



**Via Certified Mail, Return Receipt Requested**

November 28, 2021

Ms. Angel Tao, P.E.  
Virginia Department of Transportation  
4975 Alliance Drive  
Fairfax, VA 22030

Re: Woodbridge Area STARS Study – Route 1 and Route 123 Interchange

Dear Ms. Tao:

Belmont Bay Homeowners Association, Inc. ("BBHOA") Board of Directors submits its opposition to the proposed four VDOT STARS (Strategically Targeted Affordable Roadway Solutions) alternatives for the Route 1 and Route 123 Interchange and proposes a new fifth alternative for consideration.

The four VDOT alternatives would create a huge Flyover, walling out the middle of the top end of our established residential community and rerouting a high percentage of commuter traffic through Belmont Bay.

- Many BBHOA residents have voiced concerns about building a high concrete wall tantamount in height and size to the Springfield Mixing Bowl structure into the middle of and immediately next to established neighborhoods that are over 20 years old.
  - Design requirements to cross the planned four track railroad would put this structure at 30-35 feet high and a half a football field long before landing on Belmont Bay somewhere between Herons Run Lane/Herons Run Way and Potomac Path Drive.
- This concrete eyesore would also become the main entrance to our Belmont Bay community, replacing the currently landscaped central median.
- The VDOT Flyover would eliminate or significantly impact access to the VRE station for Belmont Bay resident cyclists and pedestrians.
- The combined diverted traffic flow from Route 1 North and Dawson Beach Road plus the majority of the traffic from the Belmont Bay community using the Flyover structure would add to noise, pollution, and environmental impacts in an established residential area of our community.

**The BBHOA Board proposes a fifth alternative to VDOT for consideration requiring a Dawson Beach Road/Occoquan Road Bridge and Two Flyover Connections between Route 1 and Route 123.**

Supporting details for this recommended fifth alternative are provided in Enclosure (1), a supporting diagram for it in Enclosure (2) and the pros and cons for it in Enclosure (3).



We propose what we believe to be a much more graceful and efficient, and less expensive solution that provides equally efficient egress/ingress for commuter traffic without the drastic impact to our 22-year-old community resulting from the current alternatives VDOT is considering.

The BBHOA Board looks forward to hearing back from you on this recommendation. Should you have any question or require additional information, please feel free to contact me directly.

Thank you for your time and consideration.

Sincerely yours,

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KP Lau  
President of the Board  
Belmont Bay Homeowners Association, Inc.

cc: The Honorable Gerald Connolly, U.S. Congressman, 11<sup>th</sup> District, Virginia  
The Honorable Scott Surovell, Virginia State Senator, 36<sup>th</sup> District  
The Honorable Candi King, Virginia House of Delegates Representative, 2<sup>nd</sup> District

The Honorable Ann B. Wheeler, Chair at-Large, Prince William County Board of Supervisors  
The Honorable Margaret Angela Franklin, Woodbridge District Supervisor, Chair Pro-Tem  
The Honorable Victor S. Angry, Neabsco District Supervisor  
The Honorable Kenny A. Boddye, Occoquan District Supervisor  
The Honorable Jeanine Lawson, Brentsville District Supervisor  
The Honorable Yesli Vega, Cole District Supervisor  
The Honorable Pete Candland, Gainesville District Supervisor  
The Honorable Andrea O. Bailey, Potomac District Supervisor

Cynthia Moses-Nedd, Vice-Chair and Planning Commissioner, Woodbridge District  
Don Taylor, Parliamentarian and Planning Commissioner, At-Large  
Patti McKay, Planning Commissioner, Brentsville District  
Joseph Fontanella, Jr., Planning Commissioner, Coles District  
Richard Berry, Planning Commissioner, Gainesville District  
Robert Perry, Jr., Planning Commissioner, Occoquan District  
Juan McPhail, Planning Commissioner, Potomac District  
Meika Daus, Prince William County Deputy Planning Director  
Richard Canizales, Prince William County Transportation Director  
Frim Nowicki, Chair, Belmont Bay HOA Civics Affairs Committee





**Supporting Details for BBHOA Board's Fifth Alternative to VDOT  
Dawson Beach Road/Occoquan Road Bridge and  
Two Flyover Connections between Route 1 and Route 123**

- For traffic flow at Route 1 North & South and Occoquan Road/Dawson Beach Road, build a flyover bridge from Dawson Beach Road over Route 1 onto Occoquan Road. Traffic flow both continuing at grade and moved to the elevated flyover bridge would be as follows:
  - At Grade (all of these are Right Turns)
    - Right from the right lane on Route 1 North onto Dawson Beach Road
    - Right from Dawson Beach into the second from right lane on Route 1 North for driving on to 123 East or over to Route 1 North
    - Right from Route 1 South onto Occoquan Road
    - Right from Occoquan Road into the second from right lane on Route 2 South
  - Above Grade via the new Flyover Bridge between Dawson Beach Road and Occoquan Road (all of these except the first are Left Turns)
    - Dawson Beach Road to Occoquan Road or vice versa via driving straight across the Flyover
    - Route 1 North to Occoquan Road from the second right lane of Route 1 North up a ramp to the Flyover Bridge to turn left at a stoplight to cross over it to Occoquan Road
    - Occoquan Road to Route 1 North by crossing the Flyover Bridge then turning left at a stoplight to proceed down a ramp onto the right lane of Route 1 North
    - Route 1 South to Dawson Beach Road from the second and third right lanes of Route 1 South up a ramp to the Flyover Bridge to turn left at a stoplight to cross over it to Dawson Beach Road
    - Dawson Beach Road to Route 1 South by crossing the Flyover Bridge then turning left at a stoplight to proceed down a ramp onto the right lane of Route 1 South
- Redesign the 123 Flyover Bridge to support only the 123 and Route 1 interchange traffic instead of the more complex VDOT alternatives of a 123 Flyover Bridge over the railroad tracks into Belmont Bay.
  - At Grade (all of these are right turns)
    - Route 123 East onto the right lane of Route 1 South
    - Route 1 South onto the right lane of Route 123 West
  - Two flyover bridges Above Grade, the one from Route 1 North being higher over the one from Route 123 East (or vice versa) (all of these are left turns)
    - Route 1 North onto Route 123 West via the two right lanes of Route 1 North which bear left over the flyover and down onto the left lanes of Route 123 West
    - Route 123 East onto Route 1 North via the two left lanes of Route 123 East which bear left over the flyover and down onto the right lanes of Route 1 North



**Supporting Details for BBHOA Board's Fifth Alternative to VDOT  
Dawson Beach Road/Occoquan Road Bridge and  
Two Flyover Connections between Route 1 and Route 123 (continued)**

- TBD – recommend that VDOT find the solution for the traffic currently turning left from Annapolis Way onto Route 1 North
- Cyclists would use the new Dawson Beach Road / Occoquan Road Flyover Bridge to cross Route 1.
- Kiss and Ride entry/exit would be adjusted for safety of traffic flow.
- Pedestrians would use the new proposed Pedestrian Walkway over Route 1 to the VRE Station.





## LEGEND

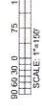
- PROP. PAVEMENT
- PROP. RAMP
- PROP. BRIDGE
- PROP. ROUNDABOUT W/RAISED ISLAND
- TRAFFIC LIGHT ON BRIDGE

## ADVANTAGES

1. ELIMINATES NORTH AND SOUTH TRAFFIC LIGHT AT ROUTE 1 AND ROUTE 123 INTERSECTION.
2. ELIMINATES TRAFFIC LIGHT AT ROUTE 1 AND DAWSON'S BEACH OCCOQUAN ROAD INTERSECTION.
3. BY BUILDING THE RAMP AND BRIDGE AT ROUTE 1 AND DAWSON'S BEACH OCCOQUAN ROAD INTERSECTION, LEFT TURNING MOVEMENTS TO THE BUILD OUT TIMEFRAME WILL BE SHORTER AND THE RAMP AND BRIDGE CAN BE PUT INTO SERVICE SOONER.
4. ELIMINATES TRAFFIC ON DAWSON'S BEACH ROAD OCCOQUAN ROAD AND OUT OF BELMONT BAY NEIGHBORHOOD.
5. ELIMINATES TRAFFIC LOCATED NEAR PATTERN FROM DAWSON'S BEACH ROAD HEADING NORTH TO ROUTE 123 BY ADDING LANES/RAMP IN SLOW SPEED RIGHT LANES.
6. ELIMINATES COMPLICATED WEAVE PATTERN FROM ROUTE 123 TO ROUTE 1 BY ADDING LANES/RAMP IN SLOW SPEED RIGHT LANES.
7. PROPOSED ROUNDABOUT AT ROUTE 123 AND HORNER ROAD INTERSECTION INCREASES EFFICIENCY WHILE LOWERING TRAFFIC ACCIDENTS.
8. PROPOSED ROUNDABOUT AT OCCOQUAN ROAD AND HORNER ROAD INTERSECTION INCREASES EFFICIENCY WHILE LOWERING TRAFFIC ACCIDENTS.

## DESIGN NOTES

1. INITIAL DESIGN HAS BRIDGE HEIGHTS AT 23'.
2. RAMP GRADE INITIAL DESIGN IS 6%.
3. RAMP GRADE DESIGN IS 6%.
4. RAMP, SOUTH TO ROUTE 1, FROM DAWSON'S BEACH ROAD/OCCOQUAN ROAD BRIDGE ENTERS THE EXISTING STRIPED OUT MEDIAN SO THAT THE EXISTING PARKING LOT AT ROUTE 123 AND HORNER ROAD INTERSECTION IS MAINTAINED.
5. DESIGN SPEED ON ROUTE 1, ROUTE 123, AND OCCOQUAN ROAD IS 35 MPH.
6. DESIGN SPEED ON DAWSON'S BEACH ROAD IS 25 MPH.
7. LANE LENGTHS AND TRANSITION LENGTHS BASED ON VDOT ROAD DESIGN MANUAL CALCULATIONS.



# ROUTE 1/ROUTE 123 OVERPASS ALTERNATIVE EXHIBIT

PROPOSED BY THE BOARD OF BELMONT BAY H.O.A.  
NOVEMBER 17, 2021





# ROUTE 1/ROUTE 123 OVERPASS ALTERNATIVE EXHIBIT

PROPOSED BY THE BOARD OF BELMONT BAY H.O.A.  
NOVEMBER 17, 2021





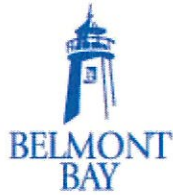
ROUTE 1/ROUTE 123 OVERPASS ALTERNATIVE EXHIBIT  
PROPOSED BY THE BOARD OF BELMONT BAY H.O.A.  
NOVEMBER 17, 2021



**Pros and Cons of BBHOA Board's Fifth Alternative to VDOT  
Dawson Beach Road/Occoquan Road Bridge and  
Two Flyover Connections between Route 1 and Route 123 (continued)**

- Pros
  - Less expensive, less complicated, more graceful solution for resolving the current Route 1/Route 123 congestion
  - Eliminates the 123 Flyover Bridge into the Belmont Bay Community and on/off of Belmont Bay Drive and Express Drive with all its additional disadvantages, complications, expense and significant impact on our ~22-year-old residential community
    - Part of the addition complications and expense is the requirement to redesign this Flyover Bridge to accommodate utility requirements under the bridge, the thickness of the bridge for the additional weight of truck traffic, and the third and fourth rails for future high speed rail project, all which will result in a much higher bridge structure with a landing much further down on Belmont Bay Drive from the currently proposed landing at Heron's Run Lane and Herons View Way. This would also require a major rerouting solution for the traffic between these two streets/neighborhoods and Belmont Bay Drive.
  - Eliminates the stoplight for the left turn at grade from Route 1 North to Occoquan Road by moving that traffic to a ramp up to the Flyover Bridge, thus freeing north and southbound traffic to continue
  - Eliminates the stoplight for the left turn at grade from Route 1 South to Dawson Beach Road by moving that traffic to a ramp up to the Flyover Bridge, thus freeing south and northbound traffic to continue unimpeded.
  - Allows essentially the same response time for first responders.
  - Possible results in a reduced impact of splitting the new North Woodbridge Town Center in half from the smaller flyover bridge footprints from Route 1 North to Route 123 West and Route 123 East to Route 1 North).
  - Better access for Belmont Bay residents to the commercial space along Occoquan Road
- Cons
  - The Dawson Beach Road Flyover span of the CSX railroad as is support the proposed third, but not the fourth railroad track, e.g., a second freight, then a second passenger track.
  - Many BBHOA residents have voiced concerns about building what is tantamount in height and size to the Springfield Mixing Bowl structure into the middle of and immediately next to established neighborhoods that are over 20 years old.
  - This concrete eyesore would also become the main entrance to our Belmont Bay community, replacing the currently landscaped central median.





- Rounding the curve today on Belmont Bay Drive through this area, you can't help but see what is arguably one of the most beautiful open green spaces in Prince William County. This green space currently sends a message that you are entering some place special.
- The combined diverted traffic flow from Route 1 North and Dawson Beach Road plus the majority of the traffic from the Belmont Bay community using this flyover structure would add to noise, pollution, and environmental impacts in an established residential area of our community.
- It would result in a high concrete wall immediately next to 20-year residences on either side.
- It would eliminate or significantly impact access to the VRE station for Belmont Bay resident cyclists and pedestrians.

Rt1/RT123 proposal