



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: Ms. Hynes, Seconded By: Dr. Smoot
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Route 234 (Manassas Bypass) to be a Limited Access Highway between Route 619 at Limstrong and Routes 29/211 in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the remaining interchanges, including this location, would be subject to development; and

WHEREAS, the Route 234 Manassas Bypass was renamed as the Prince William Parkway; and

WHEREAS, the Prince William County Department of Transportation, under the Virginia Department of Transportation's (VDOT) Locally Administered Projects program, is administering the development and delivery, utilizing design-build, of State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

WHEREAS, State Highway Project 6234-076-266, P101, R201, C501, B665, B666 (UPC# 112815) (the “Project”) provides a grade-separated diverging diamond interchange approximately 1500 feet south of the existing at-grade intersection of the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road). The Project also provides a bridge carrying realigned Route 621 (Balls Ford Road) over the Route 234 (Prince William Parkway) with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) to relieve traffic congestion and improve safety at the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road) intersection. These improvements include the realignment of approximately 1.85 miles of existing Route 621 (Balls Ford Road) from Devlin Road to Doane Drive, and includes a bridge over the Norfolk Southern Railroad. The realigned Route 621 (Balls Ford Road) will be a four-lane divided roadway with turn lanes at intersections, raised median, curb and gutter, and a shared use path. Traffic signals will be included at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two interchange crossover intersections, and Doane Drive; and

WHEREAS, the grade-separated diverging diamond interchange with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, Prince William County held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on July 14, 2020, between 2:00 pm and 5:00 pm at the County Board of Supervisors Chambers, McCoart Building, 1 County Complex Court, Woodbridge, VA 22192, and allowed public input to be collected concerning the request; and

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

WHEREAS, 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; and

WHEREAS, the VDOT Northern Virginia District office has reviewed and approved the traffic analysis report for the Project completed in February 24, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Prince William County
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Highway Administration in 1994, in accordance with provisions of the NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as that proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction; and

WHEREAS, the Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity for the financially constrained element of the Visualize 2045 Long Range Plan for the National Capital Region and approved by the Transportation Planning Board on October 17, 2018; and

WHEREAS, the Project is in Prince William County and the Board of County Supervisors endorsed the final design of the Project at their regular meeting on July 14, 2020. The County Director of Transportation endorsed the changes in limited access control in a letter dated August 24, 2020; and

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) 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 Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, that the location of the shared use path within the areas designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing by Prince William County, as the same may be modified during ongoing design review.

Resolution of the Board

Proposed Limited Access Control Change (LACCs)

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BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed shared use path along realigned Route 621 (Balls Ford Road), within 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 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Project 6234-076-266, P101, R201, C501, B665, B666
UPC# 112815
Prince William County

Issues: The area designated as limited access previously approved for the Route 234 (Prince William Parkway, formerly the Manassas Bypass) needs to be modified to accommodate the Route 234 (Prince William Parkway) grade-separated diverging diamond interchange at realigned Route 621 (Balls Ford Road), and to provide pedestrian and bicyclist access within the limited access area as a result of the shared use path along realigned Route 621 (Balls Ford Road). These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 was previously established on April 17, 1980 by the State Highway Commission, predecessor to the CTB in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended.
- The CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28, and at-grade intersections at the remaining interchange sites on June 20, 1991. The ultimate completion of the remaining interchanges, including this location, would be subject to development.
- The Route 234 Manassas Bypass was renamed the Prince William Parkway.
- State Highway Project 6234-076-266, P101, R201, C501, B665, B666 (UPC# 112815) (the “Project”) provides a grade-separated diverging diamond interchange approximately 1500 feet south of the existing at-grade intersection of the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road). The Project also and provides a bridge carrying realigned Route 621 (Balls Ford Road) over Route 234 (Prince William Parkway) with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) in order to relieve traffic congestion and improve safety at the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road) intersection. These improvements include the realignment of approximately 1.85 miles of existing Route 621 (Balls Ford Road), from Devlin Road to Doane Drive, and includes a bridge over the Norfolk Southern Railroad. The realigned Route 621 (Balls Ford Road) will be a four-lane divided roadway with turn lanes at intersections, raised median, curb and gutter, and a shared use path. Traffic signals will be included at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two interchange crossover intersections, and Doane Drive. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

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- Prince William County held a Design Public Hearing (“Hearing”) for the Project on July 14, 2020, between 2:00 pm and 5:00 pm at the County Board of Supervisors Chambers, McCoart Building, 1 County Complex Court, Woodbridge, VA 22192, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the 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.
- The Northern Virginia District office has reviewed and approved the traffic analysis report for the Project completed in February 24, 2020 and found that it adequately addresses the impacts from the Project and proposed LACCs.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration in 1994, in accordance with NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as was proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction.
- The Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity for the financially constrained element of the Visualize 2045 Long Range Plan for the National Capital Region and approved by the Transportation Planning Board on October 17, 2018.
- The Project is in Prince William County and the Board of County Supervisors endorsed the final design of the Project at their regular meeting on July 14, 2020. The County Director of Transportation endorsed the changes in limited access control in a letter dated August 24, 2020.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

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- The VDOT 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 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB's predecessor, the State Highway Commission, on April 17, 1980.

Action Required by CTB: §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.* 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 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 this resolution, and the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: A hybrid in-person/virtual meeting held concurrently at the County Board of Supervisor's regular meeting on July 14, 2020, which was broadcast on local television channels. Only one (1) citizen signed the sign-in sheet. There were four (4) written comments and one (1) oral comment received for the record. One (1) supported the project as proposed and presented, two (2) supported the project with modifications/questions and two (2) opposed the project as a whole.

MOTION: CANDLAND

**July 14, 2020
Regular Meeting
Res. No. 20-506**

SECOND: LAWSON

**RE: ENDORSE THE FINAL DESIGN OF THE PRINCE WILLIAM PARKWAY
INTERCHANGE AT REALIGNED BALLS FORD ROAD PROJECT – BRENTSVILLE AND
GAINESVILLE MAGISTERIAL DISTRICTS**

ACTION: APPROVED

WHEREAS, the scope of the Prince William Parkway Interchange at Realigned Balls Ford Road Project includes a new Diverging Diamond Interchange (DDI) at Route 234 (Prince William Parkway) and relocated Route 621 (Balls Ford Road) (Project). The Project also includes a bridge crossing the existing Norfolk Southern Railroad. In addition, the Project will construct a relocated Balls Ford Road as a new four-lane facility with a raised median between Devlin Road and Doane Drive; and

WHEREAS, this Project will introduce a new interchange at Prince William Parkway, a roadway that is currently within a limited access right-of-way. Any change and/or break in limited access controls requires the Board of County Supervisors (BOCS) endorsement before it can be considered by the Commonwealth Transportation Board for approval; and

WHEREAS, a County-State agreement was approved by the Board on April 10, 2018, via Resolution Number (Res. No.) 18-220, that granted the County local administration over the Prince William Parkway Interchange at Realigned Balls Ford Road Project and approved \$142,864,000 of state funds for this Project and budgeted and appropriated \$142,864,000 to the Project for completion; and

WHEREAS, a public information meeting was held on April 3, 2019, to present the design and solicit public input; and

WHEREAS, on March 10, 2020, via Res. No. 20-267, the BOCS authorized the award of a Design-Build Contract to Lane Construction Corporation to design and construct the Prince William Parkway Interchange at Realigned Balls Ford Road Project; and

WHEREAS, this Project is supported by \$142,864,000 in state funding, which is adequate to cover the execution of the Project; and

WHEREAS, this Project addresses relieving existing and projected traffic congestion, as well as improving safety at the Balls Ford Road and Prince William Parkway intersection; and

WHEREAS, County staff recommends that the BOCS adopt this resolution endorsing the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road project;

July 14, 2020
Regular Meeting
Res. No. 20-506
Page Two

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby endorses the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road Project in the Brentsville and Gainesville Magisterial Districts.

Votes:

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

Nays: None

Absent from Vote: None

Absent from Meeting: None

For Information:

Director of Transportation

County Attorney

ATTEST: _____

Andrea P. Madden

Clerk to the Board

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-II 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



August 24, 2020

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

Subject: Board of Supervisors Endorsement of Prince William Parkway at Realigned Balls Ford Road
State Project 6234-076-266, UPC 112815

Dear Ms. Cuervo:

On July 14, 2020, the Prince William Board of County Supervisors endorsed the design plans for the realignment of existing Balls Ford Road, and a diverging diamond interchange (DDI) at Realigned Balls Ford Road (Route 621) and Prince William Parkway (Route 234). The realignment of Balls Ford Road extends from Devlin Road in the west to Doane Drive in the east (approximate length 1.85 miles) and includes a bridge over Norfolk Southern Railroad. The diverging diamond interchange configuration will provide a grade-separated crossing of Realigned Balls Ford Road over Prince William Parkway, with ramp connections to and from northbound and southbound Prince William Parkway. This multi-modal project is intended to reduce congestion, improve safety, enhance traffic operations, and provide facilities for pedestrians and bicyclists. This project includes a change in limited access control. The project is being administered by the Prince William County Department of Transportation using the Design-Build delivery method.

Please call Elnour Adam, our Alternative Delivery Project – Engineering Manager (703-792-8469), if you have any questions or need additional information.

Thank you for your assistance with this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales".

Ricardo Canizales
Director of Transportation

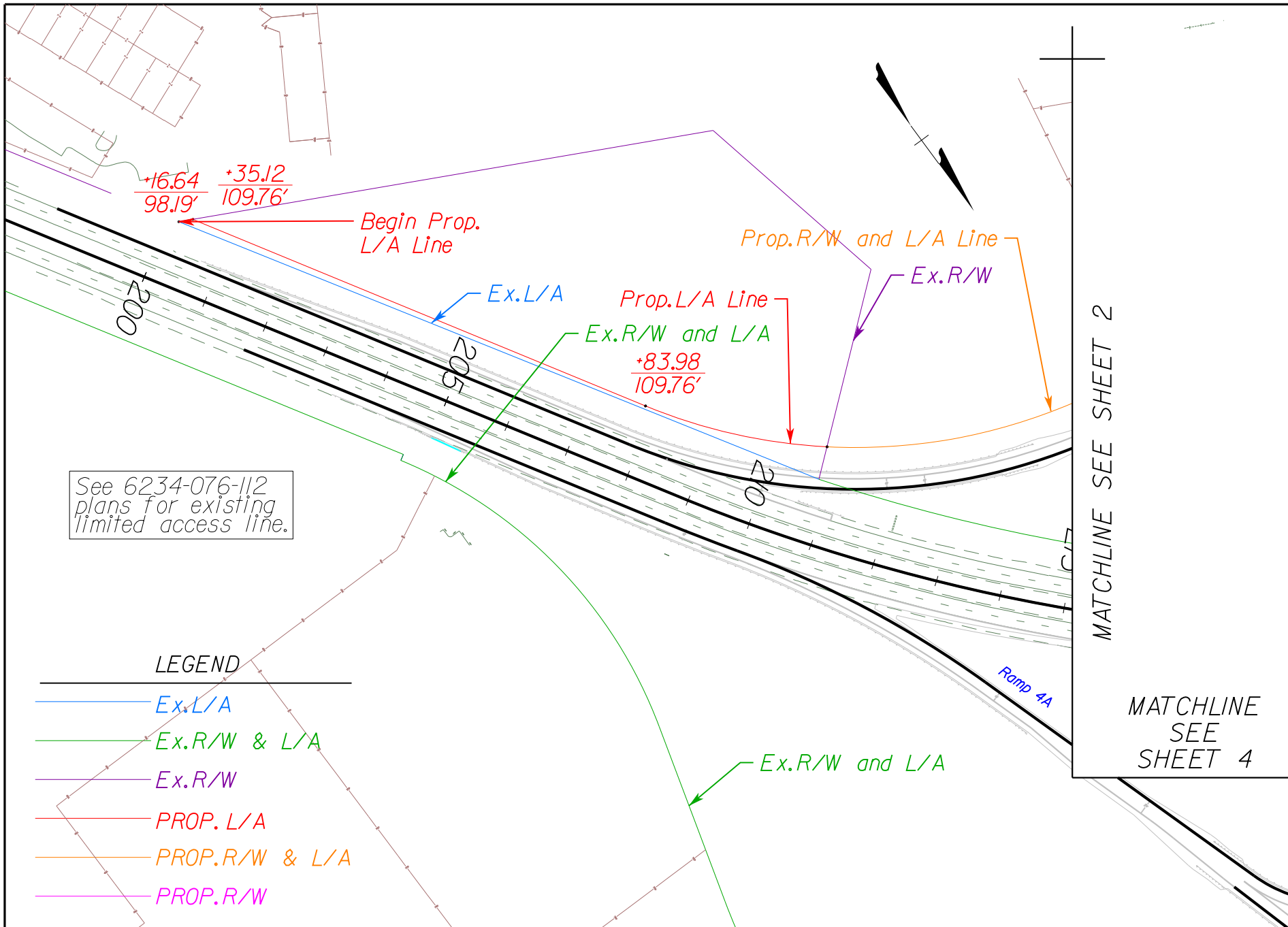
Enclosure: Prince William Board of County Supervisors' Resolution of Endorsement signed by
Clerk of the Board, July 14, 2020



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LANE



LEGEND

- Ex. L/A
- Ex. R/W & L/A
- Ex. R/W
- PROP. L/A
- PROP. R/W & L/A
- PROP. R/W

SCALE



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

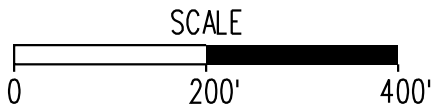
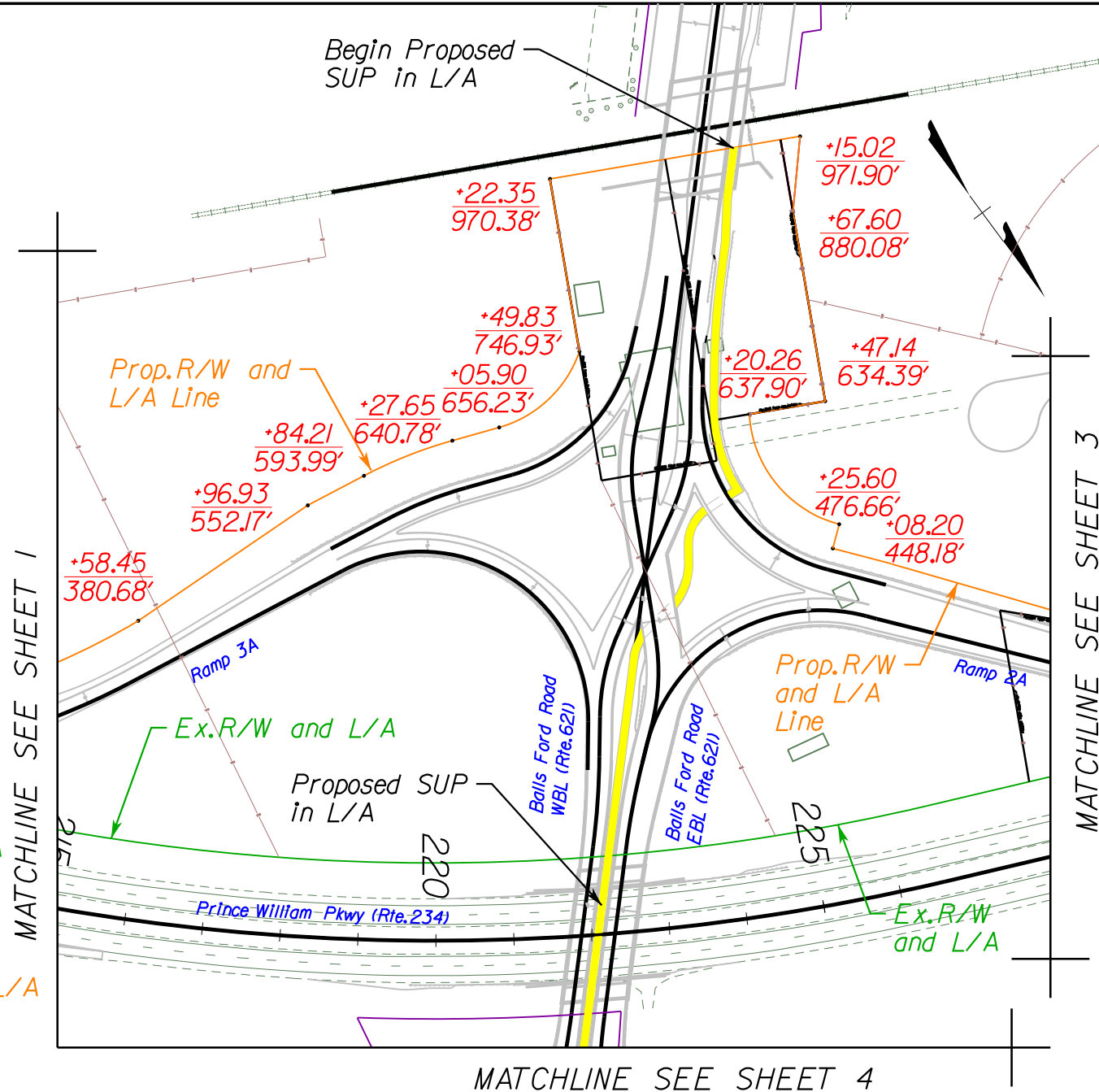
SHEET NO.

1



See 6234-076-112 plans for existing limited access line.

- LEGEND**
- Ex.L/A
 - Ex.R/W & L/A
 - Ex.R/W
 - PROP. L/A
 - PROP.R/W & L/A
 - PROP.R/W
 - PROP.SUP



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

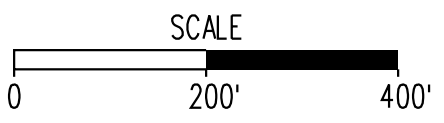
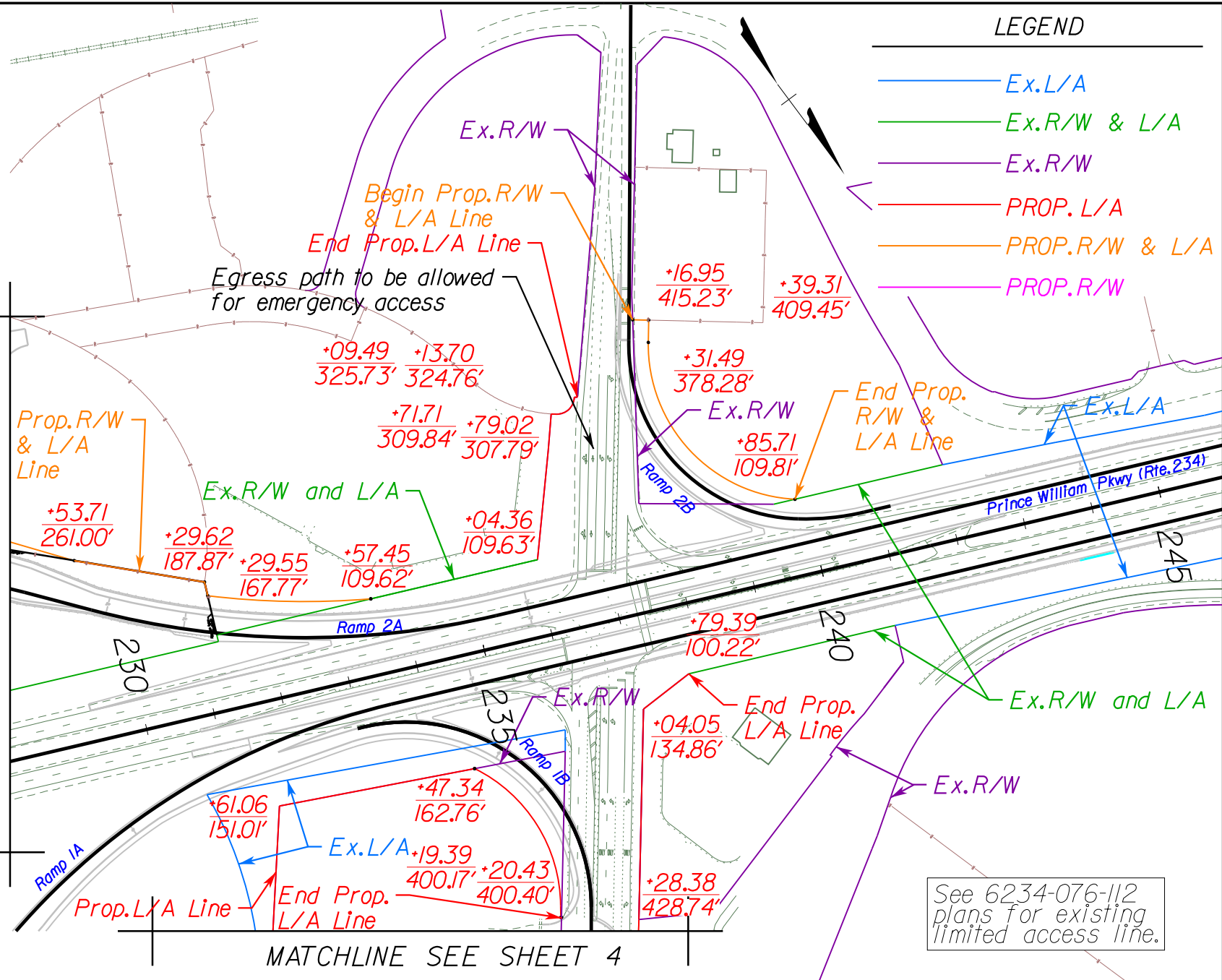
SHEET NO.
2

LEGEND

- Ex.L/A
- Ex.R/W & L/A
- Ex.R/W
- PROP.L/A
- PROP.R/W & L/A
- PROP.R/W

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

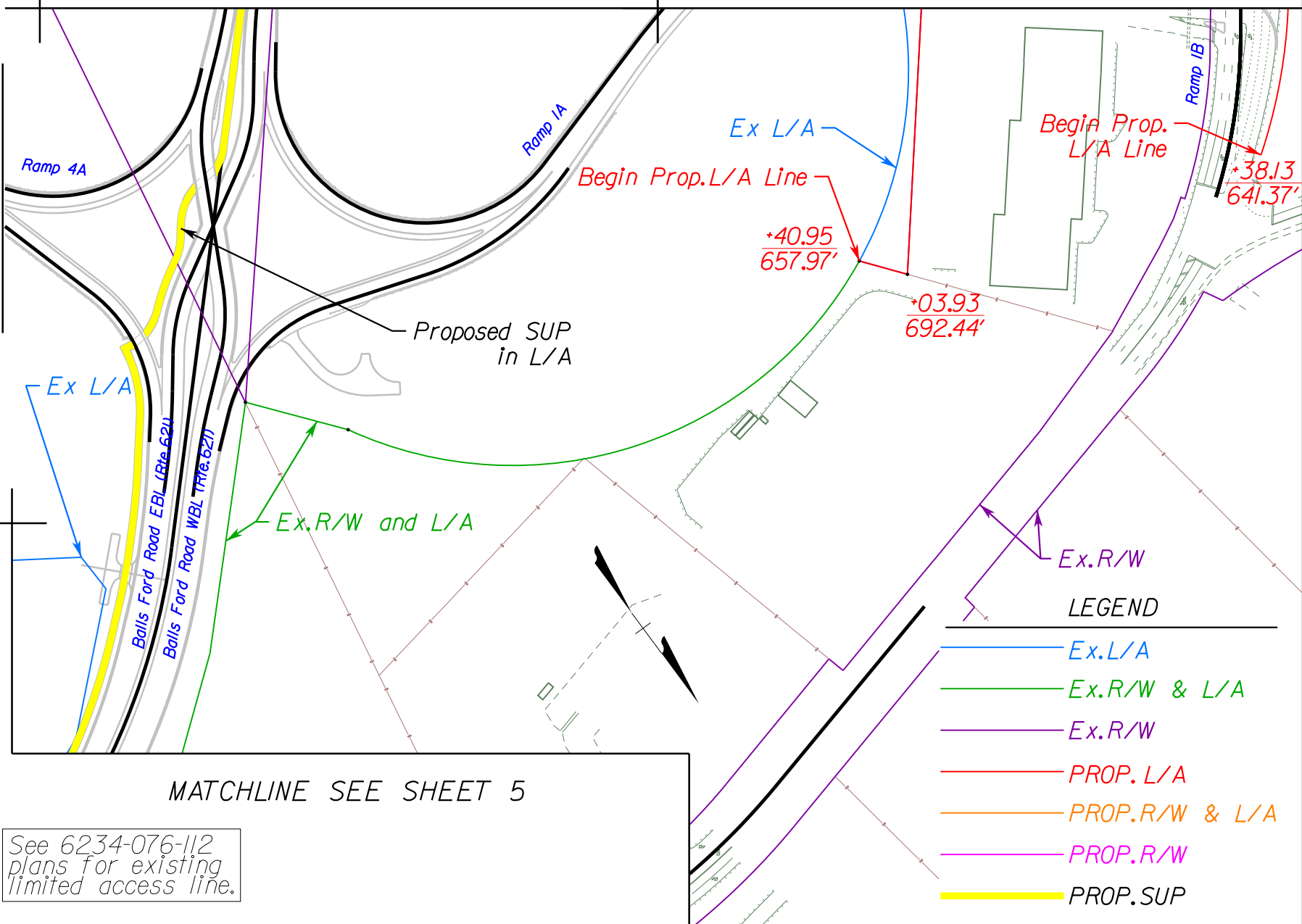
VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.
3

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 3

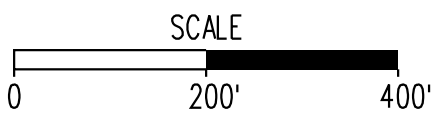
MATCHLINE SEE SHEET 1



MATCHLINE SEE SHEET 5

See 6234-076-112 plans for existing limited access line.

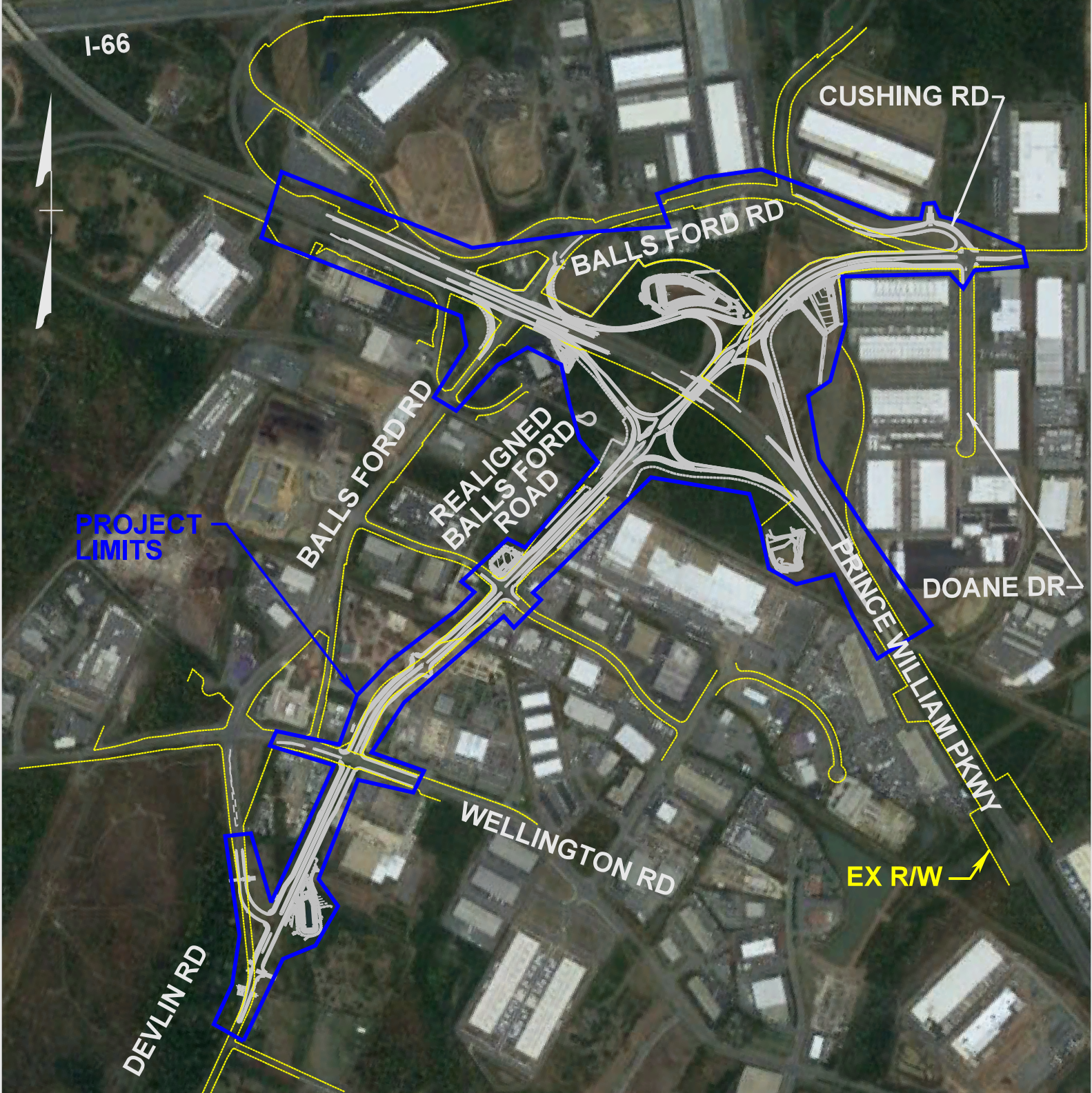
- LEGEND
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 - PROP. SUP



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.
4

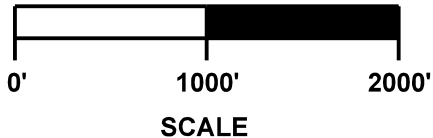


VICINITY MAP

**BALLS FORD INTERCHANGE
DESIGN BUILD PROJECT**

PRINCE WILLIAM COUNTY, VA

**VDOT PROJ. NO. 6234-076-266
PE-101, RW-201, C-501, B-665, B-666**





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

October 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 Kasprovicz
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) Interchange at Realigned Route 621 (Balls Ford Road) 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 State Highway Project 6234-076-266, P101, R201, C501, B665, B666 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
6234-076-266, PE-101, RW-201, C-501, B-665, B-666

Sheet	Station	Offset	Baseline
1	200+16.64	98.19' LT	Rte. 234 CBL
1	200+35.12	109.76' LT	Rte. 234 CBL
1	207+83.98	109.76' LT	Rte. 234 CBL
2	215+58.45	380.68' LT	Rte. 234 CBL
2	217+96.93	552.17' LT	Rte. 234 CBL
2	218+84.21	593.99' LT	Rte. 234 CBL
2	220+27.65	640.78' LT	Rte. 234 CBL
2	221+05.9	656.23' LT	Rte. 234 CBL
2	222+22.35	970.38' LT	Rte. 234 CBL
2	222+49.83	746.93' LT	Rte. 234 CBL
2	225+20.26	637.9' LT	Rte. 234 CBL
2	226+08.2	448.18' LT	Rte. 234 CBL
2	226+25.6	476.66' LT	Rte. 234 CBL
2	226+47.14	634.39' LT	Rte. 234 CBL
2	226+67.60	880.08' LT	Rte. 234 CBL
2	227+15.02	971.90' LT	Rte. 234 CBL
3	229+53.71	261.00' LT	Rte. 234 CBL
3	231+29.55	167.77' LT	Rte. 234 CBL
3	231+29.62	187.87' LT	Rte. 234 CBL
3	231+61.06	151.01' RT	Rte. 234 CBL
3	233+57.45	109.62' LT	Rte. 234 CBL
3	234+47.34	162.76' RT	Rte. 234 CBL
3	235+19.39	400.17' RT	Rte. 234 CBL
3	235+20.43	400.4' RT	Rte. 234 CBL
3	236+04.36	109.63' LT	Rte. 234 CBL
3	236+28.38	428.74' RT	Rte. 234 CBL
3	236+71.71	309.84' LT	Rte. 234 CBL
3	237+04.05	134.86' RT	Rte. 234 CBL
3	237+79.39	100.22' RT	Rte. 234 CBL
3	238+16.95	415.23' RT	Rte. 234 CBL
3	238+31.49	378.28' RT	Rte. 234 CBL
3	238+39.31	409.45' RT	Rte. 234 CBL
3	239+85.71	109.81' RT	Rte. 234 CBL
3	236+79.02	307.79' LT	Rte. 234 CBL
3	237+09.49	325.73' LT	Rte. 234 CBL
3	237+13.70	324.76' LT	Rte. 234 CBL
4	229+40.95	657.97' RT	Rte. 234 CBL
4	230+03.93	692.44' RT	Rte. 234 CBL
4	235+38.13	641.37' RT	Rte. 234 CBL
5	173+29.85	227.75' RT	Balls Ford Rd. CBL
5	177+15.57	251.29' RT	Balls Ford Rd. CBL
5	178+16.91	59.65' RT	Balls Ford Rd. CBL
5	180+56.48	67.06' RT	Balls Ford Rd. CBL
5	186+79.21	73.08' RT	Balls Ford Rd. CBL
5	187+05.03	98.9' RT	Balls Ford Rd. CBL
5	177+04.57	90.39' LT	Balls Ford Rd. CBL
5	177+57.79	63.75' RT	Balls Ford Rd. CBL
5	177+88.30	65.09' LT	Balls Ford Rd. CBL
5	180+58.83	62.52' LT	Balls Ford Rd. CBL
5	185+49.29	67.73' LT	Balls Ford Rd. CBL