ENVIRONMENTAL

In compliance with the National Environmental Policy Act (NEPA), 23 CFR Part 771, a Categorical Exclusion (CE) was prepared for this project. In accordance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places was included with the CE. The CE was approved by VDOT and FHWA in October 2021. As the project progresses, PWCDOT, VDOT, and FHWA will assess if any new significant environmental impacts have been identified that were not evaluated in the CE. Environmental reauthorizations (23 CFR 771.129) will be prepared prior to authorizing ROW acquisition and construction. The environmental reauthorizations ensure the project design plans are consistent with what was presented in the approved CE.

RIGHT OF WAY

This project will require Right-of-Way acquisitions and Temporary Construction Easements from 13 properties. Of these 13 impacted properties, 2 (highlighted in red below) will be total takes to accommodate the new footprint of the realigned intersection. These two properties are currently undergoing early acquisition due to financial hardship and the County’s efforts to streamline the construction schedule by having the properties shovel-ready and available for staging once the preliminary engineering phase is complete. The remaining 11 properties will only incur partial acquisitions. Land acquisitions will be conducted in accordance with the Uniform Relocation and Real Estate Property Acquisition Act of 1970, as amended.

SCHEDULE

The anticipated remaining schedule for this project:

- Public Hearing: February 3, 2022
- Final Plans: November 2022
- ROW & Utility Relocation: Spring 2023
- Advertise & Award Project: Summer 2023
- Start Construction: Fall 2023
- Substantial Completion: Summer 2025

NEXT STEPS

The public comment period will close on Thursday, February 17th, 2022. PWCDOT will review and respond to comments received and evaluate for consideration. JMT will work with the County to progress the project towards final design. Please check the PWCDOT current project website provided on the front page of this brochure for updates.
**PROJECT BACKGROUND**

**Location:** Approximately 0.30 mile east of Route 123 at the intersection of Old Bridge Road (Rte. 641) and Occoquan Road (Rte. 253) in Woodbridge, VA 22192. The project resides in the Occoquan Magisterial District.

**Budget:** This is a SMARTSCALE project with a budget of $11.85 million with both State and Federal funds through the District Grant Program. A breakdown of the project budget allocation is provided below:

- Preliminary Engineering = $800,000
- Right of Way & Utilities = $5,750,000
- Construction = $5,300,000

**Purpose:** Realign the sharp reverse curve on Old Bridge Road through this intersection to provide better sight visibility and reduce congestion as well as vehicular accidents.

**Delivery Method:** The project is being delivered using the Design-Bid-Build delivery method with PWCDOT administering the project and JMT providing design consultant services. VDOT will have oversight as it is a Locally Administered Project (LAP). Once final design is complete, the project will be issued for open bid to procure a contractor to begin construction.

**PROPOSED IMPROVEMENTS**

This is a safety improvement project that includes geometric alterations to the existing alignment to improve sight distance and overall operational performance of the intersection. As part of these improvements, two additional turn lanes will be implemented as well as ADA compliant facilities (curb ramps, sidewalk, refuge islands). New traffic signals will be installed with improved signal and pedestrian crossing timings. The sequence of construction will be segmented into multiple stages to maintain daily traffic operations and minimize disturbance to surrounding businesses. Occasional nighttime construction and lane closures are expected due to the busy intersection and high traffic volumes.

---

**Design Criteria**

<table>
<thead>
<tr>
<th>Design Criteria</th>
<th>Old Bridge Road (Rte. 641)</th>
<th>Occoquan Road (Rte. 253)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Classification</td>
<td>Urban Minor Arterial</td>
<td>Major Collector</td>
</tr>
<tr>
<td>Posted Speed Limit</td>
<td>35 MPH</td>
<td>30 MPH</td>
</tr>
<tr>
<td>Lane Width</td>
<td>12'</td>
<td>11'</td>
</tr>
<tr>
<td>Sidewalk Width</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Utility Strip</td>
<td>4'</td>
<td>4'</td>
</tr>
</tbody>
</table>

---

**Typical Section – Old Bridge Road**

**Typical Section – Occoquan Road**