



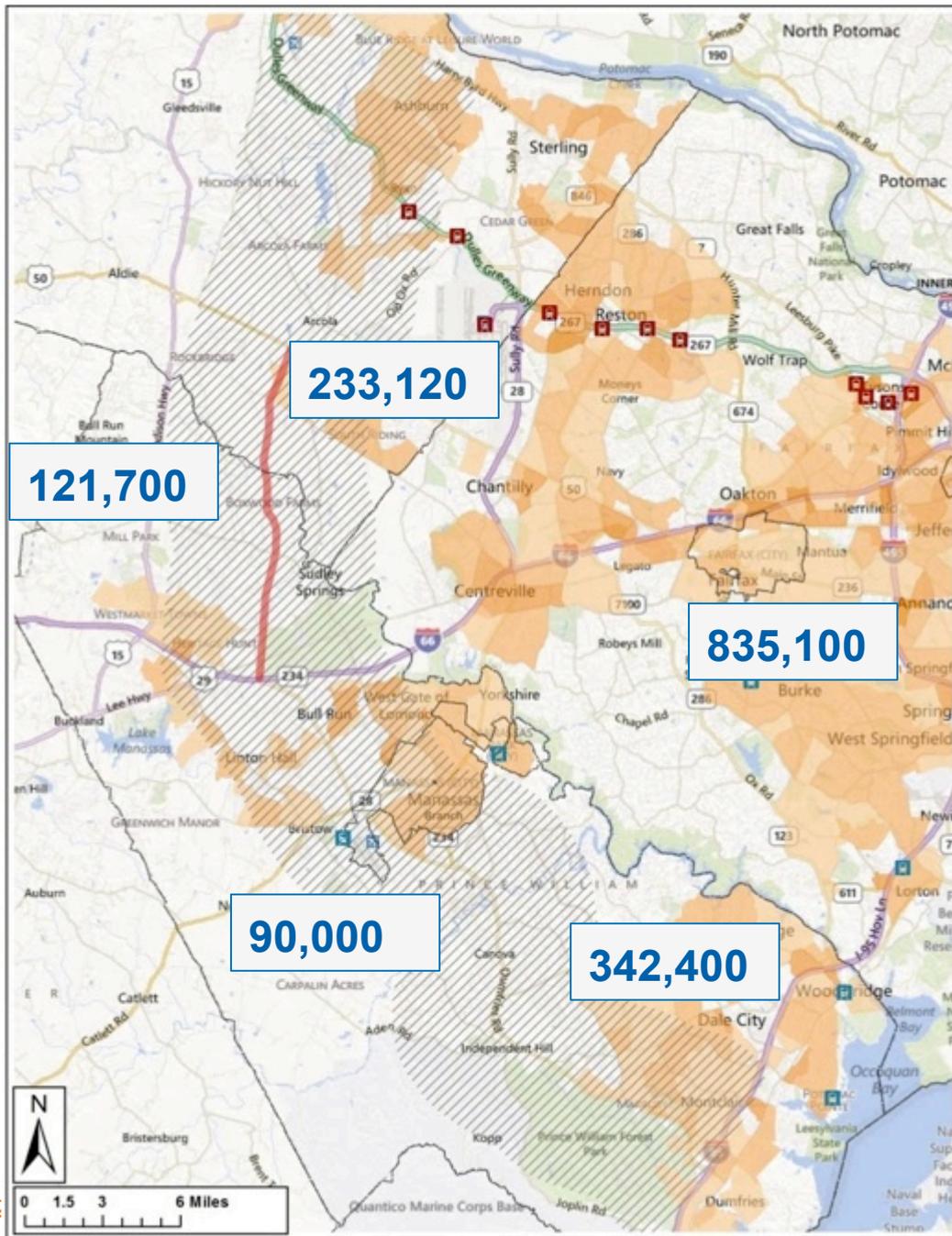
Improving the Transportation Network in Western Prince William and Eastern Loudoun Counties

June 3, 2013

Charles Kilpatrick, PE

Chief Deputy Commissioner

2010 Household Density and Population



Legend

VRE and Metro Stations

- Metro Station (under construction)
- VRE Station

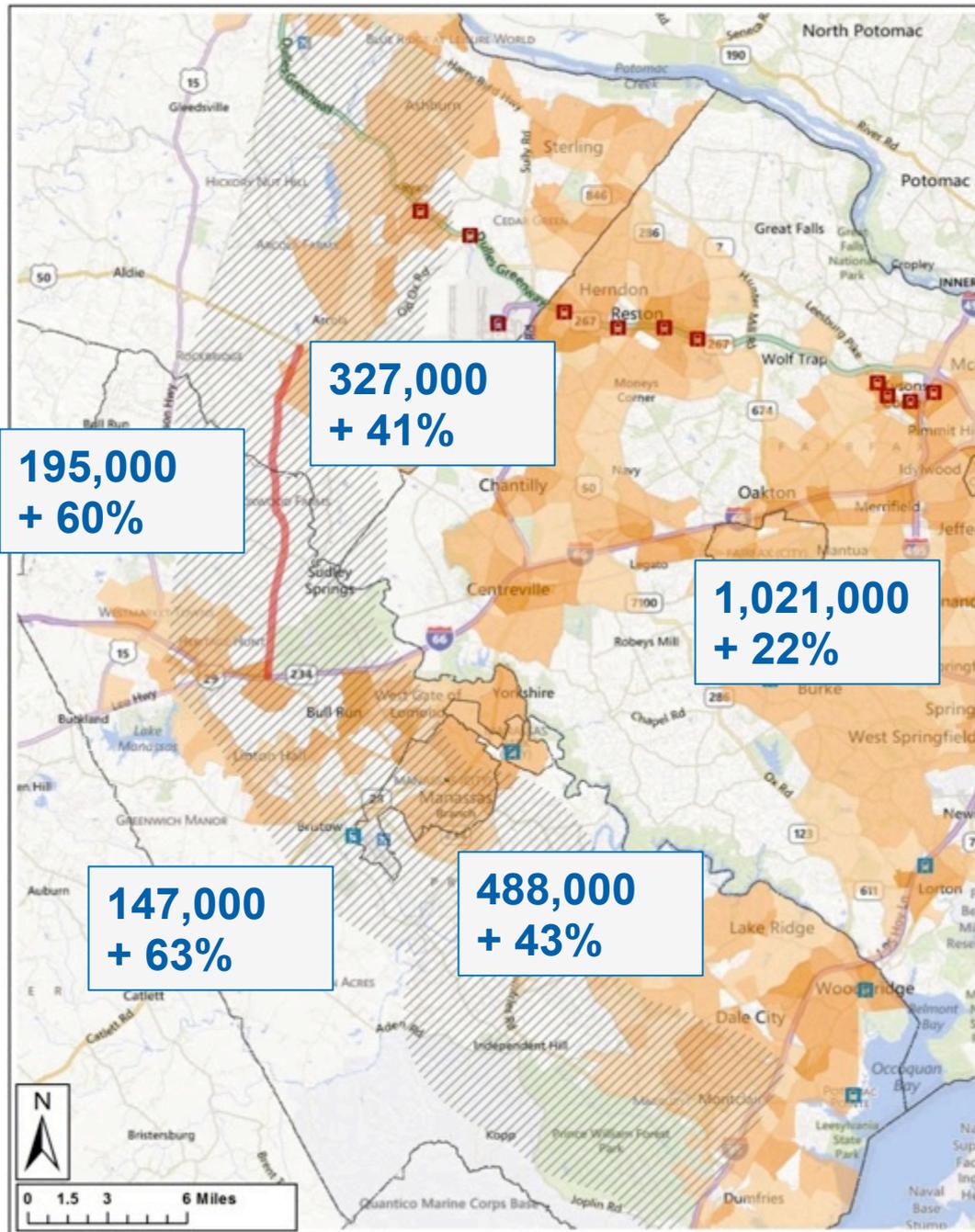
North-South Corridor

- Study Area
- Bi-County Parkway (U.S. 50 to I-66)

Existing Household Density

- < 1 hh/acre
- 1-2 hh/acre
- 2-4 hh/acre
- 4-8 hh/acre
- > 8 hh/acre

2040 Household Density and Population Growth



Legend

VRE and Metro Stations

-  Metro Station
-  VRE Station

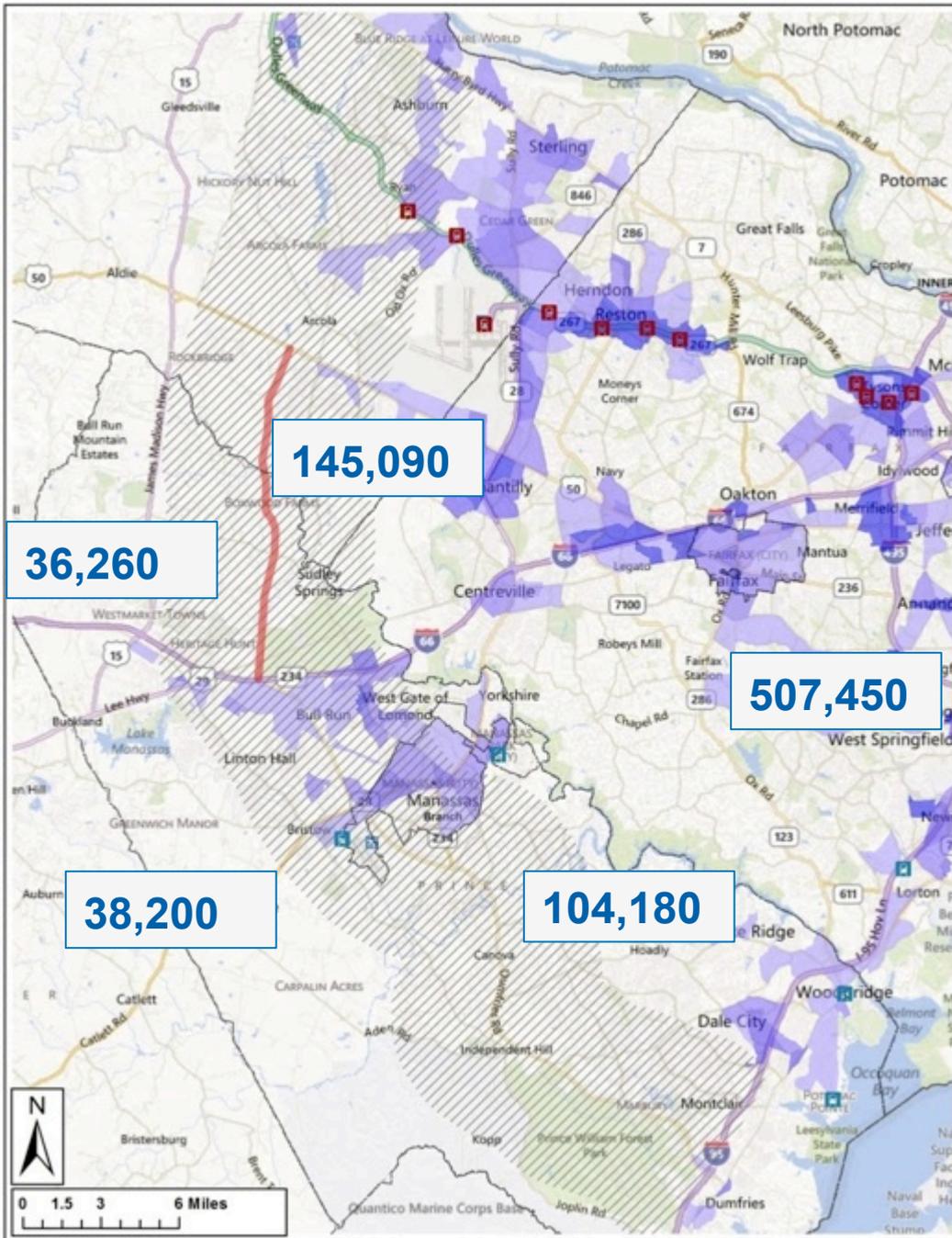
North-South Corridor

-  Study Area
-  Bi-County Parkway (U.S. 50 to I-66)

Planned Household Density (2040)

-  < 1 hh/acre
-  1-2 hh/acre
-  2-4 hh/acre
-  4-8 hh/acre
-  > 8 hh/acre

2010 Employment



Legend

VRE and Metro Stations

-  Metro Station (under construction)
-  VRE Station

North-South Corridor

-  Study Area
-  Bi-County Parkway (U.S. 50 to I-66)

Existing Employment Density

-  < 1,000 jobs/sq. mi.
-  1,000-2,500 jobs/sq. mi.
-  2,500-5,000 jobs/sq. mi.
-  5,000-10,000 jobs/sq. mi.
-  > 10,000 jobs/sq. mi.

2040 Employment Growth

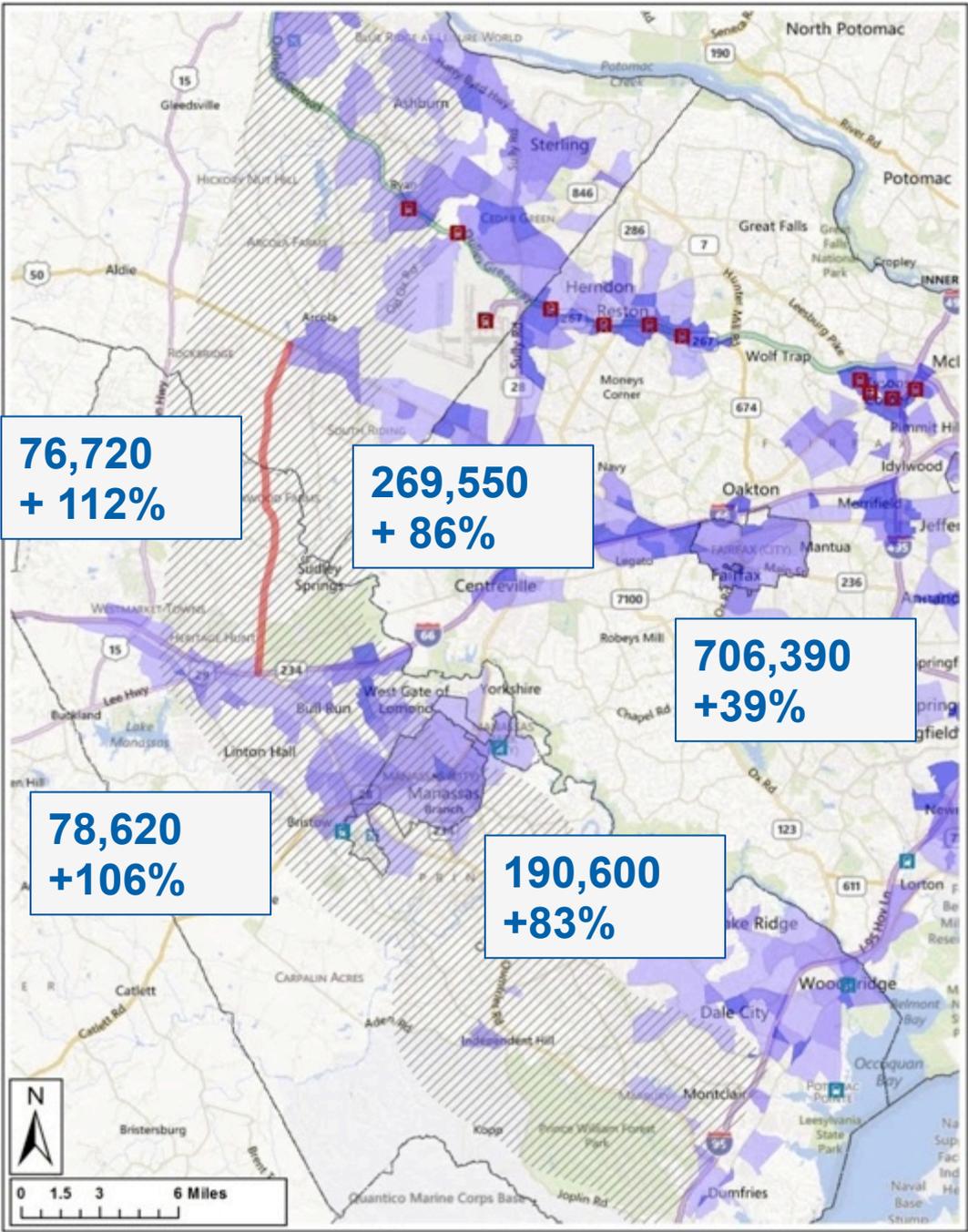
76,720
+ 112%

269,550
+ 86%

706,390
+ 39%

78,620
+ 106%

190,600
+ 83%



Legend

VRE and Metro Stations

-  Metro Station
-  VRE Station

North-South Corridor

-  Study Area
-  Bi-County Parkway (U.S. 50 to I-66)

Planned Employment Density (2040)

-  < 1,000 jobs/sq. mi.
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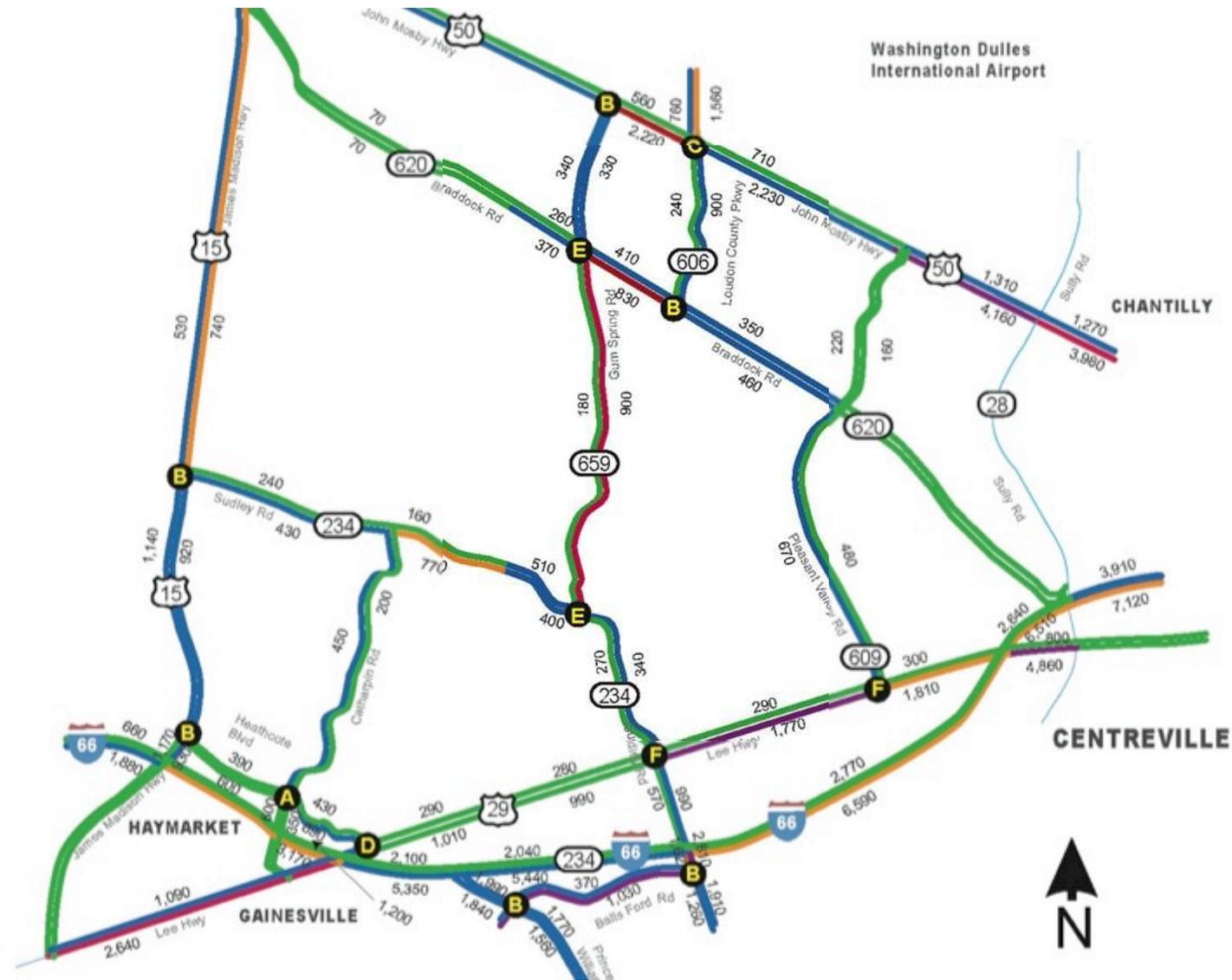
Volumes to Capacity (V/C) Ratio

V/C ratio is a planning-level measure of the extent to which a roadway accommodates traffic

V/C ratios greater than 1.0 indicate high levels of congestion and stop-and-go travel

 -- (0-0.4)	Less than 40% of capacity utilized
 -- (0.4-0.7)	40% to 70% of capacity utilized
 -- (0.7-1)	70% to 100% of capacity utilized
 -- (1-1.4)	140% of capacity utilized
 -- (> 1.4)	Demand is more than 140% of capacity

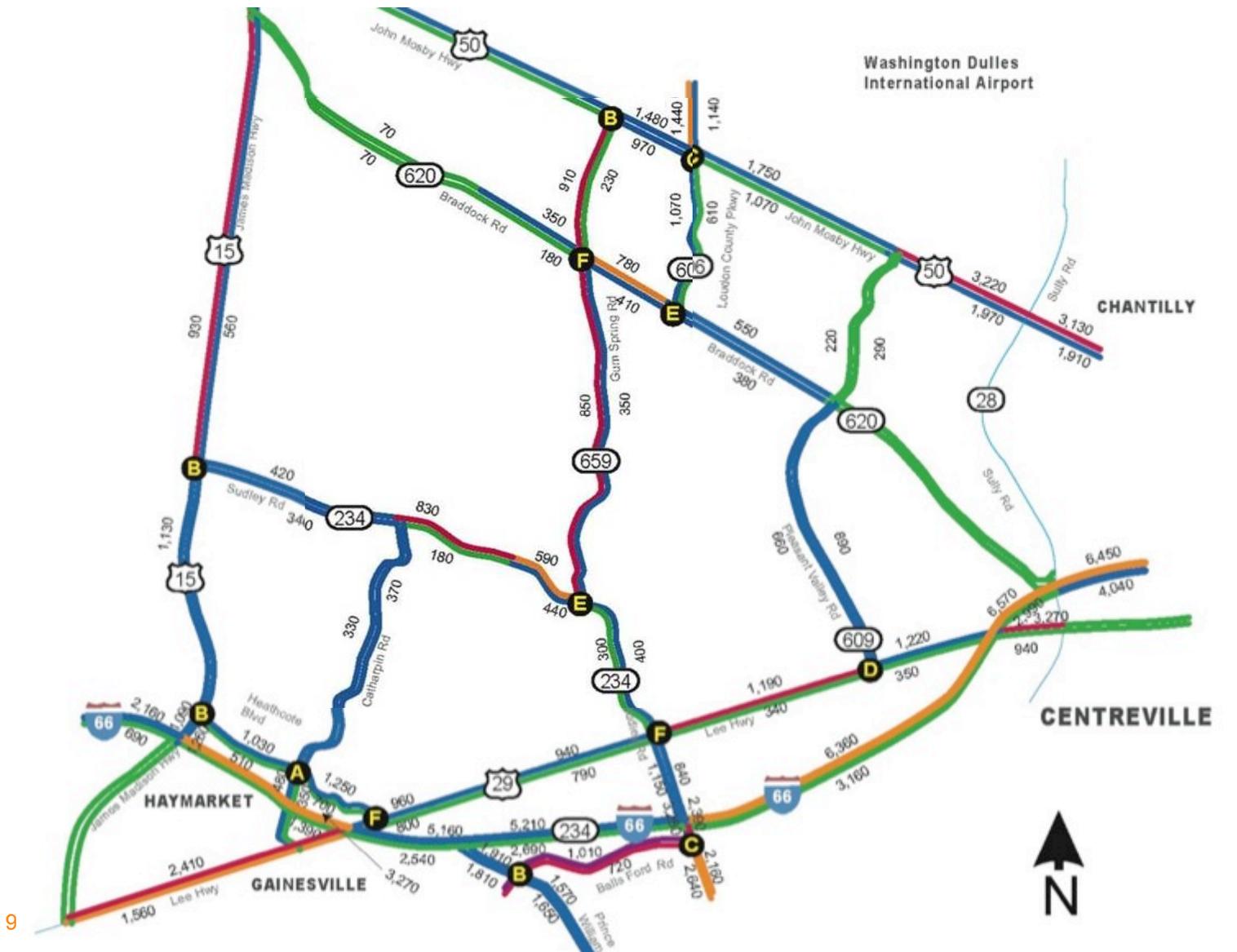
2013 Network Traffic – AM Peak Hour



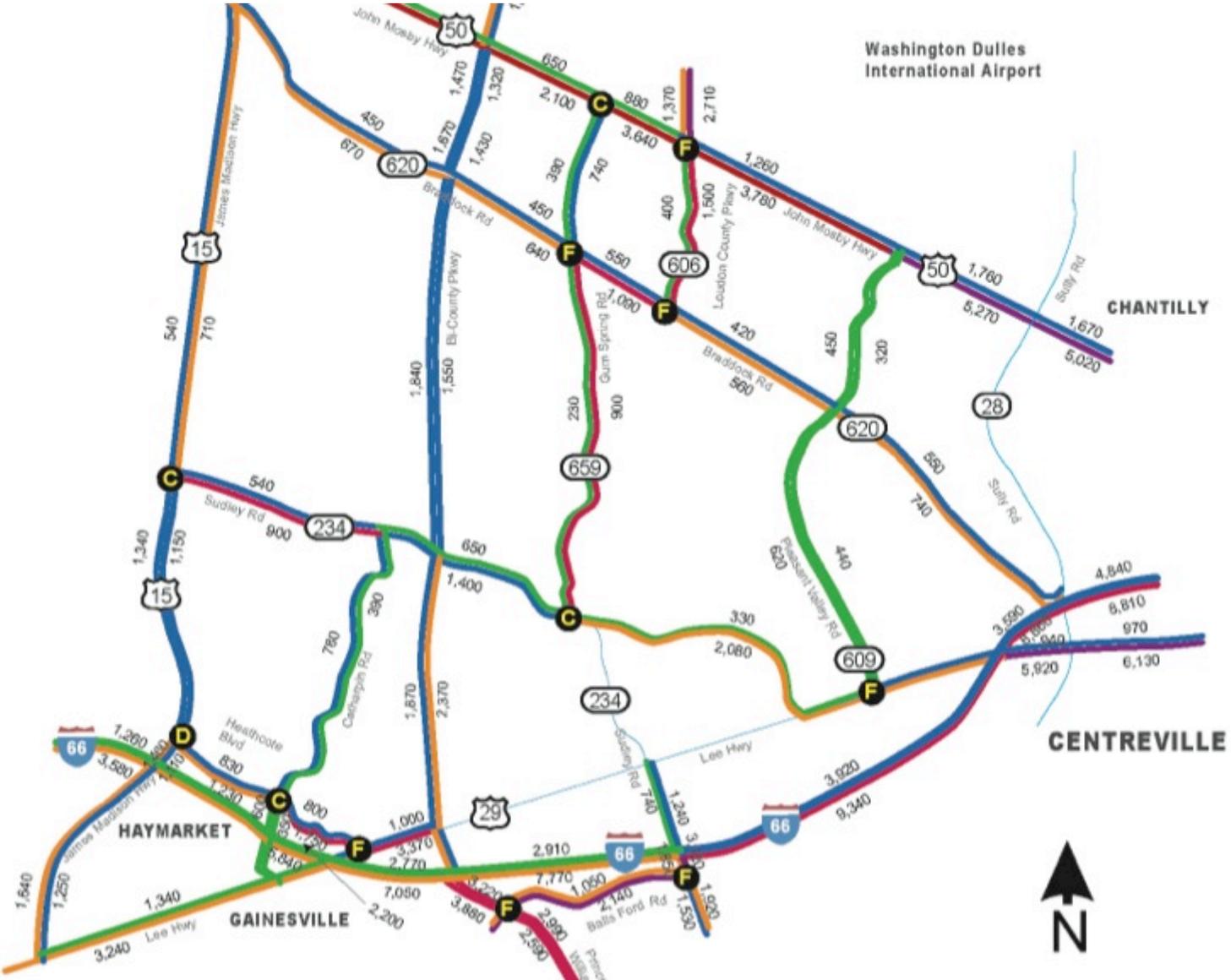
2040 Network Traffic No Build Scenario AM



2013 Network Traffic – PM Peak Hour



2040 Network Traffic Build Scenario AM



2040 Network Traffic Build Scenario PM



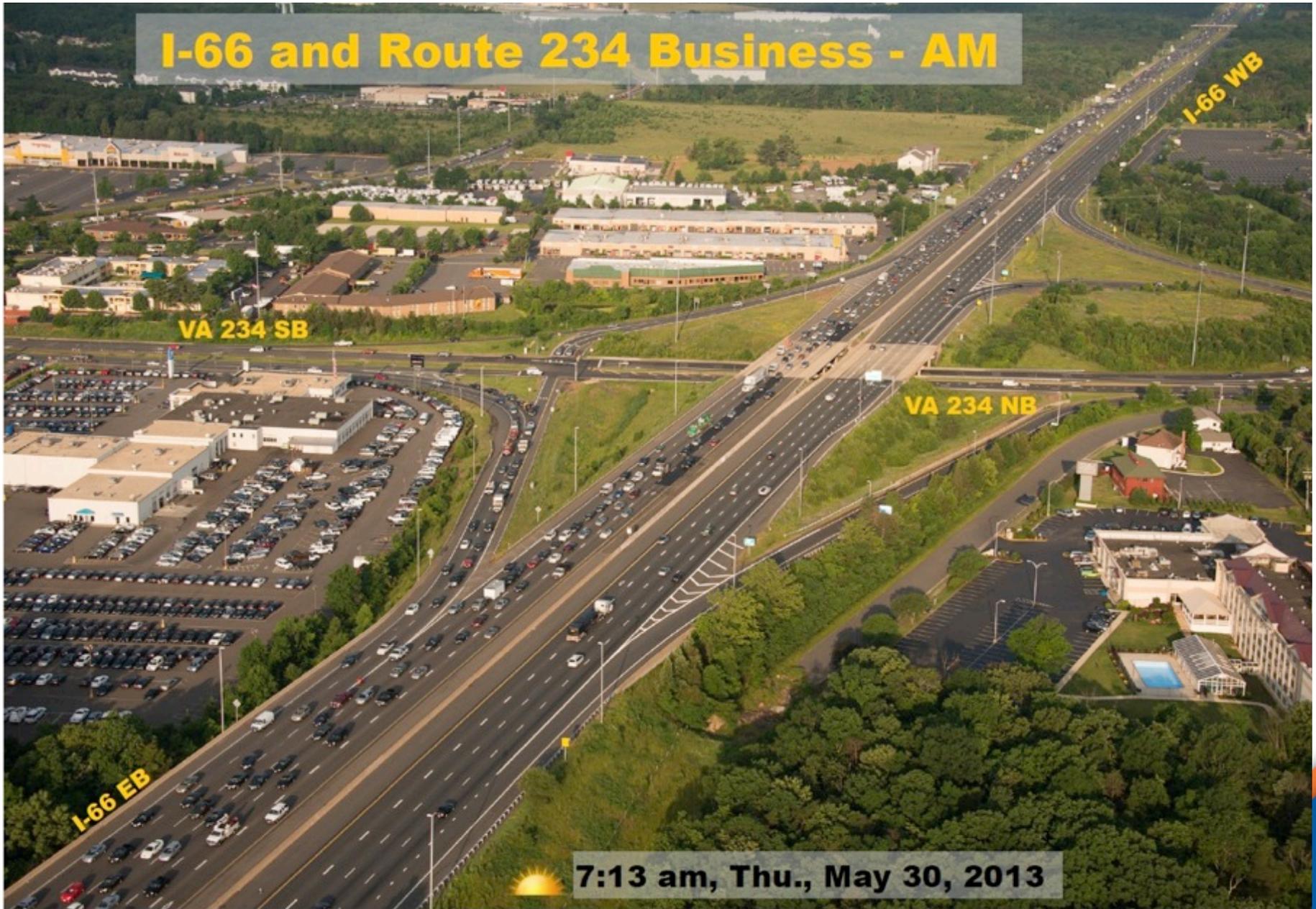
EXISTING TRAFFIC CONGESTION

I-66 and Route 234 Bypass - AM



8:20 am, Thu., May 30, 2013

I-66 and Route 234 Business - AM



7:13 am, Thu., May 30, 2013

I-66 and Route 28 Interchange - AM

I-66 WB

VA 28 NB

VA 28 SB

I-66 EB



7:30 am, Thu., May 30, 2013

I-66 and Route 28 Interchange - PM

I-66 WB

VA 28 NB

I-66 EB

VA 28 SB



4:38 pm, Wed., May 22, 2013

I-66 and Route 29 Interchange - PM



5:24 pm, Thu., May 30, 2013

I-66 and Route 29 Gainesville Interchange - PM



5:15 pm, Thu., May 30, 2013

Route 50 and Gum Spring Road - AM



7:35 am, Thu., May 30, 2013

Pleasant Valley Road and Braddock Road - AM



7:32 am, Thu., May 30, 2013

Route 50 and Pleasant Valley Rd - AM



7:40 am, Thu., May 30, 2013

Pleasant Valley Road and Braddock Road - PM

Braddock Rd WB

Pleasant Valley Rd NB

Braddock Rd EB

Pleasant Valley Rd SB



5:14 pm, Thu., May 30, 2013

Route 234 and Route 29 - AM

VA 234 WB

US 29 NB

VA 234 EB

US 29 SB



7:16 am, Thu., May 30, 2013

Route 234 and Route 29 - AM



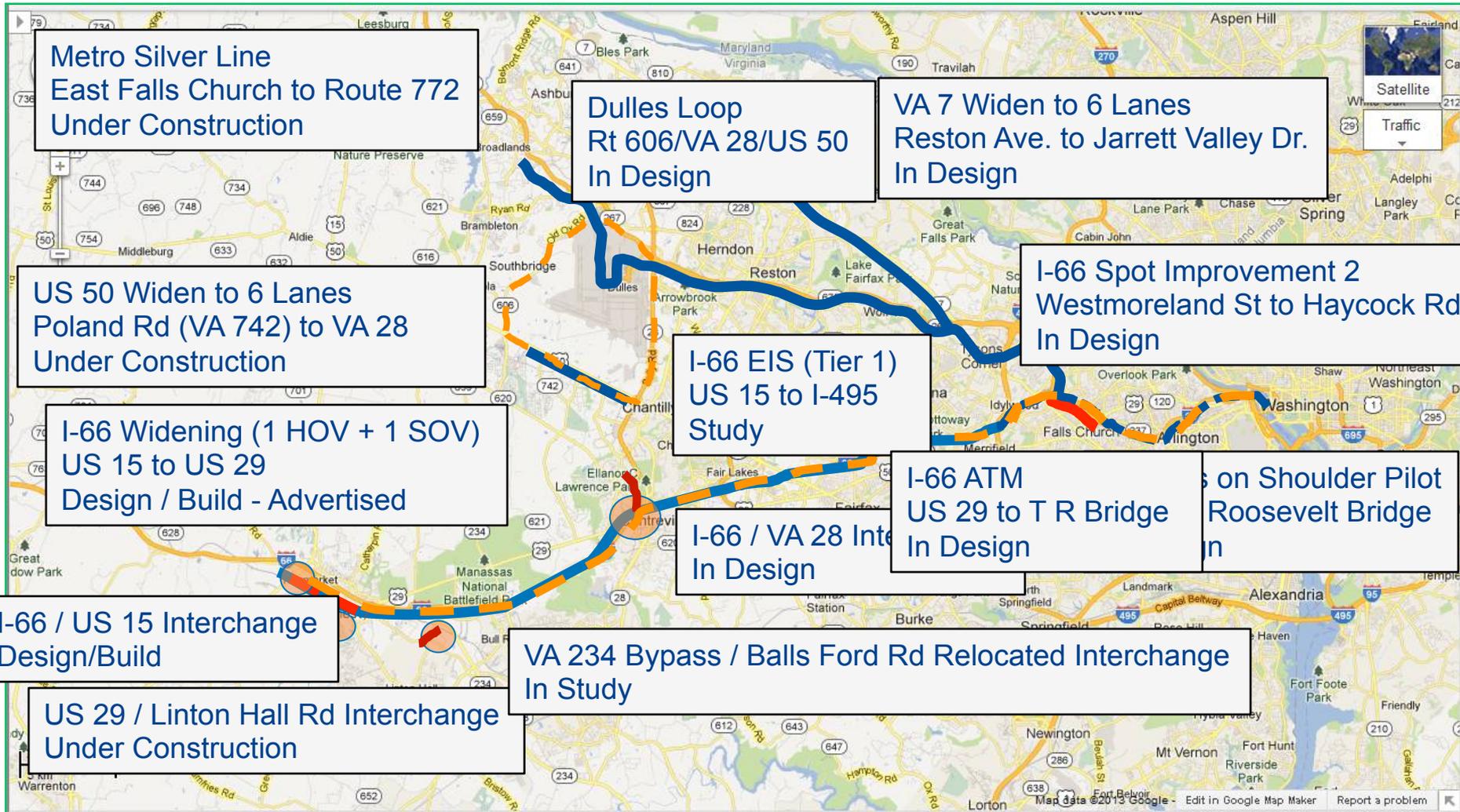
7:30 am, Wed., April 24, 2013

Route 234 and Route 29 - PM



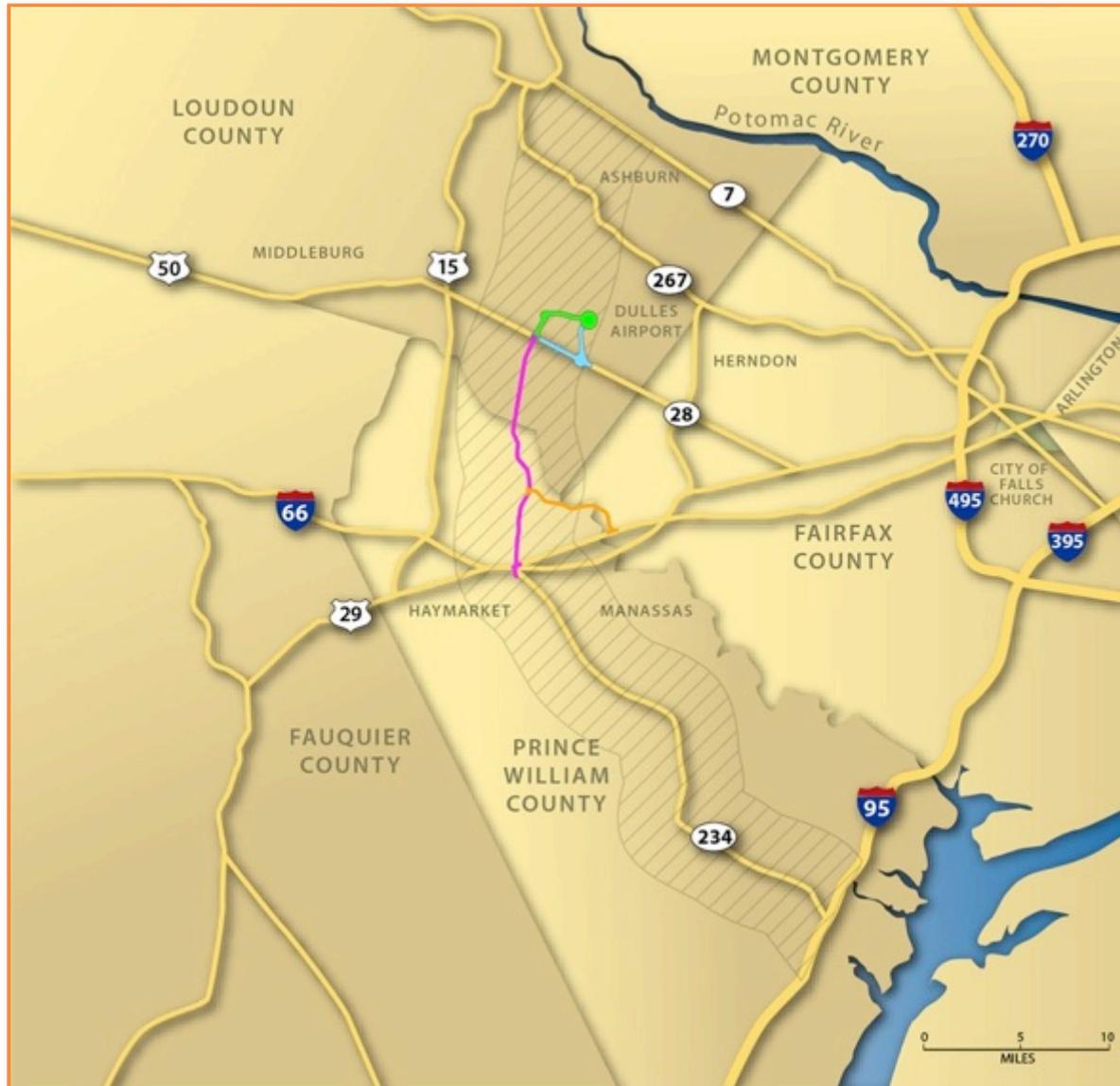
 5:07 pm, Thu., May 30, 2013

East-West Improvements



Total Over \$ 1.2 Billion Allocated in Six Year Program

Composite Studies Map

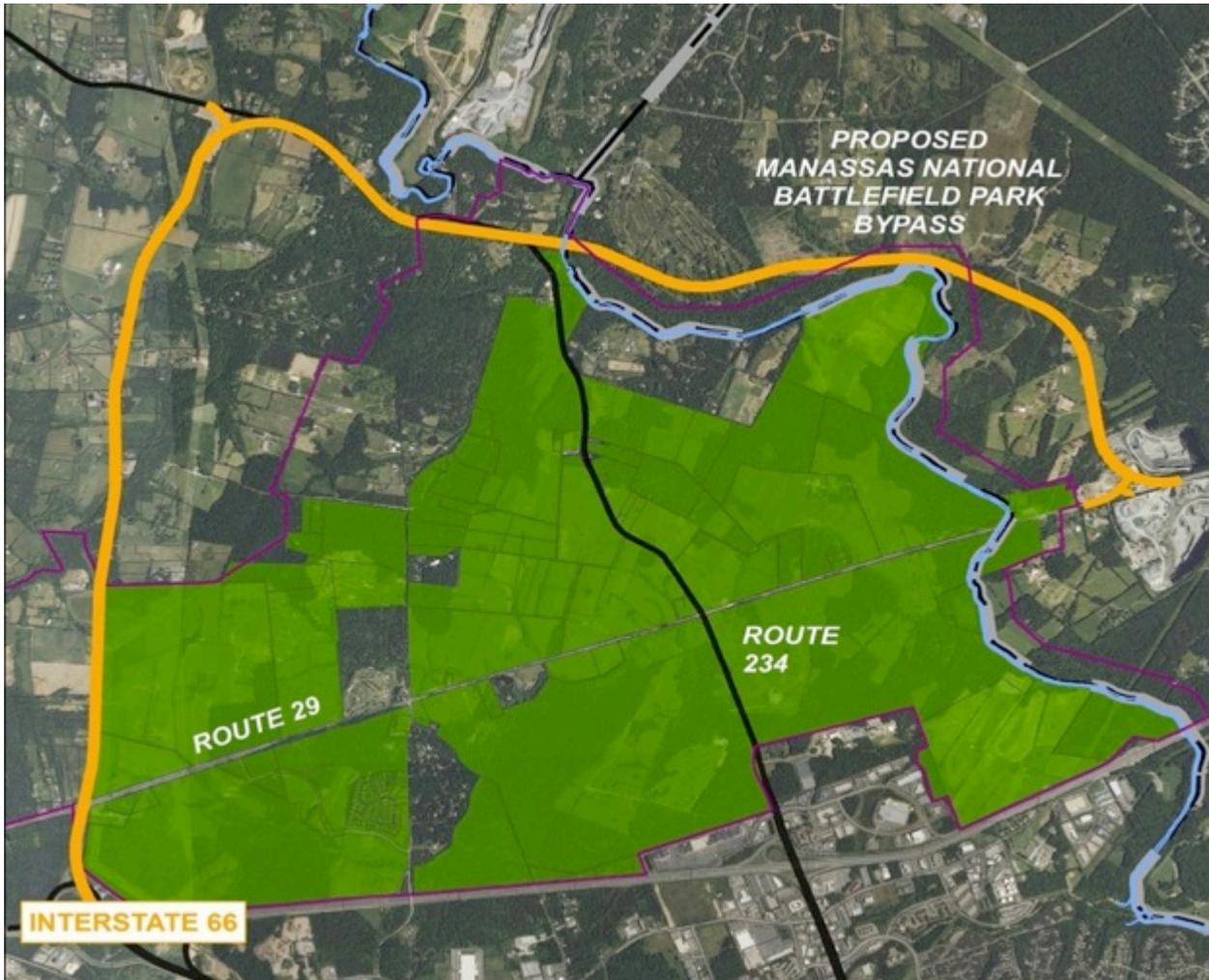


North-South Corridor Master Plan Study

45-mile multi-modal transportation network between I-95 in Prince William County and Rte. 7 in Loudoun County

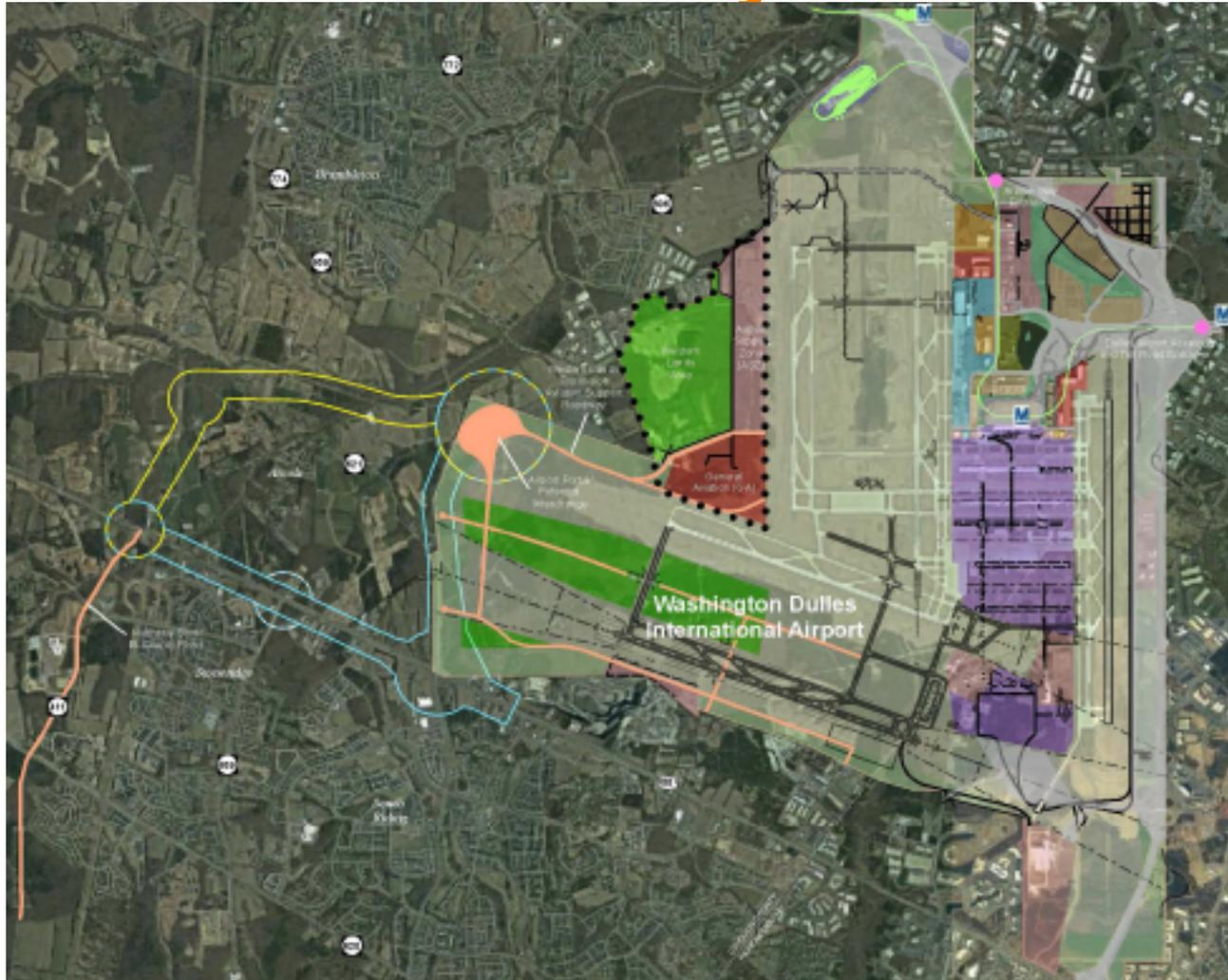


Manassas National Battlefield Park Bypass EIS and Location Study

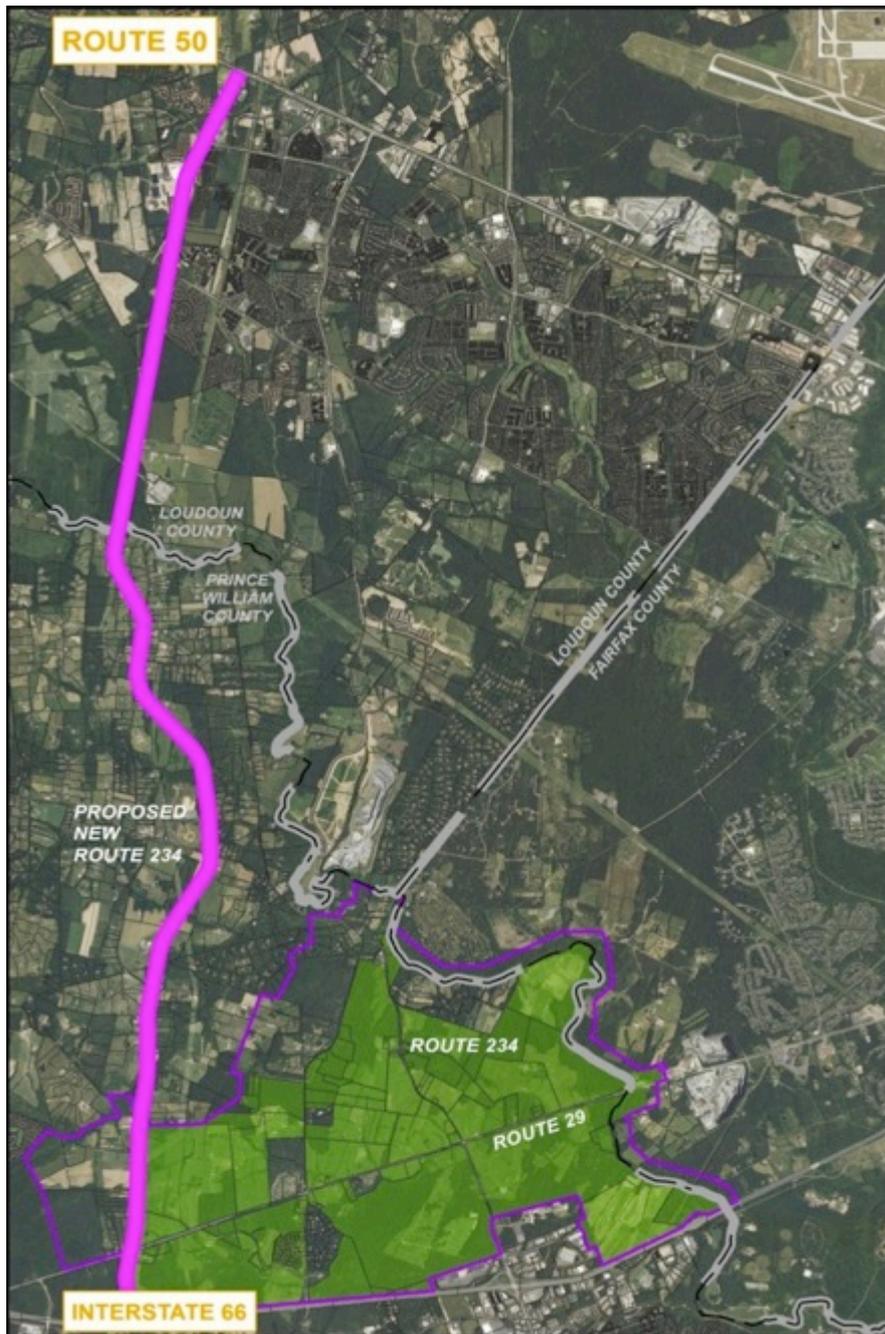


Initiated as directed by Congress in 1988 legislation to develop alternatives that allow for the closure of Routes 29 and 234 to preserve the Battlefield

Dulles Air Cargo, Passenger and Metro Access Highway Environmental Assessment and Location Study



Enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport



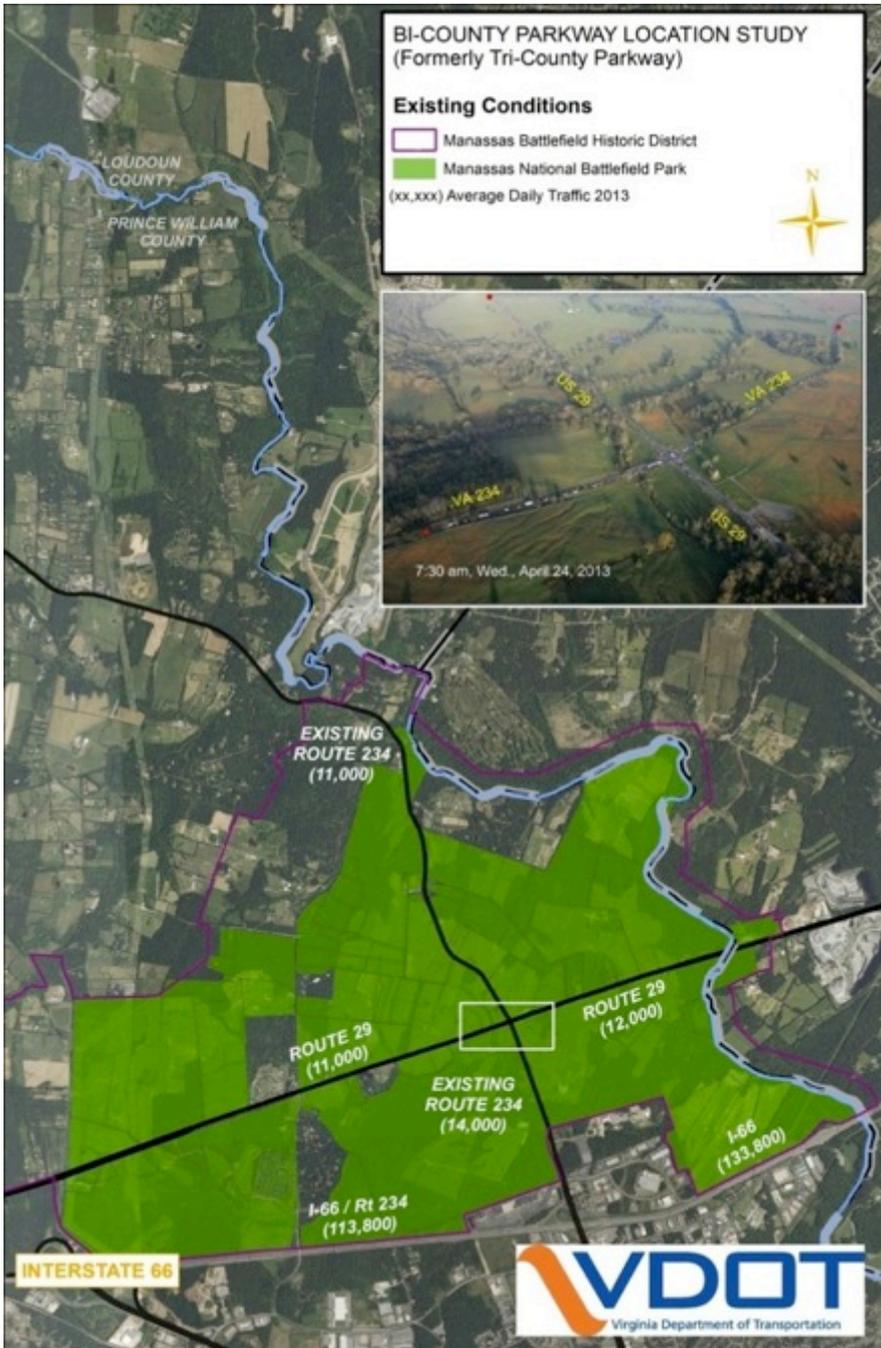
Bi-County Parkway (Tri-County Parkway) EIS & Location Study

New north-south
link between Prince
William County and
Loudoun County

BI-COUNTY PARKWAY LOCATION STUDY
(Formerly Tri-County Parkway)

Existing Conditions

-  Manassas Battlefield Historic District
 -  Manassas National Battlefield Park
- (xx,xxx) Average Daily Traffic 2013



Today

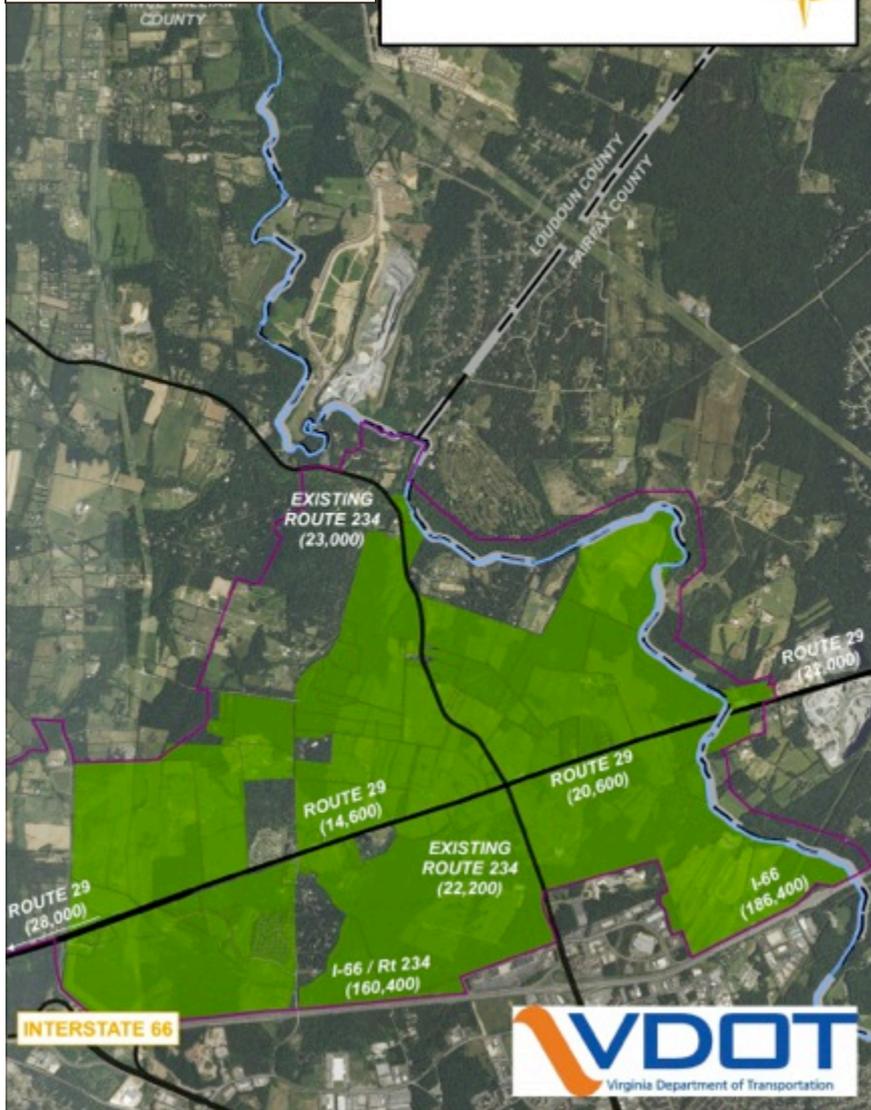


2040 No Build

BI-COUNTY PARKWAY LOCATION STUDY (Formerly Tri-County Parkway)

2040 No Build for BCP and MNBPB

-  Manassas Battlefield Historic District
-  Manassas National Battlefield Park
- (xx,xxx) Average Daily Traffic 2040

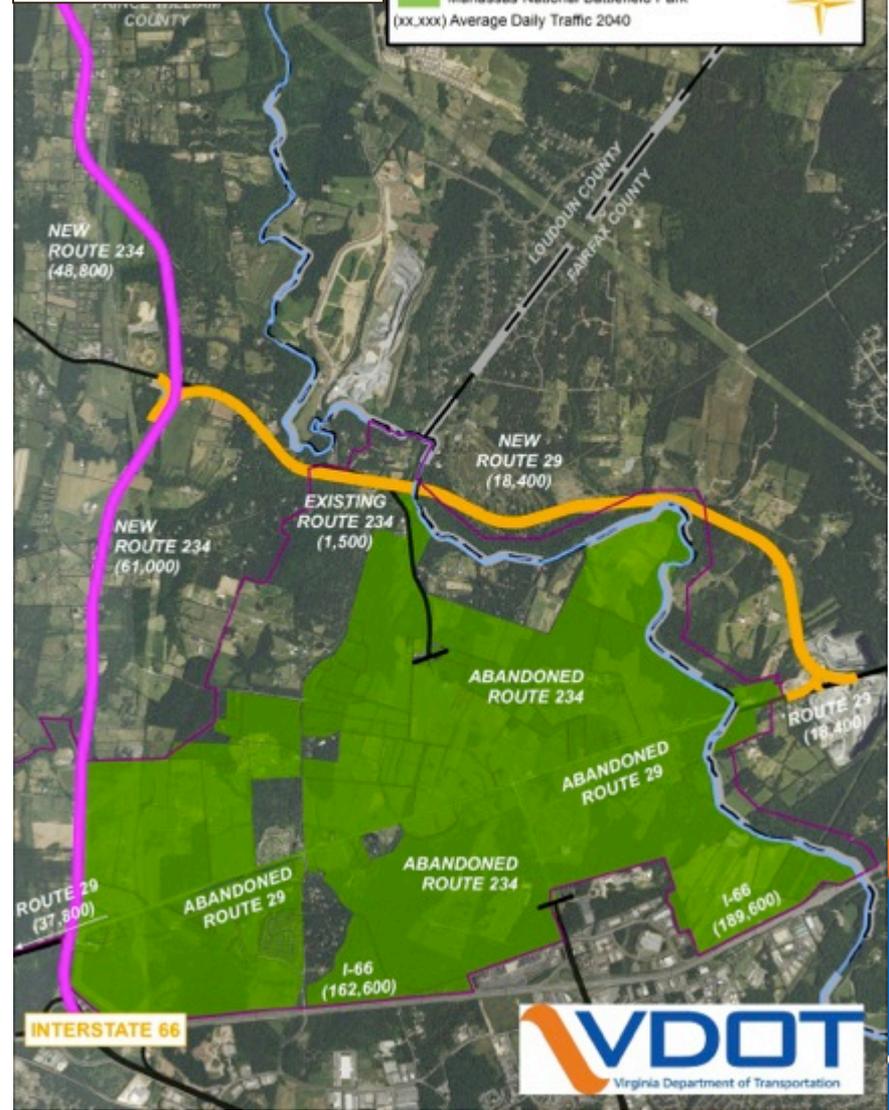


2040 Build

BI-COUNTY PARKWAY LOCATION STUDY (Formerly Tri-County Parkway)

2040 Build - Bi-County Parkway

-  Bi-County Parkway (New Route 234)
-  Manassas National Battlefield Park Bypass (New Route 29)
-  Manassas Battlefield Historic District
-  Manassas National Battlefield Park
- (xx,xxx) Average Daily Traffic 2040



Will there be tolls on the Bi-County Parkway?

- **The Bi-County Parkway will not have tolls.**

Will the Bi-County Parkway destroy the Rural Crescent by inducing development?

- No, the road will not change local land use restrictions**
- The road will be limited-access**
- The only access points in the Rural Crescent will be at I-66, Route 29, existing Route 234 west of the battlefield**

When will the Bi-County Parkway construction begin?

- **There is no Construction Schedule**
- **VDOT needs to complete the EIS**
- **FHWA needs to issue Record of Decision**
- **\$12 million is available for design**

Will Route 234 through the Park close with the construction of the Bi-County Parkway?

- **Route 234 will be widened and relocated to the west of Manassas National Battlefield Park**
- **The segment of Route 234 currently located in the Park would close to through traffic but still remain open for access to private property**

Will Route 29 through the Manassas National Battlefield Park close with construction of the Bi-County Parkway?

- **No**
- **The Manassas National Battlefield Bypass will relocate Route 29, when it is built**
- **No funding for construction of the MNBPB has been identified**

Will there be traffic-calming on Route 29?

- **Yes, VDOT will design and construct at least \$300,000 of traffic-calming measures**
- **Traffic on Route 29 will not be restricted**
- **Project is solely intended to maintain safe travel and preserve the park's historic character**
- **Work would be completed prior to opening the Bi-County Parkway**
- **Project will be open to public involvement**

Will Pageland Lane remain open to through traffic

- **Yes**

Won't the historic Civil War Battlefields be destroyed?

- **The Battlefield will be enhanced by removing a major traffic bottleneck at the intersection of Routes 29 and 234 at the Stone House**
- **The National Park Service supports the Bi-County Parkway at the proposed location because traffic will be relocated from the core of the Battlefield to the Park's periphery**
- **The key to minimizing and mitigating potential adverse effects of the Bi-County Parkway on historic resources is laid out in the Programmatic Agreement, which implements regulations and measures agreed upon by the signatory parties**

What about access to Sudley Methodist Church and other property owners on existing Route 234?

- **All local property owners will have access to their properties during and after the construction of the Bi-County Parkway**
- **Directional signage to Sudley Methodist Church will be provided on the Bi-County Parkway**

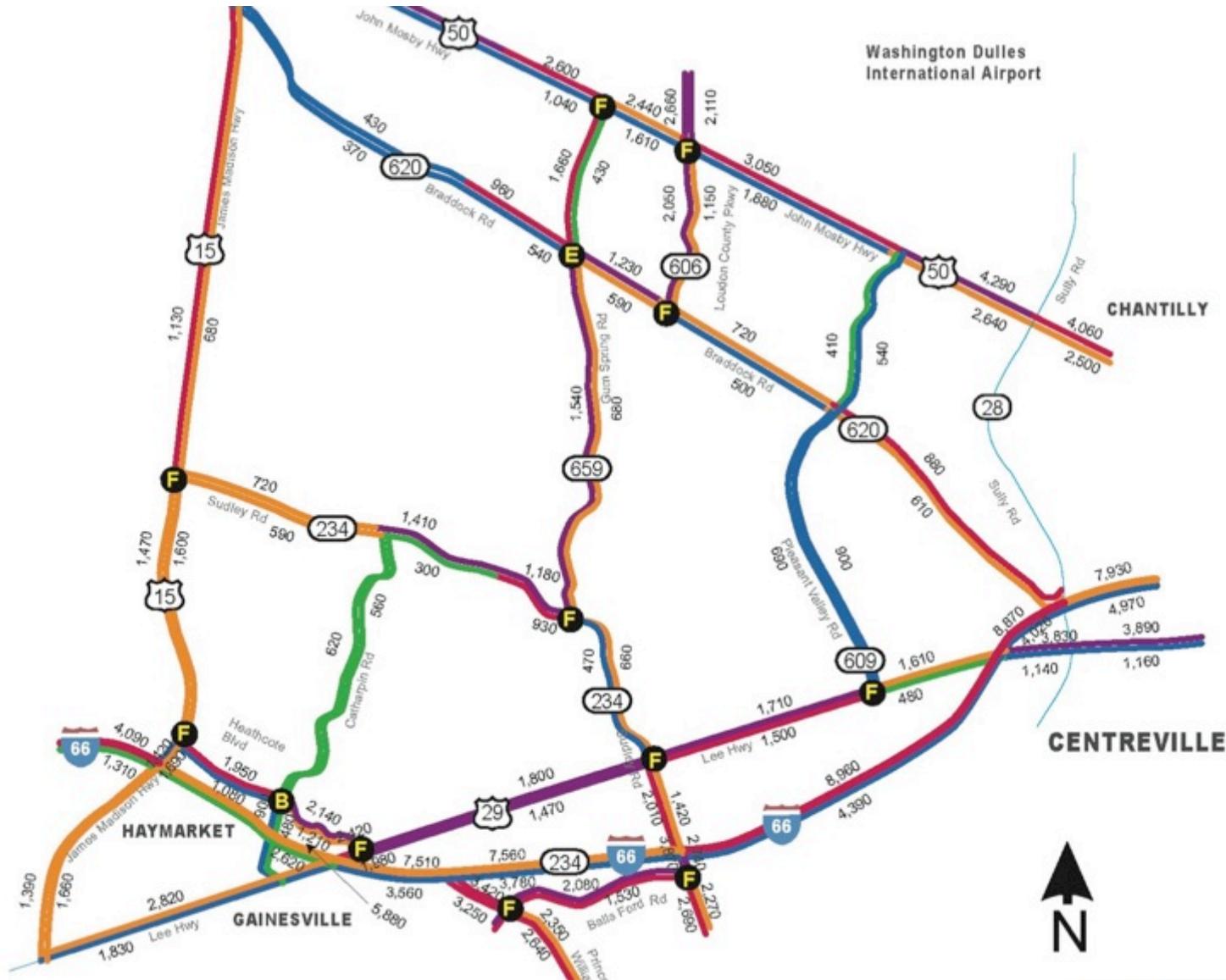
What about Route 234 South of I-66

- **VDOT is studying projects to grade separate Route 234 at Balls Ford Road and Prince William Parkway**
- **While Prince William County's Comprehensive Plan calls Route 234 to be six lanes from I-95 to I-66, there are no formal plans or funding to widen the road**

What traffic volumes are anticipated for the Bi-County Parkway?

- **In 2020**
22,000 to 42,000 vehicles a day
- **In 2040**
45,000 to 61,000 vehicles a day

What happens if the Bi-County Parkway and the MNBPB are not built?



Questions ?

Meeting_comments@VDOT.virginia.gov

Include in subject line:

“North-South Corridor Meeting”