



## COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201  
(703) 792-7615 FAX (703) 792-4401

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PLANNING  
OFFICE

Christopher M. Price, AICP  
Director of Planning

### STAFF REPORT

Comprehensive Plan Amendment  
CPA #PLN2014-00201

**The staff report for this case has been updated to include an addendum as of February 9, 2016.**

Attached to the staff report please find comments from the Virginia Department of Transportation, Loudoun County and Fairfax County in response to their review of the Staff Report (February 5, 2016) to the Planning Commission.



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PLANNING  
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Director of Planning

February 5, 2016

**TO:** Planning Commission

**FROM:** Ricardo Canizales  
Division Chief, Transportation Planning and Programming

**RE:** Comprehensive Plan Amendment #PLN2014-00201, Rt. 234  
(Dumfries Road) (**Coles and Potomac Magisterial District**)

Comprehensive Plan Amendment #CPA2016-00003, Remove Rt. 234  
Bypass-North (Bi-County Parkway) (**Gainesville Magisterial District**)

**I. Background** is as follows:

- A. Request – This is a proposed amendment to the Comprehensive Plan to reduce the number of planned lanes on Route 234 (Dumfries Road) from six lanes to four lanes between Brentsville Road and Country Club Drive. An amendment is also proposed that would remove the Rt. 234 Bypass-North (Bi-County Parkway) from the Comprehensive Plan. See Attachment A for maps.
- B. Thoroughfare Plan – The Comprehensive Plan designates Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive as a six lane Principal Arterial (PA) in the Thoroughfare Plan (Attachment B). The roadway connects the eastern end of the County (I-95/ Route 1) to the western end of the County (I-66). The recommended right-of-way corresponds with the standard PA-2 section (160 ft.) shown in the County's Design and Construction Standards Manual (DCSM), as well as in the Virginia Department of Transportation (VDOT) plans for the completed section of the roadway.

The Thoroughfare Plan designates the Bi-County Parkway as a Principal Arterial from I-66 north to Loudoun County. This roadway would serve as the north-south portion of the Manassas Battlefield Bypass which will be used by traffic shifted out of the park due to the planned closures of Lee Highway (Rt. 29) and Sudley Road (Rt. 234). The primary function of this road will be to serve inter-county traffic between Prince William County and the Dulles Corridor in Loudoun and Fairfax Counties.

- C. Board of County Supervisors Initiation – On October 1, 2013, the Potomac District Supervisor requested that the Board initiate a Comprehensive Plan amendment to reduce the number of planned lanes from six to four on Route 234

(Dumfries Road) from Brentsville Road to Country Club Drive in the Potomac and Coles Magisterial District. (Res. No. 13-598 - See Attachment C).

The Board initiated a Comprehensive Plan Amendment to Remove the Rt. 234 Bypass North from the Comprehensive Plan on December 3, 2013 (Res. 13-723 - See Attachment C). The motion was amended to initiate a full Thoroughfare Plan Update (Res. 13-724 - See Attachment C) to include the removal of the Rt. 234 Bypass North and to transfer \$100,000 to the Department of Transportation's Regional Planning Budget for the Thoroughfare Plan Update.

- D. Planning Commission Public Hearing – On February 5, 2014, the Planning Commission held a public hearing on CPA #PLN2014-00201 to reduce the number of planned road lanes from six to four on Rt. 234 (Dumfries Road) from Brentsville Road to Country Club Drive. The Planning Commission deferred the action to date uncertain to allow the staff time to complete the Thoroughfare Plan Update (See Attachment D for a Brief on this Public Hearing).
- E. Board of County Supervisors Appropriation – On June 17, 2014, the Board appropriated \$100,000 to the Department of Transportation for Regional Planning Services in accordance with the Board's Resolution No. 13-724 for a Comprehensive Plan Amendment and full Thoroughfare Plan Update.
- F. Board of County Supervisors Placed a Hold on Thoroughfare Plan Update – On June 17, 2014, Resolution No. 13-724 included the following language: “Be it further resolved that the approval of this resolution is contingent upon the Prince William Board of County Supervisors receiving another opportunity to vote on the study after receiving a decision from the State on Rt. 28 and the Bi-County Parkway issues” (See Attachment C for this Resolution).
- G. Board of County Supervisors Initiation – On April 14, 2015, the Board initiated a Comprehensive Plan Amendment to remove the Rt. 234 Bypass-North from the Comprehensive Plan (Res. No. 15-251- See Attachment C).
- H. Board of County Supervisors Update – On September 22, 2015, Staff presented a status report on the directives and staff work on the resolution to remove the Bi-County Parkway from the Comprehensive Plan and to reduce the planned number of lanes from 6 to 4 on Dumfries Road between Brentsville Road and Country Club Drive. It was agreed that staff would schedule a public hearing at the Planning Commission in Winter 2016 and to the Board in Winter/Spring 2016.

**II. Current Situation is as follows:**

- A. Current Level of Service – The County Travel Demand Model indicates that Route 234 operated at a daily Level of Service (LOS) C, with over 42,000 vehicles per day (vpd) on four lanes in 2010.

- B. VDOT Right-of-Way Reimbursement – Prince William County has been informed by VDOT that it may have to repay the Commonwealth for a portion of its right-of-way expenditures per 33.1-12 of the Virginia Code. This expense was made through the original widening of Route 234 (Dumfries Road), for the future expansion to six lanes. VDOT’s comments are attached to the 2014 staff report (Attachment D).
- C. 2030 Daily Volume and LOS – Attachment E is a Staff Memorandum that documents the process of forecasting land use and an explanation of how the County Travel Demand model interacts with the regional Metropolitan Washington Council of Government (MWCOG) regional travel model.
- D. Planning Commission Public Hearing – A public hearing before the Planning Commission has been advertised for February 17, 2016.

**III. Issues** are as follows:

- A. Policy – Is the proposed amendment consistent with the applicable goals of the Comprehensive Plan and the surrounding land uses?
- B. Community Input – Have comments been received from the community on this issue?
- C. Fiscal – Will there be a fiscal impact associated with this proposal?
- D. Legal – What are the pertinent legal issues associated with the proposal?
- E. Timing – Is there a time frame for the PC to take action on this proposal?

**IV. Alternatives** beginning with the staff recommendations, are as follows:

- A. Do Not Recommend Adoption of the Comprehensive Plan Amendment CPA #PLN2014-00201 for Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive or #CPA2016-00003 to remove the Bi-County Parkway for the following reasons:
  - 1. Policy – Relevant policy guidance may be found in the Transportation Chapter of the Long-Range Land Use Plan. Transportation Policy #6 indicates, “*the County will provide sufficient capacity to meet demand.*”
    - a. Goal for Roads - Denial of the proposed amendment supports the goal to “*provide a safe and efficient roadway network with sufficient capacity to meet the existing and future demands of intra-county and inter-county traffic.*”
    - b. Road Policy 1 - states “*the County will evaluate the level of service (LOS) of existing and proposed roadway corridors and*

*intersections to achieve a minimum level of service (LOS) of D.”*

Denial of the proposed amendment will maintain the planned roadway capacity and prevent the future LOS on Rt. 15, Prince William Parkway and numerous secondary roads from decreasing, possibly causing the need for widening of these roads.

- c. Road Policy 2 - the County will “*improve roadway capacity by providing new roadway segments and widening existing segments...*” By maintaining the planned six lanes on Route 234, the County is supporting the Traffic Model forecasts which indicate widening will be necessary to maintain an efficient roadway capacity. This future widening will also be necessary to prevent future vehicular trips in the area from providing an additional strain on the secondary road network. Maintaining the Bi-County Parkway in the roadway system provides the necessary relief to Rt. 15, which is planned to be four lanes throughout the County.
- d. Road Action Strategy 2.6 - the County will “*provide improved intra-county connectivity to and from regional activity centers and within walkable communities and town centers, such as projects within centers of commerce and centers of community.*” Route 234 provides direct access to Innovation, a planned center of commerce. By maintaining the number of planned lanes at six, the County will be supporting road capacity levels that improve access to the planned Innovation Center of Commerce and possibly encourage future economic development opportunities in the County. The Bi-County Parkway would relieve traffic on Rt. 15 between Haymarket and the residential communities to the north. Additionally, the Bi-County Parkway serves as the north-south portion of the Manassas Battlefield Bypass, which will be used by traffic shifted out of the park due to the planned closures of Lee Highway (Rt. 29) and Sudley Road (Rt. 234) through Manassas National Battlefield Park.
- e. Road Action Policy 8 - “*Preserve integrity and enhance visitor experience at the Manassas National Battlefield Park without compromising accesses that currently exist.*” Road Action Strategy RD8.1 continues with “*As the Manassas Battlefield Bypass is completed, close Rt. 234 and Rt. 29 through the Manassas National Battlefield Park.*” The Bi-County Parkway serves as the north-south portion of the Manassas Battlefield Bypass.
- f. Update of the Thoroughfare Plan - Impacts associated with the removal of planned capacity from Route 234 and the removal of the Bi-County Parkway are better addressed through the update of

the Thoroughfare Plan that was initiated by the Board  
(Res 13-724).

2. Community Input – A public hearing at the Planning Commission has been advertised. An additional public hearing will be held at the Board following a recommendation from the Planning Commission.
  3. Fiscal – Recommending denial of the proposed amendment will have no fiscal impact.
  4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with §15.2-2223 of the Code of Virginia. VDOT comments had not been received at the writing of this staff report. Other legal issues will be addressed by the County Attorney’s office.
  5. Timing – The Board directed staff to schedule a public hearing with the Planning Commission for action on these Comprehensive Plan Amendments in Winter 2016. A public hearing at the Planning Commission is scheduled for February 17, 2016. The Board instructed the staff to schedule a public hearing with the Board of Winter/Spring 2016. This public hearing will be scheduled after the Planning Commission makes its recommendation.
- B. Recommend Adoption of Comprehensive Plan Amendment #PLN2014-00201, to reduce the number of lanes from six lanes to four lanes on Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive.
1. Policy – Relevant policy guidance may be found within the Transportation Chapter of the Comprehensive Plan. Road Policy 1 indicates the County will strive to achieve a minimum LOS D on existing and proposed roadway corridors. In addition to this policy statement, action strategies within the Transportation Chapter state the County should be evaluating ways to increase capacity beyond widening or adding additional lanes where capacity is not sufficient. The widening of Route 234 from four lanes to six lanes would result in a LOS E by 2030 (2014 study), still inadequate according to the Comprehensive Plan. Therefore the County should explore alternative solutions to future capacity issues beyond widening roads to achieve the desired LOS D. If the County approves the amendment to reduce the planned number of lanes, further study must be conducted to determine ways in which the 2030 LOS can be improved either through widening of roads or transit alternatives.
    - a. Transportation Action Strategy #T9 - the County will “*ensure the capacity of the transportation network is sufficient to meet the demands placed upon it for both weekday and weekend conditions. In instances where capacity is not sufficient, identify ways of either*

*increasing the capacity or reducing the demand by shifting to an alternative mode.”*

- b. Road Action Strategy 1.6 - the County will “*continuously evaluate measures for improving the level of service at intersections and along roadway corridor segments beyond simply widening the roadway or adding additional lanes to the intersection. Evaluate how transit improvements can be integrated into the existing network as a way of providing additional trip capacity without necessarily widening the roadway itself.*”
  2. Community Input – A public hearing for CPA#PLN2014-00201 was held at the Planning Commission February 5, 2014. The Planning Commission deferred action on the Comprehensive Plan Amendment to remove additional lanes on Dumfries Road and requested that the Comprehensive Plan Amendment be completed as part of a full Thoroughfare Plan Update. A public hearing has been scheduled for this Comprehensive Plan Amendment and for #CPA2016-00003 on February 17, 2016.
  3. Fiscal – If the amendment is approved, Prince William County has been informed by VDOT that it may have to repay the Commonwealth for a portion of its right-of-way expenditure per 33.1-12 of the Virginia Code. This expense was made through the original widening of Route 234 (Dumfries Road), for the future expansion to six lanes.
  4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with §15.2-2223 of the Code of Virginia (see Attachment D for VDOT’s comments that were attached to the original staff report). Other legal issues will be addressed by the County Attorney’s office.
  5. Timing – The Board directed staff to schedule a public hearing with the Planning Commission for action on these Comprehensive Plan Amendments in Winter 2016. A public hearing at the Planning Commission is scheduled for February 17, 2016. The Board instructed the staff to schedule a public hearing with the Board in Winter/spring 2016. This public hearing will be scheduled after the Planning Commission makes its recommendation.
- C. Recommend Adoption of the Comprehensive Plan Amendment #CPA2016-00003 to remove the Bi-County Parkway for the following reasons:
1. Policy – Relevant policy guidance may be found within the Transportation Chapter of the Comprehensive Plan. Road Policy 1 states that the County will strive to achieve a minimum LOS D on existing and proposed roadway corridors. In addition to this policy statement, action strategies within the Transportation Chapter state that the County should be evaluating ways to increase capacity beyond widening or adding lanes

where capacity is not sufficient. The removal of the Bi-County Parkway increases the demand for capacity on Rt. 15 which may necessitate widening to four lanes throughout the County in order to satisfy demand. Therefore the County should explore alternative solutions to future capacity issues beyond widening roadways to achieve the desired LOS D. If the County approves the amendment to remove the Bi-County Parkway, further study should be conducted to determine ways in which the 2030 LOS can be improved.

- a. Transportation Action Strategy #T9 - the County will “*ensure the capacity of the transportation network is sufficient to meet the demands placed upon it for both weekday and weekend conditions. In instances where capacity is not sufficient, identify ways of either increasing the capacity or deducing the demand by shifting to an alternative mode.*”
  - b. Road Action Strategy 1.6 - the County will “*continuously evaluate measures for improving the level of service at intersections and along roadway corridor segments beyond simply widening the roadway or adding additional lanes to the intersection. Evaluate how transit improvements can be integrated into the existing network as a way of providing additional trip capacity without necessarily widening the roadway itself.*”
2. Community Input – A public hearing at the Planning Commission is scheduled for February 17, 2016.
  3. Fiscal – The County would have to study alternatives to provide planned capacity that the Bi-County Parkway previously provided, including the possible widening of secondary roads north of I-66 or increased transit alternatives.
  4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with §15.2-2223 of the Code of Virginia (see Attachment D for VDOT’s comments that were attached to the original staff report). Other legal issues will be addressed by the County Attorney’s office.
  5. Timing – The Board directed staff to schedule a public hearing with the Planning Commission for action on these CPAs in Winter 2016. A public hearing at the Planning Commission is scheduled for February 17, 2016. The Board instructed the staff to schedule a public hearing with the Board in Winter/Spring 2016. This public hearing will be scheduled after the Planning Commission makes its recommendation.

V. **Recommendation** is that the Planning Commission concurs with Alternative A and does not recommend approval of Comprehensive Plan Amendment #PLN2014-00201, Route 234 (Dumfries Road) or Comprehensive Plan Amendment #CPA2016-00003 until a full

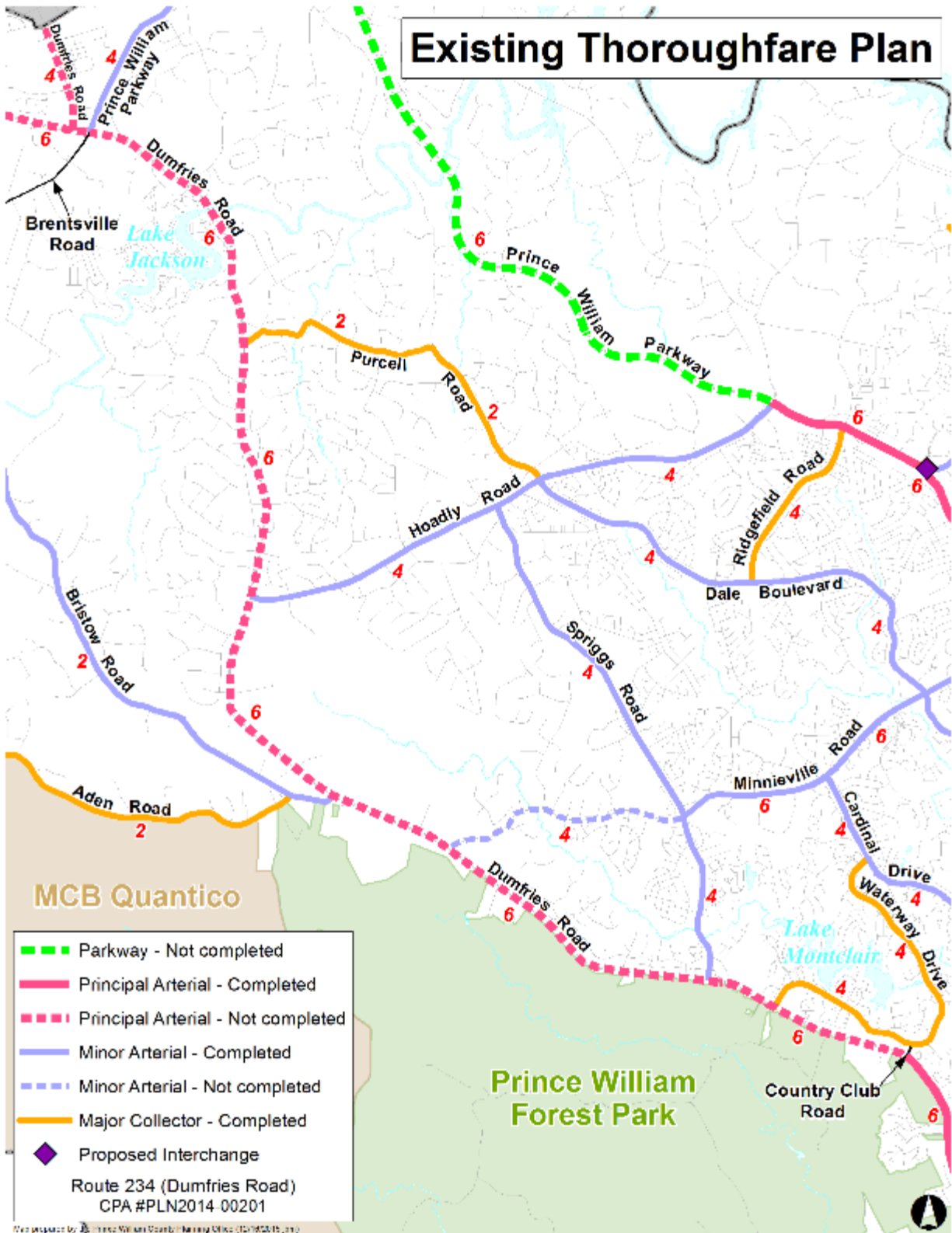


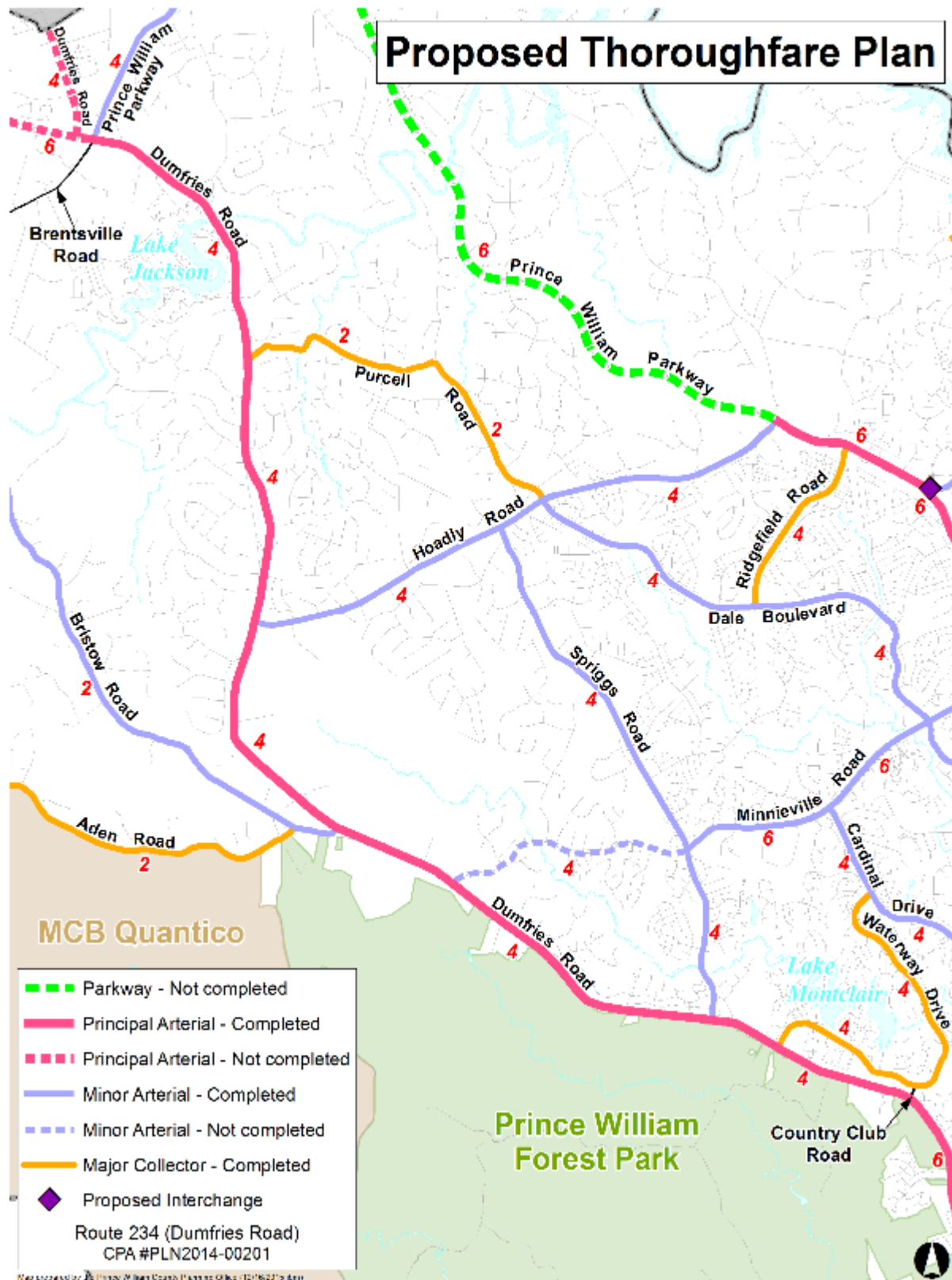
Thoroughfare Plan update is prepared. This would allow for an evaluation of the County's future land use plan and the transportation network necessary to support that plan.

**Staff:** Christopher M. Price, AICP, 703-792-6857  
Tom Blaser, 703-792-6825

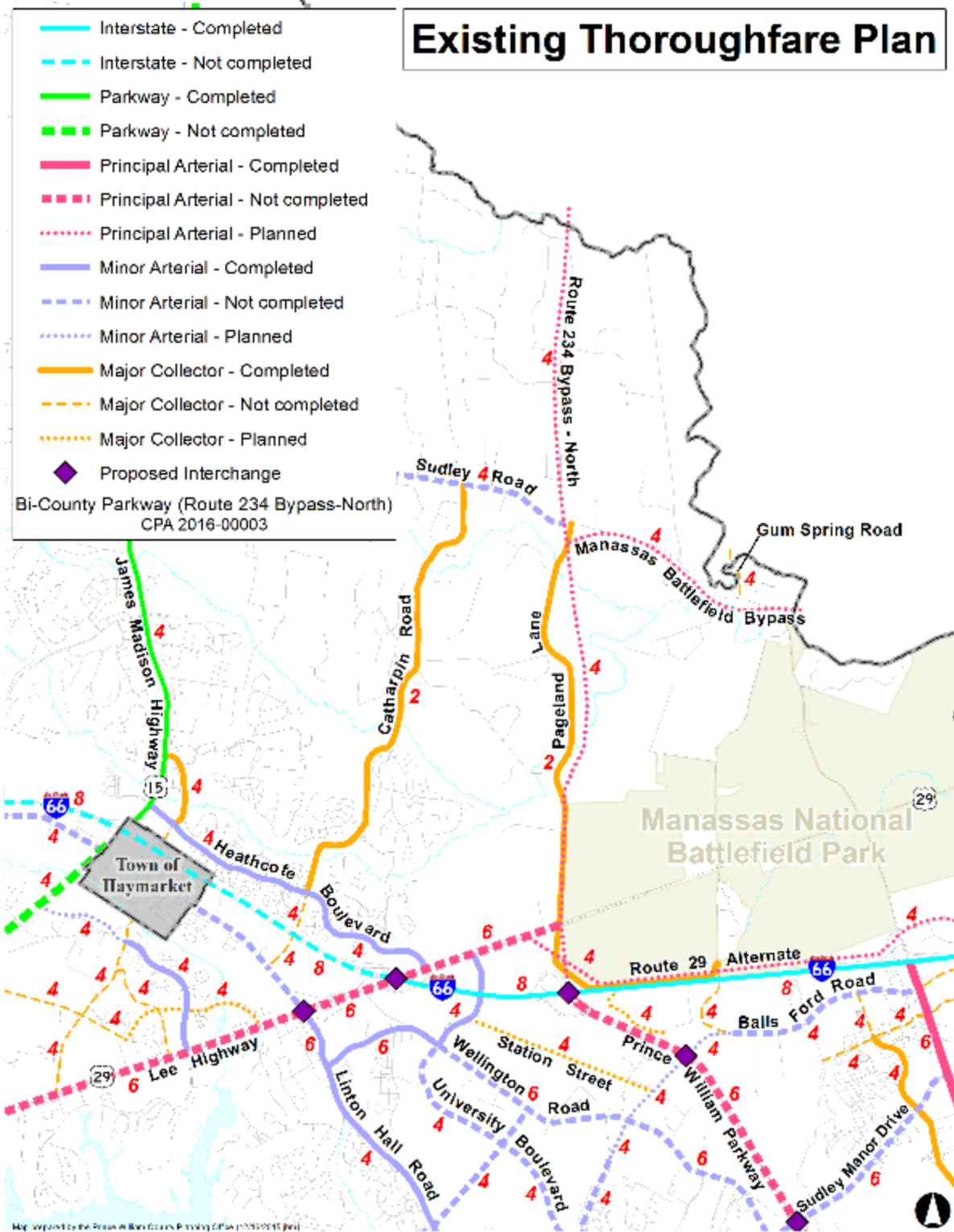
**Attachments:**

- A. Existing and Proposed Maps
- B. Existing Comprehensive Plan Text
- C. Board Resolutions
- D. Planning Commission Public Hearing Recommendations and CPA #PLN2014-00201 Staff Report
- E. Staff Memorandum





# Attachment A Existing and Proposed Maps



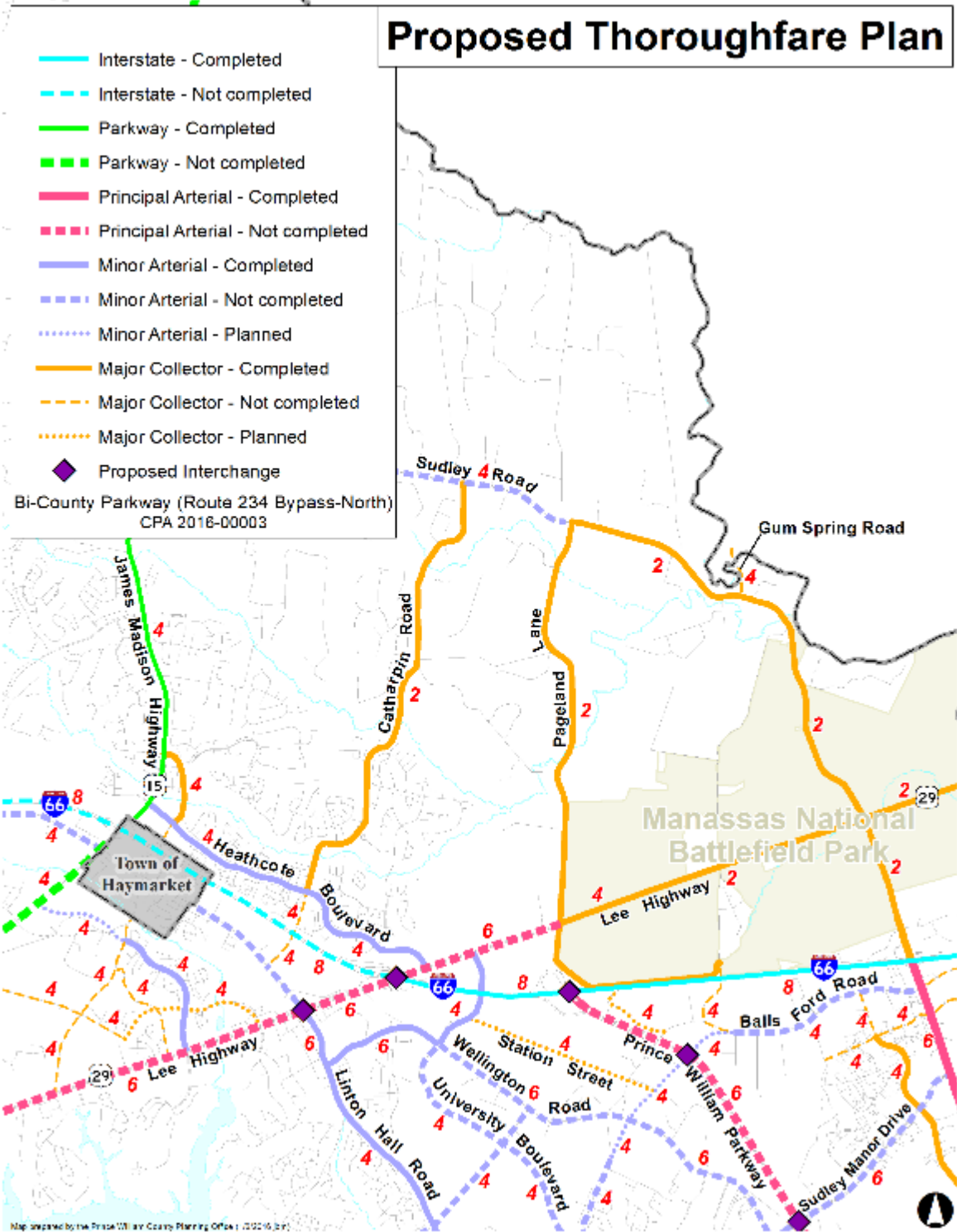


Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
I-66	66	Fauquier CL to Fairfax CL	Freeway/Interstate (FI-1)	275' (variable)	6 SOV2 HDV	N/A
I-66	95	Fairfax CL to Stafford CL	Freeway/Interstate (FI-2)	450' (variable)	8 SOV3 HDV	N/A
James Madison Highway	15	Loudoun CL to Lee Highway (Route 29)	Parkway (PW-1)	180' - 174' variable	4	Class I/East
Prince William Parkway	3000	Liberia Avenue to Hoochly Road	Parkway (PW-2)	180'	3	Class I/North
Tri-County Parkway / Route 26 Bypass	411	Sudley Road (Route 234) to Fairfax CL	Parkway (PW-3)	200'	5	Class I/North
Centerville Road	28	Manassas CL to Manassas Park CL	Principal Arterial (PA-1)	128'	4	Class I/North
Centerville Road	28	Manassas Park CL to Fairfax CL	Principal Arterial (PA-1)	128'	4	Class I/North
Dumfries Road	234	Bretts Hill Road to County Club Drive	Principal Arterial (PA-2)	180'	5	Class I/South
Dumfries Road	234	Country Club Drive to Jefferson Davis Highway (Route 1)	Principal Arterial (PA-2)	150'	5	Class I/South
Dumfries Road	234 Business	Manassas CL to Prince William Parkway (Route 234)	Principal Arterial (PA-3)	128'	4	Class I/West
Gordon Boulevard	123	Fairfax CL to Express Drive / Belmont Bay Drive	Principal Arterial (PA-4)	120'	5	Class I/East
Harbor Station Parkway	TBD	Jefferson Davis Highway (Route 1) to Cherry Hill Road	Principal Arterial (PA-6)	148'	5	Class I/North
Jefferson Davis Highway	1	Fairfax CL to Joplin Road / Faller Road	Principal Arterial (PA-6)	140'	5	Class I/West
Jefferson Davis Highway	1	Joplin Road / Faller Road to Gaillard CL	Principal Arterial (PA-6)	150'	5	Class I/West
Lee Highway	29 / 15	Fauquier CL to James Madison Highway (Route 15)	Principal Arterial (PA-7)	existing	4	N/A
Lee Highway	29	James Madison Highway (Route 15) to Route 234 Bypass-North	Principal Arterial (PA-7)	156'	5	Class I/South
Manassas Battlefield Bypass	TBD	Route 234 Bypass-North to Fairfax CL	Principal Arterial (PA-8)	200'	4	Class I/South
Nokesville Road	28	Fauquier CL to Vint Hill Road (Route 215)	Principal Arterial (PA-9)	150'	4	Class I/South
Nokesville Road	28	Vint Hill Road (Route 215) to Manassas CL	Principal Arterial (PA-9)	156'	5	Class I/South

Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
Prince William Parkway	234	I-68 to Manassas CL	Principal Arterial (PA-10)	160'	PA-2	Class I/East
Prince William Parkway	234	Manassas CL to Brentsville Road	Principal Arterial (PA-10)	160'	PA-2	Class I/East
Prince William Parkway	3000	Hoody Road to Caton Hill Road	Principal Arterial (PA-11)	156'	PA-1	Class I/North
Prince William Parkway	3000	Caton Hill Road to Jefferson Davis Highway (Route 1)	Principal Arterial (PA-11)	156'	PA-1	Class I/North
Route 26 - Alternate Route	TBD	Lee Highway (Route 26) to Fairfax CL	Principal Arterial (PA-12)	156'	PA-1	Class I/North
Route 234 Bypass - North	234	Loudoun CL to I-66	Principal Arterial (PA-13)	200'	(see text)	Class I/East
Sudley Road	234 Business	I-68 to Manassas CL	Principal Arterial (PA-14)	160'	(see text)	Class I/North
Batts Ford Road	621	Wellington Road to Sudley Road (Route 234)	Minor Arterial (MA-1)	128'	MA-1	Class I/South
Barnett Bay Drive	TBD	Gordon Boulevard (Route 123) to Palisades Street	Minor Arterial (MA-2)	128'	MA-1	Class I/East
Bontz Fitzgerald Drive	2430	Dale Boulevard to Cardinal Drive	Minor Arterial (MA-3)	128'	MA-1	Class I/West
Bishop Road	616	Nokesville Road (Route 28) to Dumfries Road (Route 234)	Minor Arterial (MA-4)	existing		Class III
Cardinal Drive	610	Mintsville Road to Jefferson Davis Highway (Route 1)	Minor Arterial (MA-5)	104' - 128'	(see text)	Class I/South
Caton Hill Road	848	Mintsville Road to Prince William Parkway (Route 3000)	Minor Arterial (MA-6)	120'	(see text)	Class I/South
Dale Boulevard	784	Hoody Road to Benita Fitzgerald Drive	Minor Arterial (MA-7)	110' - 160' (variable)	(see text)	Class I/South
Dale Boulevard	784	Benita Fitzgerald Drive to Jefferson Davis Highway (Rte 1)	Minor Arterial (MA-7)	160'	(see text)	Class I/South
Devlin Road	621	Linton Hall Road to Wellington Road	Minor Arterial (MA-8)	128'	MA-1	Class I/East
Fleetwood Drive	611	Frazier CL to Aden Road	Minor Arterial (MA-9)	62'	RV-1	Class III
Gileton Drive	2088	Dale Boulevard to Snickersown Road	Minor Arterial (MA-10)	120'	(see text)	Class I/East
Harbor Station Parkway	TBD	Cherry Hill Road to River Heritage Boulevard / Marina Access Road	Minor Arterial (MA-11)	121'	(see text)	Class I/North

**Principal Arterials**

map number) road name/number (termini) (right-of-way requirement) - description

- PA-1) Centreville Road/Route 28 (City of Manassas to Fairfax County) (128' MA-1 standard)** – This road is a traditional commercial corridor linking the City of Manassas with Fairfax County (and I-66 further to the north). A standard principal arterial typical section is not recommended between Fairfax County and the City of Manassas because of the extent and nature of existing development. As such, a minor arterial standard is being proposed. Additionally, a functional plan has been developed for this road.
- PA-2) Dumfries Road/Route 234 (Brentsville Road to Jefferson Davis Highway/Route 1) (160' PA-2 standard)** – This section of Route 234 carries heavy volumes of both inter and intra-county traffic. In conjunction with Route 234, this roadway connects the eastern end of the County to the western end of the County and provides access to both I-66 and I-95. The recommended right-of-way corresponds with the standard PA-2 section shown in the County DCSM, as well as the VDOT engineering plans for this completed section of roadway.
- PA-3) Dumfries Road/Route 234 Business (City of Manassas to Prince William Parkway/Route 234) (128' MA-1 standard)** – This road, located between Route 234 and the Manassas city limits, serves as the southern link of the business route into the City of Manassas. The Comprehensive Plan for the City of Manassas proposes widening the section of Dumfries Road leading into Prince William County to a four-lane section and as such, this proposed widening would match that project. Rather than providing a standard principal arterial section, due to right-of-way constrictions on either side of the roadway, a minor arterial standard is being proposed.
- PA-4) Gordon Boulevard/Route 123 (Fairfax County to Express Drive/Belmont Bay Drive) (120' existing)** – This road leading into Fairfax County will continue to carry increased vehicular traffic. It provides an important connection of Old Bridge Road and Route 1 to I-95 and is a route for eastern Prince William County residents to get to the employment areas in central Fairfax County and the City of Fairfax. The recommended right-of-way corresponds with the standard typical section provided within the VDOT engineering plans for Route 123.
- PA-5) Harbor Station Parkway (Jefferson Davis Highway/Route 1 to Cherry Hill Road) (148' existing)** – This roadway will extend existing Dumfries Road (Route 234) east of Route 1 in order to provide access to the Cherry Hill area of the County, including the proposed Cherry Hill Virginia Railway Express (VRE) station. The proposed roadway will be a controlled access facility, and as such curb cuts and median breaks are discouraged. The recommended right-of-way corresponds with the right-of-way approved as a part of the Harbor Station development proposal.



## Attachment B Existing Comprehensive Plan Text

Airport, and many of the surrounding industrial areas in the center of the County. The recommended right-of-way corresponds with the PA-1 and PA-2 standard typical sections provided within the County's DCSM.

- PA-10) Prince William Parkway/Route 234 (I-66 to Brentsville Road, excluding the City of Manassas) (160' PA-2 standard)** – This section of Route 234 provides intra-county connections to employment areas such as Innovation, as well as connections to many of the industrial areas within the Brentsville district. When linked with the section of Dumfries Road discussed in Thoroughfare Plan narrative PA-2, this roadway provides a major connection between I-95 and I-66. The recommended right-of-way corresponds with the standard PA-2 typical section provided within the County's DCSM.
- PA-11) Prince William Parkway/Route 3000 (Hoadly Road to Jefferson Davis Highway/Route 1) (156' PA-1 standard)** – This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor, and provides access to the commercial areas within and surrounding Potomac Mills. The recommended right-of-way corresponds with the standard typical section provided within the County's DCSM.
- PA-12) Route 29 – Alternate Route (Lee Highway/Route 29 to Fairfax County) (156' PA-1 standard)** – In an effort to provide access to and movement for the properties on the southern side of the Manassas Battlefield, this roadway would provide an additional connection from Route 29 in Prince William County to Route 29 in Fairfax County. The right-of-way recommended for this roadway corresponds to the PA-1 standard shown in the County's DCSM.
- PA-13) Route 234 Bypass – North (Loudoun County to I-66) (200')** – This proposed roadway will be a continuation of Route 234 (discussed in Thoroughfare Plan narrative PA-10) from I-66 into Loudoun County. This extension of Route 234 is planned to relieve James Madison Highway (Route 15). Additionally, this roadway serves as the north-south portion of the Manassas Battlefield Bypass which will be used by traffic shifted due to closures of Lee Highway (Route 29) and Sudley Road (Route 234). The main function of this roadway; however, will be to serve inter-county traffic between Prince William County and the Dulles corridors in Loudoun and Fairfax Counties. The recommended right-of-way corresponds with the typical section provided within the VDOT Environmental Impact Statement.
- PA-14) Sudley Road/Route 234 Business (I-66 to City of Manassas) (160' existing)** – This road provides a main commuter route for residents accessing I-66. Additionally, this road serves a large retail area of the County. The recommended right-of-way corresponds to existing right-of-way acquired for this road.

**MOTION: CADDIGAN**

**October 1, 2013  
Regular Meeting  
Res. No. 13-598**

**SECOND: NOHE**

**RE: INITIATE A COMPREHENSIVE PLAN AMENDMENT TO  
REDUCE THE NUMBER OF PLANNED LANES FROM SIX TO  
FOUR ON ROUTE 234 (DUMFRIES ROAD) FROM BRENTSVILLE  
ROAD TO COUNTRY CLUB DRIVE – POTOMAC AND COLES  
MAGISTERIAL DISTRICTS**

**ACTION: APPROVED**

**WHEREAS**, under § 15.2-2229 of the Virginia Code, the Board of County Supervisors may consider amendments to the Comprehensive Plan; and

**WHEREAS**, the Prince William County Comprehensive Plan currently designates Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive as a six-lane Principal Arterial in the Thoroughfare Plan; and

**WHEREAS**, Route 234 carries heavy volumes of inter-county and intra-county traffic, connecting the eastern end of the County to the western end of the County; and

**WHEREAS**, Route 234 connects and provides access to both I-66 and I-95; and

**WHEREAS**, the recommended right-of-way corresponds with the standard Principal Arterial 2 section shown in the County Design and Construction Standards Manual, as well as the Virginia Department of Transportation (VDOT) engineering plans for the completed section of the roadway; and

**WHEREAS**, staff has conducted some preliminary research and analysis, specifically on the reduction of Route 234 (Dumfries Road) to four lanes, which indicates that there is a degradation through the corridor to level of service F in the peak in 2030; and

**WHEREAS**, the staff analysis indicates that by reducing Route 234 to four lanes, the additional traffic shifts to local secondary roadways including: Joplin Road, Spriggs Road, Waterway Road, Delaney Road, and Hoadly Road, and a traffic shift to Prince William Parkway, which is a primary roadway; and

**WHEREAS**, the staff analysis also indicates that there is an increase in traffic delay of 3,000 hours per day if Route 234 is reduced to four lanes; and

**Attachment C  
Resolutions**

**October 1, 2013  
Regular Meeting  
Res. No. 13-598  
Page Two**

**WHEREAS**, Prince William County has been informed by VDOT that it may have to repay the Commonwealth for its right-of-way expenditures it has made on Route 234 (Dumfries Road) per § 33.1-12 of the Virginia Code;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby initiate a Comprehensive Plan amendment to reduce the number of lanes from six to four on Route 234 (Dumfries Road) from Brentsville Road to Country Club Drive in the Potomac and Coles Magisterial Districts.

**Votes:**

**Ayes:** Caddigan, Candland, Jenkins, Nohe, Stewart

**Nays:** Covington, May, Principi

**Absent from Vote:** None

**Absent from Meeting:** None

**For Information:**

Transportation

Director Planning

Maria Sinner – VDOT

**ATTEST:** \_\_\_\_\_

  
Clerk to the Board

**December 3, 2013  
Regular Meeting  
Res. No. 13-724  
Page Two**

**WHEREAS**, this request for a Comprehensive Plan amendment creates transportation system-wide effects that are best examined at a broader level of analysis, as would be done with a full Thoroughfare Plan update, since Route 234 Bypass North is a Principal Arterial and classified as a primary route; and

**WHEREAS**, staff recommends that the proposed amendment to remove Route 234 Bypass North not be initiated and that a full update of the Thoroughfare Plan be initiated instead; and

**WHEREAS**, approximately \$100,000 would need to be budgeted to complete the analysis necessary to complete a full Thoroughfare Plan Update. These funds are proposed to come from the Administrative Contingency Reserve, which will leave a total of \$344,617 in the Administrative Contingency Reserve;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby initiate a full Thoroughfare Plan Update of the Comprehensive Plan, which will include the removal of the Route 234 Bypass North;

**BE IT FURTHER RESOLVED** that the Prince William Board of County Supervisors does hereby transfer \$100,000 from the Fiscal Year 2014 Administrative Contingency Reserve to the Department of Transportation’s Regional Planning budget for the Thoroughfare Plan Update as follows:

**Transfer Budget From:**

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
690008 – Contingency Reserve Admin.	5800 – Undistributed & Miscellaneous	\$100,000

**Transfer Budget To:**

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
410330 – Transportation Regional Planning	3201 – Professional Services	\$100,000

**December 3, 2013  
Regular Meeting  
Res. No. 13-724  
Page Three**

**Votes:**

**Ayes:** Caddigan, Candland, Jenkins, May, Nohe, Principi, Stewart

**Nays:** Covington

**Absent from Vote:** None

**Absent from Meeting:** None

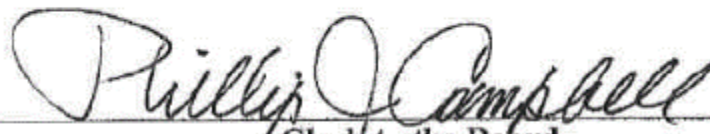
**For Information:**

Transportation Director

Planning Director

Maria Sinner - VDOT

**ATTEST:**

  
Clerk to the Board

**Attachment C  
Resolutions**

**MOTION: NOHE**

**December 3, 2013  
Regular Meeting  
Res. No. 13-723**

**SECOND: PRINCIPI**

**RE: AMEND MOTION TO INITIATE COMPREHENSIVE PLAN  
AMENDMENT TO REMOVE ROUTE 234 BYPASS NORTH FROM  
THE COMPREHENSIVE PLAN**

**ACTION: APPROVED**

**WHEREAS**, a motion has been made by Supervisor May and seconded by Supervisor Candland to initiate a Comprehensive Plan Amendment to remove Route 234 Bypass North from the Comprehensive Plan; and

**WHEREAS**, a motion to amend the main motion has been made and seconded to substitute in place thereof the attached language;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby amend the main motion to initiate a Comprehensive Plan Amendment to remove Route 234 Bypass North from the Comprehensive Plan, by substitution of the attached substitute language.

**ATTACHMENT:** Proposed Language

**Votes:**

**Ayes:** Covington, Jenkins, Nohe, Principi, Stewart

**Nays:** Caddigan, Candland, May

**Absent from Vote:** None

**Absent from Meeting:** None

**For Information:**

Department of Transportation

**ATTEST:** \_\_\_\_\_

  
Clerk to the Board

**PROPOSED LANGUAGE**

**INITIATE A FULL THOROUGHFARE PLAN UPDATE, WHICH WILL INCLUDE THE REMOVAL OF THE ROUTE 234 BYPASS NORTH; TRANSFER \$100,000 FROM THE FISCAL YEAR 2014 ADMINISTRATIVE CONTINGENCY RESERVE TO THE DEPARTMENT OF TRANSPORTATION'S REGIONAL PLANNING BUDGET FOR THE THOROUGHFARE PLAN UPDATE – GAINESVILLE MAGISTERIAL DISTRICT**

**WHEREAS**, under §15.2-2229 of the Virginia Code, the Board of County Supervisors may consider amendments to the Comprehensive Plan; and

**WHEREAS**, the Prince William County Comprehensive Plan currently designates Route 234 Bypass North (Bi-County Parkway) as a four-lane Principal Arterial in the Thoroughfare Plan; and

**WHEREAS**, Route 234 Bypass North is anticipated to carry heavy volumes of inter-county and intra-county traffic, connecting I-66 to Route 50 in Loudoun County; and

**WHEREAS**, Route 234 Bypass North connects and provides better access to Route 234, Loudoun County, and the Dulles Airport corridor; and

**WHEREAS**, the recommended 200' right-of-way corresponds with the Virginia Department of Transportation's typical section, as shown in the Bi-County Parkway Environmental Impact Statement; and

**WHEREAS**, staff has conducted preliminary research and analysis, specifically on the removal of Route 234 Bypass North, which indicates that there is a degradation of level of service (LOS) and additional volumes added to roads system-wide; and

**WHEREAS**, the staff analysis indicates that by removing Route 234 Bypass North, the additional traffic shifts to both primary and local secondary roadways including Pageland Lane, Route 15, Gum Springs Road, Catharpin Road, Tri-County Parkway, Battlefield Bypass, Route 55, and Route 28 (Centreville Road); and

**WHEREAS**, the staff analysis also indicates that there is increase in traffic delay of 2,000 hours per day if Route 234 Bypass North is removed; and

**PROPOSED LANGUAGE**

**WHEREAS**, this request for a Comprehensive Plan amendment creates transportation system-wide effects that are best examined at broader level of analysis, as would be done with a full Thoroughfare Plan update, since Route 234 Bypass North is a Principal Arterial and classified as a primary route; and

**WHEREAS**, staff recommends that the proposed amendment to remove Route 234 Bypass North not be initiated and that a full update of the Thoroughfare Plan be initiated instead; and

**WHEREAS**, approximately \$100,000 would need to be budgeted to complete the analysis necessary to complete a full Thoroughfare Plan Update. These funds are proposed to come from the Administrative Contingency Reserve, which will leave a total of \$344,617 in the Administrative Contingency Reserve;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby initiate a full Thoroughfare Plan Update of the Comprehensive Plan, which will include the removal of the Route 234 Bypass North;

**BE IT FURTHER RESOLVED** that the Prince William Board of County Supervisors does hereby transfer \$100,000 from the Fiscal Year 2014 Administrative Contingency Reserve to the Department of Transportation's Regional Planning budget for the Thoroughfare Plan Update.



**Attachment C  
Resolutions**

**MOTION: PRINCIPI**

**June 17, 2014  
Regular Meeting  
Res. No. 14-404**

**SECOND: NOHE**

**RE: BUDGET AND APPROPRIATE \$100,000 IN THE DEPARTMENT OF TRANSPORTATION’S FISCAL YEAR 2015 BUDGET FOR REGIONAL PLANNING PROFESSIONAL SERVICES IN ACCORDANCE WITH THE BOARD OF COUNTY SUPERVISORS’ RESOLUTION NO. 13-724 FOR A COMPREHENSIVE PLAN AMENDMENT AND FULL THOROUGHFARE PLAN UPDATE**

**ACTION: APPROVED**

**WHEREAS**, on December 3, 2013, through Resolution No. 13-724, the Board of County Supervisors initiated a Comprehensive Plan Amendment and Full Thoroughfare Plan Update and transferred \$100,000 from the FY2014 Administrative Contingency Reserve to the Department of Transportation’s Regional Planning budget; and

**WHEREAS**, staff have prepared data and analysis for the Route 234 Comprehensive Plan Amendment initiation, requested by the Board, which included analysis for the Thoroughfare Plan Update using transportation professional services funds; and

**WHEREAS**, a contract utilizing the \$100,000 has not been awarded in FY2014 and the funding is needed in the FY2015 budget for an anticipated contract award date of October 2014; and

**WHEREAS**, in order to compete the analysis, funding is needed in FY2015 budget;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby budget and appropriate \$100,000 in the Department of Transportation’s Fiscal Year 2015 budget for regional planning professional services in accordance with the Board of County Supervisors’ Resolution No. 13-724 for a Comprehensive Plan Amendment and Full Thoroughfare Plan Update as follows:

**Decrease FY2014 Budget:**

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
410330 – Safety & Regional Planning	3201 – Professional Services	\$100,000

**Increase FY2015 Budget:**

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
410330 – Safety & Regional Planning	3201 – Professional Services	\$100,000

**Attachment C  
Resolutions**

**June 17, 2014  
Regular Meeting  
Res. No. 14-404  
Page Two**

**BE IT FURTHER RESOLVED** that the approval of this resolution is contingent upon the Prince William Board of County Supervisors receiving another opportunity to vote on the study after receiving a decision from the State on Route 28 and the Bi-County Parkway issues.

**Votes:**

**Ayes:** Caddigan, Candland, Covington, Jenkins, May, Nohe, Principi, Stewart

**Nays:** None

**Absent from Vote:** None

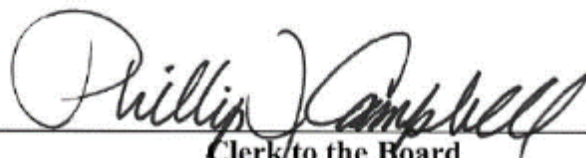
**Absent from Meeting:** None

**For Information:**

Transportation Director

Planning Director

ATTEST: \_\_\_\_\_

  
Clerk to the Board

**MOTION: CANDLAND**

**April 14, 2015  
Regular Meeting  
Res. No. 15-251**

**SECOND: CADDIGAN**

**RE: INITIATE A COMPREHENSIVE PLAN AMENDMENT TO REMOVE  
THE ROUTE 234 BYPASS – NORTH FROM THE PRINCE WILLIAM  
COUNTY COMPREHENSIVE PLAN**

**ACTION: APPROVED**

**WHEREAS**, under Section 15.2-2229 of the Virginia Code, the Board of County Supervisors may consider amendments to the Comprehensive Plan; and

**WHEREAS**, the Prince William Comprehensive Plan currently designates the Route 234 Bypass – North as a continuation of Route 234 from I-66 into Loudoun County for the planned purpose of relieving James Madison Highway (Route 15), to serve as the north-south portion of the Manassas Battlefield Bypass, and primarily to serve inter-county traffic between Prince William County and the Dulles corridors in Loudoun and Fairfax Counties; and

**WHEREAS**, the Prince William Comprehensive Plan calls for existing road infrastructure to be enhanced to reduce existing congestion and explore ways to capitalize within the development area on land use and transit solutions to accommodate future growth; and

**WHEREAS**, the Prince William Comprehensive Plan Transportation Policy is to ensure that the County's transportation network (whether proposed new infrastructure or upgrades to existing facilities) is consistent with land use plans to minimize projected trip demand; and

**WHEREAS**, the construction of Route 234 Bypass – North, located in a rural, sparsely-developed area, will remove needed focus from concentrating on enhancing existing road infrastructure in the development area; and

**WHEREAS**, the Prince William Comprehensive Plan Transportation Policy is to ensure that the County's transportation network (whether proposed new infrastructure or upgrades to existing facilities) minimizes conflicts with environmental and cultural resources; and

**WHEREAS**, one of the Prince William Comprehensive Plan Transportation Action Strategies is to attempt to provide the most environmentally/cultural resource sensitive solution to transportation problems (T4); and

April 14, 2015  
Regular Meeting  
Res. No. 15-251  
Page Two

**WHEREAS**, one of the Prince William Comprehensive Plan action strategies calls for the evaluation of functional plans and designs for proposed construction projects to identify cultural or environmental issues. Where there are conflicts, identify alternatives to construction of the roadway and alternative alignments (RD5.1); and

**WHEREAS**, one of the Prince William Comprehensive Plan action strategies calls for the review of all proposed road construction projects, including those designed or built by the County, to eliminate or minimize conflicts with cultural and environmental resources (RD5.2); and

**WHEREAS**, the proposed route of the Route 234 Bypass – North would run through an area of extreme cultural significance, including the Manassas Battlefield Park and historically significant surrounding properties; and

**WHEREAS**, one of the Prince William Comprehensive Plan action strategies calls for promoting the connectivity of roadways throughout the transportation network where it does not adversely affect adjacent communities (RD2.4);

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby initiate a Comprehensive Plan Amendment to remove the Route 234 Bypass – North from the Prince William County Comprehensive Plan.

**Votes:**

**Ayes:** Caddigan, Candland, Jenkins, Lawson, May, Nohe, Principi, Stewart

**Nays:** None

**Absent from Vote:** None

**Absent from Meeting:** None

ATTEST:

  
Clerk to the Board

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**



Christopher M. Price, AICP  
Director of Planning

**PLANNING COMMISSION**  
5 County Complex Court, Woodbridge, Virginia 22192  
(703) 792-7615 FAX (703) 792-4401

Russell E. Bryant, Jr., Chairman  
Ronald K. Burgess, Vice Chairman  
Fran Arnold  
Rene M. Fry  
Austin B. Haynes, Jr.  
Edgar Bruce Holley  
Kim Hosen  
Alex Vanegas

## **BRIEF**

**February 5, 2014**

**In Attendance** Chairman Bryant; Vice Chairman Burgess; Commissioners- Arnold, Fry, Holley, Hosen and Vanegas; Director of Planning, Christopher Price; Long Range Planning Division Chief, Ray Utz; Clerk to the Planning Commission, Teresa Taylor.

**Citizens Time** None spoke.

**Election of Officers**

RES 14-001 Elect 2014 Chairman of the Planning Commission  
[Haynes- Arn, Bry, Bur, Fry, Hol, Hos, Van; Abst: Hay]

RES 14-002 Elect 2014 Vice Chairman of the Planning Commission  
[Vanegas- Arn, Bry, Bur, Fry, Hay, Hol, Hos; Abst: Van]

**Consent Agenda**

RES 14-003 **Meeting minutes for December 4, 2013 as presented.**  
Recommend Approval, Motion Carried.  
[Bry, Fry – Unan.]

**Action Items**

RES 14-004 **Comprehensive Plan Amendment #PLN2014-00201, Route 234 (Dumfries Road)**  
Deferred to Date Uncertain, Motion Carried to allow staff time to complete the Thoroughfare Plan Study.  
[Bry, Bur- Unan.]  
To amend the Transportation Chapter of the Comprehensive Plan by reducing the planned number of road lanes from six lanes to four lanes on Route 234 (Dumfries Road) from Brentsville Road to Country Club Drive. **Coles and Potomac Magisterial Districts**

**DAPS**

RES 14-005 **Development Application Processing Schedule Dated February 5, 2014.**  
Recommend Approval as Presented, Motion Carried.  
[Bry, Fry- Unan.]

**Old Business** None.

**New Business** None.

**Commissioner's Time**

Commissioner Holley requested a work session on the Redevelopment Overlay District.

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**



**COUNTY OF PRINCE WILLIAM**  
5 County Complex Court, Prince William, Virginia 22192-9201  
(703) 792-7615 Metro 631-1703, Ext. 7615 FAX (703) 792-4401  
Internet [www.pwcgov.org/planning](http://www.pwcgov.org/planning)

**PLANNING  
OFFICE**

Christopher M. Price, AICP  
Director of Planning

January 24, 2014

**STAFF REPORT**

Comprehensive Plan Amendment #PLN2014-00201, Route 234 (Dumfries Road)  
(Potomac and Coles Magisterial District)

**Planning Commission Public Hearing Date: February 5, 2014**  
**Staff Recommendation: Denial**

**I. Background** is as follows:

- A. Request – This is a proposed amendment to the Comprehensive Plan to reduce the number of planned lanes on Route 234 (Dumfries Road) from six lanes to four lanes between Brentsville Road and Country Club Drive.
- B. Thoroughfare Plan – The Comprehensive Plan, which was last updated in February 2010, designates Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive as a six lane Principal Arterial (PA) in the Thoroughfare Plan (Attachment B). The roadway connects the eastern end of the County (I-95/Route 1) to the western end of the County (I-66). The recommended right-of-way corresponds with the standard PA-2 section (160 ft.) shown in the County's Design and Construction Standards Manual (DCSM), as well as the VDOT engineering plans for the completed section of the roadway.
- C. Board of County Supervisors Initiation – On October 13, 2013 the Potomac District Supervisor requested that the Board initiate a Comprehensive Plan amendment to reduce the number of planned lanes from six to four on Route 234 (Dumfries Road) from Brentsville Road to Country Club Drive in the Potomac and Coles Magisterial District.

**II. Current Situation** is as follows:

- A. Current Level of Service – The County Travel Demand Model indicates that Route 234 operated at Level of Service (LOS) C in the peak, with over 42,000 vehicles per day (vpd) on four lanes in 2010.

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

CPA #PLN2014-00201, Route 234 (Dumfries Rd.)  
January 24, 2014  
Page 2

- B. 2030 Daily Volume and LOS – The County Travel Demand Model indicates that Route 234 (Dumfries Road) will operate at a LOS F in 2030 if the planned capacity of Route 234 is reduced to four lanes. Alternatively, the County Travel Demand Model indicates that a six-lane Route 234 (Dumfries Road) will operate at LOS E in the peak, with 93,000 vpd in 2030.
- C. Impact on Area Road Network – The County Travel Demand Model indicated that by reducing Route 234 to four lanes, the planned capacity of the road is reduced and additional traffic shifts to local secondary roadways including: Joplin Road, Spriggs Road, Waterway Road, Delany Road, Hoadly Road, and Prince William Parkway. The secondary roads have increased traffic of up to 20%. The Prince William Parkway picks up an additional 8% increase in traffic (over 6,000 vpd) (See Attachment D).
- D. Impact on Delay – The County Travel Demand Model also indicates that by reducing Route 234 to four lanes, the additional traffic that has been shifted to the local secondary road system creates an additional 3,000 hours of delay on a daily basis.
- E. VDOT Right of Way Reimbursement – Prince William County has been informed by VDOT that it may have to repay the Commonwealth for a portion of its right-of-way expenditure per 33.1-12 of the Virginia Code. This expense was made through the original widening of Route 234 (Dumfries Road), for the future expansion to six lanes.
- F. Planning Commission Public Hearing – A public hearing before the Planning Commission has been advertised for February 5, 2014.

**III. Issues are as follows:**

- A. Policy – Is the proposed amendment consistent with the applicable goals of the Comprehensive Plan and the surrounding land uses?
- B. Community Input – Have comments been received from the community on this issue?
- C. Fiscal – Will there be a fiscal impact associated with this proposal?
- D. Legal – What are the pertinent legal issues associated with the proposal?
- E. Timing – Is there a time frame for the PC to take action on this proposal?

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

January 24, 2014

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IV. Alternatives, beginning with the staff recommendations, are as follows:

- A. Do Not Recommend Adoption of the Comprehensive Plan Amendment for Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive for the following reasons:
1. Policy – Relevant policy guidance may be found in the Transportation Chapter of the Long-Range Land Use Plan. Transportation Policy #6 in the Comprehensive Plan indicates, “*the County will provide sufficient capacity to meet demand.*”
    - Denial of the proposed amendment supports the Goal for Roads, which is to “*provide a safe and efficient roadway network with sufficient capacity to meet the existing and future demands of intra-county and inter-county traffic.*”
    - Within the policies designed to implement the Roads Goal, Road Policy 1 states “*the County will evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve a minimum level of service (LOS) of D.*” Denial of the proposed amendment will maintain the planned roadway capacity and prevent the future LOS on Route 234 in 2030 from dropping to a LOS F during peak hours.
    - Road Policy 2 states the County will “*improve roadway capacity by providing new roadway segments and widening existing segments...*”. By maintaining the planned lane width of Route 234, the County is supporting the Traffic Model which indicates widening will be necessary to maintain an efficient roadway capacity. This future widening will also be necessary to prevent future vehicular trips in the area from providing an additional strain on the secondary road network.
    - Road Action Strategy 2.6 states the County will “*provide improved intra-county connectivity to and from regional activity centers and within walkable communities and town centers, such as projects within centers of commerce and centers of community.*” Route 234 provides direct access to Innovation, a planned center of commerce. By maintaining the number of planned lanes at six, the County will be supporting road capacity levels that improve access to the planned Innovation Center of Commerce and possibly encourage future economic development opportunities in the County.



**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

January 24, 2014

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- Impacts associated with the removal of planned capacity from Route 234 are better addressed through the review of the Thoroughfare Plan that was initiated by the BOCS.
2. Community Input – A public hearing at the Planning Commission has been advertised. An additional public hearing will be held at the BOCS following a recommendation from the Planning Commission.
  3. Fiscal – Recommending denial of the proposed amendment will have no fiscal impact.
  4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with § 15.2-2223 of the Code of Virginia See Attachment E). Other legal issues will be addressed by the County Attorney’s office.
  5. Timing – The BOCS did not specify a timeframe for Planning Commission action on the CPA.
- B. Recommend Adoption of the Comprehensive Plan Amendment #PLN2014-00201, to reduce the number of lanes from six lanes to four lanes on Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive.
1. Policy – Relevant policy guidance may be found within the Transportation Chapter of the Comprehensive Plan. Road policy 1 indicates the County will strive to achieve a minimum LOS D on existing and proposed roadway corridors. In addition to this policy statement, action strategies within the Transportation Chapter state the County should be evaluating ways to increase capacity beyond widening or adding additional lanes where capacity is not sufficient. The expansion of Route 234 from four lanes to six lanes would only result in a LOS E by 2030, still inadequate according to the Comprehensive Plan. This leads to the conclusion that the County should explore alternative solutions to future capacity issues beyond lane expansion to achieve the desired LOS D. If the County approves the amendment to reduce the planned number of lanes, further study should be conducted to determine ways in which the 2030 LOS can be improved.
- Transportation Action Strategy #T9 indicates that the County will “ensure the capacity of the transportation network is sufficient to meet the demands placed upon it for both weekday and weekend conditions. In instances where capacity is not sufficient, identify ways of either increasing the capacity or reducing the demand by shifting to an alternative mode.”

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

January 24, 2014

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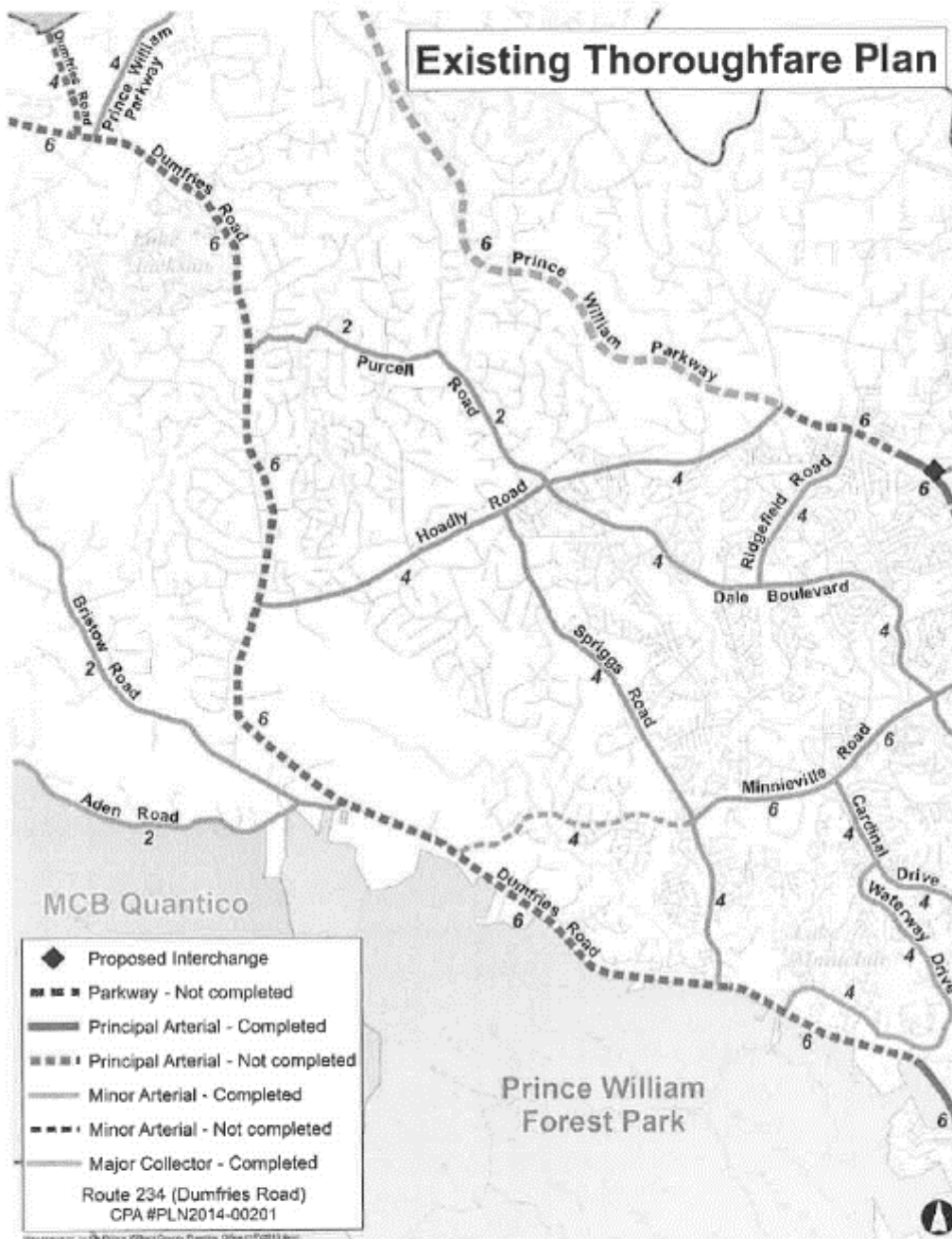
- Road Action Strategy 1.6 states the County will “*continuously evaluate measures for improving the level of service at intersections and along roadway corridor segments beyond simply widening the roadway or adding additional lanes to the intersection. Evaluate how transit improvements can be integrated into the existing network as a way of providing additional trip capacity without necessarily widening the roadway itself.*”
2. Community Input – A public hearing at the Planning Commission has been advertised. An additional public hearing will be held at the Board of County Supervisors following a recommendation from the Planning Commission.
  3. Fiscal – If the amendment is approved, Prince William County has been informed by VDOT that it may have to repay the Commonwealth for a portion of its right-of-way expenditure per 33.1-12 of the Virginia Code. This expense was made through the original widening of Route 234 (Dumfries Road), for the future expansion to six lanes.
  4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with § 15.2-2223 of the Code of Virginia See Attachment E). Other legal issues will be addressed by the County Attorney’s office.
  5. Timing – The BOCS did not specify a timeframe for Planning Commission action on the CPA.
- V. **Recommendation** is that the Planning Commission concurs with Alternative A and does not recommend approval of Comprehensive Plan Amendment #PLN2014-00201, Route 234 (Dumfries Road).

**Staff:** Brian R. Wilson, AICP 703.792.7359

**Attachments:**

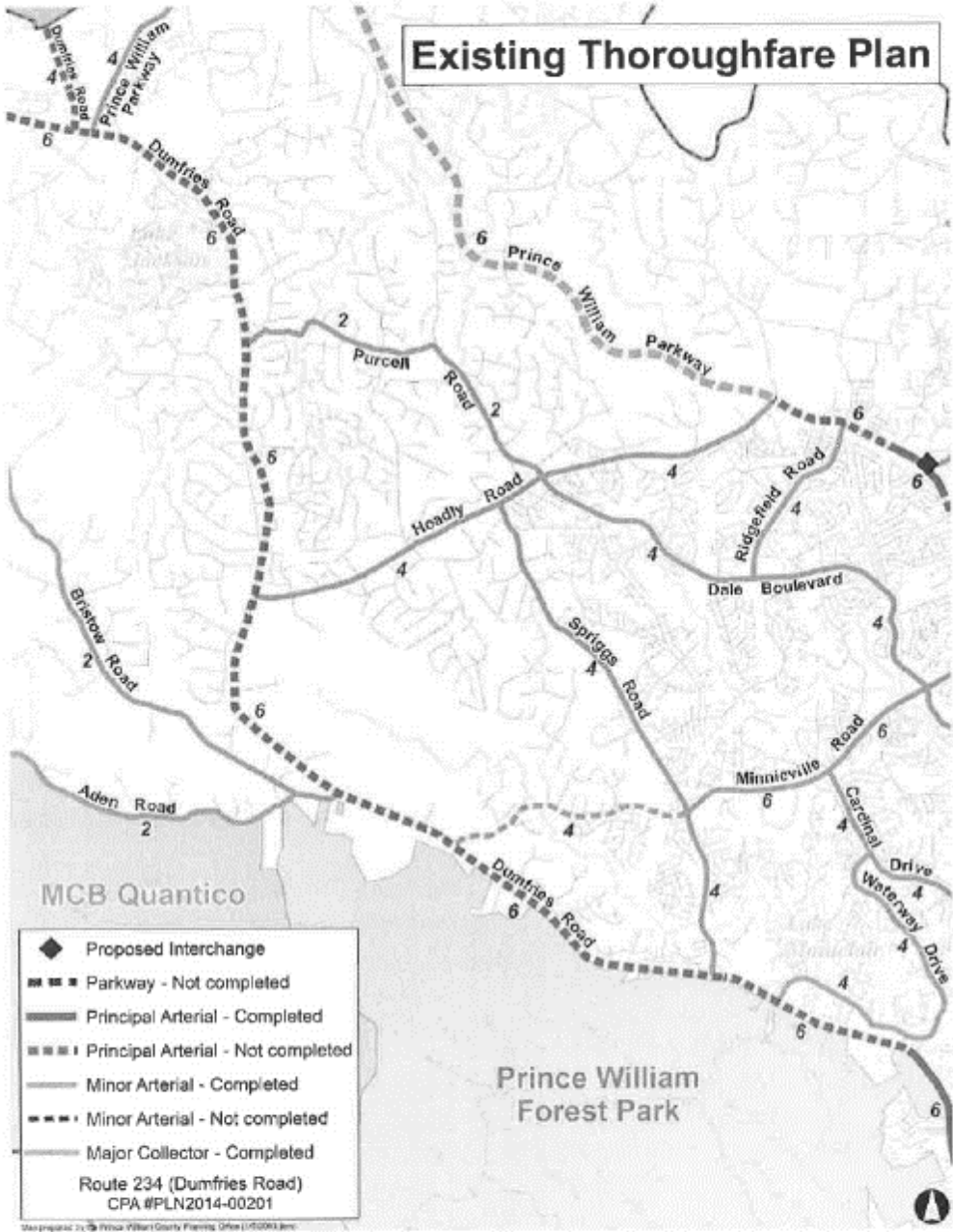
- A. Existing and Proposed Maps
- B. Existing Comprehensive Plan Text
- C. BOCS Initiating Resolution
- D. Traffic Model - Average Daily Trips Comparison
- E. VDOT Comments

Attachment D  
**Planning Commission Public Hearing Recommendations and  
 CPA#PLN2014-00201 Staff Report**  
 Attachment A  
**Existing Thoroughfare Plan Map**



**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

**Attachment A**  
**Existing Thoroughfare Plan Map**



**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

**Attachment B**  
**Existing Comprehensive Plan Text**

Transportation

PRINCE WILLIAM COUNTY 2016 COMPREHENSIVE PLAN

*From the Piedmont to the Potomac*

**Principal Arterials**

map number) road name/number (termini) (right-of-way requirement) - description

- PA-1) **Centreville Road/Route 28 (City of Manassas to Fairfax County) (128' MA-1 standard)** – This road is a traditional commercial corridor linking the City of Manassas with Fairfax County (and I-66 further to the north). A standard principal arterial typical section is not recommended between Fairfax County and the City of Manassas because of the extent and nature of existing development. As such, a minor arterial standard is being proposed. Additionally, a functional plan has been developed for this road.
- PA-2) **Dumfries Road/Route 234 (Brentsville Road to Jefferson Davis Highway/Route 1) (160' PA-2 standard)** – This section of Route 234 carries heavy volumes of both inter and intra-county traffic. In conjunction with Route 234, this roadway connects the eastern end of the County to the western end of the County and provides access to both I-66 and I-95. The recommended right-of-way corresponds with the standard PA-2 section shown in the County DCSM, as well as the VDOT engineering plans for this completed section of roadway.
- PA-3) **Dumfries Road/Route 234 Business (City of Manassas to Prince William Parkway/Route 234) (128' MA-1 standard)** – This road, located between Route 234 and the Manassas city limits, serves as the southern link of the business route into the City of Manassas. The Comprehensive Plan for the City of Manassas proposes widening the section of Dumfries Road leading into Prince William County to a four-lane section and as such, this proposed widening would match that project. Rather than providing a standard principal arterial section, due to right-of-way constrictions on either side of the roadway, a minor arterial standard is being proposed.
- PA-4) **Gordon Boulevard/Route 123 (Fairfax County to Express Drive/Belmont Bay Drive) (120' existing)** – This road leading into Fairfax County will continue to carry increased vehicular traffic. It provides an important connection of Old Bridge Road and Route 1 to I-95 and is a route for eastern Prince William County residents to get to the employment areas in central Fairfax County and the City of Fairfax. The recommended right-of-way corresponds with the standard typical section provided within the VDOT engineering plans for Route 123.
- PA-5) **Harbor Station Parkway (Jefferson Davis Highway/Route 1 to Cherry Hill Road) (148' existing)** – This roadway will extend existing Dumfries Road (Route 234) east of Route 1 in order to provide access to the Cherry Hill area of the County, including the proposed Cherry Hill Virginia Railway Express (VRE) station. The proposed roadway will be a controlled access facility, and as such curb cuts and median breaks are discouraged. The recommended right-of-way corresponds with the right-of-way approved as a part of the Harbor Station development proposal.

February 2, 2016

TRANS-23

CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

Page B-2

Attachment D  
**Planning Commission Public Hearing Recommendations and  
 CPA#PLN2014-00201 Staff Report**

Attachment B  
**Existing Comprehensive Plan Text**

**THOROUGHFARE PLAN SUMMARY**

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANE S	TRAIL CLASS/ LOCATION
146	66	Fauquier CL to Fairfax CL	Freeway/Arterial (PA-1)	275' (variable)	6 SOV/2 HOV	N/A
148	95	Fairfax CL to Stafford CL	Freeway/Arterial (PA-2)	450' (variable)	6 SOV/3 HOV	N/A
James Madison Highway	15	Loudoun CL to Lee Highway (Route 28)	Parkway (PA-1)	150' - 174' (variable)	4	Class I/Ext
Prince William Parkway	3000	Liberty Avenue to Hoadly Road	Parkway (PA-2)	150'	PA-2	Class I/Ext
Tri-County Parkway / Route 25 Bypass	411	Sudley Road (Route 234) to Fairfax CL	Parkway (PA-3)	200'	6	Class I/Ext
Centerville Road	28	Manassas CL to Manassas Park CL	Principal Arterial (PA-1)	128'	4	Class I/Ext
Centreville Road	28	Manassas Park CL to Fairfax CL	Principal Arterial (PA-1)	128'	4	Class I/Ext
Dumfries Road	234	Bromfield Road to Country Club Drive	Principal Arterial (PA-2)	160'	6	Class I/Ext
Dumfries Road	234	County Club Drive to Jefferson Davis Highway (Route 1)	Principal Arterial (PA-2)	160'	6	Class I/Ext
Dumfries Road	234 Business	Manassas CL to Prince William Parkway (Route 234)	Principal Arterial (PA-3)	128'	4	Class I/Ext
Gordon Boulevard	123	Fairfax CL to Express Drive / Belmont Bay Drive	Principal Arterial (PA-4)	120'	6	Class I/Ext
Herbert Station Parkway	TBD	Jefferson Davis Highway (Route 1) to Cherry Hill Road	Principal Arterial (PA-5)	144'	6	Class I/Ext
Jefferson Davis Highway	1	Fairfax CL to Joplin Road / Fuller Road	Principal Arterial (PA-6)	140'	6	Class I/Ext
Jefferson Davis Highway	1	Joplin Road / Fuller Road to Stafford CL	Principal Arterial (PA-6)	150'	6	Class I/Ext
Lee Highway	25 / 15	Fauquier CL to James Madison Highway (Route 15)	Principal Arterial (PA-7)	existing	4	N/A
Lee Highway	29	James Madison Highway (Route 15) to Route 234 Bypass-North	Principal Arterial (PA-7)	150'	6	Class I/Ext
Manassas Battlefield Bypass	TBD	Route 234 Bypass-North to Fairfax CL	Principal Arterial (PA-8)	200'	4	Class I/Ext
Manassas Road	28	Prince William Parkway (Route 215)	Principal Arterial (PA-9)	160'	4	Class I/Ext
Manassas Road	28	Virt Hill Road (Route 215) to Manassas CL	Principal Arterial (PA-9)	150'	6	Class I/Ext

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

**Attachment C**  
**BOCS Initiating Resolution**

**MOTION: CADDIGAN**

**October 1, 2013**  
**Regular Meeting**  
**Res. No. 13-598**

**SECOND: NOHE**

**RE: INITIATE A COMPREHENSIVE PLAN AMENDMENT TO  
REDUCE THE NUMBER OF PLANNED LANES FROM SIX TO  
FOUR ON ROUTE 234 (DUMFRIES ROAD) FROM BRENTSVILLE  
ROAD TO COUNTRY CLUB DRIVE – POTOMAC AND COLES  
MAGISTERIAL DISTRICTS**

**ACTION: APPROVED**

**WHEREAS**, under § 15.2-2229 of the Virginia Code, the Board of County Supervisors may consider amendments to the Comprehensive Plan; and

**WHEREAS**, the Prince William County Comprehensive Plan currently designates Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive as a six-lane Principal Arterial in the Thoroughfare Plan; and

**WHEREAS**, Route 234 carries heavy volumes of inter-county and intra-county traffic, connecting the eastern end of the County to the western end of the County; and

**WHEREAS**, Route 234 connects and provides access to both I-66 and I-95; and

**WHEREAS**, the recommended right-of-way corresponds with the standard Principal Arterial 2 section shown in the County Design and Construction Standards Manual, as well as the Virginia Department of Transportation (VDOT) engineering plans for the completed section of the roadway; and

**WHEREAS**, staff has conducted some preliminary research and analysis, specifically on the reduction of Route 234 (Dumfries Road) to four lanes, which indicates that there is a degradation through the corridor to level of service F in the peak in 2030; and

**WHEREAS**, the staff analysis indicates that by reducing Route 234 to four lanes, the additional traffic shifts to local secondary roadways including: Joplin Road, Spriggs Road, Waterway Road, Delancy Road, and Hoadly Road, and a traffic shift to Prince William Parkway, which is a primary roadway; and

**WHEREAS**, the staff analysis also indicates that there is an increase in traffic delay of 3,000 hours per day if Route 234 is reduced to four lanes; and

**Attachment D**  
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**October 1, 2013**  
**Regular Meeting**  
**Res. No. 13-598**  
**Page Two**

**WHEREAS**, Prince William County has been informed by VDOT that it may have to repay the Commonwealth for its right-of-way expenditures it has made on Route 234 (Dumfries Road) per § 33.1-12 of the Virginia Code;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby initiate a Comprehensive Plan amendment to reduce the number of lanes from six to four on Route 234 (Dumfries Road) from Brentsville Road to Country Club Drive in the Potomac and Coles Magisterial Districts.

**Votes:**

**Ayes:** Caddigan, Candland, Jenkins, Nohe, Stewart

**Nays:** Covington, May, Principi

**Absent from Vote:** None

**Absent from Meeting:** None

**For Information:**

Transportation

Director Planning

Maria Sinner – VDOT

**ATTEST:** \_\_\_\_\_

  
Clerk to the Board



**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

**Attachment D**  
**Average Daily Trips**

**Reduction of Route 234 From 6 Planned Lanes to 4 Planned Lanes**

Roadway	2030 Comp Plan	2030 Adjusted Comp Plan	% Difference Compared to 2030 Comp Plan
Rt. 234 (Sudley Manor to Rt. 28)	123,400 (6)	121,700 (6)	-1.4
Rt. 234 (Rt. 28 to Brentsville)	102,100 (6)	96,200 (6)	-5.8
Rt. 234 (Brentsville to Hoadly)	82,100 (6)	68,400 (4)	-16.7
Rt. 234 (Hoadly to Minnieville)	93,000 (6)	79,800 (4)	-14.2
Rt. 234 (Minnieville to C. Club)	70,400 (6)	58,200 (4)	-17.3
Prince William Parkway (Manassas CL to Hoadly)	78,700 (6)	84,900 (6)	7.9
Prince William Parkway (Hoadly to Minnieville)	67,800 (6)	68,900 (6)	1.6
Prince William Parkway (Minnieville to I-95)	79,900 (6)	80,100 (6)	0.3

Average Daily Traffic (Number of Lanes)

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
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**Attachment D**  
**Average Daily Trips**  
**Reduction of Route 234 From 6 Planned Lanes to 4 Planned Lanes**

Roadway	2030 Comp Plan	2030 Adjusted Comp Plan	% Difference Compared to 2030 Comp Plan
Spriggs Road (South of Minnieville)	26,200 (4)	30,800 (4)	17.6
Hoadly Road (East of Dale)	24,200 (4)	26,400 (4)	9.1
Purcell Road (East of Dumfries Rd.)	16,400 (2)	16,400 (2)	0.0
Bristow Road (South of Brentsville)	29,300 (2)	33,100 (2)	13.0
Dale Blvd. (West of Delaney)	29,800 (4)	30,300 (4)	1.7
Joplin Road (South of Aden)	13,800 (2)	16,600 (2)	20.3
Waterway Road (South of Cardinal)	11,900 (4)	13,400 (4)	12.6
Delaney Road (North of Minnieville)	4,900 (2)	5,600 (2)	14.3

Average Daily Traffic (Number of Lanes)

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**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
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**Attachment E**  
**VDOT Comments**



**COMMONWEALTH of VIRGINIA**  
**DEPARTMENT OF TRANSPORTATION**

Charlie A. Kilpatrick, P.E.  
COMMISSIONER

4975 Alliance Drive  
Fairfax, VA 22030

January 22, 2014

**TO:** Rick Canizales  
Department of Transportation  
Prince William County, Virginia

**FROM:** Yao Lu, P.E.  
Virginia Department of Transportation – Prince William Land Use Section  
703-259-1769 [Yao.Lu@VDOT.Virginia.gov](mailto:Yao.Lu@VDOT.Virginia.gov)

**SUBJECT: Rt.234 Comprehensive Plan Amendment**

In accordance with the Virginia Traffic Impact Analysis Regulations, 24VAC30-155, the proposed Rte. 234 comprehensive plan amendment was submitted to the Virginia Department of Transportation (VDOT) for review on December 13, 2013.

VDOT has reviewed the subject proposed comprehensive plan amendment and prepared a report with our written comments. The report presents a summary of our key findings as well as comments on the future transportation improvements that will be needed to support the current and planned development of the locality.

Our report and comments are attached to assist the Planning Director, the Planning Commission and the Board of Supervisors in their decision-making process regarding the comprehensive plan amendment.

Finally, I ask that you arrange to have VDOT's official comments included in the locality's official public records and to have both of this letter, VDOT's report and written comments placed in the official file for the comprehensive plan amendment. VDOT will make these documents available to the general public through various means such as posting them on our website.

Sincerely,

Yao Lu, PE  
Area Land Use Engineer

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CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

**Attachment D**  
**Planning Commission Public Hearing Recommendations and**  
**CPA#PLN2014-00201 Staff Report**

**Attachment E**  
**VDOT Comments**

**Proposed Comprehensive Plan Amendment to Reduce a Segment of**  
**Route 234 in Prince William County from 6 Lanes to 4**

**Executive Summary**

Prince William County has submitted a proposed comprehensive plan amendment to VDOT for review on December 13, 2013. The proposed amendment, in the form of a map, text amendment, Board of Supervisors resolution and a staff report, would reduce the number of planned lanes from six to four on Route 234 (Dumfries Road) between Brentsville Road and Country Club Drive. Currently, the Prince William County Comprehensive Plan designates this section of Route 234 as a 6-lane Principal Arterial. The plan recommends a 160 foot right of way for this section of Route 234, consistent with the County's Design and Construction Standards Manual and the VDOT engineering plans for this section of road. VDOT staffs including Transportation Planning, Traffic Engineering and Land Use sections have conducted research and analysis in regards to this proposal. As a result, VDOT does not support the proposed comprehensive plan amendment. Furthermore, VDOT highly recommends that Prince William County includes this proposal with the Countywide Thoroughfare Plan review being initiated by the County rather than an independent amendment. This decision has been reached based on the following:

- Inconsistency with VTRANS and CLRP.
- NHS LOS requirement.
- Impacts on Land Use.
- Negative impacts on transportation network and traffic operations.
- Right of Way and limited access issues.
- Negative impacts on mobility and homeland security emergency.

**Inconsistency with VTRANS and CLRP**

1. VTRANS, the Commonwealth Transportation Board's official long range plan, designates a 14.7 mile segment of Route 234, from Route 1 to Route 234 Business, for a 6-lane urban cross-section with median. The proposed change is inconsistent with the VTRANS designation. Chapter 729 of the 2012 Virginia Acts of Assembly requires VDOT to notify the Commonwealth Transportation Board if a locally adopted comprehensive plan transportation element is inconsistent with the VTRANS designation for a significant roadway. The CTB may take action to try and encourage consistency between the state plans and the local transportation plan. The CTB may:
  - a. Request the locality to change the comprehensive plan to be consistent with VTRANS.
  - b. Reallocate funds to projects in plans that are not changed to be consistent
  - c. Require reimbursement for expended PE, R/W, construction funds
2. The proposed change is also inconsistent with the regional Constrained Long Range Plan (CLRP) developed by the Capital Region Transportation Planning Board. The proposed change would have to be reflected in the CLRP.

**NHS LOS Requirement**

1. Route 234 is part of the National Highway System. United State Code (USC) 23 part 109 requires that NHS projects be designed to "adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance." A minimum design criteria Level of service (LOS) of "C" has

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CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

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been designated for Route 234. Deviation from this design standard would require approval of a design waiver by the VDOT District Administrator, and such waiver will be subject to FHWA periodic process reviews.

**Impacts on Land Use**

1. In the opinion of VDOT staff, making a change of this magnitude to the transportation element of the Comprehensive Plan without also reviewing and revising other plan elements, particularly the Land Use element, is inconsistent with good comprehensive planning practice. The nature, character and extent of development proposed in the Land Use Plan should be based, in part, on the availability of transportation services. Removing one-third of the transportation capacity of a principal arterial road would probably have a significant impact on the transportation network's ability to handle traffic generated by the ultimate land development plan. If the development proposed in the Land Use Plan is "scaled" to the capacity of a 6-lane Route 234, it is also possible that plans for utilities and community facilities have been based on the higher level of development that could be supported by a 6-lane arterial, and these facilities may be significantly "oversized" for the development supported by a 4-lane arterial.
2. The County should identify any re-zonings, subdivisions and site plans that have been approved along the Route 234 corridor, as well as related intersections with secondary roads, to determine the impact of "pipeline" developments on the transportation system.

**Negative Impacts on Transportation Network and Traffic Operations**

1. Travel demand modeling conducted by the Prince William County staff identified the following impacts of reducing the design cross-section for Route 234 from 6 lanes divided to 4 lanes divided:
  - The Prince William County travel demand model indicates that Route 234 operates at Level of Service (LOS) "C" during the peak period, carrying over 42,000 vehicles per day in 2010.
  - The travel demand model forecasts that, with a four-lane cross-section, the road will operate at LOS "F", with 80,000 vehicles per day, in 2030.
  - With the six lane cross-section currently proposed by the current Comprehensive Plan, the model forecasts that Route 234 will operate at LOS "E" in 2030 with 93,000 vehicles per day.
2. The County travel model also indicates the change from six to four lanes would impact other roadways, with increases of traffic up to 20% on secondary roads including Joplin Road, Spriggs Road, Waterway Road, Delaney Road, and Hoadly Road. The model forecasts a traffic increase of up to 8% (over 6,000 additional vehicles per day) on Prince William Parkway. The model indicates that shifting traffic to these secondary roads would increase delay by 3,000 hours per day. However, traffic operation analysis on these roads was not included.
3. It is important to note that the roads along Rte.234 maintained by the Commonwealth of Virginia have been designated as Truck Restricted Route.
  - Brentsville Road
  - Lake Jackson Drive

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CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

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- Purcell Road
- Joplin Road
- Minnieville Road
- Spriggs Road
- Country Club Drive

Therefore, the proposed amendment will further saturate Rte.234 with truck traffic.

4. The proposed amendment makes no proposals for mitigating the impacts of the proposed change. There are no recommendations on the need for improvements such as widening the primary and secondary roadways to which the additional traffic will be diverted, or addition of new links to the network to mitigate the impacts of the change. No other transportation alternatives, such as enhanced transit services are proposed, and there are no proposals for making better use of available capacity through travel demand management or operational improvements.

The study as submitted does not provide any recommendations on the need for reducing the land use densities in order to mitigate the impacts of this change to achieve a balance between land use and transportation. If the County proceeds with the effort to adopt the proposed amendment, the County should mitigate the transportation impacts of reducing the Route 234 cross-section from 6 lanes to 4 by making some combination of the following additional changes to the Comprehensive Plan:

- a. Revise the Land Use Plan to reduce the character, extent and density of future land development, thereby lessening transportation impacts.
- b. Identify improvements on other, parallel routes to accommodate excess traffic from Route 234.
- c. Provide mass transit alternatives to reduce vehicular traffic on the road network
- d. Utilize Transportation Demand Management (TDM) techniques to reduce peak period vehicle trips.
- e. Make additional changes to the Plan to make it consistent with the transportation goals and policies contained in the County's adopted Comprehensive Plan.

The County should demonstrate that these changes would mitigate the transportation impacts of the plan amendment. Even with these changes, there is still the problem of being inconsistent with VTRANS. The County would need to seek the concurrence of the Commonwealth Transportation Board.

**Right of Way and limited access issues**

1. It is important to note that, when Route 234 was widened to 4 lanes, VDOT purchased right of way to accommodate the ultimate planned cross-section of 6 lanes. Section 33.7 of the Virginia Code would enable the Commonwealth to require reimbursement from the locality, for the excess right of way.
2. It should be noted that Brentsville road to approximately 900' south has been designated as limited access facility. Any changes or modifications would require the CTB approval process.

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CPA #PLN2014-00201, Route 234 (Dumfries Rd.)

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**Negative Impacts on Mobility and Homeland Security Emergency**

1. Chapter 770 of the 2012 Acts of the Virginia Assembly requires VDOT to comment on any congestion impacts resulting from a plan amendment that restrict mobility during a homeland security emergency. We have the following comments on this topic:
  - a. Route 234 is identified as a significant evacuation corridor in the regional evacuation plans. As noted above reducing the number of lanes to 4 will result in Level of Service F during peak conditions in the future. This is indicative of the fact that in case of evacuation when traffic volumes are likely to equal the peak hour volumes the corridor's ability to move people will be impacted versus the currently planned 6 lanes on Route 234. It is therefore suggested that the proposed change should be coordinated by the County staff with appropriate VDOT and local / state emergency personnel as it impacts the emergency evacuation planning.
  - b. Route 234 is a unique corridor connecting I-95 with I-66. The northern section of the corridor is planned for 6 lanes in the future. The southern section near I-95 is currently a 6 lane facility. Therefore, the proposed change will create a bottleneck in the section in between which is contrary to the purpose of evacuation corridors where the main goal is to reduce the bottlenecks / choke points.



**COUNTY OF PRINCE WILLIAM**

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201  
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF  
TRANSPORTATION

Thomas Blaser  
Director

**MEMORANDUM**

To: Planning Commission

From: Tom Blaser  
Director of Transportation

Date: January 28, 2016

Re: CPA #PLN2014-00201 (Reduce Dumfries Road from planned 6 lanes to 4 lanes)  
#CPA2016-00003 (Remove Bi-County Parkway)

This memorandum documents the input of land uses to reflect the most recent approved demographics used in updating the County travel demand model, the impacts of the proposed amendments to the Comprehensive Plan on both primary and secondary roads, and the limitations of making amendments to the 2030 Thoroughfare Plan without analyzing the economic and land use changes that would be reviewed in a full Thoroughfare Plan Update.

**County Travel Demand Model**

The County began using a travel demand model that would estimate future traffic volumes by link in 1998. The County model uses the same software as the model used by the Metropolitan Washington Council of Governments (MWCOG) that is used to forecast regional traffic demand. MWCOG has divided the metropolitan area into 3,675 traffic analysis zones (TAZ). Prince William County has further subdivided the MWCOG zones within the county into 690 TAZ (including Manassas and Manassas Park) for use in the travel demand model. This additional detail provides more accurate traffic forecasts on roadways within the County.

The County travel model was used between July 2013 and May 2015 to prepare 2030 forecasts to analyze a series of highway network scenarios. The networks included nine roadway alternatives including the removal of the Bi-County Parkway and the reduction of planned six lanes to four lanes on Dumfries Road between Brentsville Road and Country Club Drive in addition to Tri-County Parkway alternatives. These forecasts used Round 8.1 land use data in the County and Round 8.0 data in the rest of the Washington



## **Attachment E Staff Memorandum**

region. The base highway network represented the most recent County Comprehensive Plan as of August 2013.

The County travel model was used in December 2015 with Round 8.4 land use to forecast traffic demand for two alternatives: remove the Bi-County Parkway and reduce the planned lanes from 6 to 4 on Dumfries Road between Brentsville Road and Country Club Drive. Even though these proposed Comprehensive Plan amendments are separate actions that are not dependent on each other, a network alternative with both proposed amendments was analyzed. The December travel model runs included a re-run of the Comprehensive Plan 2030 for purposes of comparison and all of these model runs incorporated land use changes that were adopted in October 2015.

### **Land Use**

The land use inputs to the travel model consist of the number of dwelling units, population, and employment within the traffic analysis zones. This data is developed by the County Planning Office and the County Demographer for each five year period between 2015 to 2040 in conjunction with the MWCOG forecasts. It should be emphasized that MWCOG doesn't prepare the land use information for each jurisdiction. Its main role is to collect the forecasts from each major jurisdiction and to host the cooperative forecasting process, in which the figures for each jurisdiction are reconciled with each other and with other forecasts (e.g., Census, statewide). In October 2015, the MWCOG Board of Directors approved the Round 8.4 Cooperative Forecasting Demographics.

Round 8.4 increased the regional population slightly (+1.1%), mainly in DC and Loudoun Co., while employment dropped slightly (-1.3%), mainly in Montgomery and Frederick Counties. Within Prince William Co. proper, there was no change in employment, but there was a drop within the City of Manassas. Also, there was a noticeable drop in population county-wide (-7.2%), especially in the Wellington, Lake Ridge, and Woodbridge areas. The change in population, households and employment decreased the vehicle miles traveled in 2030 by 6% and delay was reduced by 27% by using the Round 8.4 land use figures compared to the previous 2030 land use data.

### **Thoroughfare Plan Update**

The current Thoroughfare Plan was developed in 2010 with 2030 as the goal year. Both VDOT and MWCOG now use 2040 as the goal year for planning purposes, and as such, the County's Comprehensive Plan should also be updated to 2040. The Department of Transportation has not yet initiated an update of the Thoroughfare Plan to 2040 as several corridor studies, ie. the Rt. 66 corridor study and the Rt. 28/Tri-County Parkway corridor study will impact the County's future roadway network. DOT plans to update the Thoroughfare Plan when the results of these studies are available.

An update to the Thoroughfare Plan involves developing alternative highway networks, land uses and development levels. Each of these variables could be changed to produce

## **Attachment E Staff Memorandum**

different roadway networks. Initially, DOT will meet with each supervisor to determine what changes to the current Thoroughfare Plan are important to them and their constituents. Members of the public would be able to voice their opinions in community meetings to determine what residents and business owners want to see in the 2040 Comprehensive Plan. The County would coordinate with representatives of the Manassas National Battlefield Park to determine how the removal of the Bi-County Parkway impacts the park's master plan. In addition, the County would discuss how removing the Bi-County Parkway impacts Loudoun County's Thoroughfare Plan given that the Bi-County Parkway (aka North Star Pkwy.) is shown as a 6-lane facility from Prince William County northward. It should be noted that segments of the North Star Pkwy. have already been constructed in Loudoun County.

Through discussions with the supervisors and the County's Office of Economic Development, it will be determined whether a consultant should be hired to prepare a fiscal impact analysis to determine the economic impact that removing a planned roadway or increasing/reducing the planned number of lanes on a roadway has on the County. By conducting a fiscal impact statement as part of the planning process the County will know what the most effective mix of land use is and whether the proposed land use plan will generate revenue that is equal to required expenditures. This analysis will also determine whether the construction of a new roadway benefits residents of the County primarily or persons who are only traveling through the county.

### **Level of Service Standards**

Road Policy 1 in the 2030 Comprehensive Plan states "Evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve level of service D." Development creates demands on the County roadways and intersections that affect the ability of these facilities to meet the County-established level of service standards. Therefore it is important that new roadways, upgrades and improvements to existing roadways be provided to address this demand. LOS D indicates that travel speeds are about 40% of free flow speed and intersection delays are common on approaches even though the overall intersection may still be functional. LOS E is considered to be "capacity" of a facility – it's characterized by significant delays and low average travel speeds of about one third of the free flow speed. LOS E at an intersection indicates high average delays and traffic is approaching gridlock. LOS F is the worst level of service and it indicates extremely low speeds, high delays and extensive queuing.

### **Travel Demand Model Results**

The model produces a number of factors to assist in the evaluation of changes to the 2030 road network. The Level of Service by functional classification of the roadways, the daily vehicle miles of travel on key roadways, the total hours of delay per day and average congested speed for the Comprehensive Plan network and the proposed networks are presented in Table 1. The table shows that the total number of lane miles per day decreases from the Comp Plan network for all alternatives due to the removal of roadways (and lane miles) from the network. However, the total number of lane miles

## **Attachment E Staff Memorandum**

that are at LOS E/F increases over the Comp Plan for all alternatives because there are fewer roadways to accommodate the traffic. Consequently, the daily delay also increases for all of the alternatives over the Comp Plan. The reduction in planned lanes on Dumfries Road results in 3,000 more hours of delay than the Comp Plan network, the removal of the Bi-County Pkwy. results in an additional 3,000 hours of delay and the alternative that includes both Comp Plan amendments results in 5,000 additional hours of delay per day. It should be noted that the Tri-County Parkway and the Rt. 29 Bypass are included in the 2030 Comp Plan network and all alternative networks for both of the amendments.

The percentage of vehicle trips that pass through the County from I-95 to Loudoun County on Rt. 234, Rt. 234 Bypass and Rt. 234 Extended North decreases considerably when the Bi-County Parkway is removed – from 55.0% to 48.5%. The number of external to external trips is not impacted as significantly when Dumfries Rd. is reduced from 6 to 4 lanes. This is because the total traffic using the Rt. 234 corridor decreased but the internal Prince William County traffic decreased even more. This is because the travel demand model shifts local traffic to the secondary roadways and assigns the external traffic traveling through the county on Rt. 234 for the entire route.

Table 2 shows the Average Daily Traffic (ADT) on primary (2a) and secondary (2b) roads impacted by the removal of the Bi-County Parkway in the 2030 Comprehensive Plan. The ADT on the Rt. 234 Bypass between I-66 and Country Club Drive is reduced significantly when the Bi-County Parkway is not constructed. Some of the traffic that originates on I-95 that has a destination of Loudoun County or western Fairfax County is diverted to continue on I-95 to its ultimate destination or uses the Tri-County Parkway. However, a significant volume of traffic uses a four-laned Rt. 15 to go to Loudoun County – the ADT on Rt. 15 increases by 54% when the Bi-County Pkwy. is removed from the Comp Plan network. The secondary roads that are alternative parallel routes such as Pageland Drive and Gum Springs Road will also carry a significant volume of traffic. If the Bi-County Parkway is removed from the 2030 network, it will be necessary to widen secondary roads in order to provide adequate capacity to this corridor.

Table 3 shows the ADT on primary (3a) and secondary (3b) roads impacted by reducing the number of planned lanes from 6 to 4 on Dumfries Road in the Comprehensive Plan. Volume decreases on Rt. 234 between Country Club Drive and Brentsville Road, and likewise increases on Prince William Pkwy. from the Manassas County line to Hoadly Road. The reduction of lanes on Rt. 234 has a negligible impact on the Bi-County Parkway. The traffic that is diverted from Rt. 234 uses the secondary road network by diverting to such roads as Spriggs Rd., Bristow Road and Joplin Road. Other secondary roads that are forecast to carry more volume are Waterway Road, Delaney Road, Hoadly Road and Purcell Road.

Table 4 shows the ADT on primary (4a) and secondary (4b) roads impacted by reducing the number of planned lanes from 6 to 4 on Dumfries Road and removing the Bi-County Parkway from the Comprehensive Plan. The ADT on the Tri-County Parkway and Rt. 15

## **Attachment E Staff Memorandum**

increases significantly while the ADT on the entire Rt. 234 corridor decreases due to the restricted flow at both the north and south termini.

### **Conclusion**

Tables 2-4 present the impacts on the ADT on both primary and secondary roads. An update to the Thoroughfare Plan would analyze various network alternatives with widening various secondary roads to provide the capacity or reducing the amount of development that the Comprehensive Plan specifies. A Thoroughfare Plan update involves a comprehensive methodology of planning for the County's future land use and roadway network. The County would coordinate with representatives with the Manassas National Battlefield Park and Loudoun County to determine how the removal of the Bi-County Parkway impacts their master plans. Analyzing the removal of a planned future roadway or changing the number of lanes on a planned roadway in isolation without assessing land use, fiscal, regional network wide impacts and community impacts is not the customary method used to analyze the impacts of removing a roadway or reducing the planned number of lanes on a roadway.

## Attachment E Staff Memorandum

Table 1 – 2030 Alternative Networks  
Using Land Use Round 8.4

	2030 Comprehensive Plan	Reduce Planned Lanes on Rt. 234 From 6 to 4	Remove Bi-County Pkwy.	Remove Bi-County & Reduce Rt. 234 From 6 Lanes to 4 Lanes
<b>Level of Service D - Lane Miles</b>	<b>158</b>	<b>162</b>	<b>144</b>	<b>155</b>
- Freeway/Principal Arterial	81	82	62	69
- Minor Arterial/Major Collector	53	57	57	60
- Minor Collector/Local Streets	24	23	26	26
<b>Level of Service E/F - Lane Miles</b>	<b>190</b>	<b>194</b>	<b>205</b>	<b>211</b>
- Freeway/Principal Arterial	85	94	88	93
- Minor Arterial/Major Collector	62	61	71	72
- Minor Collector/Local Streets	43	44	46	46
<b>TOTAL LANE MILES (Includes LOS A, B and C)</b>	<b>2,115</b>	<b>2,091</b>	<b>2,074</b>	<b>2,051</b>
Daily Vehicle Miles of Travel on Selected Roads				
- U.S. 29	336,000	336,000	347,000	344,000
- U.S. 15	248,000	247,000	347,000	357,000
- VA. 28	536,000	539,000	545,000	543,000
- VA. 234 (Dumfries Road)	1,037,000	883,000	1,468,000	851,000
- VA. 234 (Bypass)	1,184,000	1,156,000	619,000	606,000
- Prince William Pkwy.	1,114,000	1,153,000	1,102,000	1,136,000
- I-66	1,452,000	1,449,000	1,516,000	1,496,000
Total Daily Vehicle Miles of Travel (Countywide)	15,961,000	15,910,000	15,765,000	15,719,000
Daily Delay (Aggregate Hours)	52,000	55,000	55,000	57,000
Average Congested Speed	40 mph	40 mph	40 mph	39 mph
External to External Trips on VA 234	55.00%	55.40%	48.50%	48.30%

## Attachment E Staff Memorandum

Table 2a  
2030 Average Daily Traffic  
Remove Bi-County Parkway

Primary Roadways	2030 Comp Plan	2030 Remove Bi-County	% Difference Compared to 2030 Comp Plan
Rt. 15 (I-66 to Sudley Road)	29,200 (4)	45,000 (4)	<b>54.1</b>
Tri-County Parkway (Sudley Rd. to Fairfax C.L.)	82,000 (6)	91,400 (6)	<b>11.5</b>
Rt. 234 (I-66 to Sudley Manor)	90,400 (6)	54,300 (6)	<b>-39.9</b>
Rt. 234 (Sudley Manor to Rt. 28)	117,400 (6)	94,400 (6)	<b>-19.6</b>
Rt. 234 (Rt. 28 to Brentsville)	99,600 (6)	85,600 (6)	<b>-14.1</b>
Rt. 234 (Brentsville to Hoadly)	80,300 (6)	76,300 (4)	<b>-5.0</b>
Rt. 234 (Hoadly to Minnieville)	88,800 (6)	85,900 (4)	<b>-3.3</b>
Rt. 234 (Minnieville to C. Club)	67,900 (6)	64,700 (4)	<b>-4.7</b>
Prince William Parkway (Manassas CL to Hoadly)	72,700 (6)	71,200 (6)	<b>-2.1</b>
Prince William Parkway (Hoadly to Minnieville)	64,600 (6)	63,900 (6)	<b>-1.1</b>
Prince William Parkway (Minnieville to I-95)	77,400 (6)	77,200 (6)	<b>- 0.3</b>

Average Daily Traffic (Number of Lanes)  
MWCOG Round 8.4 Forecasts input for Households, Population and Employment

## Attachment E Staff Memorandum

Table 2b  
2030 Average Daily Traffic  
Remove Bi-County Parkway

Secondary Roadways	2030 Comp Plan	2030 Remove Bi-County	% Difference Compared to 2030 Comp Plan
Pageland Drive (North of Rt. 29)	1,100 (2)	8,000 (2)	<b>627.3</b>
Gum Springs Road (N. of Battlefield Pkwy)	7,700 (4)	14,600 (4)	<b>89.6</b>
Joplin Road (South of Aden)	10,300 (2)	11,500 (2)	11.7
Bristow Road (South of Brentsville)	25,100 (2)	26,500 (2)	5.6
Waterway Road (South of Cardinal)	9,800 (4)	9,900 (4)	1.0
Spriggs Road (South of Minnieville)	23,900 (4)	23,000 (4)	-3.8
Purcell Road (East of Dumfries Rd.)	15,600 (2)	15,100 (2)	- 3.2
Hoadly Road (East of Dale)	23,700 (4)	23,400 (4)	- 1.3
Dale Blvd. (West of Delaney)	28,400 (4)	28,400 (4)	0.0
Delaney Road (North of Minnieville)	4,600 (2)	4,600 (2)	0.0
Sudley Road (Thru Manassas Bat. Park)	NA	20,500 (2)	-----
Lee Highway (Thru Manassas Bat. Park)	NA	6,300 (2)	----

Average Daily Traffic (Number of Lanes)

MWCOG Round 8.4 Forecasts input for Households, Population and Employment

## Attachment E Staff Memorandum

Table 3a  
2030 Average Daily Traffic  
Reduce Planned Lanes from 6 to 4 on Dumfries Road

Primary Roadways	2030 Comp Plan	Reduce Planned Lanes from 6 to 4 on Dumfries Road	% Difference Compared to Comp Plan
Prince William Parkway (Manassas CL to Hoadly)	72,700 (6)	77,800 (6)	7.0
Prince William Parkway (Hoadly to Minnieville)	64,600 (6)	65,900 (6)	2.0
Prince William Parkway (Minnieville to I-95)	77,400 (6)	78,200 (6)	0.1
Tri-County Parkway (Sudley Rd. to Fairfax C.L.)	82,000 (6)	81,800 (6)	0.2
Bi-County Parkway (I-66 to Sudley Road)	56,900 (4)	56,200(4)	-1.2
Rt. 234 (I-66 to Sudley Manor)	90,400 (6)	88,800 (6)	-1.8
Rt. 234 (Sudley Manor to Rt. 28)	117,400 (6)	115,200 (6)	-1.9
Rt. 234 (Rt. 28 to Brentsville)	99,600 (6)	93,700 (6)	-5.9
Rt. 234 (Brentsville to Hoadly)	80,300 (6)	67,000 (4)	<b>-16.5</b>
Rt. 234 (Hoadly to Minnieville)	88,000 (6)	76,900 (4)	-12.6
Rt. 234 (Minnieville to C. Club)	67,900 (6)	56,700 (4)	<b>-16.5</b>

Average Daily Traffic (Number of Lanes)  
MWCOG Round 8.4 Forecasts input for Households, Population and Employment



## Attachment E Staff Memorandum

Table 3b  
2030 Average Daily Traffic  
Reduce Planned Lanes from 6 to 4 on Dumfries Road

<b>Secondary Roadways</b>	2030 Comp Plan	Reduce Planned Lanes from 6 to 4 on Dumfries Road	% Difference Compared to 2030 Comp Plan
Joplin Road (South of Aden)	10,300 (2)	14,100 (2)	<b>36.9</b>
Bristow Road (South of Brentsville)	25,100 (2)	30,400 (2)	<b>21.1</b>
Spriggs Road (South of Minnieville)	23,900 (4)	27,300 (4)	<b>14.2</b>
Delaney Road (North of Minnieville)	4,600 (2)	5,000 (2)	8.9
Waterway Road (South of Cardinal)	9,800 (4)	10,500 (4)	7.1
Hoadly Road (East of Dale)	23,700 (4)	25,000 (4)	5.4
Dale Blvd. (West of Delaney)	28,400 (4)	28,600 (4)	0.7
Purcell Road (East of Dumfries Rd.)	15,600 (2)	15,500 (2)	0.6

Average Daily Traffic (Number of Lanes)  
MWCOG Round 8.4 Forecasts input for Households, Population and Employment

## Attachment E Staff Memorandum

Table 4a  
2030 Average Daily Traffic  
Remove Bi-County Parkway and Reduce Rt. 234 From 6 to 4 Lanes

<b>Primary Roadways</b>	2030 Comp Plan	Remove Bi-County and Reduce Rt. 234 From 6 to 4 lanes	% Difference Compared to 2030 Comp Plan
Rt. 15 (I-66 to Sudley Road)	29,200 (4)	46,100 (4)	<b>57.9%</b>
Tri-County Parkway (Sudley Rd. to Fairfax C.L.)	82,000 (6)	88,500 (6)	7.9
Bi-County Parkway (I-66 to Sudley Road)	56,900 (4)	NA	NA
Rt. 234 (I-66 to Sudley Manor)	90,400 (6)	52,600 (6)	<b>-41.8</b>
Rt. 234 (Sudley Manor to Rt. 28)	117,400 (6)	94,700 (6)	<b>-19.3</b>
Rt. 234 (Rt. 28 to Brentsville)	99,600 (6)	82,300 (6)	<b>-17.4</b>
Rt. 234 (Brentsville to Hoadly)	80,300 (6)	64,000 (4)	<b>-20.3</b>
Rt. 234 (Hoadly to Minnieville)	88,800 (6)	72,500 (4)	<b>-15.3</b>
Rt. 234 (Minnieville to C. Club)	67,900 (6)	55,100 (4)	<b>-18.9</b>
Prince William Parkway (Manassas CL to Hoadly)	72,700 (6)	76,000 (6)	4.5
Prince William Parkway (Hoadly to Minnieville)	64,600 (6)	65,000 (6)	0.6
Prince William Parkway (Minnieville to I-95)	77,400 (6)	77,200 (6)	- 0.3

Average Daily Traffic (Number of Lanes)  
MWCOG Round 8.4 Forecasts input for Households, Population and Employment

## Attachment E Staff Memorandum

Table 4b  
2030 Average Daily Traffic  
Remove Bi-County Parkway and Reduce Rt. 234 From 6 to 4 Lanes

<b>Secondary Roadways</b>	2030 Comp Plan	Remove Bi-County and Reduce Rt. 234 From 6 to 4 lanes	% Difference Compared to 2030 Comp Plan
Pageland Drive (North of Rt. 29)	1,100 (2)	7,900 (2)	<b>618.2</b>
Gum Springs Road (N. of Battlefield Pkwy)	7,700 (4)	19,600 (4)	<b>154.5</b>
Joplin Road (South of Aden)	10,300 (2)	15,000 (2)	<b>45.6</b>
Bristow Road (South of Brentsville)	25,100 (2)	30,900 (2)	<b>23.1</b>
Delaney Road (North of Minnieville)	4,600 (2)	5,000 (2)	8.7
Spriggs Road (South of Minnieville)	23,900 (4)	25,700 (4)	7.5
Hoadly Road (East of Dale)	23,700 (4)	24,700 (4)	4.2
Waterway Road (South of Cardinal)	9,800 (4)	10,200 (4)	4.1
Dale Blvd. (West of Delaney)	28,400 (4)	28,400 (4)	0
Purcell Road (East of Dumfries Rd.)	15,600 (2)	15,400 (2)	- 1.3
Sudley Road (Thru Manassas. Bat. Park)	NA	25,100 (2)	-----
Lee Highway (Thru Manassas Bat. Park)	NA	6,100 (2)	-----

Average Daily Traffic (Number of Lanes)

MWCOG Round 8.4 Forecasts input for Households, Population and Employment



## COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201  
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF  
TRANSPORTATION

Thomas Blaser  
Director

### MEMORANDUM

To: Planning Commission

From: Ricardo Canizales  
Division Chief, Transportation Planning and Programming

Date: February 9, 2016

Re: Addendum - VDOT and Loudoun County Comments  
CPA #PLN2014-00201 (Reduce Dumfries Road from planned 6 lanes to 4 lanes)  
#CPA2016-00003 (Remove Bi-County Parkway)  
**Coles, Potomac and Gainesville Magisterial Districts** *Re*  
**Public Hearing 2-17-16**

Attached please find comments from the Virginia Department of Transportation, Loudoun County and Fairfax County in response to their review of the Staff Report (2-5-16) to the Planning Commission.

The Prince William County Department of Transportation continues to recommend denial of CPA #2014-00201 (Reduce Dumfries Road from planned 6 lanes to 4 lanes) and #CPA 2016-00003 (Remove Bi-County Parkway), and to recommend that the amendments be reviewed in the context of a full Thoroughfare Plan Update.

- Attachment A - Letter from Richard Burke to Rick Canizales regarding Rt. 234 and Bi-County Comprehensive Plan Amendments (2-8-16).
- Attachment B - Letter from Ricky Barker to Christopher Price regarding CPA 2016-00003 – Bi-County Parkway – Comprehensive Plan Amendment to remove the Bi-County Parkway (2-1-16). The Attachment includes a letter from Chairman Scott York to VDOT regarding the Bi-County Parkway (10-17-13).
- Attachment C – Letter from Tom Biesiadny to Ms. Angelica Gonzalez regarding Proposed Comprehensive Plan Amendment CPA2016-00003 – Bi-County Parkway and PLN2014-00201 Dumfries Road (1-14-16)

Attachment A  
VDOT Comments



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Charlie A. Kilpatrick, P.E.  
COMMISSIONER

4975 Alliance Drive  
Fairfax, VA 22030

February 08, 2016

**TO:** Rick Canizales  
Department of Transportation, Prince William County, Virginia

**FROM:** Richard W. Burke  
Virginia Department of Transportation – Prince William Land Use Section  
703-259-2966 [Richard.Burke@VDOT.Virginia.gov](mailto:Richard.Burke@VDOT.Virginia.gov)

**SUBJECT:** CPA 2016-00003/PLN 2014-00201 Bi-County Parkway and Route 234 (Dumfries Road) Comprehensive Plan Amendments

Thank you for your submission of January 07, 2016. In accordance with the Virginia Traffic Impact Analysis Regulations, 24VAC30-155, your proposed comprehensive plan amendment was submitted because it was anticipated that the adjustment would create a substantial impact or substantial change to the existing transportation network of state highways.

VDOT has reviewed this proposed comprehensive plan amendment and prepared a report with our written comments. The report presents a summary of our key findings as well as comments on the future transportation improvements that will be needed to support the current and planned development of the County. Our report and comments are attached to assist the Planning Director, the Planning Commission and the Board of Supervisors in their decision-making process regarding the comprehensive plan amendment. In addition, our comments provided to the County in a January 22, 2014 letter addressing proposed changes included in PLN2014-00201 are still valid.

Please have VDOT's comments included in the locality's official public records. This letter, VDOT's report and written comments should be placed in the official file for the comprehensive plan amendment. VDOT will make these documents available to the general public through various means such as posting them on our website.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Burke".

Richard Burke  
VDOT Land Use Director – Prince William County

CC. Helen Cuervo, VDOT  
Renée Hamilton, VDOT  
Maria Sinner, VDOT  
Tom Fahrney, VDOT  
Ricky Barker, Loudoun County

VirginiaDot.org  
WE KEEP VIRGINIA MOVING

**Attachment A  
VDOT Comments**

**Tom Biesiadny- Fairfax County  
Bruce Goudarzi, City of Manassas  
James Johnson Jr., City of Manassas Park  
Holly Montague, Town of Haymarket  
Richard West, Town of Dumfries  
Monica Backmon, NVTA**

# Attachment A

## VDOT Comments

### VDOT NoVA Transportation Planning Section Comments: Proposed Comprehensive Plan Amendments PLN2014-00201 and CPA2016-00003

#### Proposed Amendments

Prince William County has jointly submitted two proposed comprehensive plan amendments to VDOT for review. The proposed amendments would: 1) reduce the number of planned lanes on Route 234 (Dumfries Road) from six to four between Brentsville Road and Country Club Drive (PLN2014-00201), and 2) remove the Bi-County Parkway from the Comprehensive Plan (CPA2016-00003). Currently, the Prince William County Comprehensive Plan designates Route 234, between Brentsville Road and Country Club Drive as a 6-lane Principal Arterial with a recommended right-of-way of 160 feet, consistent with the County's Design and Construction Standards Manual and the VDOT engineering plans for this section of the roadway. The Bi-County Parkway (Route 234 Bypass) is designated as a Principal Arterial from I-66 north to Loudoun County. It is noted that the staff report for these two proposed amendments recommends against making these changes to the Comprehensive Plan.

#### VDOT Comments

The proposed amendment to reduce the number of planned lanes on Route 234 from six to four between Brentsville Road and Country Club Drive was previously submitted to the VDOT for review on December 13, 2013. VDOT comments made at the time are still valid, but have been expanded upon to reflect the addition of the proposed removal of the Bi-County Parkway:

1. Be advised that federal law and regulations in 23 USC 102(b) and 23 CFR 630.112 require that once a preliminary engineering (PE) project is authorized, it must advance to the right of way (RW) or construction (CN) phase within 10 years. The state may be required to reimburse FHWA for expenditures incurred on projects if the delay cannot be justified.
2. VTRANS, the Commonwealth Transportation Board's official long range plan, designates a 14.7 mile segment of Route 234, from Route 1 to Route 234 Business, for a 6-lane Urban cross-section with median. The proposed change is inconsistent with the VTRANS designation. Chapter 729 of the 2012 Virginia Acts of Assembly requires VDOT to notify the Commonwealth Transportation Board if a locally adopted comprehensive plan transportation element is inconsistent with the VTRANS designation for a significant roadway. The planned Bi-County Parkway is a component of the "North-South" Corridor of Statewide Significance as designated by the Commonwealth Transportation Board and documented in VTRANS. The proposed amendment would also cause the Prince William County Comprehensive Plan to be inconsistent with the VTRANS designation for a significant roadway. As noted for the proposed amendment to Route 234 between Brentsville Road and Country Club Drive, Chapter 729 of the 2012 Virginia Acts of Assembly requires VDOT to notify the Commonwealth Transportation Board if a locally adopted comprehensive plan transportation element is inconsistent with the VTRANS designation for a significant roadway. The CTB may take action to try and encourage consistency between the state plans and the local transportation plan. In accordance with the code of Virginia, § 33.2-214, The CTB may:
  - a. Request the locality to change the comprehensive plan to be consistent with VTRANS.
  - b. Reallocate funds to projects in plans that are not changed to be consistent

## Attachment A VDOT Comments

- c. Require reimbursement for expended Preliminary Engineering, Right of Way, Construction funds
3. Route 234 is part of the National Highway System (NHS). United States Code (USC) 23 Part 109 requires that NHS projects be designed to “adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance.” A minimum design criteria level of service (LOS) of “C” has been designated for Route 234. Deviation from this design standard would require approval of a design waiver by the VDOT District Administrator.
4. It is important to note that, when Route 234 was widened to 4 lanes, VDOT purchased right of way to accommodate the ultimate planned cross-section of 6 lanes. Section 33.7 of the Virginia Code would enable the Commonwealth to require reimbursement for the excess right of way.
5. The proposed changes are also inconsistent with the regional Constrained Long Range Plan (CLRP) developed by the Capital Region Transportation Planning Board. The proposed changes would have to be reflected in the CLRP.
6. It is also noted that Northern Virginia Transportation Authority, NVTA’s adopted TransAction 2040 Plan assumes Route 234 from Brentsville Road to Country Club Drive to be 6 lanes in the future, and also assumes the Bi-County Parkway (referred to under its previous designation, the Tri-County Parkway) to be in place. The TransAction 2040 Plan was developed to represent a regional plan that identifies the transportation improvement needs of the region with the buy-in of most (if not all) NoVA localities, including Prince William County. These proposed amendments, if adopted, will be inconsistent with the adopted Plan and will require an amendment of the Plan.
7. In the opinion of VDOT staff, making changes of this magnitude to the transportation element of the Comprehensive Plan without reviewing and revising other plan elements, particularly the Land Use element, is inconsistent with good comprehensive planning practice. The nature, character and extent of development proposed in the Land Use Plan should be based, in part, on the availability of transportation services. Removing two lanes of the transportation capacity of a principal arterial road would probably have a significant impact on the transportation network’s ability to handle traffic generated by the ultimate land development plan. If the development proposed in the Land Use Plan is “scaled” to the capacity of a 6-lane Route 234, it is also possible that plans for utilities and community facilities have been based on the higher level of development that could be supported by a 6-lane arterial, and these facilities may be significantly “oversized” for the development supported by a 4-lane arterial. As with the proposed change to Route 234 between Brentsville Road and Country Club Drive, removing the planned Bi-County Parkway will likely have a significant impact on the transportation network’s ability to handle traffic generated by the ultimate land development plan; this impact is only increased when combined with the proposed change to Route 234.
8. Travel demand modeling conducted by the Prince William County staff identified the following impacts of reducing the design cross-section for Route 234 from 6 lanes divided to 4 lanes divided:
  - a. The Prince William County travel demand model indicates that Route 234 operates at Level of Service (LOS) “C” during the peak period, carrying over 42,000 vehicles per day in 2010.



## Attachment A VDOT Comments

- b. The travel demand model forecasts that, with a four-lane cross-section, the road will operate at LOS "F", with 80,000 vehicles per day, in 2030.
  - c. With the six lane cross-section proposed by the current Comprehensive Plan, the model forecasts that Route 234 will operate at LOS "E" in 2030 with 93,000 vehicles per day.
  - d. The County travel model also indicates the change from six to four lanes would impact other roadways, with increases of traffic up to 20% on secondary roads including Joplin Road, Spriggs Road, Waterway Road, Delaney Road, and Hoadly Road. The model forecasts a traffic increase of up to 8% (over 6,000 additional vehicles per day) on Prince William Parkway. The model indicates that shifting traffic to these secondary roads would increase delay by 3,000 hours per day.
9. Travel Demand Modeling conducted by the Prince William County staff identified the following impacts from the removal of the Bi-County Parkway from the Comprehensive Plan:
- a. Traffic shifts to Route 15 north of I-66, and also shifts to secondary roads north of I-66 such as Pageland Drive, Gum Spring Road, Sudley Road and Lee Highway. Removal of the Bi-County Parkway alone is projected to result in a 54.1 % increase in average daily traffic on Route 15, as well as over a 600% increase in traffic on Pageland Drive, and an 89.6% increase on Gum Spring Road.
  - b. Daily delay increases by 3,000 hours; when combined with the proposed reduction of Route 234 from six lanes to four, daily delay is increased by 5,000 hours over the Comprehensive Plan network.
10. The proposed amendment makes no proposals for mitigating the impacts of the proposed changes. There are no recommendations on the need for improvements such as widening the primary and secondary roadways to which the additional traffic will be diverted, or addition of new links to the network to mitigate the impacts of the change. No other transportation alternatives, such as enhanced transit services are proposed, and there are no proposals for making better use of available capacity through travel demand management or operational improvements.
11. The study as submitted does not provide any recommendations on the need for reducing the land use densities in order to mitigate the impacts of this change to achieve a balance between land use and transportation.
12. If the County proceeds with the effort to adopt the proposed amendments, the County should mitigate the transportation impacts by making some combination of the following additional changes to the Comprehensive Plan:
- a. Revise the Land Use Plan to reduce the character, extent and density of future land development, thereby lessening transportation impacts.
  - b. Identify improvements on other parallel routes to accommodate excess traffic from Route 234 and the shifted traffic from the Bi-County Parkway.
  - c. Provide mass transit alternatives to reduce vehicular traffic on the road network
  - d. Utilize Transportation Demand Management (TDM) techniques to reduce peak period vehicle trips.
  - e. Make additional changes to the Plan to make it consistent with the transportation goals and policies contained in the County's adopted Comprehensive Plan.

The County should further demonstrate that these changes would mitigate the transportation impacts of the plan amendment. However, even with these changes, there is still the problem of

## Attachment A VDOT Comments

- being inconsistent with VTRANS. The County would need to seek the concurrence of the Commonwealth Transportation Board.
13. The County should identify any rezonings, subdivisions and site plans that have been approved along the Route 234 and Bi-County corridors, as well as related intersections with secondary roads, to determine the impact of "pipeline" developments on the transportation system.
  14. Traffic operations for the affected secondary roads should be fully examined in order to understand the impact of reducing the number of lanes on Rt. 234 and removing the Bi-County Parkway.
  15. Chapter 770 of the 2012 Acts of the Virginia Assembly requires VDOT to comment on any congestion impacts resulting from a plan amendment that restricts mobility during a homeland security emergency. We have the following comments on this topic:
    - a. Route 234 is identified as a significant evacuation corridor in the regional evacuation plans. As noted above reducing the number of lanes to 4 will result in Level of Service F during peak conditions in the future. This is indicative of the fact that in case of evacuation when traffic volumes are likely to equal the peak hour volumes, the corridor's ability to move people will be impacted versus the currently planned 6 lanes on Route 234. It is therefore suggested that the proposed change should be coordinated by the County staff with appropriate VDOT and local/state emergency personnel as it impacts the emergency evacuation planning.
    - b. Route 234 is a unique corridor connecting I-95 with I-66. The northern section of the corridor is planned for 6 lanes in the future. The southern section near I-95 is currently a 6 lane facility. Therefore, the proposed change will create a bottleneck in the section in between which is in contrast to the purpose of evacuation corridors where the main goal is to reduce the bottlenecks/choke points.
  16. Loudoun County recently commented on the proposed amendment to the Bi-County Parkway. In addition to indicating that the County Board of Supervisors continues to support this planned roadway, Loudoun County also suggested that, given the two Counties would be updating their Comprehensive Plans and Transportation Elements in the next year or so, both jurisdictions conduct a coordinated study of the transportation issues they are facing along with future land use plans for which they are advocating. Loudoun further suggests that the Commonwealth be brought into the discussion as a major stakeholder, particularly in light of the fact that these proposed amendments directly and significantly impact one of the state's Corridors of Statewide Significance. VDOT supports with this approach and would be more than willing to participate and assist in the process as warranted. At a minimum, to fully assess the impact of the proposed changes on the regional transportation network, Prince William County should include this proposal with the Countywide Thoroughfare Plan review being initiated by the County, rather than an independent amendment. This would allow further analysis of impacts from the proposed amendments on the local/regional transportation network.

## Attachment B Loudoun County Comments



Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

Department of Planning and Zoning

1 Harrison Street, S.E., 3<sup>rd</sup> Floor, P.O. Box 7000, Leesburg, VA 20177-7000  
703/777-0246 • Fax 703/777-0441

February 1, 2016

Christopher Price, Planning Director  
Prince William County  
Development Services Building  
5 County Complex Court, Suite 210  
Prince William, VA 22192-9204

**Subject: CPA 2016-00003 – Bi-County Parkway – Comprehensive Plan Amendment to remove Bi-County Parkway, Gainesville Magisterial District**

Dear Chris:

Loudoun County staff has reviewed your proposed comprehensive plan amendment and is providing our initial feedback to you to share with the Prince William County Planning Commission and others, as you deem appropriate

On October 16, 2013, the Loudoun County Board of Supervisors authorized Chairman Scott York to write to Virginia Department of Transportation (VDOT) to confirm the Board's position on the Bi-County Parkway based on VDOT's release of the draft "Reevaluation of the Draft Environmental Impact Statement for the Bi-County Parkway Location Study." Chairman York's letter (Enclosure), and I paraphrase, asked VDOT to make some changes to their alignment such that it would follow Loudoun's Countywide Transportation Plan (CTP) alignment for Route 659 Relocated (Northstar Boulevard), and, should VDOT build the Bi-County Parkway, build it in accordance with Loudoun's CTP and avoid existing and planned developments and schools. Our CTP description of this road stated that the road should (in its ultimate condition) be constructed as a six lane divided highway with controlled access that would follow portions of VA Route 705 (Lightridge Farm Road) alignment. The road would connect with an extension of the VA Route 234 Bypass in Prince William County.

As you are aware, on January 1, 2016, a new Loudoun County Board of Supervisors took office. Five of the nine Supervisors are new to the Board, including a new Chair, Phyllis Randall. However, as part of its 2016 legislative agenda, the new Board continued to support the bi-county parkway between Prince William and Loudoun Counties, as called for in the Loudoun Countywide Transportation Plan. The parkway is needed to foster the region's economic development, reduce existing traffic congestion and accommodate planned residential growth. In addition, by greatly improving both passenger and commercial cargo access to the Dulles International Airport, the bi-county parkway will produce tangible quality of life and economic benefits for the entire Commonwealth.

Staff has the following feedback:

1. Both Loudoun and Prince William Counties will be updating their Comprehensive Plans and Transportation Elements in the next year or so. The plan update process would seem to be the

## Attachment B Loudoun County Comments

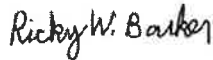
Page Two  
Christopher Price, Planning Director

appropriate time and venue to conduct a coordinated study of the transportation issues facing both counties together with the land use plans we will both be advocating for the future. This would allow for public input and analysis.

2. The Commonwealth still has the North South Corridor of Statewide Significance (COSS), which advocates major transportation changes connecting our two counties. We believe that the Commonwealth, through the CTB and VDOT, is a major stakeholder and should be brought into the conversation, and if warranted, this COSS should be reevaluated as it relates to both Counties' long range plans.
3. One of our regional planning agencies, Northern Virginia Transportation Authority (NVTA), is currently developing the next TransAction Plan, which is scheduled to be completed in 2017. The Bi-County Parkway is in NVTA's existing plan (Transaction 2040). Actions such as the proposed plan amendment should not be considered in isolation, but should be evaluated as part of the TransAction update or County long range planning efforts so that regional effects can be better understood. The TransAction update process would also be an opportunity for the planning staff members from both Counties to get together and coordinate the transportation needs for the region.

In conclusion, our staff recommendation would be to have staff from both Counties work together to solve regional transportation needs. As we have learned, travel demand does not necessarily respect borders. It reflects the traveling public's desire to get from Point A to Point B. Developing the roadway network to get travelers to their desired destinations is the goal of the regional cooperation and planning efforts by our respective planning staff members. Thank you for this opportunity to comment on the proposed comprehensive plan amendment.

Sincerely,



Ricky Barker, AICP  
Director of Planning & Zoning

Enclosure

1. Chairman York's letter (dated October 17, 2013)

cc: *Board of Supervisors, Loudoun County*  
*Tim Hemstreet, County Administrator, Loudoun County*  
*Kenny Young, Assistant County Administrator, Loudoun County*  
*Charles Yudd, Assistant County Administrator, Loudoun County*  
*Rick Canizales, Prince William County, Department of Transportation*  
*Joe Kroboth, III, PE, Loudoun County, Transportation and Capital Infrastructure*  
*Helen Cuervo, PE, District Administrator, VDOT*  
*Farid Bigdeli, PE, Assistant District Administrator, VDOT*  
*Tom Biesiadny, Fairfax County, Department of Transportation*  
*Monica Backman, NVTA*

**Attachment B**  
**Loudoun County Comments**



Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Wednesday, October 16, 2013 at 4:00 p.m.

IN RE: BOARD MEMBER INITIATIVE: REQUEST FOR LETTER CONFIRMING LOUDOUN COUNTY'S POSITION ON THE ALIGNMENT OF THE BI-COUNTY PARKWAY (DULLES/BLUE RIDGE)

(This item was initiated by Mr. Letourneau.)

Mr. Letourneau moved that the Board of Supervisors suspend the rules.

Seconded by Mr. Reid.

Voting on the Motion: Supervisors Buona, Clarke, Delgaudio, Higgins, Letourneau, Reid, Williams and York – Yes; None – No; Supervisor Volpe – Absent for the Vote.

Mr. Letourneau moved that the Board of Supervisors request that a letter be drafted by Chairman York to VDOT confirming Loudoun County's position that the alignment of the Bi-County Parkway should follow the planned alignment of Northstar Boulevard and that no existing school facilities and existing homes are impacted by the path of the proposed roadway.

Seconded by Mr. Williams.

Mr. Letourneau accepted Mr. York's friendly amendment to the motion to change the language of "existing homes" to state "to existing planned community housing."

Voting on the Motion, As Amended: Supervisors Buona, Clarke, Delgaudio, Higgins, Letourneau, Reid, Williams and York – Yes; None – No; Supervisor Volpe – Absent for the Vote.

  
DEPUTY CLERK FOR THE LOUDOUN  
COUNTY BOARD OF SUPERVISORS

(14-BOARD MEMBER INITIATIVE: REQUEST FOR LETTER CONFIRMING LOUDOUN COUNTY'S POSITION ON THE ALIGNMENT OF THE BI-COUNTY PARKWAY)

## Attachment B Loudoun County Comments



### Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

#### Chairman Scott K. York

Board of Supervisors

1 Harrison Street, S.E., 5<sup>th</sup> Floor, MSC #01, Leesburg, VA 20175

703.777.0204 • Fax 703.777.0421 • email: [Scott.York@loudoun.gov](mailto:Scott.York@loudoun.gov)

October 17, 2013

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

RE: Loudoun County Comments on the Draft Reevaluation of the Draft Environmental Impact Statement for the Bi-County Parkway Location Study: State project Number: R000-96A-102, PE-101, UPC 52405

Dear Mr. Fahrney:

At the October 16, 2013 Loudoun County Board of Supervisors (BOS) meeting a motion was approved to send this letter to the Virginia Department of Transportation as the County's official comments on the Draft Reevaluation of the Draft Environmental Impact Statement for the Bi-County Parkway Location Study.

As indicated in the Draft Reevaluation, on October 4, 2005 the Loudoun County Board of Supervisors approved a motion to recommend the Commonwealth Transportation Board (CTB) support the "West Two Alternative" as the preferred alignment. The Reevaluation goes on to state that the "West Two Alternative" in Loudoun County is the Northstar Boulevard corridor in the DEIS. The "West Two Alternative" is what the Board of Supervisors has established as the alignment for this planned roadway and that is consistent with our Countywide Transportation Plan (CTP), as adopted in 2001 updated in 2010, and most recently revised in 2012.

Subsequently, the following land development applications have been approved that have established the location of Route 659 Relocated/Northstar Boulevard:

- Moon Glade Farm: SBPL 2011-0008, approved 2/17/2012 - provides for a 120-foot right-of-way reservation for future Route 659 Relocated / Northstar Boulevard.
- Stone Ridge: ZMAP 2002-0013, approved 12/6/2005 - dedicated 120 feet of right-of-way to the County for Route 659 Relocated / Northstar Boulevard from Tall Cedars Parkway.
- CD Smith: ZMAP 2002-0003, approved 10/11/2005 - dedicated 120 feet of right-of-way for Route 659 Relocated / Northstar Boulevard.
- Braddock Crossing: ZMAP 2003-0012, approved 6/21/2005 - dedicated 120 feet of right-of-way for Route 659 Relocated / Northstar Boulevard.
- Kirkpatrick West: ZMAP 2002-0001, approved 12/6/2005 - dedicated 120 feet of right-of-way both on- and off-site for Route 659 Relocated / Northstar Boulevard.

Attachment C  
County of Fairfax Comments



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

January 14, 2016

Ms. Angelica Gonzalez  
Department of Planning  
Prince William County  
5 County Complex Court  
Prince William, Virginia 22192

Reference: Proposed Comprehensive Plan Amendment CPA2016-00003 – Bi-County Parkway and  
PLN2014-00201 Dumfries Road

Dear Ms. Gonzalez:

This letter is in response to information dated December 17, 2015, sent to Fairfax County for inter-jurisdictional review regarding the above-referenced proposed Comprehensive Plan Amendments. Due to the timing of this request, it was not possible to prepare comments for consideration by the Board of Supervisors. Therefore, the Board has not taken a position on the proposed amendment.

With respect to removing the Bi-County Parkway from the Thoroughfare Plan, it appears from the enclosed September 22, 2015, status report that a work session is planned in winter/spring 2016 to present results of an analysis that would identify impacts of such a change. No information on the impacts of removing the Bi-County Parkway from the Plan are contained in this referral. Consequently, we have no basis upon which to provide comments.

Fairfax County staff did an assessment recently and concluded that the main impacts of not building the Bi-County Parkway would be on Route 15 and Gum Spring Road in Prince William and Loudoun Counties. There was a more modest impact on Route 28 and Pleasant Valley Road in Fairfax County.

With respect to PLN2014-00201 (reducing the number of planned lanes on Dumfries Road from six to four between Brentsville Road and Country Club Drive), we have no comment as this is a substantial distance from the county line.

Sincerely,

Tom Biesiadny  
Director

cc: Members, Fairfax County Board of Supervisors  
Edward L. Long Jr., County Executive

Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877-5723  
[www.fairfaxcountv.gov/fcdot](http://www.fairfaxcountv.gov/fcdot)



**Attachment C**  
**County of Fairfax Comments**

Ms. Angelica Gonzales  
January 14, 2016  
Page 2 of 2

Robert A. Stalzer, Deputy County Executive  
Catherine A. Chianese, Assistant County Executive  
Fred Selden, Director, Department of Planning and Zoning  
Denise James, Department of Planning and Zoning  
Ric Canizales, Prince William County Department of Transportation