

MOTION:

**January 19, 2010
Regular Meeting
Ord. No. 10-**

SECOND:

**RE: COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202
TRANSPORTATION AND MASS TRANSIT PLAN UPDATE ALL
MAGISTERIAL DISTRICTS**

ACTION:

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

WHEREAS, the Prince William Board of County Supervisors initiated consideration of Comprehensive Plan Amendment #PLN2008-00202, Transportation and Mass Transit Plan Update, on June 24, 2008, and referred it to the Prince William County Planning Commission; and

WHEREAS, the Planning Commission duly considered citizen input during numerous work sessions and at two public hearings on October 8, 2008 and December 3, 2008; and

WHEREAS, at its December 3, 2008 public hearing, the Planning Commission voted to recommend adoption subject to amendments, as stated in its Planning Commission Resolution No. 08-162; and

WHEREAS, the Planning Commission reaffirmed their recommendation on January 6, 2010, as stated in Planning Commission Resolution No. 10-008, and with additional recommendations as stated in Planning Commission Resolution Nos. 10-004, 10-005, 10-006, and 10-007; and

WHEREAS, the Prince William Board of County Supervisors held work sessions on March 17, 2009, June 16, 2009, and December 8, 2009 and seven town hall meetings throughout the County between June 2009 to October 2009, and received citizen and business/development community input on the update; and

WHEREAS, the Prince William Board of County Supervisors duly ordered, advertised and held a public hearing on January 19, 2010, at which time public testimony was received and the merits of the above-referenced comprehensive plan amendment were considered; and

WHEREAS, the Prince William Board of County Supervisors believes that the public general welfare as well as good planning practices are served by the adoption of this comprehensive plan amendment;

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NOW, THEREFORE, BE IT ORDAINED that the Prince William Board of County Supervisors does hereby adopt Comprehensive Plan Amendment #PLN2008-00202, Transportation and Mass Transit Plan Update, as listed in Attachment C and with amendments listed in Attachment B.

Votes:

Ayes:

Nays:

Absent from Vote:

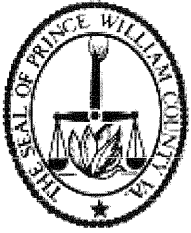
Absent from Meeting:

For Information:

Planning Director

Transportation Director

ATTEST: _____
Clerk to the Board




Susan L. Roltsch
Acting County Executive

COUNTY OF PRINCE WILLIAM
OFFICE OF EXECUTIVE MANAGEMENT
1 County Complex Court, Prince William, Virginia 22192-9201
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January 14, 2010

TO: Board of County Supervisors

FROM: Stephen K. Griffin 
Director of Planning

THRU: Susan L. Roltsch
Acting County Executive

RE: CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update
(All Magisterial Districts)

I. Background is as follows:

- A. Code of Virginia Provisions for Comprehensive Plan Updates – Section 15.2-2230 of the Code of Virginia requires the Planning Commission to review the Comprehensive Plan every five years to determine whether it needs to be amended.
- B. Scope and Process – On February 7, 2007, the Planning Commission passed a resolution outlining the scope for the review and update of the Transportation Chapter of the Comprehensive Plan to bring it into conformance with the Code of Virginia. The Code mandates inclusion of certain information regarding the extent and cost of transportation and road improvements in the plan, to update the Thoroughfare Plan and transportation level of service standards based on updated demographic information, and to make technical amendments to keep the Plan consistent with other County, regional, and state transportation documents.
- C. Mobility Committee – Based on a recommendation from the Planning Commission, the Board of County Supervisors appointed an eight-member citizen advisory committee, called the Mobility Committee, to review and recommend updates to the Transportation Plan. The Committee met at least twice a month over the course of 13 months and presented their recommendations to the Planning Commission on May 14, 2008. The Mobility Committee-supported version of the proposed text also served as the base text for the Planning Commission to review, carry forward, and further amend.

- D. Consultants – To provide technical expertise to staff and the Mobility Committee, the County hired a consultant to assist with updating the Thoroughfare Plan. The roads consultant, Bill Allen, performed crucial analysis, modeling functions, and offered various alternatives for roadway improvements and level of service details. The County also received a multi-modal grant to hire a consultant to develop a transit plan. The transit consultant, Michael Baker Jr., Inc., was retained in the amount of \$100,000 from the Multimodal Planning Office of the Virginia Department of Transportation. Michael Baker, Jr. provided guidance and performed essential research, analysis, and offered alternatives along with transit recommendations.
- E. Comprehensive Plan Amendment Initiation – On June 24, 2008, the Board of County Supervisors initiated the Transportation and Mass Transit Plan Update to the Comprehensive Plan. The initiated text was based on the recommendations from the Mobility Committee. (See Attachment F for the resolution.)
- F. Planning Commission Work Sessions – The Planning Commission subsequently held a series of work sessions to review the Mobility Committee and consultant recommendations. On September 10, 2008, the Planning Commission held a final work session, at which the draft final text was accepted and approved for consideration in the public hearing process.
- G. Planning Commission Action – The Planning Commission recommended adoption of CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, on December 3, 2008. (See Attachment D for the resolution.)
- H. Board of County Supervisors Work Sessions – The Board of County Supervisors held work sessions on March 17, 2009 and June 16, 2009 to review the draft text for the proposed Transportation chapter updates. An additional work session was held on December 8, 2009 to discuss and analyze the outcome from a series of town hall meetings that occurred between June and October 2009.
- I. Town Hall Meetings – At the request of the Board of County Supervisors, seven town hall meetings were held throughout the County in each magisterial district between June and October 2009 on both the Transportation chapter and Land Use chapter updates to the Comprehensive Plan. The final town hall meeting targeted the business and development community.

II. Current Situation is as follows:

- A. Planning Commission Recommendation – The Planning Commission recommended approval of CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, on December 3, 2008, as amended. (See Attachment D for resolution.) Due to the elapsed time between the Planning Commission action and the tentative Board of County Supervisors public hearing on January 19,

2010, it was necessary for the Planning Commission to reaffirm their prior motion before Board of County Supervisors consideration. On January 6, 2010, the Planning Commission reaffirmed their recommendation, with a few amendments. (See Attachment E for the resolution.)

- B. Office of Planning Recommendation – The Office of Planning recommends adoption of CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, as recommended by the Planning Commission on January 6, 2010 in Attachment C with additional amendments recommended by staff in Attachment B. Refer to Attachment A for the staff analysis.
- C. Board of County Supervisors Public Hearing – A public hearing before the Board of County Supervisors has been advertised for January 19, 2010.

III. Issues in order of importance are:

- A. Policy Implications – What are the policy implications of amending the Transportation chapter of the Comprehensive Plan?
- B. Timing – When would the Board of County Supervisors need to take action?
- C. Legal – What are the pertinent legal issues associated with this proposal?
- D. Fiscal Implications – What would be the fiscal impacts of the proposed amendment to the Transportation chapter of the Comprehensive Plan?
- E. Community Input – Have other jurisdictions or members of the community raised any issues?

IV. Alternatives in order of the staff recommendation and preference are:

- A. Adopt CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, as recommended by the Planning Commission in Attachment C with additional modifications recommended in Attachment B.
 - 1. Policy – The proposed Transportation goals, policies, and action strategies have been structured to support Centers of Community, Centers of Commerce, Mass Transit Nodes, and Urban Mixed Use designations, as described in the Long-Range Land Use Plan. The update includes a transit plan with specific infrastructure improvements to meet the needs of the County in 2030. The updated transit plan also establishes a transit level of service. In addition, the proposed updated text and maps accomplish the following: 1) eliminate completed tasks and establish consistency; 2) make corrections and changes, where needed, based on changed circumstances; 3) perform technical updates to the Comprehensive Plan;

and 4) establish transportation and transit-related terms used in the Comprehensive Plan to be consistent with the Zoning Ordinance and the Design and Construction Standards Manual.

In addition, staff's recommendation for the Transportation chapter text is also intended to support the pending Land Use chapter text, which is currently under consideration by the Board of County Supervisors. Of all the alternatives under consideration, the proposed amendments to the Planning Commission-supported text will best support the Smart Growth principles and the Centers concepts, while complementing land use and development patterns within the County. In addition, due to changes in state law that require inclusion of transportation costs into a Comprehensive Plan, adopting staff's recommendations along with the Planning Commission version of text would still fulfill this new requirement.

2. Timing – The Board of County Supervisors must act within 90 days of the Planning Commission's recommending resolution. Therefore, since the Commission's action was reaffirmed on January 6, 2010, the Board must take final action no later than April 6, 2010.
3. Fiscal Impact – There are no direct fiscal impacts associated with adopting the Transportation chapter update to the Comprehensive Plan, as it is a policy-based document. However, an updated Transportation Plan will ultimately lead to consideration of new transportation facility capital expenditures required to meet rising populations, infrastructure needs, associated level of service standards, and funding priorities for the County.
4. Legal – Legal issues resulting from Board of County Supervisors action would be addressed by the County Attorney.
5. Community Input – Notice of CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, has been advertised and proposed amendments have been published on the Prince William County government website and have been available in the Planning Office. Throughout this process, comments/input have been incorporated from other relevant County agencies, outside organizations, including Virginia Railway Express and the Potomac and Rappahannock Transportation Commission, adjacent jurisdictions, consultants, the Planning Commission, and the citizenry. The proposed amendment is the product of ongoing, extensive efforts of the Mobility Committee, Planning Commission, County staff, and the Board of County Supervisors. At the Board's direction, town hall meetings were also customized for each magisterial district that served as public work sessions to provide input opportunities for the citizenry and business/development community.

B. Adopt CPA# PLN2008-00202, Transportation and Mass Transit Plan Update, as recommended by the Planning Commission in Attachment C.

1. Policy – The proposed Transportation goals, policies, and action strategies have been structured to support the mixed-use designation areas as described in the Long-Range Plan Use Plan. This particular alternative consists of the resulting text from the work sessions and as previously endorsed and reaffirmed by the Planning Commission resolution.

Also, the adoption of the proposed updated text and maps will result in the need for the County to review and update transportation and transit policies/references throughout the Comprehensive Plan to accomplish the following: 1) eliminate completed tasks; 2) make corrections and changes, where needed, based on changed circumstances; 3) perform technical updates to the Comprehensive Plan; and 4) establish transportation and transit-related definitions of terms used in the Comprehensive Plan that will need to be consistent with the Zoning Ordinance and the Design and Construction Standards Manual. In addition, due to changes in state law that require inclusion of transportation costs into a Comprehensive Plan, the proposed text would still fulfill this new requirement. Despite all of this, if the Planning Commission endorsed text is adopted without incorporating any of staff's amendments, then several inconsistencies in regard to policies and review procedures will result.

2. Timing – The Board of County Supervisors must act within 90 days of the Planning Commission's recommending resolution. Therefore, since the Commission's action was reaffirmed on January 6, 2010, the Board must take final action no later than April 6, 2010.
3. Fiscal Impact – There are no direct fiscal impacts associated with adopting the Transportation chapter update to the Comprehensive Plan, as it is a policy-based document. However, an updated Transportation Plan will ultimately lead to consideration of new transportation facility capital expenditures required to meet rising populations, infrastructure needs, associated level of service standards, and funding priorities for the County.
4. Legal – Legal issues resulting from Board of County Supervisors action would be addressed by the County Attorney.
5. Community Input – Notice of CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, has been advertised and proposed amendments have been published on the Prince William County government website and have been available in the Planning Office. Throughout this process,

comments/input have been incorporated from other relevant County agencies, outside organizations, including Virginia Railway Express and the Potomac and Rappahannock Transportation Commission, adjacent jurisdictions, consultants, the Planning Commission, and the citizenry. The proposed amendment is the product of ongoing, extensive efforts of the Mobility Committee, Planning Commission, County staff, and the Board of County Supervisors. At the Board's direction, town hall meetings were also customized for each magisterial district that served as public work sessions to provide input opportunities for the citizenry and business/development community.

C. Deny CPA# PLN2008-00202, Transportation and Mass Transit Plan Update.

1. Policy – The Transportation chapter would not be modified to incorporate any of the proposed transportation and transit policies, and would not be updated to reflect population and employment in 2030. Also, no transit plan, transit level of service, or new proposed transportation policies would be effectively implemented. In addition, this option would be inconsistent with the County's needs, development trends, evolving land use policies, and would not be offering any changes to what currently exists.

If CPA #PLN2008-00202, Transportation and Mass Transit Plan Update, is denied, the County would not comply with changes in state law that require inclusion of transportation costs into a Comprehensive Plan. By denying, none of the proposed amendments will be incorporated into the Plan and there will be no changes to the County's transportation policies.

2. Timing – The Board of County Supervisors must act within 90 days of the Planning Commission's recommending resolution. Therefore, since the Commission's action was reaffirmed on January 6, 2010, the Board must take final action no later than April 6, 2010. Denial within this timeframe would still meet this criteria.
3. Fiscal Impact – There are no direct fiscal impacts associated with the Board of County Supervisors not adopting this Transportation chapter update.
4. Legal – Any details or consequences resulting from the Board of County Supervisors not adopting any proposed changes and failing to take action should be addressed by the County Attorney.
5. Community Input – Notice of CPA #PLN 2008-00202, Transportation and Mass Transit Plan Update, has been advertised and proposed amendments have been published on the Prince William County government website

and have been available in the Planning Office. Throughout this process, comments/input have been incorporated from other relevant County agencies, outside organizations, including Virginia Railway Express and the Potomac and Rappahannock Transportation Commission, adjacent jurisdictions, consultants, the Planning Commission, and the citizenry. The proposed amendment is the product of ongoing, extensive efforts of the Mobility Committee, Planning Commission, County staff, and the Board of County Supervisors. At the Board's direction, town hall meetings were also customized for each magisterial district that served as public work sessions to provide input opportunities for the citizenry and business/development community.

- V. **Recommendation** is that the Board of County Supervisors accepts Alternative A and adopts the attached ordinance.

Staff: Scott F. Meyer, x 6876

Attachments:

- A. Staff Analysis
- B. Staff Recommendation – Alternative A
- C. PC Recommendation – Alternative B
- D. PC Resolution – (Previous Approval)
- E. PC Resolution – (Reaffirmation)
- F. BOCS Initiating Resolution

Comprehensive Plan Analysis

The following is a staff analysis of the proposed update to the Transportation chapter of the Comprehensive Plan.

Background

Section 15.2-2223 of the Virginia Code requires every governing body to adopt a comprehensive plan for the physical development of the territory within its jurisdiction. The Code further requires that comprehensive plans be reviewed every five years, to ensure that the plan is responsive to current circumstances and that its goals are still supported by the citizenry. In addition, the Prince William County Strategic Plan and the Constrained Long-Range Transportation Plan have identified Transportation as a crucial issue and essential strategy for which to plan.

Comprehensive Plan Vision

The Comprehensive Plan for Prince William County contains a clear strategy for responsible, fiscally-sound growth to produce a vibrant, prosperous, stable, “livable” community. The goals, policies, and action strategies in the Comprehensive Plan have been shaped by citizen preferences, the County’s Strategic Plan, sound planning principles, and a need to balance the competing demands for development and the preservation of the County’s distinct, irreplaceable character. Providing “cost-effective and plan-based transportation systems” has been identified as one of the general goals for the future development of Prince William County and represents the vision of the Plan.

Transportation Goals

Transportation goals and polices were amended to support the land use concepts that are concurrently being proposed in conjunction with the Transportation update. Also, a new Transit Plan is being proposed, along with changes to the existing Thoroughfare Plan. The overall transportation goal for the Transportation and Transit Plan is being modified along with the individual goals for the Roads, Transit, and Non-Motorized Plans.

The proposed transportation goal is as follows:

- To create and sustain an environmentally friendly, multi-modal transportation system that; meets the demands for intra- and inter-county trips; is integrated closely with existing and planned development; and provides-a network of safe, efficient, and accessible modes of travel.

The proposed Transportation and Mass Transit Plan Update to the Comprehensive Plan consists of the following three components: Roads, Transit, and Non-Motorized. The overall intent of the Transportation chapter update is to support the pending Land Use chapter update to the Comprehensive Plan, while supporting the Centers concept, Smart Growth principles, along with inter-connected and multi-modal transportation options.

Attachment A – STAFF ANALYSIS

The proposed, stand-alone goals for each section of the plan are as follows:

- **Roads 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.
- **Transit GOAL:** Develop a countywide transit network that provides for the mobility needs of all county residents, connects land uses and people, integrates multiple modes of transportation, and reduces vehicle miles traveled (VMT) in single occupancy vehicles (SOVs).
- **Non-Motorized GOAL:** To create and sustain an integrated non-motorized transportation network that safely and efficiently serves the transportation needs of county citizens.

The following section lists an overview of the major changes/highlights as well as specific changes to each of the three sections of the Transportation Chapter of the Comprehensive Plan under consideration:

Roads –

- Thoroughfare Plan, Thoroughfare Plan Table, and Thoroughfare Plan Maps updated
- Roads text updated
- New policies and action strategies that support concepts of walkable mixed-use centers
- Interchange improvements and locations added
- Costs of transportation improvements added
- Recommends new DCSM standards for new urban cross-section design
- Updated technical appendices and definitions
- Revised/updated approaches for Travel Demand Forecasting (i.e., Transportation Model)

Major changes recommended by Planning Commission to Thoroughfare Plan

(Staff does not support changes in **BOLD**.):

- Eliminations –
Artemus Rd. (Rt. 15 to Rt. 234 Bypass)
- Reductions –
Bristow Rd., 4 lanes to 2 lanes (Rt. 28 to Rt. 234)
Sudley Rd., 4 lanes to 2 lanes (Rt. 15 to Rt. 234)
Catharpin Rd., 4 lanes to 2 lanes (Sudley Rd. to Rt. 55)
(Staff only recommends 4 lanes from Rt. 55 to Heathcote Blvd.)
Vint Hill Rd., 4 lanes to 2 lanes (Fauquier Co. to Rollins Ford Rd.)
Wellington Rd., 6 lanes to 4 lanes (Prince William Pkwy. to Godwin Dr.)
Tri-County Pkwy., 8 lanes to 6 lanes (Sudley Rd. to Fairfax Co.)
Aden Rd., 4 lanes to 2 lanes (Nokesville Rd. to Bristow Rd.)
James Madison Hwy. (Rt. 15), 4 lanes to 2 lanes (Sudley Rd. to Loudoun Co.)
Old Bridge Rd., 6 lanes to 4 lanes (Prince William Pkwy. to Colby Dr.)

Attachment A – STAFF ANALYSIS

- New Roads Added –
 - Station St. (University Blvd. to Balls Ford Rd.)
 - Rt. 29 Alternate (Rt. 29 to Fairfax Co.)**
 - Manassas Battlefield Bypass (Rt. 29 to Fairfax Co.)
 - Brady's Hill and **Old Triangle** Roads

- Increases –
 - Dale Blvd. from 4 lanes to 6 lanes (I-95 to Rt. 1)
 - PW Parkway from 4 to 6 lanes (Liberia to Hoadly)
 - PW Parkway from 4 to 6 lanes (I-66 to Brentsville Road)
 - I-95 – three HOT lanes instead of two HOV lanes
(BOCS does not support.)

- Extension –
 - Rollins Ford Rd. from University Blvd. to Wellington Rd.

- Additional Staff Recommendations (Roads) –
 - Reddy Drive – add to Thoroughfare Plan
 - Purcell Road East – reduce from Minor Arterial to Major Collector
 - Yates Ford Rd. (Davis Ford Rd. to Fairfax Co.) – reduce from 4 to 2 lanes
 - I-66 (Fauquier Co. to Rt. 15) – add HOV lanes
 - PW Parkway – changed functional class from Parkway to Principal Arterial for
(Hoadly Rd. to Caton Hill Rd.)

Transit –

- Expanded scope to address mass transit and additional modes
- Development of Level of Service standards in transit service areas
- Transit Improvement Map update, expanded to include updated PRTC bus routes, Park and Ride Lots, and VRE rail
- Creation of Transit Alternatives Map for future planning of alternative transportation modes, such as expansion Metro rail, enhanced VRE service, Bus Rapid Transit, Light Rail Transit, and potential commuter ferry service.

Major changes recommended by Planning Commission to Mass Transit Plan. (Staff does not support in **BOLD**):

- Developed a transit improvement plan describing needed transit improvements to 2030:
 - VRE –
 - Existing VRE stations and routes
 - VRE station at Cherry Hill
 - VRE extension from Manassas to Gainesville
 - 2 stations – Innovation, Gainesville
 - Haymarket Station not included in PC recommendation**

Attachment A – STAFF ANALYSIS

- PRTC –
 - Existing PRTC Routes (OmniRide, OmniLink, and Cross County Connector)
 - Enhancements to existing routes
 - New PRTC routes
- Park & Ride Facilities (existing and proposed)
- Developed a Future Transit Alternatives Map with potential/conceptual transit improvements to be considered for 2030:
 - VRE extensions to Haymarket and Nokesville
 - Metro rail to both eastern and western Prince William County
 - Ferry service at multiple points along the Potomac
 - Bus Rapid Transit (BRT) along certain major roadways and interstates
 - Light Rail Transit (LRT) to Dulles Airport through Manassas and Manassas Park
- Developed a Transit Level of Service (LOS) performance standards with the following three components:
 1. Proximity to transit stops
 2. Transit corridor location
 3. Transit connectivity and accessibility
- Transit LOS standards –
 - 1) Proposed new development is located within a proposed transit corridor and within 1/2 mile walking distance of a transit facility (e.g., PRTC transit stop, VRE station, or Park and Ride Lot).
 - Monetary contributions
 - Installation of transit facilities/infrastructure
 - Provide pedestrian amenities
 - 2) Proposed new development is located greater than 1/2 mile from a proposed transit corridor and outside of 1/2 mile walking distance to a transit facility (e.g., PRTC transit stop, VRE station, or Park and Ride Lot).
 - Monetary contributions

Non-Motorized –

- Technical update to section of Transportation chapter
- Enhanced action strategies and alternatives to motorized modes
- Bicycle and trail facility charts updated
- Expanded definitions and policies to support walkable and inter-connected communities (i.e., Centers concept)
- Promotes linkages between transportation modes and walkable centers of development

Analysis of Staff Recommended Changes

This section contains an analysis of specific amendments that are being recommended by staff within the text that has been recommended for adoption by the Planning Commission. After further review and analysis, staff has identified amendments to the Thoroughfare Plan Summary (Table 2), Thoroughfare Plan, and Roads text, which are provided in Attachment C. For clarity and tracking purposes, all amendments proposed by staff are represented by double-underline (i.e., change) or double-strikethrough (i.e., ~~change~~). A brief description and justification for each of the proposed staff amendments to the Planning Commission recommendation is as follows:

- FI-1) I-66 (Fauquier County line to Fairfax County line) (275' minimum/variable) -** Construction of a third general purpose lane, plus a shared high occupancy vehicle (HOV) lane/fourth general purpose lane has been completed between Fairfax County and the I-66/Route 234 Bypass interchange. The eastbound HOV lane can only be used by vehicles with 2 or more occupants during the morning peak period, but is open to general traffic during the remainder of the day. Similarly, the same restriction applies for the westbound HOV lane during the evening peak period. An extension of the third general purpose lane and shared HOV/fourth general purpose lane from the I-66/Route 234 Bypass interchange to the Fauquier County line ~~approximately a mile west of the I-66/Route 15 interchange~~ is being proposed to assist in the inter-County movement of traffic to and from the western portion of Prince William County. Additionally, the reconfiguration of the Route 29/I-66 interchange is being proposed to allow more efficient access to the commercial areas along the I-66 corridor.

Description of Change: Staff is proposing to extend the additional travel lane and HOV lanes further out to the Fauquier County line.

- PW-1) James Madison Highway/Route 15 (Loudoun County to ~~Sudley Road/Route 234~~ (existing); ~~(Sudley Road/Route 234 to Lee Highway/Route 29)~~ (160' PA-2 standard – 174' only where requested by functional plan) –** This roadway supports inter-County traffic to and from Loudoun and Fauquier Counties, as well as supports intra-County movement to and through the Gainesville area. It is currently the only existing major roadway connection between Prince William County and Loudoun County. Proposed grade separation with Route 29 should be evaluated for feasibility and need, and grade separation with the Norfolk-Southern rail line should be provided. The recommended right-of-way for this roadway ~~between Sudley Road and Lee Highway~~ corresponds generally to the PA-2 standard shown in the Prince William County Design and Construction Standards Manual – except in instances where the VDOT functional plan for this roadway recommends a higher right-of-way standard. Context sensitive solutions for improving this roadway should be evaluated and used where appropriate in areas that are part of the Journey Through Hallowed Ground. ~~With respect to the section of this roadway between Sudley Road and the Loudoun County line, the right of way corresponds to the existing right of way for this road. No widening is being proposed – as Loudoun County has not proposed the widening of this roadway on their side of the County line.~~

Attachment A – STAFF ANALYSIS

Description of Change: Staff feels that it is necessary to maintain Route 15 as a 4-lane road along its entire length within Prince William County. Despite the fact that the Loudoun County Comprehensive Plan has Route 15 as it enters Prince William County planned a 2-lane road, staff feels that there will be capacity issues if the roadway is not widened to accommodate traffic volumes.

PW-2) Prince William Parkway (Liberia Avenue to Hoadly Road) (160' PA-2 standard)
~~**(Hoadly Road to Jefferson Davis Highway/Route 1) (156' PA-1 standard)**~~; This road serves cross-County trips and provides a connection from the eastern end of the County to the City of Manassas and to points north and west of Manassas (through additional sections of the Parkway). ~~This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor, as well as to serve cross-County trips.~~ The recommended right-of-way corresponds with the standard typical section provided within the Prince William County Design and Construction Standards Manual.

Description of Change: Enhanced description of this segment of the parkway and how it functions.

PW-2

PA-11) Prince William Parkway (Liberia Avenue to Hoadly Road) (160' PA-2 standard)
(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. ~~This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor, as well as to serve cross-County trips.~~ The recommended right-of-way corresponds with the standard typical section provided within the Prince William County Design and Construction Standards Manual.

Description of Change: Addition language was added to clarify the functionality of this segment of the Prince William Parkway. This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor. It also provides access to the commercial areas within and surrounding Potomac Mills. Also, there are more closely spaced crossovers and more signals than would be in a normal parkway segment. Thus, for this segment, it does not truly function and/or represent the design standards of a parkway.

~~**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 Design and Construction Standards Manual.~~

Description of Change: Staff does not support the addition of this facility and recommends striking it. This improvement is not necessary to maintain adequate levels of service on parallel

Attachment A – STAFF ANALYSIS

facilities. Also, staff does not support this due to significant impacts to cultural and historical resources. Since staff already supports the Manassas Battlefield Bypass and the Route 234 Bypass North, which are two facilities that accomplish the same result, the Route 29 Alternate is not necessary and not justifiable.

MA-2) Belmont Bay Drive (Gordon Boulevard/Route 123 to ~~end~~ Palisades Street) (128' MA-1 standard) – This road provides a connection between the Belmont Bay development (including the town center, marina, and other proposed uses within the development) and the Route 1 area, including the Woodbridge Virginia Railway Express (VRE) station. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

Description of Change: As a clarification, the relevant segment of roadway ends at Palisades Street.

MA-4) Bristow Road (Nokesville Road/Route 28 to Dumfries Road/Route 234) (existing) – Traffic volumes have increased along this intra-County connecting roadway. Although volumes are substantial, the historic and cultural impacts to the villages of Brentsville and Bristow that will result by widening the road are significant enough that the County proposes leaving the right of way and cross-section of this roadway as it currently exists, except for the section between Nokesville Road and the railroad tracks. Final decisions concerning the impacts of widening this section of roadway, as well as how and where to provide transitions to the existing two lane sections of the roadway, should be based on future traffic projections as developments are proposed. Additionally, However, potential methods for bypassing both Bristow and Brentsville should be investigated to see if a solution to both the traffic and historic/cultural issues can be achieved.

Description of Change: Clarification over future improvements to roadway. Final decisions concerning the widening of this section of the roadway should be based on future traffic projections as developments are proposed and coordinated.

MA-20) Old Bridge Road (Prince William Parkway/Route 3000 ~~to Colby Drive~~) (existing); (Colby Drive to Gordon Boulevard/Route 123) (120' existing) – This road provides a major intra-County connection and provides access to both I-95 and the Prince William Parkway. This road will continue to handle increased traffic volumes as development continues in the residential and commercial sections of Lake Ridge. The recommended right-of-way for the segment between Colby Drive and the Prince William Parkway corresponds with the existing right-of-way acquired for of this road. The recommended right-of-way for the segment between Colby Drive and Gordon Boulevard corresponds with the right-of-way width already obtained acquired for this road in the existing six-lane segments of Old Bridge Road.

Description of Change: Staff feels that it is necessary to maintain the planned 6-lane design for the entire length of Old Bridge Road, from the Prince William Parkway to Gordon Boulevard.

Attachment A – STAFF ANALYSIS

Old Bridge Road will need to continue to handle increased traffic volumes as development continues in the residential and commercial sections of Lake Ridge.

~~**MA-21) Old Carolina Road (James Madison Highway/Route 15 to Heathcote Boulevard) (128' MA-1 standard)** – This section of Old Carolina Road connects the Town of Haymarket and the residential developments along Route 15 to the north. Based on development surrounding the roadway, volumes are such that a minor arterial standard is required rather than the collector standard required for the southern portion of this roadway. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.~~

Description of Change: Clarification over segment descriptions. This portion was combined with other major collector segment of Old Carolina Road.

MA-30) Sudley Road/Route 234 (James Madison Highway/Route 15 to Route 234 Bypass-North) (existing 106' MA-2/MC-2 standard) – This roadway provides an important east-west connection in the northern/western end of the County. Once the Route 234 Bypass-North and the Manassas Battlefield Bypass are built, the existing sections of Sudley Road that traverse through the Manassas National Battlefield Park are proposed to close to through traffic and only be available to traffic with destinations within the Park. ~~Because of constraints along the roadway, no widening is being proposed and the recommended right-of-way corresponds with the existing right-of-way of this roadway.~~ The recommended right-of-way corresponds to the MA-2/MC-2 standard typical section provided within the County's Design and Construction Standards Manual.

Description of Change: Clarification with functional classification of the detail as shown in the DCSM being minor arterial rather than major collector. Since this road is expected to fall below LOS D in 2030 as a 2-lane road, it is recommended that it be 4 lanes. The recommended right-of-way corresponds to the MA-2 standard typical section provided within the County's Design and Construction Standards Manual.

MA-34) Vint Hill Road/Route 215 (Fauquier County to Rollins Ford Road) (existing 106' MA-2/MC-2 standard) – This road, paralleling Linton Hall Road and connecting Fauquier County with Route 28, will provide an alternative to Linton Hall Road for traffic destined for the Route 28 employment areas. ~~The area between the Fauquier County line and Rollins Ford Road is not being proposed for any improvements. However,~~ the recommended right-of-way for the widened section between Fauquier County and Rollins Ford Road corresponds with the MA-2/MC-2 standard typical section provided within the County's Design and Construction Standards Manual.

Description of Change: Clarification with functional classification of the detail as shown in the DCSM being minor arterial rather than major collector. The recommended right-of-way corresponds to the MA-2 standard typical section provided within the County's Design and

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Construction Standards Manual. The change also supports the position that staff feels the road should be widened to four lanes, but Planning Commission does not.

MC-8) Catharpin Road (Sudley Road/Route 234 to John Marshall Highway/Route 55) (existing 106' MA-2/MC-2 standard) – This road provides an important intra-County connection between the retail and employment areas in Gainesville and the residential areas surrounding Sudley Road. No widening is proposed for this roadway and as such, the recommended right of way for this road is the right of way that currently exists. The recommended right-of-way for the widened section between Heathcote Boulevard and John Marshall Highway/Route 55 corresponds with the MC-2/MA-2 standard typical section provided within the County's Design and Construction Standards Manual. The segment between Sudley Road/Route 234 to Heathcote Boulevard is to remain as two lanes.

Description of Change: Clarification with functional classification of the detail as shown in the DCSM being major collector rather than minor arterial, as well as segment description. Since the section of road between Heathcote Boulevard and Route 55 is expected to fall below LOS D in 2030 as a 2-lane road, it is recommended that it be widened to 4 lanes.

MC-25) Old Carolina Road (James Madison Highway/Route 15 to Lee Highway/Route 29), excluding the Town of Haymarket (104' MC-1 standard) - This road provides access into the Town of Haymarket, as well as This road, extending from north of the Town of Haymarket to Route 29, provides improved access and mobility to residential areas planned in this corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

Description of Change: Clarification with roadway segment and functional classification as major collector for entire segment.

~~**MC-27) Old Triangle Road/Route 1108 (Fuller Road to Orange Street) (existing RL-2 standard)** – Old Triangle Road provides a connection from the areas north of Quantico Marine Base into the Town of Dumfries. The recommended right of way for Old Triangle Road is the right of way that currently exists for this roadway. The recommended right of way corresponds with RL-2 (58'), category III, and with sidewalks on both sides of the street.~~

Description of Change: Staff does not support the addition of this facility and recommends eliminating it from the Thoroughfare Plan.

MC-30) Purcell Road (Dumfries Road/Route 234 to Hoadly Road) (128' MA-1 104' MC-1 106' MC-2 standard)

This roadway provides an extension of Dale Boulevard to help facilitate traffic coming from Dumfries Road. The recommended right-of-way corresponds with the MA-1 MC-2 standard typical section provided within the County's Design and Construction Standards Manual. Realignment of the intersection of Purcell Road and

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Dumfries Road is required in order to provide a safer design that is more in conformance with the geometric standards of the DCSM.

Description of Change: Clarification with functional classification and roadway width. Edits made to clarify that the recommended right-of-way corresponds with the MC-2 standard typical section provided within the County's Design and Construction Standards Manual. Realignment of the intersection of Purcell Road and Dumfries Road is required in order to provide a safer design that is more in conformance with the geometric standards of the DCSM.

MC-31 Purcell Road East (Purcell Road to Prince William Parkway) (106' ~~MA-2~~/MC-2 standard) - This proposed mid-County connection between Route 234 and the Prince William Parkway will provide access from planned residential areas north of Hoadly Road. ~~Originally planned as a minor arterial, residential development within this area has occurred more rapidly than was originally anticipated in the Long Range Land Use Plan, causing the need to upgrade this road to a major collector.~~ The recommended right-of-way corresponds with the ~~MA-2~~/MC-2 standard typical section provided within the County's DCSM.

Description of Change: Clarification with functional classification and roadway width. Edits made to clarify that the recommended right-of-way corresponds with the MC-2 standard typical section provided within the County's DCSM.

~~MC-48)~~

MC-32 Reddy Drive (Jefferson Davis Highway/Route 1 to Blackburn Road) (existing) –
This road serves as a connector for the Opitz/Neabsco Mills loop road as it crosses Route 1 and eventually to Rippon Boulevard. It also provides an extension of Opitz Boulevard east of Route 1/Jefferson Davis Highway and serves as a link in the “loop road” connection in the Potomac Communities (along Opitz Boulevard, Blackburn Road, and Neabsco Mills Road). The right-of-way recommended for this roadway corresponds with the existing right-of-way acquired for this road.

Description of Change: Staff recommends adding this road facility to the Thoroughfare Plan. The segment of roadway serves as a connector for the Opitz/Neabsco Mills loop road as it crosses Route 1 and eventually to Rippon Boulevard. The right-of-way recommended for this roadway corresponds with the existing right-of-way acquired for this road. Also, this was reordered on the road facility list for consistency and to be in alphabetical order.

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MC-37) Smoketown Road (Griffith Avenue to Old Bridge Road) (~~110'~~ existing) – This roadway provides access to and from the residential and commercial areas to the north of Old Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

Description of Change: Clarification with right-of-way width description. In this case, the necessary width already exists. Edits were made to clarify that the recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-47) Yates Ford Road (Prince William Parkway/Route 3000 to ~~Fairfax County Line~~ Davis Ford Road) (100' existing) - Yates Ford Road distributes traffic from Fairfax County to the Prince William Parkway. The recommended right-of-way corresponds with the existing right of way acquired for this already constructed roadway.

Description of Change: Staff does not agree with segment of improvements up to the Fairfax County line. Instead, staff is only supporting 4 lanes up to the Davis Ford Road intersection, and then with 2 lanes up the Fairfax County line.

Thoroughfare Plan Summary (Table 2):

Staff recommends the following changes in Table 2, as provided in Attachment B.

Roadway Plan:

- 1) Deletion of RD1.2 action strategy, and retention of the previously proposed action strategies for R1.2 and R1.3 to allow projects on or near roads operating below LOS D to make improvements to the transportation system that fall short of bringing the road back to LOS D.
- 2) Edits made to RD1.3 action strategy to offer more flexibility for projects that proposed a walkability component and to clarify that projects failing to achieve LOS D on all adjacent and nearby roads can still be approved.
- 3) Edits made to RD6.4 action strategy to provide flexibility for the funding of rural area projects. There may be an instance where a road is rural in nature but not in the rural area or instances where a project is in the rural area (landscaping business, 10 acre lots, etc.) that may access a rural road and that may need improvement based upon VDOT/DCSM standards.
- 4) Inclusion of the original four action strategies (i.e., retain RD8.4, RD8.5, RD8.6, and RD8.7) that were proposed by the National Park Service in the vicinity of the Manassas National Battlefield Park.

Transportation Plan (Action Strategies):

Edit made to one of the overarching Transportation Plan action strategies, T10, to emphasize coordination and involvement with the BRAC initiative.

Transit Plan:

Include extension of Virginia Railway Express line and station (VRE) to the Haymarket area.

Appendix:

The minimum acceptable LOS for roadways and intersections in Prince William County is LOS “D”. All new residential and non-residential developments are expected to maintain LOS ~~“C”~~ “D” or better for roadways and intersections currently operating above LOS “D”, and not deteriorate roadways and intersections currently operating below LOS ~~“C”~~ “D”. Meeting the LOS standards can be achieved through proffers or conditions providing: additional roadway capacity, signalization, turn lanes, traffic reducing transportation demand management strategies, or other improvements that either increase the capacity of the transportation network or reduce the traffic demand on the network.

Description of Change: Provides clarity on LOS D remaining as the relevant threshold for which to evaluate level of service for roads – not LOS C. The language should simply state that the minimum acceptable LOS is D and that developments should not deteriorate LOS below D. LOS D has been and should continue to be the evaluation standard. Although maintaining acceptable Level of Service standards for roadways are important, flexibility should be given when addressing issues of walkability and less reliance on single-occupancy vehicles.

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This section contains specific amendments that are being proposed by staff within the text that has been recommended for adoption by the Planning Commission. Staff recommended changes are indicated by double strikethrough and/or double underline. What follows are the relevant sections being proposed by staff, as they vary from the recommended Planning Commission draft.

Thoroughfare Plan text changes –

FI-1) I-66 (Fauquier County line to Fairfax County line) (275' minimum/variable) - Construction of a third general purpose lane, plus a shared high occupancy vehicle (HOV) lane/fourth general purpose lane has been completed between Fairfax County and the I-66/Route 234 Bypass interchange. The eastbound HOV lane can only be used by vehicles with 2 or more occupants during the morning peak period, but is open to general traffic during the remainder of the day. Similarly, the same restriction applies for the westbound HOV lane during the evening peak period. An extension of the third general purpose lane and shared HOV/fourth general purpose lane from the I-66/Route 234 Bypass interchange to the Fauquier County line ~~approximately a mile west of the I-66/Route 15 interchange~~ is being proposed to assist in the inter-County movement of traffic to and from the western portion of Prince William County. Additionally, the reconfiguration of the Route 29/I-66 interchange is being proposed to allow more efficient access to the commercial areas along the I-66 corridor.

PW-1) James Madison Highway/Route 15 (Loudoun County to ~~Sudley Road/Route 234~~ (existing); ~~(Sudley Road/Route 234 to Lee Highway/Route 29)~~ (160' PA-2 standard – 174' only where requested by functional plan) – This roadway supports inter-County traffic to and from Loudoun and Fauquier Counties, as well as supports intra-County movement to and through the Gainesville area. It is currently the only existing major roadway connection between Prince William County and Loudoun County. Proposed grade separation with Route 29 should be evaluated for feasibility and need, and grade separation with the Norfolk-Southern rail line should be provided. The recommended right-of-way for this roadway ~~between Sudley Road and Lee Highway~~ corresponds generally to the PA-2 standard shown in the Prince William County Design and Construction Standards Manual – except in instances where the VDOT functional plan for this roadway recommends a higher right-of-way standard. Context sensitive solutions for improving this roadway should be evaluated and used where appropriate in areas that are part of the Journey Through Hallowed Ground. ~~With respect to the section of this roadway between Sudley Road and the Loudoun County line, the right of way corresponds to the existing right of way for this road.~~

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~~No widening is being proposed – as Loudoun County has not proposed the widening of this roadway on their side of the County line.~~

PW-2) Prince William Parkway (Liberia Avenue to Hoadly Road) (160' PA-2 standard) – (Hoadly Road to Jefferson Davis Highway/Route 1) (156' PA-1 standard); This road serves cross-County trips and provides a connection from the eastern end of the County to the City of Manassas and to points north and west of Manassas (through additional sections of the Parkway). ~~This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor, as well as to serve cross-County trips.~~ The recommended right-of-way corresponds with the standard typical section provided within the Prince William County Design and Construction Standards Manual.

~~PW-2~~

PA-11) Prince William Parkway (Liberia Avenue to Hoadly Road) (160' PA-2 standard) (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. ~~This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor, as well as to serve cross-County trips.~~ The recommended right-of-way corresponds with the standard typical section provided within the Prince William County Design and Construction Standards Manual.

~~**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 Design and Construction Standards Manual.~~

MA-2) Belmont Bay Drive (Gordon Boulevard/Route 123 to end Palisades Street) (128' MA-1 standard) – This road provides a connection between the Belmont Bay development (including the town center, marina, and other proposed uses within the development) and the Route 1 area, including the Woodbridge Virginia Railway Express (VRE) station. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

MA-4) Bristow Road (Nokesville Road/Route 28 to Dumfries Road/Route 234) (existing) – Traffic volumes have increased along this intra-County connecting roadway. Although volumes are substantial, the historic and cultural impacts to the villages of Brentsville and Bristow that will result by

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widening the road are significant enough that the County proposes leaving the right of way and cross-section of this roadway as it currently exists, except for the section between Nokesville Road and the railroad tracks. Final decisions concerning the impacts of widening this section of roadway, as well as how and where to provide transitions to the existing two lane sections of the roadway, should be based on future traffic projections as developments are proposed. Additionally, However, potential methods for bypassing both Bristow and Brentsville should be investigated to see if a solution to both the traffic and historic/cultural issues can be achieved.

MA-20) Old Bridge Road (Prince William Parkway/Route 3000 to Colby Drive) (existing); (Colby Drive to Gordon Boulevard/Route 123) (120' existing) –
This road provides a major intra-County connection and provides access to both I-95 and the Prince William Parkway. This road will continue to handle increased traffic volumes as development continues in the residential and commercial sections of Lake Ridge. The recommended right-of-way for the segment between Colby Drive and the Prince William Parkway corresponds with the existing right-of-way acquired for of this road. The recommended right of way for the segment between Colby Drive and Gordon Boulevard corresponds with the right of way width already obtained acquired for this road in the existing six lane segments of Old Bridge Road.

MA-21) Old Carolina Road (James Madison Highway/Route 15 to Heathcote Boulevard) (128' MA-1 standard) –
This section of Old Carolina Road connects the Town of Haymarket and the residential developments along Route 15 to the north. Based on development surrounding the roadway, volumes are such that a minor arterial standard is required rather than the collector standard required for the southern portion of this roadway. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

MA-30) Sudley Road/Route 234 (James Madison Highway/Route 15 to Route 234 Bypass-North) (existing 106' MA-2/MC-2 standard) –
This roadway provides an important east-west connection in the northern/western end of the County. Once the Route 234 Bypass-North and the Manassas Battlefield Bypass are built, the existing sections of Sudley Road that traverse through the Manassas National Battlefield Park are proposed to close to through traffic and only be available to traffic with destinations within the Park. Because of constraints along the roadway, no widening is being proposed and the recommended right of way corresponds with the existing right of way of this roadway. The recommended right-of-way corresponds to the MA-2/MC-2 standard typical section provided within the County's Design and Construction Standards Manual.

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MA-34) Vint Hill Road/Route 215 (Fauquier County to Rollins Ford Road) (existing 106' MA-2/MC-2 standard) – This road, paralleling Linton Hall Road and connecting Fauquier County with Route 28, will provide an alternative to Linton Hall Road for traffic destined for the Route 28 employment areas. ~~The area between the Fauquier County line and Rollins Ford Road is not being proposed for any improvements. However, the~~ recommended right-of-way for the widened section between Fauquier County and Rollins Ford Road corresponds with the MA-2/MC-2 standard typical section provided within the County's Design and Construction Standards Manual.

MC-8) Catharpin Road (Sudley Road/Route 234 to John Marshall Highway/Route 55) (existing 106' MA-2/MC-2 standard) – This road provides an important intra-County connection between the retail and employment areas in Gainesville and the residential areas surrounding Sudley Road. ~~No widening is proposed for this roadway and as such, the recommended right of way for this road is the right of way that currently exists.~~ The recommended right-of-way for the widened section between Heathcote Boulevard and John Marshall Highway/Route 55 corresponds with the MC-2/MA-2 standard typical section provided within the County's Design and Construction Standards Manual. The segment between Sudley Road/Route 234 to Heathcote Boulevard is to remain as two lanes.

MC-25) Old Carolina Road (James Madison Highway/Route 15 to Lee Highway/Route 29), excluding the Town of Haymarket (104' MC-1 standard) - This road provides access into the Town of Haymarket, as well as ~~This road, extending from north of the Town of Haymarket to Route 29, provides~~ improved access and mobility to residential areas planned in this corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

~~**MC-27) Old Triangle Road/Route 1108 (Fuller Road to Orange Street) (existing RL-2 standard)** – Old Triangle Road provides a connection from the areas north of Quantico Marine Base into the Town of Dumfries. The recommended right of way for Old Triangle Road is the right of way that currently exists for this roadway. The recommended right-of-way corresponds with RL-2 (58'), category III, and with sidewalks on both sides of the street.~~

MC-30) Purcell Road (Dumfries Road/Route 234 to Hoadly Road) (128' MA-1 104' MC-1 106' MC-2 standard)

This roadway provides an extension of Dale Boulevard to help facilitate traffic coming from Dumfries Road. The recommended right-of-way corresponds with the MA-1 MC-2 standard typical section provided within the County's Design and Construction Standards Manual. Realignment of the intersection of Purcell Road and Dumfries Road is required in order to provide

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a safer design that is more in conformance with the geometric standards of the DCSM.

MC-31 **Purcell Road East (Purcell Road to Prince William Parkway) (106' MA-2/MC-2 standard)** - This proposed mid-County connection between Route 234 and the Prince William Parkway will provide access from planned residential areas north of Hoadly Road. ~~Originally planned as a minor arterial, residential development within this area has occurred more rapidly than was originally anticipated in the Long Range Land Use Plan, causing the need to upgrade this road to a major collector.~~ The recommended right-of-way corresponds with the MA-2/MC-2 standard typical section provided within the County's DCSM.

MC-32 **Reddy Drive (Jefferson Davis Highway/Route 1 to Blackburn Road) (existing)** – This road serves as a connector for the Opitz/Neabsco Mills loop road as it crosses Route 1 and eventually to Rippon Boulevard. It also provides an extension of Opitz Boulevard east of Route 1/Jefferson Davis Highway and serves as a link in the “loop road” connection in the Potomac Communities (along Opitz Boulevard, Blackburn Road, and Neabsco Mills Road). The right-of-way recommended for this roadway corresponds with the existing right-of-way acquired for this road.

MC-37 **Smoketown Road (Griffith Avenue to Old Bridge Road) (110' existing)** – This roadway provides access to and from the residential and commercial areas to the north of Old Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-47 **Yates Ford Road (Prince William Parkway/Route 3000 to Fairfax County Line Davis Ford Road) (100' existing)** - Yates Ford Road distributes traffic from Fairfax County to the Prince William Parkway. The recommended right-of-way corresponds with the existing right of way acquired for this already constructed roadway.

Attachment B – Transportation Text Staff Recommendation

Thoroughfare Plan Summary Table changes –

THOROUGHFARE PLAN SUMMARY - Staff Recommended Changes						
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 Route 16 Antioch Road Bridge	Freeway/Interstate (FI-1)	275' Variable	4 SOV 4 SOV/2 HOV	N/A
I-66	66	Fauquier CL to Fairfax CL	Freeway/Interstate (FI-1)	275' Variable	4 SOV 6 SOV/2 HOV	N/A
James Madison Highway	45	Loudoun CL to Sudley Road (Route 234)	Principal Arterial - Parkway (PW-4)	existing	4-2	Class I/East - N/A
James Madison Highway	15	Sudley Road (Route 234) Loudoun CL to Lee Highway (Route 29)	Principal Arterial - Parkway (PW-1)	160' - 174'	4	Class I/East
Prince William Parkway	3000	Hoadly Road to Caton Hill Road	Parkway Principal Arterial (PW-2) (PA-11)	420' minimum - 156'	6	Class I/North
Prince William Parkway	3000	Caton Hill Road to Jefferson Davis Highway (Route 1)	Parkway Principal Arterial (PW-2) (PA-11)	420' minimum - 156'	4	Class I/North
Route 29 - Alternate Route	IBD	Lee Highway (Route 29) to Fairfax CL	Principal Arterial (PA-12)	156'	4	Class I/North
Old Bridge Road	644	Minnerville Rd - Prince William Parkway (Route 3000) to Selby Drive	Minor Arterial (MA-20)	existing	6-4	Class I/North
Old Bridge Road	641	Selby Drive Prince William Parkway (Route 3000) to Gordon Blvd (Route 123)	Minor Arterial (MA-20)	120' existing	6	Class I/North
Sudley Road	234	James Madison Highway (Route 15) to Manassas National Battlefield Route 234 Bypass - (North)	Minor Arterial (MA-30)	420' 106'	2 4	Class III - Class I/North
Vint Hill Road	215	Fauquier CL to Rollins Ford Road	Minor Arterial (MA-34)	402' 106'	2 4	Class III - Class II
Catharpin Road	676	Sudley Road (Route 234) to Heathcote Boulevard to John Marshall Highway (Route 55)	Major Collector (MC-8)	402' 106'	2	Class III - Class I/West

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THOROUGHFARE PLAN SUMMARY - Staff Recommended Changes							
Table 2	FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
	<u>Catharin Road</u>	<u>676</u>	<u>Stidley Road (Route 234) Heathcote Boulevard to John Marshall Highway (Route 55)</u>	<u>Major Collector</u> (MC-8)	<u>40'-106'</u> MC-2	<u>2-4</u>	<u>Class III - Class II</u> West <u>Class II</u>
	<u>Old Triangle Road</u>	<u>IBD</u>	<u>Fuller Road to Orange Street</u>	<u>Major Collector</u> (MC-27)	<u>58' RL-2 (see text)</u>	<u>2</u>	<u>Class III - East/West</u>
	<u>Reddy Drive</u>	<u>2000</u>	<u>Jefferson Davis Highway (Route 1) to Blackburn Road</u>	<u>Major Collector</u> MC-32	<u>existing</u>	<u>4</u>	<u>Class I / North/South</u>
	<u>Yates Ford Road</u>	<u>612</u>	<u>Prince William Parkway (Route 3000) to Fairfax CL Davis Ford Road</u>	<u>Major Collector</u> (MC-47)	<u>100'</u> (see text)	<u>4</u>	<u>Class II</u>
	<u>Yates Ford Road</u>	<u>612</u>	<u>Prince William Parkway (Route 3000) Davis Ford Road to Fairfax CL</u>	<u>Major Collector</u> (MC-47)	<u>400' existing</u> (see text)	<u>4-2</u>	<u>Class II</u> N/A

Attachment B – Transportation Text Staff Recommendation

Roadway Plan text changes –

~~RD1.2 During the development process, for roadway corridors and intersections currently operating below LOS D require that the applicant evaluate the extent to which their proposed development additionally deteriorates the level of service (background traffic shall be considered). In such instances, the applicant is required maintain the expected LOS at the time of build-out (without the proposed development) for those intersections and roadway corridor segments in order to mitigate the additional impacts of their development. Applications that fail to meet the LOS standards shall be generally considered inconsistent with the transportation component of the Comprehensive Plan.~~

RD1.2. During the rezoning and special use permit processes, require that the applicant set forth techniques to maintain existing LOS for those intersections and roadway segments already operating below LOS “D” and which would be further reduced by the traffic impacts of the requested development. Background traffic shall also be considered.

RD1.3 In the event the traffic impacts of a requested development proposal will further deteriorate the level of service of an intersection or roadway corridor section already operating below LOS D, if the applicant cannot mitigate the impacts of their proposal, consider which of the following is most consistent with the Comprehensive Plan:

- Approval of the development proposal at the lowest end of the recommended density range
- Denial of the development proposal
- Approval of the development proposal as submitted

Note: Consideration ~~may~~ shall be given to proposals within walkable communities and town centers, such as projects within ~~mixed use designation areas~~ Centers of Community, Centers of Commerce, Mass Transit Node (MTN), and Urban Mixed Use (UMU) designations. These areas shall demonstrate reduced demand for roadway capacity by creating walkable communities, or shifting demand to transit or other transportation alternatives. In all instances, when making such a determination, background traffic shall be considered.

RD8.4 During the development of the Manassas Battlefield Bypass and the Tri-County Parkway in the vicinity of the Manassas National Battlefield Park, coordinate with the National Park Service (NPS), VDOT, and Fairfax County to plan the closings of Route 29 and Route 234 to through-traffic within the park.

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RD8.5. Coordinate with VDOT to complete a traffic analysis for Groveton Road and Featherbed Lane (Route 622) and explore closing these roads to through-traffic, while still providing for park access.

RD 8.6 As roads within the park are closed to through-traffic, retain access for emergency traffic and incident management, as needed. Coordinate with the National Park Service, VDOT, and Fairfax County to develop a plan for emergency use of these roads.

RD 8.7 As the roads within the park are transferred to NPS ownership, following the completion of the Manassas Battlefield Bypass and the Tri-County Parkway, coordinate with the National Park Service to develop and implement a plan for continued park access and road usage.

Appendix –

APPENDIX A

LEVEL OF SERVICE STANDARDS FOR ROADWAYS AND INTERSECTIONS

The minimum acceptable LOS for roadways and intersections in Prince William County is LOS “D”. All residential and non-residential developments are expected to maintain LOS “D” or better for roadways and intersections currently operating at or above LOS “D”, and not deteriorate roadways and intersections currently operating below LOS “D”. Meeting the LOS standards can be achieved through proffers or conditions providing: additional roadway capacity, signalization, turn lanes, traffic reducing transportation demand management strategies, or other improvements that either increase the capacity of the transportation network or reduce the traffic demand on the network.

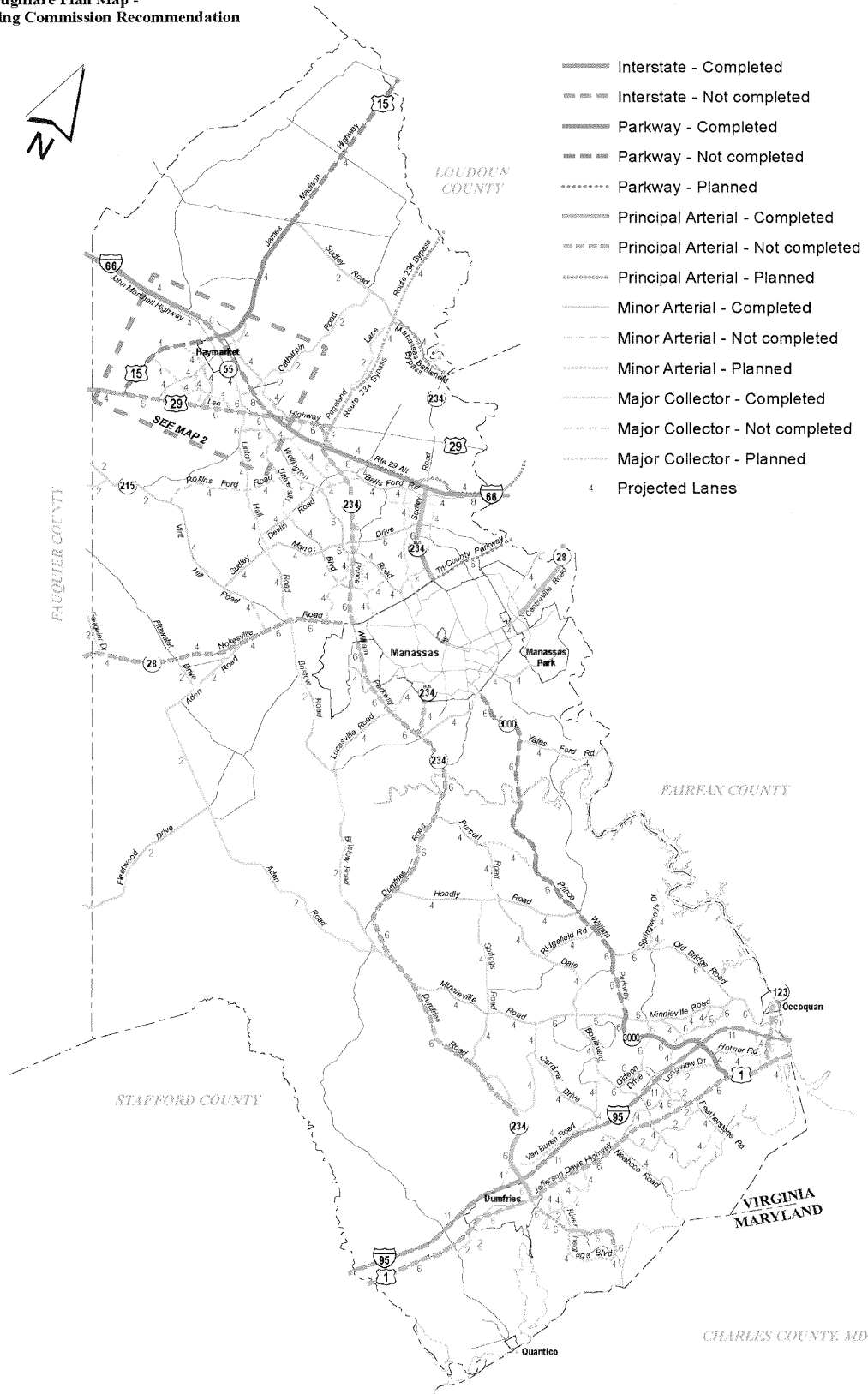
Overarching Note:

(The previously proposed terms “Centers of Community” and “Centers of Commerce” have been consistently replaced with the term “mixed use designation area” throughout the Planning Commission draft. In this case, staff is recommending that these two terms be reinstated throughout the text, as necessary.)

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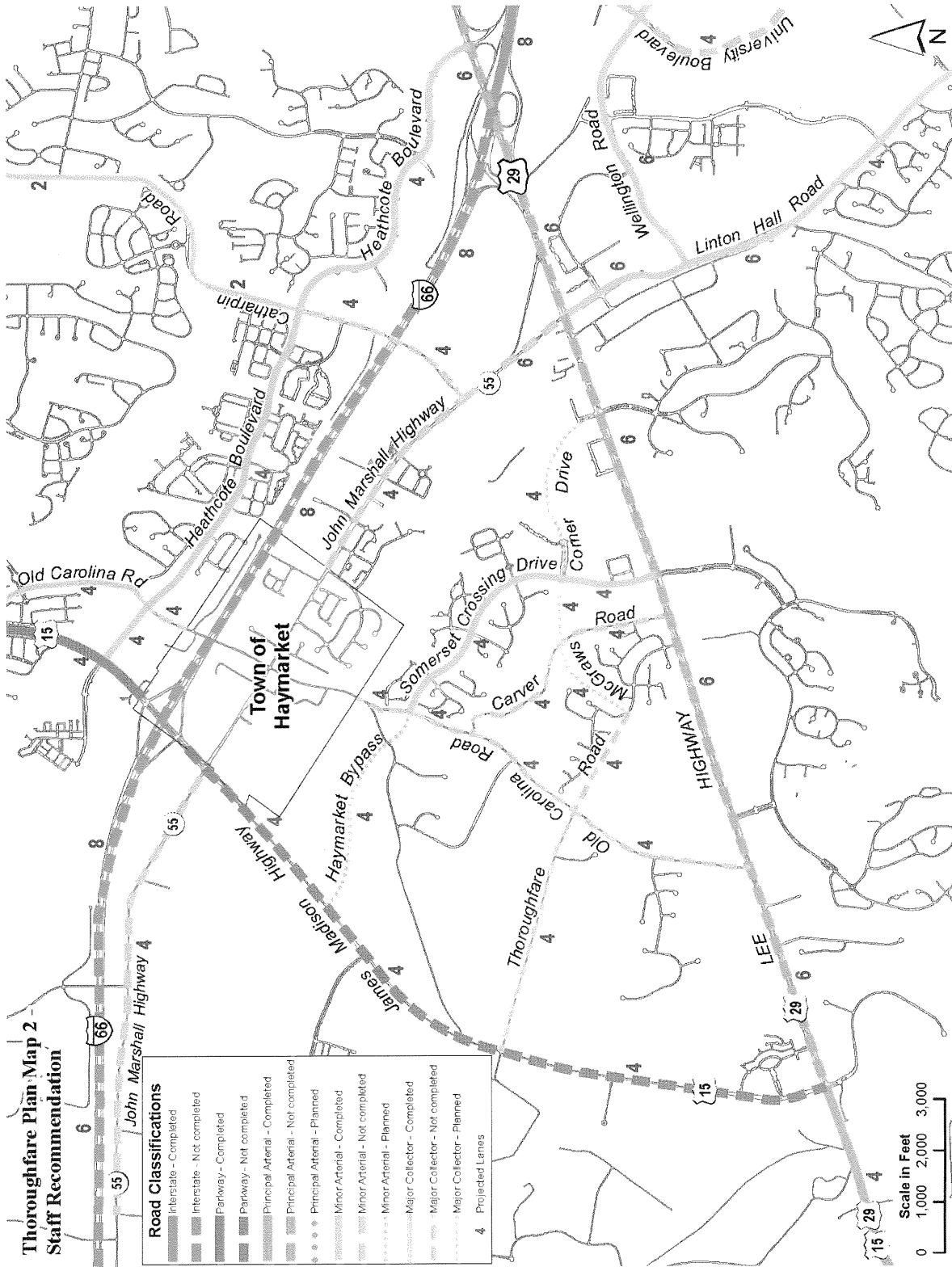
Map 1 – Existing and Projected Thoroughfare Facilities Map – STAFF

Thoroughfare Plan Map -
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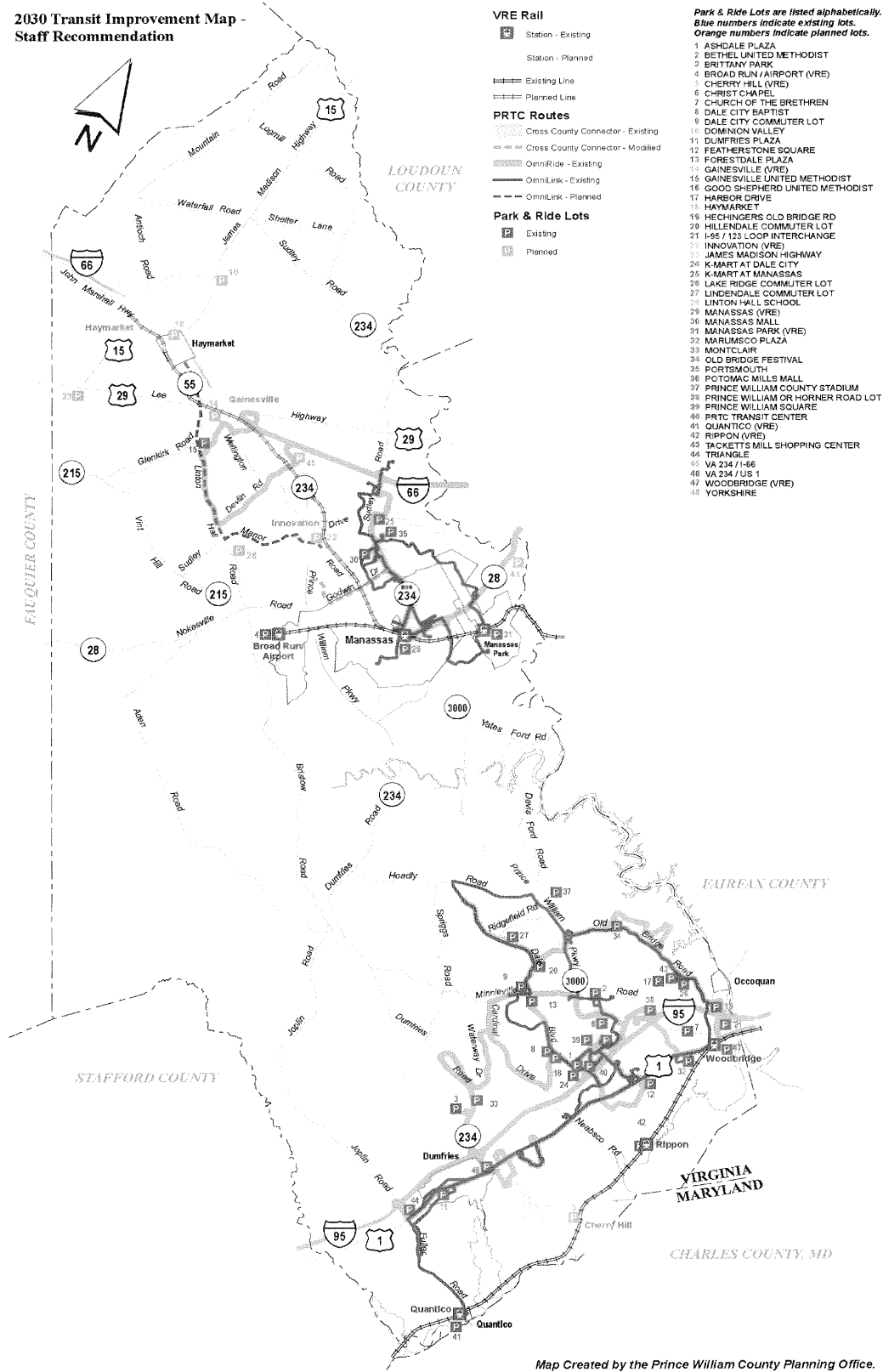
Map 2 – Inset of Existing and Projected Thoroughfare Facilities Map – STAFF



Attachment B – Transportation Text Staff Recommendation

Map 3 – 2030 Transit Improvement Map – STAFF

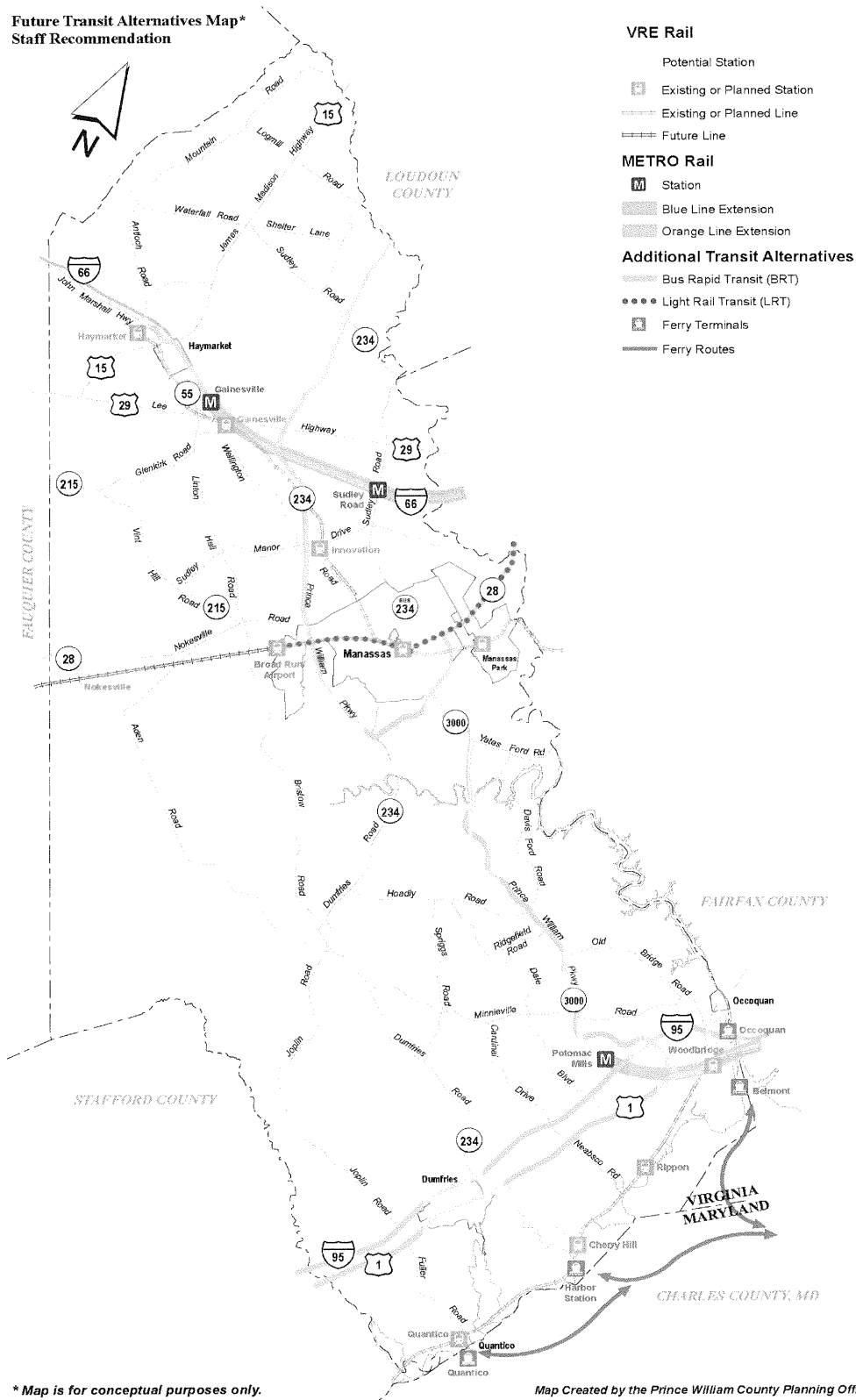
2030 Transit Improvement Map - Staff Recommendation



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Map 4 – Future Transit Alternatives Map – STAFF

Future Transit Alternatives Map*
Staff Recommendation



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TRANSPORTATION

Intent

~~A well-functioning transportation system in Prince William County is essential to ensure the efficient movement of people and goods, maintain the quality of life, and provide for economic growth and diversification. Prince William County has grown with the automobile and the auto has provided the mobility to accommodate development within the County. The Transportation Plan is designed to promote the safe and efficient movement of goods and people throughout the County and surrounding jurisdictions. The plan will utilize a multi-modal approach to the transportation network roadway, transit, bicycle, and pedestrian facilities.~~

~~The traffic congestion problems currently being experienced are a result in part of local and regional population and employment growth that have combined to stress the existing system beyond its capacity to handle traffic. The Transportation Plan presented herein proposes a multi-modal program to address traffic congestion.~~

~~The Transportation Plan will provide the basic framework to meet the existing and future needs of the County, and serve as a useful guide for the Virginia Department of Transportation (VDOT) and the Prince William County Department of Transportation in their efforts to provide transportation improvements in accordance with the desires of the County.~~

The intent of this Transportation Plan is to provide a multi-modal transportation network (including roadways, transit facilities, and services, as well as non-motorized options) that allows for the safe and efficient movement of goods and people throughout the County and into surrounding jurisdictions.

A well-functioning transportation system in Prince William County is essential to ensure the efficient movement of people and goods, maintain the quality of life, and provide for economic growth. As population and commercial growth continue in the County and the region, the existing transportation network will be unable to handle the traffic demands placed upon it. As such, it becomes essential for Prince William County to not only expand, but diversify the way residential, recreational, commercial, and work related trips move throughout the County.

To reduce congestion, Prince William County must expand road, transit, and non-motorized capacity. By integrating transportation planning much more closely with land use planning and using the Ten Principles of Smart Growth, as stated in the Land Use chapter, Prince William can reduce the future demand for transportation infrastructure. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed use designation areas throughout the County will help to ease the road congestion by providing options for a range of transportation modes, including transit.

The Transportation Plan will provide the basic framework to meet the existing and future needs of Prince William County. Additionally, it will serve as a guide to the Prince William County Department of Transportation and the Virginia Department of Transportation (VDOT), as well as

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the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express (VRE), and other transportation related agencies in the region in their efforts to provide transportation improvements in accordance with the desires of the County. Specific road and transit projects proposed in this plan are expected to be completed by the Comprehensive Plan build-out year of 2030.

The Transportation Goals, Policies and Action Strategies presented herein should meet the following:

1. SPECIFIC
 - a. Make sure the desired objective is well defined.
2. MEASURABLE
 - a. Assess the objective in quantitative or qualitative terms.
 - b. Make sure that staff can track progress in achieving the objective in terms of positive or negative performance results, with every Comprehensive Plan Update.
3. ACHIEVABLE
 - a. Ensure that the objectives are attainable, and provide a challenge to achieve.
4. RESULTS ORIENTED
 - a. Verify that there is a specific end product or outcome that has value versus just stating an activity to be performed.

This document explores transportation solutions based on development of walkable mixed use areas, increasing transit services, and widening and building roads in order to move people/vehicles effectively. Existing road infrastructure will be enhanced to reduce existing congestion and ways should be explored to capitalize within the development area on land use and transit solutions to accommodate future growth.

A key part of the policy shift in this chapter is a commitment to steer new housing/job development to create mixed use designation areas within the development area, as described in the Land Use chapter of the Comprehensive Plan, that justify new investments in transportation. Development that benefits from new transportation infrastructure should participate in public/private partnerships to develop such infrastructure.

The components of the Transportation Plan are:

- Intent, Goal, Policies, and Action Strategies.
- Roadway Functional Classification/Composition Guidelines (Table 1)
- Roadways Where Conventional Road Widening is Not Feasible (Chart 1).
- Thoroughfare Plan
 - Thoroughfare Plan Summary (Table 2).
 - Existing and Projected Thoroughfare Facilities Map (Figure 1)
 - Inset of Existing and Projected Thoroughfare Facilities Map (Figure 2)
- Transit Improvement Plan (Figure 3).

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- ~~Non-motorized Transportation Plan~~
 - ~~Biking Trail Composition (Table 3)~~
 - ~~Bike Trail Locations (Table 4)~~
- ~~Level of Service Standards for Roadways (Appendix A).~~
- ~~Overview of Traffic Demand Modeling (Appendix B).~~
- ~~Overview of Congestion Management (Appendix C.)~~
- ~~Highway Corridor Study Areas for Prince William County, 2003-2008 (Appendix D and Figure 4).~~

~~The key components of the Transportation Plan are the Thoroughfare Plan Map, the Urban Transportation Roadway Composition Guidelines, and the Transit Improvement Plan—the implementation of which will help meet the transportation needs of existing and future development. The Thoroughfare Plan Summary (Table 2) will be used to judge—in part—a project’s conformance to this Transportation Plan. Any deviation from Table 1 or Table 2 must be justified by a traffic impact analysis (TIA). The goal, policies, and action strategies of the Transportation Plan shall be used for the planning and development of the County’s transportation system.~~

The Transportation Plan is separated into the following sections:

- Transportation Plan
- Roadway Plan
- Transit Plan
- Non-Motorized Plan

Each section will consist of a set of goals, policies, and action strategies, as well as supportive tables and appendices that will provide the framework for the planning and development of Prince William County’s multi-modal transportation system.

GOAL: To achieve and sustain a complete, safe, and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

TRANSPORTATION GOAL: The goal of the transportation section of the Comprehensive Plan is to create and sustain an environmentally friendly, multi-modal transportation system that: meets the demands for intra- and inter-county trips; is integrated closely with existing and planned development; and provides a network of safe, efficient, and accessible modes of travel.

TRANSPORTATION POLICY: Ensure that the County’s transportation network (whether proposed new infrastructure or upgrades to existing facilities):

1. addresses safety (including pedestrian safety)
2. minimizes conflicts with environmental and cultural resources
3. maximizes cost effectiveness
4. increases accessibility of all travel modes
5. is consistent with land use plans to minimize projected trip demand
6. provides sufficient capacity to meet demand

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TRANSPORTATION ACTION STRATEGIES

- T1 Support policies that increase safety for all transportation modes.
- T2 Incorporate and promote the use of Crime Prevention Through Environmental Design (CPTED) concepts in the design of all transportation projects, including but not limited to linear parks, greenways, bike and pedestrian paths, and mass transit sites.
- T3 Provide measures to minimize potential safety concerns created by conflicting modes of travel (pedestrian, automobiles, buses, etc.).
- T4 Attempt to provide the most environmentally/cultural resource sensitive solution to transportation problems.
- T5 Strive to reach targeted level of service (LOS) goals set for all transportation modes, and achieve consistent travel times to destinations for mode users.
- T6 Attempt to minimize the number of mode shifts per trip required to get to destinations.
- T7 Provide a variety of trip mode options aimed at reducing the potential travel time required to make a trip.
- T8 Improve and maintain transportation mode accessibility for all citizens.
- T9 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.
- T10 Actively participate in all relevant local, state, and federal transportation planning organizations, including coordination within the Base Realignment and Closure (BRAC) initiative.
- T11 Dialogue with private sector entities and the development community in an effort to work together to satisfy transportation needs.
- T12 Encourage policies that reduce air pollution through promoting the use of energy efficient vehicles, non-motorized travel, and carpooling.
- T13 Build upon existing documents in order to create County Transportation Control Measures (as discussed in Appendix C) that can be included in the Metropolitan Washington Council of Governments (MWCOC) regional TCM plan.
- T14 Promote the implementation of County and regional TCM strategies.

ROADWAY PLAN

- Intent
- Goals, Policies, & Action Strategies
- Table 1 – General Roadway Guidelines and Standards
- Table 2 – Thoroughfare Plan Summary
- Thoroughfare Plan
- Map 1 – Existing and Projected Thoroughfare Facilities Map
- Map 2 – Inset of Existing and Projected Thoroughfare Facilities Map
- Appendices
 - APPENDIX A – LEVEL OF SERVICE STANDARDS FOR ROADWAYS AND INTERSECTIONS
 - APPENDIX B – OVERVIEW OF TRAVEL DEMAND MODELING
 - APPENDIX C – OVERVIEW OF CONGESTION MANAGEMENT
 - APPENDIX D – PROPOSED INTERCHANGE LOCATIONS
 - APPENDIX E – COST ESTIMATES OF COUNTY ROADS/INTERCHANGES WITHIN THE VDOT SIX YEAR PLAN

Intent

The roadway plan provides a guide that will assist the County in its goal of providing the necessary roadway infrastructure to satisfy the estimated future traffic demands in the County. This section of the plan provides methods for evaluating the level of service of roadways and intersections. Additionally, this plan outlines strategies for providing the necessary roadway improvements highlighted in this section, and discusses methods for potentially reducing demand or increasing the efficiency of the existing transportation system. The required roads to meet demand are outlined in the Thoroughfare Plan and summarized in Table 2.

GOALS, POLICIES AND ACTION STRATEGIES

RD 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.

TR POLICY 1: Improve service levels of all transportation modes throughout the County.

RD POLICY 1: Evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve a minimum level of service (LOS) D.

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ACTION STRATEGIES:

~~**R1.1.** Plan roadways to operate at a level of service LOS “D”¹ or better (see Appendix A). Monitor rezonings, special use permits, and public facility reviews, in order to project when arterials, collectors, and intersections will reach LOS “D.” Operation of County roadways at LOS “D” or better, will be considered operation at targeted LOS. These standards represent desired level of service on a Countywide basis. Transportation management measures, public transit, the timing of intersection signals, and other measures instead of building new roadways or adding lanes to existing roadways shall be considered and used, with the appropriate measure, given the roadway location and adjacent existing and planned uses.~~

RD1.1 Consistently and continuously monitor the levels of service (LOS) of intersections and roadway corridors in an effort to make sure the targeted County LOS goals are met. Monitor development applications in order to project when parkways, arterials, and collectors, as well as interchanges and intersections will breach LOS D.

~~**R1.2.** During the rezoning and special use permit processes, require the applicant to set forth techniques to maintain LOS “D” for those intersections and roadway sections that would otherwise have their levels of service lowered below LOS “D” by the traffic impacts of the requested development. Background traffic shall also be considered.~~

~~**R1.3.** During the rezoning and special use permit processes, require that the applicant set forth techniques to maintain existing LOS for those intersections and roadway segments already operating below LOS “D” and which would be further reduced by the traffic impacts of the requested development. Background traffic shall also be considered.~~

RD1.2 During the development process, for roadway corridors and intersections currently operating below LOS D require that the applicant evaluate the extent to which their proposed development additionally deteriorates the level of service (background traffic shall be considered). In such instances, the applicant is required maintain the expected LOS at the time of build-out (without the proposed development) for those intersections and roadway corridor segments in order to mitigate the additional impacts of their development. Applications that fail to meet the LOS standards shall be generally considered inconsistent with the transportation component of the Comprehensive Plan.

~~**R1.4.** Where the traffic impacts of the requested development proposed in a rezoning or special use permit application would further lower the level of service that is already operating below LOS “D”, for intersections and roadway sections serving the requested development and where the property is not located in a mass transit node, consider whether approval of the development at the lowest end of the recommended density~~

¹ **LOS “D”** borders on a range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. LOS “D” may be due to adverse signal progressions, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free flow speed. LOS “D” is based upon volume to capacity ratios established by the Transportation Research Board’s Highway Capacity Manual.

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~~range, denial of the application, or approval as submitted would be most consistent with the Comprehensive Plan. In making such a determination, background traffic shall also be considered.~~

RD1.3 ~~In the event the traffic impacts of a requested development proposal will further deteriorate the level of service of an intersection or roadway corridor section already operating below LOS D, if the applicant cannot mitigate the impacts of their proposal, consider which of the following is most consistent with the Comprehensive Plan:~~

- ~~• Approval of the development proposal at the lowest end of the recommended density range~~
- ~~• Denial of the development proposal~~

Note: ~~Consideration may be given to proposals within walkable communities and town centers, such as projects within mixed use designation areas. These areas shall demonstrate reduced demand for roadway capacity by creating walkable communities, or shifting demand to transit or other transportation alternatives. In all instances, when making such a determination, background traffic shall be considered.~~

~~R1.5. Ensure that road standards in the County's Design and Construction Standards Manual (DCSM) are consistent with the revised standards in Table 1, where appropriate.~~

RD1.4 ~~Develop and maintain a travel demand forecasting model (see Appendix B) for the County roadway network. Maintain an annually updated map that highlights the levels of service of roads contained within the Thoroughfare Plan for the most current year, as well as the proposed build-out year of the Plan.~~

~~R1.6. Promote the use of these revised DCSM the standards mentioned in AS R1.5., and shown in Table 1 for rezonings and special use permits.~~

RD1.5 ~~For roadway corridor segments and intersections with levels of service consistently below D, conduct traffic impact analyses and corridor studies to determine potential measures for improving LOS to D or above.~~

~~R1.7. Obtain ultimate right of way as soon as possible for each road designated in the Thoroughfare Plan and shown in Table 2 to minimize future right of way cost.~~

RD1.6 ~~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.~~

~~R1.8. Develop a model of the County transportation system that can produce an LOS map for all roads in this plan (see Appendix B). Update the map annually for inclusion in this plan.~~

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- ~~R1.9.~~ Improve existing substandard rural roads through the Capital Improvements Program (CIP) and/or development financed road and access improvements. These improvements would be identified during rezoning, special use permits, and site/subdivision plan review and approval process.
- ~~R1.10.~~ Review road accident data annually. Make road safety improvements a consideration in determining the priorities for upgrading existing roads. Consider changes in the DCSM where appropriate design changes could reduce accident rates.
- RD1.7 Review vehicular accident data with land development applications. Monitor accident data to determine needed roadway improvements.
- ~~R1.11.~~ Continue to assist in developing a regional Transportation Congestion Management (TCM) Guide by developing a County TCM plan that is mutually compatible with other plans in effect throughout the region (see Appendix C).
- ~~R1.12.~~ Prepare transportation corridor plans, using modeling, for roadways and intersections operating at LOS “E” or “F” to determine what improvements would be needed to bring the LOS to “D.”
- RD1.8 When applicable, continue to ensure that all relevant transportation and land development impact analyses are applied through VDOT’s Chapter 527 review and coordination process to make informed land development/policy decisions.

~~**TR POLICY 2:** Promote new methods of increasing the capacity of the existing transportation system in addition to expanding facilities.~~

RD POLICY 2: Improve roadway capacity by providing new roadway segments and widening existing segments (as discussed in Table 2 and highlighted in the Thoroughfare Plan); and by providing grade separated interchanges (as discussed in Appendix D of this document).

ACTION STRATEGIES:

- ~~R2.1.~~ Pursue increased federal and state funding for the construction of permanent high-occupancy vehicle (HOV) facilities on I-66 and to hasten the extension of VDOT’s I-66 median HOV lane installation.
- RD2.1 Obtain ultimate right-of-way as soon as possible for each road shown in Table 2 to minimize future right-of-way costs.
- ~~R2.2.~~ Provide trip generation credits to major developments—residential or non-residential, including but not limited to town centers—for providing enforceable transit, flex time, or other travel demand reduction techniques in their TDM plans.

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- RD2.2 Provide roadway cross section standards in the Design and Construction Standards Manual (DCSM) that can be used within walkable communities and town centers, such as projects within mixed use designation areas.
- ~~R2.3.~~ Replace at grade railroad crossings with grade separated crossings at all arterial roadway crossings that operate at LOS “D” or worse, or at locations determined unsafe by the County or State.
- RD2.3 Use the standards shown in Tables 1 and 2, as well as the standards shown in the DCSM – as mentioned in Action Strategy RD2.2 above – for development applications.
- ~~R2.4.~~ Promote the use of grade separated interchanges at intersections planned to be six or more through lanes and which are forecast to operate below LOS “D.”
- RD2.4 Promote the connectivity of roadways throughout the transportation network—where it does not adversely affect adjacent communities. Refer to VDOT’s *Secondary Street Acceptance Requirements* for guidance to ensure connectivity of road and pedestrian networks with the existing and future transportation network.
- ~~R2.5.~~ Encourage the coordination and optimization of traffic signal timing—including but not limited to protected turn lanes and the removal of obstacles to traffic flow—at all signalized intersections operating below the targeted LOS.
- ~~R2.6.~~ Identify opportunities to create reversible lanes as a cost effective alternative on roads serving heavy volumes of traffic in different directions at different times of the day.
- RD2.5 Provide improved inter-County connectivity to and from major regional activity centers (i.e., Tysons Corner, Crystal City), as well as to major airports (i.e., Ronald Reagan Washington National Airport, Dulles Washington International Airport).
- ~~R2.7.~~ Promote good traffic progression, by avoiding the use of traffic signals wherever possible and by encouraging signal spacing in accordance with Table 1.
- RD2.6 Provide improved intra-County connectivity to and from regional activity centers and within walkable communities and town centers, such as projects within mixed-use designation areas.
- RD2.7 Promote access between major industrial areas within and outside of the County for freight transport.
- RD2.8 Encourage the use of public easements (where appropriate, in consultation with VDOT) to support appropriate utilities and stormwater management facilities along roadways in an effort to minimize corridor width and facilitate context sensitive design.
- RD2.9 Provide grade separated interchanges at intersections that no longer function at acceptable levels of service, and where no other mitigation methods prove beneficial.

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RD2.10 Consider VDOT functional plans and designs when evaluating right of way needs for roadways.

RD2.11 Design roadway improvements in transit corridors to accommodate the needs of future transit service expansion.

RD2.12 Amend the Zoning Ordinance and Design and Construction Standards Manual to permit Complete Streets design within walkable communities and town centers, such as projects within mixed use designation areas.

RD2.13 Implement the Complete Streets concept within walkable communities and town centers, such as projects within mixed use designation areas.

~~TR POLICY 3: Minimize the adverse impacts of the transportation system on the County's environmental and cultural resources.~~

RD POLICY 3: Reduce expected traffic demand through the use of transportation demand management (TDM) strategies as discussed in Appendix C.

ACTION STRATEGIES:

~~R3.1. Review new roadway improvement proposals, to ensure that they consider historic, natural, and critical environmental features as set forth in part by the Environment and the Cultural Resources plans.~~

RD3.1 Provide trip generation credits to major developments—residential or non-residential, including but not limited to town centers—for providing enforceable and measurable transportation demand management strategies. In such instances, the developer will be responsible for providing and enforcing a suitable TDM Plan, while effectiveness will be measured by county staff or an independent organization.

~~R3.2. To increase safety, make improvements to Route 28 (Nokesville Road) a priority in the next six year road plan.~~

RD3.2 Promote the use of high occupancy vehicle (HOV) lanes, as well as carpooling and vanpooling, through incentives for destinations (commercial, office, other) that accommodate ridesharing programs.

RD3.3 Work with the Virginia Department of Transportation, as well as local and state police agencies, to provide enhanced enforcement measures for HOV lanes.

RD3.4 Work with the Virginia Department of Transportation, as well as federal agencies, in an attempt to quicken the process of extending I-95 and I-66 HOV lanes to their respective termini points as shown in Table 2.

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RD3.5 Encourage usage of alternate modes besides single-occupancy vehicles (SOVs) by providing reduced parking standards within walkable communities and town centers, such as projects within mixed use designation areas.

RD3.6 Promote strategies that assist in removing trips from the network during the peak commuting hours such as (but not limited to) telecommuting, staggered shifts, and flexible work hours/work weeks.

~~TR POLICY 4: Encourage compatible and appropriate transportation facilities to guide development into areas where public facilities exist and/or to areas where new urban and suburban development has been targeted, as reflected by the Long Range Land Use Plan Map.~~

RD POLICY 4: Maximize the operation of the current transportation network where possible using transportation system management (TSM) strategies as highlighted in Appendix C.

ACTION STRATEGIES:

~~R4.1. Annually update the Six Year Highway Primary and Interstate Road Improvement Plan and biannually update the Six Year Secondary Road Improvement Plan for road construction. Seek state funding to implement these plans.~~

RD4.1 Prepare corridor studies on stretches of roadway with poor levels of service to determine if improving intersection functionality could improve the LOS of the segment.

RD4.2 Replace at-grade railroad crossings with grade-separated crossings for all parkway, arterial, and collector roadway segments that operate below LOS D, or at locations determined unsafe by the County and/or Virginia Department of Transportation (VDOT).

RD4.3 Encourage the coordination of traffic signals and optimization of signal timing along roadways with signalized intersections and roadway corridor segments operating below the targeted LOS.

RD4.4 As an alternative to interchange construction, extend turn lanes, add free flow right turn lanes, or provide additional left turn lanes at intersections with high turning volumes that also operate below the targeted LOS. Investigate whether restriping/reconfiguring the lanes at an intersection would also be beneficial in addition to or instead of providing additional turning lanes.

RD4.5 Conduct studies on the feasibility of reversible lanes along corridors with heavy peak directional flow and minimal mainline turning volumes.

RD4.6 Promote enhanced traffic progression on major inter-County roadways by limiting traffic signals, limiting curb cuts, minimizing the number of crossovers (and only providing them at acceptable spacing distances), and closing existing median breaks where applicable. Refer to *Access Management Regulations* for VDOT's guidance.

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- RD4.7 Investigate, evaluate, and (where applicable) employ new technologies that enhance the service capacity of the roadways network, help move traffic, and reduce congestion at intersections.
- RD4.8 Evaluate removing on-street parking as a solution to providing additional travel lanes rather than widening the road.
- RD4.9 Minimize the travel time of emergency vehicles by ensuring County traffic signals are fitted with emergency vehicle pre-emption equipment.

~~TR POLICY 5: Encourage planned transportation networks that support designated targeted industries and major activity centers.~~

RD POLICY 5: Plan for new and widened roadways to be sensitive to environmental features and cultural resources.

ACTION STRATEGIES:

- ~~R5.1. Plan and promote the construction of roads consistent with the intent of the Comprehensive Plan, when all other relevant Comprehensive Plan components have been met.~~
- RD5.1 Evaluate 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.
- ~~R5.2. Plan and promote the construction of a system of arterials as reflected in the Thoroughfare Plan Map that will function as community boundaries and connectors to major activity centers.~~
- RD5.2 Review all proposed road construction projects, including those designed or built by the County, to eliminate or minimize conflicts with cultural and environmental resources.
- ~~R5.3. Plan and promote shared parking and shuttle bus service for customers and employees of targeted industries and employment centers.~~
- RD5.3 Identify and evaluate alternative alignments for the widening of Bristow Road that do not intrude on the cultural and historic areas of Bristow and Brentsville.
- ~~R5.4. Plan and promote access among major activity centers.~~
- RD5.4 Encourage increased landscaping and plantings where applicable along road rights of way and in medians.

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~~R5.5.~~ Plan and promote access between/among major activity centers, I-66, I-95, and Dulles and Reagan National Airports.

~~R5.6.~~ Plan and promote access between and among major activity centers and related industries and economic activity centers in Northern Virginia and the metropolitan area.

~~R5.7.~~ Encourage the use of public easements to support appropriate utilities, where appropriate and consistent with other chapters of the Comprehensive Plan.

RD5.5 Support the Journey through Hallowed Ground National Heritage Area initiative to designate specified sections of Route 29 and Route 15 within Prince William County as a National Scenic Byway and/or an All American Road. Employ context sensitive solutions for highway projects within these sections.

~~TR-POLICY 6:~~ Explore and promote innovative mechanisms of funding transportation system improvements.

RD POLICY 6: Work with regional, local, and private sector groups in an effort to provide funds for design and construction of proposed County improvements.

ACTION STRATEGIES:

~~R6.1.~~ Explore the use of alternative financing methods using the County's CIP as a foundation for the timing, location, and construction of arterial and collector road projects. Private sector resources may be received to assist in the costs of construction prior to planned funding.

RD6.1 Explore the use of alternative financing methods using the County's Capital Improvement Plan (CIP) as a foundation for the timing, location, and construction of parkway, arterial and collector road projects.

~~R6.2.~~ Continue to monitor legislation pertaining to the use of impact fees and other alternative funding sources for road construction projects.

RD6.2 Pursue methods for obtaining private sector resources to assist in the costs of construction prior to receiving planned funding.

RD6.3 Annually update the Six-Year Highway Primary and Interstate Road Improvement Plan and biannually update the Six-Year Secondary Road Improvement Plan for road construction. Seek state and regional funding to implement these plans.

RD6.4 Improve existing substandard rural roads through the Capital Improvements Program (CIP) and/or development-financed road and access improvements. These improvements can be identified during the rezoning, special use permit, and site/subdivision plan review processes.

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~~**TR-POLICY 7:** Promote and coordinate with area local governments, regional and federal agencies, VDOT, and the private sector on transportation issues and the development of new facilities.~~

~~**RD POLICY 7:** Require safety to be a top priority in the design and construction of all road projects.~~

ACTION STRATEGIES:

~~**R7.1.** Actively participate in all relevant local, state, and federal transportation planning organizations.~~

~~**RD7.1** Review road accident data annually. Make road safety improvements a consideration in determining the priorities for upgrading existing roads. Consider changes in the DCSM where appropriate design changes could reduce accident rates.~~

~~**RD7.2** Ensure that the County’s roadway network and roadway standards adequately address the needs of emergency vehicles – including fire, police, and EMS.~~

~~**RD7.3** Ensure that motorists are informed of all construction projects and that safe access and mobility is maintained during all construction projects.~~

~~**RD7.4** Target neighborhoods where high traffic volumes create safety concerns due to excessive speeds. In such situations, identify appropriate traffic calming measures that may reduce speeds. In situations where vehicle volume and speed is a result of cut-through traffic, identify methods for potentially shifting vehicles to roads more suited to handle the traffic.~~

~~**RD7.5** Encourage traffic calming techniques on local streets, such as narrowing the width of streets in order to facilitate pedestrian movement, within walkable communities and town centers, including mixed use designation areas.~~

~~**TR-POLICY 8:** Apply the following action strategies for those roadways identified in Chart 1 as (“*”), where conventional road widening is not possible.~~

~~**RD POLICY 8:** Preserve integrity and enhance visitor experience at the Manassas National Battlefield Park without compromising accesses that currently exist.~~

ACTION STRATEGIES:

~~**R8.1** Building upon existing County TCM Plans, TDM Plans, and TSM Plans, develop a County TCM plan which is mutually compatible with other plans in effect throughout the region (see Appendix C).~~

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- RD8.1** As bypass is completed, close park roads, Rte. 234 and Rte. 29. Independently explore closing Groveton Road and Featherbed Lane to through traffic.
- ~~RD8.2~~** ~~Provide trip generation credits to major developments (residential or non-residential) for providing enforceable transit, flex time, or other travel demand reduction techniques in their TDM plans.~~
- RD8.2** As Park roads are closed to through-traffic, emergency traffic should retain access.
- RD8.3** Study an alternative for Rte. 29 that serves to maintain, and improve, existing local access via the existing Rte. 29/Rte. Business 234 from residential and planned business areas north of I-66 in Prince William and Fairfax County (Westfields, Dulles Corridor, Latsios, Heathcoat) to Manassas residents, businesses and higher education campuses south of the Park along Business Rte. 234. Close Rte. 29 and Rte. 234 to through traffic within the park, once an alternative is built. Re-evaluate this action strategy as the preferred Park bypass is completed.

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Table I Roadway Functional Classification/Composition Guidelines¹

Classification	Freeways/Interstate	Principal Arterials	Parkways	Minor Arterials	Major Collectors	Minor Collectors
1. Function	Thru-traffic only, interregional movement	Thru-traffic only, intercounty and city movement	Scenic Urban Linear Parks allowing major traffic movement	Intracounty circulation and neighborhood boundary designators	Distribute local traffic and some property access	Property access; intraneighborhood circulation
2. Access: Intersections	Interchanges 1 mile minimum in urban areas, 0.4 miles in rural areas	1100 feet, 900 feet minimum	1100 feet, 900 feet minimum	900 feet, 700 feet minimum	800 feet, 650 feet minimum	700 feet, 600 feet minimum
Curb Cuts	Prohibited if limited access	Discouraged	Prohibited	Discouraged	350 feet	350 feet
3. Typical Lane Configuration	N/A	Each direction - 3 thru lanes, protected left, channelized right	Each direction - 3 thru lanes, protected left, right deceleration	Each direction - 2 thru lanes, protected left, right deceleration	Each direction - 2 thru lanes, protected left	Each direction - 1 thru lane, 1 parking lane
4. Lane Average: Urban	4 to 8 lanes	4 to 8 lanes	4 to 6 lanes	4 to 6 lanes	4 lanes	2 lanes
5. Average Length	No limit	No limit	No limit	5-10 miles	2-5 miles	1-2 miles
6. R.O.W. Average ²						
Urban	300 feet	148 feet	148 feet	118 feet	92 feet	60 feet
Rural	250 feet	160 feet	160 feet	102 feet	102 feet	60 feet
7. Design Speed	70 mph	60 mph	60 mph	50 mph	45 mph	40 mph
8. Parallel Spacing	N/A	2-4 mile average	If parallel arterial exists, trucks prohibited	1/2 - 1 mile average	1/2 - 1/4 mile average	1/4 mile average
9. Transit	Potential for HOV lanes or transit corridor	Potential for HOV lanes or transit corridor	Potential for transit corridor	Potential for transit corridor & bus turn-offs (15 x 60 feet plus 100 foot tapers at arterial intersections)	Potential for transit corridor & bus turn-offs (15 x 60 feet plus 100 foot tapers at arterial intersections)	Potential for local bus service
10. Bike and Pedestrian Trails	N/A	Class I	Class I	Class I and II	Class I and II	Class III, with sidewalks

NOTES:

- 1 Local street guidelines are not presented in this table. Please refer to Prince William County Design and Construction Standards Manual. Medians will be required when traffic volumes exceed 7,000 vpd.
- 2 All guidelines set forth herein are intended to be equal to, or greater than, standards set forth by the Virginia Department of Transportation or the Design and Construction Standards Manual, whichever is greater. County and VDOT approved engineering plans, centerline studies, and functional plans detailing the ultimate typical section for specific roadway sections may supersede these guidelines if those plans are greater than these standards.
- 3 Curb cuts on existing principal arterials are discouraged and will only be permitted when it can be clearly shown that safety and operational criteria can be achieved.
- 4 Engineering will determine the exact amount of right-of-way needed for each roadway. Chart 1 indicates where engineering has occurred for each roadway segment. Additional right-of-way may be needed for slope, drainage, utility, and construction easements.

Source: PWC Dept. of Transportation: PWC DCSM.

Table 1 – General Roadway Guidelines and Standards

Table 1. General Roadway Guidelines and Standards (Sorted By Functional Classification)¹

Classification	Freeway/ Interstates	Parkways	Principal Arterials	Minor Arterials	Major Collectors
1. Function	Through traffic only – inter-regional movement	Heavily landscaped scenic urban linear, park designed for through traffic and intracounty movement	Primarily through traffic – intra/inter-county and city movement	Intra-county circulation and neighborhood boundary designators	Provide intra neighborhood linkage and carry traffic to arterials – minimal direct access to parcels
2. Access: Crossovers ²	Interchanges 1 mile minimum in urban areas; 2 miles in rural areas	1100 feet 900 feet minimum	1100 feet 900 feet minimum	900 feet 700 feet minimum	800 feet 650 feet minimum
Curb Cuts	Prohibited	Prohibited	Heavily Discouraged	Discouraged	Allowed (see DCSSM for spacing requirements)
3. Lane Average	4 to 8 lanes May also include an additional 1 to 2 HOV lanes	4 to 8 lanes	4 to 8 lanes	4 to 6 lanes	4 lanes
4. R.O.W.: Average ³ Urban Rural	Variable based on number of lanes and freeway/interstate type.	156 feet 160 feet	156 feet 160 feet	128 feet 106 feet	104 feet 106 feet
5. Maximum Design Speed	70 mph	60 mph	60 mph	50 mph	45 mph
6. Transit and/or HOV potential	Potential for HOV lanes and/or transit corridor	Potential for transit corridor	Potential for transit corridor	Potential for transit corridor & bus turnoffs	Potential for transit corridor & bus turnoffs
7. Bike and Pedestrian Facilities	N/A	Class I	Class I	Class I and II	Class I, II, and III

¹ Local street guidelines are not presented in this table. For local street guidelines, the Prince William County Design and Construction Standards Manual (DCSSM) should be consulted. Four lane cross sections and medians are generally required when traffic volumes exceed 7,000 vpd.

- o All guidelines set forth herein are intended to be equal to, or greater than, standards set forth by the Virginia Department of Transportation or the Design and Construction Standards Manual, whichever is greater. County and VDOT approved engineering plans, centerline studies, and functional plans detailing the ultimate typical section for specific roadway sections may supersede these guidelines if deemed appropriate by the Director of the PWC Department of Transportation.
- o Curb cuts on existing principal arterials are heavily discouraged and will only be considered when it can be clearly shown that safety and operational criteria can be achieved.

² Spacing distances shown represent the desired and minimum distance between crossovers based on Table 6-6 and Section 602.07 of the Design and Construction Standards Manual (DCSSM) and the interchange spacing requirements in the "A Policy on Geometric Design of Highways and Streets" manual by the American Association of State Highway and Transportation Officials (AASHTO). This table is not designed to outweigh the standards shown in the DCSSM or the AASHTO guidelines, but rather provide a representation of the values contained within those documents. In instances where this table differs from either document or the design speed of the roadway in question is less than the standard design speed of that particular roadway classification, the standards shown in the DCSSM or the AASHTO guidelines shall prevail.

³ Engineering will determine the exact amount of right of way needed for each roadway. Additional right of way may be needed for firm lanes, as well as for slope, drainage, utility, and construction easements.

Refer to VDOT's Access Management requirements, as adopted during the 2008 Virginia General Assembly: <http://www.virginiadot.org/PROJECTS/accessmgt/default.asp>.

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Chart 1

Roadways Where Conventional Road Widening is Not Feasible

F1-1 – I-66

F1-2 – I-95

PA-2 – Route 1, Jefferson Davis Highway

MA-22 – Old Bridge Road (Route 123 to Minnieville Road)

MC-4 – Blackburn Road

MC-16 – Longview Drive/Montgomery Avenue

MC-20 – Ocoquan Road

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THOROUGHFARE PLAN

~~The 2003-2008 Thoroughfare Plan for Prince William County is shown in Figure 1 and summarized on Table 2.~~

~~Table 2 identifies specific rights of way for each roadway presented in the Thoroughfare Plan Map. These rights of way are intended to satisfy the ultimate design of each roadway, as specified in the Functional Classification/ Roadway Composition Guidelines (Table 1) and the County's DCSSM.~~

~~Although Table 2 identifies proposed right of way widths, the exact right of way requirements and roadway alignments may vary depending on the final design and (or) the number of lanes proposed for each roadway. In addition, and where County approved functional plans, centerline studies, or engineering plans indicating the ultimate roadway designs and alignments exist, the typical sections presented on those plans should be used if they require greater right of way than what is identified in Table 2. Additionally, in some instances, extensive physical constraints or existing or potential vehicular demand in certain roadway corridors is so great that conventional road widening will not be feasible or will not satisfy the demand.~~

Table 2 – Thoroughfare Plan Summary

The Prince William County Thoroughfare Plan highlights the major roadways (interstates, parkways, arterials, and collectors) and provides information concerning their layout, right of way requirements, lane requirements, termini points, and functional classifications. Table 1 provides general guidelines and standards for each type of roadway included in the Plan, and Table 2 (and the subsequent Thoroughfare Plan text) provides specific information about each roadway included in the Plan. The construction of these roadway improvements are expected and proposed to be completed by the Comprehensive Plan build-out year of 2030.

Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)		RIGHT-OF-WAY STANDARD		NUMBER OF LANES	TRAIL CLASS/ LOCATION
				(MAP NUMBER)				
I-66	66	Fauquier CL to Rt-15 Antioch Road Bridge	Freeway/Interstate	(FI-1)	275' variable		4 SOV	N/A
I-66	66	Rt-15 Antioch Road Bridge to Fairfax CL	Freeway/Interstate	(FI-1)	275' variable		6 SOV/2 HOV-3	N/A
I-95	95	Fairfax CL to Stafford CL	Freeway/Interstate	(FI-2)	450' variable		8 SOV/2 HOV-3 HOV	N/A
James Madison Highway	15	Loudoun CL to Studley Road (Route 234)	Principal Arterial - Parkway	(PW-1)	existing		4 2	Class I/East N/A
James Madison Highway	15	Studley Road (Route 234) to Lee Highway (Route 29)	Principal Arterial - Parkway	(PW-1)	160'-174'	(see text)	4	Class I/East
Prince William Parkway	3000	Liberia Avenue to Hoadly Road	Parkway	(PW-2)	160'	PA-2	4-6	Class I/North
Prince William Parkway	3000	Hoadly Road to Caton Hill Road	Parkway	(PW-2)	420' minimum 156'	PA-1	6	Class I/North
Prince William Parkway	3000	Caton Hill Road to Jefferson Davis Highway (Route 1)	Parkway	(PW-2)	420' minimum 156'	PA-1	4	Class I/North
Tri-County Parkway / Route 28 Bypass	411	Studley Road (Route 234) to Fairfax CL	Parkway	(PW-3)	200'	(see text)	8-6	Class I/North
Centreville Road	28	Manassas CL to Manassas Park CL	Principal Arterial	(PA-1)	448'-128'	MA-1	4	Class I/North
Centreville Road	28	Manassas Park CL to Fairfax CL	Principal Arterial	(PA-1)	448'-128'	MA-1	4	Class I/North
Dumfries Road	234	Prince William Parkway Brentsville Road to Country Club Drive	Principal Arterial	(PA-2)	160'	(PA-2)	4-6	Class I/South
Dumfries Road	234	Country Club Drive to Jefferson Davis Highway (Route 1)	Principal Arterial	(PA-2)	160'	(PA-2)	6	Class I/South
Dumfries Road	234	Manassas CL to Prince William Parkway (Route 234 Bypass)	Principal Arterial	(PA-3)	460'-128'	MA-1	4	Class I/South Class I/West
Gordon Boulevard	123	Fairfax Co- to Rt-1 Fairfax CL to Express Drive/Belmont Bay Drive	Principal Arterial	(PA-4)	120'	(see text)	6	Class I/East
Potomac Pkwy Harbor Station Parkway	TBD	Jefferson Davis Highway (Route 1) to Cherry Hill Spine Road	Principal Arterial	(PA-5)	460'-148'	(see text)	4-6	Class I/North
Jefferson Davis Highway	1	Fairfax CL to Stafford Co- Joplin Road/Fuller Road	Principal Arterial	(PA-6)	425'-140'	(see text)	6	Class I/West
Jefferson Davis Highway	1	Joplin Road/Fuller Road to Stafford CL	Principal Arterial	(PA-6)	150'	(see text)	6	Class I/West

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Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
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)	440'-156'	6	Class I/South
Manassas Battlefield Bypass	TBD	Lee Highway (Route 29) to Fairfax CL	Principal Arterial (PA-8)	200' (see text)	4	Class I/South
Nokesville Road	28	Fauquier CL to Vint Hill Road (Route 215)	Principal Arterial (PA-9)	160'	4	Class I/South
Nokesville Road	28	Vint Hill Road (Route 215) to Manassas CL	Principal Arterial (PA-9)	448'-156'	6	Class I/South
Prince William Parkway (234 Bypass)	234	RT-29 to Route 234 Business I-66 to Manassas CL	Principal Arterial (PA-10)	480'-220' variable-160'	4-6	Class I/East
Prince William Parkway (234 Bypass)	234	Manassas CL to Brentsville Road	Principal Arterial (PA-10)	480'-220' variable-160'	4-6	Class I/East
Route 234 Bypass - North	234	Loudoun CL to RT-29 I-66	Principal Arterial (PA-11)	220'-200'	4	Class I/East
Route 29 - Alternate Route	TBD	Lee Highway (Route 29) to Fairfax CL	Principal Arterial (PA-12)	156'	4	Class I/North
Sudley Road (Route 234 Business)	234	I-66 to Manassas CL	Principal Arterial (PA-13)	160'	6	Class I/North
Artemus Road (Route 704)	704	James Madison Highway (Route 15) to Route 234 Bypass (North)	Minor Arterial (MA-4)	448'	4 w/median	Class I/South
Balls Ford Road	621	Wellington Road to Sudley Road (Route 234)	Minor Arterial (MA-1)	448'-128'	4	Class I/South
Belmont Bay Drive	TBD	RT-4 to end Gordon Boulevard (Route 123) to end	Minor Arterial (MA-2)	448'-128'	4	Class I/East
Benita Fitzgerald Blvd Drive	2480	Date Boulevard to Cardinal Drive	Minor Arterial (MA-3)	448'-128'	4	Class I/West
Bristow Road	619	Nokesville Road (Route 28) to Dumfries Road (Route 234)	Minor Arterial (MA-4)	402'-existing	4-2	Class I/South, Class III
Cardinal Drive	610	Minnieville Road to Jefferson Davis Highway (Route 1)	Minor Arterial (MA-5)	80'-448'-var. 104'-128' MC-1, MA-1	4	Class I/South
Caton Hill Road	849	Minnieville Road to Prince William Parkway	Minor Arterial (MA-6)	120'	4	Class I/South
Date Boulevard	784	Hoody Road to Benita Fitzgerald Blvd Drive	Minor Arterial (MA-7)	110'-160' variable	4	Class I/South
Date Boulevard	784	Benita Fitzgerald Drive to I-95 Jefferson Davis Highway (Route 1)	Minor Arterial (MA-7)	450'-180' variable-160'	6	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
Devlin Road	621	Linton Hall Road to Wellington Road	Minor Arterial (MA-8)	448'- 128'	4	Class I/East
Fleetwood Drive	611	Fauquier Ct to Aden Road	Minor Arterial (MA-9)	60'- 62'	2	Class III
Gideon Drive	2068	Dale Boulevard to Smoketown Road	Minor Arterial (MA-10)	120'	6	N/A Class I/East
Harbor Station Parkway	TBD	Cherry Hill Road to River Heritage Boulevard/Marina Access Road	Minor Arterial (MA-11)	121'	4	Class I/North
Haymarket Bypass/Somerset Crossing Drive	TBD	James Madison Highway (Route 15) to Lee Highway (Route 29)	Minor Arterial (MA-12)	448'- 128'	4	Class I/North N/A
Heathcote Boulevard	2502	James Madison Highway (Route 15) to Lee Highway (Route 29)	Minor Arterial (MA-13)	448'- 128'	4	N/A
Hoady Road	642	Dumfries Road (Route 234) to Prince William Parkway (Route 3000)	Minor Arterial (MA-14)	110'	4	Class II - Class I/North
John Marshall Highway	55	Thoroughfare Road to Haymarket town limits	Minor Arterial (MA-15)	448'- 128'	4	Class I/North
John Marshall Highway	55	Thoroughfare Road Haymarket town limits to Catharpin Road	Minor Arterial (MA-15)	448'- 128'	4	Class I/North
Linton Hall Road	619	Lee Highway (Route 29) to Glenkirk Road	Minor Arterial (MA-16)	448'- 128'	6	Class I/South
Linton Hall Road	619	Glenkirk Road to Nokesville Road (Route 28)	Minor Arterial (MA-16)	448'- 128'	4	Class I/South
Minnieville Road	640	Dumfries Road (Route 234) to Cardinal Drive	Minor Arterial (MA-17)	448'- 128'	4	Class I/West
Minnieville Road	640	Cardinal Drive to Caton Hill Road	Minor Arterial (MA-17)	448'- 128'	6	Class I/West
Minnieville Road	640	Caton Hill Road to Old Bridge Road	Minor Arterial (MA-17)	448'- 128'	4	Class I/West
Neabco Mills Road	638	Optiz Boulevard to Jefferson Davis Highway (Route 1)	Minor Arterial (MA-18)	448'- 128'	4	Class I/East
North/South Connector Road	TBD	Wellington Road to University Boulevard	Minor Arterial (MA-19)	448'- 128'	4	Class I/East
Old Bridge Road	641	Minnieville Rd, Prince William Parkway (Route 3000) to Colby Drive	Minor Arterial (MA-20)	existing	6 4	Class I/North
Old Bridge Road	641	Colby Drive to Gordon Blvd (Route 123)	Minor Arterial (MA-20)	120'	6	Class I/North
Old Carolina Road	703	James Madison Highway (Route 15) to Heathcote Boulevard	Minor Arterial (MA-21)	128'	4	N/A

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Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)		RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
Optiz Boulevard	2000	Gideon Drive to Jefferson Davis Highway (Route 1)	Minor Arterial	(MA-22)	110'	(see text)	6 Class I/South
Prince William Parkway	3000	Dumfries Road (Route 234) to Liberia Avenue	Minor Arterial	(MA-23)	118'	(see text)	4 Class I/East
New-Cherry-Hill-Rd. River Heritage Boulevard	1194	Jefferson Davis Highway (Route 1) to Congressional Way-Harbor Station Parkway/Patriot Circle	Minor Arterial	(MA-24)	44ft-121'	(see text)	4 Class I/North
Rixlew Lane	668	Wellington Road to Sudley Road (Route 234)	Minor Arterial	(MA-25)	44ft- existing		4 N/A
Rollins Ford Road	TBD	Vint Hill Road (Route 215) to University Blvd- Wellington Road	Minor Arterial	(MA-26)	44ft- 128'	MA-1	4 Class I/South
Smoketown Road	2000	Minnievile Road to Gideon Drive	Minor Arterial	(MA-27)	110'	(see text)	6 Class I/South
Spriggs Road	643	Headly Road to Dumfries Road (Route 234)	Minor Arterial	(MA-28)	110'	(see text)	4 Class I/East
Sudley Manor Drive	1566	Vint Hill Road (Route 215) to Ashton-Avenue Prince William Parkway (Route 234 Bypass)	Minor Arterial	(MA-29)	110'	(see text)	4 Class I/North
Sudley Manor Drive	1566	Ashton-Avenue Prince William Parkway (Route 234 Bypass) to Sudley Road (Route 234)	Minor Arterial	(MA-29)	110'	(see text)	6 Class I/North
Sudley Road	234	James Madison Highway (Route 15) to Manassas-National Battlefield Route 234 Bypass - (North)	Minor Arterial	(MA-30)	existing		2 Class III
Summit School Road	2190	Minnievile Road to Telegraph Road	Minor Arterial	(MA-31)	44ft 128'	MA-1	6 Class I/East
Telegraph Road	1781	Summit School Road to Caton Hill Road	Minor Arterial	(MA-32)	44ft 128'	MA-1	6 Class I/East
Telegraph Road	1781	Caton Hill Road to Optiz Boulevard	Minor Arterial	(MA-32)	44ft 128'	MA-1	4 Class I/East
University Boulevard	840	Lee Highway (Route 29) to Godwin Drive	Minor Arterial	(MA-33)	44ft- 128'	MA-1	4 Class I/South
Vint Hill Road	215	Fauquier CL to Rollins Ford Road	Minor Arterial	(MA-34)	existing		2 Class III
Vint Hill Road	215	Rollins Ford Road to Nokesville Road (Route 28)	Minor Arterial	(MA-34)	40ft 10ft	MA-2	4 Class II
Wellington Road	674	RT-29 Linton Hall Road (Route 619) to Prince William Parkway (Route 234 Bypass)	Minor Arterial	(MA-35)	44ft- 128'	MA-1	6 Class I/South
Wellington Road	674	Prince William Parkway (Route 234 Bypass) to Godwin Drive	Minor Arterial	(MA-35)	44ft- 128'	MA-1	6-4 Class I/South
Aden Road	646	Nokesville Road (Route 28) to RT-234 Bristow Road	Major Collector	(MC-1)	40ft-existing		4-2 Class H-III

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Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
Ashton Avenue	1800	Balls Ford Road to Godwin Drive	Major Collector (MC-2)	110'	4	N/A
Auburn Road	602	Fauquier CL to Vint Hill Road	Major Collector (MC-3)	existing	2	Class III
Balls Ford Road	621	Sudley Road (Route 234) to Coppermine Drive	Major Collector (MC-4)	92'-104'	4	N/A
Blackburn Road	638	Featherstone Road to Jefferson Davis Highway (Route 1)	Major Collector (MC-5)	existing	2	N/A
Brady's Hill Road	1109	Jefferson Davis Highway/Route 1 to Kerill Road	Major Collector (MC-6)	66' RM-2	2	N/A
Catharpin Road	676	Heathcote Boulevard to John Marshall Highway (Route 55)	Major Collector (MC-7)	440'	4	Class I/West
Carver Road	676	Sudley Road (Route 234) to John Marshall Highway (Route 55)	Major Collector (MC-8)	existing	4-2	Class III
Clover Hill Road/Harry J. Parrish Boulevard	647	Old Carolina Road to Lee Highway (Route 29)	Major Collector (MC-7)	92'-104'	4	Class I/Noth
Coverstone Drive	861	Alpert Wakeman Drive to Prince William Parkway (Route 234 Bypass)	Major Collector (MC-9)	110'	4	Class I/Noth
Farm Creek Drive	1596	Ashton Avenue/Bethlehem Road to Sudley Road (Route 234)	Minor Arterial Collector (MC-10)	448'-64'	4	Class I/Noth N/A
Fauquier Drive	1379	Featherstone Road to Rippon Boulevard	Major Collector (MC-11)	440'-104'	4	Class I/South
Featherstone Road	605	Fauquier CL to Nokesville Road (Route 28)	Major Collector (MC-12)	60'-66'	2	N/A
Fitzwater Drive	636	Jefferson Davis Highway (Route 1) to Farm Creek Drive	Major Collector (MC-13)	66'-74'	4	Class I/Noth
Freedom Center Boulevard	842	Nokesville Road (Route 28) to Aden Road	Major Collector (MC-14)	60'-66'	2	Class III
Groveton Road	622	University Boulevard to Wellington Road	Major Collector (MC-15)	92'-104'	4	Class I/West
Gum Spring Road	659	Pegeland Lane I-66 Bridge to Balls Ford Road	Major Collector (MC-16)	402'-106'	4	N/A
Hombaker Road	660	Loudoun CL to Sudley Road (Route 234)	Major Collector (MC-17)	402'-106'	4	Class I/East
Homer Road	639	Wellington Road to Nokesville Road (Route 28)	Major Collector (MC-18)	92'-104'	4	N/A
		Prince William Parkway/Summerland Drive to Gordon Boulevard (Route 123)	Minor Arterial Major Collector (MC-19)	420'-104'	4	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
Longview Drive/Montgomery Avenue	1279	Prince William Parkway (Route 3000) to Opitz Boulevard	Major Collector (MC-20)	60'-existing	2	N/A
Lucasville Road	692	Manassas CL to Bristow Road	Major Collector (MC-21)	40±-106'	4	Class II
McGraws Corner Drive	TBD	RR-45 Thoroughfare Road to RR-65 Lee Highway (Route 29)	Major Collector (MC-22)	92'-104'	4	Class I/South/West
Neabsco Road	610	Jefferson Davis Highway (Route 1) to end Daniel Ludwig Drive	Major Collector (MC-23)	110' (see text)	4	Class I/South
Occoquan Road	906	Old Bridge Road to Jefferson Davis Highway (Route 1)	Major Collector (MC-24)	existing	4	N/A
Old Carolina Road	703	Heathcote Boulevard to Lee Highway (Route 29)	Major Collector (MC-25)	92'-104'	4	N/A
Old Centreville Road	616	Fairfax CL to Centreville Road (Route 28)	Major Collector (MC-26)	92'-104'	4	N/A
Old Triangle Road	1108	Fuller Road to Orange Street	Major Collector (MC-27)	58'	2	Class III
Pageland Lane	705	Sudley Road (Route 234) to Groveton Road	Major Collector (MC-28)	60'-66'	2	N/A
Powells Creek Boulevard	2550	Jefferson Davis Highway (Route 1) to River Ridge Boulevard	Major Collector (MC-29)	90'-110' (see text)	4	N/A
Purcell Road	643	Dumfries Road (Route 234) to Hoody Road	Minor Arterial - Major Collector (MC-30)	148'-106'	4	Class I/South
Purcell Road (East)	643	Purcell Road to Prince William Parkway (Route 3000)	Minor Arterial - Major Collector (MC-31)	148'-106'	4	Class I/South
Ridgefield Road	TBD	Prince William Parkway (Route 3000) to Dale Boulevard	Major Collector (MC-32)	110' (see text)	4	Class I/East
Rippon Boulevard	1392	Jefferson Davis Highway (Route 1) to Farm Creek Drive	Major Collector (MC-33)	140'-104'	4	Class I/South
River Ridge Boulevard	1189	Jefferson Davis Highway (Route 1) to River Heritage Boulevard	Major Collector (MC-34)	90'-110' (see text)	4	N/A
River Ridge Boulevard	1189	River Heritage Boulevard to Wayside Drive	Major Collector (MC-34)	90'-110'-variable-existing	2	N/A
Signal Hill Road	689	Liberia Avenue to Signal View Drive	Major Collector (MC-35)	68' (see text)	4	Class III
Signal View Drive	2590	Manassas Park CL to Signal Hill Road	Major Collector (MC-36)	100' (see text)	4	Class II
Smoketown Road	2000	Griffith Avenue to Old Bridge Road	Major Collector (MC-37)	existing	4	N/A

Table 2 THOROUGHFARE PLAN SUMMARY

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)		RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS/ LOCATION
Springwoods Drive	2410	Old Bridge Road to and Chanceford Drive	Major Collector	(MC-38)	100'	(see text)	Class II
Waterfall Road	604	Mill Creek Road to James Madison Highway (Route 15)	Major Collector	(MC-38)	466'	MC-2	Class III
Station Street	IBD	University Boulevard to Balls Ford Road	Major Collector	(MC-39)	104'	MC-1	Class I/South
Telegraph Road	1781	Minnievile Road to Summit School Road	Major Collector	(MC-40)	82'-104'	MC-1	N/A
Thoroughfare Road	682	James Madison Highway (Route 15) to McGraws Corner Drive	Major Collector	(MC-41)	82'-104'	MC-1	Class I/South
Van Buren Road-North	627	Cardinal Drive to Dumfries Road (Route 234)	Minor Arterial - Major Collector	(MC-42)	448'-104'	MC-1	Class I/West
Van Buren Road-South	627	Dumfries Road (Route 234) to Mine Road	Minor Arterial - Major Collector	(MC-43)	448'-104'	MC-1	N/A
Waterway Drive	1451	Dumfries Road (Route 234) to Cardinal Drive	Major Collector	(MC-44)	110'	(see text)	Class I/East
Wayside Drive	1140	Jefferson Davis Highway (Route 1) to Congressional Medford Drive	Major Collector	(MC-45)	90'-110'	(see text)	N/A
Williamson Boulevard	1596	Sudley Road (Route 234) to Portsmouth Road	Major Collector	(MC-46)	90'	(see text)	Class III
Yates Ford Road	612	Prince William Parkway (Route 3000) to Fairfax CL	Major Collector	(MC-47)	100'	(see text)	Class II

1. This list only includes major roadways. Lesser roadways, minor collectors and local streets, are addressed through the County's Design and Construction Standards Manual (DCSM).
2. To facilitate finding a specific roadway, this list is sorted alphabetically. For a list sorted by functional classification, please see the Thoroughfare Plan Map.
3. Right of way standards should generally be taken from the Design and Construction Standards Manual when a DCSM detail is specified. When a different ROW is stated, the reason for the altered ROW width is stated in the Thoroughfare Plan text.

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The following narratives discuss the Thoroughfare Plan roadways identified in Table 2. These narratives provide general information about each of these roadways. The information provided below is current as of the date of adoption of the Comprehensive Plan. The Prince William County Department of Transportation should be contacted for any more current information than is provided herein.

Freeways/Interstates

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

Freeways/Interstates

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

~~FI-1)* — I-66 (Fauquier County to Fairfax County) (275' minimum/variable) — Construction of a concurrent peak period median High Occupancy Vehicle (HOV) lane and a fourth general purpose lane between Fairfax County and the I-66/ Route 234 Business interchange has been completed. The median lane is restricted to HOV 2 occupants eastbound during the morning peak period and westbound during the evening peak period. The extension of the median HOV lane, and additional multipurpose lane from the I-66/Route 234 Business interchange to Route 29, the reconfiguration of the Route 29 interchange, and the extension of the median HOV lane and a third general purpose lane from Route 29 to Route 15 is also being proposed underway to handle the increasing level of commuter traffic from locations west of Prince William County.~~

FI-1) I-66 (Fauquier County to Fairfax County) (275' minimum/variable) - Construction of a third general purpose lane, plus a shared high occupancy vehicle (HOV) lane/fourth general purpose lane has been completed between Fairfax County and the I-66/Route 234 Bypass interchange. The eastbound HOV lane can only be used by vehicles with 2 or more occupants during the morning peak period, but is open to general traffic during the remainder of the day. Similarly, the same restriction applies for the westbound HOV lane during the evening peak period. An extension of the third general purpose lane and shared HOV/fourth general purpose lane from the I-66/Route 234 Bypass interchange to approximately a mile west of the I-66/Route 15 interchange is being proposed to assist in the inter-County movement of traffic to and from the western portion of Prince William County. Additionally, the reconfiguration of the Route 29/I-66 interchange is being proposed to allow more efficient access to the commercial areas along the I-66 corridor.

FI-2) I-95 (Fairfax County to Stafford County) (450' minimum/variable) - First identified in the 1982 Comprehensive Plan, reversible HOV lanes have been completed from the Occoquan River to Quantico Creek, south of Route 234. The extension of the HOV lanes from Quantico Creek to Stafford County as well as the construction of a fourth general purpose lane is recommended to handle the increasing level of commuter traffic from locations south of Prince William County. The conversion of those reversible HOV lanes to high occupancy toll (HOT) lanes –

* Roadways where conventional road widening is not possible (c.f. TR-POLICY 8).

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as well as the addition of a third HOT lane and the extension of those lanes to the Stafford County line – has been proposed by the region in an effort to improve the operation of the corridor. The construction of a fourth general purpose lane has been recommended to assist in handling the increasing commuter traffic associated with adjacent jurisdictions to the north and south.

Parkways

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

~~PW-1) **Prince William Parkway (Route 1 to Hoadly Road) (120' minimum); (Hoadly Road to Liberia Avenue) (160')** – This road is designed to help facilitate the large volumes of traffic going to and coming from I 95 and to serve cross-County trips. The alignment east of Summerland Drive to Route 1 will follow the alignment of Longview Drive. The recommended right of way corresponds with the standard typical section provided within the County's engineering plans for this road.~~

PW-1) **James Madison Highway/Route 15 (Loudoun County to Sudley Road/Route 234) (existing); (Sudley Road/Route 234 to Lee Highway/Route 29) (160' PA-2 standard – 174' only where requested by functional plan)** – This roadway supports inter-County traffic to and from Loudoun and Fauquier Counties, as well as supports intra-County movement to and through the Gainesville area. It is currently the only existing major roadway connection between Prince William County and Loudoun County. Proposed grade separation with Route 29 should be evaluated for feasibility and need, and grade separation with the Norfolk-Southern rail line should be provided. The recommended right-of-way for this roadway between Sudley Road and Lee Highway corresponds generally to the PA-2 standard shown in the Prince William County Design and Construction Standards Manual – except in instances where the VDOT functional plan for this roadway recommends a higher right-of-way standard. Context sensitive solutions for improving this roadway should be evaluated and used where appropriate in areas that are part of the Journey Through Hallowed Ground. With respect to the section of this roadway between Sudley Road and the Loudoun County line, the right of way corresponds to the existing right-of-way for this road. No widening is being proposed – as Loudoun County has not proposed the widening of this roadway on their side of the County line.

~~PW-2) **Route 15 (James Madison Highway) (160' – 174')** – This arterial supports major traffic flows to and through the Route 29/I 66 corridors. It is the only existing major road leading into Loudoun County and will continue to serve trips between Prince William County and Loudoun County. A grade separation is recommended for its intersection with Route 29 and the Norfolk Southern rail line. The recommended right of way corresponds with the typical section provided within the VDOT functional plan for this road.~~

PW-2) **Prince William Parkway (Liberia Avenue to Hoadly Road) (160' PA-2 standard); (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**

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to and coming from the I-95 corridor, as well as to serve cross-County trips. The recommended right-of-way corresponds with the standard typical section provided within the Prince William County Design and Construction Standards Manual.

~~**PW-3) Route 411 (Tri Bi-County Parkway) (200')**~~ This new road will be an extension of Godwin Drive from Route 234 Business (PA 8) to Fairfax County. It is planned as a limited access type road with interchanges at Route 234 Business (PA 8) and Lomond Drive. It will provide substantial relief to Route 28 and I-66. The recommended right of way corresponds with existing right of way acquired for this road.

PW-3) Tri-County Parkway/Route 28 Bypass (Sudley Road/Route 234 to Fairfax County) (200' existing) - This proposed road will be an extension of Godwin Drive from Sudley Road (Route 234 Business) into Fairfax County. Limited access is proposed for this roadway, and interchanges are planned at both Sudley Road (Route 234 Business) and Lomond Drive. The Tri-County Parkway/Route 28 Bypass will provide substantial relief to the sections of Route 28 within Prince William County, the City of Manassas, and Fairfax County, as well as provide relief to I-66. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

Principal Arterials

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

~~**PA-1) Potomac Parkway (Route 1 to Cherry Hill Spine Road) (160')**~~ This new road will extend existing Route 234 (PA 9) east of Route 1. This extension of Route 234 will improve access to the Possum Point, Cockpit Point, and Cherry Hill areas, including the proposed Cherry Hill Virginia Railway Express (VRE) station. The 1992 adopted Cherry Hill Sector Plan recommends this proposed roadway be a *controlled access* facility. The recommended right of way corresponds with the PA-2 standard typical section provided within the County's DCSM.

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) Route 1 (Jefferson Davis Highway) (Fairfax County to Stafford County—excluding the Town of Dumfries) (125')***~~ Route 1 functions as a multi modal principal arterial carrying local traffic and traffic bound for employment areas north of Prince William County. As I-95 gets more congested, traffic volumes will continue to increase on Route 1, and there will be a need for grade separated interchanges at Route 234, Dale Boulevard, and Route 123. multi modal The

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~~recommended right of way corresponds to VDOT's adopted Route 1 Corridor Study typical section.~~

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 the Route 234 Bypass, 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 Design and Construction Standards Manual, as well as the VDOT engineering plans for this completed section of roadway.

~~**PA-3) Route 28 (Nokesville Road) (City of Manassas to Vint Hill Road) (146'); (Vint Hill Road to Fauquier County) (160')**~~ Traffic volumes on this roadway are predicted to increase as development occurs in the cities of Manassas and Manassas Park and along the Route 234 corridors. The recommended right of way corresponds with the MA-1, PA-1, and PA-2 standard typical sections provided within the County's Design and Construction Standards Manual (DCSM).

PA-3) Dumfries Road/Route 234 Business (City of Manassas to Prince William Parkway/Route 234 Bypass) (128' MA-1 standard) - This road, located between the Route 234 Bypass 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 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 restrictions on either side of the roadway a minor arterial standard is being proposed.

~~**PA-4) Route 28 (Centreville Road) (Fairfax County to City of Manassas) (118')**~~ This road is a traditional commercial corridor linking the City of Manassas with Fairfax County and eventually I-66. 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. A functional plan has been developed for this road.

~~**PA-6) Route 123 (Gordon Boulevard) (Route 1 to Fairfax County) (120')**~~ 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 Fairfax City. The recommended right of way corresponds with the standard typical section provided within the VDOT engineering plans for Route 123.

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- 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 Cherry Hill Sector Plan recommends this proposed roadway 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.
- PA-6) Jefferson Davis Highway/Route 1 (Fairfax County to Stafford County – excluding the Town of Dumfries) (140' – 150' per Route 1 Location Study) –** Jefferson Davis Highway functions as a multi-modal principal arterial carrying both intra and inter-County traffic. As I-95 gets more congested, traffic volumes will continue to increase on Route 1, and there will be a need for grade-separated interchanges at Route 234, Dale Boulevard, and Route 123. The recommended right-of-way corresponds to the typical sections included in the adopted Route 1 Location Study. The 140 foot right of way is being proposed from Fairfax County to the Joplin/Fuller intersection (excluding the area associated with the designed Route 1/Route 123 interchange) and the 150 foot right of way is being proposed for the section between the Joplin/Fuller intersection and Stafford County.
- PA-7) Route 234 (Prince William Parkway/Dumfries Road) (I-66 to Route 1) (160' to 220'/variable)** Route 234 is expected to carry heavy volumes of traffic from the residential developments in eastern Prince William County to the major employment centers located in the Manassas area and the Route 234 corridors. The recommended right of way corresponds with the standard typical section provided within the VDOT engineering plans for Route 234.
- PA-8) Route 234 Business (Sudley Road) (City of Manassas to I-66) (160')** This road is located between the City of Manassas and I-66. It is a main commuter route for residents using I-66. Additionally, this road serves a large retail area of the County. With completion of the Route 234 Bypass, this traditional corridor has been re-designated as Route 234 Business. The recommended right of way corresponds to existing right of way acquired for this road.
- PA-7) Lee Highway/Route 29 (Fauquier County to James Madison Highway/Route 15) (existing); (James Madison Highway/Route 15 to Route 234 Bypass North) (156' PA-1 standard)** - This portion of Route 29, located between Fauquier County and the

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Route 234 Bypass North, is designated as one of the National Highway System’s high-priority corridors for federal funding. The reconfiguration of the Route 29/I-66 interchange, grade separation of the Norfolk-Southern railroad as it crosses Route 29, and a grade-separated interchange at the Route 29/Gallerher Road/Linton Hall Road intersection are fully funded and ready for construction. The Route 29/I-66 sector plan encourages a grade separated interchange at the intersection of Route 29 and Route 15 (James Madison Highway), but further study should be undertaken to decide whether this interchange is feasible, necessary, and culturally/environmentally sensitive before it is constructed. Context sensitive solutions for improving this roadway should be evaluated and used within sections of this corridor designated as a Virginia Byway, National Scenic Byway, or All-American Road. The closure of Route 29 within the Manassas National Battlefield Park is being proposed once the construction of the Manassas Battlefield Bypass is completed.

PA-8) Manassas Battlefield Bypass (Lee Highway/Route 29 to Fairfax County) (200’) –

This roadway is proposed to provide connectivity around the Manassas National Battlefield Park in an effort to handle traffic shifts created by the closure of Lee Highway to through traffic within the Battlefield. In addition to the closure of Lee Highway, Sudley Road and Groveton Road/Featherbed Lane are also being proposed as closed to any through traffic. As such, this bypass provides an inter-County connection between two sections of Lee Highway (one in Fairfax County, and the other in Prince William County near the Gainesville interchange). A portion of the alignment of this roadway (between Sudley Road and Route 29) corresponds with the alignment of the Route 234 Bypass-North roadway discussed in Thoroughfare Plan narrative PA-11 and another portion corresponds with a section of existing Sudley Road (Route 234). The recommended right of way for this section of roadway corresponds to the right of way requested in the Manassas Battlefield Bypass Environmental Impact Statement. Effort should be taken to be sensitive to the viewshed of the Battlefield.

~~**PA-9) Route 234 Business (Dumfries Road) (City of Manassas to I-66) (variable)** – This road is located between Route 234 and the City of Manassas. This road serves as the southern link of the business route into the City of Manassas. Since this is the remnant of what was Route 234 before it was upgraded and realigned, the recommended right-of-way corresponds to the existing right-of-way of this road.~~

PA-9) Nokesville Road/Route 28 (Fauquier County to Vint Hill Road) (160’ PA-2 standard); (Vint Hill Road to City of Manassas) (156’ PA-1 standard) – This section of roadway provides a connection between Fauquier County and areas within and adjacent to the City of Manassas including Innovation, the Manassas Regional 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 Design and Construction Standards Manual.

~~**PA-10) Route 234 Bypass North (I-66 to Loudoun County) (220’)** – This planned roadway will be a continuation of Route 234 (PA 7) from I-66 to Loudoun County. This~~

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extension of Route 234 is planned to relieve Route 15, Route 29, and Route 234. Its main function will be to serve traffic between Prince William County and the Dulles Airport corridor in Loudoun County, and related areas in Fairfax County. However, further study should be performed in order to set an exact alignment that satisfies both Prince William County and Loudoun County. The recommended right-of-way corresponds with the typical section provided within the VDOT functional plan.

PA-10) Prince William Parkway/Route 234 Bypass (I-66 to Brentsville Road, excluding the City of Manassas) (160' PA-2 standard) – This section of the Route 234 Bypass 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 Design and Construction Standards Manual.

PA-11) Route 234 Bypass – North (Loudoun County to I-66) (200') - This proposed roadway will be a continuation of the Route 234 Bypass (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-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 Design and Construction Standards Manual.

PA-13) 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.

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Minor Arterials

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

~~MA-1) — **Artemus Road (Route 15 to Route 234 Bypass North) (118')** — This minor arterial is planned to connect Route 15 (James Madison Highway) Catharpin Road and Route 234 Bypass North (PA-10). Its primary function will be to provide relief to I-66. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

MA-1) **Balls Ford Road (Wellington Road to Sudley Road/Route 234 Business) (128' MA-1 standard)** — This road provides access to and from I-66 for the nearby existing and planned industrial uses. To that end, an interchange with the Route 234 Bypass is proposed to enhance accessibility. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual. A functional plan has been developed for this road project.

~~MA-2) — **Balls Ford Road (Route 234 Business [PA-8] to Wellington Road) (118')** — This road is planned to ultimately have an interchange with Route 234 Bypass. A major realignment of Balls Ford Road around the interchange area is proposed to connect this road to realigned Devlin Road. This interchange will provide access to the nearby existing and planned industrial areas. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.~~

MA-2) **Belmont Bay Drive (Gordon Boulevard/Route 123 to end) (128' MA-1 standard)** — This road provides a connection between the Belmont Bay development (including the town center, marina, and other proposed uses within the development) and the Route 1 area, including the Woodbridge Virginia Railway Express (VRE) station. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MA-3) — **Belmont Bay Road (Route 1 to End) (118')** — This road was conceived in the 2000 adopted Route 1/Route 123 Sector Plan to connects the Belmont Bay town center and associated development with Route 1 and the Woodbridge VRE station thereby facilitating access to the marina, retail center, and science museum included in the plans for Belmont Bay. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

MA-3) **Benita Fitzgerald Drive (Dale Boulevard to Cardinal Drive) (128' MA-1 standard, existing)** — This road provides a north-south intra-County connection between two of the County's arterial roadways. The road also distributes traffic generated in southeastern Dale City and the north sections of Montclair on to Dale Boulevard, where traffic can proceed to I-95. The standard right-of-way for this road corresponds with the MA-1 standard typical section provided within the County's

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Design and Construction Standards Manual – but no additional right of way is needed for this already constructed roadway.

~~MA-4) **Benita Fitzgerald Drive (Dale Boulevard to Cardinal Drive) (110')** – Formerly named Willowdale Road and Benita Brown Boulevard, this proposed road was conceived in the Dale City Residential Planned Community (RPC) Plan. Its This road's major function will be is to distribute traffic generated in southeastern Dale City and the north sections of Montclair to Dale Boulevard, where traffic can proceed to I-95. The recommended right of way corresponds with existing right of way acquired for this road.~~

MA-4) **Bristow Road (Nokesville Road/Route 28 to Dumfries Road/Route 234) (existing)**
Traffic volumes have increased along this intra-County connecting roadway. Although volumes are substantial, the historic and cultural impacts to the villages of Brentsville and Bristow that will result by widening the road are significant enough that the County proposes leaving the right of way and cross-section of this roadway as it currently exists. However, potential methods for bypassing both Bristow and Brentsville should be investigated to see if a solution to both the traffic and historic/cultural issues can be achieved.

MA-5) **Cardinal Drive (Minnieville Road to Jefferson Davis Highway/Route 1) (92'–118' 104' MC-1 standard – 128' MA-1 standard, existing)** - This road connects Minnieville Road and Route 1, thereby providing access to both of these major highways from the Montclair and Cardinal Drive residential areas. The recommended right of way and alignment correspond with the MC-1 and MA-1 standard typical section provided within the County's engineering plans for this road. This road provides a connection between two major roadways within the County and allows access to both roads from the Montclair and Cardinal Drive residential areas. The right of way associated with this road corresponds to both the MC-1 and MA-1 standard typical sections shown in the County's Design and Construction Standards Manual – but no additional right of way is needed for this already constructed roadway.

MA-6) **Caton Hill Road (Minnieville Road to Prince William Parkway) (120' existing)**
~~This road connects~~ The connection of this road from Minnieville Road and to the Prince William Parkway thereby provides improved access to the commercial centers along Minnieville Road and the Parkway, from I-95 and as well as improved access to the major commuter parking lot (Horner Road commuter lot) along at I-95. The recommended right-of-way corresponds with the existing right of way provided for this already constructed roadway. the standard typical section provided within the County's engineering plans for the Prince William Parkway.

~~MA-7) **Cherry Hill Spine Road (Congressional Way to End) (118')** – This road was conceived in the 1992 adopted Cherry Hill Sector Plan. It will provides access to both the residential and employment areas planned for the Cherry Hill peninsula. The~~

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~~recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

MA-7) Dale Boulevard (Hoadly Road to Benita Fitzgerald Drive) (110' - 160' existing); (Benita Fitzgerald Drive to Jefferson Davis Highway/Route 1) (180' existing) -

This arterial traverses the heart of Dale City, extending from Route 1 to Hoadly Road. Dale Boulevard provides residents of Dale City a direct route to I-95 and the road is a major intra-County connection. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

~~**MA-8) Coverstone Drive (Ashton Avenue to Route 234 Business) (118')** This road connects the residential developments along Ashton Avenue with the shopping and employment centers along Route 234 Business. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

MA-8) Devlin Road (Linton Hall Road to Wellington Road) (128' MA-1 standard) - This road connects the residential developments along Linton Hall Road with Wellington Road. The realignment of this road with Balls Ford Road also provides for an improved connection for these areas to Route 234 Bypass, Sudley Road, and I-66. The recommended right-of-way for this road corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~**MA-9) Dale Boulevard (Route 1 to I-95) (155' - 180') (I-95 to Benita Fitzgerald Drive) (180'/variable); (Benita Fitzgerald Drive to Hoadly Road) (110' - 160'/variable)** This arterial, located through the heart of Dale City, extends from I-95 to Hoadly Road. Dale Boulevard provides residents of Dale City a direct route to I-95 and was constructed as a controlled access facility (except between _____ and _____). The recommended right of way corresponds with the existing right of way acquired for this road.~~

MA-9) Fleetwood Drive (Fauquier County to Aden Road) (62' RM-1 standard) – This roadway provides a connection for a number of residential travelers between eastern Fauquier/northern Stafford Counties and Aden Road. Because of right-of-way constraints, Fleetwood Drive is planned to remain a two-lane road. The recommended right-of-way corresponds with the RM-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~**MA-10) Devlin Road (Linton Hall Road to Wellington Road) (118')** This road connects the residential developments along Linton Hall Road with Wellington Road. Originally planned as a major collector, Devlin Road has been reclassified as a major arterial, since residential development along this road has occurred more rapidly than was originally anticipated in the Long Range Land Use Plan. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

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MA-10) Gideon Drive (Dale Boulevard to Smoketown Road) (120' existing) - This road provides direct access to Potomac Mills and the Hylton Chapel. Additionally, this road allows for access to the PRTC Transit Center and provides access to I-95 through a connection with Dale Boulevard. The recommended right-of-way corresponds to the existing right-of-way acquired for this roadway.

~~**MA-11) Fleetwood Drive (Aden Road to Fauquier County) (60')**~~ Connecting eastern Fauquier and northern Stafford counties with Aden Road, Fleetwood Drive will handle residential trips that will otherwise use Route 28 or I-95. Because of right-of-way constraints, it is planned to remain a two-lane road. The recommended right-of-way corresponds with the RM-1 standard typical section provided within the County's DCSM.

MA-11) Harbor Station Parkway (Cherry Hill Road to River Heritage Boulevard/Marina Access Road) (121' existing) – This section of Harbor Station Parkway connects the marina area of Cherry Hill to the town center area of the Harbor Station development. A reduced and modified minor arterial section was allowed with the Harbor Station development because traffic volumes did not generate the need for a principal arterial section. As such, the right of way for this section of roadway corresponds to the existing right of way provided with the Harbor Station development.

~~**MA-12) Gideon Drive (Smoketown Road to Dale Boulevard) (120'/variable)**~~ This road serves as the major access for primarily local traffic to such attractions as Potomac Mills and the Hylton Chapel. The recommended right-of-way corresponds to the existing right-of-way acquired for this roadway.

MA-12) Haymarket Bypass/Somerset Crossing Drive (James Madison Highway/Route 15 to Lee Highway/Route 29) (128' MA-1 standard) - This roadway allows relief for east-west traffic that would ordinarily travel along Route 55 (John Marshall Highway) and provides an alternate connection for residential trips within the area. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual. The section of Haymarket Bypass between Old Carolina Road and Route 15 is being designed and constructed by two residential developments along the roadway.

~~**MA-13) Town of Haymarket Bypass (Route 15 to Route 29) (118')**~~ This new road will relieve traffic congestion on Route 55 (John Marshall Highway) that results from residential trips generated in the area. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A centerline study has been developed for this road.

MA-13) Heathcote Boulevard (James Madison Highway/Route 15 to Lee Highway/Route 29) (128' MA-1 standard) – In order to provide additional east-west capacity in the western end of the County, Heathcote Boulevard parallels both I-66 and Route 55 (John Marshall Highway) and is designed to carry local residential traffic north of I-

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66 to the employment and commercial areas along Route 29 in Gainesville. Furthermore, the roadway provides an additional connection for the areas of the County to the north of Route 29 to and from I-66. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MA-14) **Heatheote Boulevard (Route 15 to Route 29) (118')** Another new This road proposed to parallels I-66 and Route 55 (John Marshall Highway), Heatheote Boulevard and is planned to carry local residential traffic north of I-66 to the employment and commercial areas along Route 29 in Gainesville. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

MA-14) **Hoadly Road (Dumfries Road/Route 234 to Prince William Parkway/Route 3000) (110' existing)** - Hoadly Road is a four-lane divided facility that allows for intra-County movement between Dumfries Road and the Prince William Parkway. The recommended right-of-way corresponds with the 110' that currently exists for this roadway.

~~MA-15) **Hoadly Road (Route 234 to Prince William Parkway) (110')** Hoadly Road is a four lane, divided facility with paved shoulders serving as class II bicycle trails connecting Dumfries Road and the Prince William Parkway. The recommended right of way corresponds with the standard typical section provided within the VDOT engineering plans for this road.~~

MA-15) **John Marshall Highway/Route 55 (Thoroughfare Road to Lee Highway/Route 29 - excluding the Town of Haymarket) (128' MA-1 standard)** - This road serves traffic generated in and attracted to the Gainesville/Town of Haymarket area. Route 55 is planned to be realigned to Gallerher Road, and this realigned road will connect to Linton Hall Road (Route 619) across Route 29 as a part of the Gainesville interchange improvements. The recommended right-of-way for this road corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual. It must be noted that the section of Route 55 leading into the Town of Haymarket will need to be transitioned down to an MC-1 standard section (104') or smaller (potentially the 66' RM-2, Category VI standard) in order to provide a reasonable connection to the town's two-lane section of Route 55. Final engineering will be needed in order to determine the appropriate right-of-way transition lengths. Developments along Route 55 between the Town of Haymarket and Route 29 should provide landscaping and streetscaping in order to conform to the urban design plan established by the Town of Haymarket.

~~MA-16) **Horner Road (Prince William Parkway to Route 123) (120')** This is the part of Horner Road that road is east of I-95, connecting Prince William Parkway with Gordon Boulevard. The recommended right of way corresponds with the standard typical section provided within the County's engineering plans for the Prince William Parkway.~~

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- MA-16) Linton Hall Road (Lee Highway/Route 29 to Nokesville Road/Route 28) (128' MA-1 standard)** - Traffic volumes have dramatically increased on this intra-County route, and development in the Gainesville area created the need for the widened sections of this roadway. Linton Hall Road provides an important connection between Lee Highway (Route 29) and Nokesville Road (Route 28). The recommended right-of-way for Linton Hall Road corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~**MA-17) Linton Hall Road (Route 29 to Route 28) (118')/Bristow Road (Route 28 to Route 234) (102')**~~ - Traffic volumes could have dramatically increased on this cross-County route, especially when approved due to development is constructed along Linton Hall Road. The recommended right of way for Linton Hall Road corresponds with the MA-1 standard typical section provided within the County's DCSM. The recommended right of way for Bristow Road corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM. A functional plan has been developed for Bristow Road.
- MA-17) Minnieville Road (Dumfries Road/Route 234 to Old Bridge Road) (128' MA-1 standard)** - Minnieville Road provides a connection for traffic in Dale City to reach the northeast areas of the County, including the Lake Ridge and Occoquan areas surrounding Old Bridge Road. Additionally, Minnieville provides access to areas along Dumfries Road, such as parts of Quantico and the Prince William Forest Park. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~**MA-18) Minnieville Road (Old Bridge Road to Route 234) (118')**~~ - Minnieville Road feeds traffic into the Prince William Parkway and other east-west arterials and connects Route 234 with Old Bridge Road. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.
- MA-18) Neabsco Mills Road (Opitz Boulevard to Jefferson Davis Highway/Route 1) (128' MA-1 standard)** - This road handles local traffic generated by proposed employment centers along Route 1 and in nearby areas. This road, which parallels I-95 and Route 1, relieves these two roads of local traffic and provides improved emergency access to Potomac Hospital. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.
- ~~**MA-19) Neabsco Mills Road (Opitz Boulevard to Route 1) (118')**~~ - This road handles local traffic generated by proposed employment centers along Route 1 and in nearby areas. This road, which parallels I-95 and Route 1, relieves these two roads of local traffic and provides improved emergency access to Potomac Hospital. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.

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MA-19) North/South Connector (Wellington Road to University Boulevard) (128' MA-1 standard) - This road is proposed to provide access to the George Mason University campus from Wellington Road and University Drive. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual. However, in certain areas, a reduced cross section may be provided where requested by the Director of the PWC Department of Transportation and where volumes can be sufficiently handled with a reduced cross-section.

~~MA-20) New Cherry Hill Road (Route 1 to Congressional Way) (110')~~ This road is located on the Cherry Hill Peninsula and will provide access for the Wayside residential development. The recommended right of way corresponds with existing right of way acquired for this road.

MA-20) Old Bridge Road (Prince William Parkway/Route 3000 to Colby Drive) (existing); (Colby Drive to Gordon Boulevard/Route 123) (120') – This road provides a major intra-County connection and provides access to both I-95 and the Prince William Parkway. This road will continue to handle increased traffic volumes as development continues in the residential and commercial sections of Lake Ridge. The recommended right-of-way for the segment between Colby Drive and the Prince William Parkway corresponds with the existing right-of-way of this road. The recommended right-of-way for the segment between Colby Drive and Gordon Boulevard corresponds with the right-of-way width already obtained for this road in the existing six-lane segments of Old Bridge Road.

~~MA-21) North/South Connector (Wellington Road to University Drive) (118')~~ This road was conceived in the 2000 adopted (GMU) Prince William Campus Sector Plan. It provides access to the George Mason University campus from Wellington Road and University Drive. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-21) Old Carolina Road (James Madison Highway/Route 15 to Heathcote Boulevard) (128' MA-1 standard) - This section of Old Carolina Road connects the Town of Haymarket and the residential developments along Route 15 to the north. Based on development surrounding the roadway, volumes are such that a minor arterial standard is required rather than the collector standard required for the southern portion of this roadway. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MA-22) Old Bridge Road (Route 123 to Minnieville Road)* (Minnieville Road to Prince William Parkway) (120')~~ This road feeds traffic generated in Lake Ridge and the central sections of the County to I-95 and Route 123. This road will continue to handle increased traffic volumes as the residential and retail components of Lake Ridge build out. The recommended right of way corresponds with the existing right-of-way acquired for this road.

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~~MA-22) **Opitz Boulevard (Gideon Drive to Jefferson Davis Highway/Route 1) (110' existing)** - This road connects the areas of Potomac Mills to Route 1 and provides access to the Potomac Hospital. The recommended right-of-way generally corresponds with existing right-of-way acquired for this road, but in areas where less than 110 feet exist, additional right of way to reach 110 feet may be required.~~

~~MA-23) **Old Carolina Road (Route 15 to Heathcote Boulevard) (118')** This road connects the Town of Haymarket and the residential developments along Route 15 to the north. Originally planned as a major collector to relieve congestion at the I-66/Route 15 interchange, residential development along this road has occurred more rapidly than was originally anticipated in the Long Range Land Use Plan causing the need to upgrade this road to a minor arterial. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

~~MA-23) **Prince William Parkway/Route 3000 Extended (Dumfries Road/Route 234 to Liberia Avenue) (118' existing)** - This roadway is an extension of Liberia Avenue that provides a connection between the Prince William Parkway (Route 3000) section that traverses the eastern end of the County and the section of the Prince William Parkway (Route 234 Bypass) that traverses the western end of the County. Although most sections of the Parkway function as principal arterials, the characteristics of this portion of roadway more closely represent a minor arterial. Because this road has been constructed to its ultimate width, the recommended right-of-way corresponds with the existing right of way obtained for this roadway.~~

~~MA-24) **Prince William Parkway (Route 234 to Liberia Avenue) (118')** This extension of Liberia Avenue from Hastings Drive to Route 234 at Brentsville Road has now been named part of the Prince William Parkway, although this portion of the parkway has been designed as, and functions as, a minor arterial. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM.~~

~~MA-25) **Purcell Road (Dale Boulevard to Route 234 [PA-9]) (118')** This proposed improvement provides an extension of Dale Boulevard and will help facilitate traffic coming from Route 234. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM. A functional plan has been developed for this road. The plan indicates that realigns the west end of Purcell Road will be realigned to the south to improve the design of the roadway and its intersection with Route 234.~~

~~MA-24) **Purcell Road East (Purcell Road to Prince William Parkway) (102')** This proposed mid-County connection between Route 234 and the Prince William Parkway will provide access from planned residential areas north of Hoadly Road. Originally planned as a major collector, residential development within this area has occurred more rapidly than was originally anticipated in the Long Range Land Use Plan, causing the need to upgrade this road to a minor arterial. The recommended~~

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~~right of way corresponds with the MC 2/MA 2 standard typical section provided within the County's DCSM.~~

MA-24) River Heritage Boulevard (Jefferson Davis Highway/Route 1 to Harbor Station Parkway/Patriot Circle) (121' existing) – This road on the Cherry Hill Peninsula provides access for the proposed Harbor Station development from Route 1, including access to the proposed marina on the Potomac River. The recommended right-of-way corresponds with the approved right-of-way associated with the Harbor Station development.

MA-25) Rixlew Lane (Wellington Road to Sudley Road/Route 234 Business) (110' existing) - This road provides a connection between Wellington Road and Sudley Road (Route 234 Business) near the Manassas Mall. ~~Originally planned as a major collector, development along this corridor as well as the planned location of an additional school has caused the need to upgrade this road from a major collector to a minor arterial.~~ Because of right-of-way constraints, the recommended right-of-way corresponds to the existing right-of-way for this roadway.

~~**MA-28) Rollins Ford Road (Vint Hill Road to Linton Hall Road) (118')** – This proposed road will alleviate the need to significantly widen Glenkirk Road and will provide an alternative access to Vint Hill Road and Linton Hall Road for the significant new residential development in this area. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM. A centerline study has been performed for this road.~~

MA-26) Rollins Ford Road (Vint Hill Road/Route 215 to Wellington Road) (128' MA-1 standard) - This road provides an alternative to Glenkirk Road and provides access to Vint Hill Road and Linton Hall Road for the residential developments in the area. A connection is proposed from Linton Hall Road to Wellington Road to allow for an additional north-south connection to provide access for the adjacent industrial areas as well as the Nissan Pavilion. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~**MA-29) Route 55 (John Marshall Highway) (Route 29 to Thoroughfare Road – excluding the Town of Haymarket) (118')** – This road is proposed for improvement in order to serve traffic generated in and attracted to the Gainesville/Town of Haymarket area. Route 55 is planned to be realigned to Gallerher Road, to intersect Route 29 at the planned realignment of Linton Hall Road (Route 619). Additionally, proposed employment developments in western Prince William County are expected to attract significant new volumes of traffic on this road, including trips from central and northern Fauquier County. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's DCSM. While this typical section suggests a right of way of 118' feet for the entire section of Route 55, the section of Route 55 leading into the eastern boundary of the Town of Haymarket will be transitioned down to a 92' foot right of way (MC 1 typical section) in order~~

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~~to provide a reasonable connection to the town's two-lane section of Route 55. The right-of-way transition most likely will begin at Tyler Elementary School and proceed westward to the town boundary. However, final engineering will determine the appropriate right-of-way transition lengths. Development of sites along Route 55 between the Town of Haymarket and Route 29 should provide landscaping and streetscaping in keeping with the urban design plan established by the Town of Haymarket.~~

MA-27) Smoketown Road (Minnieville Road to Gideon Drive) (110' existing) - This road provides access to the commercial areas near and within the Potomac Mills Mall. In conjunction with Optiz Boulevard, the two roadways also provide a connection from the Prince William Parkway to Route 1. The recommended right-of-way for Smoketown Road corresponds with the existing right-of-way acquired for this already constructed roadway.

~~**MA-30) Route 215 (Vint Hill Road) (Fauquier County to Route 28) (102')**~~ This road, paralleling Linton Hall Road and connecting Fauquier County with Route 28, will provide an alternative to Linton Hall Road for traffic destined for the Route 28 employment areas. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.

MA-28) Spriggs Road (Hoadly Road to Dumfries Road/Route 234) (110' existing) - This road provides an important north-south intra-County connection between Dumfries Road and Hoadly Road. The road also provides direct access to two mid-County high schools and a middle school. The recommended right-of-way for Spriggs Road corresponds with the existing right of way for this already constructed project.

~~**MA-31) Route 234 (Sudley Road) (Route 15 to Manassas National Battlefield Park) (120')**~~ This road is located between the Manassas National Battlefield Park and Route 15. The recommended right of way corresponds to existing right of way acquired for this road.

MA-29) Sudley Manor Drive (Vint Hill Road/Route 215 to Sudley Road/Route 234 Business) (110') - This road provides access to Linton Hall Road, Wellington Road, the Prince William Parkway, and Sudley Road for residential areas such as Braemar and Victory Lakes. With its connection to Sudley Road, Sudley Manor Drive also provides access to I-66. The proposed grade-separated interchange at the Prince William Parkway (Route 234 Bypass) will help alleviate the potential traffic concerns of having three major roadways (Wellington Road, Prince William Parkway, Sudley Manor Drive) all intersect within close proximity. The recommended right-of-way corresponds with existing right-of-way acquired for this already constructed roadway.

~~**MA-32) Smoketown Road/Opitz Boulevard (Minnieville Road to Route 1) (110')**~~ This road offers access to the densely developed commercial areas at and near Potomac Mills. Smoketown Road is a six-lane, divided roadway between Minnieville Road and Gideon Drive. Opitz Boulevard extends from Gideon Drive to Route 1. The

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~~recommended right of way corresponds with existing right of way acquired for this road.~~

MA-30) Sudley Road/Route 234 (James Madison Highway/Route 15 to Route 234 Bypass-North) (existing) – This roadway provides an important east-west connection in the northern/western end of the County. Once the Route 234 Bypass-North and the Manassas Battlefield Bypass are built, the existing sections of Sudley Road that traverse through the Manassas National Battlefield Park are proposed to close to through traffic and only be available to traffic with destinations within the Park. Because of constraints along the roadway, no widening is being proposed and the recommended right of way corresponds with the existing right of way of this roadway.

~~**MA-33) Spriggs Road (Route 234 to Hoadly Road) (110')** – This road provides an important connection between Dumfries Road and Hoadly Road. Additionally, it provides direct access to two mid-County high schools and a middle school. A major realignment of Spriggs Road is proposed, including a relocation of its intersection with Route 234 to the west of its current alignment. The recommended right of way corresponds with the standard typical section provided within the functional plan for this road.~~

MA-31) Summit School Road (Minnieville Road to Telegraph Road) (128' MA-1 standard) – The connection of this roadway from Minnieville Road to Telegraph Road provides a bypass connection for traffic to and from the Potomac Mills Mall area to Minnieville Road. This new section can carry the heavy amounts of traffic that would normally travel along the right of way constrained section of Telegraph Road between Meridian Hill Drive and Minnieville Road. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual in areas where the road has not yet been constructed. In areas where the road has already been constructed (but not to its ultimate lane configuration), existing right of way can be acceptable provided a VDOT acceptable roadway can fit within existing right of way.

~~**MA-34) Sudley Manor Drive (Route 215 to Route 234 Business) (110')** – This road is planned to extend from Sudley Manor Drive near Route 234 Business to Route 215 (Vint Hill Road). It will ultimately have a grade-separated interchange with Route 234 and, therefore, will help to relieve Route 28. The recommended right-of-way corresponds with existing right of way acquired for this road and the standard typical section provided within the VDOT engineering plans for the Route 234 Bypass.~~

MA-32) Telegraph Road (Summit School Road to Opitz Boulevard) (128' MA-1 existing) – This roadway provides access to Potomac Mills Mall as well as connections to the Horner Road commuter lot and the PRTC transit center. In conjunction with the Summit School Road bypass roadway, Telegraph Road creates an important north-south connection parallel to I-95. The recommended right-of-way corresponds with

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the standard MA-1 typical section provided within the County's Design and Construction Standards Manual.

~~MA-35) **Summit School Road (Minnieville Road to Telegraph Road)/Telegraph Road (Summit School Road to Opitz Boulevard) (110')** – A major realignment of the section of this road, located between Lake Manor Drive at Minnieville Road and Caton Hill Road, is planned, based on proffered right of way and roadway construction. It will carry traffic generated in the adjoining employment areas. The 1996 adopted Parkway Employment Center Sector Plan defines the relationship of the proposed land uses and the roadway design and connections between Caton Hill Road and Minnieville Road. The recommended right of way corresponds with the standard typical section provided within the VDOT functional plan.~~

MA-33) University Boulevard (Lee Highway/Route 29 to Godwin Drive) (128' MA-1 standard) – University Boulevard is designed to carry residential traffic from the Linton Hall/Sudley Manor areas to the planned employment areas at Innovation. Additionally, this roadway creates a major intra-County connection between Route 29 and Route 28. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MA-36) **University Boulevard (Route 29 to Godwin Drive) (118')** – This new road is a modified version of a road suggested in the 1989 Linton Hall Road/Route 28 Area Plan. It extends from Route 29 east of Gainesville to Godwin Drive. It will carry residential traffic from the Linton Hall/Sudley Manor areas to the planned employment areas at INNOVATION @ Prince William and Route 29. The recommended right of way corresponds with the MA 1 standard typical section provided within the County's DCSM. A centerline study has been developed for the section of this road between Route 234 and Devlin Road.~~

~~MA-37) **Van Buren Road (Cardinal Drive to Mine Road) (118')** – Paralleling I 95 and connecting with Benita Fitzgerald Drive, this road will take local traffic off I 95. The recommended right of way corresponds with the MA 1 standard typical section provided within the County's DCSM.~~

MA-34) Vint Hill Road/Route 215 (Fauquier County to Rollins Ford Road) (existing); (Rollins Ford Road to Nokesville Road/Route 28) (106' MA-2 standard) – This road, paralleling Linton Hall Road and connecting Fauquier County with Route 28, will provide an alternative to Linton Hall Road for traffic destined for the Route 28 employment areas. The area between the Fauquier County line and Rollins Ford Road is not being proposed for any improvements. However, the recommended right-of-way for the widened section between Rollins Ford Road and Route 28 corresponds with the MC-2/MA-2 standard typical section provided within the County's Design and Construction Standards Manual.

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MA-35) Wellington Road (Linton Hall Road Route 29 to Godwin Drive) (118' 128' MA-1 standard) - This road is located between the City of Manassas and Route 29. With a grade-separated interchange at Route 234 ultimately planned, this road will provide access to the existing and planned development along this industrial corridor. The recommended right of way corresponds with the MA 1 standard typical section provided within the County's DCSM. The Virginia Gateway rezoning (REZ #95-54), at the Route 29 end of the corridor, proposes to realign and construct Wellington Road to intersect with realigned Linton Hall Road near Lakeview Drive. A functional plan has been developed for this road. With the connection to Linton Hall Road, Wellington Road provides very important intra-County access to Innovation, Virginia Gateway, the Nissan Pavilion, and industrial areas all along the roadway. The road also provides access to the City of Manassas. The combination of the bridging of this roadway over the Prince William Parkway (Route 234 Bypass), and the proposed grade-separated interchange at the Parkway and Sudley Manor Drive, will help alleviate the potential traffic concerns of having three major roadways (Wellington Road, Prince William Parkway, Sudley Manor Drive) all intersect within close proximity. The recommended right of way corresponds with the MA-1 standard typical section provided within the County's Design and Construction Standards Manual.

Major Collectors (road number/name, right of way requirement, description) map number) road name/number (termini) (right-of-way requirement) – description
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MC-1) Aden Road (Route 234 to Nokesville Road/Route 28 to Bristow Road) (existing 102') - Running mainly through areas planned as Agricultural or Estate (AE), this road provides access for will help feed traffic from northern Stafford and eastern Fauquier counties, as well as parts of the Quantico Marine Base. to the Route 28 and eastern Prince William County employment centers. Because no widening is being proposed for this roadway, the recommended right of way corresponds to the existing right of way for this road. The recommended right of way corresponds with the MC-2/MA 2 standard typical section provided within the County's DCSM.

MC-2) Ashton Avenue (Balls Ford Road to Godwin Drive) (110' existing) - Providing an alternative route for traffic otherwise using Sudley Road, this parallel road extends from Godwin Drive to Balls Ford Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-3) Balls Ford Road (Route 234 Business to Coppermine Drive) (92') This road provides access to a variety of commercial, retail, industrial, and residential uses. The recommended right of way corresponds with the MC 1 standard typical section provided within the County's DCSM.

MC-3) Auburn Road (Fauquier County to Vint Hill Road) (existing) – Auburn Road is the extension of Rogues Road in Fauquier County, and provides access to and from the Vint Hill Road area of the County. Because no widening is being proposed for

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this roadway, the recommended right of way corresponds to the existing right of way for this road.

~~MC-4) **Blackburn Road (Featherstone Road to Route 1) (existing/ variable)*** – This is another road expected to continue distributing residential traffic to Route 1. The recommended right of way corresponds to the existing right of way acquired for this road.~~

MC-4) **Balls Ford Road (Sudley Road/Route 234 Business to Coppermine Drive) (104' MC-1 standard)** - This road provides access to a variety of commercial, retail, industrial, and residential uses on the southern side of I-66. While this section of Balls Ford Road functions as a major collector, the portion of Balls Ford Road to the west of Sudley Road (based on the volume on the roadway) is classified as a minor arterial. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MC-5) **Carver Road (Old Carolina Road to Route 29) (92')** – The upgrading of this road from a minor collector to a major collector was included in the 2002 adopted I-66/Route 29 Sector Plan to accommodate local traffic movement and to improve connectivity between existing and proposed thoroughfares in the I-66/Route 29 sector plan area. The recommended right of way corresponds with a MC-1 standard typical section provided within the County's DCSM.~~

MC-5) **Blackburn Road (Featherstone Road to Jefferson Davis Highway/Route 1) (existing)** – This roadway assists in distributing traffic to and from Route 1, but also serves as a way of accessing properties on the east side of Route 1 without necessarily having to access Route 1. In conjunction with Neabsco Mills Road, Opitz Boulevard, and Reddy Drive, this roadway provides a loop that connects the retail areas in Potomac Mills, I-95, the Potomac Hospital, and the residential areas to the east and west of Route 1. The recommended right-of-way corresponds to the existing right-of-way along this roadway.

~~MC-6) **Catharpin Road (Route 55 to Route 234) (110'/variable)** – This road distributes residential traffic to the employment areas on Route 55 and Route 29. Originally planned as a minor collector north of Heathcote Boulevard, residential development and the construction of a new school have caused the classification of this road to be upgraded to a major collector. The recommended right of way corresponds with the centerline study performed for this road.~~

MC-6) **Bradys Hill Road (Jefferson Davis Highway/Route 1 to Kerill Road) (66' RM-2 standard)** – This road provides access from Route 1 to the eastern areas of Dumfries and Triangle. As generally outlined in the Potomac Communities Plan, Bradys Hill Road is expected to be extended eastward from its existing terminus to provide a third east-west collector street in the area (in addition to Graham Park Road and Fuller Heights Road). The proposed alignment would generally follow the northern edge of

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the proposed Fuller Heights Park and would terminate in the vicinity of Kerill Road. The right of way for this roadway corresponds to the standard RM-2 typical section provided within the County’s Design and Construction Standards Manual.

~~MC-7) **Cloverhill Road (Manassas Regional Airport to Route 234) (110’)** – This road will provide access to existing and proposed residential development and the Manassas Regional Airport, and distribute traffic from these areas to Route 234. The recommended right of way corresponds with a modified MC-1 standard typical section provided within the County’s DCSM.~~

MC-7) **Carver Road (Old Carolina Road to Lee Highway/Route 29) (104’ MC-1 standard)** – This road accommodates local traffic movement and improves connectivity between existing and proposed thoroughfares in the I-66/Route 29 sector plan area. The recommended right-of-way corresponds with a MC-1 standard typical section provided within the County’s Design and Construction Standards Manual.

~~MC-8) **Cockpit Point Connector Road (Congressional Way to Cockpit Point Road) (92’)** – This road is recommended to provide access to proposed commercial and residential uses within the Cherry Hill Sector Plan area. The recommended right of way corresponds with the MC-1 standard typical section provided within the County’s DCSM.~~

MC-8) **Catharpin Road (Sudley Road/Route 234 to John Marshall Highway/Route 55) (existing)** – This road provides an important intra-County connection between the retail and employment areas in Gainesville and the residential areas surrounding Sudley Road. No widening is proposed for this roadway and as such, the recommended right of way for this road is the right of way that currently exists.

~~MC-9) **Farm Creek Road (Featherstone Road to Rippon Boulevard) (110’)/ Featherstone Road (Route 1 to Farm Creek Road) (68’)/Rippon Boulevard (Route 1 to Farm Creek Road) (110’)** – Formerly called the “Woodbridge Loop,” these roads will distribute residential and industrial traffic to Route 1 and provide access to the Rippon VRE commuter rail station. With the introduction of commuter rail and the possibility of high speed rail along the Norfolk/Southern rail line, a grade-separated overpass/underpass and/or a connection of Veterans Drive to Dawson Beach Road may be necessary. The recommended rights of way correspond with existing rights of way acquired for the MC-1 or CI-1 standard typical sections provided within the County’s DCSM.~~

MC-9) **Clover Hill Road/Harry J. Parrish Boulevard (Wakeman Drive to Prince William Parkway/Route 234 Bypass) (110’ existing)** - This road provides access to the Manassas Regional Airport, as well as the industrial areas along the roadway. The connection of this road to the north of the Prince William Parkway also provides access into the City of Manassas. The recommended right-of-way corresponds with a modified version of the MC-1 standard typical section provided within the County’s Design and Construction Standards Manual.

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~~MC-10) **Fauquier Drive (Fauquier County to Route 28) (60')** – This road, known as Dumfries Road in Fauquier County, connects Route 29 with Route 28. Upgrading this road to a standard two-lane road is recommended. The recommended right-of-way corresponds with the RM-2 standard typical section provided within the County's DCSM.~~

MC-10) Coverstone Drive (Bethlehem Road to Sudley Road/Route 234 Business) (64' existing) - This road provides access for a number of residential areas to Sudley Road. The proposed extension of Coverstone Drive to Bethlehem Road also provides a connection that allows for access to Sudley Manor Drive and Wellington Road. Additional right of way for this roadway between Ashton Avenue and Sudley Road is not feasible, but sufficient pavement currently exists to provide a four-lane roadway on a lesser right of way (provided on-street parking is removed from both sides of the road). The recommended right of way for Coverstone Drive corresponds to the existing right of way for the sections of the road that have already been constructed.

~~MC-11) **Fitzwater Drive (Route 28 to Aden Road) (60')** – This road provides access to and circulates traffic to the Nokesville Village Center/core area. Once upgraded, the western section of this road will provide an improved connection to Fauquier County. The recommended right of way corresponds with the RM-2 standard typical section provided within the County's DCSM. A standard major collector typical section is not recommended because of the extent and nature of existing development.~~

MC-11) Farm Creek Drive (Featherstone Road to Rippon Boulevard) (104' MC-1 standard) – This roadway provides access to the Featherstone Industrial Center, as well as provides access to the Rippon VRE station. Additionally, in conjunction with Rippon Boulevard and Featherstone Road, Farm Creek allows for access to Route 1. The recommended right of way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MC-12) **Freedom Center Boulevard (Wellington Road to University Boulevard) (92')** – This road connects Wellington Road with University Boulevard and provides access to the George Mason University Prince William Campus. It was conceived in the 2002 adopted George Mason University (GMU) Prince William Campus Sector Plan. The recommended right of way corresponds with the MC-1 standard typical section provided within the County's DCSM.~~

MC-12) Fauquier Drive (Fauquier County to Nokesville Road/Route 28) (66' RM-2 standard) - This road, known as Dumfries Road in Fauquier County, connects Route 29 in the Warrenton area with Route 28 in Prince William County. Upgrading this road to a two-lane road that meets VDOT and County standards is recommended – however, providing a typical major collector roadway (and ROW) is not necessary based on volume. As such, the recommended right-of-way corresponds with the RM-2 standard typical section provided within the County's Design and Construction Standards Manual.

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- ~~MC-13) **Gum Springs Road (102')** This road, leading into Loudoun County, is becoming more important in distributing trips into the Gainesville and Fairfax County employment areas as Route 29 and I-66 become more congested. This two-lane road is located off Sudley Road, northwest of the Manassas National Battlefield Park. The recommended right-of-way corresponds with the MA-2/MC-2 standard typical section provided within the County's DCSM.~~
- MC-13) **Featherstone Road (Jefferson Davis Highway/Route 1 to Farm Creek Drive) (74' CI-1 standard)** – Featherstone Road provides access for residential areas east of Route 1. Additionally, this road provides a connection to the industrial area along Farm Creek Drive. The recommended right of way corresponds to the CI-1 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~MC-14) **Haymarket Drive (Thoroughfare Road to Old Carolina Road) (92')** This road was identified in the 2002 adopted I-66/Route 29 Sector Plan is planned to be upgraded and its intersection with Route 15 relocated to Thoroughfare Road. The recommended right of way corresponds with the MC-1 standard typical section provided within the County's DCSM.~~
- MC-14) **Fitzwater Drive (Nokesville Road/Route 28 to Aden Road) (66' RM-2 standard) -** This road provides access to the core area of Nokesville. Additionally, the western section of this road provides a connection to Fauquier County. The recommended right-of-way corresponds with the RM-2 standard typical section provided within the County's Design and Construction Standards Manual. A standard major collector typical section is not recommended due to the extent and nature of existing development along the roadway.
- ~~MC-15) **Hornbaker Road (Route 28 to Wellington Road) (92')** This road provides access to Route 234 for industrial uses north of Route 28. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.~~
- MC-15) **Freedom Center Boulevard (University Boulevard to Wellington Road) (104' MC-1 standard)** - This road connects Wellington Road with University Boulevard and provides access to the George Mason University - Prince William Campus. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~MC-16) **Longview Drive/Montgomery Avenue (Opitz Boulevard to Prince William Parkway) (60')*** This road is expected to continue to distribute residential trips out to Route 1. The recommended right of way corresponds to existing right-of-way acquired for this road.~~

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- MC-16) Groveton Road (I-66 Bridge to Balls Ford Road) (106' MC-2 standard)** - This road currently provides access to the Manassas National Battlefield Park and provides access to industrial areas south of I-66. Additionally, it is one of only a few overpasses crossing I-66 in this area. As the Manassas Battlefield Bypass is constructed, access on this roadway north of Pageland Lane will be restricted to through traffic. The recommended right of way for this section of roadway corresponds with the MC-2 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~**MC-17) Lucasville Road (City of Manassas to Bristow Road) (102')**~~ This road distributes local trips from the surrounding residential areas. The recommended right of way corresponds with the MC 2/MA 2 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.
- MC 17) Gum Spring Road (Loudoun County to Sudley Road/Route 234) (106' MC-2 standard)** – This road, leading into Loudoun County, distributes trips into the employment areas in Fairfax and Loudoun Counties via Route 50. This roadway is located off Sudley Road, northwest of the Manassas National Battlefield Park. The recommended right-of-way corresponds with the MA-2/MC-2 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~**MC 18) McGraws Corner Drive (Route 15 to Catharpin Road) (110')**~~ This planned road is intended to facilitate east-west traffic flows between Route 29 and Route 15, relieve congestion on Route 29, and provide improved access to residential uses along this corridor. The recommended right of way corresponds with the MC-1 standard typical section provided within the County's DCSM.
- MC-18) Hornbaker Road (Wellington Road to Nokesville Road/Route 28) (104' MC-1 standard)** - This road provides access to Wellington Road and the Prince William Parkway (Route 234 Bypass) for industrial uses north of Route 28. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual. A functional plan has been developed for this roadway.
- ~~**MC 19) Neabsco Road (Route 1 to End) (110')**~~ This road circulates local traffic from the Newport residential area and recreational trips bound for Leesylvania State Park and adjacent marinas on Neabsco Creek. The recommended right-of-way corresponds with existing right of way acquired for this road.
- MC-19) Horner Road (Summerland Drive to Gordon Boulevard/Route 123) (104' MC-1 standard)** - Horner Road provides intra-County connections to Gordon Boulevard, as well as the Prince William Parkway and I-95 (through Summerland Drive). Although this road carries relatively high volumes of traffic, due to right of way constraints the recommended right-of-way corresponds with the standard MC-1 typical section provided in the County's Design and Construction Standards Manual.

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- ~~MC-20) **Ocequan Road (Old Bridge to Route 1)* (Existing/variable)** – This road is an important feeder road to the Woodbridge VRE commuter rail station. Ocequan Road is planned to remain a four lane, undivided facility. The recommended right-of-way corresponds with existing right-of-way acquired for this road.~~
- MC-20) **Longview Drive/Montgomery Avenue (Prince William Parkway/Route 3000 to Opitz Boulevard) (existing)** - This road is expected to continue to distribute residential trips out to Route 1 through Opitz Boulevard and the Prince William Parkway. The recommended right-of-way corresponds to existing right-of-way acquired for this road.
- ~~MC-21) **Old Carolina Road (Heathcote Boulevard to Route 29) (92')** – This road, extending from north of the Town of Haymarket to Route 29, provides improved access and mobility to residential areas planned in this corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.~~
- MC-21) **Lucasville Road (City of Manassas to Bristow Road) (106' MC-2 standard)** - This road distributes local trips from the surrounding residential areas, as well as provides access into the City of Manassas. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's Design and Construction Standards Manual. A functional plan has been developed for this road.
- ~~MC-22) **Old Centreville Road (Fairfax County to Route 28) (92')** – This road is used as an alternative to Route 28 since it crosses Bull Run. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.~~
- MC-22) **McGraws Corner Drive (Thoroughfare Road to Lee Highway/Route 29) (104' MC-1 standard)** – In conjunction with Thoroughfare Road, McGraws Corner Drive facilitates intra-County east-west traffic flows between Route 29 and Route 15. Additionally, this road relieves congestion on Route 29 and provides improved access to residential uses along this corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.
- ~~MC-23) **Groveton Road (Balls Ford Road to Pageland Lane) (102')/Pageland Lane (Groveton Road to Route 234) (60')** – These roads connect the Balls Ford Road industrial corridor with Route 29 and the Route 234 Bypass North. They also provide one of only three road overpasses of I-66 between Route 234 Bypass and Route 234 Business. The recommended right-of-way for Groveton Road corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM. Pageland Road Lane will also take local traffic off the Route 234 Bypass North. An upgraded two-lane road is recommended. The recommended right-of-way, therefore, corresponds with the RM-2 standard typical section provided within the County's DCSM.~~

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- MC-23) Neabsco Road (Jefferson Davis Highway/Route 1 to Daniel Ludwig Drive) (110' existing)** - This road circulates local traffic from adjacent residential areas, and provides access for recreational trips bound for Leesylvania State Park and the adjacent marinas on Neabsco Creek. The recommended right-of-way corresponds with existing right-of-way acquired for this road.
- ~~**MC-24) Powells Creek Boulevard (Route 1 to River Ridge Boulevard) (90' -110'/variable)**~~ – This road provides additional access for the River Oaks community to and from Route 1. The recommended right of way corresponds with the existing right-of-way acquired for this road.
- MC-24) Occoquan Road (Old Bridge Road to Jefferson Davis Highway/Route 1) (existing)** - This road provides access to the Woodbridge VRE commuter rail station, and also allows for access north of Old Bridge Road into the town of Occoquan. Occoquan Road is planned to remain a four-lane, undivided facility – as such, the recommended right-of-way corresponds with existing right-of-way acquired for this road.
- MC-25) Old Carolina Road (James Madison Highway/Route 15 to Lee Highway/Route 29) (104' MC-1 standard)** - This road, extending from north of the Town of Haymarket to Route 29, provides improved access and mobility to residential areas planned in this corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.
- MC-26) Old Centreville Road (Fairfax County Line to Centreville Road/Route 28) (104' MC-1 standard)** – Because this road crosses Bull Run, Old Centreville Road provides an additional and alternative connection into Fairfax County besides Route 28. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.
- MC-27) Old Triangle Road (Fuller Road to Orange Street) (existing)** – Old Triangle Road provides a connection from the areas north of Quantico Marine Base into the Town of Dumfries. The recommended right-of-way for Old Triangle Road is the right-of-way that currently exists for this roadway.
- MC-28) Pageland Lane (Sudley Road/Route 234 to Groveton Road) (66' RM-2 standard)** Pageland Lane provides access to the Manassas National Battlefield via Groveton Road. Additionally, it provides local access to Sudley Road and will allow for local traffic to be separated from traffic using the proposed Route 234 Bypass North/Manassas Battlefield Bypass. Although this road is considered a major collector, only an upgraded two-lane road is recommended based on traffic volume. As such, the recommended right-of-way corresponds with the RM-2 standard typical section provided within the County's Design and Construction Standards Manual.

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MC-29) Powells Creek Boulevard (Jefferson Davis Highway/Route 1 to River Ridge Boulevard) (90'-110', existing) - This road provides additional access to Route 1 for the communities adjacent to the roadway. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MC-30) Purcell Road (Dumfries Road/Route 234 to Hoadly Road) (128' MA-1-104' MC-1 standard)

This roadway provides an extension of Dale Boulevard to help facilitate traffic coming from Dumfries Road. The recommended right-of-way corresponds with the MA-1 MC-1 standard typical section provided within the County's Design and Construction Standards Manual. Realignment of the intersection of Purcell Road and Dumfries Road is required in order to provide a safer design that is more in conformance with the geometric standards of the DCSM.

~~MA-24)~~

MC-31) Purcell Road East (Purcell Road to Prince William Parkway) (106' MA-2/MC-2 standard) - This proposed mid-County connection between Route 234 and the Prince William Parkway will provide access from planned residential areas north of Hoadly Road. Originally planned as a minor arterial, residential development within this area has occurred more rapidly than was originally anticipated in the Long-Range Land Use Plan, causing the need to upgrade this road to a major collector. The recommended right-of-way corresponds with the MA-2/MC-2 standard typical section provided within the County's DCSM.

~~MC-25) Ridgefield Road (Dale Boulevard to Prince William Parkway) (110')~~ This road offers the residents of western Dale City an alternative to Hillendale Drive for access to the Prince William Parkway, and provides substantial traffic relief to Hillendale Drive. Therefore, following the opening of Ridgefield Road in 2002, the Prince William Board of County Supervisors requested that VDOT downgrade Hillendale Drive accordingly. The recommended right of way corresponds to existing dedications and accommodates the MC 2/MA 2 standard typical section provided in the County's DCSM.

MC-32) Ridgefield Road (Prince William Parkway/Route 3000 to Dale Boulevard) (110' existing) - This road provides an additional connection between Dale Boulevard and the Prince William Parkway, and offers an alternative to Hillendale Drive in this respect. Additionally, this road provides substantial traffic relief to Hillendale Drive and other residential roadways connecting to Dale Boulevard and/or the Prince William Parkway. The recommended right-of-way corresponds to existing dedications for this already constructed roadway.

MC-33) Rippon Boulevard (Jefferson Davis Highway/Route 1 to Farm Creek Road) (104' MC-1 standard) – Rippon Boulevard provides access to the Rippon VRE commuter rail station from Route 1 and I-95 (through Dale Boulevard). Additionally, Rippon provides access to the Featherstone Industrial Center. Although constrained along the eastern end of the roadway due to residential development, the recommended right of

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way corresponds with the standard MC-1 typical section provided within the County's Design and Construction Standards Manual.

~~MC-26) **River Ridge Boulevard (Route 1 to Wayside Drive) (90' -110'/existing)** – This road provides access to the River Oaks community from Route 1. The recommended right of way corresponds with the existing right of way acquired for this road.~~

MC-34) **River Ridge Boulevard (Jefferson Davis Highway/Route 1 to Wayside Drive) (90'-110' and existing)** - This road provides access to the adjacent residential communities from Route 1. The recommended right-of-way corresponds with the already acquired and existing rights-of-way for this roadway.

~~MC-27) **Signal Hill Road (Liberia Avenue to Signal View Drive) (68')** – This road provides access to and from the residential and retail developments that surround it. The recommended right of way corresponds with existing right of way acquired for this road.~~

MC-35) **Signal Hill Road (Liberia Avenue to Signal View Drive) (68' existing)** - This road provides access to and from the residential and retail developments that surround it. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

~~MC-28) **Signal View Drive (City of Manassas Park to Signal Hill Road) (100')** – This road serves local traffic generated in residential areas north of the Prince William Parkway, including the existing and planned development within the area annexed from into the City of Manassas Park. The recommended right of way corresponds with the existing right of way acquired for this road.~~

MC-36) **Signal View Drive (City of Manassas Park to Signal Hill Road) (100' existing)** - This road serves local traffic generated in residential areas north of the Prince William Parkway, and provides access to Manassas Drive and areas within Manassas Park (including the Manassas Park VRE via Manassas Drive). The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

~~MC-29) **Smoketown Road (Old Bridge Road to Griffith Avenue) (110')** – Located north of Old Bridge Road, this road feeds local traffic generated in Lake Ridge onto Old Bridge Road. The recommended right of way corresponds with existing right of way acquired for this road.~~

MC-37) **Smoketown Road (Griffith Avenue to Old Bridge Road) (110' existing)** – This roadway provides access to and from the residential and commercial areas to the north of Old Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

~~MC-30) **Springwoods Drive (Old Bridge Road to End) (100')** – This road collects residential traffic originating in the adjoining subdivisions and distributes it to Old~~

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Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-38) Springwoods Drive (Old Bridge Road to Chanceford Drive) (100' existing) - This road collects residential traffic originating in the adjoining subdivisions and distributes it to Old Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-39) Station Street (University Boulevard to Balls Ford Road) (104' MC-1 standard) – Station Street is a parallel roadway to Wellington Road that connects University Boulevard with Balls Ford Road. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual. As this roadway may be part of a town center development or mixed use designation area, a modified typical section may be necessary.

~~**MC-31) Telegraph Road (Minnieville Road to Summit School Road) (92')**~~ This road provides access to the planned regional employment centers west of I-95 and shown on the Long Range Land Use Plan. A parallel minor arterial (Summit School Road) is also recommended as part of this plan (see MA-35). The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

MC-40) Telegraph Road (Minnieville Road to Summit School Road) (104' MC-1 standard) - This road provides a local connection to Minnieville Road for properties along the roadway, and provides a connection southbound to connect to commercial areas south of the Prince William Parkway. Because a parallel minor arterial (Summit School Road) is recommended as part of this plan (MA-31) to take traffic away from this section, Telegraph Road in this area is proposed as a major collector. As such, the recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~**MC-32) Thoroughfare Road (Route 15 to McGraws Corner Drive) (92')**~~ This road was identified in the 2002 adopted I-66/Route 29 Sector Plan to provides improved access to residential uses along this in the Route 29 corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

MC-41) Thoroughfare Road (James Madison Highway/Route 15 to McGraws Corner Drive) (104' MC-1 standard) - This road provides improved access to residential uses in the Route 29 corridor and (in conjunction with McGraws Corner Drive) allows for a parallel east-west facility for local traffic to use in lieu of using Route 29. The recommended right-of-way for this section of roadway corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

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MC-42) Van Buren Road – North (Cardinal Drive to Dumfries Road/Route 234) (104' MC-1 standard) – Paralleling I-95 and proposed to connect to Cardinal Drive across from Benita Fitzgerald Drive, this road allows an alternate route and can remove local traffic from I-95. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

MC-43) Van Buren Road – South (Cardinal Drive–Dumfries Road/Route 234 to Mine Road) (128' MA-1-104' MC-1 standard)
Paralleling I-95 and proposed to connect to Cardinal Drive across from Benita Fitzgerald Drive, this road allows an alternate route and can remove local traffic from I-95. The recommended right-of-way corresponds with the MA-1 MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~**MC-34) Waterway Drive (Route 234 to Cardinal Drive) (110')** – This four lane road serves local traffic generated within Montclair. The recommended right-of-way corresponds with existing right-of-way acquired for this road.~~

MC-44) Waterway Drive (Dumfries Road/Route 234 to Cardinal Drive) (110' existing) -
This four-lane road serves local traffic generated within Montclair and provides access for this community onto Dumfries Road and Cardinal Drive. The recommended right-of-way corresponds with existing right-of-way acquired for this already constructed roadway.

~~**MC-35) Wayside Drive (Route 1 to Congressional Way) (90' – 110')** – This road serves as the major road for the Wayside Village community. It is planned to cross the Potomac Parkway as a grade separated road without accessing the Parkway and to continue south, ultimately intersecting with proposed Congressional Way. The recommended right-of-way corresponds with existing right-of-way acquired for this road.~~

MC-45) Wayside Drive (Jefferson Davis Highway/Route 1 to Medford Drive) (90' - 110' existing) – Wayside Drive serves as the major roadway connection for the Wayside Village community, and provides access to Route 1 for additional communities to the east of the Town of Dumfries. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

~~**MC-36) Williamson Boulevard (Route 234 Business to Portsmouth Road) (90')** – This road is planned to relieve Route 234 Business of local traffic. The recommended right-of-way corresponds with existing right-of-way acquired for this road and the standard typical section within the functional plan.~~

MC-46) Williamson Boulevard (Sudley Road/Route 234 Business to Portsmouth Road) (variable, up to 90') - This road is designed to relieve Sudley Road of local traffic generated by properties on the east side of the roadway. The recommended right-of-

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way corresponds with existing right-of-way acquired for this road as well as the standard typical section within the Williamson Boulevard functional plan.

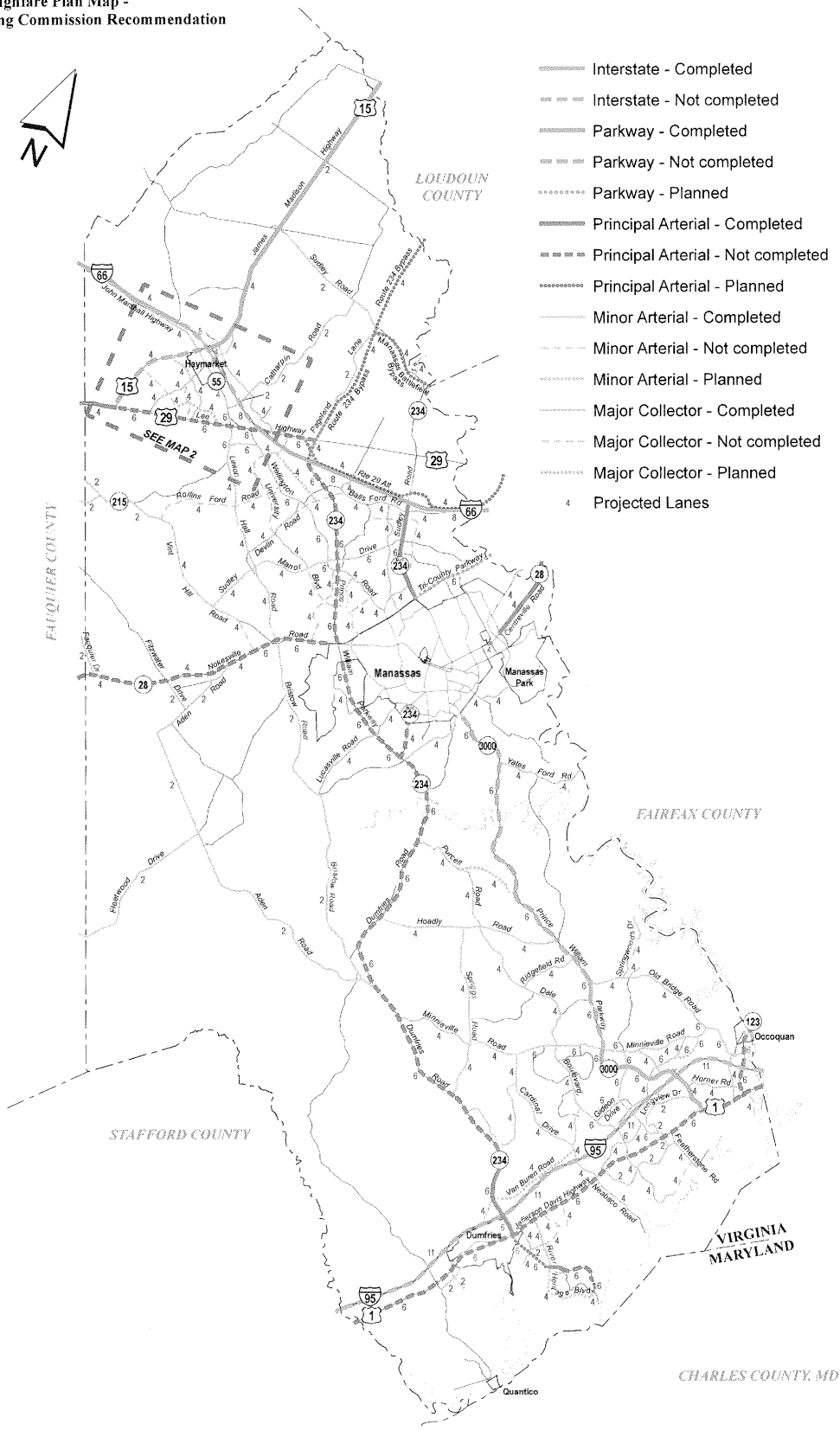
~~MC-37) Yates Ford Road (Prince William Parkway to Fairfax County) (100') Yates Ford This road distributes traffic from Fairfax County to the Prince William Parkway. The recommended right of way corresponds with the standard typical section within the Prince William Parkway engineering plans.~~

MC-47) Yates Ford Road (Prince William Parkway/Route 3000 to Fairfax County Line) (100' existing) - Yates Ford Road distributes traffic from Fairfax County to the Prince William Parkway. The recommended right-of-way corresponds with the existing right of way acquired for this already constructed roadway.

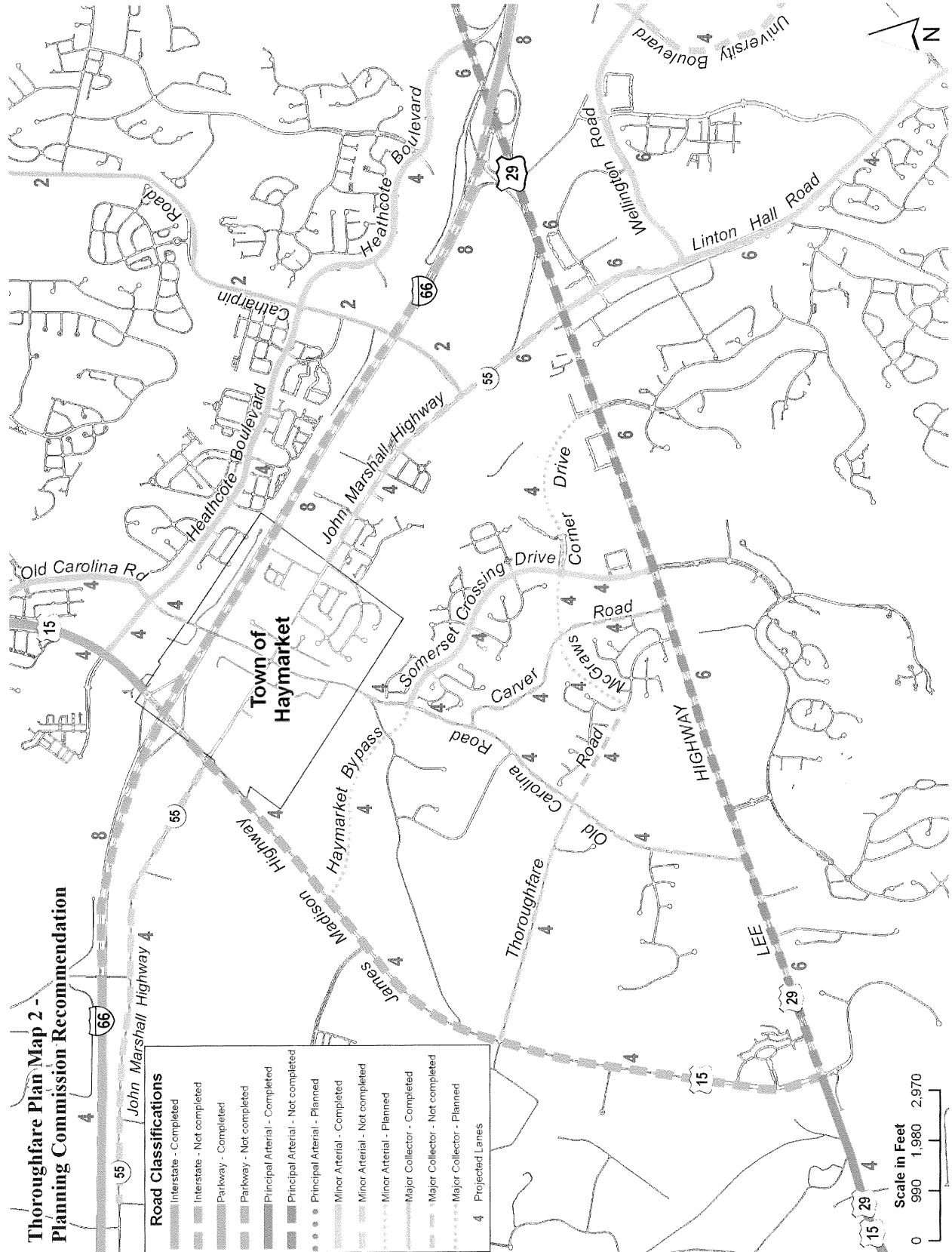
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Map 1 – Existing and Projected Thoroughfare Facilities Map

Thoroughfare Plan Map -
Planning Commission Recommendation



Map 2 – Inset of Existing and Projected Thoroughfare Facilities Map



APPENDIX D

Highway Corridor Study Areas for Prince William County, 2003-2008

The attached map (Figure 4) shows the location of all highway corridor study areas currently proposed for the period 2003-2008. This information will be updated as necessary. The purpose of providing the map is to fully inform current and potential County residents and other interested citizens of the potential location of major new County and regional highways within Prince William County. The following projects (excluding the Western Transportation Corridor Study) will be shown on the map:

RS-1) Route 234 Bypass (North)—This roadway is a continuation of Route 234 Bypass from I-66 to Loudoun County. The north extension of the Route 234 Bypass is planned to relieve Route 15, Route 29, and existing Route 234. Its main function will be to service traffic between Prince William County and the Dulles Airport corridor in Loudoun County, and related areas in Fairfax County. However, further study should be performed in order to set an exact alignment that satisfies both Prince William County and Loudoun County. This VDOT study has been put on hold due to other studies examining the same alignment.

RS-2) Tri-County Parkway/Route 411—This new road will improve transportation mobility and capacity. It will serve Fairfax, Loudoun and Prince William Counties hence the name Tri-County Parkway. It is planned as a limited access type road with interchanges. It will provide substantial relief to Route 28 and I-66. The recommended right of way corresponds with existing right of way acquired for this road. Currently, this proposed route is the subject of a VDOT Location / Environmental Study, which will determine the number of lanes and grade separated interchanges, the alignment, and the environmental impacts. This VDOT study was initiated in the winter 2001/2002 and is scheduled for completion by Fall 2004.

RS-3) I-66 Corridor Study—The purpose of this VDOT/DRPT study is to examine possible multi-modal improvements to I-66. This study will include examining highway, HOV, Metrorail, Virginia Railway Express (VRE), and express/feeder bus service improvements in the corridor. Multi-modal transportation improvements to this corridor are necessary to enhance safety and to provide increased capacity for current and projected future travel demands. This study encompasses the Counties of Fairfax and Prince William, the City of Fairfax, and the Town of Vienna. This VDOT/DRPT study was initiated in the Fall 2001 and is scheduled for completion by Spring/Summer 2004.

RS-4) Route 1 Location Study—The purpose of this VDOT study is to examine the possible improvements and realignments of Route 1. Transportation improvements to Route 1 are necessary to enhance safety and provide increased capacity for current and projected future travel demands. The study also includes multi-purpose trail, sidewalks and landscaping throughout the corridor. This plan will encourage economic development in the area through the beautification and widening (6 lanes with median) of Route 1. This VDOT study was mandated by the Virginia General Assembly in 1998 and is scheduled to end in 2003.

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~~**RS-5) NOVA Park & Ride Study**—The purpose of this VDOT study is to determine the demand for park and ride spaces in the HOV corridors and recommend feasible sites for construction of future commuter lots to meet the demand. The main tasks include inventory of existing park and ride lots, reviewing information regarding new lots being planned by WMATA, VRE and Counties in northern Virginia, estimate the future short, intermediate and long term demand, identify the future needs in terms of parking spaces, identify feasible sites to meet the demand and develop an implementation plan. This VDOT study is scheduled for completion in 2003.~~

~~**RS-6) NOVA Bike Study**—The purpose of this VDOT study is to develop a regional plan for a bicycle and trail network in Northern Virginia based on the existing jurisdictional plans, including Fairfax County, Loudoun County, Prince William County, Arlington County, and the cities of Alexandria, Falls Church and Fairfax. This regional network will include both on-road bicycle facilities such as paved shoulders and bike lanes, as well as off-road multiuse trails. The network plan will be developed primarily to serve the transportation needs of recreational/long-distance bicyclists and other trail users, with recreation and healthier lifestyles as ancillary benefits. This plan will connect the County's existing/planned bike trails with adjacent jurisdictions to provide a continuous regional bike network. This VDOT study is scheduled for completion in 2003.~~

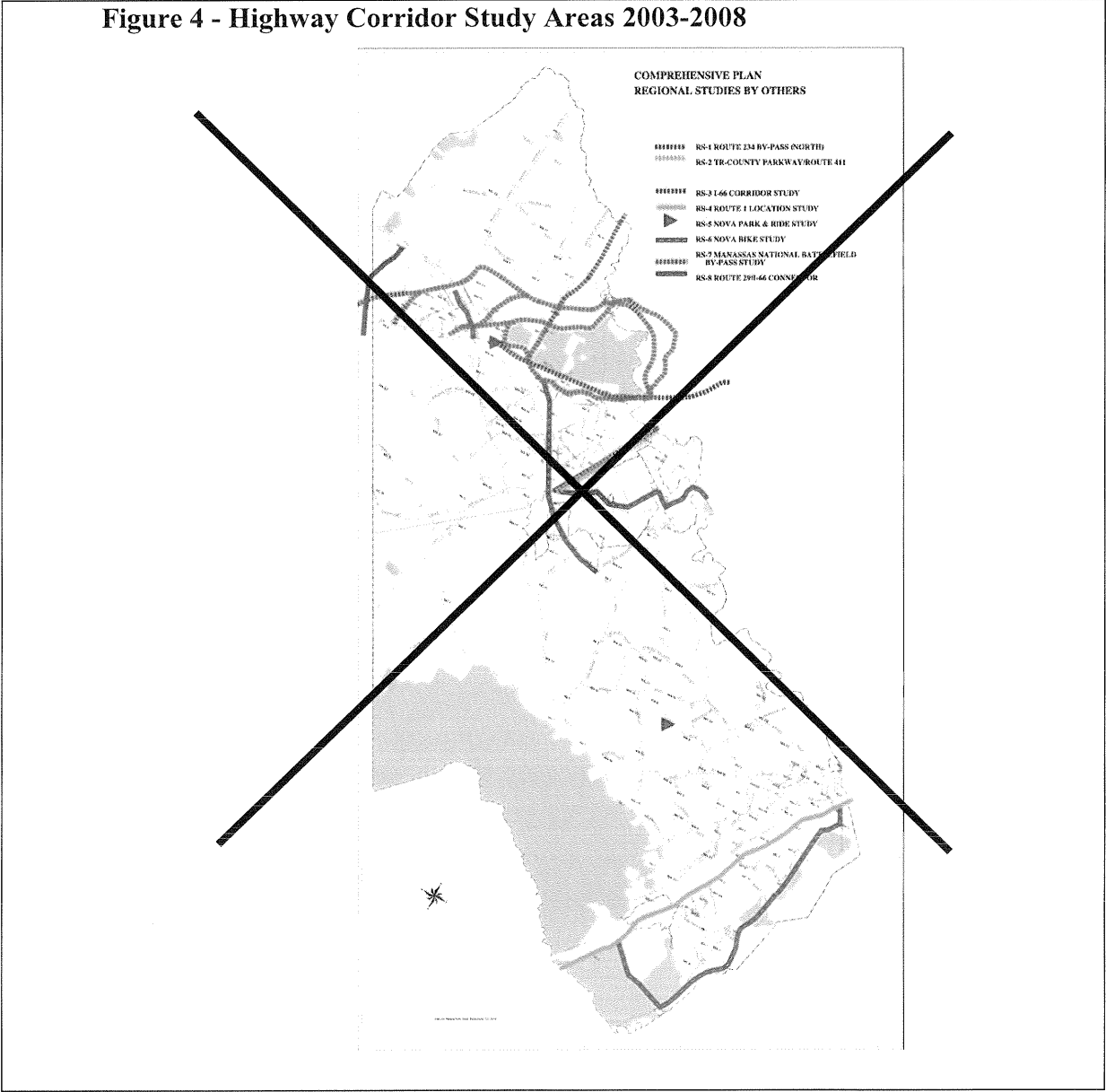
~~**RS-7) Manassas National Battlefield Bypass Study**—The purpose of this study is to develop alternatives that allow for the closure of the portions of both Route 29 and 234, which currently transect the Manassas National Battlefield Park, and to provide alternatives for the traffic currently traveling through the Park. This study was mandated by the Manassas National Battlefield Amendments of 1988 (Federal Public Law 100-647) and is being conducted by the Federal Highway Administration (FHWA) and the National Park Service (NPS). This study was re-initiated in the Fall of 2001 and is scheduled for completion by Fall 2004.~~

~~**RS-8) Route 29 / I-66 Connector**—This is a proposed road that will connect Route 29 from the New Baltimore area in Fauquier County to I-66, west of the Town of Haymarket. The connector will relieve traffic congestion on Route 29 through the Gainesville Area and Manassas Battlefield. Currently, this is being studied under the preliminary alternatives of the Manassas National Battlefield Bypass Study.~~

~~**Western Transportation Corridor** (not shown on the map)—This VDOT study will evaluate the need for and effects (benefits, impacts, and costs) of transportation improvements in the western Washington, D.C. metropolitan region, which include portions of Fairfax, Fauquier, Loudoun, Prince William, and Stafford Counties. This corridor will help reduce congestion in the Northern Virginia region by improving access to the Washington Dulles International Airport corridor from the west and south, improving north-south linkages within the study area; as well as fostering economic growth within the region. This VDOT study was initiated in 2000 and was set for completion in late 2003. VDOT is currently looking at further alignment/study area options, which will delay the completion of this study to an undetermined date.~~

Map 1 – Roadway Improvement Map

Figure 4 - Highway Corridor Study Areas 2003-2008



APPENDIX D

PROPOSED INTERCHANGE LOCATIONS

Route 234 Bypass North/Route 234 (Sudley Road)
Route 234 Bypass North/Artemus Road
Route 234 Bypass North/Route 29 (Lee Highway)
Route 234 Bypass/I-66
Route 29 (Lee Highway)/Route 15 (James Madison Highway)
Route 234 Bypass (PW Parkway)/Balls Ford Road
I-66/Route 29 (Lee Highway)
Route 29 (Lee Highway)/Linton Hall Road
Route 234 Bypass (Prince William Parkway)/Sudley Manor Drive
Route 234 Bypass (Prince William Parkway)/University Boulevard
Tri-County Parkway (Godwin Drive Extended)/Route 234 (Sudley Road)
Tri-County Parkway (Godwin Drive Extended)/Lomond Drive
Route 234 Bypass (Prince William Parkway)/Clover Hill Road
Prince William Parkway/Old Bridge Road
Prince William Parkway/Minnieville Road
Route 1 (Jefferson Davis Highway)/Route 123 (Gordon Boulevard)
Route 1 (Jefferson Davis Highway)/Dale Boulevard
Route 1 (Jefferson Davis Highway)/Route 234 (Dumfries Road)/Harbor Station Parkway
Route 1 (Jefferson Davis Highway)/Joplin/Russell Road

The essential difference between the County model and the regional model is the level of detail included within each, both in terms of the roadway network being simulated and the demographic data being used to generate the number of trips being simulated. The MWCOG model is a multi-jurisdictional model which simulates future travel demand across the entire Washington, DC region. The VDOT model simulates traffic across northern Virginia and demographic data are more detailed than the MWCOG model. The County's model, developed to support the County's Comprehensive Plan, is even more detailed. In addition to Interstate and Primary roadways generally found in the MWCOG and VDOT models, the County model also includes a number of Secondary roadways as well. For the purposes of the County model, all Comprehensive Plan related Secondary roads are included, as well as a number of other significant roadway connections within the model as selected by County staff.

The County travel demand model is mainly used to simulate the effect of placing future traffic (as generated by land uses identified in other sections of the Comprehensive Plan) on a future roadway network. The primary goal is to identify what improvements may be required for particular roadway segments in order for them to operate at acceptable levels of service (see Appendix A) with the inclusion of this proposed land use related traffic. There are four main steps in the travel demand modeling process: trip generation, trip distribution, mode choice, and traffic assignment. A brief discussion of each of these steps follows.

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Trip Generation

The first step in the modeling process is to determine how many trips will take place in the future. To do this, future land uses, as forecast by Prince William County and submitted to MWCOG, are converted into average daily person trips. This is accomplished by applying standard trip making rates to the variables which make up future land use. These variables include the number of dwelling units, jobs, and people. Dwelling units represent the places where trips begin, or are *produced*, and jobs represent the places where trips end, or are *attracted*. To facilitate this conversion, the area being modeled is divided into small neighborhood geographic areas called traffic analysis zones (TAZs). The result of this first step in the modeling process is a table of person trips ends produced and attracted for each of the TAZs by trip purpose (i.e. work, shop, truck, other).

Trip Distribution

The second step in the modeling process takes the table of person trips ends produced and attracted by each TAZ and allocates those trips between the TAZs. This is accomplished by matching each trip produced in each TAZ to a trip attracted in each TAZ. The result of this step is a table which shows how many person trips will take place between each of the TAZs. This table is referred to as a zone to zone person trip table.

Mode Choice

The third step in the modeling process predicts how each trip in the zone to zone person trip table will take place. A trip can take place by car, by bus, or by some other means or mode of travel. As noted earlier, the model being used in Prince William County uses primarily two modes—automobile and transit/HOV. The MWCOG model uses a very detailed process to calculate this split based on the relative time and cost of using each mode for each trip and the vehicle ownership of the trip maker. The County model transfers this information to the County's TAZ geography. The results of this step in the modeling process are a series of tables which identify zone to zone person trips by mode of travel. Following the convention of an earlier version of the MWCOG model, the County model performs this split only for work trips. The other trip purposes are estimated in terms of vehicle trips and thus no mode choice step is necessary.

Traffic Assignment

The traffic assignment step in the modeling process places the zone to zone person trips by automobile mode onto the roadway network which has been identified to be in place in the same year in the future as the demographic data used in the Trip Generation step. Trips made by transit are not assigned to this network. The roadway network is developed in three phases: the network that currently exists is identified, then expanded to include any improvements which have actually been committed to or funded, and finally expanded again to include any additional improvements required to satisfactorily handle projected traffic. Typically, this step in the process involves assigning the trips identified in the previous three steps to the roadway network which will exist once all identified improvements have been made. The entire network is then evaluated and roadway segments not operating adequately are identified and improvements are envisioned to improve performance. This can be a very time consuming step because several model runs are required to achieve desired levels of service. In the final analysis, it is possible

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that not all segments of the roadway system will be operating adequately. In many cases, roadway improvements which would be helpful in mitigating congestion are clearly infeasible due to cost, right of way requirements, environmental concerns, or other considerations.

The final results of the four step modeling process include a map which shows how each of the roadway segments included in the network will operate in the future. From this map, one can derive a list of required improvements to the existing roadway network in order for the transportation system to operate as shown on the map. As noted at the beginning of this section, the travel demand model evaluates the average number of automobile trips which will likely occur on a theoretical roadway network on an average weekday in the future. The level of congestion for each segment of the network is expressed in terms of “Level of Service” (as discussed in Appendix A). The travel demand model is a planning tool intended for generalized, county wide application. It does not evaluate how well individual intersections will operate during periods of peak volume. That type of analysis is conducted using more detailed micro-simulation software and an examination of trip making at a much finer level of detail than an area wide travel demand simulation model. This type of analysis typically takes place during the review of development applications and site/subdivision plans.

APPENDIX C

OVERVIEW OF CONGESTION MANAGEMENT

Managing congestion is a complex process of balancing the demand to use the highway system with the capacity of the highway system to handle that demand. As such, management can take place on the demand side of the issue (demand management), on the supply side of the issue (system management), or both (congestion management). What follows is an overview of the available tools currently in use throughout the metropolitan Washington, D.C. region.

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Transportation Demand Management

Managing demand on the highway system is authorized by Title 23 of the United States Code. Section 101(a) (18) (i) defines transportation demand management (TDM) as an operational improvement which can also include capital improvements for the installation of traffic surveillance and control equipment, motorist information systems, and other demand management facilities, strategies, and programs. TDM does not include resurfacing, restoring, or rehabilitating improvements, construction of additional lanes, interchanges, and grade separations, nor construction of new facilities on new locations.

TDM is most often provided in the form of employer based incentives such as ridesharing and telecommuting (which reduce demand), and/or flexible work schedules (which shift demand to non-peak times of the day). TDM can also be provided in the form of neighborhood based incentives such as shuttle bus and neighborhood day care/pre-school child care services which also reduce demand on the highway system. When these TDM strategies are organized into a plan, they can be quantified and value can be established. Therefore, when developers of major residential subdivisions submit a TDM plan which includes provisions for ensuring implementation, incentives in the form of trip generation credits have been provided in accordance with the County Design and Construction Standards Manual (DCSM). These credits are typically in the range of a 20% reduction in expected site-generated traffic. By assembling TDM plans from across the County, trends can be identified to further reduce demand such as either providing public shuttle buses or even regular bus service from major employer/neighborhood collection points to transit centers.

Transportation System Management

Managing the capacity, or supply, of the highway system is also authorized by Title 23 of the United States Code. Section 134(f) (1) (f) includes transportation system management (TSM) within the scope of the planning process undertaken by Metropolitan Planning Organizations (MPOs). In the Washington, D.C. region, the MPO is the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOG). Furthermore, Section 1135(c) (1) (f) includes TSM within the scope of statewide transportation planning, such as that conducted by the Virginia Department of Transportation (VDOT). One of the primary mechanisms for implementing TSM strategies is a provision of the Transportation Equity Act for the 21st Century (TEA 21) which deals with Intelligent Transportation Systems (ITS). Under Section 5204(f), funding is available to support adequate consideration of TSM, including ITS, within metropolitan and statewide transportation planning processes. TSM activities are operational improvements and can include computerized signal systems, integrated traffic control systems, and incident management programs.

Although the preceding discusses TSM from the perspective of the MPO and VDOT, there is also a role for the County in maintaining the highway system. Major developers are required to mitigate the impacts of their projects on the highway system. These mitigation measures often include providing or upgrading traffic signals and installing left and right turn lanes. This is an implementation mechanism unavailable to either the MPO or VDOT, and as such, its proper

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coordination by the County can add to the region's ability to manage highway system capacity and improve the flow of traffic on the County's roadways.

Transportation Congestion Management

Strategies and programs which address management of both the demand and the capacity of the highway system fall into the broad category of transportation congestion management (TCM). TCM plans using travel demand reduction and operational management strategies are required under Section 134(i) (3) of Title 23 USC for Transportation Management Areas (urban areas with populations over 200,000). Furthermore, for Transportation Management Areas classified as non-attainment for ozone or carbon monoxide pursuant to the Clean Air Act, Section 134(1)(1) restricts federal funding for any highway project that will result in a significant increase in carrying capacity for single-occupant vehicles unless the project is part of an approved congestion management system.

While the MPO is responsible for developing the TCM plan for the region, the County is a participant. By assembling major TDM and TSM plans from across the country into a single County-wide TCM plan, the Board of County Supervisors could provide better guidance to the MPO.

OVERVIEW OF CONGESTION MANAGEMENT

Managing congestion is a complex process of balancing the traffic demand of a roadway network with the capacity of that network. This process can be addressed from the demand perspective (demand management), the supply perspective (system management), or from a combination of the two methods (control measures). What follows is an overview of the available tools currently in use throughout the metropolitan Washington, D.C. region.

Transportation Demand Management

Managing demand on the County roadway network is discussed and defined in Title 23 of the United States Code. Section 101(a) addresses the following transportation demand management (TDM) strategies: carpooling, operational improvements (which includes TDM facilities, strategies, and programs), and transportation enhancement activities (which includes the provision of bicycle and pedestrian facilities).

TDM strategies are most often provided in the form of employer based incentives such as ridesharing and telecommuting (which reduce demand), and/or flexible work schedules (which shift demand to non-peak times of the day). TDM strategies can also be provided in the form of neighborhood based incentives such as shuttle bus and neighborhood day care/pre-school child care services. These improvements also help to reduce the demand on the highway system. By assembling TDM plans from across the County, trends can be identified and methods can be developed to even further reduce demand (such as providing public shuttle buses or even regular bus service from major employer/ neighborhood collection points to transit centers). When these TDM strategies are organized into a plan, they can be quantified and value can be established. Therefore, when developers of major traffic generating projects submit a TDM plan which includes provisions for ensuring implementation, incentives in the form of trip generation credits have been provided in accordance with the County Design and Construction Standards Manual

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(DCSM). The amount of credit that can be taken varies based on the extent of improvements being provided and their level of success in other similar situations. The TDM strategies must always be given a quantifiable measure of effectiveness, as well as alternative solutions in the event their strategies are not successful.

Transportation System Management

Managing the capacity of the roadway network is also authorized by Title 23 of the United States Code. Section 134(f)(1)(F) encourages Metropolitan Planning Organizations (MPOs), as a part of the scope of their planning process, to provide strategies and projects that will promote efficient transportation system management (TSM) and operation. In the Washington, D.C. region, the MPO is the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOG). Additionally, Section 135(e)(1)(F) encourages the provision of TSM and transportation operation strategies within the scope of statewide transportation planning, such as that conducted by the Virginia Department of Transportation (VDOT). One of the primary mechanisms for implementing TSM strategies is a provision within the Transportation Equity Act for the 21st Century (TEA 21) which deals with the inclusion of Intelligent Transportation Systems (ITS) in transportation planning. Under Section 5204(f), funding is available to support adequate consideration of TSM (including ITS) within metropolitan and statewide transportation planning processes. TSM strategies are cost effective operational improvements, and can include (but are not limited to): restriping of intersections, coordination and synchronization of traffic signals, closure of median breaks, incident management programs, transit management programs, and priority transit/emergency vehicle routing.

Although the preceding discusses TSM from the perspective of the MPO and VDOT, there is also a role for the County in managing roadway capacity. As a part of the development application process, developers are required to mitigate the impacts of their projects on the roadway network. These mitigation measures often include providing or upgrading traffic signals, installing left and right turn lanes, restriping existing intersections, and consolidating access points through interparcel connectivity. Through the development process, the County is afforded the opportunity to assist in improving the region's ability to manage transportation network capacity and improve the flow of traffic on the County's roadways.

Transportation Control Measures

Strategies and programs which address management of both the demand and the capacity of the roadway network fall into the category of transportation control measures (TCM). The United States Code requires metropolitan planning areas to provide a congestion management system during their transportation planning process. This requirement is covered under Section 134(i)(3) of Title 23 and is necessary for all Transportation Management Areas (TMAs) where a TMA is defined as an urbanized area with a population of over 200,000 individuals. Congestion management systems provide measures for identifying and mitigating congestion, as well as monitoring the effectiveness of the various management strategies. The purpose of these strategies is to reduce transportation related emissions by reducing vehicle use or improving traffic flow as defined in Section 108 of the Clean Air Act (CAA). TCMs are an important part of meeting the standards of the CAA and helping the region to attain the National Ambient Air Quality Standards (NAAQS). It must also be noted that in areas of non attainment of the

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NAAQS for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any highway project that will result in a significant increase in carrying capacity for single-occupant vehicles unless the project is part of an approved congestion management system.

While the MPO is responsible for developing the TCMs for the region, the County is a participant. By assembling major TDM and TSM plans from across the country and establishing County-wide TCM strategies, the Board of County Supervisors is able to provide better guidance to the MPO.

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ROADWAY PLAN APPENDICES

APPENDIX A

LEVEL OF SERVICE STANDARDS FOR ROADWAYS AND INTERSECTIONS

New development creates demands on County roadways and intersections that affect the ability of those facilities to meet established level of service (LOS) standards. Therefore, it is important that new roadways – as well as upgrades and improvements to existing roadways and intersections – be provided in order to address that demand. As such, proposed developments should be evaluated in order to quantify what improvements to roadways and intersections are required by that development to maintain or achieve the acceptable County standard for LOS. Additionally, the demand for future roadway improvements based on development growth should be monitored, and methods for maintaining an acceptable roadway LOS need to be evaluated.

Any application for a rezoning or special use permit shall contain the following information:

- Number and type of dwelling units
- Square footage of mixed use and nonresidential uses
- Name(s) and location(s) of roadways and intersections serving the project area
- Existing and proposed daily volume on all relevant roadways serving the project area
- Traffic Impact Analysis (TIA), if required by the County or VDOT

Rezoning or special use permits for residential and nonresidential use shall meet the established LOS standards for roadways and intersections. Applications that fail to meet the LOS standards shall be generally considered inconsistent with the transportation component of the Comprehensive Plan.

The standard measurement for level of service is based on the following criteria as established by the most recent edition of the Transportation Research Board’s “Highway Capacity Manual”¹:

¹ LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Average delay at signalized and unsignalized intersections is minimal.

LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and on average, intersection related delays are not bothersome. Drivers are not generally subjected to appreciable tension.

LOS C represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B.—Longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the roadway’s average free-flow speed. Intersection related delays may begin to become problematic for some movements. Motorists will experience appreciable tension while driving.

LOS D borders on a range in which small increases in flow may cause substantial increases in delay and hence, decreases in arterial speed. LOS D may be due to adverse signal progressions, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed. Intersection delays are problematic for many of the critical movements (i.e. side streets or turning movements) although the intersection as a whole may still be functional.

LOS E is characterized by significant delays and low average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of: adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing. At intersection LOS E, critical movements have high average delays and the intersection as a whole reaches the point of near gridlock.

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- LOS “A” through LOS “F” for roadways based on volume to capacity ratios of the roadway link in question
- LOS “A” through LOS “F” for intersections based on average intersection delay of the intersections in question

The minimum acceptable LOS for roadways and intersections in Prince William County is LOS “D”. All new residential and non-residential developments are expected to maintain LOS “C” or better for roadways and intersections currently operating above LOS “D”, and not deteriorate roadways and intersections currently operating below LOS “C”. Meeting the LOS standards can be achieved through proffers or conditions providing: additional roadway capacity, signalization, turn lanes, traffic reducing transportation demand management strategies, or other improvements that either increase the capacity of the transportation network or reduce the traffic demand on the network.

In addition to the proffered or conditioned improvements to achieve acceptable LOS standards discussed above, residential developments also provide monetary contributions to offset the impact of the development to the roadway network.

The methodology for determining equitable monetary contributions for new development is outlined in the *Policy Guide for Monetary Contributions, Prince William County Planning Office.*”

LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Congestion is likely at signalized intersections, as well as high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.

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APPENDIX B

OVERVIEW OF TRAVEL DEMAND MODELING

Travel demand modeling in all metropolitan regions is based upon the model developed by the federally mandated Metropolitan Planning Organization (MPO). In the case of the Washington, DC region, the MPO is the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOG). From the MWCOG model, the Virginia Department of Transportation (VDOT) derives its Northern Virginia District model, which is the basis for the model used in Prince William County. These models all forecast average, 24-hour, weekday traffic (AWDT) flows.

The essential difference between the County model and the regional model is the level of detail included within each, both in terms of the roadway network being simulated and the demographic data being used to generate the number of trips being simulated. The MWCOG model is a multi-jurisdictional model which simulates future travel demand across the entire Washington, DC region. The VDOT model simulates traffic across northern Virginia and demographic data are more detailed than the MWCOG model. The County's model, developed to support the County's Comprehensive Plan, is even more detailed. In addition to Interstate and Primary roadways generally found in the MWCOG and VDOT models, the County model also includes a number of Secondary roadways as well. For the purposes of the County model, all Comprehensive Plan related Secondary roads are included, as well as a number of other significant roadway connections within the model as selected by County staff.

The County travel demand model is mainly used to simulate the effect of placing future traffic (as generated by land uses identified in other sections of the Comprehensive Plan) on a future roadway network. The primary goal is to identify what improvements may be required for particular roadway segments in order for them to operate at acceptable levels of service (see Appendix A) with the inclusion of this proposed land use related traffic. There are four main steps in the travel demand modeling process: trip generation, trip distribution, mode choice, and traffic assignment. A brief discussion of each of these steps follows.

Trip Generation

The first step in the modeling process is to determine how many trips will take place in the future. To do this, future land uses, as forecast by Prince William County and submitted to MWCOG, are converted into average daily person-trips. This is accomplished by applying standard trip-making rates to the variables which make up future land use. These variables include the number of dwelling units, jobs, and people. Dwelling units represent the places where trips begin, or are *produced*, and jobs represent the places where trips end, or are *attracted*. To facilitate this conversion, the area being modeled is divided into small neighborhood geographic areas called traffic analysis zones (TAZs). The result of this first step in the modeling process is a table of person-trips ends produced and attracted for each of the TAZs by trip purpose (i.e. work, shop, truck, other).

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Trip Distribution

The second step in the modeling process takes the table of person-trips ends produced and attracted by each TAZ and allocates those trips between the TAZs. This is accomplished by matching each trip produced in each TAZ to a trip attracted in each TAZ. The result of this step is a table which shows how many person-trips will take place between each of the TAZs. This table is referred to as a zone-to-zone person-trip table.

Mode Choice

The third step in the modeling process predicts how each trip in the zone-to-zone person-trip table will take place. A trip can take place by car, by bus, or by some other means or mode of travel. As noted earlier, the model being used in Prince William County uses primarily two modes - automobile and transit/HOV. The MWCOG model uses a very detailed process to calculate this split based on the relative time and cost of using each mode for each trip and the vehicle ownership of the trip maker. The County model transfers this information to the County's TAZ geography. The results of this step in the modeling process are a series of tables which identify zone-to-zone person-trips by mode of travel. Following the convention of an earlier version of the MWCOG model, the County model performs this split only for work trips. The other trip purposes are estimated in terms of vehicle trips and thus no mode choice step is necessary.

Traffic Assignment

The traffic assignment step in the modeling process places the zone-to-zone person-trips by automobile mode onto the roadway network which has been identified to be in place in the same year in the future as the demographic data used in the Trip Generation step. Trips made by transit are not assigned to this network. The roadway network is developed in three phases: the network that currently exists is identified, then expanded to include any improvements which have actually been committed to or funded, and finally expanded again to include any additional improvements required to satisfactorily handle projected traffic. Typically, this step in the process involves assigning the trips identified in the previous three steps to the roadway network which will exist once all identified improvements have been made. The entire network is then evaluated and roadway segments not operating adequately are identified and improvements are envisioned to improve performance. This can be a very time consuming step because several model runs are required to achieve desired levels of service. In the final analysis, it is possible that not all segments of the roadway system will be operating adequately. In many cases, roadway improvements which would be helpful in mitigating congestion are clearly infeasible due to cost, right-of-way requirements, environmental concerns, or other considerations.

The final results of the four-step modeling process include a map which shows how each of the roadway segments included in the network will operate in the future. From this map, one can derive a list of required improvements to the existing roadway network in order for the transportation system to operate as shown on the map. As noted at the beginning of this section, the travel demand model evaluates the average number of automobile trips which will likely occur on a theoretical roadway network on an average weekday in the future. The level of

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congestion for each segment of the network is expressed in terms of “Level of Service” (as discussed in Appendix A). The travel demand model is a planning tool intended for generalized, county-wide application. It does not evaluate how well individual intersections will operate during periods of peak volume. That type of analysis is conducted using more detailed micro-simulation software and an examination of trip-making at a much finer level of detail than an area-wide travel demand simulation model. This type of analysis typically takes place during the review of development applications and site/subdivision plans.

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APPENDIX C

OVERVIEW OF CONGESTION MANAGEMENT

Managing congestion is a complex process of balancing the traffic demand of a roadway network with the capacity of that network. This process can be addressed from the demand perspective (demand management), the supply perspective (system management), or from a combination of the two methods (control measures). What follows is an overview of the available tools currently in use throughout the metropolitan Washington, D.C. region.

Transportation Demand Management

Managing demand on the County roadway network is discussed and defined in Title 23 of the United States Code. Section 101(a) addresses the following transportation demand management (TDM) strategies: carpooling, operational improvements (which includes TDM facilities, strategies, and programs), and transportation enhancement activities (which includes the provision of bicycle and pedestrian facilities).

TDM strategies are most often provided in the form of employer-based incentives such as ridesharing and telecommuting (which reduce demand), and/or flexible work schedules (which shift demand to non-peak times of the day). TDM strategies can also be provided in the form of neighborhood-based incentives such as shuttle bus and neighborhood day-care/pre-school child care services. These improvements also help to reduce the demand on the highway system. By assembling TDM plans from across the County, trends can be identified and methods can be developed to even further reduce demand (such as providing public shuttle buses or even regular bus service from major employer/ neighborhood collection points to transit centers). When these TDM strategies are organized into a plan, they can be quantified and value can be established. Therefore, when developers of major traffic generating projects submit a TDM plan which includes provisions for ensuring implementation, incentives in the form of trip generation credits have been provided in accordance with the County Design and Construction Standards Manual (DCSM). The amount of credit that can be taken varies based on the extent of improvements being provided and their level of success in other similar situations. The TDM strategies must always be given a quantifiable measure of effectiveness, as well as alternative solutions in the event their strategies are not successful.

Transportation System Management

Managing the capacity of the roadway network is also authorized by Title 23 of the United States Code. Section 134(f)(1)(F) encourages Metropolitan Planning Organizations (MPOs), as a part of the scope of their planning process, to provide strategies and projects that will promote efficient transportation system management (TSM) and operation. In the Washington, D.C. region, the MPO is the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOG). Additionally, Section 135(c)(1)(F) encourages the provision of TSM and transportation operation strategies within the scope of statewide transportation planning, such as that conducted by the Virginia Department of Transportation (VDOT). One of the primary mechanisms for implementing TSM strategies is a provision

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within the Transportation Equity Act for the 21st Century (TEA-21) which deals with the inclusion of Intelligent Transportation Systems (ITS) in transportation planning. Under Section 5204(f), funding is available to support adequate consideration of TSM (including ITS) within metropolitan and statewide transportation planning processes. TSM strategies are cost-effective operational improvements, and can include (but are not limited to): restriping of intersections, coordination and synchronization of traffic signals, closure of median breaks, incident management programs, transit management programs, and priority transit/emergency vehicle routing.

Although the preceding discusses TSM from the perspective of the MPO and VDOT, there is also a role for the County in managing roadway capacity. As a part of the development application process, developers are required to mitigate the impacts of their projects on the roadway network. These mitigation measures often include providing or upgrading traffic signals, installing left and right turn lanes, restriping existing intersections, and consolidating access points through interparcel connectivity. Through the development process, the County is afforded the opportunity to assist in improving the region's ability to manage transportation network capacity and improve the flow of traffic on the County's roadways.

Transportation Control Measures

Strategies and programs which address management of both the demand and the capacity of the roadway network fall into the category of transportation control measures (TCM). The United States Code requires metropolitan planning areas to provide a congestion management system during their transportation planning process. This requirement is covered under Section 134(i)(3) of Title 23 and is necessary for all Transportation Management Areas (TMAs) – where a TMA is defined as an urbanized area with a population of over 200,000 individuals. Congestion management systems provide measures for identifying and mitigating congestion, as well as monitoring the effectiveness of the various management strategies. The purpose of these strategies is to reduce transportation-related emissions by reducing vehicle use or improving traffic flow as defined in Section 108 of the Clean Air Act (CAA). TCMs are an important part of meeting the standards of the CAA and helping the region to attain the National Ambient Air Quality Standards (NAAQS). It must also be noted that in areas of non-attainment of the NAAQS for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any highway project that will result in a significant increase in carrying capacity for single-occupant vehicles unless the project is part of an approved congestion management system.

While the MPO is responsible for developing the TCMs for the region, the County is a participant. By assembling major TDM and TSM plans from across the country and establishing County-wide TCM strategies, the Board of County Supervisors is able to provide better guidance to the MPO.

APPENDIX D

PROPOSED INTERCHANGE LOCATIONS

The following section highlights the locations of proposed interchanges or proposed upgrades to interchanges within the County. The section also provides a brief narrative concerning the reasoning behind the interchange proposal. For more detail on the proposed design of the interchange (if available), the Virginia Department of Transportation or the PWC Department of Transportation should be contacted.

Route 234 Bypass North/Route 234 (Sudley Road) – This interchange is proposed to handle the turning movements created by the construction of the Route 234 Bypass North and its connection with the proposed widened Sudley Road (Route 234 Business).

Route 234 Bypass/I-66 – Additional ramps to the existing interchange will need to be added as the Route 234 Bypass is extended northbound.

Route 29 (Lee Highway)/Route 15 (James Madison Highway) – The I-66/Route 29 sector plan (Strategy TR-3) encourages a grade separated interchange to improve traffic flow in the area. Further study should be undertaken to decide whether this interchange is feasible, necessary, and culturally/environmentally sensitive before it is constructed.

Route 234 Bypass (Prince William Parkway)/Balls Ford Road – The provision of this interchange assists in the movement of industrial traffic in the areas around I-66.

I-66/Route 29 (Lee Highway) – Improvements to this interchange are being proposed as a part of the I-66 widening project and the Gainesville interchange improvement project to help facilitate movement to the heavily commercial areas of Virginia Gateway and around Gainesville.

Route 29 (Lee Highway)/Linton Hall Road – The provision of this interchange as a part of the Gainesville interchange project will help facilitate the heavy turning movements to and from Linton Hall Road and assist with access to the ramps to the I-66/Route 29 interchange.

Route 234 Bypass (Prince William Parkway)/Sudley Manor Drive – The provision of this interchange assists in handling the projected turning movement volumes associated with the intersection of two major arterial roadways.

Route 234 Bypass (Prince William Parkway)/University Boulevard – This interchange will assist in moving vehicles into and out of the proposed Innovation development and will provide capacity at the intersection of two major intra-County roadways in the western end of the County.

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Tri-County Parkway/Route 28 Bypass (Godwin Drive Extended)/Route 234 (Sudley Road) – The construction of the Tri-County Parkway/Route 28 Bypass, which provides for major inter-County movement, also creates potential conflicts at major intersections along the way. As such, interchanges at Sudley Road and Lomond Drive are necessary to handle the potential conflicting movements at those intersections.

Tri-County Parkway/Route 28 Bypass (Godwin Drive Extended)/Lomond Drive – The construction of the Tri-County Parkway/Route 28 Bypass, which provides for major inter-County movement, also creates potential conflicts at major intersections along the way. As such, interchanges at Sudley Road and Lomond Drive are necessary to handle the potential conflicting movements at those intersections.

Route 234 Bypass (Prince William Parkway)/Clover Hill Road – This interchange will assist in moving traffic into and out of the City of Manassas, as well as to and from the Manassas Regional Airport along Clover Hill Road and Harry J. Parrish Boulevard.

Prince William Parkway/Old Bridge Road – This interchange is being proposed to address the conflicts between the heavy through movements on Old Bridge Road/Prince William Parkway and the heavy turning movements from the northbound section of the Prince William Parkway onto the westbound section of the Parkway.

Prince William Parkway/Minnieville Road – The Prince William Parkway in the eastern end of the County provides access to Potomac Mills Mall, as well as I-95 and Route 1. Minnieville Road provides a major northeast to southwest connection from Old Bridge Road to Dumfries Road. The intersection created by these two roads handles heavy movements in all directions and as such, this interchange is being proposed to mitigate the effects of the heavy through and turning movements at this location.

Route 1 (Jefferson Davis Highway)/Route 123 (Gordon Boulevard) – The provision of this interchange will help alleviate the heavy conflicting movements of two major roadways in the Potomac Communities area and provide improved access to and from I-95 in the northeastern end of the County.

Route 1 (Jefferson Davis Highway)/Dale Boulevard – The intersection of Route 1 and Dale Boulevard provides access to and from the I-95 ramps. As such, the interchange is being proposed to mitigate the effects of heavy turning movements onto and off of Route 1.

Route 1 (Jefferson Davis Highway)/Route 234 (Dumfries Road)/Harbor Station Parkway – The construction of Harbor Station Parkway, which will provide access to the majority of the Cherry Hill area, creates heavy movements on all four legs of the intersection. As traffic increases on Harbor Station Parkway, the provision of this interchange will help handle the conflicting volumes generated by the converging major roadways.

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Route 1 (Jefferson Davis Highway)/Joplin Road/Fuller Road – This grade separated roundabout provides a separation of Route 1 traffic from traffic generally associated with Quantico Marine Base. The roundabout will be raised over Route 1 and Route 1 will have free flowing movement underneath.

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APPENDIX E

**COST ESTIMATES OF COUNTY ROADS/INTERCHANGES WITHIN THE VDOT SIX
YEAR PLAN**

<http://www.virginiadot.org/>

<u>Project Name (Includes Project Description and Termini Points)</u>	<u>Proposed Cost¹</u>
<u>I-66 HOV Extension (Project adds 2 SOV and 2 HOV lanes from Route 29 to the Route 234 Bypass)</u>	<u>\$111,232,000</u>
<u>I-66/Route 29 (Gainesville) Interchange (Includes construction of the Linton Hall Road/Route 29 Interchange and the widening of Route 29 from 4 lanes to 6 lanes from I-66 to Virginia Oaks Drive)</u>	<u>\$181,374,000</u>
<u>Route 1/Neabsco Creek Bridge Replacement and Widening (The bridge replacement includes widening Route 1 from 4 lanes to 6 lanes from Neabsco Mills Road to Cardinal Drive)</u>	<u>\$36,258,000</u>
<u>Route 28 Widening (Widens Route 28 from 2 lanes to 6 lanes from the Route 234 Bypass to Vint Hill Road (Route 215), including replacing the bridge over Broad Run)</u>	<u>\$56,773,000</u>
<u>Route 123 Widening (Widens an approximate 0.4 mile section of Route 123 from 4 lanes to 6 lanes near the Occoquan River Bridge)</u>	<u>\$40,516,000</u>
<u>Balls Ford Road Widening (Widens Balls Ford Road from 2 lanes to 4 lanes from the Route 234 Bypass to Wellington Road, including the construction of the Balls Ford Road/Route 234 Bypass Interchange)</u>	<u>\$72,496,000</u>

¹ Costs are taken from the fiscal year 2008 VDOT Six Year Interstate, Primary, and Secondary Plan

TRANSIT PLAN

TRANSIT PLAN CONTENTS

- Intent
- Goals, Policies, and Action Strategies
- ~~Table 3 – Transit Improvement Plan~~
- Table 3 – Prince William County Transit Improvement Plan
- Map 3 – 2030 Transit Improvement Map
- Map 4 – Future Transit Alternatives Map
- APPENDIX A – Level of Service Standards for Transit Facilities

Intent

The intent of this Transit Plan is to develop policies and action strategies that: 1) promote supportive infrastructure and services resulting in reduced traffic congestion by minimizing Single Occupancy Vehicle (SOV) trips that originate in Prince William County; 2) improve quality of life by offering transportation options to county residents; and 3) create a more efficient and coordinated transportation and transit network through transit-supportive development and land use, multiple transit systems and services, transportation demand management, and parking standards.

GOALS, POLICIES AND ACTION STRATEGIES

TR-GOAL: Develop a countywide transit network that provides for the mobility needs of all county residents, connects land uses and people, integrates multiple modes of transportation, and reduces vehicle miles traveled (VMT) in single occupancy vehicles (SOVs).

~~TR-POLICY 1: Improve service levels of all transportation modes throughout the County.~~
TR-POLICY 1: Enhance the connectivity of inter- and intra-county transit systems.

ACTION STRATEGIES:

~~T1.1. Plan for greater emphasis on transit within the Development Area, as reflected by the Long Range Land Use Plan Map. Encourage large developments—including but not limited to all town center developments—to include the provision of transit services, facilities, and commuter lots in their Transportation Demand Management (TDM) plans.~~

TR1.1 Integrate multiple modes of transit in centralized locations.

~~T1.2. Encourage land developments adjacent to future transit corridors—as reflected by the Transit Improvement Plan (Figure 1)—to develop in a transit-compatible manner.~~

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- TR1.2 Provide transit connections, such as circulator transit services, to urban mixed use designation areas.
- TR1.3 Promote an efficiently designed bus feeder network to connect commuter rail stations and other transit centers as an integral part of a broader access plan to curtail single occupancy vehicle (SOV) access.
- TR1.4 As part of the rezoning and special use permit application, require the provision of transit facilities and services, as appropriate.
- TR1.5 Develop circulator transit services to link jobs, housing, commerce, and recreation within Prince William County.
- TR1.6 Coordinate with adjacent jurisdictions, federal, state, transit and regional agencies such as but not limited to VRE, PRTC, VDOT, WMATA to ensure that the county's transit system is compatible and connected to existing transit infrastructure in the surrounding metropolitan region.
- TR1.7 Development or redevelopment along transit corridors, and within a ½-mile of existing or proposed transit facilities (i.e., bus stops, bus shelters, train stations, park and ride lots), should make efforts to expand such transit infrastructure.
- TR1.8 Develop park and ride lots in the vicinity of HOV lanes and transit facilities.
- TR1.9 Explore opportunities for transit supportive redevelopment within existing transit facilities such as park and ride lots and transit stations.
- TR1.10 Coordinate with PRTC to ensure sufficient bus connections and access to and between urban mixed use designation areas.

~~T-POLICY 2: Promote new methods of increasing the capacity of the existing transit system in addition to expanding and providing new modes and facilities.~~

TR-POLICY 2: Develop and expand the transit network and supporting infrastructure.

ACTION STRATEGIES:

- ~~T2.1.~~ Develop a Long Range Transportation Plan, incorporating multi-modal transportation facilities consistent with the Long Range Land Use Plan Map.
- TR2.1 Coordinate with VDOT to examine the potential for adjustment of morning and evening HOV hours on interstates.
- ~~T2.2.~~ Develop a Long Range Mass Transit Plan consistent with the Long Range Land Use Plan Map.

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- TR2.2 Install and expand the transit infrastructure within transit corridors, as identified in the Transit Improvement Map (Map 3).
- ~~TR2.3.~~ Encourage neighborhood based or employer based shuttles or other means, to provide an efficiently designed feeder network to commuter rail stations and other transit centers.
- TR2.3 Continually study additional transit corridor opportunities.
- ~~TR2.4.~~ Develop commuter lots at or near entrances to HOV lanes. Ensure that these lots accommodate commuter (“slug”) pick up and drop off areas.
- TR2.4 Support VRE in the location of Cherry Hill, Innovation, and Gainesville as the highest priority for the expansion of services.
- ~~TR2.5.~~ Analyze the possible extension of morning and evening hours of the HOV lane on I-95.
- TR2.5 Identify opportunities for right shoulder bus lane pull-offs and shelters at high-demand transit stops.
- TR2.6 Explore tax increment financing and transit improvement districts to support capital expenditures for public transportation.
- TR2.7 Lobby state and federal government for additional transit funding streams.
- TR2.8 Develop public / private partnerships to encourage and implement ride sharing through van pooling, car pooling, and other commuter programs.
- TR2.9 Provide multi-modal access between park and ride lots and surrounding uses.
- TR2.10 Work with PRTC and VRE to update the Policy Guide for Monetary Contributions for transit services.
- TR2.11 Formulate a prospective amendment to the Policy Guide for Monetary Contributions for addressing the County’s share of unfunded capital costs of the PRTC/VRE plans

~~TR-POLICY 3: Minimize the adverse impacts of the transportation system on the County’s environmental and cultural resources.~~

TR-POLICY 3: Identify and develop alternative transit concepts such as bus rapid transit (BRT), light rail transit (LRT), Potomac ferry service, Metro rail extension, and VRE extension as shown on Map 4.

ACTION STRATEGIES:

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~~TR3.1. Promote the utilization of transit vehicles that are designed to reduce impacts on air quality and noise pollution.~~

TR3.1 Initiate feasibility studies of alternative transit concepts that would identify Conceptual Alignment and Engineering; Proposed Station Locations; Transit Vehicle Technology and Suitability; Initial Scan of Environmental Issues; Fatal Flaw Analysis; and possible funding sources.

TR3.2 Aggressively seek funding through grants to develop alternative transit concepts.

TR3.3 Coordinate with regional, state, and federal agencies to facilitate the design and construction of alternative transit concepts.

TR3.4 Work with adjacent jurisdictions to develop support for joint alternative transit projects.

TR3.5 Examine possible methods to model transit with use of new technologies.

~~TR-POLICY 4: Encourage compatible and appropriate transportation facilities to guide development into areas where public facilities exist and/or to areas where new urban and suburban development has been targeted, as reflected by the Long Range Land Use Plan Map.~~

TR-POLICY 4: Develop a parking district policy for urban mixed use designation areas near existing or planned transit facilities that recognizes and balances the need for short-term and long term parking supply.

ACTION STRATEGIES:

~~T4.1. Encourage higher density development at appropriate locations within the Development Area as reflected on the Long Range Land Use Plan Map along transit corridors.~~

TR4.1 In conjunction with plans for transit, balance parking requirements within transit corridors, with focus on areas within a ½-mile of existing or proposed transit facilities and within mixed use designation areas.

~~T4.2. Plan for and develop transit and para transit related facilities, to accommodate and encourage the use of alternatives to the automobile including commuter rail stations, the bus terminal facility, commuter parking lots, bicycle facilities, and bus stops.~~

TR4.2 Develop parking policies in coordination with VRE and PRTC at transit stations and areas of concentrated development.

~~T4.3. Encourage construction of a transportation center in the central part of the County. The design of such a facility shall meet the guidelines of the Community Design Plan.~~

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- TR4.3 Review and revise DCSM standards, as needed, for shared parking in coordination with non-motorized transit system infrastructure.
- ~~T4.4.~~ Encourage the provision of right shoulder lane bus pull-offs with shelters near appropriate major intersections along transit corridors on arterial roadways.
- TR4.4 Regulate on-street parking in transit corridors, with focus on areas within a ½-mile of existing or proposed transit facilities. On street-parking adjacent to commercial uses should be prioritized for short-term, visitor parking as this will encourage high turnover and prohibit overflow parking from transit and office parking demand.
- TR4.5 Encourage development to include parking as an option or an extra amenity rather than being inclusive with the development
- TR4.6 Coordinate parking policies with transportation demand management policies and strategies (i.e., the provision for reserved spaces for carpools).
- TR4.7 Encourage structured parking associated with transit facilities and services, as appropriate.
- TR4.8 Require structured parking facilities at commuter rail stations.

~~TR POLICY 5: Encourage planned transportation networks that support designated targeted industries and major activity centers.~~
TR POLICY 5: Promote and protect environmental, cultural, and historic resources when planning and constructing transit infrastructure.

ACTION STRATEGIES:

- ~~T5.1.~~ Aggressively plan, market, and implement multi purpose transit centers that can integrate with private development and improve the marketability of higher density land use centers.
- TR5.1 Promote the utilization of vehicles, particularly transit vehicles and county fleet vehicles that use alternative fuels and other solutions to reduce air quality impacts.
- ~~T5.2.~~ Encourage the placement of commuter lots in commercial centers on the periphery of major residential developments located near major arterial roadways.
- TR5.2 When planning and implementing transportation infrastructure, identify and protect the existing environmental resources through approaches that avoid, minimize, and mitigate impacts.

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TR5.3 When planning and implementing transportation infrastructure, identify and protect the existing cultural and historic resources through approaches that avoid, minimize, and mitigate impacts.

~~TR-POLICY 6: Explore and promote innovative mechanisms of funding transportation system improvements.~~

TR-POLICY 6: Plan for the mobility needs of all transit users by focusing on safety, convenience and accessibility.

ACTION STRATEGIES:

~~TR6.1~~ Encourage transit and ridesharing as part of development along major arterial corridors shown on the Transit Improvement Plan (Figure 1).

TR6.1 Utilize improved infrastructure design, enhanced enforcement, and public education to provide increased safety to transit users.

TR6.2 Provide sufficient resource materials and outreach services to the public on the function and benefits of the transit system.

TR6.3 Design, construct, monitor and repair infrastructure to provide accessibility to all transit system users.

TR6.4 Accommodate transit users with special needs, including persons 62 years and over and the physically disabled, to ensure the mobility needs of all are met, including ADA requirements.

TR6.5 Partner with transit service providers to disseminate information and outreach to persons 62 years and over and those with limited access to such resources.

TR6.6 Consider the location of mobility impaired populations and their travel needs (i.e., doctor, hospital, shopping, social activities, etc.) when deciding on the placement of bus route locations.

TR6.7 Examine ways to provide transportation alternatives to those populations that don't have access to PRTC or VRE services. Such alternatives may be taxicabs for persons 62 years and over and/or the physically disabled.

~~TR-POLICY 7: Promote and coordinate with area local governments, regional and federal agencies, VDOT, and the private sector on transportation issues and the development of new facilities.~~

ACTION STRATEGIES:

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- ~~T7.1. Promote commuter facilities—such as sheltered community bus stops, shuttle service, ridesharing programs, and pedestrian walkways. The commuter facility provided should be appropriate to the distance between the development and commuter parking lots and/or mass transit stations, including VRE and Metrorail stations.~~
- ~~T7.2. Encourage major developments—including but not limited to Town Centers—to promote protected access to public transit stops and employer-established and-funded ridesharing programs facilities through the preparation of enforceable transportation management plans.~~

TR-POLICY 8: Apply the following action strategies for those roadways identified in Chart 1 as (“*”), where conventional road widening is not possible.

ACTION STRATEGIES:

- ~~T8.1 Emphasize para transit programs—such as ridesharing—as an alternative form of transportation, by encouraging major land developers to post ridesharing contact information and by encouraging major employers to offer ridesharing programs to employers.~~
- ~~T8.2 Promote an efficiently designed bus feeder network to commuter rail stations and other transit centers.~~
- ~~T8.3 Plan for and develop transit and para-transit-related facilities to accommodate and encourage the use of alternatives to the automobile—including commuter rail stations, multi-purpose transit centers, commuter parking lots, and bus stops.~~
- ~~T8.4 Encourage the placement of commuter lots in commercial centers on the periphery of major residential developments located near major arterial highways.~~
- ~~T8.5 Encourage the provision of transit and ridesharing as part of development along major arterial corridors shown on the Transit Improvement Plan (Figure 2).~~

Transit Improvement Plan

The Transit Improvement Plan of Prince William County is reflected in Figure 3. This Plan is the foundation for the implementation of transit improvements within transit corridors.

The current transit network and proposed improvements for the County are shown in Figure 3. This figure designates bus routes (both commuter and intra-County), commuter rail stations, park and ride lots, and transit centers. It reflects current services and infrastructure, and those designed to address unmet existing and anticipated future demand as identified by the Potomac and Rappahannock Transportation Commission (PRTC).

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Table 3

Prince William County Transit Improvement Plan

Note: This table has been updated, as per 5/11/09 PRTC route changes, to reflect the latest existing and planned routes. For the latest route, ridership, and other pertinent information, please visit to the PRTC and VRE websites at <http://www.prtctransit.org/> and <http://www.vre.org/>

<u>PRTC Planned Routes</u>	
<u>OmniRide</u>	<u>Description</u>
	<u>Gainesville / Haymarket to Dulles</u> <u>West County to Reston – Herndon</u>
	<u>Manassas to Dulles</u>
	<u>Central County / Woodbridge to EPG</u> <u>Central County to Pentagon / DC</u>
	<u>East / Central to Tysons (Lake Ridge to Tysons service will be implemented approximately 10/01/09 as part of the I-495 HOT Lanes Transportation Management Plan.)</u> <u>East / Central to Alexandria</u>
<u>OmniLink</u>	<u>Description</u>
	<u>Innovation Route East / West</u>
	<u>Montclair to Woodbridge</u>
	<u>Haymarket to Innovation</u>

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<u>PRTC Modified Routes</u> ⁴	
<u>OmniRide</u>	<u>Description</u>
<u>Manassas Fairfax Tysons OmniRide/Metro Direct (modification of existing Manassas Metro Direct)</u>	<u>Extension of existing Manassas Metro Direct route during peak periods to serve Fairfax Center and Tysons Corner. Existing midday and late evening Metro Direct service to West Falls Church or Vienna would be retained. Service to Fairfax would require an “easy off – easy on” solution for buses such as inline station close to I-66 that feeds circulator shuttles serving Fairfax.</u>
<u>Gainesville Haymarket Fairfax Tysons OmniRide (modification of existing Linton Hall Metro Direct)</u>	<u>Extension of existing Linton Hall Metro Direct route to service Fairfax Center and Tysons Corner. Existing service to the West Falls Church Metro would be replaced with service to the Vienna Metro. Service to Fairfax would require an “easy off – easy on” solution for buses such as an inline station close to I-66 that feeds circulator shuttles serving Fairfax.</u>
<u>East County to Springfield (modification of existing Prince William Metro Direct)</u>	<u>Modification of existing Prince William Metro Direct to serve the Franconia-Springfield station and then limited circulation through the Springfield area during peak hours. During non peak hours, existing services to Franconia-Springfield station only would be retained.</u>
<u>Extension of Dale City- Pentagon OmniRide to serve Baileys Crossroads and Beauregard St.</u>	<u>Modification of existing Dale City-Pentagon route to serve Skyline and Baileys Crossroads via Seminary Road. Add an additional trip to the route to maintain current headways. Service would require an “easy off – easy on” solution for buses at Seminary Road such as an inline station off of I-395 feeding circulator shuttles serving Mark Center, Skyline, and other nearby employment centers.</u>
<u>Extension of Lake Ridge- Pentagon OmniRide to serve Baileys Crossroads and Beauregard St.</u>	<u>Modification of existing Lake Ridge-Pentagon route to serve Skyline and Baileys Crossroads via Seminary Road. Add an additional trip to the route to maintain current headways. Service would require an “easy off – easy on” solution for buses at Seminary Road such as an inline station off of I-395 feeding circulator shuttles serving Mark Center, Skyline, and other nearby employment centers.</u>

⁴ Potomac and Rappahannock Transportation Commission, Long Range Bus Transit Plan, May 25, 2007 (Note: Content has been modified and reformatted.)

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<u>East County to Navy Yard (modification of existing Dale City Navy Yard OmniRide)</u>	<u>Extension of existing Dale City Navy Yard to serve additional park-and-ride lots along the I-95 corridor with increased frequency compared to current route.</u>
<u>OmniLink</u>	<u>Description</u>
<u>Lake Ridge- Woodbridge</u>	<u>Increase weekday and Saturday service frequency. Add Sunday service.</u>
<u>Dale City</u>	<u>Increase weekday and Saturday service frequency. Add Sunday service.</u>
<u>Route 1 with new extension to Ft. Belvoir</u>	<u>Extend Route 1 OmniLink to Ft. Belvoir during peak periods. Increase weekday and Saturday service frequency. Add Sunday service.</u>
<u>Manassas</u>	<u>Increase weekday service frequency and add Saturday service.</u>
<u>Manassas Park</u>	<u>Increase weekday service frequency.</u>
<u>Cross County Connector</u>	<u>Description</u>
	<u>Increase weekday service frequency and extend service to Innovation.</u>

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<u>PRTC Existing Routes</u>	
<u>OmniRide</u>	<u>Description</u>
<u>Capital Hill</u>	<u>Dale City Commuter Lot to Old Bridge/ Titania to Lake Ridge Commuter Lot to Rt. 123 / Old Bridge Commuter Lot to Capital Hill via I-95.</u>
<u>Dale City</u>	<u>Lindendale Commuter Lot to Mapledale / Dale Blvd. to Dale City Commuter Lot to Cloverdale / Dale Blvd to PRTC Transit Center to Horner Rd/ I-95 Commuter Lot to Pentagon, Crystal City, Navy Yard, and Washington D.C. via I-95.</u>
<u>Lake Ridge</u>	<u>Dale City Commuter Lot to Old Bridge and Titiana to Festival at Old Bridge to Lake Ridge Commuter Lot to Rt. 123 / I-95 Commuter Lot Pentagon, Crystal City, and Washington via I-95.</u>
<u>Linton Hall Metro Direct</u>	<u>Limestone Dr Commuter Lot to Linton Hall/ Hunting Cove Place to West Falls Church Metro Station via I-66.</u>
<u>Manassas</u>	<u>Manassas Mall to Portsmouth Commuter Lot to Williamson/ Stonehouse to Pentagon, and Washington via Rt. 66.</u>
<u>Manassas Metro Direct</u>	<u>Liberia / Centreville to Church / West to Manassas City VRE Station to Manassas Mall to Portsmouth Commuter Lot to Williamson/ Stonehouse to Vienna and West Falls Church Metro Stations via I-66.</u>
<u>Montclair</u>	<u>Dale City Commuter Lot to Ashgrove / Waterway to South Lake / Waterway to Rt. 234 / Rt. 1 Commuter Lot to Pentagon, and Washington via I-95.</u>
<u>Prince William Metro Direct</u>	<u>PRTC Transit Center to Potomac Mills Mall to Horner Rd. Lot to Franconia - Springfield Metro Station via I-95.</u>
<u>Rosslyn/ Ballston</u>	<u>Lindendale to Dale City Commuter Lot to Prince William Parkway / Malta to Horner Rd. / I-95 Commuter Lot to Pentagon, and Rosslyn / Ballston via I-95.</u>
<u>Route 1 and South Route 1</u>	<u>Fox Lair Apartments to River Ridge to Wayside / Rt. 1 to Rt. 234 / Rt. 1 Commuter Lot to Pentagon, and Washington via I-95. Local routing extends to Triangle.</u>

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<u>OmniLink</u>	<u>Description</u>
<u>Dale City</u>	<u>Chinn Center to Mapledale Plaza to Dale Blvd. / Minnieville Rd. to PRTC Transit Center to Dale Blvd./ Gerry Ln. to Mapledale Plaza to Chinn Center.</u>
<u>Dumfries</u>	<u>Fuller Heights / Old Triangle to Quantico Terrace Apartments to Old Triangle / Steele to Powell’s Creek/ Woodmark to PRTC Transit Center to Ferlazzo Building to Main / Lansing to Fuller Heights / Old Triangle to Quantico Apartments.</u>
<u>Manassas</u>	<u>Oaks of Wellington to Manassas Shopping Center to Manassas Mall to Coverstone / Ashton to NOVA to Coverstone/ Ashton to Manassas Mall to Manassas Shopping Center to Oaks of Wellington.</u>
<u>Manassas Park</u>	<u>Manassas Shopping Center to Manassas Dr. / Signal View Dr. and Andrew Dr. to Maplewood Shopping Center to Manassas Dr. and Lomand Dr. to Manassas Mall to Manassas Shopping Center.</u>
<u>Route 1</u>	<u>Quantico to Fraley/ Graham Park to Powell’s Creek / Woodmark to Rt. 1 / Maryland to Woodbridge VRE Station to Rt. 1 / Daniel Stuart to Powell’s Creek / Sherwood to Main / Lansing to Quantico.</u>
<u>Woodbridge/ Lake Ridge</u>	<p><u>Loop A: PRTC Transit Center to Opitz / Daniel Stuart to Rt. 1 / Dawson Beach to Tacketts Mill to Prince William / Hoffman to Smoketown Plaza to PRTC Transit Center.</u></p> <p><u>Loop B: PTRC Transit Center to Smoketown Plaza to Chinn Center to Tacketts Mill to Rt. 1 / Occoquan to Opitz / Montgomery to PRTC Transit Center.</u></p>
<u>Cross County Connector</u>	<u>Description</u>
	<u>PRTC Transit Center to Smoketown / Nazarene to McCourt County Complex to Prince William / Liberia to Church / West to Manassas Mall.</u>

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<u>VRE Planned Rail</u> ⁵	
<u>Fredericksburg Line</u>	<u>Description</u>
<u>Cherry Hill Station</u>	<u>Development of a station at the Harbor Station community, also known as Cherry Hill.</u>
<u>Manassas Line</u>	<u>Description</u>
<u>Manassas / Gainesville Extension</u>	<u>Extension of the Manassas Line to the Gainesville area with proposed stations in the vicinity of Innovation and Gainesville.</u>
<u>Innovation Station</u>	<u>Additional station along Manassas VRE line</u>
<u>Gainesville Station</u>	<u>Additional station along Manassas VRE line</u>
<u>VRE Existing Rail</u>	
<u>Fredericksburg Line</u>	<u>Description</u>
<u>Quantico</u>	<u>Station</u>
<u>Rippon</u>	<u>Station</u>
<u>Woodbridge</u>	<u>Station</u>
<u>Manassas Line</u>	<u>Description</u>
<u>Broad Run</u>	<u>Station</u>
<u>Park and Ride Planned Lots</u>	
<u>Lot</u>	<u>Location</u>
<u>Cherry Hill (VRE)</u>	<u>Harbor Station Blvd. at the proposed VRE Cherry Hill Station</u>

⁵ Potomac and Rappahannock Transportation Commission, Long Range Bus Transit Plan, May 25, 2007 (Note: Content has been modified and reformatted.)

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<u>Dominion</u>	<u>Graduation Dr/ James Madison Hwy.</u>
<u>Gainesville (VRE)</u>	<u>To be determined</u>
<u>Haymarket</u>	<u>Town of Haymarket</u>
<u>Innovation (VRE)</u>	<u>To be determined</u>
<u>James Madison Highway</u>	<u>James Madison Hwy. / Arrowleaf Turn</u>
<u>Linton Hall School</u>	<u>Linton Hall Rd.</u>
<u>VA 234/66</u>	<u>Cushing Rd.</u>
<u>Yorkshire</u>	<u>Centreville Rd. at Orchard Bridge</u>

Park and Ride Existing Lots

<u>Lot</u>	<u>Capacity</u>	<u>Location</u>
<u>Bethel United Methodist</u>	<u>68</u>	<u>Minnieville Rd. / Smoketown Rd.</u>
<u>Brittany Park</u>	<u>85</u>	<u>Exeter Dr. / Dumfries Rd.</u>
<u>Broad Run/ Airport (VRE)</u>	<u>Unknown (to be expanded)</u>	<u>Piper Ln.</u>
<u>Christ Chapel</u>	<u>300</u>	<u>Smoketown Rd. / Nazarene Way</u>
<u>Church of the Brethren</u>	<u>31</u>	<u>Horner Rd. / Millwood Dr.</u>
<u>Dale City Baptist</u>	<u>Unknown</u>	<u>Dale Blvd. / Cherrydale Dr.</u>
<u>Dale City Commuter Lot</u>	<u>591</u>	<u>Gemini Way</u>
<u>Limestone/Virginia Gateway Commuter Lot</u>	<u>110</u>	<u>Milestone Ct. / Limestone Dr.</u>

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<u>Good Shepherd United Methodist</u>	<u>Unknown</u>	<u>Dale Blvd. / Birchdale Ave.</u>
<u>Harbor Drive</u>	<u>200</u>	<u>Minnieville Rd. / Harbor Dr.</u>
<u>Hechingers Old Bridge Rd.</u>	<u>580</u>	<u>Old Bridge Rd. / Gordon Blvd.</u>
<u>Hillendale Commuter Lot</u>	<u>248</u>	<u>Dale Blvd. / Hillendale Dr.</u>
<u>Horner Rd. Lot</u>	<u>2363 (to be expanded)</u>	<u>I-95 / Prince William Parkway Loop Interchange</u>
<u>I-95/123 Loop Interchange</u>	<u>580</u>	<u>I-95 / 123 Loop Interchange</u>
<u>K-Mart at Dale City</u>	<u>200</u>	<u>Dale Blvd. / Ashdale</u>
<u>K-Mart at Manassas</u>	<u>Unknown</u>	<u>Sudley Manor Dr. / Rt. 234 (Sudley Rd.)</u>
<u>Lake Ridge Commuter</u>	<u>567</u>	<u>Minnieville Rd. / Tacketts Mill Dr.</u>
<u>Lindendale Commuter Lot</u>	<u>216</u>	<u>Dale Blvd. / Lindendale Rd.</u>
<u>Manassas Mall</u>	<u>217</u>	<u>Sudley Rd.</u>
<u>Montclair</u>	<u>50</u>	<u>Rt. 234 (Dumfries Rd.) / Taconic Cir.</u>
<u>Old Bridge Festival</u>	<u>56</u>	<u>Old Bridge Rd. / Dillingham Sq.</u>
<u>Portsmouth</u>	<u>605</u>	<u>Williamson Blvd. / Portsmouth Rd.</u>
<u>Potomac Mills Mall</u>	<u>936</u>	<u>Potomac Mills Rd. / Potomac Mills Cir.</u>
<u>Prince William County Stadium</u>	<u>190</u>	<u>County Complex Ct.</u>

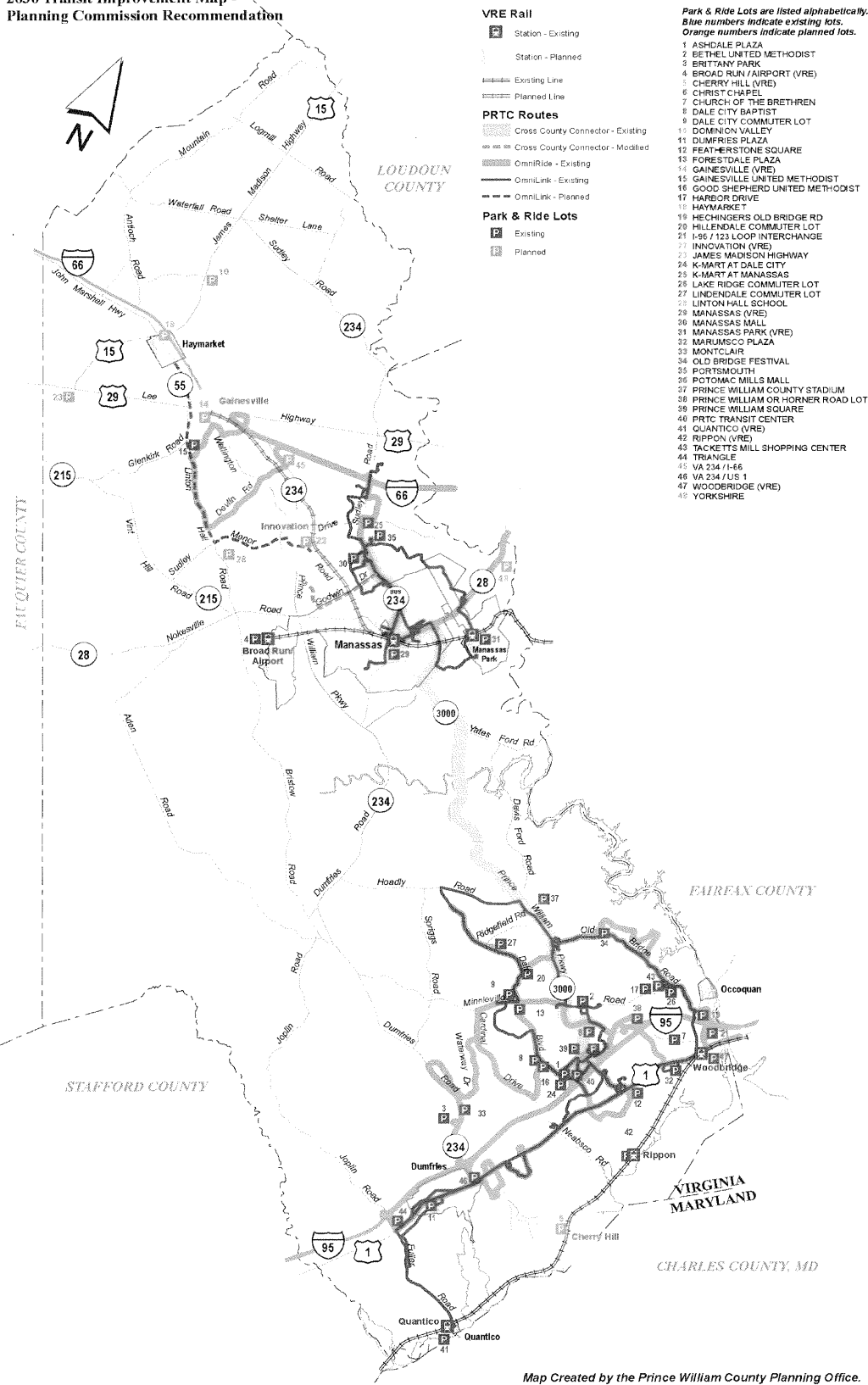
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<u>Prince William Square</u>	<u>45</u>	<u>Smoketown Rd. / Gideon Dr.</u>
<u>PRTC Transit Center</u>	<u>200</u>	<u>Potomac Mills Rd. / Telegraph Rd.</u>
<u>Quantico (VRE)</u>	<u>Unknown (Refer to VRE website, http://www.vre.org/)</u>	<u>Potomac Ave.</u>
<u>Rippon (VRE)</u>	<u>Unknown (Refer to VRE website, http://www.vre.org/)</u>	<u>Rippon Blvd. / Farm Creek Dr.</u>
<u>Tacketts Mill Shopping Center</u>	<u>170</u>	<u>Harbor Dr.</u>
<u>Triangle</u>	<u>31</u>	<u>Rt. 1/ Joplin Rd.</u>
<u>VA 234 / US 1</u>	<u>351 (to be expanded)</u>	<u>Rt. 1/ Rt. 234 (Dumfries Rd.)</u>
<u>Woodbridge (VRE)</u>	<u>Unknown (Refer to VRE website, http://www.vre.org/)</u>	<u>Dawson Beach Rd. / Express Dr.</u>

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Map 3 – 2030 Transit Improvement Map

2030 Transit Improvement Map - Planning Commission Recommendation

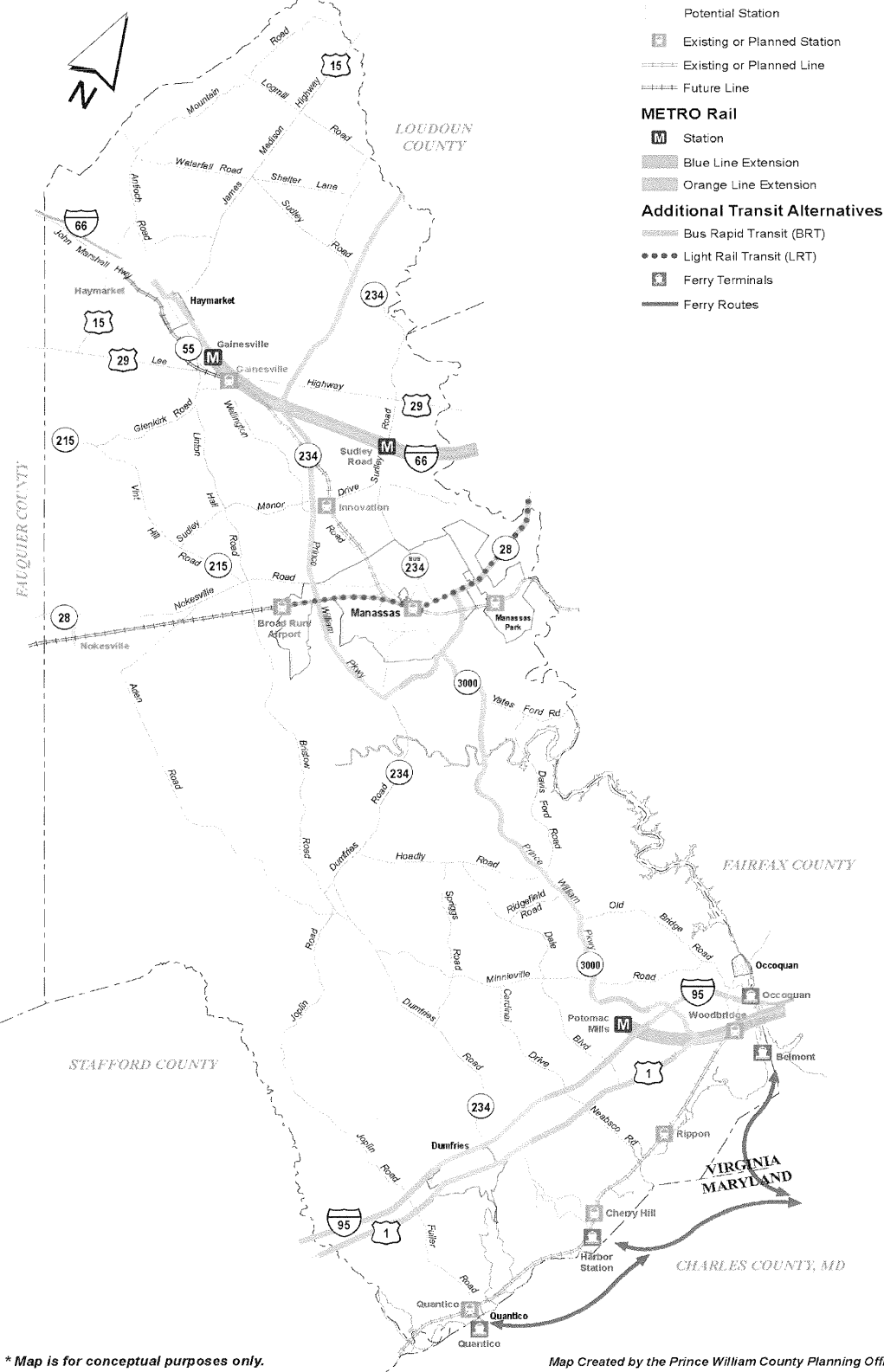


Map Created by the Prince William County Planning Office.

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Map 4 – Future Transit Alternatives Map

Future Transit Alternatives Map*
Planning Commission Recommendation



* Map is for conceptual purposes only.

Map Created by the Prince William County Planning Office.

APPENDIX A

LEVEL OF SERVICE STANDARDS FOR TRANSIT FACILITIES

The successful expansion of transit service within the County and the development and redevelopment of transit corridors as transit supportive areas will require time, coordination and funding over the long term. Proposed transit corridors (Map 3) shall be considered high-priority areas for investment, redevelopment and revitalization in order to meet the County’s goal of developing a network of transit corridors consisting of quality transit services, transit supportive development and redevelopment that enhances the County’s competitiveness and community livability, promotes economic development, and provides for the mobility needs of all County residents.

All proposed development and redevelopment shall be evaluated to determine what transit-oriented improvements, amenities and contributions are required to ensure accessibility to transit facilities, connectivity to surrounding land uses and coordination with the goals, actions and strategies outlined in the County Transit Plan.

LOS standards are to be used to evaluate new proposals and to evaluate transit system accessibility and connectivity.

Any application for a rezoning or special use permit shall contain the following information:

- Number of units and square footage areas proposed (commercial, retail and/or residential).
- Name(s) and location(s) of transit stops within one-half mile walking distance from the proposed development.
- Main hours of operation (for commercial and retail only).
- Identification of “gaps” in connectivity between the development, existing transit facilities, existing bicycle and pedestrian infrastructure, and adjacent land uses within one-half mile of the proposed development.

Rezoning or special use permits for new development or redevelopment shall meet the established LOS standards for transit, set forth more fully below. Applications that fail to meet the LOS standards shall be found inconsistent with the Transit Plan.

The following represent the LOS measurements for transit services:

- “Proximity to transit stops” is defined as the average walking distance to the nearest PRTC transit stop and/or VRE station.
- “Transit corridor location” is defined as a development that is located within a designated transit corridor as outlined in the County Transit Plan.
- “Transit connectivity and accessibility” is defined as transit stops and multimodal facilities that are accessible to individuals of all abilities and are connected via

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sidewalks, crosswalks, multi-use paths, etc. to other transit and multimodal facilities and adjacent land uses within proposed transit corridors.

LOS standards will be determined to have been met by an applicant for a rezoning or special use permit based on the following two (2) scenarios:

1. The proposed new development is located within an existing or proposed transit corridor and is within one-half (1/2) mile walking distance of a transit facility (e.g., PRTC transit stop, VRE station, or Park and Ride Lot). The proposed development will provide resources identifying the availability of transit services and multi-modal transportation options. In addition, the applicant has committed to the following:
 - Monetary contribution for transit infrastructure, expansion of services, and any necessary improvements to facilitate the development of transit systems within the subject area shall be paid by the applicant, as per the established LOS transit guidelines.
 - Installation of the required sidewalk, multi-use path facilities, crosswalks, pedestrian signals, bike lanes, etc. that provide multi-modal connectivity to the transit facility or nearest existing sidewalk or path facility.
 - Installation of bicycle and pedestrian amenities that enhance the attractiveness and accessibility of the development to pedestrians and bicyclists (bike racks, lockers, benches, shower facilities, etc).

2. The proposed new development is located along an existing or proposed transit corridor, but is outside of one-half (1/2) mile walking distance to a transit facility (e.g., PRTC transit stop, VRE station, or Park and Ride Lot).
 - Monetary contribution for transit infrastructure, expansion of services, and any necessary improvements to facilitate the development of transit systems within the subject area shall be paid by the applicant, as per the established LOS transit guidelines.

The methodology for determining equitable monetary contributions for new development is outlined in the *Policy Guide for Monetary Contributions, Prince William County Planning Office.*

For further guidance, refer to VDOT's *Transit Capacity and Quality of Service Manual* (Transit Cooperative Research Report 100, chapter 3, Part 3).

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NON-MOTORIZED PLAN

CONTENTS

- Goals, Policies, and Action Strategies
- Table 4 (Bike Facility Classifications and Descriptions)
- Table 5 (Bike Facility Locations)

GOALS, POLICIES AND ACTION STRATEGIES

NM-GOAL: To create and sustain an integrated non-motorized transportation network that safely and efficiently serves the transportation needs of county citizens.

~~TR POLICY 1: Improve service levels of all transportation modes throughout the County.~~

NM-POLICY 1: Improve service levels, participation, and options for non-motorized transportation modes throughout the County.

ACTION STRATEGIES:

~~N1.1. Encourage the development of a safe and continuous system of sidewalks, bike lanes, and/or trails within the rights-of-way of new and existing parkways, arterials, collector roads, and residential streets.~~

NM1.1 Conduct a pedestrian and bicycle needs assessment through the utilization of a survey instrument that will assess the interests, priorities, and mobility habits of County residents.

~~N1.2. Install pedestrian crosswalks and pedestrian-activated traffic signal controls when warranted at signalized intersections near and in commercial areas, schools, and other public facilities, where a sidewalk or trail is provided, and where appropriate.~~

NM1.2 Develop LOS standards that specifically address the needs of pedestrians and cyclists.

~~N1.3 Encourage the development and operation of remote work centers (telecommuting) in both the I-95 and I-66 corridors.~~

NM1.3 When needed and where shared use paths and sidewalks are present, install pedestrian crosswalks and/or pedestrian-activated traffic signal controls at signalized intersections within and adjacent to:

- Commercial areas
- Schools
- Public facilities
- High density residential areas
- Intersections with demonstrated volume of non-motorized traffic

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Additionally, consider installing the above pedestrian improvements where heavy pedestrian traffic is anticipated.

NM1.4 Include appropriate service facilities, such as showers, lockers, and bike racks, that support the use of the non-motorized network within existing and proposed commercial developments, transit facilities, public facilities, government offices, and other anticipated non-motorized destinations.

NM1.5 Ensure that the non-motorized network and supporting facilities are appropriately linked to the transit and roadways networks, including all multi-modal facilities.

NM1.6 Provide appropriate markings and identifications which will include, but are not limited to, road striping, bicycle lane designations, signage, and way-finding reference points.

NM1.7 Develop a combined pedestrian and bikeways system inventory and routing map to support the pedestrian and bicycle plan. Refer to existing Trails Map and Trails Plan Appendix A in Parks, Open Space and Trails chapter of the Comprehensive Plan to verify and coordinate inventories.

NM1.8 Repair existing inadequate non-motorized sections at intersections and roadways that are identified as high risk, on a priority basis.

~~**TR-POLICY 2:** Promote new methods of increasing the capacity of the existing transportation system in addition to expanding facilities.~~

~~**NM-POLICY 2:** Increase the capacity and use of the non-motorized network and supporting facilities.~~

ACTION STRATEGIES:

~~**N2.1.** Develop a detailed sidewalk/bicycle trail/lane plan that will demonstrate how to expand and improve in an affordable manner the use and safety of sidewalks and trails within the right of way adjacent to residential, employment, retail, and recreational areas.~~

NM2.1 Identify appropriate rates of growth for pedestrian movement and cycling participation in order to set progress benchmarks.

NM2.2 Identify, prioritize, and implement projects which will facilitate the growth and connectivity of the non-motorized network.

NM2.3 Ensure that all County facilities provide the necessary infrastructure, such as bike racks and trail connections, to support usage of the non-motorized network.

NM2.4 Seek wider sidewalks where necessary to accommodate pedestrian movements in mixed use designation areas.

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NM2.5 Seek non-motorized connections to mixed use designation areas, regional destinations, and sites of interest, such as cultural, historic, and park facilities.

~~TR-POLICY 3: Minimize the adverse impacts of the transportation system on the County's environmental and cultural resources.~~

~~NM-POLICY 3: Establish a non-motorized network that supports and complements the County's natural and cultural resources.~~

ACTION STRATEGIES:

~~N3.1.~~ Promote the creation and utilization of non-motorized transportation facilities—such as pedestrian and bicycle facilities—that reduce impacts on air quality.

NM3.1 Design a non-motorized network that is sensitive to the context of the local and natural environment, culture, and community.

NM3.2 Develop network connections and facilities that respect and support the County's cultural resources.

NM3.3 Identify and prioritize sites of interest (i.e., parks, historical places/sites) and provide interconnected access for pedestrians and cyclists.

~~TR-POLICY 4: Encourage compatible and appropriate transportation facilities to guide development into areas where public facilities exist and/or to areas where new urban and suburban development has been targeted, as reflected by the Long-Range Land Use Plan Map.~~

~~NM-POLICY 4: Promote, coordinate, and partner with area local governments, County agencies, regional and federal agencies/entities, and the private sector to expand and develop the non-motorized network.~~

ACTION STRATEGIES:

~~N4.1.~~ Assure that pedestrian and bicycle facilities—including bicycle racks and lockers—are available at all transit facilities.

NM4.1 Apply for appropriate state, regional, and federal funding assistance in developing a safe and effective pedestrian and bicycle network.

NM4.2 Encourage maintenance of neighborhood trails by homeowner associations.

NM4.3 Coordinate with the Prince William County Park Authority Trails Plan to effectively connect the non-motorized network with Countywide trails.

NM4.4 Coordinate with the trails plan identified in the Parks, Open Space, and Trails Chapter of the Comprehensive Plan.

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- NM4.5 Work with public and private employers to create programs and services for employees that encourage the use of non-motorized transportation to and from the workplace.
- NM4.6 Encourage private commercial/employment-oriented development to provide pedestrians and bicyclists with necessary support systems—such as bicycle racks, showers, and lockers.
- NM4.7 Develop programs and citizen-based organizations (i.e., Pedestrian Mobility Task Force, Non-Motorized Committee) that empower citizens to identify, maintain, and develop additional trail/path network opportunities.
- NM4.8 Ensure that the non-motorized network supports and sustains the County’s long range land use goals.
- NM4.9 Encourage cooperation between County agencies and other regional governments to facilitate continuous growth and development of the non- motorized network.
- NM4.10 Assist the Prince William County Schools in the development of a Safe Routes to School (SRTS) plan for the County, and provide improvements where necessary to facilitate the plan.

~~**TR-POLICY 5:** Encourage planned transportation networks that support designated targeted industries and major activity centers.~~

NM-POLICY 5: Improve intermodal connectivity of the non-motorized network.

ACTION STRATEGIES:

- NM5.1 Ensure that efficient and convenient network connections to multi-modal transportation centers, mixed use designation areas, and activity centers are provided, where appropriate.
- NM5.2 Ensure that the non-motorized network provides intra- and inter-county linkages as well as links to non-motorized networks within the larger-scale metropolitan region.
- NM5.3 Develop community pathways that link citizens to local services and destinations on foot or by bicycle.
- NM5.4 Identify and correct gaps or barriers in the existing non-motorized network.
- NM5.5 Ensure that modal connections exist at transfer points (i.e., bus stops), with priority given to high volume stops.

~~**TR-POLICY 6:** Explore and promote innovative mechanisms of funding transportation system improvements.~~

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NM-POLICY 6: Create a non-motorized network that addresses quality of life issues for all County residents.

ACTION STRATEGIES:

~~N6.1. Research and apply for all available state and federal assistance in developing a safe and effective bicycle and pedestrian transportation network.~~

NM6.1 Incorporate design features that are distinctive, attractive, and reflect local character.

~~N6.2. Encourage maintenance of neighborhood trails by homeowner associations.~~

NM6.2 Ensure that the non-motorized network and supporting facilities are accessible, safe, and convenient for all users, including but not limited to, children, the elderly, and the disabled.

NM6.3 Using the inventory and existing databases of bus routes within the County, identify bus stop locations that are lacking adequate pedestrian access and prioritize the installation of pedestrian improvements in cooperation with PRTC.

~~TR-POLICY 7: Promote and coordinate with area local governments, regional and federal agencies, VDOT, and the private sector on transportation issues and the development of new facilities.~~

NM-POLICY 7: Promote the use of the non-motorized network and supporting facilities.

ACTION STRATEGIES:

~~N7.1. Encourage extension of the Prince William County Park Authority Trails Plan to effectively connect with Countywide trails. Expand upon this plan as reflected by TR-POLICY 4, Non-motorized Action Strategy N4.1.~~

NM7.1 Develop public education/outreach and training programs and materials to increase awareness of the non-motorized network and supporting facilities.

NM7.2 Develop public education programs and materials to advise citizens on the benefits of the non-motorized network and supporting facilities.

NM7.3 Develop public education programs and materials to advise citizens on the safe use of the non-motorized network and supporting facilities.

NM7.4 Promote and coordinate with area local governments, regional and federal agencies, VDOT, and the private sector on transportation issues and the development of new facilities.

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TR POLICY 8: Apply the following action strategies for those roadways identified in Chart 1 as (“*”), where conventional road widening is not possible.

NM-POLICY 8: Conduct ongoing measurement and analysis that will allow continual evaluation and improvement of the non-motorized network.

ACTION STRATEGIES:

~~N8.1~~ Assure that pedestrian and bicycle facilities—including trails, bicycle racks, and lockers—are available to all transit facilities

NM8.1 Develop cost-benefit analysis tools to evaluate and justify modifications to the non-motorized network.

NM8.2 Identify trends in pedestrian and bicycle safety through utilization of the non-motorized network.

NM8.3 Track user satisfaction and performance data for the non-motorized network.

NM8.4 Re-evaluate the DCSM to identify how design standards can be altered to better address the needs of non-motorized users and to reduce conflicts between non-motorized users and automobiles.

NM8.5 Identify high risk intersections/roadways and track status changes.

NM8.6 Update inventory analysis of existing pedestrian trails, bike paths, and other related facilities.

NM8.7 Partner and coordinate with County police, citizens, and neighborhood groups to enforce the proper usage of the non-motorized network.

NM8.8 Conduct periodic safety and quality control inspections of the non-motorized trail and pathway networks to ensure that appropriate performance standards are being maintained.

NM8.9 Develop and coordinate a maintenance and monitoring program for the non-motorized network through partnering with government entities, County agencies, businesses, home owners associations, and the development community.

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Non-motorized Transportation Plan

The Non-motorized Transportation Plan is comprised of guidelines for the construction of bike trails (Table 3) and locations for their construction (Table 4) within Prince William County.

Table 3 4	
<u>Bikeing Trail Facility Composition Classifications and Descriptions</u>	
Classification	Description
<p>Class I (Bike Trail)** <u>Class I Shared Use Path</u></p>	<p>An independent trail, typically 8' to 10' wide, physically separated from motorized vehicular traffic by open space within the right of way or on a separate easement. This trail is appropriate for biking use.</p> <p><u>A ten foot (10') wide (minimum) bikeway, physically separated from motorized vehicular traffic by an open space or barrier. The bikeway is generally used and shared by bicyclists and pedestrians, as well as skaters, wheelchair users, joggers, and other non-motorized users. The bikeway should be located within the right of way unless extreme circumstances require otherwise.</u></p>
<p>Class II (Bike Lane)</p>	<p>A restricted right-of way, typically 5' wide, designated for bicycle use by striped pavement marking and signing.</p> <p><u>A portion of roadway, typically five feet (5') wide, which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. Impedances along the side of roadways (i.e. guardrails, on-street parking) may require wider lanes in certain cases.</u></p>
<p>Class III (Bike Route) <u>Class III Wide Outside Lane</u></p>	<p>A roadway, signed for bicycle use, shared by motor vehicles and bicycles.</p> <p><u>A wide outside travel lane, typically fourteen feet (14') wide, which is shared by bicyclists and motorists. Wide outside lanes have no striping to delineate a separate lane for bicyclists, but may have signage denoting bicycles and motorist share the lane.</u></p>

Note: All ADA, AASHTO, and other safety/quality control standards shall pertain in the design and construction of each facility.

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Table 4.5
<u>Bike Facility Trail Locations</u>
Classification/Side of Road To Be Located (E=East, W=West, N=North, S=South)
<u>Class I (Bike Trails)</u> <u>Class I Shared Use Path</u>
I/S — Artemus Road (Rt. 15 to Rt. 234 Bypass North)
I/S — Balls Ford Road (Wellington Road to Sudley Road)
I/W — Benita Fitzgerald Drive (Dale Boulevard to Cardinal Drive)
III — Bristow Road (Nokesville Road to Dumfries Road)
I/S — Cardinal Drive (Minnieville Road to Route 1)
I/W — Catharpin Road (Sudley Road to Route 55)
I/S — Caton Hill Road (Davis Ford Road to Gordon Boulevard)
I/N — Centreville Road (Fairfax County Line to City of Manassas)
I/N — Cloverhill Road (City of Manassas to west of the Route 234 Bypass)
I/S — Dale Boulevard (Route 1 to Hoadly Road)
I/N — Dawson Beach Road (Route 1 to east of Express Drive)
I/S — Dumfries Road (City of Manassas City Limits to Route 1)
I/N — Featherstone Road (Route 1 to Veterans' Park)
I/S — Glenkirk Road Realigned (Linton Hall Road to Vint Hill Road)
I/E — Gordon Boulevard (Fairfax County Line to Route 1)

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I/E — Gum Springs Road (Sudley Road to Loudoun County Line)
I/E — James Madison Highway (Route 15) (Loudoun County Line to Route 29)
I/E — Liberia Avenue Extended (Prince William Parkway to Route 234)
I/S — Linton Hall Road (Route 29/211 to Nokesville Road)
I/W — Minnieville Road (Old Bridge Road to Dumfries Road)
I/S — Neabsco Road (Route 1 to Leesylvania Park)
I/W — Neabsco Mills Road (Opitz Boulevard to Route 1)
I/S — New Cherry Hill Road (Route 1 to Congressional Way)
I/S — Nokesville Road (Fauquier County Line to Manassas City Line)
I/E — North/South Connector (Wellington Road to University Boulevard)
I/N — Old Bridge Road (Prince William Parkway to Gordon Boulevard)
I/S — Opitz Boulevard (Telegraph Road to Route 1)
I/N — Prince William Parkway (City of Manassas to Route 1)
I/S — Purcell Road (Dumfries Road to Hoadly Road)
I/E — Ridgefield Road (Prince William Parkway to Dale Boulevard)
I/S — Rippon Boulevard/Farm Creek Drive (Route 1 to Featherstone Drive)
I/W — Route 1 (Fairfax County Line to Stafford County Line)
I/N — Route 28 Bypass (Sudley Road to Fairfax County Line)
I/S — Route 29/211 (Fauquier County Line to Manassas National Battlefield Park)

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I/S — Route 29 Parallel Road (Town of Haymarket Bypass to Carver Road)
I/N — Route 55 (James Madison Highway) (Route 29 to Fauquier County Line)
I/E — Route 234 Bypass (Dumfries Road to Route 29)
I/E — Route 234 Bypass North (Route 29 to Loudoun County Line)
I/E — Spriggs Road (Hoadly Road to Dumfries Road)
I/S — Smoketown Road (Griffith Avenue to Telegraph Road)
I/N — Sudley Road (James Madison Highway to Godwin Drive)
I/N — Sudley Manor Drive (Vint Hill Road to the Route 234)
I/E — Summit School Road/New Telegraph Road (Minnieville Road to Opitz Blvd.)
I/S — University Boulevard (Godwin Drive/Route 234 Bypass)
I/W — Van Buren Road North (Cardinal Drive to Dumfries Road)
I/E — Waterway Drive (Cardinal Drive to Dumfries Road)
I/W — Wellington Station Road (Wellington Road to University Boulevard)
Class II (Bike Lanes)
H — Aden Road (Route 28 to Dumfries Road)
H — Brentsville Road (Prince William Parkway to Lucasville Road)
H — Carriage Ford Road (Fauquier County Line to Aden Road)
H — Cottonmill Drive (Mohican Drive to Lane Ridge Park)
H — Davis Ford Road (Prince William Parkway to Yates Ford Road)

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II — Hedges Run Drive (Old Bridge Road to Cottonmill Drive)
II — Hoadly Road (Dumfries Road to Prince William Parkway)
II — Lake Jackson Drive (City of Manassas to Dumfries Road)
II — Lucasville Road (City of Manassas to Bristow Road)
II — Old Church Road (Bristow Road to Parkgate Drive)
II — Parkgate Drive (Old Church Road to Aden Road)
II — Signal View Road/Signal Hill Drive/Moore Drive — (City of Manassas Park Line to Prince William Parkway)
II — Springwoods Drive (Old Bridge Road to Prince William Parkway)
II — Vint Hill Road (Route 28 to Fauquier County Line)
II — Yates Ford Road (Prince William Parkway to Fairfax County Line)
Class III (Bike Routes)
<u>Class III Wide Outside Lane</u>
III — Antioch Road (Waterfall Road to Artemus Road)
III — Fitzwater Drive (Burwell Road to Aden Road)
III — Signal Hill Road (Liberia Avenue to Signal View Road)
III — Waterfall Road (Antioch Road to Route 15)
III — Valley View/Fleetwood (Fauquier County to Bristow Road)
III — Williamson Boulevard (Portsmouth Road to Sudley Road)
(Note: For locations, refer to Thoroughfare Plan Map)

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Table 5 – Bike Facility Locations

* Refer to Table 2 (Thoroughfare Plan Summary) and Map 2 (Thoroughfare Plan) for additional information on existing facilities and Comprehensive Plan roads. Also, refer to the Parks, Trails and Open Space chapter of the Comprehensive Plan for an existing inventory and more details on trails.

Class I – Shared Use Path

<u>Road Name</u>	<u>Termini</u>	<u>Trail Class/ Location</u>
Balls Ford Road	Wellington Road to Sudley Road (Route 234)	Class I/South
Belmont Bay Drive	Gordon Boulevard (Route 123) to end	Class I/East
Benita Fitzgerald Drive	Dale Boulevard to Cardinal Drive	Class I/West
Cardinal Drive	Minnieville Road to Jefferson Davis Highway (Route 1)	Class I/South
Carver Road	Old Carolina Road to Lee Highway (Route 29)	Class I/North
Caton Hill Road	Minnieville Road to Prince William Parkway	Class I/South
Centreville Road	Manassas CL to Fairfax CL	Class I/North
Clover Hill Road/Harry J. Parrish Boulevard	Manassas CL to Harry J. Parrish Boulevard	Class I/North
Dale Boulevard	Hoadly Road to Jefferson Davis Hwy (Route 1)	Class I/South
Dawson Beach Road	Jefferson Davis Highway to east of Express Drive	Class I/ North
Devin Road	Linton Hall Road to Wellington Road	Class I/East
Dumfries Road	Brentsville Road to Jefferson Davis Highway (Route 1)	Class I/South
Dumfries Road	Manassas CL to Prince William Parkway (Route 234)	Class I/West
Farm Creek Drive	Featherstone Road to Rippon Boulevard	Class I/South
Featherstone Road	Jefferson Davis Highway (Route 1) to Veterans Memorial Park	Class I/North
Freedom Center Boulevard	University Boulevard to Wellington Road	Class I/West
Gideon Drive	Dale Boulevard to Smoketown Road	Class I/East
Gordon Boulevard	Fairfax CL to Jefferson Davis Highway (Route 1)	Class I/East
Gum Spring Road	Loudoun CL to Sudley Road (Route 234)	Class I/East
Harbor Station Parkway	Cherry Hill Road to River Heritage Boulevard/Marina Access Road	Class I/North
Harbor Station Parkway	Jefferson Davis Highway (Route 1) to Cherry Hill Road	Class I/North
Haymarket Bypass/Somerset Crossing Drive	James Madison Highway (Route 15) to Lee Highway (Route 29)	Class I/North
Hoadly Road	Dumfries Road (Route 234) to Prince William Parkway (Route 3000)	Class I/North
Homer Road/ Summerland Drive	Prince William Parkway to Gordon Boulevard (Route 123)	Class I/South

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<u>James Madison Highway</u>	<u>Loudoun CL to Lee Highway (Route 29)</u>	<u>Class I/East</u>
<u>Jefferson Davis Highway</u>	<u>Fairfax CL to Stafford CL</u>	<u>Class I/West</u>
<u>John Marshall Highway</u>	<u>Fauquier CL to Lee Highway (Route 29)</u>	<u>Class I/North</u>
<u>Lee Highway</u>	<u>Fauquier CL to James Madison Highway (Route 15)</u>	<u>Class I/South- N/A</u>
<u>Lee Highway</u>	<u>James Madison Highway (Route 15) to Route 234 Bypass-North</u>	<u>Class I/South</u>
<u>Linton Hall Road</u>	<u>Lee Highway (Route 29) to Glenkirk Road</u>	<u>Class I/South</u>
<u>Linton Hall Road</u>	<u>Glenkirk Road to Nokesville Road (Route 28)</u>	<u>Class I/South</u>
<u>Manassas Battlefield Bypass</u>	<u>Lee Highway (Route 29) to Fairfax CL</u>	<u>Class I/South</u>
<u>McGraws Corner Drive</u>	<u>Thoroughfare Road to Lee Hwy (Rt 29)</u>	<u>Class I South/West</u>
<u>Minnieville Road</u>	<u>Dumfries Road (Route 234) to Cardinal Drive</u>	<u>Class I/West</u>
<u>Minnieville Road</u>	<u>Cardinal Drive to Caton Hill Road</u>	<u>Class I/West</u>
<u>Minnieville Road</u>	<u>Caton Hill Road to Old Bridge Road</u>	<u>Class I/West</u>
<u>Neabsco Mills Road</u>	<u>Opitz Boulevard to Jefferson Davis Highway (Route 1)</u>	<u>Class I/East</u>
<u>Neabsco Road</u>	<u>Jefferson Davis Highway (Route 1) to Daniel Ludwig Drive</u>	<u>Class I/South</u>
<u>New Cherry Hill Road</u>	<u>Jefferson Davis Highway to Congressional Way</u>	<u>Class I/ South</u>
<u>Nokesville Road</u>	<u>Fauquier CL to Vint Hill Road (Route 215)</u>	<u>Class I/South</u>
<u>Nokesville Road</u>	<u>Vint Hill Road (Route 215) to Manassas CL</u>	<u>Class I/South</u>
<u>North/South Connector Road</u>	<u>Wellington Road to University Boulevard</u>	<u>Class I/East</u>
<u>Old Bridge Road</u>	<u>Prince William Parkway (Route 3000) to Gordon Blvd (Rt 123)</u>	<u>Class I/North</u>
<u>Old Carolina Road</u>	<u>James Madison Highway (Route 15) to Heathcote Boulevard</u>	<u>Class I/East</u>
<u>Opitz Boulevard</u>	<u>Telegraph Road to Jefferson Davis Highway (Route 1)</u>	<u>Class I/South</u>
<u>Prince William Parkway</u>	<u>Manassas CL to Jefferson Davis Highway (Route 1)</u>	<u>Class I/East- North</u>
<u>Prince William Parkway (234)</u>	<u>I-66 to Brentsville Road</u>	<u>Class I/East</u>
<u>Purcell Road</u>	<u>Dumfries Road (Route 234) to Hoadly Road</u>	<u>Class I/South</u>
<u>Purcell Road (East)</u>	<u>Purcell Road to Prince William Parkway (Route 3000)</u>	<u>Class I/South</u>
<u>Ridgefield Road</u>	<u>Prince William Parkway (Route 3000) to Dale Boulevard</u>	<u>Class I/East</u>

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Rippon Boulevard/ Fam Creek Drive	Jefferson Davis Highway (Route 1) to Featherstone Road	Class I/South
River Heritage Boulevard	Jefferson Davis Highway (Route 1) to Harbor Station Parkway/Patriot Circle	Class I/North
Rollins Ford Road	Vint Hill Road (Route 215) to Wellington Road	Class I/South
Route 234 Bypass - North	Route 29 to Loudoun CL	Class I/East
Route 28 Bypass	Sudley Road to Fairfax CL	Class I/ North
Route 29 - Alternate Route	Lee Highway (Route 29) to Fairfax CL	Class I/North
Smoketown Road	Griffith Avenue to Opitz Blvd	Class I/South
Spriggs Road	Hoadly Road to Dumfries Road (Route 234)	Class I/East
Station Street	University Boulevard to Balls Ford Road	Class I/South
Sudley Manor Drive	Vint Hill Road (Route 215) to Sudley Road (Route 234)	Class I/North
Sudley Road (Route 234 Business)	I-66 to Manassas CL	Class I/North
Summit School Road/ New Telegraph Road	Minnieville Road to Opitz Boulevard	Class I/East
Telegraph Road	Summit School Road to Caton Hill Road	Class I/East
Telegraph Road	Caton Hill Road to Opitz Boulevard	Class I/East
Thoroughfare Road	James Madison Highway (Route 15) to McGraws Comer Drive	Class I/South
Tri-County Parkway	Sudley Road (Route 234) to Fairfax CL	Class I/North
University Boulevard	Lee Highway (Route 29) to Godwin Drive	Class I/South
Van Buren Road-North	Cardinal Drive to Dumfries Road (Route 234)	Class I/West
Waterway Drive	Dumfries Road (Route 234) to Cardinal Drive	Class I/East
Wellington Road	Linton Hall Road (Route 619) to Prince William Parkway (Route 234)	Class I/South
Wellington Road	Prince William Parkway (Route 234) to Godwin Drive	Class I/South
Wellington Station Road	Wellington Road to University Boulevard	Class I/ West

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Class II – Bike Lane

<u>Road Name</u>	<u>Termini</u>	<u>Trail Class/ Location</u>
Brentsville Road	Prince William Parkway to Lucasville Road	Class II
Carriage Ford Road	Fauquier CL to Aden Road	Class II
Cottonmill Drive	Mohican Drive to Lane Ridge Park	Class II
Davis Ford Road	Prince William Parkway to Yates Ford Road	Class II
Hedges Run Drive	Old Bridge Road to Cottonmill Drive	Class II
Lake Jackson Drive	Manassas CL to Dumfries Road	Class II
Lucasville Road	Manassas CL to Bristow Road	Class II
Old Church Road	Bristow Road to Parkgate Drive	Class II
Parkgate Drive	Old Church Road to Aden Road	Class II
Signal View Drive	Manassas Park CL to Signal Hill Road	Class II
Springwoods Drive	Old Bridge Road to Prince William Parkway	Class II
Vint Hill Road	Rollins Ford Road to Nokesville Road (Route 28)	Class II
Yates Ford Road	Prince William Parkway (Route 3000) to Fairfax CL	Class II

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Class III – Extra Wide Lane

<u>Road Name</u>	<u>Termini</u>	<u>Trail Class/ Location</u>
Aden Road	Nokesville Road (Route 28) to Bristow Road	Class III
Antioch Road	Waterfall Road to Artemus Road	Class III
Auburn Road	Fauquier CL to Vint Hill Road	Class III
Bristow Road	Nokesville Road (Route 28) to Dumfries Road (Route 234)	Class III
Catharpin Road	Sudley Road (Route 234) to John Marshall Highway (Route 55)	Class III
Fitzwater Drive	Aden Road to Burwell Road	Class III
Fleetwood Drive	Fauquier CL to Aden Road	Class III
Signal Hill Road	Liberia Avenue to Signal View Drive	Class III
Sudley Road	James Madison Highway (Route 15) to Godwin Drive	Class III
Valley View/ Fleetwood	Fauquier CL to Bristow Road	Class III
Vint Hill Road	Fauquier CL to Route 28	Class III
Waterfall Road	Antioch to James Madison Highway (Route 15)	Class III
Williamson Boulevard	Sudley Road (Route 234) to Portsmouth Road	Class III

Attachment C – Transportation Text PC Recommendation

APPENDICES

- ~~Roadways Where Conventional Road Widening is Not Feasible (Chart 1)~~
- ~~Thoroughfare Plan Summary (Table 2)~~
- ~~Existing and Projected Thoroughfare Facilities Map (Figure 1)~~
- ~~Inset of Existing and Projected Thoroughfare Facilities Map (Figure 2)~~
- ~~Level of Service Standards for Roadways (Appendix A).~~
- ~~Overview of Traffic Demand Modeling (Appendix B).~~
- ~~Overview of Congestion Management (Appendix C.)~~
- ~~Highway Corridor Study Areas for Prince William County, 2003-2008 (Appendix D and Figure 4).~~

Attachment C – Transportation Text PC Recommendation

GLOSSARY OF TERMS – TRANSPORTATION

Bus feeders – Transit services whose routing and scheduling are designed to transport riders to another, longer-distance transit service (usually but not exclusively rail service), as a means of reducing reliance on driving to access the longer distance transit service. Bus feeders are well suited to situations where parking at stops / stations served by the longer distance transit service is in short supply and/or where there is an explicit desire to encourage shared ride transportation access to such stops / stations combining limitations on parking supply and parking pricing to achieve a desired policy outcome.

Circulator transit services – Transit services whose routing and scheduling are designed to serve localized travel and lessen the dependency on automobiles for short distance trips. PRTC’s OmniLink routes are a form of “circulator transit service”, though such services can be even more localized in nature (e.g., a service linking job sites and lunch-time business establishments beyond walking distance of the job sites). Such services can be publicly or privately sponsored depending on the circumstances – a service restricted to only certain employees benefiting a single or a selected group of employers would have to be privately sponsored.

Complete Streets – A planning concept whereby policies are put in place at the governmental level for streets to be designed and operated so that the entire right-of-way can enable safe, attractive, and comfortable access and travel for all users, including motorists, bicyclists, transit riders, and pedestrians.

Context sensitive solutions – A collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

Mixed Use Designation Area – This term refers to an area identified on the Long-Range Land Use map with a Long-Range Land Use classification that allows a mixture of non-residential and residential uses.

- Urban mixed use designation areas consist of Regional Employment Center (REC), Regional Commercial Center (RCC), Mass Transit Node (MTN), and Urban Mixed Use (UMU) classifications and;
- Suburban mixed use designation areas consist of Community Employment Center (CEC) and Village Mixed Use (VMU) classifications.

(Note: The previously proposed terms “Centers of Community” and “Centers of Commerce” have been consistently replaced with the term “mixed use designation area” throughout the PC draft.)

Non-Motorized – For the purposes of the Transportation and Mass Transit Plan Update, this term refers to transportation modes that do not involve automobiles, trains, buses, or other “motorized” forms of transportation. (Rather, in this context, it refers to walking,

Attachment C – Transportation Text PC Recommendation

jogging, running, bicycling, roller-blading, roller-skating, manual scootering, and any other “non-motorized” modes of transportation.)

~~Para-transit~~ – Alternative forms of transportation which do not follow fixed routes or schedules.

~~Park and Ride Lot~~ – Parking facilities that are intended to allow individuals to leave their single occupancy vehicles in order to connect to transit alternatives.

~~Slugging~~ – A term used to describe a unique form of commuting found in the Washington, DC metropolitan area that is sometimes referred to as "Instant Carpooling", "Casual Carpooling", or "Spontaneous Carpooling". In slugging, a car needing additional passengers to meet the required three-person high occupancy vehicle (HOV) minimum picks up passengers at a known slugging location and drives them to their destination.

~~Town Center~~ – A special zoning designation permitted in Section 32-280.30 of the Zoning Ordinance by a Special Use Permit in any PMD or PMR zoning district. The purpose of town centers is to promote the development of a pedestrian-oriented and fully-integrated mixed use community where public facilities and services can be efficiently provided and where environmental characteristics are sensitively considered.

~~Traffic Demand Management (TDM)~~ – Refer to Appendix C

~~Transit:~~ Motorized transportation options that provide alternatives to the automobile, including commuter rail stations, the bus terminal facility, commuter parking lots, bicycle facilities, slug stations, and bus stops.

~~Transit~~ – Transportation mode alternatives to single occupancy vehicles that are designed to move groups of people. Such modes may include but are not limited to rail, bus, ridesharing, car pooling, van pooling, “slugging”, and ferry.

~~Transit Corridor~~ – General route alignment such as a roadway or rail right-of-way, which includes a service area that would be accessible to the transit system, and infrastructure that supports the Countywide transit network.

~~Transit Density Development:~~ development of at least 20 acres where density is 20 dwelling units/acre or 7 jobs/acre, or a mix of the two

~~Transit Supportive Development~~ – Development and/or redevelopment that promotes and accommodates walking, cycling, transit, and automobile travel collectively to create a balanced, sustainable transportation system.

~~Transportation Demand Management (TDM)~~ – Refer to Appendix C of Roads.

Attachment D – PC Resolution (Previous Approval)

PLANNING COMMISSION RESOLUTION

MOTION: FRIEDMAN **December 3, 2008**
Special Meeting
Res. No. 08-162

SECOND: FRY

RE: **COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,
TRANSPORTATION AND MASS TRANSIT PLAN UPDATE, ALL
MAGISTERIAL DISTRICTS**

ACTION: **RECOMMEND ADOPTION – AS AMENDED**

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

WHEREAS, the Board of County Supervisors directed the Planning Commission to implement a process to complete the preparation and recommendation of changes to the Comprehensive Plan; and

WHEREAS, the Planning Commission stated in Res. 07-021 and Res. 07-268 that the third of a series of incremental updates to the Comprehensive Plan shall address transportation and mass transit; and

WHEREAS, the Board of County Supervisors appointed a Mobility Committee to provide recommendations to the Planning Commission on transportation; and

WHEREAS, by way of Resolution No. 08-697, the Board of County Supervisors initiated a Comprehensive Plan Amendment #PLN2008-00202 Transportation and Mass Transit Plan update to the Comprehensive Plan on June 24, 2008; and

WHEREAS, this is a request to amend the Comprehensive Plan to include transportation solutions that support walkable centers, increase transit services, create an efficient roadway network, include goals, policies, and action strategies for roads, transit, and non-motorized sections of the plan, the addition of a transit improvement plan, level of service standards for transit facilities, and the County's thoroughfare plan; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held public hearings on October 8, 2008 and December 3, 2008, at which time public testimony was received and the merits of the above-referenced comprehensive plan amendment were considered; and

WHEREAS, the Prince William County Planning Commission believes that public general welfare as well as good planning practices are served by the adoption of this comprehensive plan amendment; and

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend adoption of the proposed text as provided in Attachment A of the staff report dated September 26, 2008, Comprehensive Plan Amendment #PLN2008-00202, Transportation and Transit Plan Update; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Prince William County Planning Commission does hereby recommend adoption of the following additional amendments:

Attachment D – PC Resolution (Previous Approval)

Planning Commission
Res. No. 08-162
December 3, 2008
Page 2

Thoroughfare Plan text:

~~MA-24)~~

MC-24) Purcell Road (Dumfries Road/Route 234 to Hoadly Road) (128' MA-1 104' MC-1 standard)

This roadway provides an extension of Dale Boulevard to help facilitate traffic coming from Dumfries Road. The recommended right-of-way corresponds with the MA-1 MC-1 standard typical section provided within the County's Design and Construction Standards Manual. Realignment of the intersection of Purcell Road and Dumfries Road is required in order to provide a safer design that is more in conformance with the geometric standards of the DCSM.

~~MA-36)~~

MC-36) Van Buren Road – North (Cardinal Drive to Mine Road Dumfries Road/Route 234) (128' MA-1 104' MC-1 standard)

Paralleling I-95 and proposed to connect to Cardinal Drive across from Benita Fitzgerald Drive, this road allows an alternate route and can remove local traffic from I-95. The recommended right-of-way corresponds with the MA-1 MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MA-36)~~

MC-36) Van Buren Road – South (Cardinal Drive Dumfries Road/Route 234 to Mine Road) (128' MA-1 104' MC-1 standard)

Paralleling I-95 and proposed to connect to Cardinal Drive across from Benita Fitzgerald Drive, this road allows an alternate route and can remove local traffic from I-95. The recommended right-of-way corresponds with the MA-1 MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MC-33) Waterfall Road (Route 15 to Mill Creek Road) (102')~~

~~This road provides access and distributes residential traffic to and from Route 15. A realignment is recommended so that this road will intersect Route 15 at the Route 15/Route 234 (Sudley Road [MA-31]) intersection. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.~~

PA-7) Lee Highway/Route 29 (Fauquier County to James Madison Highway/Route 15) (existing); (James Madison Highway/Route 15 to Route 234 Bypass North) (156' PA-1 standard)

This portion of Route 29, located between Fauquier County and the Route 234 Bypass North, is designated as one of the National Highway System's high-priority corridors for federal funding. The recommended right-of-way corresponds to the standard PA-1 section in the County's Design and Construction Standards Manual. However, for the section between Route 15 and the Fauquier County line, context sensitive solutions should be employed in order to minimize the amount of right-of-way needed to provide for the proposed roadway expansion. A crossover study has been prepared by VDOT to ensure adherence to appropriate access guidelines between Route 15 and I-66. The reconfiguration of the Route 29/I-66 interchange and grade separation of the Norfolk-Southern railroad as it crosses Route 29 is recommended. Additionally, a grade-separated interchange is proposed at the Route 29/Gallerher Road/Linton Hall Road intersection. The Route 29/I-66 sector plan encourages a grade separated interchange at the intersection of Route 29 and Route 15 (James Madison Highway), but further study should be undertaken to decide whether this interchange is feasible, necessary, and culturally/environmentally sensitive before it is constructed. The closure of

Attachment D – PC Resolution (Previous Approval)

Planning Commission
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Route 29 within the Manassas National Battlefield Park is being proposed once the construction of the Manassas Battlefield Bypass is completed.

MC-41) Station Street (University Boulevard to Balls Ford Road) (104' MC-1 standard)

Station Street is a parallel roadway to Wellington Road that connects University Boulevard with Balls Ford Road. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual. As this roadway may be part a town center development, a modified typical section may be necessary.

MC-42) Old Triangle Road

To be added to the Thoroughfare Plan and Thoroughfare Plan Summary (Table 2) as a Comprehensive Plan road.

MC-43) Brady Hill Road

To be added to the Thoroughfare Plan and Thoroughfare Plan Summary (Table 2) as a Comprehensive Plan road.

Thoroughfare Plan Summary (Table 2):

- Haymarket Bypass/Somerset Crossing Drive – Trail Class/Location changed to N/A
- Station Street – added; Functional Class/Typical Section changed to Major Collector and MC-41; Right-of-Way Standard changed to 104'
- Waterfall Road – deleted
- Purcell Road – Functional Classification changed from Minor Arterial (MA) to Major Collector (MC); MA-24 changed to MC-24; Right-of-Way Standard changed from 128' MA-1 to 104' MC-1.
- Van Buren Road North – Functional Classification changed from Minor Arterial (MA) to Major Collector (MC); MA-36 changed to MC-36; Right-of-Way Standard changed from 128' MA-1 to 104' MC-1.
- Van Buren Road South – Functional Classification changed from Minor Arterial (MA) to Major Collector (MC); MA-36 changed to MC-36; Right-of-Way Standard changed from 128' MA-1 to 104' MC-1.
- Old Triangle Road – to be added to table (not shown)
- Brady Hill Road – to be added to table (not shown)

Roadway Plan text:

RD3.6 Promote strategies that assist in removing trips from the network during the peak commuting hours such as (but not limited to) telecommuting, staggered shifts, and flexible work hours/work weeks.

RD6.4 Improve existing substandard rural roads through the Capital Improvements Program (CIP) and/or development-financed road and access improvements. These improvements can be identified during the rezoning, special use permit, and site/subdivision plan review processes.

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Planning Commission
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December 3, 2008
Page 4

Transit Plan text:

TR2.2 Install and expand the transit infrastructure within Transit Corridors, as identified in the ~~Thoroughfare Plan (Table 2)~~ Transit Improvement Plan (Table 3).

Table 3 (VRE Planned Rail):

Haymarket Station	Additional station along Manassas VRE line
Nokesville Station	Additional station along Manassas VRE line, extension into Fauquier County

Transportation Plan (General Action Strategies):

T-10 Actively participate in all relevant local, state, and federal transportation planning organizations, including coordination within the Base Realignment and Closure (BRAC) initiative.

Transportation Plan (entire document/text):

- Amend to reflect revised Land Use chapter language for consistency, as needed

Maps:

To represent the above-requested changes and for consistency, revisions will be made to the following maps:

- Map 1 – existing and projected thoroughfare facilities map
- Map 2 – Inset of existing and projected thoroughfare facilities map

Votes:

Ayes: Burgess, Friedman, Fry, Gonzales, Bryant

Nays: Hendley, Holley, Hosen

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY


Clerk to the Commission

PLANNING COMMISSION RESOLUTION

MOTION: FRIEDMAN **January 6, 2010**
Regular Meeting
Res. No. 10-008
SECOND: FRY
RE: COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,
TRANSPORTATION UPDATE AND MASS TRANSIT PLAN
ALL MAGISTERIAL DISTRICTS
ACTION: REAFFIRMATION OF PREVIOUS RECOMMENDATION (RES
08-162) FOR ADOPTION

WHEREAS, in accordance with Board of County Supervisors initiation and statutory procedural requirements, the Prince William County Planning Commission did produce on December 3, 2008, a recommending resolution (08-162) to amend and adopt the Transportation Chapter and Mass Transit Plan to the Comprehensive Plan (PLN2008-00202); and

WHEREAS, Section 15.2-2229, VA Code Ann. requires the Board of County Supervisors to act within ninety (90) days of the Planning Commission's recommending resolution; and

WHEREAS, the Prince William Board of County Supervisors has not acted as required by the referenced statute, thus rendering the recommending resolution lapsed; and

WHEREAS, the Prince William Board of County Supervisors now wishes to consider the Planning Commission's recommendations to amend the Transportation Chapter and Mass Transit Plan to the Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend adoption of the language and text contained in Resolution 08-162, dated December 3, 2008, for Comprehensive Plan Amendment #PLN2008-00202, Transportation Update and Mass Transit Plan.

Attachment E – PC Resolution (Reaffirmation)

January 6, 2010
Regular Meeting
RES 10-008
Page 2

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Prince William County Planning Commission makes the following amendments and additional text change as outlined below:

The four approved amendments as stated in resolutions 10-004, 10-005, 10-006, and 10-007, attached; and

On page 72 of the Transportation Text PC Recommendation, Appendix A, beginning on the second line, which reads: "All residential and non-residential developments are expected to maintain LOS "C" or better for roadways and intersections currently operating at or above LOS "D", and not deteriorate roadways and intersections currently operating below LOS "C." Change to read: "All new residential and non-residential developments are expected to maintain LOS "C" or better for roadways and intersections currently operating above LOS "D", and not deteriorate roadways and intersections currently operating below LOS "C".

Votes:

Ayes: Bryant, Burgess, Fry, Gonzales, Hendley, Holley, Friedman

Nays: Hosen

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

Attachments: Planning Commission Resolutions - 08-162, 10-004, 10-005, 10-006 and 10-007

CERTIFIED COPY M. Christine Thompson
Clerk to the Commission

Attachment E – PC Resolution (Reaffirmation)

PLANNING COMMISSION RESOLUTION

MOTION: HENDLEY January 6, 2010
Regular Meeting
Res. No. 10-004
SECOND: FRY
RE: COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,
TRANSPORTATION UPDATE AND MASS TRANSIT PLAN
ALL MAGISTERIAL DISTRICTS
ACTION: AMENDMENT TO ORIGINAL RECOMMENDATION OF
ADOPTION

WHEREAS, in accordance with Board of County Supervisors initiation and statutory procedural requirements, the Prince William County Planning Commission did produce on December 3, 2008, a recommending resolution to amend and adopt the Transportation Chapter and Mass Transit Plan to the Comprehensive Plan (PLN2008-00202); and

WHEREAS, the Prince William County Planning Commission reaffirmed their original recommendation for adoption (08-162) on January 6, 2010; and

WHEREAS, the Prince William County Planning Commission further amends text as follows:

Re: Rt. 15 from 234 to Loudon County line – Make consistent with the adopted Loudoun County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend the above-referenced amendment to the Comprehensive Plan Amendment #PLN2008-00202, Transportation Update and Mass Transit Plan.

Votes:

Ayes: Bryant, Burgess, Fry, Gonzales, Hendley, Holley, Hosen, Friedman

Nays: None

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY


Clerk to the Commission

Attachment E – PC Resolution (Reaffirmation)

PLANNING COMMISSION RESOLUTION

MOTION: HENDLEY **January 6, 2010**
Regular Meeting
Res. No. 10-005
SECOND: FRY
RE: **COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,**
TRANSPORTATION UPDATE AND MASS TRANSIT PLAN
ALL MAGISTERIAL DISTRICTS
ACTION: **AMENDMENT TO ORIGINAL RECOMMENDATION OF**
ADOPTION

WHEREAS, in accordance with Board of County Supervisors initiation and statutory procedural requirements, the Prince William County Planning Commission did produce on December 3, 2008, a recommending resolution to amend and adopt the Transportation Chapter and Mass Transit Plan to the Comprehensive Plan (PLN2008-00202); and

WHEREAS, the Prince William County Planning Commission reaffirmed their original recommendation for adoption (08-162) on January 6, 2010; and

WHEREAS, the Prince William County Planning Commission further amends text as follows:

RD 8.1; As bypass is completed, close park roads, Rte. 234 and Rte. 29. Independently explore closing Groveton Road and Featherbed Lane to through traffic.

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend the above-referenced amendment to the Comprehensive Plan Amendment #PLN2008-00202, Transportation Update and Mass Transit Plan.

Votes:


Ayes: Bryant, Burgess, Fry, Gonzales, Hendley, Holley, Hosen, Friedman

Nays: None

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY 
Clerk to the Commission

Attachment E – PC Resolution (Reaffirmation)

PLANNING COMMISSION RESOLUTION

MOTION: HENDLEY January 6, 2010
Regular Meeting
Res. No. 10-006
SECOND: FRY
RE: COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,
TRANSPORTATION UPDATE AND MASS TRANSIT PLAN
ALL MAGISTERIAL DISTRICTS
ACTION: AMENDMENT TO ORIGINAL RECOMMENDATION OF
ADOPTION

WHEREAS, in accordance with Board of County Supervisors initiation and statutory procedural requirements, the Prince William County Planning Commission did produce on December 3, 2008, a recommending resolution to amend and adopt the Transportation Chapter and Mass Transit Plan to the Comprehensive Plan (PLN2008-00202); and

WHEREAS, the Prince William County Planning Commission reaffirmed their original recommendation for adoption (08-162) on January 6, 2010; and

WHEREAS, the Prince William County Planning Commission further amends text as follows:

RD 8.3; add language; Close Rte. 29 and Rte. 234 to through traffic within the park, once an alternative is built.

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend the above-referenced amendment to the Comprehensive Plan Amendment #PLN2008-00202, Transportation Update and Mass Transit Plan.

Votes:

Ayes: Bryant, Burgess, Fry, Gonzales, Hendley, Holley, Friedman

Nays: None

Absent from Vote: Hosen

Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY M. Christine Thompson
Clerk to the Commission

Attachment E – PC Resolution (Reaffirmation)

PLANNING COMMISSION RESOLUTION

MOTION: HOSEN **January 6, 2010**
Regular Meeting
Res. No. 10-007
SECOND: FRY
RE: **COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,**
TRANSPORTATION UPDATE AND MASS TRANSIT PLAN
ALL MAGISTERIAL DISTRICTS
ACTION: **AMENDMENT TO ORIGINAL RECOMMENDATION OF**
ADOPTION

WHEREAS, in accordance with Board of County Supervisors initiation and statutory procedural requirements, the Prince William County Planning Commission did produce on December 3, 2008, a recommending resolution to amend and adopt the Transportation Chapter and Mass Transit Plan to the Comprehensive Plan (PLN2008-00202); and

WHEREAS, the Prince William County Planning Commission reaffirmed their original recommendation for adoption (08-162) on January 6, 2010; and

WHEREAS, the Prince William County Planning Commission further amends text as follows:

Add language to clarify that Old Bridge Road will remain four lanes from the Prince William Parkway to Colby Drive and six lanes from Colby Drive to Gordon Boulevard.

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend the above-referenced amendment to the Comprehensive Plan Amendment #PLN2008-00202, Transportation Update and Mass Transit Plan.

Votes:

Ayes: Burgess, Fry, Gonzales, Hendley, Holley, Hosen, Friedman

Nays: Bryant

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY



Clerk to the Commission

Attachment E – PC Resolution (Reaffirmation)

PLANNING COMMISSION RESOLUTION

MOTION: FRIEDMAN **December 3, 2008**
Special Meeting
Res. No. 08-162

SECOND: FRY

RE: **COMPREHENSIVE PLAN AMENDMENT #PLN2008-00202,
TRANSPORTATION AND MASS TRANSIT PLAN UPDATE, ALL
MAGISTERIAL DISTRICTS**

ACTION: **RECOMMEND ADOPTION – AS AMENDED**

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

WHEREAS, the Board of County Supervisors directed the Planning Commission to implement a process to complete the preparation and recommendation of changes to the Comprehensive Plan; and

WHEREAS, the Planning Commission stated in Res. 07-021 and Res. 07-268 that the third of a series of incremental updates to the Comprehensive Plan shall address transportation and mass transit; and

WHEREAS, the Board of County Supervisors appointed a Mobility Committee to provide recommendations to the Planning Commission on transportation; and

WHEREAS, by way of Resolution No. 08-697, the Board of County Supervisors initiated a Comprehensive Plan Amendment #PLN2008-00202 Transportation and Mass Transit Plan update to the Comprehensive Plan on June 24, 2008; and

WHEREAS, this is a request to amend the Comprehensive Plan to include transportation solutions that support walkable centers, increase transit services, create an efficient roadway network, include goals, policies, and action strategies for roads, transit, and non-motorized sections of the plan, the addition of a transit improvement plan, level of service standards for transit facilities, and the County's thoroughfare plan; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held public hearings on October 8, 2008 and December 3, 2008, at which time public testimony was received and the merits of the above-referenced comprehensive plan amendment were considered; and

WHEREAS, the Prince William County Planning Commission believes that public general welfare as well as good planning practices are served by the adoption of this comprehensive plan amendment; and

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend adoption of the proposed text as provided in Attachment A of the staff report dated September 26, 2008, Comprehensive Plan Amendment #PLN2008-00202, Transportation and Transit Plan Update; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Prince William County Planning Commission does hereby recommend adoption of the following additional amendments:

Attachment E – PC Resolution (Reaffirmation)

Planning Commission
Res. No. 08-162
December 3, 2008
Page 2

Thoroughfare Plan text:

~~MA-24)~~

MC-24) Purcell Road (Dumfries Road/Route 234 to Hoadly Road) (128' MA-1 104' MC-1 standard)

This roadway provides an extension of Dale Boulevard to help facilitate traffic coming from Dumfries Road. The recommended right-of-way corresponds with the ~~MA-1~~ MC-1 standard typical section provided within the County's Design and Construction Standards Manual. Realignment of the intersection of Purcell Road and Dumfries Road is required in order to provide a safer design that is more in conformance with the geometric standards of the DCSM.

~~MA-36)~~

MC-36) Van Buren Road – North (Cardinal Drive to Mine Road Dumfries Road/Route 234) (128' MA-1 104' MC-1 standard)

Paralleling I-95 and proposed to connect to Cardinal Drive across from Benita Fitzgerald Drive, this road allows an alternate route and can remove local traffic from I-95. The recommended right-of-way corresponds with the ~~MA-1~~ MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MA-36)~~

MC-36) Van Buren Road – South (Cardinal Drive Dumfries Road/Route 234 to Mine Road) (128' MA-1 104' MC-1 standard)

Paralleling I-95 and proposed to connect to Cardinal Drive across from Benita Fitzgerald Drive, this road allows an alternate route and can remove local traffic from I-95. The recommended right-of-way corresponds with the ~~MA-1~~ MC-1 standard typical section provided within the County's Design and Construction Standards Manual.

~~MC-33) Waterfall Road (Route 15 to Mill Creek Road) (102')~~

~~This road provides access and distributes residential traffic to and from Route 15. A realignment is recommended so that this road will intersect Route 15 at the Route 15/Route 234 (Sudley Road [MA-31]) intersection. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.~~

PA-7) Lee Highway/Route 29 (Fauquier County to James Madison Highway/Route 15) (existing); (James Madison Highway/Route 15 to Route 234 Bypass North) (156' PA-1 standard)

This portion of Route 29, located between Fauquier County and the Route 234 Bypass North, is designated as one of the National Highway System's high-priority corridors for federal funding. The recommended right-of-way corresponds to the standard PA-1 section in the County's Design and Construction Standards Manual. However, for the section between Route 15 and the Fauquier County line, context sensitive solutions should be employed in order to minimize the amount of right-of-way needed to provide for the proposed roadway expansion. A crossover study has been prepared by VDOT to ensure adherence to appropriate access guidelines between Route 15 and I-66. The reconfiguration of the Route 29/I-66 interchange and grade separation of the Norfolk-Southern railroad as it crosses Route 29 is recommended. Additionally, a grade-separated interchange is proposed at the Route 29/Gallerher Road/Linton Hall Road intersection. The Route 29/I-66 sector plan encourages a grade separated interchange at the intersection of Route 29 and Route 15 (James Madison Highway), but further study should be undertaken to decide whether this interchange is feasible, necessary, and culturally/environmentally sensitive before it is constructed. The closure of

Attachment E – PC Resolution (Reaffirmation)

Planning Commission
Res. No. 08-162
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Page 3

Route 29 within the Manassas National Battlefield Park is being proposed once the construction of the Manassas Battlefield Bypass is completed.

MC-41) Station Street (University Boulevard to Balls Ford Road) (104' MC-1 standard)

Station Street is a parallel roadway to Wellington Road that connects University Boulevard with Balls Ford Road. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's Design and Construction Standards Manual. As this roadway may be part a town center development, a modified typical section may be necessary.

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MC-43) Brady Hill Road

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Thoroughfare Plan Summary (Table 2):

- Haymarket Bypass/Somerset Crossing Drive – Trail Class/Location changed to N/A
- Station Street – added; Functional Class/Typical Section changed to Major Collector and MC-41; Right-of-Way Standard changed to 104'
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- Old Triangle Road – to be added to table (not shown)
- Brady Hill Road – to be added to table (not shown)

Roadway Plan text:

RD3.6 Promote strategies that assist in removing trips from the network during the peak commuting hours such as (but not limited to) telecommuting, staggered shifts, and flexible work hours/work weeks.

RD6.4 Improve existing substandard rural roads through the Capital Improvements Program (CIP) and/or development-financed road and access improvements. These improvements can be identified during the rezoning, special use permit, and site/subdivision plan review processes.

Attachment E – PC Resolution (Reaffirmation)

Planning Commission
Res. No. 08-162
December 3, 2008
Page 4

Transit Plan text:

TR2.2 Install and expand the transit infrastructure within Transit Corridors, as identified in the ~~Thoroughfare Plan (Table 2)~~ Transit Improvement Plan (Table 3).

Table 3 (VRE Planned Rail):

Haymarket Station	Additional station along Manassas VRE line
Nokesville Station	Additional station along Manassas VRE line, extension into Fauquier County

Transportation Plan (General Action Strategies):

T-10 Actively participate in all relevant local, state, and federal transportation planning organizations, including coordination within the Base Realignment and Closure (BRAC) initiative.

Transportation Plan (entire document/text):

- Amend to reflect revised Land Use chapter language for consistency, as needed

Maps:

To represent the above-requested changes and for consistency, revisions will be made to the following maps:

- Map 1 – existing and projected thoroughfare facilities map
- Map 2 – Inset of existing and projected thoroughfare facilities map

Votes:

Ayes: Burgess, Friedman, Fry, Gonzales, Bryant

Nays: Hendley, Holley, Hosen

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY


Clerk to the Commission

Attachment F – BOCS Initiating Resolution

MOTION: PRINCIPI

**June 24, 2008
Regular Meeting
Res. No. 08-697**

SECOND: JENKINS

**RE: INITIATE PLN2008-00202 TRANSPORTATION AND MASS TRANSIT
PLAN UPDATE TO THE PRINCE WILLIAM COUNTY
COMPREHENSIVE PLAN - COUNTYWIDE**

ACTION: APPROVED

WHEREAS, pursuant to Section 15.2-2230 of the Code of Virginia, the Planning Commission is to review the Comprehensive Plan every five years and determine a need for amendments; and

WHEREAS, the Prince William Board of County Supervisors directed the Planning Commission to implement a process to complete the preparation and recommendation of changes to the Comprehensive Plan; and

WHEREAS, the Planning Commission stated in Planning Commission Res. No. 07-021 and Res. No. 07-268 that the third of a series of incremental updates to the Comprehensive Plan shall address transportation and mass transit; and

WHEREAS, the Prince William Board of County Supervisors established a Mobility Committee to provide recommendations to the Planning Commission on transportation updates; and

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

WHEREAS, the Planning Commission resolved in Planning Commission Res. No. 07-021 that the recommendations of the Mobility Committee be initiated by the Board of County Supervisors as a comprehensive plan amendment for the update of the chapter and maps of the Comprehensive Plan as they pertain to transportation; and

WHEREAS, the general welfare and good planning practice are served by initiation of a Transportation and Mass Transit Plan Update to the Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby initiate a Transportation and Mass Transit Plan Update to the Prince William County Comprehensive Plan that includes the following two elements:

Attachment F – BOCS Initiating Resolution

July 25, 2008
Regular Meeting
Res. No. 08-697
Page Two

- 1.) The proposed update to the transportation chapter text, including strategies for roads, mass transit, and non-motorized facilities, along with all tables and charts, as proposed by the Mobility Committee;
- 2.) The proposed Mass Transit Plan, including all tables and charts, as proposed by Michael Baker, Jr., Inc.

BE IT FURTHER RESOLVED that the Planning Commission is directed to review and recommend revisions to the proposed changes to:

- 1.) Consider a road extending from University Boulevard to Balls Ford Road north of Wellington Road;
- 2.) Recommend alternatives to situations resulting in “hourglassing” where road sections have constrained widths within their alignments;
- 3.) Consider additional strategies for extension of Metro rail service and establishment of ferry service.

Votes:

Ayes: Caddigan, Covington, Jenkins, May, Nohe, Principi, Stewart, Stirrup

Nays: None

Absent from Vote: None

Absent from Meeting: None

For Information:

Planning Director

Transportation Director

CERTIFIED COPY _____


Clerk to the Board