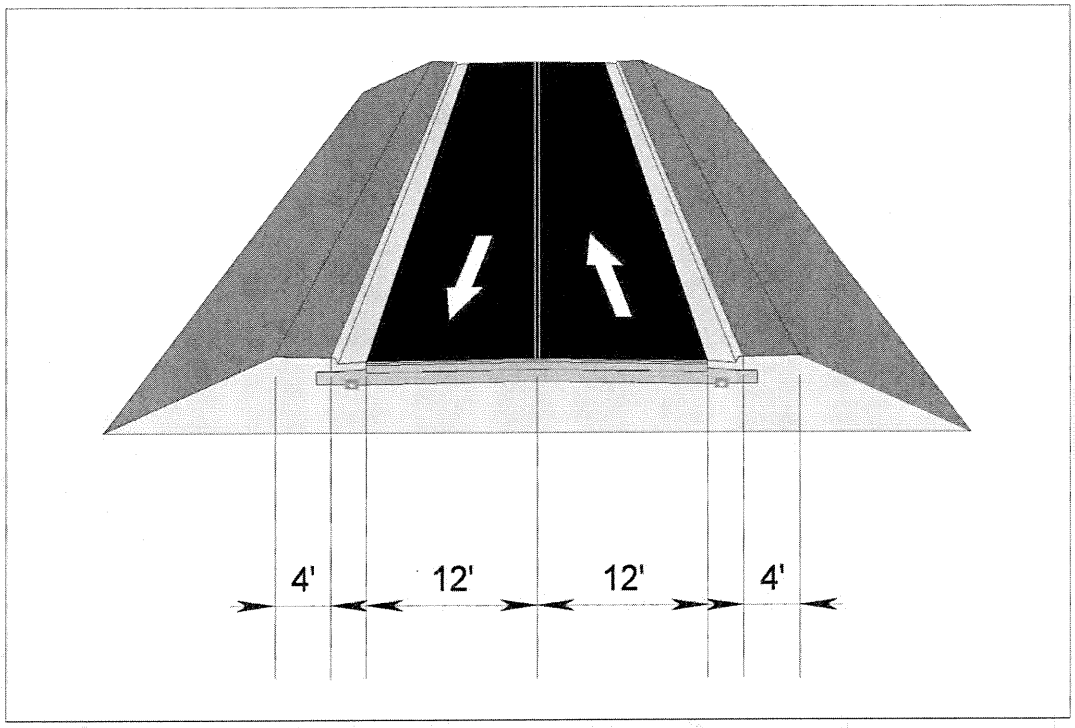


Joplin Road Typical Section—1-Lane Widening
(Route 619 to I-95, looking west)

Joplin Road is classified as an Urban Collector (VDOT Std. GS-7) with a design speed of 40mph.



Fuller Heights Road Typical Section—2-Lane Design
(Connecting Fuller Road to existing Fuller Heights Road)



What's Next?

The public comment period will close ten (10) business days after this public hearing, or on June 1, 2011.

Prince William County will review and evaluate any information received as a result of the Location & Design Public Hearing.

Project Schedule

Public Hearing	May 2011
Right-of-Way Authorization	Summer 2011
Utility Relocation	Summer 2011
Construction Authorization	Fall 2011
Begin Construction	Early 2012

Submission of Comments

Your comments will be considered and used to further develop the design. A comment sheet has been provided in this brochure for your use. You may deposit your written comments tonight in the collection box located by the door or you may mail (or drop off) your comments up to ten (10) business days after this meeting, (by June 1, 2011) to the following address:

Ms. Gladis Arboleda, Project Manager
Prince William County
Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192

Comments may also be submitted by emailing them to garboleda@pwcgov.org (please be sure to include **"Fuller Road Improvements PH Comments"** in the subject line) or by U.S. Mail to the address listed above.

Right of Way Requirements

As the project develops and the design is finalized, some additional right-of-way and easements may be required beyond the proposed or existing right-of-way shown on the plans. Property owners will be informed of the exact locations and use of the easements during the right-of-way acquisition process prior to construction. Questions regarding right-of-way acquisition should be directed to:

Mr. Scott Hatten
Prince William County
Department of Transportation
5 County Complex, Suite 290
Prince William, Virginia 22192

The plans are available for review at the office of the Prince William County Department of Transportation
5 County Complex, Suite 290
Prince William, VA 22192.

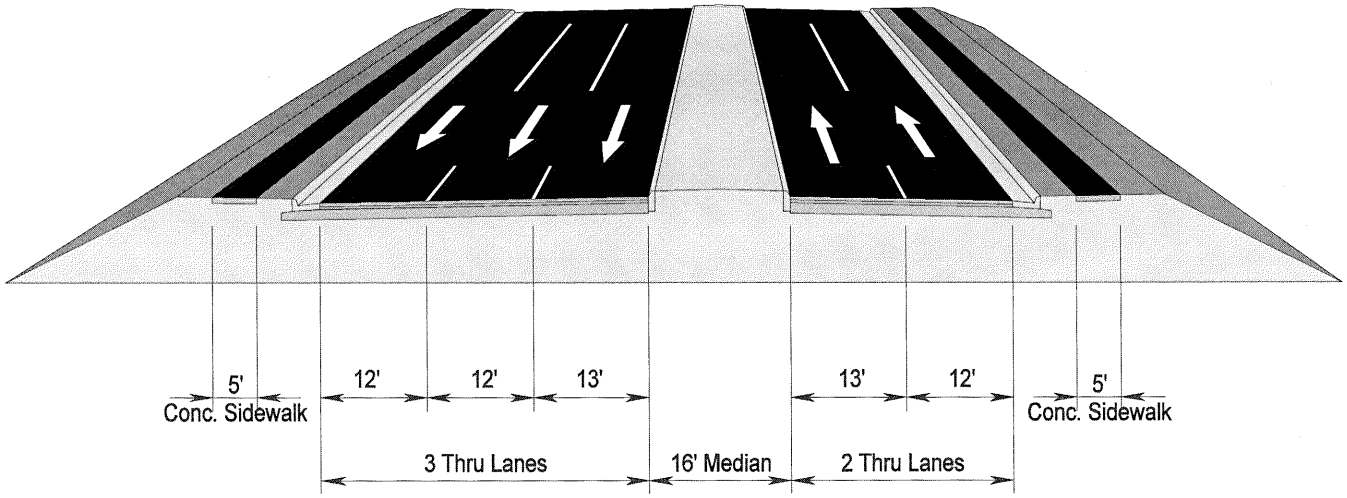
VDOT

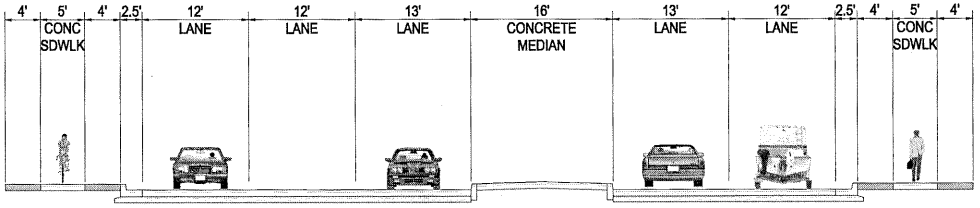
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future
Arboretum Parkway Suite 140 Richmond, Virginia 23236

FULLER ROAD (ROUTE 619) IMPROVEMENTS PROJECT
FROM JOPLIN ROAD TO QUANTICO MARINE BASE

MAY 18, 2011

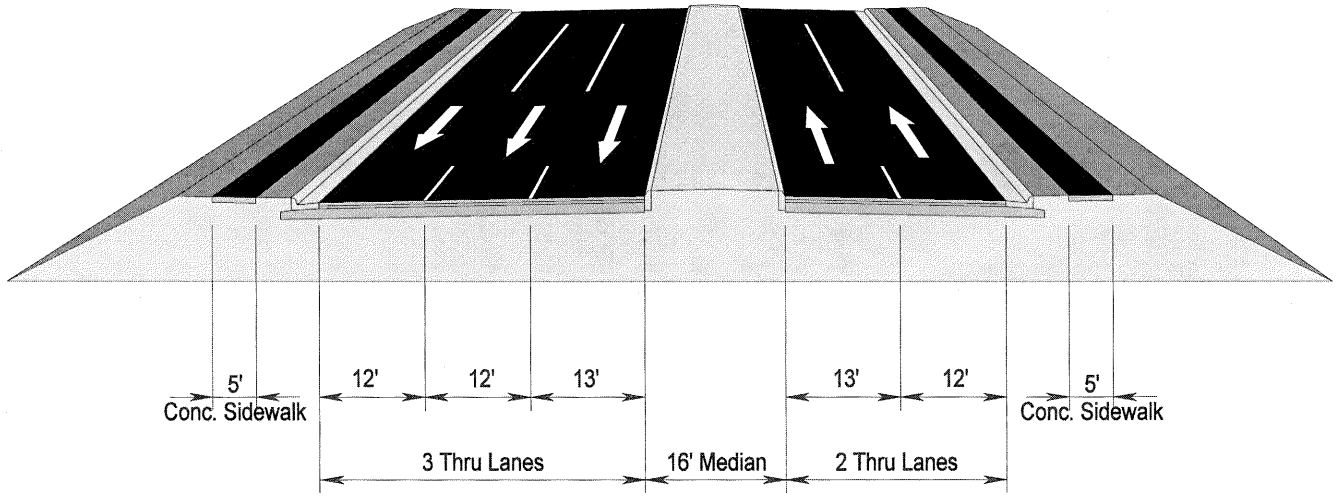
PUBLIC HEARING
FULLER ROAD (ROUTE 619) IMPROVEMENTS PROJECT
FROM JOPLIN ROAD TO QUANTICO MARINE BASE
MAY 18, 2011



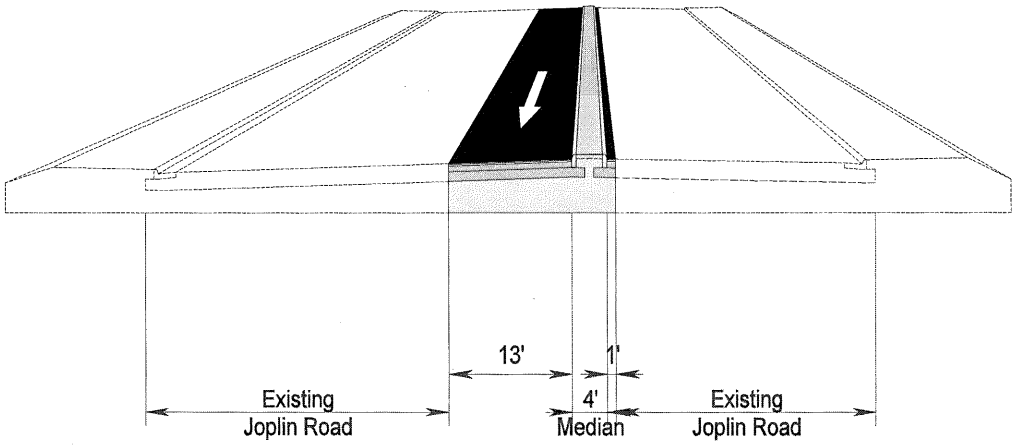


JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future

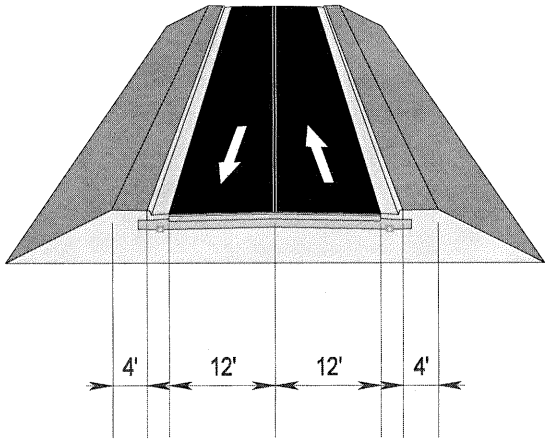
PUBLIC HEARING
FULLER ROAD (ROUTE 619) IMPROVEMENTS PROJECT
FROM JOPLIN ROAD TO QUANTICO MARINE BASE
MAY 18, 2011



Fuller Road
40 mph Design Speed



Joplin Road
40 mph Design Speed



Fuller Heights Road
25 mph Design Speed

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future

COUNTY OF PRINCE WILLIAM

OFFICE OF EXECUTIVE MANAGEMENT
1 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6600 Metro 631-1703 FAX: (703) 792-7484

Melissa S. Peacor
County Executive

BOARD OF COUNTY SUPERVISORS
Corey A. Stewart, Chairman
Maureen S. Caddigan, Vice Chairman
W.S. Wally Covington, III
John D. Jenkins
Michael C. May
Martin E. Nohe
Frank J. Principi
John T. Stirrup

July 11, 2011

TO: Board of County Supervisors

FROM: Thomas Blaser
Director of Department of Transportation

THRU: Melissa S. Peacor
County Executive

RE: Approve the Final Design of the Fuller Road Improvement Project – **Potomac Magisterial District**

I. **Background** in chronological order is:

A. Fuller Road Improvement Project – This project involves the improvement and widening of an approximately 1,400 linear feet section of Fuller Road, the access road to the Quantico Marine Corps Base, to a four-lane divided road, and the realigning of the Fuller Heights Road Intersection to maximize the crossover spacing with Route 1.

B. Project Funding – State funding for this project was accepted by the Board of County Supervisors (BOCS) through the approval of Resolution No. 09-773 on October 6, 2009. The source of the funding is Federal Public Lands Discretionary Funding made available through the Commonwealth of Virginia's Secondary Six-Year Plan.

C. Public Involvement Process - Public involvement is required on the design of any project utilizing Commonwealth funds before the final design can be approved. A Virginia Department of Transportation (VDOT) public hearing on the final design of the project was held on May 18, 2011, to satisfy this requirement.

D. Comments Received – A comment period was held on the final design after the public hearing. The comment period was from May 18, 2011, to June 1, 2011. Several comments for the project were received. The comments and their responses have been attached to this Board item.

II. Current Situation is as follows:

A. Need for Final Design Approval – The engineering and design work for this project has been totally completed, but in order for the Fuller Road Improvement Project to proceed to the right-of-way and construction phases of the project, the final design of the project must be approved by the BOCS.

B. Board Action Requested – The Board is requested to approve the final design of the Fuller Road Improvement Project in the Potomac Magisterial District.

III. Issues in order of importance are:

A. Service Level/Policy Issues – How does this action support the County's Transportation Strategic Goal?

B. Timing – What are the timing implications of this action?

C. Legal - Are there legal issues associated with this action? Have the legal requirements for advertisement of a public hearing been met?

D. Fiscal Impact – What are the fiscal implications of this action?

IV. Alternatives in order of feasibility are:

A. Approve the final design of the Fuller Road Improvement Project in the Potomac Magisterial District.

1. Service Level/Policy Issues – Approval of the final design of the project will allow for the design phase to be completed and the project to proceed to right-of-way acquisition. This supports the County's Transportation Strategic Goal.

2. Timing – Approving the final design will allow for the project to continue on to the next phase of right-of-way acquisition in a timely manner consistent with the project schedule.

3. Legal – A public hearing for the project's final design was held on May 18, 2011. The legal requirements for advertisement of a public hearing were met.

4. Fiscal Impact – This project is supported by $2,658,546 of Federal Public Lands Discretionary funds made available through the Commonwealth of Virginia, $1,000,000 in Regional Surface Transportation Program (RSTP) funding, and $524,186 of local proffer funding. This brings the total funding available on the project at $4,182,732. The costs for the project's design totaled $664,323. This leaves the project with a balance of $3,518,409 after design completion. An additional $1,612,000 in Public Lands Discretionary funding was applied for by the Department of Transportation to the Commonwealth of Virginia to complete the funding of the project's construction and will be available in the Fall of 2011.

B. Take No Action.

1. Service Level/Policy Issues – If no action is taken, the County's Transportation Strategic Goal may not be supported as relates to the Fuller Road Improvement Project.

2. Timing – If no action is taken, the timeline for the project will be delayed until such time as the final design is approved.

3. Legal – Does not apply.

4. Fiscal Impact – RSTP funding and federal funding in the amount of $3,658,546 on the project will be removed from the project.

V. **Recommendation** is that the Board of County Supervisors concur with Alternative A and approve the attached Resolution.

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