



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Richmond, Virginia 23219

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 19, 2017

MOTION

Made By: Ms. Hynes, Seconded By: Mr. Garczynski
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs)
Route 28 and Route 234 Interchange
City of Manassas

WHEREAS, on April 17, 1980, the State Highway Commission (Commission), predecessor to the Commonwealth Transportation Board (CTB), designated Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 to be a Limited Access Highway in accordance with what is now §33.2-401 of the *Code of Virginia*; and

WHEREAS, the CTB approved the major design features of Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C502, C-503, C-504, including the design of the Route 234/Route 28 interchange, the plans for which include the boundaries of the limited access control area, and also specifically prohibited, among other potential uses, pedestrian and bicycle use of Route 234 with their resolution of June 20, 1991; and

WHEREAS, the design of the Route 234/Route 28 Interchange was further considered in a Resolution of the CTB dated November 15, 1993 that required that the design of the interchange meet then current design criteria; and

WHEREAS, the City of Manassas held a Design Public Hearing at the Department of Public Works at 8500 Public Work Drive, Manassas, Virginia 20110 on July 27, 2016, between 6:00 pm and 8:00 pm for the purpose of considering the proposed Route 28 Widening, State Highway Project 0028-155-270, P101, R-201, C-501 ("Project"); and

WHEREAS, the proposed Project provides for the widening of Route 28 from four to six lanes from 0.145 mile south of Pennsylvania Avenue to 0.163 mile north of Godwin Drive to include curb and gutter, intersection improvements, and construction of a shared use path along Route 28; and

WHEREAS, the expansion of Route 28 requires a minor outward shift of the limited access line from Station 13+78.73 to Station 14+46.73 and from Station 14+82.22 to Station 16+76.72 on the westbound side and an adjustment in the limited access end points to Station 11+52.36 and Station 46+09.91 on the eastbound side of Route 28; and

WHEREAS, the construction of a shared use path allowing pedestrian and bicycle access is inconsistent with the action of the CTB in 1991 and requires the CTB to authorize the construction and maintenance of the shared use path inside the area designated as limited access and to authorize pedestrian and bicycle access on the shared use path within and through the area designated as limited access; and

WHEREAS, a Notice of Willingness for Public Comment for the LACC was posted on March 27, 2017, with the comment period closing on April 5, 2017, and no requests for a hearing or other comments were received; and

WHEREAS, the Northern Virginia District has reviewed and approved the traffic analysis report completed December 2016 and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

WHEREAS, the Project is in a non-attainment area for ozone, an Interagency Consultation for Conformity was conducted, and the project will not have an adverse impact on air quality; and

WHEREAS, the Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways; and

WHEREAS, the economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines; and

WHEREAS, the proposed Project has been in the City of Manassas Capital Improvement Program since 2004 and is supported by City Council by resolution dated February 27, 2017; and

WHEREAS, the Department has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 28 and Route 234 interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as follows:

Along the eastbound side of Route 28 near Pennsylvania Avenue the new end of Limited Access Control will be at Station 11+52.36 and 83.67' right of the baseline for Route 28; and along the eastbound side of Route 28 near Godwin Drive the new end of Limited Access Control will be at Station 46+09.91 and 80.00' right of the baseline for Route 28; and along the westbound side of Route 28 the new end of Limited Access Control will be at Station 13+78.73 and 76.00' left of the baseline for Route 28 with an adjustment to Station 16+76.72 and 87.92' left of the baseline for Route 28.

BE IT FURTHER RESOLVED, the location of the shared use path within the area designated as limited access and its construction and maintenance is approved as proposed and presented in the plans for the Project as presented to the public by the City of Manassas, as the same may be modified during ongoing design review.

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed shared use path along Route 28, within and through the areas designated as limited access.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 28 and Route 234 Interchange
Project 0028-155-270, P101, R201, C501;
UPC 96721
City of Manassas

Issues: The area designated as limited access previously approved for the Route 28 and Route 234 interchange (Interchange) needs to be modified to accommodate the widening of Route 28 and to provide pedestrian and bicyclist access through the area as a result of a new shared use path that will be placed in the limited access area and through the existing limited access control line. These changes require the approval of the Commonwealth Transportation Board (“CTB”).

Facts:

State Highway Project 0028-155-270, P101, R201, C501 (“Project”) provides for the widening of Route 28 from four (4) to six (6) lanes and the construction of a new shared use path from Godwin Drive to Pennsylvania Avenue that will ultimately complete the connection between pedestrian facilities in the City of Manassas and future facilities planned along Route 28 in Prince William County. The expansion of Route 28 requires a minor outward shift of the limited access line from Station 13+78.73 to Station 14+46.73 and from Station 14+82.22 to Station 16+76.72 on the westbound side and an adjustment in the limited access end points to Station 11+52.36 and Station 46+09.91 on the eastbound side of Route 28. The construction of pedestrian and bicycle facilities is inconsistent with specific prior actions of the CTB and requires the CTB to authorize the construction and maintenance of the shared use path inside the area designated as limited access and to authorize pedestrian and bicyclist access on the shared use path within and through the area designated as limited access.

- Limited Access Control for Route 234 at the Interchange was previously established by the State Highway Commission, predecessor to the CTB, on April 17, 1980 in conjunction with Location Approval for the Route 234 Manassas Bypass.
- The design of the Interchange was approved in a Resolution of the CTB dated June 20, 1991, the plans for which include the boundaries of the area designated as limited access. This Resolution also specifically prohibited pedestrian and bicycle use of Route 234.
- The design of the Interchange was further considered in a Resolution of the CTB dated November 15, 1993 that required that the design of the Interchange meet then current design criteria.
- The widening of Route 28 from four (4) to six (6) lanes will require a change in the end points of the area designated as limited access. Along the eastbound side of Route 28 near Pennsylvania Avenue, the new end of Limited Access Control will be at Station 11+52.36 and 83.67’ right of the baseline for Route 28. Also along the eastbound side of Route 28 near Godwin Drive, the new end of Limited Access Control will be at Station 46+09.91 and 80.00’ right of the baseline for Route 28. Along the westbound side of Route 28 the new end of Limited Access Control will be at Station 13+78.73 and 76.00’ left of the baseline for Route 28, with an adjustment to Station 16+76.72 and 87.92’ left of the baseline for Route 28.

- The Northern Virginia District has reviewed and approved the traffic analysis report completed December 2016 and found that it adequately addresses the impacts from the development and the proposed change to the limited access controls.
- This project is in a non-attainment area for ozone. An Interagency Consultation for Conformity was conducted and the project will not have an adverse impact on air quality.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- A Notice of Willingness for Public Comment regarding the LACC was posted on March 27, 2017 with the comment period closing April 5, 2017 and no requests for a hearing or other comments were received.
- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other has been carefully reviewed.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines.
- The proposed Project has been in the City of Manassas Capital Improvement Program since 2004 and is supported by the City Council by resolution dated February 27, 2017.
- The proposed LACC is in compliance with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB (i) find and concur in the determinations and recommendations of VDOT made herein; (ii) direct that the Route 28 and Route 234 interchange continue to be designated as a Limited Access Highway as described in the resolution and approve the boundaries of the area designated as limited access as modified by the LACC to accommodate the expansion of Route 28; (iii) further authorize the location of the shared use path within the area designated as limited access and its construction and maintenance as proposed and presented in the plans for the Project as presented to the public by the City of Manassas, as the same may be modified during ongoing design review, relevant excerpts of which are shown in Exhibits A and B to this Decision Brief; and (iv) authorize pedestrian and bicyclist access on the shared use path within and through the area designated as limited access.

Action Required by CTB: The Code of Virginia requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the change in limited access control for the proposed Project and to provide the Commissioner of Highways the requisite authority to take all actions and execute all documents necessary to implement the LACC.

Result, if approved: The Commissioner of Highways will be authorized to take all actions and execute any and all documents needed to comply with the resolution, and the improvements in

CTB Decision Brief
Proposed Limited Access Control Changes
Route 28 and Route 234 Interchange
City of Manassas
April 19, 2017
Page Three

State Highway Project 0028-155-270, P101, R201, C501 will move forward.

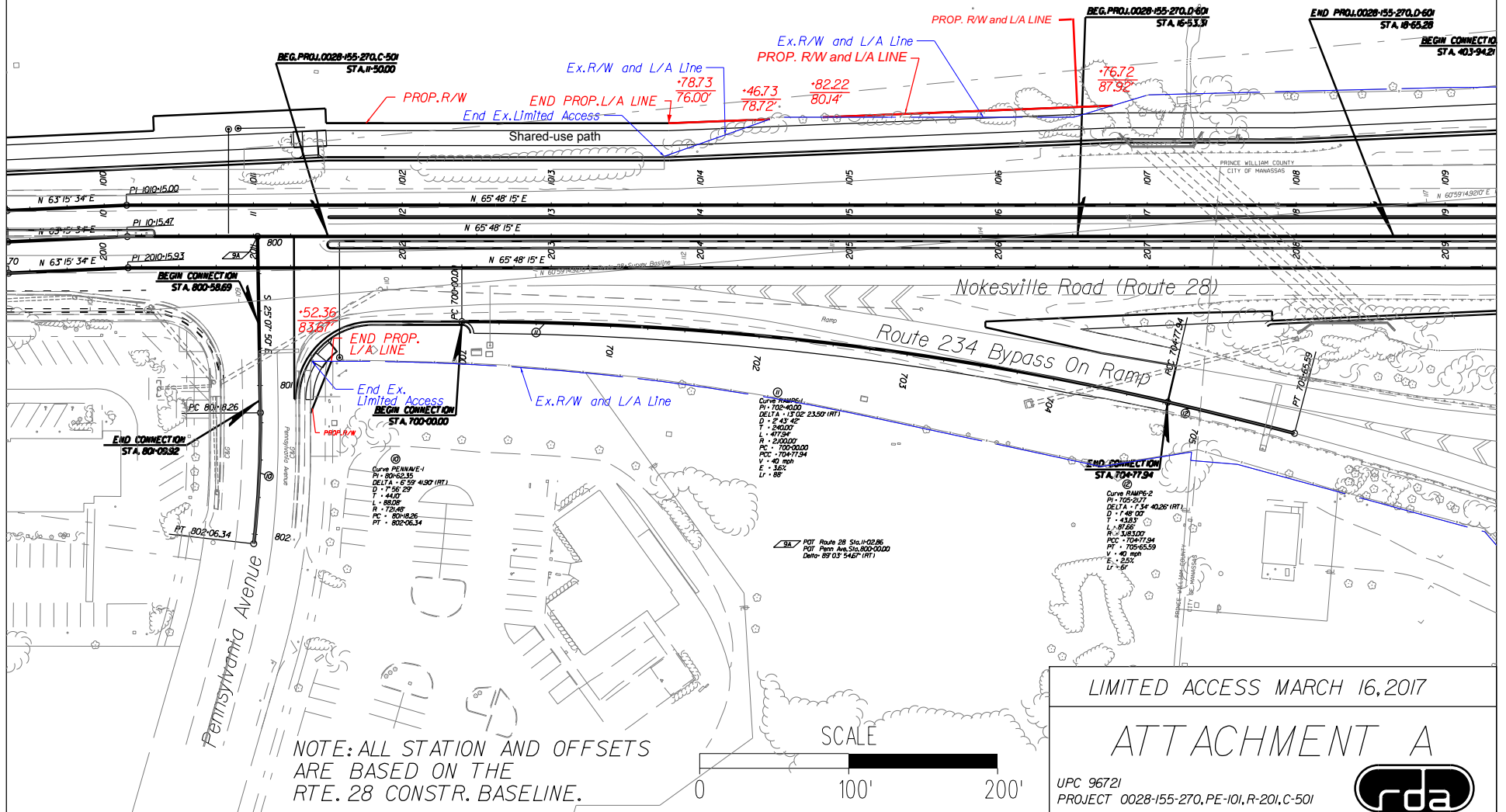
Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no public comments received regarding the modifications to the area designated as limited access in response to the Notice of Willingness for Public Comment.

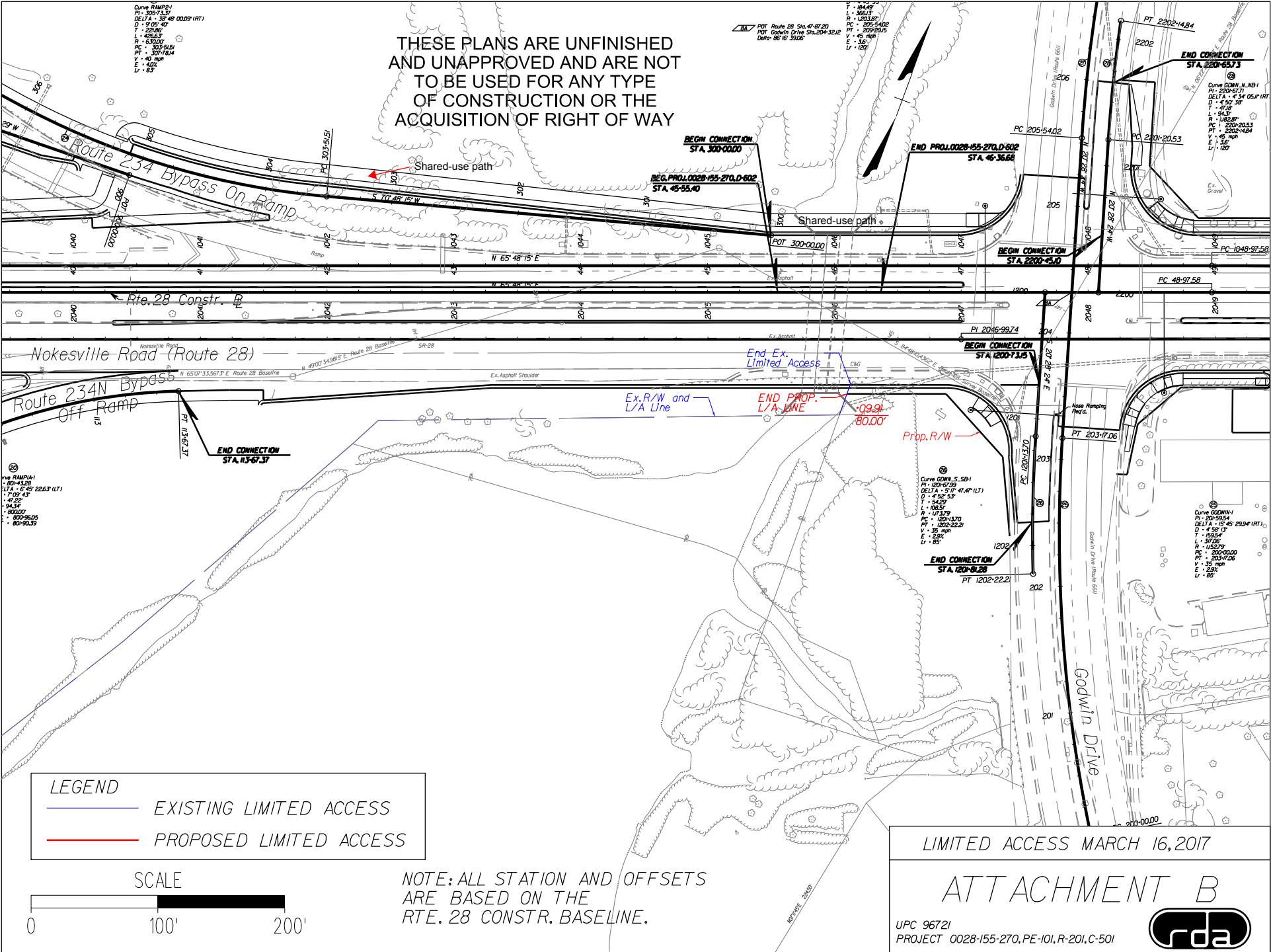
LEGEND

- EXISTING LIMITED ACCESS
- PROPOSED LIMITED ACCESS

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY



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AND UNAPPROVED AND ARE NOT
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Curve RAMP:J
PI - 30713.37
DELTA - 36° 48' 00.09" (RT)
D - 9' 05" 47"
T - 22.96'
L - 426.63'
R - 630.07'
PC - 303-91.51
PT - 307-78.14
V - 40 mph
E - 4.82'
Lr - 83'

BA -> POT Route 28 Sta 47+87.20
POT Godwin Drive Sta. 204+32.12
Delta: 86° 16' 39.06"

Curve G2W:W
PI - 361.9
R - 1201.87'
DELTA - 15° 45' 29.94" (RT)
D - 4' 50" 38"
T - 47.3'
L - 84.37'
R - 1182.87'
PC - 220-20.53
PT - 220-148.4
V - 45 mph
E - 3.6'
Lr - 120'

Curve G2W:W
PI - 220+67.71
DELTA - 4° 54' 05.11" (RT)
D - 4' 50" 38"
T - 47.3'
L - 84.37'
R - 1182.87'
PC - 220-20.53
PT - 220-148.4
V - 45 mph
E - 3.6'
Lr - 120'

Curve G2W:W S.BH
PI - 1202+52.29
DELTA - 51° 47' 41" (LT)
D - 4' 50" 38"
T - 47.3'
L - 84.37'
R - 1182.87'
PC - 1202-22.21
PT - 1202-22.21
V - 35 mph
E - 2.95'
Lr - 85'

Curve G2W:W
PI - 203+17.06
DELTA - 15° 45' 29.94" (RT)
D - 4' 50" 38"
T - 47.3'
L - 84.37'
R - 1182.87'
PC - 203-00.00
PT - 203-17.06
V - 35 mph
E - 2.95'
Lr - 85'

LEGEND
— EXISTING LIMITED ACCESS
— PROPOSED LIMITED ACCESS

SCALE
0 100' 200'

NOTE: ALL STATION AND OFFSETS
ARE BASED ON THE
RTE. 28 CONSTR. BASELINE.

LIMITED ACCESS MARCH 16, 2017
ATTACHMENT B
UPC 96721
PROJECT 0028-155-270, PE-101, R-201, C-501



SITE

Route 234 Bypass

University Boulevard

PRINCE WILLIAM COUNTY
CITY OF MANASSAS

Godwin Drive

Nokesville Road (Rt 28)

Nokesville Road (Rt 28)

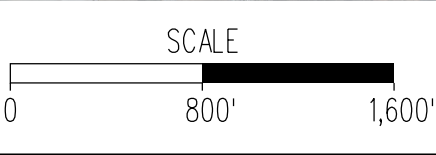
Residency Road

Pennsylvania Avenue

PRINCE WILLIAM COUNTY
CITY OF MANASSAS

CITY OF MANASSAS
PRINCE WILLIAM COUNTY

Route 234 Bypass



VICINITY MAP
**ROUTE 28 (NOKESVILLE RD.)
WIDENING**
CITY OF MANASSAS/ PRINCE WILLIAM COUNTY, VIRGINIA



4/17/80

that Moved by Mr. Wrench, seconded by Mr. Mohr,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Stonewall Jackson High School, south of Route 234, in Prince William County on September 18, 1979, at 7:30 p.m., for the purpose of considering the location for the proposed Manassas Bypass (Route 234) from the intersection of Route 619 at Independent Hill to the intersection of Route 15 at Woolsey in Prince William County, State Project 0234-076-107, PE-101; Federal Project F-109-1(101); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan utilizing a combination of Alternative A-1 and Alternative B-2 as proposed and presented at the said location public hearing by the Department's engineers; and

BE IT FURTHER RESOLVED, that Route 234 be designated as a limited access highway between Route 619 at Linstrong and Routes 29/211 in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with State Highway and Transportation Commission Policy.

MOTION CARRIED

that Moved by Mr. Anderson, seconded by Mr. Mohr,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the Appomattox Elementary School auditorium in Appomattox, Virginia, on August 15, 1979, at 7:30 p.m., for the purpose of considering the proposed design features of Route 460 (Appomattox Bypass) from 0.832 mile west of the west corporate limits of Appomattox to 0.900 mile east of the east corporate limits of Appomattox in Appomattox County, State Project 7460-006-101, G-301, P-401; and

6/20/91

Moved by Mr. Hoeffler, seconded by Mr. Warner,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stonewall Jackson High School on October 30, 1990, at 7:30 p.m. for the purpose of considering the proposed design of Route 234 (Manassas Bypass) from 0.23 mile north of Interstate Route 66 to 3.91 miles east of Route 28 (Dumfries Road) in Prince William County, State Project 6234-076-112, C-501, C-502, C-503, C-504; Federal Project F-109-1(101); and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications:

- o Permit design and construction of the alternate proposal for the Route 28 interchange and addition of a half cloverleaf approximately one mile north of Route 28 provided all additional costs are borne by others.
- o Approval of Alternative B-IX design for the Clover Hill Road Interchange.
- o Shift alignment of Sudley Manor Drive Interchange to avoid a cemetery and reduce utility and right of way impacts.
- o Revision of Brentsville Road Interchange design to minimize right of way requirements.

6/20/91

- o Construct project in phases. Initially, acquire all right of way, build four-lane roadway along the bypass with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the interchanges would be subject to development and availability of funding; and

BE IT FURTHER RESOLVED, that this 9.8 mile project be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden, or driven on the hoof be prohibited from using this highway.

Motion carried.

Moved by Mr. Candler, seconded by Mrs. Kincheloe, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Glen Forest Elementary School, Fairfax, Virginia, on October 23, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 7 (Leasburg Pike) from 0.11 mile west of Route 244 to 0.63 mile east of Route 50 in Fairfax, Virginia, State Project 0007-029-117, C-501; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the

MOTION: BASS

February 27, 2017

Regular Meeting

SECOND: AVENI

Res. No. R-2017-31

RE: RESOLUTION OF SUPPORT FOR NOKESVILLE ROAD (ROUTE 28), LIMITED ACCESS BREAK AND CONTROL CHANGES UPC 96721 – State Project # 0028- 155-270


WHEREAS, Route 28 is a critical component of the Northern Virginia transportation network and was designated by the predecessor to the Commonwealth Transportation Board as a limited access facility in the 1960's; and

WHEREAS, the City of Manassas and Prince William County have been jointly working to design the widening of Nokesville Road (Route 28) from four lanes to six lanes from approximately 920 feet north of Godwin Drive to approximately 75 feet south of Pennsylvania Avenue with improvement to the connections to the Prince William Parkway (Route 234), Godwin Avenue, and Pennsylvania Avenue; and,

WHEREAS, the proposed improvements will include the construction of a shared use path along the length of the project to promote multi-modal traffic conveyance through this corridor; and

WHEREAS, 24VAC30-151-760 requires *"The installation of pedestrian or bicycle facilities within limited access right-of-way shall be considered a change in limited access control and requires approval of the Commonwealth Transportation Board prior to permit issuance."*;

NOW, THEREFORE, BE IT RESOLVED that the Manassas City Council does hereby endorse and support consideration by the Commonwealth Transportation Board to approve the installation of a shared use path as part of the proposed improvements to Nokesville Road (Route 28), a limited access facility.



Harry J. Parrish II Mayor
On behalf of the City Council
of Manassas, Virginia

February 27, 2017
Regular Meeting
Res. No. R-2017-31

ATTEST:

A handwritten signature in cursive script that reads "Andrea P. Madden". The signature is written in black ink and is positioned above the printed name and title.

Andrea P. Madden City Clerk

Votes:

Ayes: Aveni, Bass, Elston, Lovejoy, Sebesky, Wolfe

Nays: None

Absent from Vote: None

Absent from Meeting: None