



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Addendum to Agenda Item #10  
**DATE:** May 19, 2021

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This document includes additional information by provided by TPB member transportation agencies for the TPB as it considers the inputs to the air quality conformity analysis of Visualize 2045 and the Transportation Improvement Program. Additional information was provided by two counties' transportation agencies in response to the public comment summary and letters received during the comment and interagency review period, including:

- Fairfax County
- Loudoun County

### FAIRFAX COUNTY – ADDITIONAL INFORMATION

The information in *italics* below is supplemental to the information provided in the comment and interagency review packet, TPB May Meeting Agenda Item #10:

**Comment:** Route 28/The Manassas Bypass/Nokesville Rd/Godwin Drive.

- **Comment:** Improvements to the existing Virginia Route 28 corridor should be prioritized over building the Manassas Bypass.
- **Response from Prince William County:** Prince William County is in the process of updating the Prince William County Comprehensive Plan which includes evaluating additional improvements along the Route 28 Corridor.
- **Response from VDOT:** VDOT recently completed a study to identify potential safety and operational improvements to the existing Route 28 corridor. Manassas Bypass (Bi-County Parkway) and Manassas Battlefield Bypass were included as part of a National Environmental Policy Act (NEPA) and a (Draft Environmental Impact Statement (DEIS) that was completed in 2005, information about those analysis can be found at a web link provided by VDOT.
- ***Response from Fairfax County DOT:*** Fairfax County Department of Transportation awarded a Design Build contract to Shirley Contracting Company in June 2020 to widen Route 28 from the Prince William/ Fairfax County line (Bull Run bridge), north to Upperridge Drive/ Old Centreville Road (just south of RT 29) from four to six lanes (three lanes in each direction). Substantial completion is expected by December 31, 2022 with final completion by the summer of 2023.

**Comment** on the US 1, Richmond Highway, Expansion Project. There was one comment on the US Richmond Highway 1.

- **The comment** identified a technical error in the US 1 Expansion Project 3180 and details and noted that if VDOT is not planning to add vehicle capacity over the for the state to consider adding a VRE/Amtrak rail bridge over the Occoquan or a dedicated bus transit bridge with bike/ped over the Occoquan.
- **TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and their technical agencies. A technical correction has been made by TPB staff for project CE3180 in the conformity tables.
- **Response from Fairfax County DOT:** *The rail bridge over the Occoquan will relieve a potential bottleneck there in the expansion of the CSX line to 3 tracks.*

## LOUDOUN COUNTY – ADDITIONAL INFORMATION

All the information below is supplemental to the information provided in the comment and interagency review packet, TPB May Meeting Agenda Item #10:

1. **Comment:** The letter from the Coalition for Smarter Growth indicates some projects are “**Proposed Major Highway Projects**”, two are specifically Loudoun County Projects. On the project noted in the letter as “#51. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$110M)”.

**Loudoun County Response:** Loudoun County offers that clarification that the project noted in the comment as #51 is not a Proposed Major Project. It is already in the constrained element of Visualize 2045, the long-range transportation plan. Loudoun County has addressed similar comments as made on project identified in the letter as #51 in the response to public comments, in the TPB May meeting, Agenda Item #10, packet, pages 13, 14, and 15.

2. **Comment:** The letter from the Coalition for Smarter Growth has a list of “**New/Significantly Changed Minor Projects**”, starting on pdf page 48. This section comments on all new projects submitted by Loudoun County this year.

**Loudoun County Response:** All of these projects are included in Appendix I of the TPB May Work Session materials, which addresses all of these comments.

3. **Comment:** The letter from the Coalition for Smarter Growth “Comment “#56. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)” requests: “Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.”

**Loudoun County Response:** Appendix I of the TPB May Work Session materials, which references projects in Loudoun County, speaks to the benefits of the US-50 North Collector Road. Appendix I indicates how the project addresses some Aspirational Needs, and meets

Regional Goals. In addition, this project is in the 2019 Comprehensive Plan and is included as a **Transit Corridor**.

*As defined in our 2019 Countywide Transportation Plan, “Transit Corridors have been identified through a combination of considerations of existing routes, existing and planned population densities, street functions, and planned service changes in the TDP. This network of transit corridors serves as a starting point for countywide improvements. It creates transit infrastructure supportive of greater densities and growth at activity centers, establishes highly visible and managed transit corridors capable of linking multiple activity centers through the use of multiple routes, shifts transportation mode shares in the denser and more congested eastern portion of the county, introduces logical feeder service to Metrorail and commuter bus service in currently unserved areas, provides opportunities to reassess present and future importance of activity centers as development occurs, and allows consideration of the role of the Dulles Greenway and nearby park-and-ride facilities in providing express services for riders from central and western portions of the County. Conversely, as a framework, this network is limited. It does not add significantly enhanced coverage to currently underserved areas, requires additional consideration of transit-only lanes, transit-priority lanes, and more robust facility investments as part of corridor improvements, and needs further study of the best locations for investments in additional base or premium services while maintaining reasonable service levels along existing routes”.*