

Transportation Plan

INTENT

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

The traffic congestion problems currently being experienced are a result, in part, of local and regional population and employment growth which has combined to stress the existing system beyond its capacity to handle traffic. The Transportation Plan presented herein proposes a multimodal program to address traffic congestion.

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

The components of the Transportation Plan are:

- Intent, Goals, Policies, and Action Strategies
- Thoroughfare Plan Map
- The Urban Transportation Roadway Composition Guidelines (Table 1)
- Recommended Right-of-Way Widths (Chart 1)
- The Transit Improvement Plan (Figure 1)
- The Nonmotorized Transportation Plan (Tables 2 and 3)

The key components of the Transportation Plan are the Thoroughfare Plan Map, the Urban Transportation Roadway Composition Guidelines, and the Transit Improvement Plan which will help meet the transportation needs of existing and future development. The roadway guidelines (Table 1) and recommended roadway widths (Chart 1) will be used to judge, in part, a project's conformance to this Transportation Plan. Any deviation from Table 1 or Chart 1 must be justified by a traffic impact analysis.

GOAL, POLICIES, AND ACTION STRATEGIES

These goals, policies, and action strategies of the Transportation Plan shall be used in conjunction with the preceding components of this chapter for the planning and development of Prince William County's transportation system.

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Table 1 Roadway Functional Classification/Composition Guidelines¹

Classification	Freeways/Interstate (FI)	Principal Arterials (PA)	Parkways (PW)	Minor Arterials (MA)	Major Collectors (MC)	Minor Collectors
1. Function	Thru-traffic only, interregional movement	Thru-traffic only intercounty and city movement	Scenic Urban Linear Parks allowing major traffic movement	Intracounty circulation and neighborhood boundary designators	Distribute local traffic and some property access	Property access; intraneighborhood circulation
2. Access: Intersections	Interchanges 1 mile minimum in urban areas, 3-4 miles in rural areas	1100 feet, 900 feet minimum	1100 feet, 900 feet minimum	900 feet, 700 feet minimum	800 feet, 650 feet minimum	700 feet, 600 feet minimum
Curb Cuts	Prohibited if limited access	Discouraged	Prohibited	Discouraged	350 feet	350 feet
3. Typical Lane Configuration	N/A	Each direction - 3 thru-lanes, protected left, channelized right	Each direction - 3 thru lanes, protected left, right deceleration	Each direction - 2 thru lanes, protected left, right deceleration	Each direction - 2 thru lanes, protected left	Each direction - 1 thru lane, 1 parking lane
4. Lane Average: Urban	4 to 8 lanes	4 to 8 lanes	4 to 6 lanes	4 to 6 lanes	4 lanes	2 lanes
5. Average Length	No limit	No limit	No limit	5-10 miles	2-5 miles	1-2 miles
6. R.O.W. Average ² Urban	300 feet	146 feet	146 feet	116 feet	92 feet	60 feet
Rural	250 feet	160 feet	160 feet	102 feet	102 feet	60 feet
7. Design Speed	70 mph	60 mph	60 mph	50 mph	45 mph	40 mph
8. Parallel Spacing	N/A	2-4 miles average	If parallel arterial exists, trucks prohibited	1/2 - 1 mile average	1/2 - 1/4 mile average	1/4 mile average
9. Transit	Potential for HOV lanes or transit corridor	Potential for HOV lanes or transit corridor	Potential for transit corridor	Potential for transit corridor & bus turn-offs (15 x 60 feet plus 200-foot tapers at arterial intersections)	Potential for transit corridor & bus turn-offs (15 x 60 feet plus 100-foot tapers at arterial intersections)	Potential for local bus service
10. Bike and Pedestrian Trails	N/A	Class I	Class I	Class I and II	Class I and II	Class III, with sidewalks

NOTES:

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

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

TR-POLICY 1: IMPROVE SERVICE LEVELS OF ALL TRANSPORTATION MODES THROUGHOUT THE COUNTY.

ROAD ACTION STRATEGIES:

- R1.1.** Plan roadways to operate at a level of service LOS) "D"¹ or better. Monitor the County road system's operation in order to project when arterials, collectors, and intersections will reach LOS "D."
- R1.2.** During the rezoning and special use permit processes, require the applicant to set forth techniques to maintain LOS "D" for those intersections and roadway sections which would otherwise have their levels of service lowered below LOS "D" by the traffic impacts of the requested development. Background traffic shall also be considered. However, and unless voluntarily proffered by the applicant, do not mandate that the applicant implement the identified techniques since such mandate would be contrary to Virginia law.
- R1.3.** During the rezoning and special use permit processes, require that the applicant set forth techniques to maintain existing LOS for those intersections and roadway segments already operating below LOS "D" and which would be further reduced by the traffic impacts of the requested development. Background traffic shall also be considered. However, and unless voluntarily proffered by the applicant, do not mandate that the applicant implement the identified techniques since such mandate would be contrary to Virginia law.
- R1.4.** Ensure that road standards in the County's DCSM (DCSM) are consistent with the revised standards in Table 1, where appropriate.
- R1.5.** Promote the use of these revised DCSM standards mentioned in AS R1.4. for rezonings and special use permits.
- R1.6.** Obtain ultimate right-of-way as soon as possible for each road designated in the Thoroughfare Plan, to minimize future right-of-way cost.

¹ LOS D borders on a range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progressions, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.

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- R1.7. Develop an adequate model of the County transportation system which can produce an LOS map for all roads in this plan. Update the map annually for inclusion in this plan.
- R1.8. Minimize shoulder drop-off for existing rural roads through the Capital Improvements Program (CIP) and/or development-financed improvements and paving. These improvements would occur as part of rezonings and special use permits, as well as site/subdivision plan approval and implementation.
- R1.9. Review road accident data annually. Make road safety improvements a consideration in determining the priorities for upgrading existing roads. Consider changes in the DCSM where appropriate design changes could reduce accident rates.
- R1.10. Develop a County Transportation Congestion Management (TCM) Plan in coordination with the Metropolitan Washington Council of Governments (MWCOG).

NONMOTORIZED ACTION STRATEGIES:

- N1.1. Encourage a safe and continuous system of sidewalks, bike lanes, or trails within the right-of-way of new and existing parkways, arterials, and collector roads.
- N1.2. Plan and promote the development of pedestrian/bike-compatible roadway facilities for all new parkways, arterials, and collector roads within the rights-of-way.
- N1.3. Install pedestrian crosswalks and control of traffic signals at intersections near and in commercial areas.
- N1.4. Encourage the development and operation of remote work centers (telecommuting) in both the I-95 and I-66 corridors.

TRANSIT ACTION STRATEGIES:

- T1.1. Plan for greater emphasis on transit within the Development Area, as reflected by the Long-Range Land Use Plan Map.
- T1.2. Encourage land developments adjacent to future transit corridors, as reflected by the Transit Improvement Plan (Figure 1), to develop in a transit-compatible manner.
- T1.3. Require that all new public arterial and major collector road designs are transit-compatible, in accordance with the Roadway Functional Classification/Composition Guidelines (Table 1).

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- T1.4.** Emphasize paratransit programs, such as Rideshare and Vanpool, as an alternative form of transportation.

TR-POLICY 2: PROMOTE NEW METHODS OF INCREASING THE CAPACITY OF THE EXISTING TRANSPORTATION SYSTEM IN ADDITION TO EXPANDING FACILITIES.

ROAD ACTION STRATEGIES:

- R2.1.** Pursue increased federal and state funding for the construction of permanent high-occupancy vehicle (HOV) facilities on I-66 and to hasten the extension of VDOT's I-66 median HOV lane installation.
- R2.2.** Develop a County Transportation Demand Management Plan (TDMP) reflecting density/intensity credits for transit, flex time, and other TDMP techniques in order to reduce peak-hour trips.
- R2.3.** Replace at-grade railroad crossings with grade-separated crossings at all principal and minor arterials which operate at LOS "F."²
- R2.4.** Promote the use of grade-separated interchanges at intersections planned to be six or more through lanes and which are forecast to operate below LOS "D."
- R2.5.** Encourage the coordination and optimization of traffic signal timing, including but not limited to protected right-turn arrows, at all signalized intersections.
- R2.6.** Identify opportunities to create reversible lanes as a cost-effective alternative on roads serving heavy volumes of traffic in different directions at different times of the day.
- R2.7.** Promote the use of double left and right-turn lanes at signalized intersections operating at LOS "D" or worse.

NONMOTORIZED ACTION STRATEGY:

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

² LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.

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TRANSIT ACTION STRATEGIES:

- T2.1.** Develop a Long-Range Transportation Plan, incorporating multimodal transportation facilities consistent with the Long-Range Land Use Plan Map.
- T2.2.** Develop a Long-Range Mass Transit Plan consistent with the Long-Range Land Use Plan Map.
- T2.3.** Promote an efficiently designed feeder network to commuter rail stations and other transit centers.
- T2.5** Develop commuter lots at or near entrances to HOV lanes.
- T2.6** Analyze the possible extension of morning and evening hours of the HOV lane on I-95.

TR-POLICY 3: MINIMIZE THE ADVERSE IMPACTS OF THE TRANSPORTATION SYSTEM ON THE COUNTY'S ENVIRONMENTAL AND CULTURAL RESOURCES.

ROAD ACTION STRATEGIES:

- R3.1.** Review new roadway improvement proposals so as to ensure that they consider historic, natural, and critical environmental features as set forth, in part, by the Environment Plan and the Cultural Resources Plan.
- R3.2.** Discourage uses that generate high levels of truck traffic along those roads which are designated by the Thoroughfare Plan Map as Parkways.
- R3.3.** To increase safety, make improvements to Route 28 (Nokesville Road) a priority in the next six-year road plan.

TRANSIT ACTION STRATEGY:

- T3.1.** Continue to promote the utilization of transit vehicles which are designed to reduce impacts on air quality and to reduce noise pollution.

NONMOTORIZED ACTION STRATEGY:

- N3.1.** Continue to promote the utilization of nonmotorized transportation facilities, such as pedestrian and bicycle facilities, which will reduce impacts on air quality.

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TR-POLICY 4: ENCOURAGE COMPATIBLE AND APPROPRIATE TRANSPORTATION FACILITIES TO GUIDE DEVELOPMENT INTO AREAS WHERE PUBLIC FACILITIES EXIST AND/OR TO AREAS WHERE NEW URBAN AND SUBURBAN DEVELOPMENT HAS BEEN TARGETED AS REFLECTED BY THE LONG-RANGE LAND USE PLAN MAP.

ROAD ACTION STRATEGY:

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

TRANSIT ACTION STRATEGIES:

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

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

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

T4.4 Encourage the provision of a right-turn lane pull-off for the bus/commuter passengers near appropriate major intersections along transit corridors. Provide shelters near such pull-offs.

NONMOTORIZED ACTION STRATEGY:

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

TR-POLICY 5: ENCOURAGE PLANNED TRANSPORTATION NETWORKS WHICH SUPPORT DESIGNATED TARGETED INDUSTRIES AND MAJOR ACTIVITY CENTERS.

ROAD ACTION STRATEGIES:

R5.1. Plan and promote the construction of roads consistent with the intent of the Comprehensive Plan when all other relevant Comprehensive Plan components have, on balance, been met.

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- R5.2. Plan and promote the construction of a system of arterials, as reflected in the Thoroughfare Plan Map, which will function as community boundaries and connectors to major activity centers.
- R5.3. Plan and promote access for customers and employees of targeted industries and major activity centers during all business hours.
- R5.4. Plan and promote access among major activity centers.
- R5.5. Plan and promote access between major activity centers, I-66, I-95, and Dulles and Ronald Reagan National Airports.
- R5.6. Plan and promote access between major activity centers and related industries and economic activity centers in Northern Virginia and the metropolitan area.
- R5.7. Consistent with state and federal law, pursue use of right-of-way to support appropriate telecommunications facilities where appropriate and consistent with other chapters of the Comprehensive Plan.

TRANSIT ACTION STRATEGIES:

- T5.1. Aggressively plan, market, and implement multipurpose transit centers which can integrate with private development and improve the marketability of higher density land use centers.
- T5.2. Aggressively market and monitor the placement of Rideshare lots in commercial centers.

NONMOTORIZED ACTION STRATEGY:

- N5.1. Strongly encourage private commercial/employment-oriented development to provide bicyclists and pedestrians with necessary support systems, such as bicycle racks and lockers.

TR-POLICY 6: EXPLORE AND PROMOTE INNOVATIVE MECHANISMS OF FUNDING TRANSPORTATION SYSTEM IMPROVEMENTS.

ROAD ACTION STRATEGIES:

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

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

TRANSIT ACTION STRATEGY:

- T6.1.** Establish criteria for acquiring voluntary transit and Rideshare improvements as part of development along the Transit Improvement Plan (Figure 1).

NONMOTORIZED ACTION STRATEGIES:

- N6.1.** Research and apply for all available state and federal assistance in developing a bicycle and pedestrian transportation network.
- N6.2.** Continue a neighborhood trails maintenance program, whereby homeowner associations can fund the upkeep of trails traversing their areas.

TR-POLICY 7: PROMOTE AND COORDINATE WITH AREA LOCAL GOVERNMENTS, REGIONAL AND FEDERAL AGENCIES, VDOT, AND THE PRIVATE SECTOR ON TRANSPORTATION ISSUES AND THE DEVELOPMENT OF NEW FACILITIES.

ROAD ACTION STRATEGY:

- R7.1.** Continue to communicate and participate with all relevant local, state, and federal transportation planning organizations.

TRANSIT ACTION STRATEGY:

- T7.1** Promote commuter facilities (such as sheltered bus stops) in single-family and/or townhouse residential developments of more than 100 acres and/or in multifamily residential developments of more than 250 units.
- T7.3** Promote protected access to public transit stops and employer-established and -funded ridesharing programs for new large nonresidential development, to implement transportation management plans.

NONMOTORIZED ACTION STRATEGY:

- N7.1.** Continue to aggressively pursue extension of the Prince William County Park Authority Trails Plan. Expand upon this plan as reflected by TR-Policy 4, Nonmotorized Action Strategy N4.1.

TR-POLICY 8: APPLY THE APPROPRIATE COMBINATION OF THE FOLLOWING ACTION STRATEGIES FOR THOSE ROADWAYS IDENTIFIED IN CHART 1 AS (""), WHERE CONVENTIONAL ROAD WIDENING IS NOT POSSIBLE.**

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- T1.5.** Emphasize paratransit programs, such as Rideshare and Vanpool, as an alternative form of transportation.
- R1.10.** Develop a County TCM Plan in coordination with MWCOG.
- R2.2.** Develop a County TDMP, including density/intensity credits for transit, flex time, and other TDMP techniques, in order to reduce peak-hour trips.
- T2.4.** Promote an efficiently designed bus feeder network to commuter rail stations and other transit centers.
- T4.2.** Plan for and develop transit and paratransit-related facilities to accommodate and encourage the use of alternatives to the automobile, including commuter rail stations, multipurpose transit centers, commuter parking lots, and bus stops.
- N4.1.** Assure that pedestrian and bicycle facilities, including trails, bicycle racks, and lockers, are available to all transit facilities.
- T5.2.** Aggressively market and monitor the placement of Rideshare lots in commercial centers.
- T6.1.** Establish criteria for acquiring voluntary transit and Rideshare improvements as part of development along the Transit Improvement Plan.

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Chart 1: Recommended Right-of-Way Widths

(Road numbers correspond to the Thoroughfare Plan Map/Legend and Thoroughfare Plan Summary)

Chart 1³ identifies specific rights-of-way for each roadway presented in the Thoroughfare Plan Map. The rights-of-way included in Chart 1 are intended to satisfy the ultimate design of each roadway, as specified in the Urban Transportation Roadway Composition Guidelines (Table 1) and the County's DCSM.

These Action Strategies should be required on the following roadways in order to address issues of inadequate roadway capacity

- *FI-1) I-95
- *FI-2) I-66 (Route 29 to Fairfax County)
- *PA-9) U.S. 1 (Fairfax County to Opitz Boulevard)
- *PW-4) Lee Highway (Route 234 By-pass to Fairfax County)*
- *MA-6) Fleetwood Drive (Aden Road to Fauquier County)*
- *MA-20) Old Bridge Road (Minnieville Road to Route 123)
- *MC-17) Hillendale Drive (Prince William Parkway to Dale Boulevard)
- *MC-18) Lake Jackson Drive (Route 234 to Manassas)
- *MC-19) Longview Drive/Montgomery Avenue
- *MC-22) Occoquan Road

³ Although Chart 1 identifies proposed right-of-way widths, the exact right-of-way requirements and roadway alignments may vary depending on the final design and (or) the number of lanes proposed for each roadway. In addition, and where County-approved functional plans, centerline studies, or engineering plans indicating the ultimate roadway designs and alignments exist, the typical sections presented on those plans should be used if they require greater right-of-way than what is identified below. Additionally, in some instances, existing or potential vehicular demand in certain roadway corridors is so great that conventional roadway widenings will not satisfy the demand. In those cases, the approach to addressing such issues is outlined in TR-Policy 8 which provides a consolidation of Action Strategies from other portions of this chapter to specifically address the issue of roadways operating below level of service (LOS) "D."

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

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Western Transportation Study Corridor Area

The Western Transportation Study Corridor (shown on the Thoroughfare Plan Map) covers an area, approximately 0.9-mile wide, from Stafford County through Prince William County to Loudoun and Fauquier counties. The study corridor is the product of a Virginia Department of Transportation Major Investment Study (MIS), which focused on the need for additional transportation improvements in a study area that encompassed most of Prince William County and parts of Stafford, Fauquier, and Loudoun counties.

The corridor has been approved by the Commonwealth Transportation Board for further study. As funding becomes available, VDOT is expected to produce the next phase of the study, the Environmental Impact Statement (EIS). The EIS will identify a recommended right-of-way location to be considered for future construction of the Western Corridor Roadway. The right-of-way for this road could be as wide as 450'.

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THOROUGHFARE PLAN SUMMARY

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FACILITY	THOROUGHFARE PLAN MAP NUMBER	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION	TYPICAL RIGHT-OF-WAY	RECOMMENDED NUMBER OF LANES	ADJACENT TRAIL	TRAIL CLASS AND LOCATION
I-95	FI-1	Fairfax Co. to Rt. 234	Freeway/Interstate	450'/variable	6 SOV/2 HOV	No	N/A
I-95	FI-1	Rt. 234 to Stafford Co.	Freeway/Interstate	450'/variable	6 SOV	No	N/A
I-66	FI-2	Fairfax Co. to Rt. 29	Freeway/Interstate	275'/Variable	6 SOV/2 HOV	No	N/A
I-66	FI-2	Rt. 29 to Rt. 15	Freeway/Interstate	275'/Variable	4 SOV/2 HOV	No	N/A
I-66	FI-2	Rt. 15 to Fauquier Co.	Freeway/Interstate	275'/variable	4 SOV	No	N/A
Centreville Road (Rt. 28)	PA-1	Fairfax Co. to Manassas	Principal Arterial	116'	4 w/ median	Yes	Class I/North
Nokesville Road (Rt. 28)	PA-1	Manassas to Vint Hill Rd.	Principal Arterial	146'	6 w/ median	Yes	Class I/South
Nokesville Road (Rt. 28)	PA-1	Vint Hill Rd. to Fauquier Co.	Principal Arterial	160'	4 w/ median	Yes	Class I/South
Dumfries Road (Rt. 234)	PA-2	U.S. 1 to Country Club Dr.	Principal Arterial	160'	6 w/ median	Yes	Class I/South
Dumfries Road (Rt. 234)	PA-2	Country Club Dr. to Manassas	Principal Arterial	160	4 w/ median	Yes	Class I/South
Gordon Boulevard (Rt. 123)	PA-3	U.S. 1 to Fairfax Co.	Principal Arterial	120'	6 w/ median	Yes	Class I/East
Lee Highway (Rt. 29)	PA-4	Fauquier Co. to Rt. 234 Bypass	Principal Arterial	160'	6 w/ median	Yes	Class I/South
Potomac Parkway	PA-5	U.S. 1 to Cherry Hill Spine Rd.	Principal Arterial	160'	4 w/ median	Yes	Class I/South
Route 234 Bypass (North)	PA-6	Rt. 29 to Loudoun Co.	Principal Arterial	220'	4 w/ median	Yes	Class I/East
Route 234 Bypass	PA-7	Rt. 234 to Rt. 29	Principal Arterial	180' to 220'/variable	4 w/ median	Yes	Class I/East
Sudley Road (Rt. 234)	PA-8	Manassas to I-66	Principal Arterial	160'	6 w/ median	Yes	Class I/North
U.S. 1	PA-9	Fairfax Co. to Stafford Co.	Principal Arterial	125'	6 w/ median	Yes	Class I/West
James Madison Highway (Rt. 15)	PW-1	Rt. 29 to Loudoun Co.	Parkway	160' - 174'	4 w/ median	Yes	Class I/East
Prince William Parkway	PW -2	U.S. 1 to Homer Rd.	Parkway	120' minimum	4 w/ median	Yes	Class I/North
Prince William Parkway	PW-2	Homer Rd. to Hoadly Rd.	Parkway	120' minimum	6 w median	Yes	Class I/North
Prince William Parkway	PW -2	Hoadly Rd. to Manassas	Parkway	160'	4 w/ median	Yes	Class I/North
Tri-County Parkway/ Rt. 28 By-pass	PW-3	Rt. 234 to Fairfax Co.	Parkway	200'	6 w/ median	Yes	Class I/North
Artemus Road	MA-1	Rt. 15 to Rt. 234 Bypass (North)	Minor Arterial	116'	4 w/median	Yes	Class I/South
Balls Ford Road	MA-2	Rt. 234 to Wellington Rd.	Minor Arterial	116'	4 w/ median	Yes	Class I/South
Benita Fitzgerald Drive	MA-3	Dale Blvd. to Cardinal Dr	Minor Arterial	110'	6 w/ median	Yes	Class I/West
Cardinal Drive	MA-4	U.S. 1 to Minnieville Rd.	Minor Arterial	92' - 116'	4 w/ median	Yes	Class I/South
Cherry Hill Spine Road	MA-5	Congressional Way to end	Minor Arterial	116'	4 w/ median	Yes	Class I/West

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FACILITY	THOROUGHFARE PLAN MAP NUMBER	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION	TYPICAL RIGHT-OF-WAY	RECOMMENDED NUMBER OF LANES	ADJACENT TRAIL	TRAIL CLASS AND LOCATION
Dale Boulevard	MA-6	U.S. 1 to I-95	Minor Arterial	155'-180'	4 w/ median	Yes	Class I/South
Dale Boulevard	MA-6	I-95 to Benita Fitzgerald Dr.	Minor Arterial	180'/variable	6 w/ median	Yes	Class I/South
Dale Boulevard	MA-6	Benita Fitzgerald Dr. to Hoadly Rd.	Minor Arterial	110'-160'/variable	4 w/ median	Yes	Class I/South
Fleetwood Drive	MA-7	Aden Rd. to Fauquier Co.	Minor Arterial	60'	2	Yes	Class III
Gideon Drive	MA-8	Dale Blvd. to Smoketown Rd.	Minor Arterial	120'/variable	6 w/ median	No	N/A
Glenkirk Road Realigned	MA-9	University Dr. to Vint Hill Rd.	Minor Arterial	116'	4 w/ median	Yes	Class I/South
Haymarket Bypass	MA-10	Rt. 29 to Rt. 15	Minor Arterial	116'	4 w/ median	No	N/A
Heathcote Boulevard	MA-11	Rt. 29 to Rt. 15	Minor Arterial	116'	4 w/ median	No	N/A
Hoadly Road	MA-12	Prince William Pkwy. to Rt. 234	Minor Arterial	110'	4 w/ median	Yes	Class II
Homer Road	MA-13	Minnieville Rd. to Rt. 123	Minor Arterial	120'	4 w/ median	Yes	Class I/South
John Marshall Highway (Rt. 55)	MA-14	Rt. 29 to Thoroughfare Rd.	Minor Arterial	116'	4 w/ median	Yes	Class I/North
Liberia Avenue Extended	MA-15	Prince William Pkwy. to Rt. 234	Minor Arterial	116'	4 w/ median	Yes	Class I/East
Linton Hall Road (Rt. 619)	MA-16	Rt. 29 to Glenkirk Rd.	Minor Arterial	116'	6 w/ median	Yes	Class I/South
Linton Hall Road (Rt. 619)	MA-16	Glenkirk Rd. to Rt. 28	Minor Arterial	116'	4 w/ median	Yes	Class I/South
Bristow Road (Rt. 619)	MA-16	Rt. 28 to Rt. 234	Minor Arterial	102'	4 w/ median	Yes	Class I/South
Minnieville Road	MA-17	Old Bridge Rd. to Homer Rd.	Minor Arterial	116'	4 w/ median	Yes	Class I/West
Minnieville Road	MA-17	Homer Rd. to Cardinal Dr.	Minor Arterial	116'	6 w/ median	Yes	Class I/West
Minnieville Road	MA-17	Cardinal Dr. to Rt. 234	Minor Arterial	116'	4 w/ median	Yes	Class I/West
Neabco Mills Road	MA-18	U.S. 1 to Opitz Blvd.	Minor Arterial	116'	4 w/ median	Yes	Class I/West
New Cherry Hill Road	MA-19	U.S. 1 to Congressional Way	Minor Arterial	110'	4 w/ median	Yes	Class I/South
North/South Connector	MA-20	University Dr. to Wellington Rd.	Minor Arterial	116'	4 w/ median	Yes	Class I/East
Old Bridge Road	MA-21	Rt. 123 to Minnieville Rd.	Minor Arterial	120'	6 w/ median	Yes	Class I/North
Purcell Road	MA-22	Hoadly Rd. to Rt. 234	Minor Arterial	116'	4 w/ median	Yes	Class I/South
Smoketown Road/Opitz Boulevard	MA-23	Minnieville Rd. to U.S. 1	Minor Arterial	110'	6 w/ median	Yes	Class I/South
Spriggs Road	MA-24	Hoadly Rd. to Rt. 234	Minor Arterial	110'	4 w/ median	Yes	Class I/East
Sudley Manor Drive	MA-25	Rt. 234 to Ashton Ave.	Minor Arterial	110'	6 w/ median	Yes	Class I/North
Sudley Manor Drive	MA-25	Ashton Ave. to Vint Hill Rd.	Minor Arterial	110'	4 w/ median	Yes	Class I/North
Sudley Road (Rt. 234)	MA-26	Rt. 15 to Manassas National Battlefield Park	Minor Arterial	120'	4 w/ median	Yes	Class I/North
Summit School Road/Realigned Telegraph Road	MA-27	Minnieville Rd. to Horner Rd.	Minor Arterial	110'	6 w/ median	Yes	Class I/East
Telegraph Road	MA-27	Horner Rd. to Opitz Blvd.	Minor Arterial	110'	4 w/ median	Yes	Class I/East

Transportation Plan

FACILITY	THOROUGHFARE PLAN MAP NUMBER	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION	TYPICAL RIGHT-OF-WAY	RECOMMENDED NUMBER OF LANES	ADJACENT TRAIL	TRAIL CLASS AND LOCATION
University Boulevard	MA-28	Godwin Dr. to Rt. 29	Minor Arterial	116'	4 w/ median	Yes	Class I/South
Van Buren Road (North)	MA-29	Rt. 234 to Cardinal Dr.	Minor Arterial	116'	4 w/ median	Yes	Class I/West
Vint Hill Road	MA-30	Rt. 28 to Fauquier Co.	Minor Arterial	102'	4 w/ median	Yes	Class II
Wellington Road	MA-31	Godwin Dr. to Rt. 29	Minor Arterial	116'	4 w/ median	No	N/A
Aden Road	MC-1	Rt. 234 to Rt. 28	Major Collector	102'	4 w/ median	Yes	Class II
Ashton Avenue	MC-2	Godwin Dr. to Balls Ford Rd.	Major Collector	110'	4 w/ median	No	N/A
Balls Ford Road	MC-3	Rt. 234 to Coppermine Dr.	Major Collector	92'	4 w/ median	No	N/A
Bethlehem Road/ Hornbaker Road	MC-4	Rt.28 to Rt. 234 Bypass	Major Collector	92'	4 w/ median	No	N/A
Blackburn Road	MC-5	U.S. 1 to Featherstone Rd.	Major Collector	existing/variable	2	No	N/A
Catharpin Road	MC-6	Rt. 55 to Heathcote Blvd.	Major Collector	110'	4 w/ median	Yes	Class I/West
Cloverhill Road	MC-7	Rt. 234 Bypass to Airport	Major Collector	110'	4 w/ median	Yes	Class I/North
Cockpit Point Connector	MC-8	Cockpit Point to Congressional Way	Major Collector	92'	4 w/ median	No	N/A
Davis Ford Road	MC-9	Prince William Pkwy. to Yates Ford Rd.	Major Collector	102'	4 w/ median	No	N/A
Devlin Road	MC-10	Linton Hall Rd. to Wellington Rd.	Major Collector	92'	4 w/ median	No	N/A
Fauquier Drive	MC-11	Rt. 28 to Fauquier Co.	Major Collector	60'	2	No	N/A
Featherstone Road	MC-12	U.S. 1 to Farm Creek Dr.	Major Collector	68'	4 undivided	Yes	Class I/North
Fitzwater Drive	MC-13	Aden Rd. to Rt. 28	Major Collector	60'	2	Yes	Class III
Groveton Road	MC-14	Balls Ford Rd. to Pagecland Ln.	Major Collector	102'	4 w/ median	No	N/A
Gum Springs Road	MC-15	Rt. 234 to Loudoun Co.	Major Collector	102'	4 w/ median	Yes	Class I/East
Hillendale Drive	MC-16	Dale Blvd. to Prince William Pkwy.	Major Collector	70'-90'/variable	2	No	N/A
Lake Jackson Drive	MC-17	Rt. 234 to Manassas	Major Collector	70'	2	Yes	Class II
Longview Drive/ Montgomery Avenue	MC-18	Opitz Blvd. to Proposed Prince William Pkwy.	Major Collector	60'	2	No	N/A
Lucasville Road	MC-19	Manassas to Bristow Rd.	Major Collector	102'	4 w/ median	Yes	Class II
Neabsco Road	MC-20	U.S. 1 to end	Major Collector	110'	4 w/ median	Yes	Class I/South
Ocoquan Road	MC-21	Old Bridge Rd. to U.S. 1	Major Collector	existing/variable	4 undivided	No	N/A
Old Carolina Road	MC-22	Rt. 15 to Rt. 29	Major Collector	92'	4 w/ median	No	N/A
Old Centreville Road	MC-23	Rt. 28 to Fairfax Co.	Major Collector	92'	4 w/ median	No	N/A
Pagecland Lane	MC-24	Groveton Rd. to Rt. 234	Major Collector	60'	2	No	N/A
Powells Creek Boulevard	MC-25	U.S. 1 to River Ridge Blvd.	Major Collector	90'-110'/variable	4 w/ median	No	N/A

Transportation Plan

FACILITY	THOROUGHFARE PLAN MAP NUMBER	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION	TYPICAL RIGHT-OF-WAY	RECOMMENDED NUMBER OF LANES	ADJACENT TRAIL	TRAIL CLASS AND LOCATION
Purcell Road (East)	MC-26	Prince William Pkwy. to Purcell Rd.	Major Collector	102'	4 w/ median	No	N/A
Ridgefield Road	MC-27	Dale Blvd. to Prince William Pkwy.	Major Collector	110'	4 w/ median	Yes	Class I/East
Rippon Boulevard/ Farm Creek Drive	MC-28	U.S. 1 to Featherstone Rd.	Major Collector	110'	4 w/ median	Yes	Class I/South
River Ridge Boulevard	MC-29	U.S. 1 to Wayside Dr.	Major Collector	90'-110'	4 w/ median & 2	No	N/A
Rixlew Lane	MC-30	Rt. 234 to Wellington Rd.	Major Collector	110'	4 w/ median/ undivided	No	N/A
Route 29 Parallel Road	MC-31	Carver Rd. to Haymarket By-pass	Major Collector	110'	4 w/ median	Yes	Class I/South
Signal Hill Road	MC-32	Liberia Ave. to Signal View Dr.	Major Collector	68'	4 undivided	Yes	Class III
Signal View Drive	MC-33	Manassas Park to Signal Hill Rd.	Major Collector	100'	4 w/ median	Yes	Class II
Smoketown Road (North of Old Bridge Road)	MC-34	Old Bridge Road to Griffith Ave.	Major Collector	110'	4 w/ median	No	N/A
Springwoods Drive	MC-35	Old Bridge Road to end	Major Collector	100'	4 w/ median	Yes	Class II
Telegraph Road	MC-36	Minnieville Road to Summit School Rd.	Major Collector	92'	4 w/ median	No	N/A
Waterfall Road	MC-37	Rt. 15 to Mill Creek Rd	Major Collector	102'	4 w/ median	Yes	Class III
Waterway Drive	MC-38	Rt. 234 to Cardinal Dr.	Major Collector	110'	4 w/ median	Yes	Class I/East
Wayside Drive	MC-39	U.S. 1 to Congressional Way	Major Collector	90'-110'	4 w/ median	No	N/A
Wellington Station Road	MC-40	University Dr. to Wellington Rd.	Major Collector	92'	4 w/ median	Yes	Class I/West
Williamson Boulevard	MC-41	Portsmouth Rd. to Rt. 234	Major Collector	90'	4 w/ median	Yes	Class III
Yates Ford Road	MC-42	Fairfax Co. to Prince William Pkwy.	Major Collector	100'	4 w/ median	Yes	Class II

Transportation Plan

Freeways/Interstates

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

FI-1) I-95 (450' minimum/variable)* - First identified in the 1982 Comprehensive Plan, reversible High Occupancy Vehicle (HOV 3+) lanes were completed from the Occoquan River to Quantico Creek, south of Route 234, in 1997. The extension of the HOV lanes from Quantico Creek to Stafford County is also under study.

FI-2) I-66 (Fauquier County to Fairfax County)* (275' minimum/variable) - Installation of permanent HOV facilities is proposed between Fairfax County and Gainesville. Construction of a concurrent peak-period median HOV lane and a fourth general-purpose lane between Fairfax County and Route 234 was completed in 1997. The median lane is restricted to HOV-2 occupants eastbound during the morning peak period and westbound during the evening peak period. The ramps serving the Route 234 traffic to and from the east are also being upgraded with this project. The extension of the additional median HOV lane, and additional multipurpose lane from Route 234 to Route 29 and the reconfiguration of the Route 29 interchange are currently being engineered. Extension of the median HOV lane from Route 29 to Route 15 is also in design stages. A Major Investment Study (MIS) is currently underway. This study will identify long-range transportation investment strategies for improvements in the I-66 corridor in Prince William and Fairfax Counties. It is recommended that if the Board of County Supervisors approves the recommendations of the MIS, those recommendations be included in this plan.

Principal Arterials

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

PA-1) Centreville Road/Nokesville Road (Fairfax to Manassas) (116') (Manassas to Vint Hill Road) (146') (Vint Hill Road to Fauquier County) (160') - Traffic volumes on this roadway are predicted to increase as development occurs in the Cities of Manassas and Manassas Park and along the Route 234 By-pass corridor. A grade-separated interchange was constructed at the 234 By-pass. The recommended right-of-way corresponds with the MA-1, PA-1, and PA-2 standard typical sections provided within the County's DCSM. A standard principal arterial typical section is not recommended between Fairfax County and the City of Manassas because of the extent and nature of existing development. A functional plan has been developed for this road.

Transportation Plan

PA-2) Dumfries Road (Route 234) (160') - This existing east/west arterial is presently under engineering and right-of-way acquisition by VDOT. The section between Country Club Drive and I-95 has been widened to a six-lane divided roadway. Final engineering is underway for upgrading the interchange with I-95; widening between I-95 and Route 1, and constructing a grade-separated interchange with Route 1. It is expected that this cross-County facility will carry heavy volumes of traffic from the residential developments in eastern Prince William County to the major employment centers located in the Manassas area and the Route 234 By-pass corridor. The recommended right-of-way corresponds with the standard typical section provided within the VDOT engineering plans for Route 234.

PA-3) Gordon Boulevard (Route 123) (U.S. 1 to Fairfax County) (120') - This facility leading into Fairfax County will continue to carry increased vehicular traffic. This road provides an important connection of Old Bridge Road and Route 1 to I-95 and is a route for eastern Prince William County residents to get to the employment areas in central Fairfax County as well as Fairfax City. This road has been widened to six lanes from Occoquan to Horner Road with an improved I-95 interchange providing access to the HOV lanes. Engineering of the proposed grade-separated interchange with Route 1 is currently underway. The recommended right-of-way corresponds with the standard typical section provided within the VDOT engineering plans for Route 123.

PA-4) Lee Highway (Route 29) (Fauquier County to Route 234 By-pass) (160') - This portion of Route 29 is located between Fauquier County and the Route 234 By-pass and is designated as one of the National Highway System high-priority corridors. The recommended right-of-way corresponds to existing right-of-way acquired for this road. A crossover study has been prepared to ensure adherence to appropriate access guidelines. A VDOT study of the alternatives to provide limited access highway upgrades and/or new alignments between the Town of Warrenton and Centreville in Fairfax County is presently ongoing. The reconfiguration of the Route 29/ I-66 interchange and possible grade separation of the existing Norfolk-Southern railroad, as it crosses Route 29, is being studied as part of the I-66 HOV engineering. Additionally, a grade-separated interchange is recommended at the Route 29/Gallerher Road/Linton Hall Road intersection. A recommended right-of-way will be determined by the study.

PA-5) Potomac Parkway (160') - This new facility will extend existing Route 234 east of U.S. 1. This extension will improve access to the Possum Point, Cockpit Point, and Cherry Hill areas, including the proposed Cherry Hill Virginia Railway Express station. The Cherry Hill Sector Plan recommends this proposed roadway to be a controlled access facility. The recommended right-of-way corresponds with the PA-2 standard typical section provided within the County's DCSM.

Transportation Plan

PA-6) Route 234 By-pass (North) (220') - This roadway is a continuation of the Route 234 By-pass from I-66 to Loudoun County. The extension of the Route 234 By-pass is planned to relieve Route 15, Route 29, and existing Route 234. Its main function will be to service traffic between Prince William County and the Dulles Airport corridor in Loudoun County, and related areas in Fairfax County. However, further study should be performed in order to set an exact alignment that satisfies both Prince William County and Loudoun County. The recommended right-of-way corresponds with the typical section provided within the VDOT functional plan.

PA-7) Route 234 By-pass (180' to 220'/variable) - The By-pass will ultimately be a limited access road between Route 234, near Brentsville Road, and I-66. This road has remained in the Comprehensive Plan since 1982. Construction of the By-pass between I-66 and Route 28 was completed in fall 1997. The initial construction provides grade-separated interchanges at I-66 and Route 28 with at-grade, signalized intersections at the intersecting arterials. The ultimate design anticipates future grade-separated interchanges at all intersections. The recommended right-of-way corresponds to the typical section provided within the VDOT engineering plans for this road.

PA-8) Sudley Road (Route 234) (Manassas to I-66) (160') - This existing road is located between the City of Manassas and I-66. It is the main commuter route for residents using I-66. Additionally, this road serves a large retail area of the County. The recommended right-of-way corresponds to existing right-of-way acquired for this road.

PA-9) U.S. 1 (Fairfax County to Stafford County - excluding the Town of Dumfries) (125')* - U.S. 1 currently functions as a principal arterial carrying local traffic and traffic bound for employment areas north of Prince William County. As I-95 gets more congested, traffic volumes will continue to increase on U.S. 1, and the need for grade-separated interchanges at Route 234, Dale Boulevard, and Route 123 will be present. VDOT recently conducted the Route 1 Corridor Study which defines the future road improvements necessary as future new development and redevelopment occur along this corridor. This study also assessed several multimodal improvement concepts within the corridor to determine a preferred investment strategy to match the characteristics of the differing segments from Stafford County to I-95/I-495. The recommended right-of-way corresponds to the adopted U.S. Route 1 Corridor Study typical section.

Transportation Plan

Parkways

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

PW-1) James Madison Highway (Route 15) (160' - 174') - This arterial supports major traffic flows to and through the Route 29/I-66 corridors. It is the only existing major road leading into Loudoun County and will continue to serve trips between Prince William County and Loudoun County. A grade separation is recommended for the existing Norfolk-Southern rail line on this road. The recommended right-of-way corresponds with the typical section provided within the VDOT functional plan for this road.

PW-2) Prince William Parkway (U.S. 1 to Horner Road) (120' minimum) (Horner Road to Hoadly Road) (120' minimum); (Hoadly Road to Manassas) (160') - This road has been constructed as six lanes from York Drive, east of I-95, to Minnieville Road and as four lanes from Minnieville Road to Liberia Avenue. It is designed to help facilitate the large volumes of traffic going to and coming from I-95 and to serve cross-County trips. With the expanded I-95 interchange at Horner Road, the Prince William Parkway functions to relieve most of the current road leading into I-95. An alignment east of Summerland Drive to Route 1 is proposed, taking the existing alignment of Longview Drive. The recommended right-of-way corresponds with the standard typical section provided within the County's engineering plans for this road.

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

Minor Arterials

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

MA-1) Artemus Road (116') - This minor arterial is planned to connect the Route 234 By-pass (North) to James Madison Highway. Its primary function would be to provide relief to I-66. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-2) Balls Ford Road (Route 234 to Wellington Road) (116') - This road is planned to ultimately have an interchange with the Route 234 By-pass. A major realignment of Balls Ford Road around the interchange area is proposed to connect this road to realigned Devlin Road. This interchange will provide access to the nearby existing and planned industrial areas. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.

Transportation Plan

MA-3) Benita Fitzgerald Drive (110') - Formerly named Willowdale Road and Benita Brown Boulevard, this proposed road was conceived in the Dale City Residential Planned Community (RPC) Plan. Its major function will be to distribute traffic generated in southeastern Dale City and the north sections of Montclair to Dale Boulevard, where it can proceed to I-95. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MA-4) Cardinal Drive (92' - 116') - A one-mile section of this road between Minnieville Road and Waterway Drive was upgraded to a four-lane facility in 1991. A major four-lane realignment between I-95 and U.S. 1 is currently under construction. Construction is partially funded by 1994 bonds and is expected to be completed by 1999. This proposed improvement will allow Cardinal Drive to intersect U.S. 1 directly across from Neabsco Road. The recommended right-of-way and alignment between Waterway Drive and I-95 correspond with the MC-1 and MA-1 standard typical section provided within the County's engineering plans for this road.

MA-5) Cherry Hill Spine Road (116') - This road was conceived in the Cherry Hill Sector Plan. It will provide access to both the residential and employment areas planned for the Cherry Hill peninsula. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-6) Dale Boulevard (U.S. 1 to I-95) (155' - 180') (I-95 to Benita Fitzgerald Drive) (180'/variable) (Benita Fitzgerald Drive to Hoadly Road) (110' - 160'/variable) - This arterial, located through the heart of Dale City, currently extends from I-95 to just east of Hoadly Road. Dale Boulevard provides residents of Dale City a direct route to I-95 and was constructed as a controlled-access facility. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MA-7) Fleetwood Drive (Aden Road to Fauquier County) (60') - Connecting eastern Fauquier and northern Stafford counties with Aden Road, this road will handle residential trips that would otherwise use Route 28 or I-95. Because of right-of-way constraints, it is planned to remain a two-lane road. The recommended right-of-way corresponds with the RM-1 standard typical section provided within the County's DCSM.

MA-8) Gideon Drive (120'/variable) - This existing road connects Smoketown Road with Dale Boulevard. It serves as the major access for such attractions as Potomac Mills and the Hylton Chapel. The recommended right-of-way corresponds to the existing right-of-way acquired for this roadway.

Transportation Plan

MA-9) Glenkirk Road Realigned (116') - This proposed road will connect Vint Hill Road with Linton Hall Road. Its construction will alleviate the need to widen existing Glenkirk Road. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A centerline study has been performed for this road.

MA-10) Haymarket By-pass (116') - Extending from Route 15 to Route 29, this new road will relieve traffic congestion on John Marshall Highway (Route 55) that results from residential trips generated in the area. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A centerline study has been developed for this road.

MA-11) Heathcote Boulevard (116') - Another new road proposed to parallel I-66 and John Marshall Highway (Route 55), it is planned to carry local residential traffic north of I-66 to the employment and commercial areas along Route 29 in Gainesville. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-12) Hoadly Road (110') - Hoadly Road is currently a four-lane, divided facility with paved shoulders, providing a Class II bike trail. This road provides an improved connection between Dumfries Road and the Prince William Parkway. The recommended right-of-way corresponds with the standard typical section provided within the VDOT engineering plans for this road.

MA-13) Horner Road (120') - As part of the Prince William Parkway project, this road was slightly realigned and upgraded to a four-lane, divided facility with a grade-separated interchange with the Parkway. The recommended right-of-way corresponds with the standard typical section provided within the County's engineering plans for the Prince William Parkway.

Transportation Plan

MA-14) John Marshall Highway (Route 55) (Route 29 to Thoroughfare Road - excluding the Town of Haymarket) (116') - This existing road is proposed for improvement in order to serve traffic generated in and attracted to the Gainesville/Haymarket area. Route 55 is planned to be realigned to existing Gallerher Road to intersect Route 29 at the planned realignment of Linton Hall Road (Route 619). Additionally, because of the attractiveness of proposed employment developments in western Prince William County, trips from central and northern Fauquier County may increase traffic volumes on this roadway. The recommended right-of-way corresponds with the PA-1 standard typical section provided within the County's DCSM. While this typical section suggests a right-of-way of 116' for the entire section of Route 55, the section of Route 55 leading into the eastern boundary of Haymarket will be transitioned down to a 92' right-of-way (MC-1 typical section) in order to provide a reasonable connection to the town's two-lane section of Route 55. The right-of-way transition most likely will begin at Tyler Elementary School and proceed westward to the town boundary. However, final engineering will determine the appropriate right-of-way transition lengths. Development of sites along Route 55 between the Haymarket and Route 29 should provide landscaping and streetscaping in keeping with the urban design plan established by Haymarket.

MA-15) Liberia Avenue Extended (116') - The current engineering plans for Liberia Avenue Extended indicates the extension of Liberia Avenue from Hastings Drive to the Route 234 By-pass at Brentsville Road. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. The approved plans for the grade-separated interchange with the Route 234 By-pass transitions Liberia Avenue from four lanes to the existing two-lane Brentsville Road. Construction of Liberia Avenue Extended between Hastings Drive and Route 234 will begin in 1998.

MA-16) Linton Hall Road (Route 29 to Route 28) (116') Bristow Road (Route 28 to Route 234) (102') - Traffic volumes could dramatically increase on this cross-County route, especially when approved development is constructed. The recommended right-of-way for Linton Hall Road corresponds with the MA-1 standard typical section provided within the County's DCSM. Preliminary engineering plans have been developed for Linton Hall Road. The recommended right-of-way for Bristow Road corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM. A functional plan has been developed for Bristow Road.

MA-17) Minnieville Road (Old Bridge Road to Route 234) (116') - This road was upgraded between Horner Road and Cardinal Drive to a six-lane facility. Minnieville Road will function to feed traffic into the Prince William Parkway and other east-west arterials. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

Transportation Plan

MA-18) Neabsco Mills Road (116') - This existing road, along with an extension north to Opitz Boulevard, is planned to handle local traffic generated by proposed employment centers to the east. This road, which parallels I-95 and U.S. 1, will function to relieve these two roads of local traffic as well as to provide improved emergency access to Potomac Hospital. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-19) New Cherry Hill Road (110') - This road is located on the Cherry Hill Peninsula and is intended to provide access for the Wayside residential development. A four-lane, divided roadway currently exists from U.S. 1 into the first of several phases of Wayside. This road will decrease the need to widen "old" Cherry Hill Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MA-20) North/South Connector (116') - This road was conceived in the Prince William Institute Sector Plan. It will function to provide access to the Prince William Campus of George Mason University from Wellington Road and University Drive. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-21) Old Bridge Road (Gordon Boulevard to Minnieville Road)* (Minnieville Road to Prince William Parkway) (120') - Currently, this road functions to feed traffic generated in Lake Ridge and the central sections of the County to I-95 and Gordon Boulevard. This road will continue to handle increased traffic volumes as the residential and retail components of Lake Ridge build out. Old Bridge Road has been widened to six lanes from Gordon Boulevard to Occoquan Road and is scheduled in 1998 to be widened to six lanes from Occoquan Road to Minnieville Road using 1994 bond funds. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MA-22) Purcell Road (116') - This proposed improvement provides an extension of Dale Boulevard and will help facilitate traffic coming from the Route 234 By-pass. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A functional plan has been developed for this road. The plan indicates that the west end of Purcell Road will be realigned to the south to improve the design of the roadway and its intersection with Route 234.

MA-23) Smoketown Road/Opitz Blvd. (Minnieville Road to U.S. 1) (110') - This road offers access to the densely developed commercial areas at and near Potomac Mills. Smoketown Road is a six-lane, divided roadway between Minnieville Road and I-95. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

Transportation Plan

MA-24) Spriggs Road (110') - This existing road provides an important connection between Dumfries Road and Hoadly Road. Additionally, it provides direct access to two existing schools and another high school currently under construction. A major realignment of Spriggs Road is proposed, to move its intersection with Route 234 west of its current alignment. The recommended right-of-way corresponds with the standard typical section provided within the functional plan for this road.

MA-25) Sudley Manor Drive (west of Route 234) (110') - This road is planned to extend from existing Sudley Manor Drive near Route 234 to Vint Hill Road. It is planned to ultimately have a grade-separated interchange with the Route 234 By-pass and, therefore, will help to relieve Route 28. The recommended right-of-way corresponds with existing right-of-way acquired for this road and the standard typical section provided within the VDOT engineering plans for the Route 234 By-pass.

MA-26) Sudley Road (Route 234) (Route 15 to Manassas National Battlefield Park) 120') - This existing road is located between the Manassas National Battlefield Park and Route 15. This section is not included in this plan. However, because of serious existing horizontal and vertical alignment concerns, the construction of turn lanes at the Route 234/Route 29 intersection is recommended. The recommended right-of-way corresponds to existing right-of-way acquired for this road.

MA-27) Summit School Road/Realigned Telegraph Road (110') - A major realignment of the section of this road, located between Lake Manor Drive at Minnieville Road and Horner Road, is planned based on proffered right-of-way and roadway construction. It is planned to carry trips generated in the adjoining employment areas. The Parkway Employment Center Sector Plan was completed in 1997 which better defines the relationship of the proposed land-uses and the roadway design and connections between Horner Road and Minnieville Road. The recommended right-of-way corresponds with the standard typical section provided within the VDOT functional plan.

MA-28) University Boulevard (116') - This new road is a modified version of a road suggested in the 1989 Linton Hall Road Comprehensive Plan Amendment. It extends from Route 29 east of Gainesville to Godwin Drive. It is planned to carry residential traffic from the Linton Hall/Sudley Manor areas to the planned employment areas at Innovation @ Prince William and Route 29. The section between Godwin Drive and the Route 234 By-pass was constructed with two lanes of the ultimate standard typical section to initially serve the Prince William campus of George Mason University and the ATCC development. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A centerline study has been developed for the section of this road between the Route 234 By-pass and Devlin Road.

Transportation Plan

MA-29) Van Buren Road (North) (116') - Paralleling I-95 and connecting with Benita Fitzgerald Boulevard, this road will function to take local trips off I-95. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM.

MA-30) Vint Hill Road (102') - This road, paralleling Linton Hall Road and connecting Fauquier County with Route 28, will provide relief to Linton Hall Road for traffic destined for the Route 28 employment areas. A realignment is planned to move Vint Hill Road west of its existing intersection with Route 28. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.

MA-31) Wellington Road (116') - This existing road is located between the City of Manassas and Route 29. With a grade-separated interchange at the Route 234 Bypass ultimately planned, this road will provide access to the existing and planned industrial developments along this corridor. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. The Virginia Gateway rezoning, at the Route 29 end of the corridor, proposes to realign and construct Wellington Road to intersect with realigned Linton Hall Road near Lakeview Drive. The section of Wellington Road between Rixlew Lane and Godwin Drive is currently being widened to four lanes. A functional plan has been developed for this road.

Major Collectors

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

MC-1) Aden Road (Route 234 to Route 28) (102') - Running mainly through areas planned as Agricultural or Estate (AE), this road will help feed traffic from northern Stafford and eastern Fauquier counties to the Route 28 and eastern Prince William County employment centers. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.

MC-2) Ashton Avenue (110') - Providing an alternative route for traffic otherwise using Sudley Road, this parallel road extends from Godwin Drive to Balls Ford Road. It is being constructed as part of the 1994 Bond Referendum; construction should begin in 1998. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

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

Transportation Plan

MC-4) Bethlehem Road/Hornbaker Road (Route 28 to Route 234 By-pass)

(92') - A realignment of the central section of this existing road was constructed as part of the Route 234 By-pass project. A realignment of the eastern portion of this road is also recommended. The roadway section between Balls Ford Road and the Route 234 By-pass is not proposed for widening in this plan. However, a two-lane realignment is proposed between Balls Ford Road and the Route 234 By-pass in order to straighten existing substandard curves. The recommended right-of-way corresponds with the MA-1 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.

MC-5) Blackburn Road (existing/variable)* - This is another road expected to continue distributing residential traffic to U.S. 1. The recommended right-of-way corresponds to the existing right-of-way acquired for this road.

MC-6) Catharpin Road (Route 55 to Heathcote Boulevard) (110') - This road will distribute residential traffic to the employment areas on Route 55 and Route 29. The recommended right-of-way corresponds with the centerline study performed for this road.

MC-7) Cloverhill Road (110') - This road will provide access to existing and proposed residential development and the Manassas Regional Airport, and distribute traffic from these areas to the Route 234 By-pass. The Route 234 By-pass engineering plans propose a grade-separated interchange for this road. The recommended right-of-way corresponds with a modified MC-1 standard typical section provided within the County's DCSM.

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

MC-9) Davis Ford Road (102') - This is an existing road, located between Hoadly Road and Yates Ford Road. Improvements to it are recommended because of future demand for east/west roads to distribute intercounty residential traffic from Prince William County to employment areas in Fairfax County. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.

MC-10) Devlin Road (92') - This existing two-lane road is planned to be realigned to intersect realigned Balls Ford Road at Wellington Road. It will provide a continuous facility to Linton Hall Road, offering a direct link into the Route 234 By-pass for residential areas planned and constructed on Linton Hall Road. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM. The Route 234 By-pass engineering plans identify the proposed northern realignment.

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MC-11) Fauquier Drive (60') - This existing road connects eastern Fauquier County to Route 28. Known as Dumfries Road in Fauquier County, it connects Route 29 with Route 28. Upgrading this road to a standard two-lane road is recommended. The recommended right-of-way corresponds with the RM-2 standard typical section provided within the County's DCSM.

MC-12) Featherstone Road (68') - Located east of U.S. 1, this existing road distributes residential and industrial traffic produced along this corridor. With the introduction of commuter rail and the possibility of high-speed rail along the Norfolk-Southern rail line, a grade-separated overpass/underpass and/or a connection of Veterans Drive to Dawson Beach Road may be necessary. The recommended right-of-way corresponds with the CI-1 standard typical section provided within the County's DCSM.

MC-13) Fitzwater Drive (60') - This existing road provides access to and circulates traffic to the commercial developments in Nokesville. Additionally, once upgraded, the western section of this road will provide an improved connection to Fauquier County. The recommended right-of-way corresponds with the RM-2 standard typical section provided within the County's DCSM. A standard major collector typical section is not recommended because of the extent and nature of existing development.

MC-14) Groveton Road (Balls Ford Road to Pageland Lane) (102') - This road connects the existing and planned industrial corridor along Balls Ford Road with Route 29. It also provides one of only three road overpasses of I-66 between Route 234 and the Route 234 By-pass. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM and Construction Standards Manual.

MC-15) Gum Springs Road (102') - This road leading into Loudoun County will become more important in distributing trips into the Gainesville and Fairfax County employment areas as Route 29 and I-66 become more congested. This existing two-lane road is located off Sudley Road, northwest of the Manassas National Battlefield Park. The recommended right-of-way corresponds with the MA-2/MC-2 standard typical section provided within the County's DCSM.

MC-16) Hillendale Drive (70 - 90' existing/variable)* - This existing two-lane road collects traffic generated in Dale City and distributes it to the surrounding arterials. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MC-17) Lake Jackson Drive (70')* - This existing two-lane road provides a vital connection between Fairmont Avenue in the City of Manassas and Dumfries Road. Because of right-of-way constraints, it is planned to remain a two-lane road. The recommended right-of-way corresponds with the standard typical section within VDOT's functional plan for this road.

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MC-18) Longview Drive/Montgomery Avenue (Opitz Boulevard to Proposed Prince William Parkway) (60')* - This road is expected to continue to distribute residential trips out to U.S. 1. The recommended right-of-way corresponds to existing right-of-way acquired for this road.

MC-19) Lucasville Road (102') - This road is located between the City of Manassas and Bristow Road. It distributes local trips from the surrounding residential areas. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM. A functional plan has been developed for this road.

MC-20) Neabsco Road (110') - This road circulates local traffic from the Newport residential area and recreational trips bound for Leesylvania State Park and adjacent marinas on Neabsco Creek. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-21) Occoquan Road (Old Bridge to U.S. 1)* (Existing/variable) - This road connects Old Bridge Road with U.S. 1. It is now an important feeder road to the Woodbridge VRE Commuter Rail Station. Occoquan Road is planned to remain a four-lane, undivided facility. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-22) Old Carolina Road (92') - This road, extending from north of Haymarket to Route 29, provides improved access and mobility to residential areas planned in this corridor. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

MC-23) Old Centreville Road (92') - This road is, and will be, used as an alternative to Route 28, since it crosses Bull Run. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM and Construction Standards Manual.

MC-24) Pageland Lane (60') - This road will take local traffic off the Route 234 Bypass North. An upgraded two-lane road is recommended. The recommended right-of-way, therefore, corresponds with the RM-2 standard typical section provided within the County's DCSM.

MC-25) Powells Creek Boulevard (90'-110'/variable) - This existing road provides additional access for the River Oaks community from U.S. 1. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MC-26) Purcell Road (East) (102') - This proposed mid-County connection between Route 234 and the Prince William Parkway will provide access and mobility to planned residential areas north of Hoadly Road. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.

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MC-27) Ridgefield Road (Dale Boulevard to Prince William Parkway) (110') - This proposed road will offer the residents of western Dale City an option to Hillendale Drive for access to the Prince William Parkway, and substantial relief to Hillendale Drive. The recommended right-of-way corresponds to existing dedications and will accommodate the MC-2/MA-2 standard typical section provided in the County's DCSM.

MC-28) Rippon Boulevard/Farm Creek Drive (110') - Formerly called the "Woodbridge Loop," this road will distribute not only residential but industrial traffic to U.S. 1 and provide access to the Rippon VRE Commuter Rail Station. The recommended right-of-way corresponds with existing right-of-way acquired and the MC-1 standard typical section provided within the County's DCSM.

MC-29) River Ridge Boulevard (90'-110'/existing) - This existing road provides access to the River Oaks community from U.S. 1. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MC-30) Rixlew Lane (110') - This road provides a connection between Wellington Road and Route 234 near the Manassas Mall. Construction of this road to four lanes should be completed in 1998.

MC-31) Route 29 Parallel Road (Carver Road to Haymarket By-pass) (110') - This planned road is designed to provide access for planned developments within this corridor. The Route 29 Parallel Road will take local trips off existing Route 29. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

MC-32) Signal Hill Road (Liberia Avenue to Signal View Drive) (68') - This road provides access for residential and retail developments that surround it. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-33) Signal View Drive (100') - This existing road helps facilitate local traffic generated in residential areas north of the Prince William Parkway, including the existing and planned development within the area annexed from Manassas Park. As part of the annexation agreement, the town constructed Signal View Drive as a four-lane divided road from Manassas Drive to Signal Hill Road. The recommended right-of-way corresponds with the existing right-of-way acquired for this road.

MC-34) Smoketown Road (North of Old Bridge Road) (110') - Located north of Old Bridge Road, this existing road will feed local traffic generated in Lake Ridge onto Old Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-35) Springwoods Drive (100') - This road collects residential traffic originating in the adjoining subdivisions and distributes it to Old Bridge Road. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

Transportation Plan

MC-36) Telegraph Road (Minnieville Road to Summit School Road) (92') - This existing road will provide access to the planned regional employment centers shown on the Long Range Land Use Plan. A parallel minor arterial (Summit School Road/New Telegraph Road) is also recommended as part of this plan (see number MA-26). The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

MC-37) Waterfall Road (Route 15 to Mill Creek Road) (102') - This existing road provides access and distributes residential traffic to Route 15. A realignment is recommended, so that this road will intersect Route 15 at the existing Route 15/Route 234 intersection. The recommended right-of-way corresponds with the MC-2/MA-2 standard typical section provided within the County's DCSM.

MC-38) Waterway Drive (110') - This existing four-lane road serves local traffic generated within the Montclair RPC. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-39) Wayside Drive (90' to 110') - This existing road serves as the major road for the Wayside Village community. It is planned to cross the Potomac Parkway as a grade-separated road without accessing the Parkway and to continue south, ultimately intersecting with proposed Congressional Way. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

MC-40) Wellington Station Road (92') - This proposed road connects Wellington Road with University Boulevard and provides access to the Prince William Campus of George Mason University. It was conceived in the Prince William Institute Sector Plan. The recommended right-of-way corresponds with the MC-1 standard typical section provided within the County's DCSM.

MC-41) Williamson Boulevard (90') - Planned to relieve Sudley Road of local traffic, this road has been constructed between Sudley Road and Lomond Drive. The remaining segment between Lomond Drive and Portsmouth Road has yet to be constructed. The recommended right-of-way corresponds with existing right-of-way acquired for this road and the standard typical section within the functional plan.

MC-42) Yates Ford Road (100') - Extending from the Prince William Parkway to Fairfax County, Yates Ford Road distributes traffic from Fairfax County to the Prince William Parkway. Realigning and widening of the section between the Parkway and Davis Ford Road to four lanes is complete. The recommended right-of-way corresponds with the standard typical section within the Prince William Parkway engineering plans.

Transportation Plan

The Transit Improvement Plan

The Transit Improvement Plan of Prince William County is reflected in Figure 1. This Plan is the foundation for the implementation of transit improvements within transit corridors.

The current transit network and proposed improvements for the County are shown in Figure 1. This figure designates bus routes (both commuter and intra-County), commuter rail stations, park-and-ride lots, and transit centers. It reflects current services and infrastructure, and those designed to address unmet existing and anticipated future demand as identified by the Potomac and Rappahannock Transportation Commission (PRTC).

The Nonmotorized Transportation Plan

The Nonmotorized Transportation Plan is comprised of guidelines for the construction of bike trails (Table 2) and locations for their construction (Table 3) within Prince William County.

Table 2	
Biking Trail Composition	
Classification	Description
Class I (Bike Trail)**	An independent trail, typically 8' to 10' wide, physically separated from motorized vehicular traffic by open space within the right-of-way or on a separate easement. This trail is appropriate for biking use.
Class II (Bike Lane)	A restricted right-of-way, typically 5' wide, designated for bicycle use by striped pavement marking and signing.
Class III (Bike Route)	A roadway, signed for bicycle use, shared by motor vehicles and bicycles.

Transportation Plan

Table 3

Bike Trail Locations

Classification/Side of Road To Be Located (E=East, W=West, N=North, S=South)

Class I (Bike Trails)

- I/S Artemus Road (Rt. 15 to Rt. 234 By-pass North)
- I/S Balls Ford Road (Wellington Road to Sudley Road)
- I/W Benita Fitzgerald Drive (Dale Boulevard to Cardinal Drive)
- I/S Bristow Road (Nokesville Road to Dumfries Road)
- I/S Cardinal Drive (Minnieville Road to Route 1)
- I/W Catharpin Road (Sudley Road to Route 55)
- I/N Centreville Road (Fairfax County Line to Manassas)
- I/N Cloverhill Road (Manassas to west of the Route 234 By-pass)
- I/S Dale Boulevard (Route 1 to Hoadly Road)
- I/N Dawson Beach Road (Route 1 to east of Express Drive)
- I/S Dumfries Road (Manassas City Limits to Route 1)
- I/N Featherstone Road (Route 1 to Veterans' Park)
- I/S Glenkirk Road Realigned (Linton Hall Road to Vint Hill Road)
- I/E Gordon Boulevard (Fairfax County Line to Route 1)
- I/E Gum Springs Road (Sudley Road to Loudoun County Line)
- I/S Horner Road (Davis Ford Road to Gordon Boulevard)
- I/E James Madison Highway (Route 15) (Loudoun County Line to Route 29)
- I/E Liberia Avenue Extended (Prince William Parkway to Route 234)
- I/S Linton Hall Road (Route 29/211 to Nokesville Road)
- I/W Minnieville Road (Old Bridge Road to Dumfries Road)
- I/S Neabsco Road (Route 1 to Leesylvania Park)
- I/W Neabsco Mills Road (Opitz Boulevard to Route 1)
- I/S New Cherry Hill Road (Route 1 to Congressional Way)
- I/S Nokesville Road (Fauquier County Line to Manassas City Line)
- I/E North/South Connector (Wellington Road to University Boulevard)
- I/N Old Bridge Road (Prince William Parkway to Gordon Boulevard)
- I/S Opitz Boulevard (Telegraph Road to Route 1)
- I/N Prince William Parkway (Manassas to Route 1)
- I/S Purcell Road (Dumfries Road to Hoadly Road)
- I/E Ridgefield Road (Prince William Parkway to Dale Boulevard)
- I/S Rippon Boulevard/Farm Creek Drive (Route 1 to Featherstone Drive)
- I/W Route 1 (Fairfax County Line to Stafford County Line)
- I/N Route 28 By-pass (Sudley Road to Fairfax County Line)
- I/S Route 29/211 (Fauquier County Line to Fairfax County Line)
- I/S Route 29 Parallel Road (Haymarket By-pass to Carver Road)
- I/N Route 55 (James Madison Highway) (Route 29 to Fauquier County Line)

Transportation Plan

- I/E Route 234 By-pass (Dumfries Road to Route 29)
- I/E Route 234 By-pass North (Route 29 to Loudoun County Line)
- I/E Spriggs Road (Hoadly Road to Dumfries Road)
- I/S Smoketown Road (Minnieville Road to Telegraph Road)
- I/N Sudley Road (James Madison Highway to Godwin Drive)
- I/N Sudley Manor Drive (Vint Hill Road to the Route 234)
- I/E Summit School Road/New Telegraph Road (Minnieville Road to Opitz Boulevard)
- I/S University Boulevard (Godwin Drive/Route 234 By-pass)
- I/W Van Buren Road North (Cardinal Drive to Dumfries Road)
- I/E Waterway Drive (Cardinal Drive to Dumfries Road)
- I/W Wellington Station Road (Wellington Road to University Boulevard)

Class II (Bike Lanes)

- II Aden Road (Route 28 to Dumfries Road)
- II Carriage Ford Road (Fauquier County Line to Aden Road)
- II Cottonmill Drive (Mohican Drive to Lake Ridge Park)
- II Hedges Run Drive (Old Bridge Road to Cottonmill Drive)
- II Hoadly Road (Dumfries Road to Prince William Parkway)
- II Lake Jackson Drive (Manassas to Dumfries Road)
- II Lucasville Road (Manassas to Bristow Road)
- II Signal View Road/Signal Hill Drive/Moore Drive (Manassas Park Line to Prince William Parkway)
- II Springwoods Drive (Old Bridge Road to end)
- II Vint Hill Road (Route 28 to Fauquier County Line)
- II Yates Ford Road (Prince William Parkway to Fairfax County Line)

Class III (Bike Routes)

- III Antioch Road (Waterfall Road to Artemus Road)
- III Fitzwater Drive (Burwell Road to Aden Road)
- III Signal Hill Road (Liberia Avenue to Signal View Road)
- III Waterfall Road (Antioch Road to Route 15)
- III Valley View/Fleetwood (Fauquier County to Bristow Road)
- III Williamson Boulevard (Portsmouth Road to Sudley Road)

(Note: For locations, refer to Thoroughfare Plan Map)

Transportation Plan

APPENDIX A

LEVEL OF SERVICE STANDARDS FOR ROADWAYS

New development presents demands for Countywide roadways that affect the ability of facilities to meet established level of service (LOS) standards. It is important, therefore, that Prince William County provide upgraded and improved roadways that address that demand. The demand for Countywide roadways must be measured, and means must be identified for maintaining the established Countywide LOS for roadways after new development occurs.

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

- Number of dwelling units proposed.
- Name(s) and location(s) of roadways serving the project area.
- Traffic Impact Analysis (TIA), if required by the County.

Rezonings or special use permits for residential and non-residential use shall meet the established LOS standards for roadways. Applications that fail to meet the LOS standards shall be considered inconsistent with the Transportation Plan.

There is one LOS measurement technique for roadways:

- LOS "A" - "F" based upon volume to capacity ratios established by the Transportation Research Board's Highway Capacity Manual. The minimum LOS for roadways in Prince William County shall be LOS "D".¹

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

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

LOS C represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.

LOS D borders on a range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progressions, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.

LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

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It shall be determined that LOS standards have been met if the following condition is met:

- The applicant has provided the necessary right(s)-of-way, construction and/or a monetary contribution for improvements to existing or planned roads that will meet the LOS "D" standard with development of the proposed residential or nonresidential uses.

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