



www.BiCountyParkway.com
meeting_comments@vdot.virginia.gov

PUBLIC INFORMATION MEETING

Bi-County Parkway Loudoun and Prince William Counties

Loudoun County

Tuesday, October 1, 2013, 6:00 – 9:00 p.m.
John Champe High School
41535 Sacred Mountain Street, Aldie, VA 20105

Prince William County

Thursday, October 3, 2013, 6:00 – 9:00 p.m.
Stonewall Jackson High School
8820 Rixlew Lane, Manassas, VA 20109

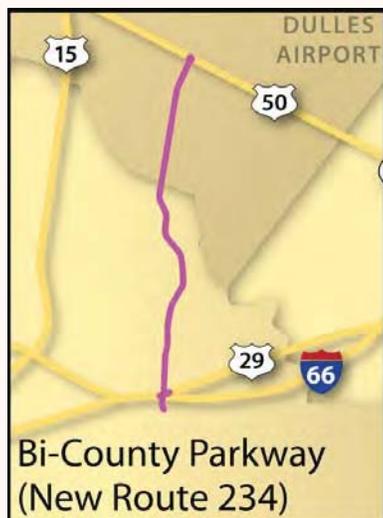
WELCOME

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), has completed a Draft Reevaluation and Draft Section 106 Programmatic Agreement for the Bi-County Parkway in Loudoun and Prince William Counties. The proposed four-lane roadway would extend approximately 10 miles from the existing VA 234 Bypass northward from its interchange at I-66 to US 50 (John Mosby Highway) in the vicinity of Route 877 (Racefield Lane).

PURPOSE OF THE MEETING

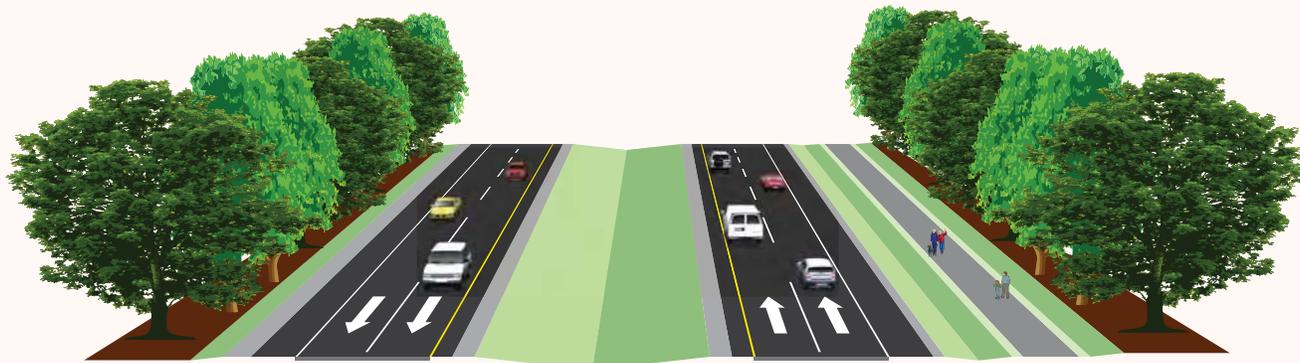
The purpose of this meeting is to provide a public opportunity for any person, acting on his/her own behalf or representing a group or governing body, to offer comments or submit written material concerning the Draft Reevaluation and Draft Section 106 Programmatic Agreement. We invite you to review the information about the Bi-County Parkway and discuss the project with VDOT representatives who are here to answer your questions. All comments received will be considered prior to a final decision.

PROJECT OVERVIEW



The Federal Highway Administration (FHWA), in accordance with provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771, approved a Draft Environmental Impact Statement (DEIS) for the Bi-County Parkway (formerly Tri-County Parkway) on March 16, 2005. The study area for the project presently lacks adequate north-south transportation facilities linking Manassas and the Dulles corridor. As set forth in the DEIS, the purpose of the Bi-County Parkway involves the following four key elements:

1. Improve transportation mobility and capacity and by doing so, improve access and reduce congestion.
2. Enhance the linkage of communities and the transportation system that serves those communities.
3. Accommodate social demands, environmental goals, and economic development needs.
4. Improve safety and by doing so, reduce the average crash, injury, and accident rates on the roadway network.



DRAFT REEVALUATION

The Draft Reevaluation assesses the environmental consequences resulting from changes to the proposed project, changes in the affected environment, and changes in regulatory requirements or guidance since the DEIS was issued in March 2005. Highlights from the document are provided below. A copy of the Draft Reevaluation is available for review at tonight's meeting and can also be found on the project website: www.BiCountyParkway.com.

CHANGES TO THE REGIONAL FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

- The current CLRP includes the Bi-County Parkway (West Two Alternative from I-66 to US 50).
- The current CLRP now lists the Manassas National Battlefield Park Bypass.
- An alternative to improve access to the western side of Dulles Airport has been studied and is expected to be included in the CLRP upon selection of a preferred alternative.

CHANGES TO THE WEST TWO ALTERNATIVE

- Alignment shift to avoid the Dunklin Monument, a contributing resource to the Manassas Battlefield Historic District.
- Alignment shift in the vicinity of the Putnam-Patton House to avoid direct use of the historic property.
- As a result of the development of the Draft Section 106 Programmatic Agreement and consultation with the National Park Service, it is now being proposed to locate a portion of the Bi-County Parkway alignment on Manassas National Battlefield Park property in an area that has been adversely impacted by previous relocation of power lines. A stipulation in the Section 106 Programmatic Agreement (see adjacent page) will now commit VDOT to confining the roadway within a right of way corridor 150 feet wide, except under circumstances specified in the Programmatic Agreement.
- The Commonwealth Transportation Board has resolved to take whatever action is required for the abandonment of portions of existing Route 234 transecting the Manassas National Battlefield Park as part of the project and that such abandonment will occur upon the completion and opening to traffic that portion of the Bi-County Parkway between I-66 and the proposed intersection with existing Route 234 near Catharpin.

ADDITIONAL STUDIES CONDUCTED AND ACTIONS TAKEN

- Additional measures are being developed to minimize harm to the Manassas Battlefield Historic District and Park (see adjacent page).

- Completion of additional archaeological studies.
- Update of traffic modeling and forecasts.
- Update of air quality and noise analyses.

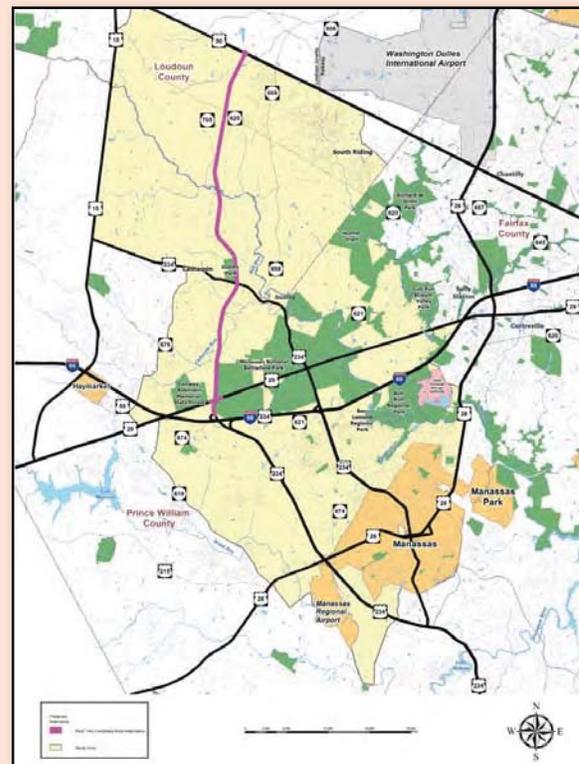
CHANGES IN AFFECTED ENVIRONMENT

- Development has been ongoing within the study area in Loudoun and Prince William Counties consistent with future land use plans of the local jurisdictions.
- Catharpin Recreational Park has been constructed by Prince William County at the site identified in the DEIS as Sudley Park, and the Snyder-Jones Memorial Trail was opened in 2009 within the Manassas Battlefield Historic District in the vicinity of the "Unfinished Railroad" between Conway Robinson Memorial State Forest and Route 705 (Pageland Lane).
- Boundaries eligible for the National Register of Historic Places in the Manassas Battlefield Historic District have been expanded to encompass additional lands designated by the American Battlefield Protection Program (see figure on adjacent page).

The Reevaluation also provides updates on the following since completion of the 2005 DEIS:

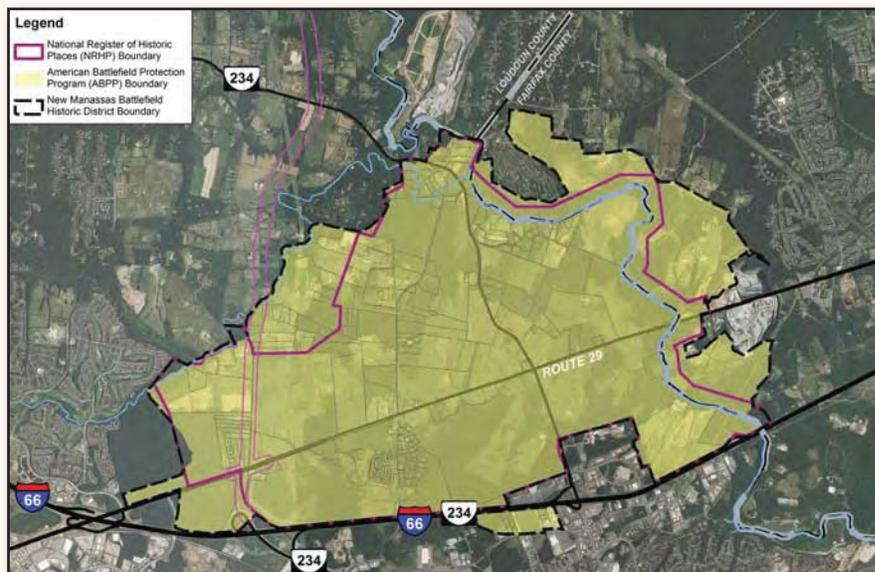
CHANGES IN REGULATIONS AND GUIDANCE UPDATE OF PUBLIC INVOLVEMENT, MEETINGS, AND OUTREACH

CHANGES IN ENVIRONMENTAL CONSEQUENCES



SECTION 106 PROGRAMMATIC AGREEMENT

The Section 106 Programmatic Agreement (PA) contains a number of commitments aimed at minimizing and mitigating adverse effects to historic properties and ensuring communication with, and consideration of the views of, the Section 106 Consulting Parties. The commitments pertaining to the alignment and design of the Bi-County Parkway (BCP), right of way, access, and mitigation measures are highlighted below.



Additional lands designated by the American Battlefield Protection Program are eligible for the National Register of Historic Places and are being treated as historic property in the Reevaluation.

ALIGNMENT/DESIGN OF BCP WITHIN MANASSAS NATIONAL BATTLEFIELD PARK (MNBP) AND MANASSAS BATTLEFIELD HISTORIC DISTRICT (MBHD)

- BCP alignment and MNBP Bypass alignment to coincide along western edge of MNBP from I-66 to Route 234 (Sudley Road). Alignment will avoid direct effects to the Dunklin Monument.
- Alignment will avoid or minimize effects to the "Unfinished Railroad," quarry, and other sites on east side of Pageland Lane within MNBP and MBHD.
- Within the MBHD, design to include no more than two through lanes in each direction.
- Within the MBHD, right of way (ROW) width is no greater than 150 feet.
- Agreement of Signatories is required for use of ROW over 150 feet (not to exceed 200 feet) for features minimizing visual/auditory effect, stormwater management, bicycle/pedestrian trails, local access roads, Route 29 crossing.
- Build connections between Route 29/BCP but limit movement to/from MNBP.
- Within the MBHD, additional highway footprint reductions will be explored during design.
- Within the MBHD, incorporate "gateway" features and context-sensitive design elements.
- Within the MBHD, consider the visual/noise minimization as outlined in the PA.
- Minimize footprint of Route 29 crossing and minimize height of overpass.

GENERAL DESIGN CONSIDERATIONS

- Design speed of BCP not to exceed 65 miles per hour.
- Keep Pageland Lane open with the same functions as today; otherwise, prioritize use of existing roads for local access.
- Within Prince William County, access to the BCP will be provided at only three locations: I-66, Route 29, and Route 234.
- Develop design in consultation with consulting parties.
- Document design considerations and comments.
- Develop VDOT-NPS Communications Plan for the frequent exchange of information.

MITIGATION MEASURES

- Provide new access to Brawner Farm, or improve existing access.
- Provide new access to Stuart's Hill.
- Within the MNBP, provide traffic calming on Route 29, and on Groveton Road and Featherbed Lane as warranted.
- Assess and mitigate visual/noise effects on the Putnam-Patton House/Deseret.
- Abandon Route 234 within MNBP, provide NPS control, convey ROW to NPS.
- Provide \$4,000,000 for design of the MNBP Bypass.
- Provide \$3,000,000 to fund land preservation initiative.
- Prepare Virginia Department of Historic Resources inventory records for three cemeteries.
- Develop and implement a construction management plan.
- Conduct archaeological work within previously untested portions of APE.

OTHER

- Conduct archaeological work on any new resources discovered during construction.
- Reassess identification of historic properties after five years.
- Provide summary report each year.
- Consider additional consulting parties if requested.

GET INVOLVED

Copies of the Draft Reevaluation and Draft Section 106 Programmatic Agreement are available for review here tonight, or they can be reviewed on VDOT's web site at www.BiCountyParkway.com.

SCHEDULE

Date	Event
October 1 and 3, 2013	Public Information Meetings
October 18, 2013	Final Day to Submit Comments
Fall 2013	Projected Completion of Reevaluation, Final Environmental Impact Statement (FEIS)*, and Section 106 Programmatic Agreement
Winter 2013	FHWA Decision

* A FEIS will not be completed if it is determined that a Supplemental EIS is needed.

WHAT'S NEXT

VDOT will review and evaluate the comments you provide to us tonight and during the comment period. The Reevaluation, Section 106 Programmatic Agreement, and a Final Environmental Impact Statement (FEIS) (unless it is determined that a Supplemental EIS is needed) will be prepared as appropriate to reflect changes in the proposed action or mitigation measures resulting from comments received. The documents will then be submitted to FHWA, along with a copy of the public meeting transcript, the recommendation for the project, and a request that a final decision be made by FHWA.



CIVIL RIGHTS

VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. For additional information or assistance, contact VDOT's Civil Rights Division at 800-FOR-ROAD (376-7623) or TTY/TDD 711.

RIGHT OF WAY AND RELOCATION ASSISTANCE

Information about right of way purchase is provided in VDOT's brochure entitled "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available here tonight. After this meeting, information and questions regarding right of way should be directed to:

D. Brian Costello
VDOT Regional Right of Way and Utilities Manager
703-259-2986
Brian.Costello@VDOT.Virginia.gov

GET INVOLVED

Please review the maps and displays and share your thoughts by using the comment sheet provided with this brochure. You may leave your comments in the box provided at tonight's meeting. You may also record your comments orally at the designated recording station.

If you are not ready to provide your comments tonight, you may submit them by October 18, 2013 to the following address, which is also preprinted on the back of the comment sheet:

Tom Fahrney
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

You also can submit comments by email to:
meeting_comments@vdot.virginia.gov

Please reference "Bi-County Parkway" in the subject line.