



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2020

MOTION

Made By: Mr. Johnsen, Seconded By: Ms. Hynes

Action: Motion Carried, Unanimously

Title: Limited Access Control Changes for Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection) Prince William County

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 234 (formerly Manassas Bypass, now Prince William Parkway) between Route 619 at Limstrong and Routes 29/211 in Prince William County to be a limited access highway in accordance with then Article 4, Chapter 1, Title 33 of the *Code of Virginia*, which is now § 33.2-401; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of Route 234 (Manassas Bypass), from 0.23 miles north of Interstate 66 to 3.91 miles east of Route 28 in Prince William County, 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; and

WHEREAS, on November 15, 1993, the CTB approved the major design features of Route 234 (Manassas Bypass), from the intersection of Route 15 at Woolsey to the intersection of Route 619 at Independent Hill in Prince William County and the City of

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Proposed Limited Access Control Changes
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Manassas, State Highway Project 6234-076-F12, PE101, the plans for which include the boundaries of the limited access control area; and resolved that the major design features as

approved by the CTB resolution dated June 20, 1991, be amended and approved for the proposed project and also permitted interim bicycle use on paved shoulders until final design; and

WHEREAS, in support of proposed LACCs along Route 234, the CTB approved major design features for Route 234 on November 15, 1993, under State Highway Project 6234-076-F12, PE 101 included the limited access control boundaries, as defined in the plans, for the Route 674 (Wellington Road) realignment, for which the abandonment and addition of the new alignment to the secondary state highway system effective in January 27, 2000, State Highway Project 6234-076-F12, C501, C502, C505; and

WHEREAS, in further support of proposed LACCs along Route 234, additional limited access changes have been approved by the CTB on Route 234 in recent years including State Highway Project 6234-076-112, RW205 at the Route 234 and Sudley Manor Drive intersection on December 15, 2005, and a project for modification to the limited access line along Route 234 (Dumfries Road) to accommodate the extension of a shared-use path on June 19, 2008. Additionally, a limited access change was approved on April 19, 2017, for State Highway Project 0028-155-270, P101, R201, C501 at the interchange of Routes 234 and 28, for the widening of Route 28; and

WHEREAS, Prince William County-administered Project SPR2020-00019 (the “Project”) provides intersection improvements at Route 234 (Prince William Parkway) and Route 840 (University Boulevard) to address safety issues and increase operational performance by eliminating and rerouting left turn movements through a connector road at the southwest quadrant of the intersection. The improvements consist of constructing a quadrant connector road extending Discovery Boulevard, from University Boulevard up to Prince William Parkway, with curb and gutter, sidewalk and shared use path; a new signalized intersection at Prince William Parkway and Discovery Boulevard, addition of a traffic signal at the intersection of University Boulevard and Discovery Boulevard; widening of Prince William Parkway from four to six lanes within project limits; and a shared-use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard; and

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WHEREAS, the construction of the quadrant road intersection at Route 234 (Prince William Parkway) and Discovery Boulevard requires a control change in the limited access line along eastbound Prince William Parkway to accommodate the quadrant connector road;

and a minor inward shift, towards the roadway, of the limited access line to accommodate a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a public information meeting was held for the Project at its preliminary stage on May 20, 2019, between 6:30 pm and 8:30 pm at Sweeney Barn, 9310 Discovery Boulevard, Manassas, Virginia 20109, for the Project's major design features and noted the proposed LACCs required, and allowed public input to be collected concerning the Project; additionally, a public hearing was held for the Project by the Board of County Supervisors on February 18, 2020 at 2:00 pm, at the James J. McCoart Administration Building, 1 County Complex Court, Woodbridge, Virginia 22192, to endorse the final design of the intersection improvements, including the proposed LACCs, and allow for public input to be collected concerning the Project; and

WHEREAS, a Notice of Willingness for Public Comment ("Willingness") was posted on September 3, 2020, in *The Washington Post*, and on September 4, 2020, in the *Bull Run Observer* and *El Tiempo Latino* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on September 21, 2020; and

WHEREAS, proper notice of the public information meeting, hearing, and Willingness were given in advance, and all were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, their statements being duly recorded; 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 relevant evidence, has been carefully reviewed; and

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WHEREAS, VDOT's Northern Virginia District reviewed the traffic analysis report completed on February 6, 2020, approved the report for the Project on August 18, 2020, and found that it adequately addresses the impacts from the project and the proposed LACCs; and

WHEREAS, the Project is in compliance with the local environmental review process requirements and an Environmental Assessment (EA), Form EQ-112, was prepared on March 27, 2020, and approved by VDOT on June 11, 2020; and

WHEREAS, the Project is located within a non-attainment area for ozone; the local environmental review process was completed on July 9, 2019, and it was determined that the project will not have an adverse impact on air quality; and

WHEREAS, the Prince William County Board of Supervisors, by resolution No. 20-215 dated February 18, 2020, endorsed the major design features of the Project. The Prince William County Director of Transportation endorsed the changes in limited access control in a letter dated November 12, 2020; and

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

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table.

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 intersection of Prince William Parkway and University Boulevard (Quadrant Road Intersection) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

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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
Intersection Improvements at Prince William Parkway and University Boulevard
(Quadrant Road Intersection)
Project SPR2020-00019
Prince William County

Issues: The construction of the quadrant road intersection at Prince William Parkway and Discovery Boulevard requires a control change in the limited access line along eastbound Prince William Parkway to accommodate the quadrant connector road and a minor inward shift, towards the roadway, of the limited access line to accommodate a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- On April 17, 1980, the State Highway Commission, predecessor to the CTB, designated Route 234 (formerly Manassas Bypass, now Prince William Parkway), between Route 619 at Limstrong and Routes 29/211 in Prince William County, to be a limited access highway in accordance with then Article 4, Chapter 1, Title 33 of the Code of Virginia of 1950, which is now § 33.2-401 of the *Code of Virginia*.
- On June 20, 1991, the CTB approved the major design features of Route 234 (Manassas Bypass), from 0.23 miles north of Interstate 66 to 3.91 miles east of Route 28 (formerly Dumfries Road, now Nokesville Road) in Prince William County, 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.
- On November 15, 1993, the CTB approved the major design features of Route 234 (Manassas Bypass), from the intersection of Route 15 at Woolsey to the intersection of Route 619 at Independent Hill in Prince William County and the City of Manassas, State Highway Project 6234-076-F12, PE101, the plans for which include the boundaries of the limited access control area; and resolved that the major design features as approved by the CTB Resolution dated June 20, 1991, be amended and approved for the proposed project and also permitted interim bicycle use on paved shoulders until final design.
- In support of proposed LACCs along Route 234, major design features the CTB approved for Route 234 in November 15, 1993 under State Highway Project 6234-076-F12, PE 101 included the limited access control boundaries, as defined in the plans, for the Route 674 (Wellington Road) realignment, for which the abandonment and the addition of the new alignment to the Secondary System of State Highways

became effective on January 27, 2000, State Highway Project 6234-076-F12, C501, C502, C505.

- In further support of proposed LACCs along Route 234, additional LACCs were approved by the CTB on Route 234 in recent years including State Highway Project 6234-076-112, RW205 at the Route 234 and Sudley Manor Drive intersection on December 15, 2005, and a project for modification to the limited access line along Route 234 (Dumfries Road) to accommodate the extension of a shared-use path on June 19, 2008. Additionally, a limited access change was approved on April 19, 2017, for State Highway Project 0028-155-270, P101, R201, C501 at the interchange of Routes 234 and 28, for the widening of Route 28.
- Prince William County Project SPR2020-00019 (the “Project”) provides intersection improvements at Route 234 (Prince William Parkway) and Rte. 840 (University Boulevard) to address safety issues and increase operational performance by eliminating and rerouting left turn movements through a connector road at the southwest quadrant of the intersection. The improvements consist of constructing a quadrant connector road extending Discovery Boulevard, from University Boulevard up to Prince William Parkway, with curb and gutter, sidewalk and shared use path; a new signalized intersection at Prince William Parkway and Discovery Boulevard; addition of a traffic signal at the intersection of University Boulevard and Discovery Boulevard; widening of Prince William Parkway from four to six lanes within project limits; and a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard. These improvements will impact the existing limited access lines on Prince William Parkway, requiring limited access control changes (LACCS), as shown on the Limited Access Line Exhibits, which include Stations and Offsets (attached).
- A public information meeting was held for the Project at its preliminary stage on May 20, 2019, between 6:30 pm and 8:30 pm, at Sweeney Barn, 9310 Discovery Boulevard, Manassas, Virginia 20109, for the Project’s major design features and noted proposed LACCs required, and allowed public input to be collected concerning the Project. Additionally, a public hearing was held for the Project by the Board of County Supervisors on February 18, 2020, at 2:00 pm, at the James J. McCoart Administration Building, 1 County Complex Court, Woodbridge, Virginia 22192, to endorse the final design of the intersection improvements, including the proposed LACCs, and allow for public input to be collected concerning the Project.
- A Notice of Willingness for Public Comment (“Willingness”) was posted on September 3, 2020, in *The Washington Post* and September 4, 2020, in the *Bull Run Observer* and the *El Tiempo Latino* for the proposed LACCs for the Project,

including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on September 21, 2020.

- Proper notice of the public information meeting, public hearing, and Willingness were given in advance, and all were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- VDOT's Northern Virginia District reviewed the traffic analysis report completed on February 6, 2020, approved the report for the Project on August 18, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with the local environmental review process requirements and an Environmental Assessment, Form EQ-112, was prepared on March 27, 2020, and approved by VDOT on June 11, 2020.
- The Project is located within a non-attainment area for ozone; the local environmental review process was completed on July 9, 2019, and it was determined that the project will not have an adverse impact on air quality.
- The Prince William County Board of Supervisors, by resolution No. 20-215 dated February 18, 2020, endorsed the Project and approved the major design features of the Project, which included changes in the limited access boundaries. The Prince William County Director of Transportation endorsed the changes in limited access control in a letter dated November 12, 2020.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

CTB Decision Brief
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant
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Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection) continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on April 17, 1980.

Action Required by CTB: The *Code of Virginia* § 3.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection) Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Forty-two (42) citizens that attended the public information meeting per the sign in sheets. There were nine (9) written comments against the Project received at the meeting held on May 20, 2019. No comments were received during the public hearing held on February 18, 2020. Additionally, no comments were receiving during the posting for Willingness period held between September 4, 2020 and September 21, 2020.



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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**MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

1401 E. Broad Street
Richmond, Virginia
February 17, 2000
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Department of Transportation in Richmond, Virginia, on February 17, 2000, at 10:00 a.m. The Chair, Shirley J. Ybarra, presided.

Present: Messrs. Nottingham, Bevon, Byrd, Grubb, Humphreys, Klinge, Komblau, Martin, Mitchel, Myers, Prettyman and White and Mrs. Welsh.

Absent: Messrs. Folkes and Porter (due to serious illness of wife) and Mrs. Lionberger.

Item 2:

Moved by Mr. Grubb, seconded by Mr. White, that the Board approve Additions, Abandonments or Other Changes in the Secondary System from January 1, 2000, through January 31, 2000, as shown on the attached sheets numbered 1 A through 1 L.

Motion carried.

Report to the Commonwealth Transportation Board
 Abandonments and Additions to the Secondary System of State Highways

04-Feb-00

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Stoneleigh, Phase 2	Stoneleigh Drive	1330	SN	Route 1333	Routes 1332/1333	0.48	9/29/1999	1/13/2000
Addition	Stoneleigh, Phase 2	Tate Court	1336	WE	0.07 Mile Northwest Route 1330	Route 1330	0.07	9/29/1999	1/13/2000
Addition	Stoneleigh, Phase 2	Tamboery Drive	1333	WE	Route 1330	Route 1334	0.84	9/29/1999	1/13/2000
Middlesex							Net Mileage Change Reported	1.46	
Addition	Coves At Wilton Creek	Heron Point Lane	1062	WE	Route 1061	0.07 Mile East Route 1061	0.07	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Oyster Cove Landing	1063	WE	Route 1061	0.22 Mile Southeast Route 1061	0.22	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Turtle Point Lane	1064	WE	Route 1061	0.07 Mile East Route 1061	0.07	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Wilton Creek Drive	1060	WE	Route 3	Route 1061	0.13	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Wilton Creek Drive North	1061	SN	Route 1060	0.78 Mile Northeast Route 1060	0.78	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Wilton Creek Drive South	1061	SN	0.21 Mile Southwest Route 1060	Route 1060	0.21	7/6/1999	1/31/2000
Roxbury							Net Mileage Change Reported	0.68	
Addition	French Hill, Section A	French Hill Drive	1263	SN	3590 Feet South Route 711	Route 711	0.68	11/15/1999	1/20/2000
Prince William							Net Mileage Change Reported	1.59	
Abandonment	6234-076-F12, C301, C302, C305 - Segments 1,2	Cushing Road	781	WE	Defined In Project Sketch	Defined In Project Sketch	-0.24	5/18/1999	1/27/2000
Abandonment	6234-076-F12, C301, C302, C305 - Segments 20,22,23	Bethlehem Road	660	SN	Defined In Project Sketch	Defined In Project Sketch	-0.36	5/18/1999	1/27/2000
Abandonment	6234-076-F12, C301, C302, C305 - Segments 6,9,11	Wellington Road	674	WE	Defined In Project Sketch	Defined In Project Sketch	-0.27	5/18/1999	1/27/2000
Addition	6234-076-F12, C301, C302, C305 - Segment 18	Hayden Road	813	WE	Defined In Project Sketch	Defined In Project Sketch	0.02	5/18/1999	1/27/2000

*Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways*

04-Feb-00

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	6234-076-F12, CS01, CS02, CS05 - Segment 19	Thong Pan Road	812	SN	Defined In Project Sketch	Defined In Project Sketch	0.02	5/18/1999	1/27/2000
Addition	6234-076-F12, CS01, CS02, CS05 - Segment 27	Humbaker Road	660	SN	Defined In Project Sketch	Defined In Project Sketch	0.09	5/18/1999	1/27/2000
Addition	6234-076-F12, CS01, CS02, CS05 - Segment 28	Five Forks Road	818	WB	Defined In Project Sketch	Defined In Project Sketch	0.03	5/18/1999	1/27/2000
Addition	6234-076-F12, CS01, CS02, CS05 - Segment 4	Cushing Road	781	WB	Defined In Project Sketch	Defined In Project Sketch	0.24	5/18/1999	1/27/2000
Addition	6234-076-F12, CS01, CS02, CS05 - Segment 3	Dolinski Way	811	WE	Defined In Project Sketch	Defined In Project Sketch	0.13	5/18/1999	1/27/2000
Addition	6234-076-F12, CS01, CS02, CS05 - Segments 12-17	Wellington Road (new alignment)	674	WE	Defined In Project Sketch	Defined In Project Sketch	1.24	5/18/1999	1/27/2000
Addition	6234-076-F12, CS01, CS02, CS05 - Segments 24,25,26	Bethlehem Road (new alignment)	660	SN	Defined In Project Sketch	Defined In Project Sketch	0.39	5/18/1999	1/27/2000
Addition	Dale City, Section 9I, Phase 3	Redskin Court	2647	SN	Route 2645	Cul-De-Sac	0.06	9/21/1999	1/18/2000
Addition	Dale City, Section 9I, Phase 3	Riviera Court	2646	SN	Route 2645	Cul-De-Sac	0.08	9/21/1999	1/18/2000
Addition	Dale City, Section 9I, Phase 3	Rockbury Drive	2645	WE	Route 2646	Route 2451	0.06	9/21/1999	1/18/2000
Addition	Dale City, Section 9I, Phase 3	Rockbury Drive	2645	WB	Route 2647	Route 2646	0.10	9/21/1999	1/18/2000
Pulaski						Net Mileage Change Reported	0.20		
Addition	WC of Radford, L.L.C.	Falk Drive	1214	WB	0.20 Mile Northwest Route 714	Route 714	0.20	10/25/1999	1/24/2000
Rossmore						Net Mileage Change Reported	0.40		
Addition	Hanging Rock Estates	Carlton Drive	1186	WB	Route 705	Route 1187	0.24	12/21/1999	1/28/2000
Addition	Hanging Rock Estates	Innsbrooke Drive	1187	SN	Route 1186	Route 1188	0.07	12/21/1999	1/28/2000



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2008

MOTION

**Made By: Mr. Koelemay Seconded By: Mr. Sterling
Action: Motion Carried, Unanimously**

**TITLE: Approval of the Location of the Modification of Limited Access
for the extension shared-use path along Dumfries Road in Prince William County**

WHEREAS, on June 20, 1991, the Commonwealth Transportation Board designated Route 234 between 0.23 mile north of Interstate Route 66 and 3.91 miles east of Route 28 (Dumfries Road) in Prince William County as a limited access facility 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 were prohibited from using this highway.

WHEREAS, on November 15, 1993, the Commonwealth Transportation Board amended the June 20, 1991 limited access designation with the modification to allow the interim use of the paved shoulder of Route 234 for bicyclists.

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a notice of willingness to hold a Combined Location and Design Public Hearing was posted and expired on September 18, 2007 with no request for a hearing being received. The proposed project will construct on new location the final 1.23 mile section of the shared-use path adjacent to Dumfries Road (Route 234) in Prince William County, between 0.07 miles north of the Prince William Parkway and 0.85 miles south of the Prince William Parkway. As a part of this project the Limited Access will be modified to accommodate the path; and

Resolution of the Board
Approval of the Location of the Modification of Limited Access
Dumfries Road in Prince William County
June 19, 2008
Page Two of Two

WHEREAS, proper notice was given in advance, and a full opportunity given to express their opinions and recommendations for or against the proposed project as developed, and their no statements were being received for consideration by the Commonwealth Transportation Board; 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: and

NOW, THEREFORE, BE IT RESOLVED, that the location of the shared-use path be approved as proposed and presented at the public hearing.

NOW THEREFORE, BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby rescinds the November 15, 2003 approval for persons riding bicycles to use the shoulder of the roadway for travel.

NOW THEREFORE, BE IT FURTHER RESOLVED, that pedestrians and persons riding bicycles are authorized to use the shared use path adjacent to Route 234 between 0.07 miles north of the Prince William Parkway and 0.85 miles south of the Prince William Parkway a length of 1.23 miles.

#####

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 (Leesburg 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

11-15-93

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the Original Agreement, which currently has a maximum compensation of \$1,304,197.52.

This Supplemental Agreement No. 3 is in the amount of \$43,129.16 for services and expenses plus a net fee of \$3,235.89. The total maximum compensation of the agreement, including this and all prior supplements, is now \$1,347,326.68.

Motion carried.

Moved by Mrs. Brooks, seconded by Mr. Waldman, 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 Osbourn High School, Manassas, Virginia, on September 30, 1993, between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed design features of Route 234 (Manassas Bypass) from the intersection of Route 15 at Woolsey to the intersection of Route 619 at Independent Hill in Prince William County and the City of Manassas, State Project 6234-076-F12, 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;

11-15-93

NOW, THEREFORE, BE IT RESOLVED that the major design features as approved by the Commonwealth Transportation Board by resolution dated June 20, 1991, be amended and approved to include the major design features of this project in accordance with the plan as proposed and presented at the said Design Public Hearing of September 30, 1993, by the Department's Engineers with the following modifications:

1. That as the final design progresses that the proposed interchange at Limstrong be refined to ensure the design meets current design criteria.
2. That the alternative to avoid the Bloom Hill Historic District be removed from consideration as not being prudent and feasible.
3. That the design modifications as requested by the City of Manassas at the Route 29 interchange be included in the final design phase.
4. That in the interim the paved shoulder be utilized for bicyclists with striping and signage to be determined in the final design phase.
5. That the portion of the project from I-66 north to Route 15 be removed from consideration and be re-evaluated as a separate project when purpose and need are established.
6. That consideration be given in the final design phase to minimize impacts.

Motion carried.

Moved by Mr. Waldman, seconded by Mrs. Miller, 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 Franconia Elementary School, Alexandria, Virginia, on June 3, 1993, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 613 (Beulah Road) from Route 644 (Franconia Road) to Route 618 (Woodlawn Road) in Fairfax County, State Project 0613-029-309, C-501, C-502, C-503, C-504; Federal Project M-5401 (); and

Board Actions
**MEETING OF THE COMMONWEALTH
TRANSPORTATION BOARD**

VDOT Central Auditorium
1221 East Broad Street
Richmond, VA

December 15, 2005

Upon Adjournment of the December 15, 2005 Workshop

Approval of Minutes November 17, 2005

ADMINISTRATIVE SERVICES Presenting: Cynthia Ward

Assistant Division Administrator

1. Action on Land Sale:

Old New Kent Area Headquarters
New Kent County, Virginia
4.51 acres located on Route 604,
1 mile west of Route 155

APPROVED

INNOVATIVE FINANCE AND REVENUE DIVISION:

Presenting: Barbara Reese

Chief Financial Officer

**2. Action on Authorizing the Issuance and Sale of Revenue
Refunding Bonds**

RIGHT OF WAY AND UTILITIES DIVISION:

APPROVED

3. Action on Land Conveyances: Presenting: Stuart Waymack
Division Administrator

(A) Route 23
Wise County
Project 6023-097-F27, RW-201

APPROVED

(B) Route 650 and Old Route 628
Buckingham County
Project 0650-014-196, M-502

APPROVED

(D) Route 360
Hanover County
Project 0360-042-101, C-501

APPROVED

(E) Route 664 and Route 135 (College Drive)
City of Suffolk
Project 0664-061-103, RW-203

APPROVED

(F) Routes 102 and 802
Tazewell County
Project 0102-092-V05, RW-201

APPROVED

4. Action on Limited Access Change:

(A) Route 895 Alternate
Henrico County
Project 0895-043-F01, RW-201, C-502
POLICY DIVISION: Presenting: Pierce Homer
Secretary of Transportation

APPROVED

5. Action on Public Comments Policy for CTB Business Meetings.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:
Presenting: Karen Rae
Director, Virginia Department

Rail & Public Transp.

APPROVED

6. Action on Rail Enhancement Fund Project Recommendations.

SCHEDULING & CONTRACT DIVISION:

Presenting: Byron Coburn, P. E.
Division Administrator

APPROVED

7. Action on Bids Received: the month of November 2005:

NEW BUSINESS:

Action on Limited Access Change:
Routes 234 and 1566 (Sudley Manor Drive),
Prince William County
Project 6234-076-112, RW-205

APPROVED

LACC For Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)

Theron Knouse

to
me

From: Snider, Lori <lori.snider@vdot.virginia.gov>
Sent: Monday, November 16, 2020 3:13 PM
To: Hord, Neil <neil.hord@vdot.virginia.gov>
Cc: Theron Knouse <theron.knouse@vdot.virginia.gov>
Subject: Re: Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)

I approve of this LACC from a Right of Way & Utilities perspective.

On Mon, Nov 16, 2020, 2:41 PM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:
Lori,

Please see the attached LACC request that L&D has prepared. I have reviewed and recommend your approval. If you concur, please respond to Terry Knouse to indicate that you approve from a right of way and utilities perspective.
Thanks

Neil



November 12, 2020

Ms. Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Prince William Board of County Supervisors Endorsement of Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
PWC Project No. SPR2020-00019 (DOT Project No. 19C17004)

Dear Ms. Cuervo,

On February 18, 2020, the Prince William Board of County Supervisors endorsed the design plans for the design of intersection improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection). The project is intended to address safety issues and increase operational performance by eliminating and rerouting left-turn movements through a connector road at the southwest quadrant of the intersection. The improvements consist of constructing a quadrant connector road, an extension of Discovery Boulevard from University Boulevard up to Prince William Parkway with curb and gutter, sidewalk and shared use path; a new signalized intersection at Prince William Parkway and Discovery Boulevard; addition of a traffic signal at the intersection of University Boulevard and Discovery Boulevard; widening of Prince William Parkway from four to six lanes within project limits; and a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard. These improvements will impact the existing limited access lines on Prince William Parkway, requiring limited access control changes. The project is being administered by the Prince William County Department of Transportation as a land use permit project.

If you have questions or need additional information, please call Dagmawie Shikurye, Design and Plan Development Branch Engineering Manager, at (703) 792-5537.

Thank you for your assistance with this important project.

Sincerely,

A blue ink signature of Ricardo Canizales, written in a cursive style, positioned above his name and title.

Ricardo Canizales
Director of Transportation

Enclosure:
Prince William Board of County Supervisors' Resolution of Endorsement signed by Clerk to the Board,
February 18, 2020

MOTION: CANDLAND

**February 18, 2020
Regular Meeting
Res. No. 20-215**

SECOND: BODDYE

RE: ENDORSE THE FINAL DESIGN OF THE INTERSECTION IMPROVEMENTS AT PRINCE WILLIAM PARKWAY AND UNIVERSITY BOULEVARD (QUADRANT ROADWAY INTERSECTION) PROJECT - BRENTSVILLE MAGISTERIAL DISTRICT

ACTION: APPROVED

WHEREAS, the scope of the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Roadway Intersection) Project includes improvements extended along Prince William Parkway for a total of 5,000 feet, and along University Boulevard for approximately 1,500 feet, including its intersection with Discovery Boulevard and Hornbaker Road, and the construction of a 10-foot asphalt shared used path and a 5-foot concrete sidewalk. This Project will add one additional lane in each direction on Prince William Parkway within the Project limits, for a total of three lanes in each direction, and an extension of 2,000 feet of a four-lane divided Discovery Boulevard from its existing intersection at University Boulevard to a new proposed intersection with Prince William Parkway, with new signals at each of the terminal intersections; and

WHEREAS, this will include a new intersection at Prince William Parkway, which is a limited access roadway. Any change and/or break in limited access controls requires the Board of County Supervisor's (BOCS) endorsement before it can be considered by the Commonwealth Transportation Board (CTB) for approval; and

WHEREAS, this Project is a part of Virginia Department of Transportation's (VDOT's) Strategically Targeted Affordable Roadway Solution (STARS) program. The STARS report identifies four (4) intersections along Prince William Parkway, including University Boulevard improvements. This concept aligns with the broader effort to increase capacity and safety along University Boulevard; and

WHEREAS, a public information meeting was held on May 20, 2019, to present the design and solicit public input; and

WHEREAS, this Project is supported by \$24,200,000 in Northern Virginia Transportation Authority (NVTA) funding. This amount is adequate to cover the execution of the Project; and

WHEREAS, this is a County-managed project funded by the NVTA as part of the Fiscal Year (FY) 2018-2023 Six-Year Program. The purpose of this Project is to relieve existing and projected traffic congestion as well as improve safety at the University Boulevard and Prince William Parkway intersection;

February 18, 2020
Regular Meeting
Res. No. 20-215
Page Two

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby endorses the final design of the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Roadway Intersection) Project in the Brentsville Magisterial District as set forth on the final design plans.

Votes:

Ayes: Angry, Bailey, Boddye, Candland, Franklin, Vega, Wheeler

Nays: None

Absent from Vote: None

Absent from Meeting: Lawson

For Information:

Director of Transportation

County Attorney

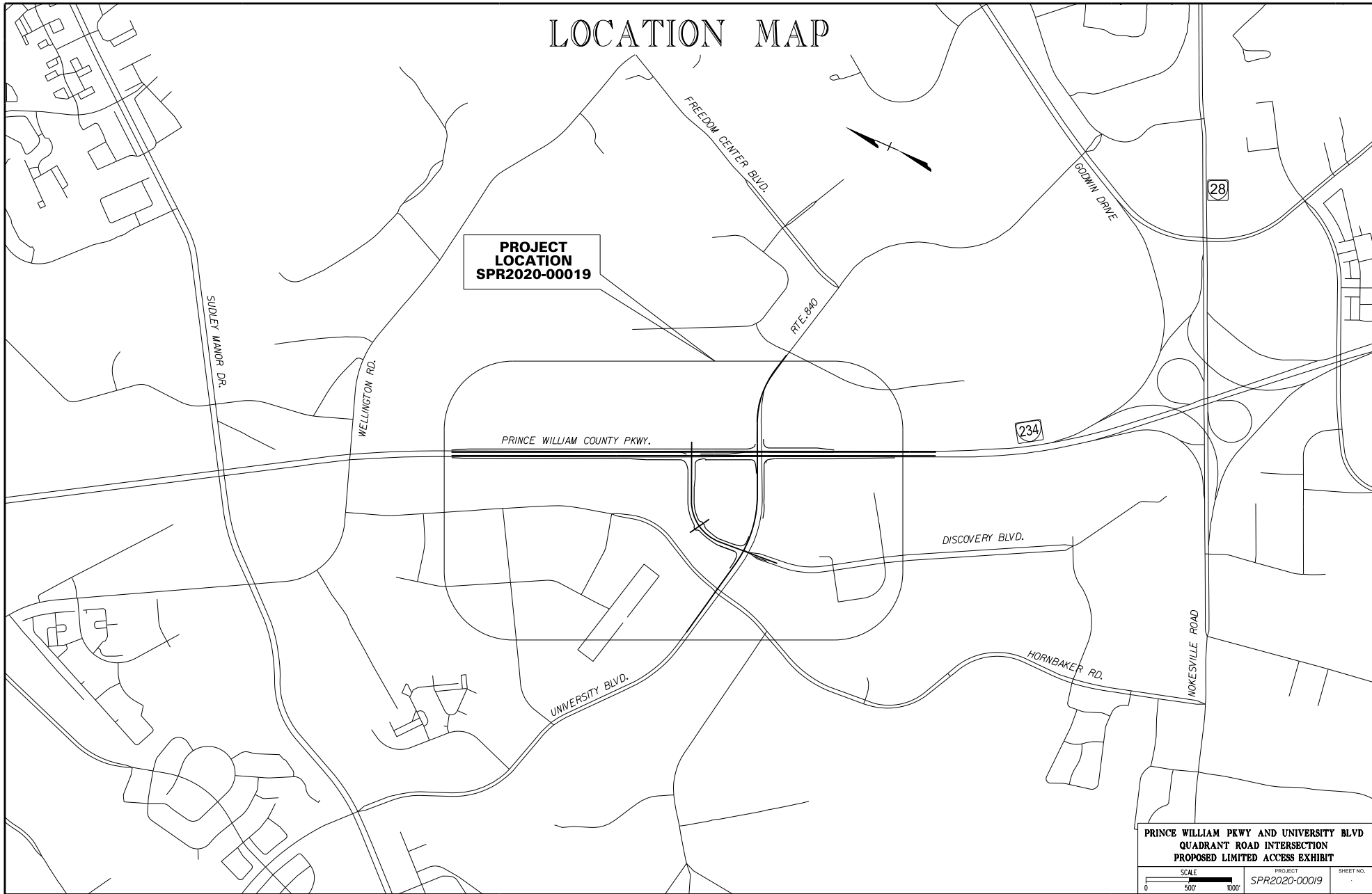
ATTEST: _____

Andrea P. Madden

Clerk to the Board

LOCATION MAP

**PROJECT
LOCATION
SPR2020-00019**



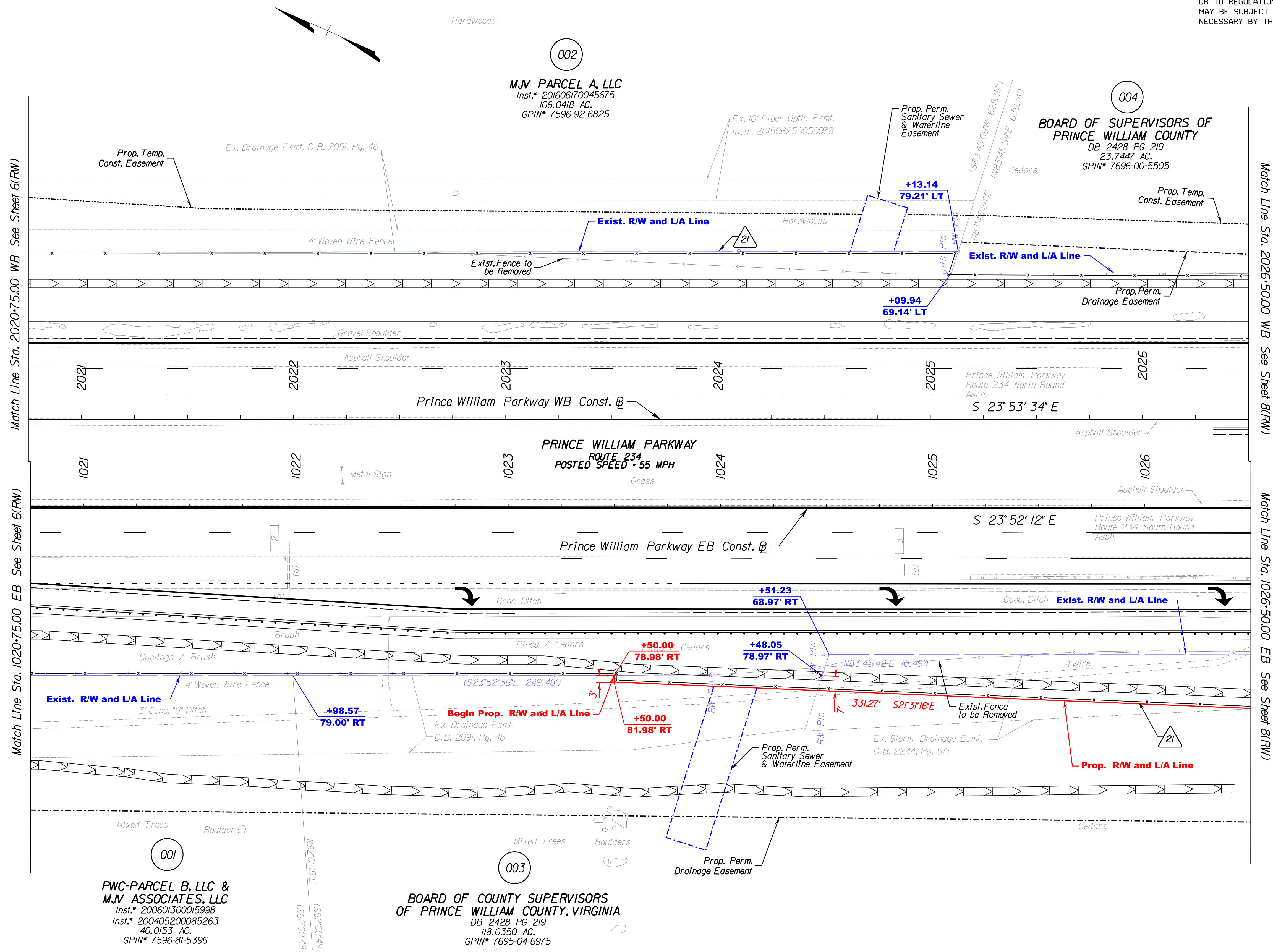
**PRINCE WILLIAM PKWY AND UNIVERSITY BLVD
QUADRANT ROAD INTERSECTION
PROPOSED LIMITED ACCESS EXHIBIT**

SCALE	PROJECT	SHEET NO.
0 500' 1000'	SPR2020-00019	

PROJECT MANAGER *Hoonam Nguyen, P.E., (571) 263-1214*
 SURVEYED BY *Rice Associates, 03/14/2019*
 DESIGN BY *Parsons Transportation Group Inc., (571) 655-8116*
 SUBSURFACE UTILITY BY DATE *Rice Associates, 03/07/2019*

REVISD	STATE	ROUTE	PROJECT	SHEET NO.
No. Description Date	VA.	840/234	PW PARKWAY QUADRANT ROAD INTERSECTION SPR2020-00019	7(RW)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



KEY LEGEND
 (2) S'd FE-CL Req'd.

NOTE: ALL STATION AND OFFSETS ON WEST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON PRINCE WILLIAM PARKWAY EB AND EAST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON THE PRINCE WILLIAM PARKWAY WB.

SCALE 0 25' 50'	PROJECT SPR2020-00019	SHEET NO. 7(RW)
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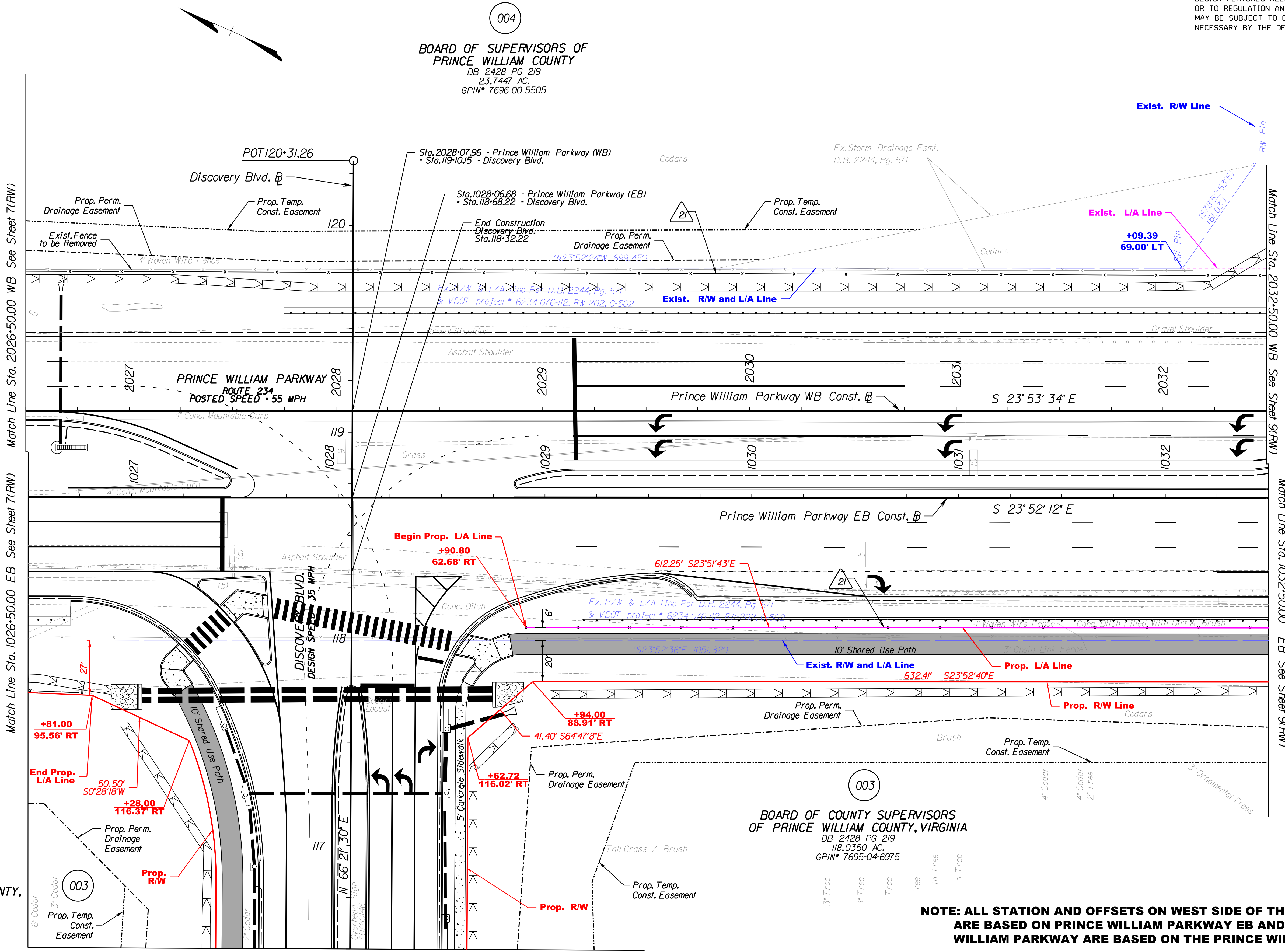
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PROJECT MANAGER: Hoonam Nguyen, P.E., (571) 263-1214
 SURVEYED BY: Rice Associates, 03/14/2019
 DESIGN BY: Parsons Transportation Group Inc., (571) 655-8116
 SUBSURFACE UTILITY BY: Rice Associates, 03/07/2019

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
No. Description Date	VA.	840/234	PW PARKWAY QUADRANT ROAD INTERSECTION SPR2020-00019	8(RW)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

004
 BOARD OF SUPERVISORS OF
 PRINCE WILLIAM COUNTY
 DB 2428 PG 219
 23,7447 AC.
 GPIN* 7696-00-5505



KEY LEGEND
 2' S'd FE-CL Req'd.

003
 BOARD OF COUNTY SUPERVISORS
 OF PRINCE WILLIAM COUNTY,
 VIRGINIA
 DB 2428 PG 219
 118.0350 AC.
 GPIN* 7695-04-6975

003
 BOARD OF COUNTY SUPERVISORS
 OF PRINCE WILLIAM COUNTY, VIRGINIA
 DB 2428 PG 219
 118.0350 AC.
 GPIN* 7695-04-6975

NOTE: ALL STATION AND OFFSETS ON WEST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON PRINCE WILLIAM PARKWAY EB AND EAST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON THE PRINCE WILLIAM PARKWAY WB.

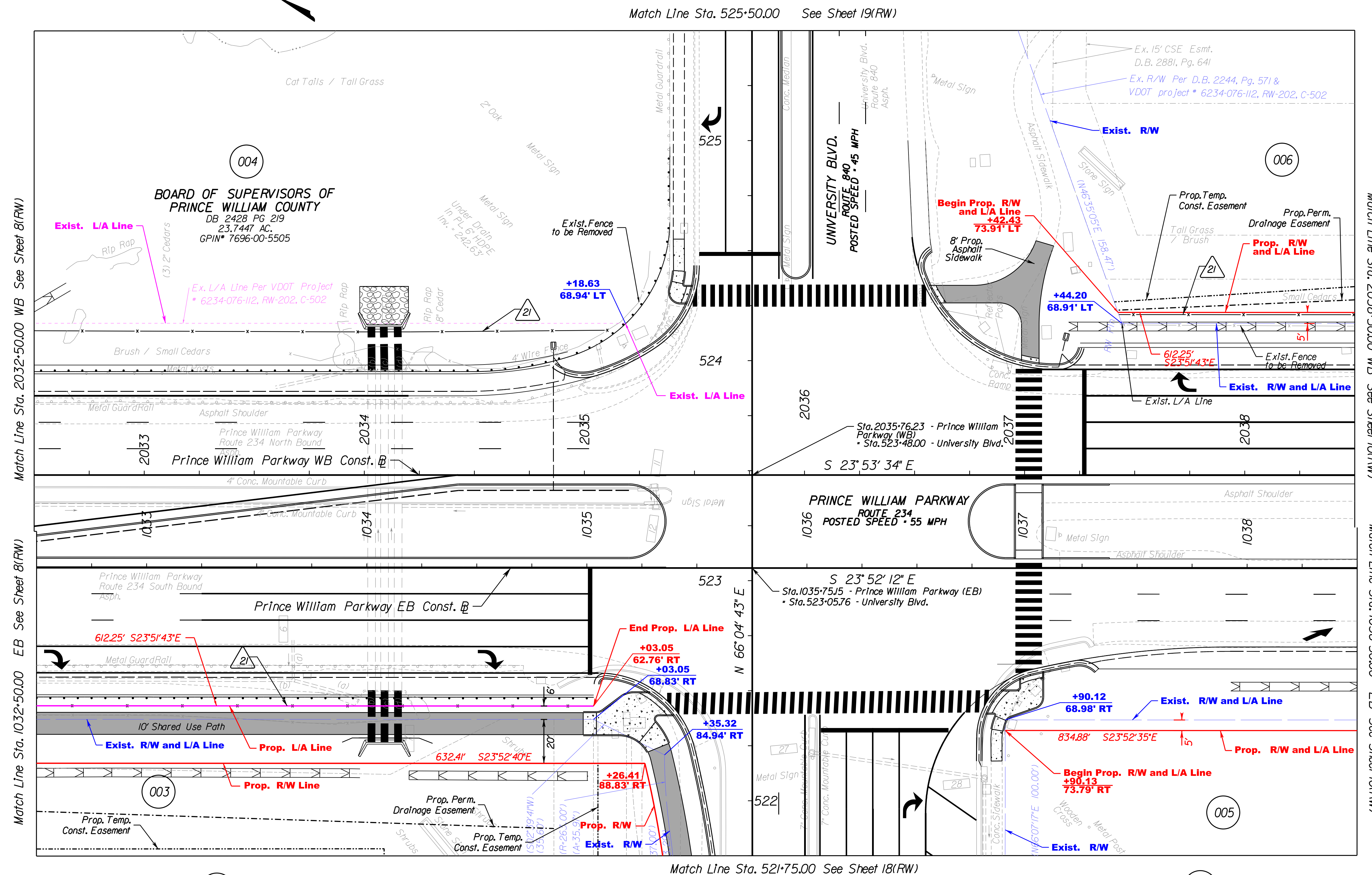
SCALE 0 25' 50'	PROJECT SPR2020-00019	SHEET NO. 8(RW)
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THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PROJECT MANAGER: Hoonam Nguyen, P.E., (571) 263-1214
SURVEYED BY: Rice Associates, 03/14/2019
DESIGN BY: Parsons Transportation Group Inc., (571) 655-8116
SUBSURFACE UTILITY BY: Rice Associates, 03/07/2019

REVISION	STATE	ROUTE	PROJECT	SHEET NO.
No. Description Date	VA.	840 / 234	PW PARKWAY QUADRANT ROAD INTERSECTION SPR2020-00019	9(RW)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



006
COMCAST CABLEVISION OF VIRGINIA, INC.
Inst.* 200206190078540
17.7267 AC.
GPIN* 7695-09-7902

003
BOARD OF COUNTY SUPERVISORS OF PRINCE WILLIAM COUNTY, VIRGINIA
DB 2428 PG 219
118.0350 AC.
GPIN* 7695-04-6975

NOTE: ALL STATION AND OFFSETS ON WEST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON PRINCE WILLIAM PARKWAY EB AND EAST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON THE PRINCE WILLIAM PARKWAY WB.

005
BOARD OF COUNTY SUPERVISORS OF PRINCE WILLIAM COUNTY, VIRGINIA
DB 2428 PG 219
56.8937 AC.
GPIN* 7695-06-5982

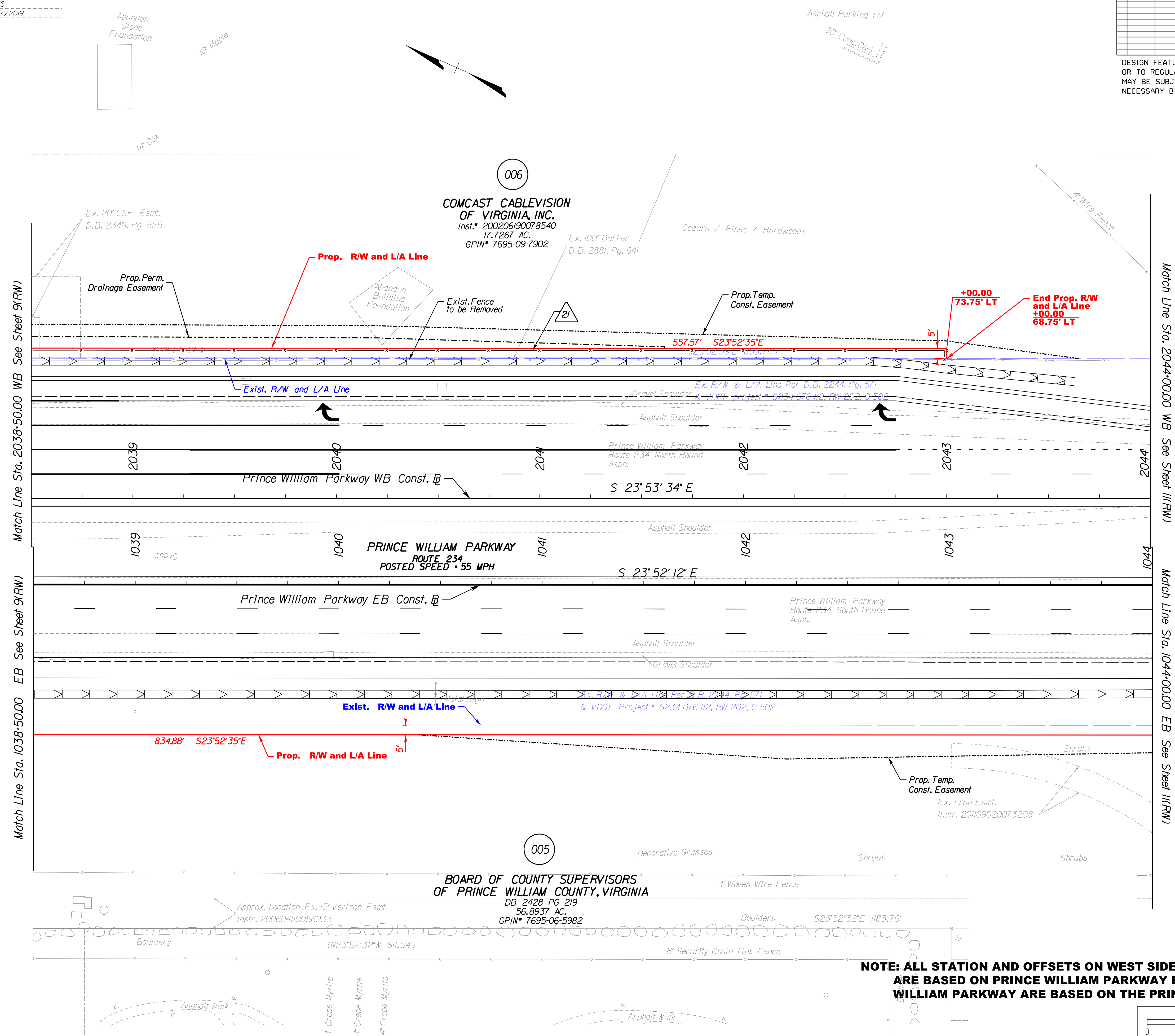
KEY LEGEND
21 S'd FE-CL Req'd.

SCALE 0 25' 50'	PROJECT SPR2020-00019	SHEET NO. 9(RW)
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PROJECT MANAGER Hoonam Nguyen, P.E., (571) 263-1214
 SURVEYED BY Rice Associates, 03/14/2019
 DESIGN BY Parsons Transportation Group Inc., (571) 655-8116
 SUBSURFACE UTILITY BY, DATE Rice Associates, 03/07/2019

REVISED	No	Description	Date	STATE	STATE		SHEET NO.
					ROUTE	PROJECT	
				VA.	840 / 234	PW PARKWAY QUADRANT ROAD INTERSECTION SPR2020-00019	10(RW)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



KEY LEGEND
 21 Sfd FE-CL Req'd.

NOTE: ALL STATION AND OFFSETS ON WEST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON PRINCE WILLIAM PARKWAY EB AND EAST SIDE OF THE PRINCE WILLIAM PARKWAY ARE BASED ON THE PRINCE WILLIAM PARKWAY WB.

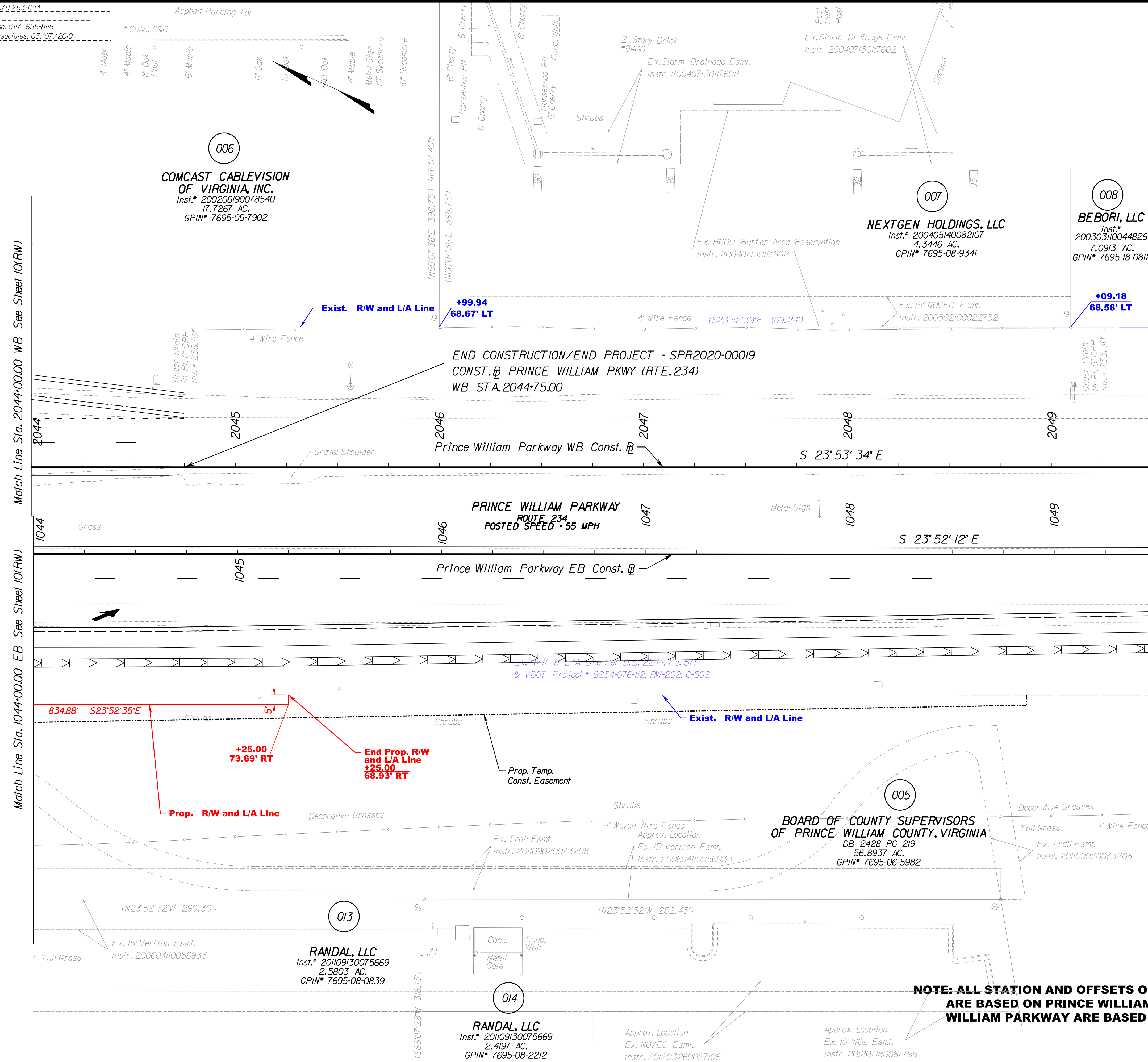
SCALE 0 25' 50'	PROJECT SPR2020-00019	SHEET NO. 10(RW)
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THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PROJECT MANAGER *Hoonam Nguyen, P.E., (571) 263-1214*
SURVEYED BY *Rice Associates, 03/14/2019*
DESIGN BY *Parsons Transportation Group Inc., (517) 655-8116*
SUBSURFACE UTILITY BY DATE *Rice Associates, 03/07/2019*

REVISION	STATE	ROUTE	PROJECT	SHEET NO.
No. Description Date	VA.	840/234	PW PARKWAY QUADRANT ROAD INTERSECTION SPR2020-00019	11(RW)

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



KEY LEGEND
△ 21' Std FE-CL Req'd.

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SCALE 0 25' 50'	PROJECT SPR2020-00019	SHEET NO. 11(RW)
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COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 1, 2020

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprowicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Intersection at Route 840 (University Boulevard) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on Prince William County Project SPR2020-00019 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer

Limited Access Control Point Stations and Offset Table
Project No. SPR2020-00019

Sheet	Station	Offset	Baseline
7(RW)	1023+50.00	78.98' RT	Prince William Pkwy EB
7(RW)	1023+50.00	81.98' RT	Prince William Pkwy EB
8(RW)	1026+81.00	95.56' RT	Prince William Pkwy EB
8(RW)	1028+90.80	62.68' RT	Prince William Pkwy EB
9(RW)	1035+03.05	62.76' RT	Prince William Pkwy EB
9(RW)	1036+90.13	73.79' RT	Prince William Pkwy EB
9(RW)	2037+42.43	73.91' LT	Prince William Pkwy WB
10(RW)	2043+00.00	73.75' LT	Prince William Pkwy WB
10(RW)	2043+00.00	68.75' LT	Prince William Pkwy WB
11(RW)	1045+25.00	73.69' RT	Prince William Pkwy EB
11(RW)	1045+25.00	68.93' RT	Prince William Pkwy EB

Legend

	Limited Access Control Change - Line Break
	Limited Access Control Change - Line Shift

Sensitive