Frequently Asked Questions (FAQ) to be published on project website:

Prince William County Department of Transportation (DOT), in partnership with the Virginia Department of Transportation (VDOT), invited the public to review and comment on the preliminary plans for this project on Wednesday, April 3, 2019, from 6:30 PM – 8:30 PM at Gainesville Middle School, 8001 Limestone Drive, Gainesville, VA 20155.

The public comment period closed on April 26, 2019. Prince William County staff and consultants reviewed the comments received as a result of the public comment process. The comments were identified and grouped under four (4) frequently asked questions; therefore, the response(s) will address each of those questions.

In addition, Prince William County DOT and VDOT have reviewed the Interchange Justification Report (IJR) in view of some comments and have agreed to consider several options, that if found to be viable, will be added to the IJR and incorporated into the project preliminary design that is currently under procurement for a Design-Build award in early 2020.

Frequently Asked Questions

1) I understand Prince William County is in the early design development process. What are the next steps, and will I have an opportunity to provide input in the future?

Thank you all those who offered comments, they are appreciated and will be considered in further design development for the project. We are very early in the preliminary design process, County staff and VDOT are already proceeding on the analysis of options that could modify the design. A Design-Builder will ultimately be selected by the County, in early 2020, and they will be responsible for the development of the final design plans and conducting a Design Public Hearing at such time all considered options will be shown on the plans for public input. The County emphasizes that there are still many decisions to be made with respect to this project and ongoing dialogue with the adjacent stakeholders will help to inform the final project.

2) I understand that there have been requests for access to/from the Prince William Parkway to existing Balls Ford Road and adjacent to realigned Balls Ford Road. How will the County address these requests and subsequent changes to the design?

Prince William County DOT and VDOT have agreed to undertake additional traffic operations analyses to investigate the traffic effects of additional options for the interchange project.

- One option involves slip ramps from north-bound Parkway through the Interchange to existing east-bound Balls Ford Road, and from south-bound Prince William Parkway to existing west-bound Balls Ford Road; no changes at the intersection of Wellingford Drive and Realigned Balls Ford Road.
• A second option involves the slip ramps noted above in addition to allowing through and right turn movements, but no left turn movements at the intersection of Wellingford Drive across Realigned Balls Ford Road, in place of the current right in/out situation.
• A third option involves the slip ramps noted above in addition to provision of a full intersection with all movements possible at the intersection of Wellingford Drive and Realigned Balls Ford Road.

The results from the traffic analyses of these options will then be reviewed and considered by Prince William County DOT and VDOT in establishing what, if any, design revisions are to be included for the intersection of Wellingford Drive and Realigned Balls Ford Road.

3) **What is the justification for incorporating a Diverging Diamond Interchange?**

The Strategically Targeted and Affordable Roadway Solutions (STARS) Program @ VDOT evaluated several alternative interchange configurations for this project. Based on results from a screening process that evaluated the benefit(s) of one alternative over another, one alternative was selected to undergo a more-detailed conceptual design, operational analysis, safety assessment and cost evaluation. Based on a review of the qualitative screening results conducted at the July 31, 2017, meeting, the Stars Working Group (SWG) selected Alternative 4 (DDI) for detailed analysis.

Conceptual design plans, geometric criteria and cost estimates for the selected alternative are provided. The conceptual DDI design includes the following geometric design features:

- Realigned Balls Ford Road
- Diverging Diamond Interchange
- Cul-de-sac of Existing Balls Ford Road at Prince William Parkway
- Cul-de-sac of Balls Devlin Road west of Wellington Road
- Overpass of Realigned Balls Ford Road over Norfolk Southern Railroad tracks
- New intersections at Realigned Balls Ford Road at Wellingford Drive, Wellington Road, and Doane Drive

Based on the conceptual design of the DDI, there are no anticipated design exceptions or waivers required for the proposed interchange.

The proposed DDI would be located south of the existing Balls Ford Road and Prince William Parkway intersection and would realign Balls Ford Road further south. The implementation of the DDI will decrease conflict points from 32 at a standard four-leg intersection to 14 at a DDI. This reduction of conflict points is related to the unique crossover movements, which eliminates several left-turning conflicts between the ramps and cross street traffic. The DDI will benefit the intersection at Balls Ford Road and Prince William Parkway, but also will benefit segments upstream and downstream along both Prince William Parkway and Balls Ford Road.

The existing pattern of crashes with vehicles colliding with guardrail along this ramp should be significantly reduced with the congestion improvements.
Further, the operations and geometry of the DDI will be analyzed by the Design-Build Team during their final design of the project.

4) **What disruptions can be expected from lane closures during construction and what are the provisions for event traffic planning?**

The County has asked that lanes closures for construction and events at Jiffy Lube Live be explicitly considered and evaluated prior to closing any lanes. The County is aware that there is close coordination between VDOT and the I-66 Design-Builder such that lane closures and temporary ramp closures are not allowed when there will be major events at Jiffy Lube Live. Similar contract language will be included in the County Design-Build contract.

Additionally, it should be noted that much of the project will be constructed off of the existing alignment of Balls Ford Road; therefore, lane closures will only be required at intersections, roadway tie-in points and while constructing the bridges over Prince William Parkway, these typically arranged during off peak hours.