



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

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Richmond, Virginia 23219

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*Agenda item # 4*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

#### MOTION

**Made By:** Ms. Hynes, **Seconded By:** Mr. Yates

**Action:** Motion Carried, Unanimously

**Title: Limited Access Control Changes (LACCs) #2 for Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County**

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

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

**WHEREAS**, the Route 234 (Manassas Bypass) is also known as the Prince William Parkway; and

**WHEREAS**, on October 20, 2022, the CTB approved the major design features and the LACCs for the Route 234 (Prince William Parkway) interchange at realigned Route 621 (Balls Ford Road), State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

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Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)  
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**WHEREAS**, the Prince William County Department of Transportation, under the Virginia Department of Transportation's (VDOT) Locally Administered Projects program, is administering the development and delivery, utilizing design-build, of State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

**WHEREAS**, the revisions to State Highway Project 6234-076-266, P101, R201, C501, B665, B666, (UPC# 112815) will eliminate the proposed roundabout and provides right turn taper modifications along existing Balls Ford Road between Route 234 (Prince William Parkway) and the existing conventional intersection of Delinski Way/Randolph Ridge Lane (the "Project"); and

**WHEREAS**, these improvements will impact the existing Limited Access Control Lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, Prince William County posted a Notice of Willingness to Hold a Public Hearing ("Willingness") on November 11, 2022, and November 25, 2022, in the *Washington Post*; on November 17, 2022, and November 24, 2022, in the *Prince William Times*; and on November 18, 2022, and November 25, 2022, in the *El Tiempo Latino* for the elimination of the proposed roundabout and the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 30, 2022, with no comments or other input from the public; and

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

**WHEREAS**, VDOT's Northern Virginia District Office has reviewed and approved the traffic analysis report for the Project on February 24, 2022, having found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, and evaluated in a 1994 Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal Highway Administration. More recent environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as the improvements proposed and evaluated in the 1994 SEIS. Further environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR § 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies documents. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction; and

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

**WHEREAS**, the Project is in Prince William County and the elimination of the proposed roundabout and the proposed LACCs are supported by the County's Assistant Director for Transportation-, Capital Projects Design and Construction, on May 20, 2022 (attached); and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**BE IT FURTHER RESOLVED**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

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**CTB Decision Brief**  
**Proposed Limited Access Control Change (LACCs) #2**  
**Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)**  
**Project 6234-076-266 P101, R201, C501, B665, B666**  
**UPC# 112815**  
**Prince William County**

**Issues:** The area designated as limited access previously approved for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) needs to be modified to eliminate the proposed roundabout and provide right turn taper modifications along existing Balls Ford Road between Route 234 (Prince William Parkway) and the intersection of Delinski Way/Randolph Ridge Lane. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

**Facts:**

- Limited access control for Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 was previously established on April 17, 1980, by the State Highway Commission, predecessor to the CTB in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended.
- The CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28, and at-grade intersections at the remaining interchange sites on June 20, 1991. The ultimate completion of the remaining interchanges, including this location, would be subject to development.
- The Route 234 Manassas Bypass was renamed the Prince William Parkway.
- The CTB approved the major design features and the LACCs for the Route 234 (Prince William Parkway) interchange at realigned Route 621 (Balls Ford Road), State Highway Project 6234-076-266, P101, R201, C501, B665, B666 on October 20, 2020
- Revisions to State Highway Project 6234-076-266, P101, R201, C501, B665, B666; UPC# 112815, ) will eliminate the proposed roundabout and provides right turn taper modifications along existing Balls Ford Road between Route 234 (Prince William Parkway) and the existing conventional intersection of Delinski Way/Randolph Ridge Lane (the “Project”).
- These improvements will impact the existing Limited Access Control Lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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Proposed Limited Access Control Changes (LACCs) #2

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

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- Prince William County posted a Notice of Willingness to Hold a Public Hearing (“Willingness”) on November 11, 2022, and November 25, 2022, in the *Washington Post* ; on November 17, 2022, and November 24, 2022, in the *Prince William Times*; and on November 18, 2022, and November 25, 2022, in the *El Tiempo Latino* for the elimination of the proposed roundabout and the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 30, 2022, with no comments or other input from the public.
- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- The Northern Virginia District office has reviewed and approved the traffic analysis report for the Project on February 24, 2020 having that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a 1994 Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal Highway Administration. More recent environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as the improvements proposed and evaluated in the 1994 SEIS. Further environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR § 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies documents. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction.
- The Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity Analysis for the financially constrained element of the Visualize 2045 Long-Range Transportation Plan approved by the National Capital Region Transportation Planning Board on October 17, 2018.
- The Project is in Prince William County and the elimination of the proposed roundabout and the proposed LACCs are supported by the County’s Assistant Director for Transportation, Capital Projects Design and Construction, on May 20, 2022 (attached).
- VDOT’s Chief Engineer has determined that the proposed changes will not adversely affect the safety or operation of the highways.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs) #2

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

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- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

**Recommendations:** It is recommended that, pursuant to § 33.2-401 of the Code of Virginia and 24 VAC 30-401-10 *et seq.*, that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area with the LACCs modified and/or established as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB on October 20, 2020.

**Action Required by CTB:** The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and implement the described LACCs, and the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** The Willingness expired on November 30, 2022, with no comments or other input from the public.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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*Agenda item # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

#### MOTION

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

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

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

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

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

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

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

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

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

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

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

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

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



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Highway Administration in 1994, in accordance with provisions of the NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as that proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction; and

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

Resolution of the Board

Proposed Limited Access Control Change (LACCs)

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Prince William County

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**BE IT FURTHER RESOLVED**, that pedestrians and bicyclists are authorized to use the proposed shared use path along realigned Route 621 (Balls Ford Road), within the areas designated as limited access.

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

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**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)**  
**Project 6234-076-266, P101, R201, C501, B665, B666**  
**UPC# 112815**  
**Prince William County**

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

**Facts:**

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

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Proposed Limited Access Control Changes (LACCs)

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

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

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Proposed Limited Access Control Changes (LACCs)

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

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- The VDOT Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

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

**Action Required by CTB:** §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with this resolution, and the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Project will move forward.

**Options:** Approve, Deny, or Defer.

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

**MOTION: CANDLAND**

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

**SECOND: LAWSON**

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

**ACTION: APPROVED**

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

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

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

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

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

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

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

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

July 14, 2020  
Regular Meeting  
Res. No. 20-506  
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**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors hereby endorses the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road Project in the Brentsville and Gainesville Magisterial Districts.

**Votes:**

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

**Nays:** None

**Absent from Vote:** None

**Absent from Meeting:** None

**For Information:**

Director of Transportation

County Attorney

ATTEST: \_\_\_\_\_

*Andrea P. Madden*

Clerk to the Board

4/17/80

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

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

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

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

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

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

MOTION CARRIED

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

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



6/20/91

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

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

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

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

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

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

6/20/91

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

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

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

Motion carried.

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

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

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

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

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



August 24, 2020

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

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

Dear Ms. Cuervo:

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

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

Thank you for your assistance with this important project.

Sincerely,

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

Ricardo Canizales  
Director of Transportation

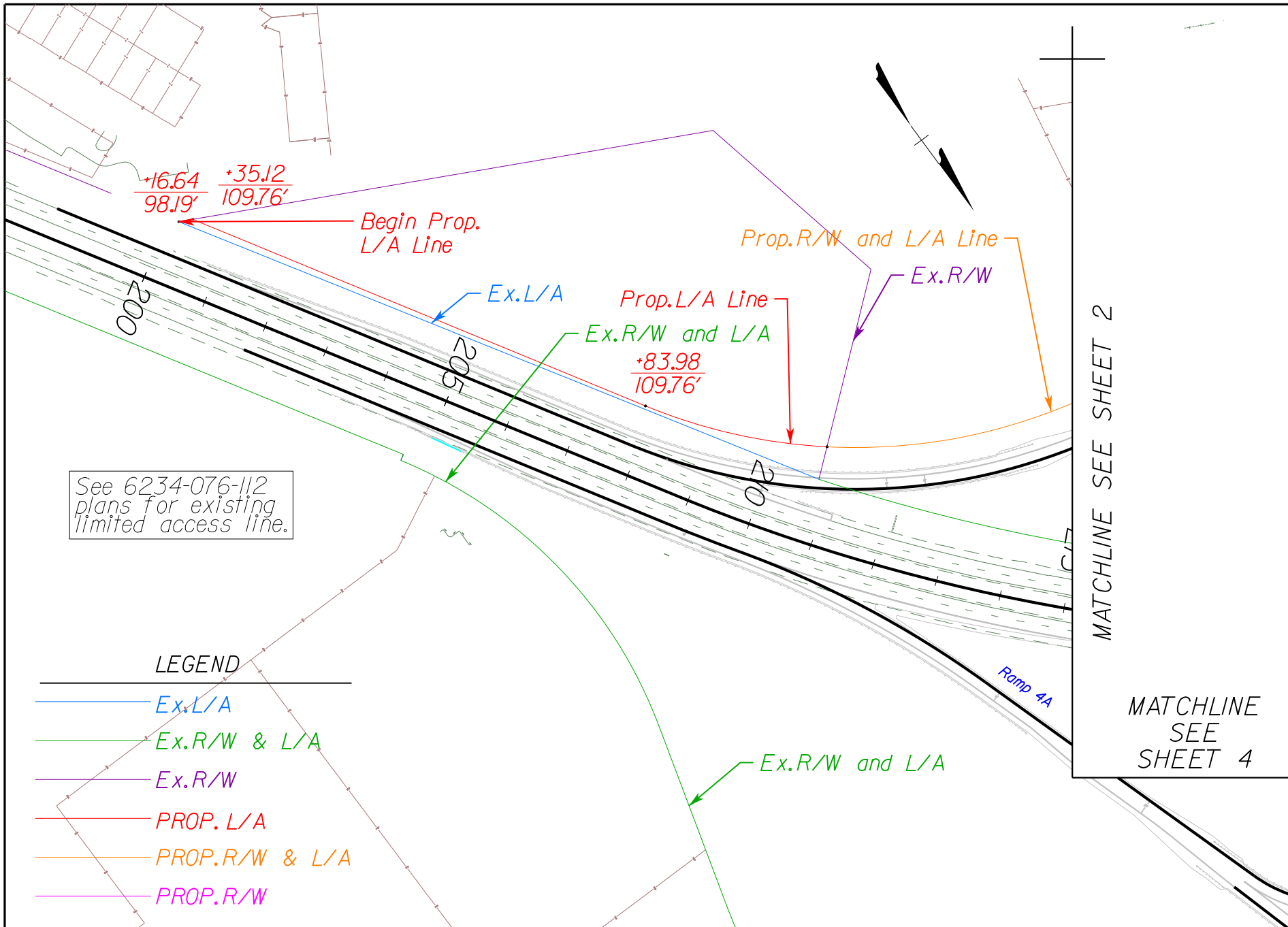
Enclosure: Prince William Board of County Supervisors' Resolution of Endorsement signed by  
Clerk of the Board, July 14, 2020



www.RDagville.com



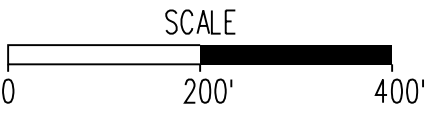
LANE



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

LEGEND

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



BALLS FORD INTERCHANGE DESIGN BUILD LIMITED ACCESS EXHIBIT

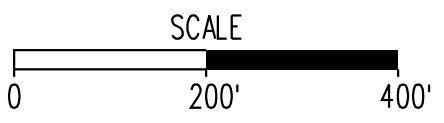
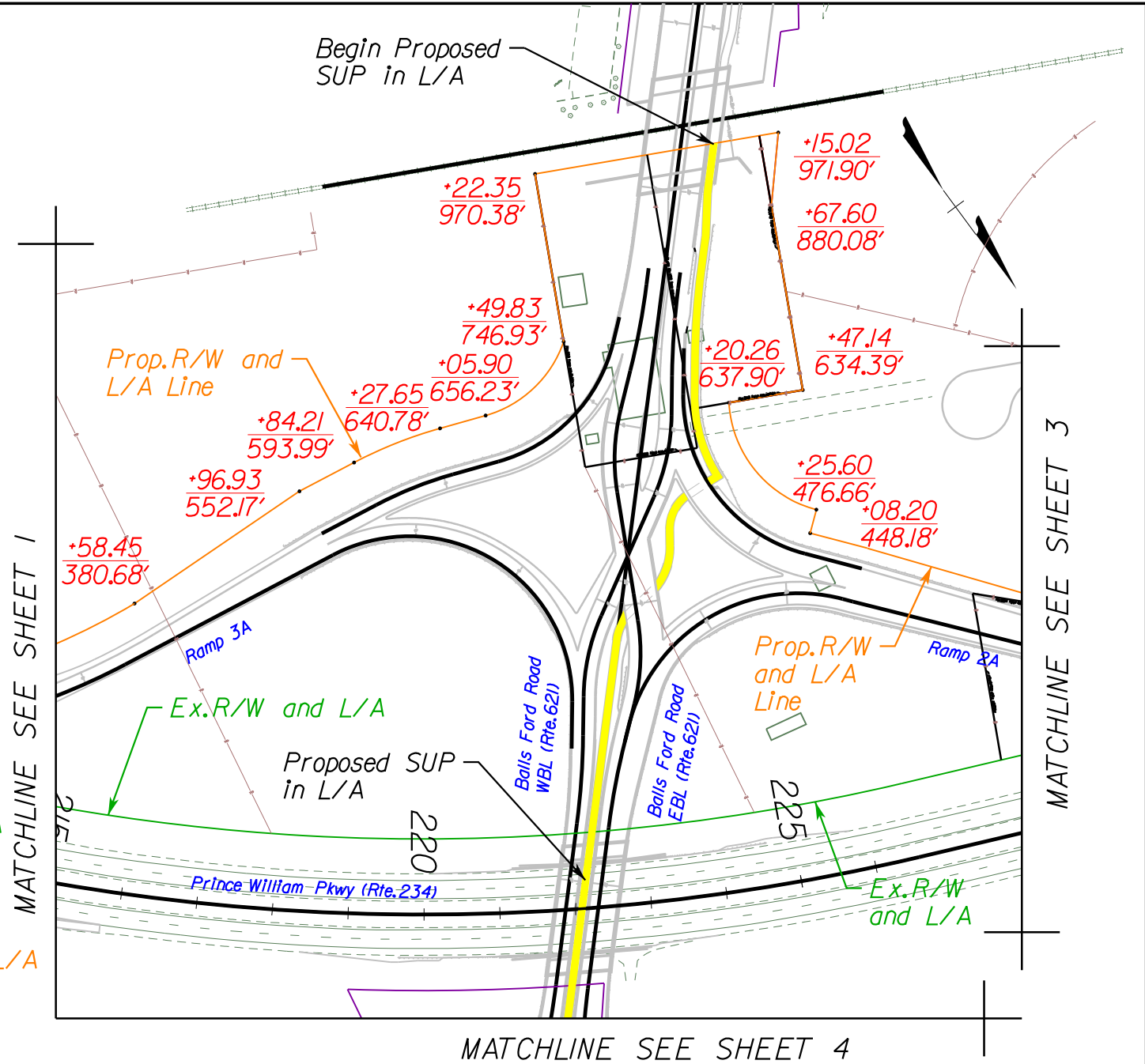
VDOT PROJECT 6234-076-266 PE-101, RW-201, C-501, B-665, B-666

SHEET NO. 1



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

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



BALLS FORD INTERCHANGE DESIGN BUILD  
LIMITED ACCESS EXHIBIT

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

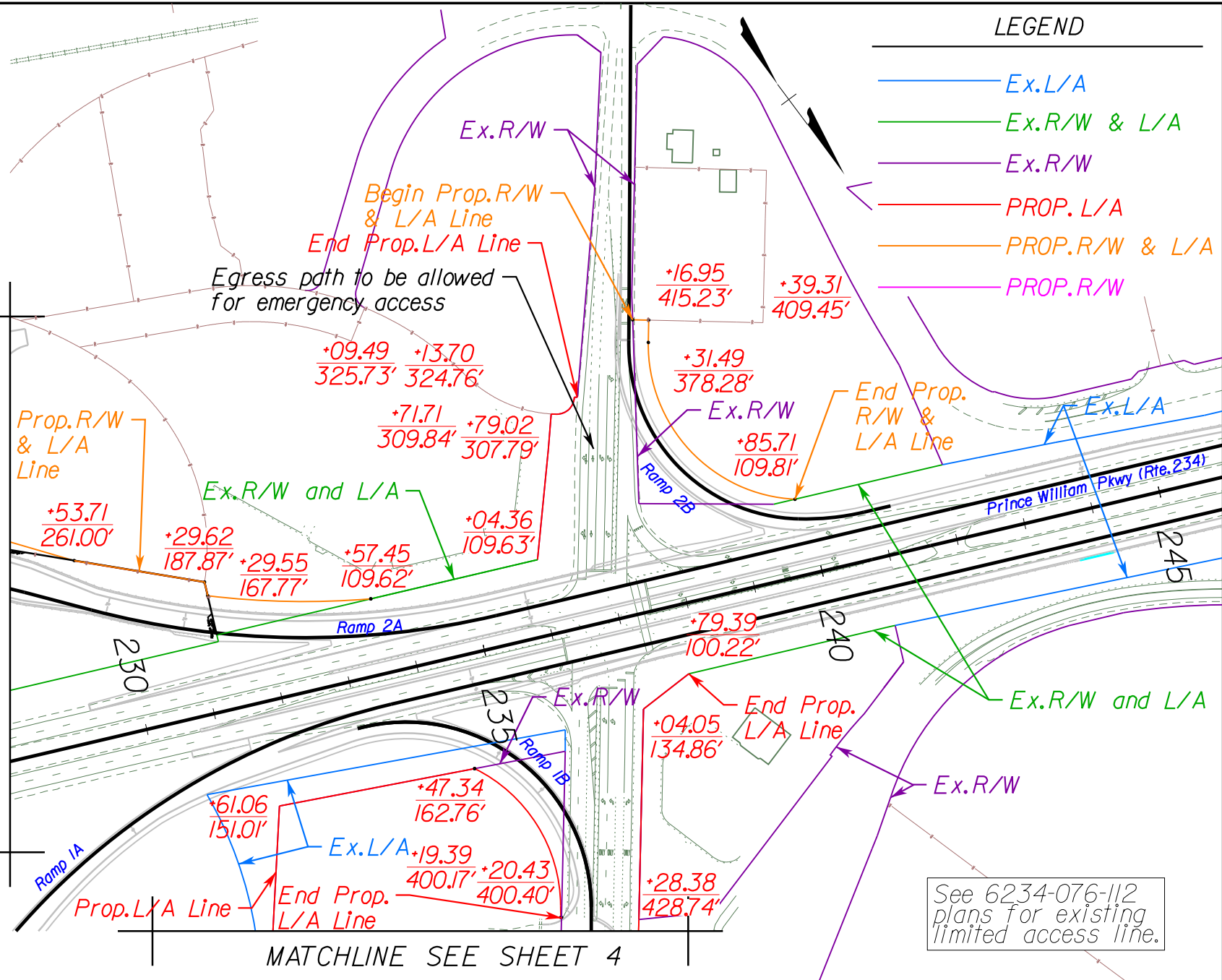
SHEET NO.  
2

LEGEND

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

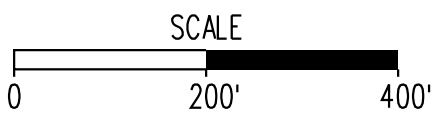
MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4



Egress path to be allowed for emergency access

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



BALLS FORD INTERCHANGE DESIGN BUILD  
LIMITED ACCESS EXHIBIT

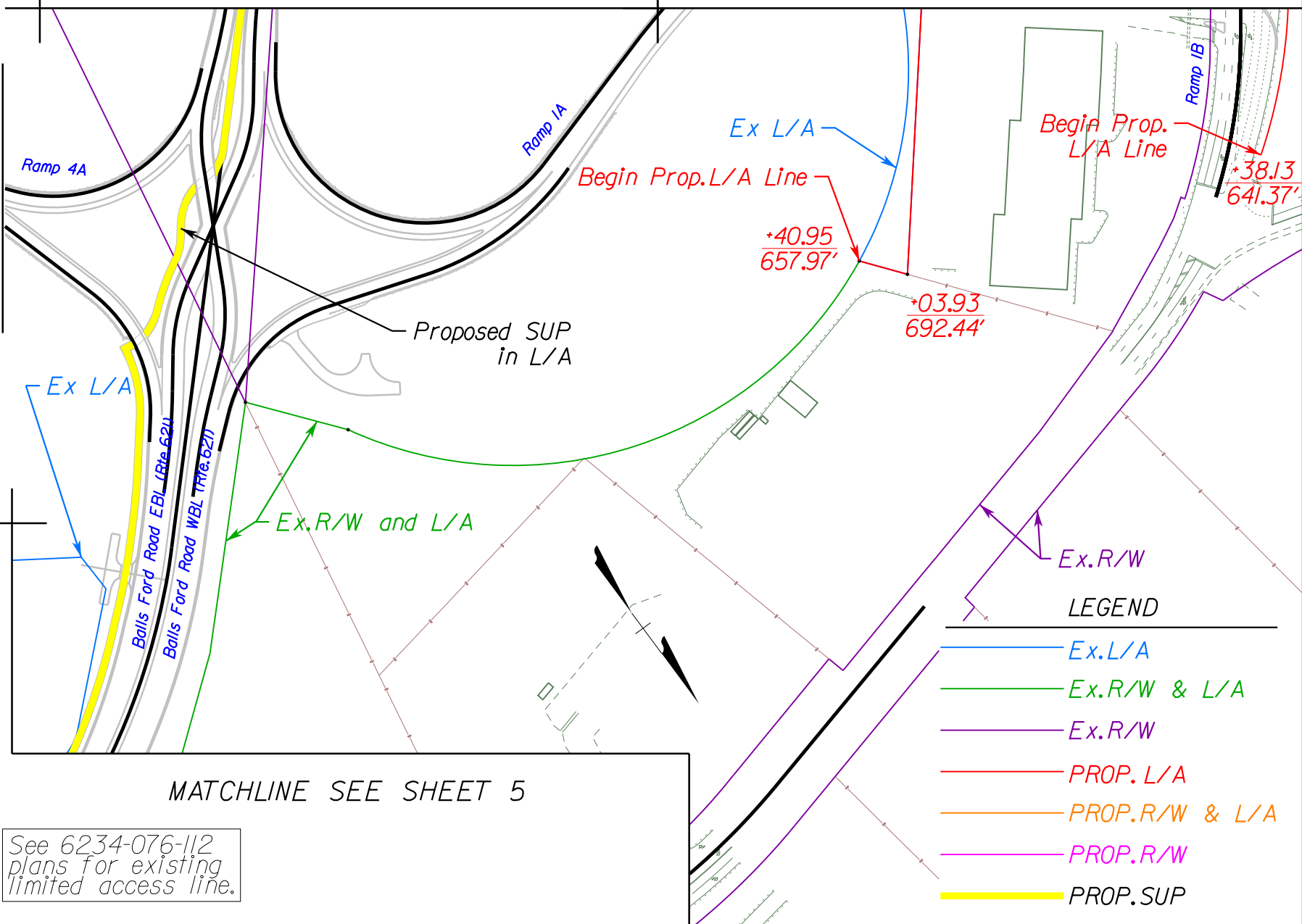
VDOT PROJECT  
6234-076-266  
PE-101, RW-201, C-501,  
B-665, B-666

SHEET NO.  
3

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 1



MATCHLINE SEE SHEET 5

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

LEGEND

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

SCALE



BALLS FORD INTERCHANGE DESIGN BUILD  
LIMITED ACCESS EXHIBIT

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

SHEET NO.

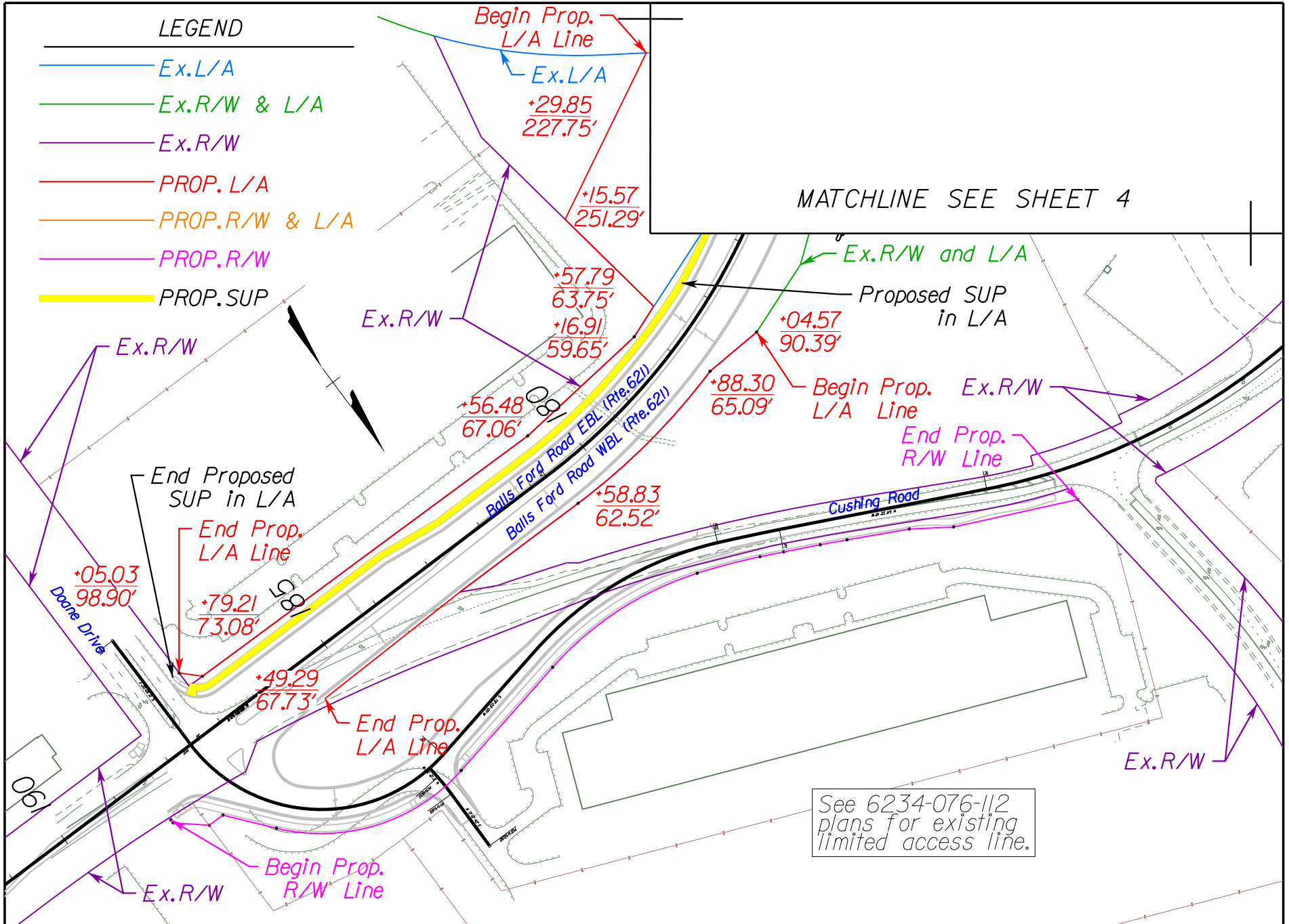
4



LEGEND

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

MATCHLINE SEE SHEET 4



SCALE



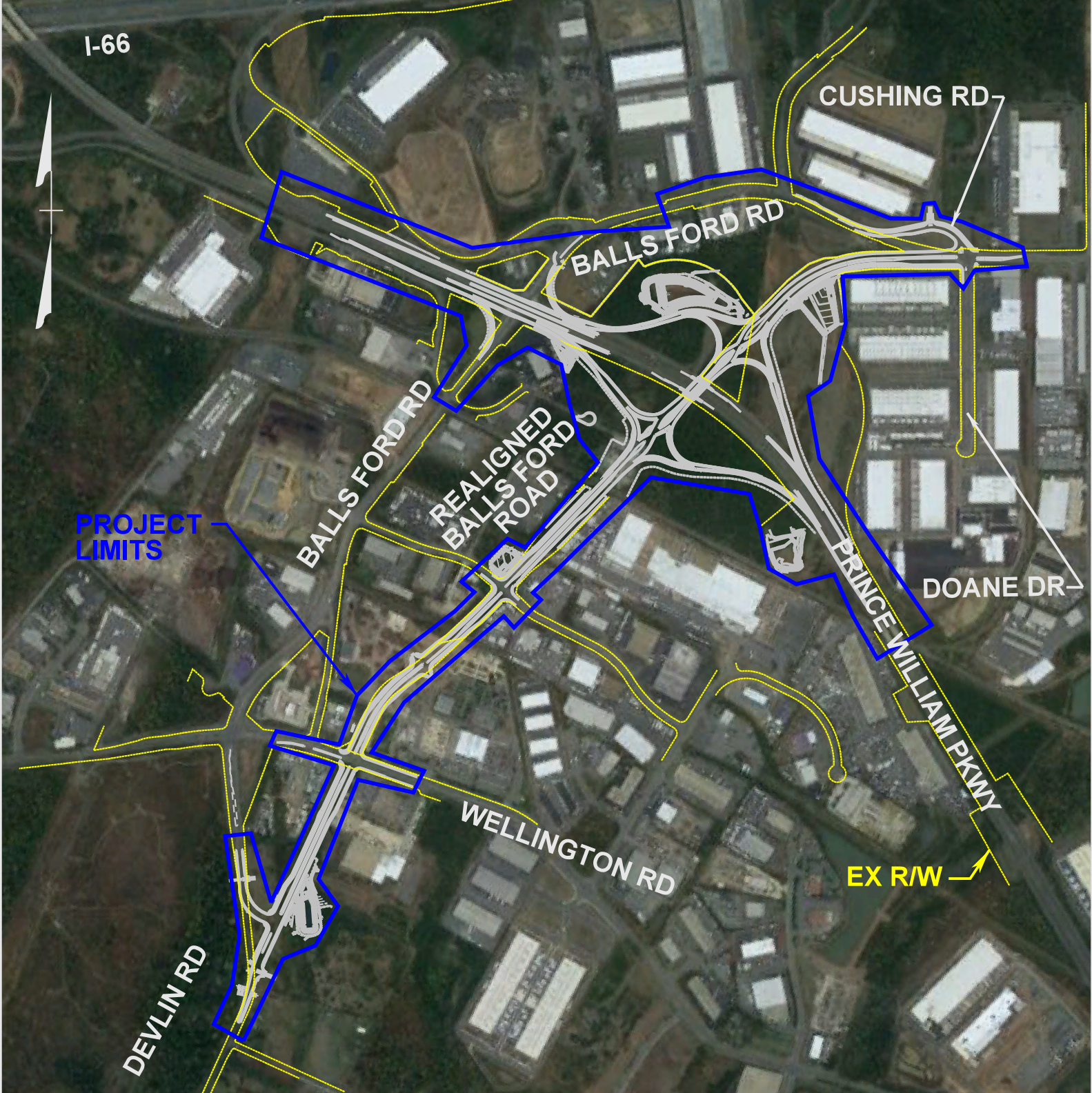
BALLS FORD INTERCHANGE DESIGN BUILD  
LIMITED ACCESS EXHIBIT

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

SHEET NO.  
5

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



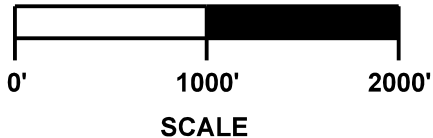


## VICINITY MAP

**BALLS FORD INTERCHANGE  
DESIGN BUILD PROJECT**

**PRINCE WILLIAM COUNTY, VA**

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





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

October 1, 2020

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

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6234-076-266, P101, R201, C501, B665, B666 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E.  
Chief Engineer

Limited Access Control Point Stations and Offset Table  
6234-076-266, PE-101, RW-201, C-501, B-665, B-666

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



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

January 3, 2023

The Honorable W. Sheppard Miller, III  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer DeBruhl  
The Honorable Darrell Byers  
The Honorable Burwell W. Coleman  
The Honorable Tom Fowlkes  
The Honorable Mary Hughes Hynes  
The Honorable Bert Dodson, Jr.  
The Honorable Carlos M. Brown  
The Honorable H. Randolph Laird  
The Honorable Thomas Lawson  
The Honorable Mark H. Merrill  
The Honorable E. Scott Kasprovicz  
The Honorable Laura Sellers  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Frederick T. Stant, III  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) #2 for Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 234-076-266, P101, R201, C501, B665, B666, (UPC# 112815) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A Thrasher  
2022.12.15 12:20:36-05'00'

Barton A. Thrasher, P.E.  
Chief Engineer



May 20, 2022

Mr. Jeffery Daily  
Project Coordinator – Locality Assistance Program  
Northern Virginia District Office  
4975 Alliance Drive  
Fairfax, Virginia 22030

RE: Prince William Parkway Interchange at Realigned Balls Ford Road  
State Project No.: 6234-076-266, UPC 112815  
County Master Project No.: SPR2020-00383  
Limited Access Control Change  
Prince William County Concurrence Letter

Dear Mr. Daily,

The Prince William County Department of Transportation (“PWC DOT”) concurs with limited access control change (LACC) as currently proposed in the Prince William Parkway Interchange at Realigned Balls Ford Road Project (“Project”) plan and LACC package being submitted for the Summer/Fall 2022 Commonwealth Transportation Board approval. The Prince William Board of County Supervisors accepted the LACC changes on August 3, 2021, with the Supplemental Design Public Hearing.

Since that time, the Virginia Department of Transportation (“VDOT”) and PWC DOT have continued to coordinate with the Norfolk Southern Railroad Corporation with respect to the proposed roundabout at the intersection of future Hansen Farm Road/Randolph Ridge Road, and determined to remove the roundabout. Prince William County, VDOT and Norfolk Southern Railroad Corporation have all agreed that this was the best course of action for long-term traffic control of the existing roadway/intersection adjacent to a railroad crossing.

As a result of this coordination since August 3, 2021, the property impact on adjacent properties is reduced and brings the limited access control as shown in the exhibits presented in this LACC package. Given the reduced impacts to adjacent parcels, Prince William County fully supports this limited access control change.

Sincerely,

*Khattab Shammout*

Digitally signed by khattab Shammout  
Date: 2022.05.20 14:59:03 -04'00'

Khattab Shammout, P.E., DBIA  
Assistant Director for Transportation  
Capital Projects Design and Construction

4/17/80

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

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

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

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

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

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

MOTION CARRIED

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

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

Re: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY) INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)

**Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>

10:04AM  
12/12/22

to Lori, Neil

Thank you.



**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

On Mon, Dec 12, 2022 at 9:50 AM Snider, Lori <[lori.snider@vdot.virginia.gov](mailto:lori.snider@vdot.virginia.gov)> wrote:

I approve this LACC from a Right of Way and Utilities standpoint

Thank you,  
Lori

----- Forwarded message -----

From: **Hord, Neil** <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

Date: Mon, Dec 12, 2022, 9:27 AM

Subject: Fwd: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY) INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)

To: Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)>

Hi Lori,

I have received the attached project related LACC from L&D. I have reviewed the changes and have no concerns or comments. I recommend your approval from a Right of Way and Utilities perspective. If you concur please respond directly to George Rogerson in L&D. Thank you

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219

Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
Date: Thu, Dec 1, 2022 at 10:46 AM  
Subject: Fwd: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY)  
INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)  
To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
Cc: David Beardsley <[david.beardsley@vdot.virginia.gov](mailto:david.beardsley@vdot.virginia.gov)>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **January 18, 2023 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB December 9, 2022**.

If you have any questions or concerns, please contact me.

Thank you,



**George T. Rogerson, Jr.**  
*Policies & Procedures Section Manager*  
*Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
Date: Thu, Dec 1, 2022 at 10:43 AM  
Subject: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY)  
INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)  
To: Jo Maxwell <[joanne.maxwell@vdot.virginia.gov](mailto:joanne.maxwell@vdot.virginia.gov)>, Michael Garrett <[michael.garrett@vdot.virginia.gov](mailto:michael.garrett@vdot.virginia.gov)>, Ellen Porter <[ellen.porter@vdot.virginia.gov](mailto:ellen.porter@vdot.virginia.gov)>, David Beardsley <[david.beardsley@vdot.virginia.gov](mailto:david.beardsley@vdot.virginia.gov)>, Joseph Koscinski <[joseph.koscinski@vdot.virginia.gov](mailto:joseph.koscinski@vdot.virginia.gov)>, Daily, Jeffrey <[Jeff.Daily@vdot.virginia.gov](mailto:Jeff.Daily@vdot.virginia.gov)>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **January 18, 2023 CTB Meeting**. Please provide me with comments no later than the **COB December 9, 2022**.



I will remove the language in **red** and **yellow** highlights before finalizing the documents.

1. Decision Brief
2. Resolution
3. Limited Access Line Exhibit
4. Limited Access Control Point Stations and Offsets Table
5. Location Map
6. Original Resolutions (3) - April 17, 1980, June 20, 1991 and October 20, 2020
7. Letter of Support from Prince William County
8. Central Office R/W Approval Email (**Forthcoming**)
9. FHWA Approval (**NA**)

Thank you for your review and comments.



**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*  
Virginia Department of Transportation  
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[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

6/20/91

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

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

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

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

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

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

6/20/91

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

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

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

Motion carried.

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

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

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

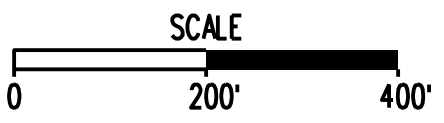
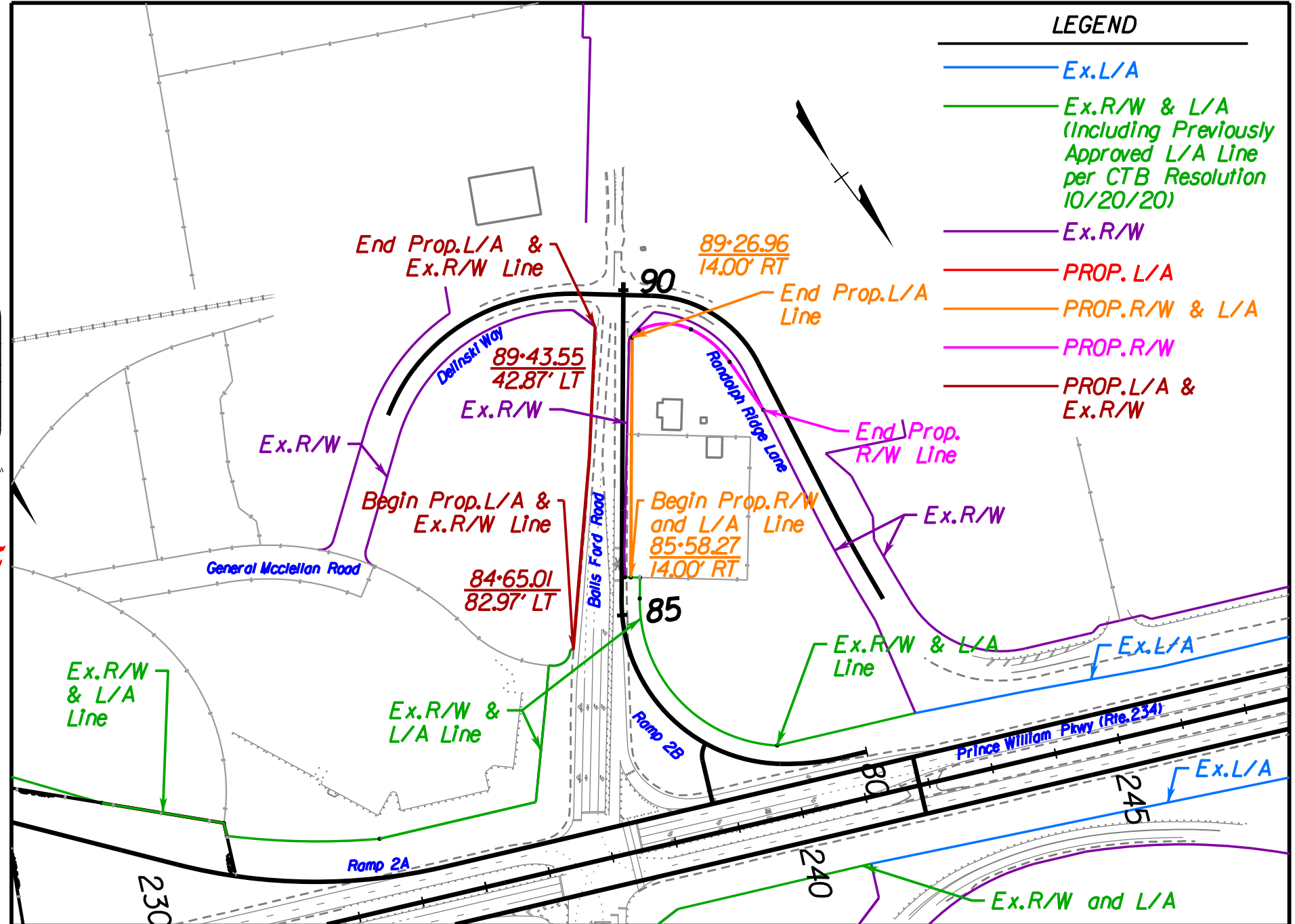
WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

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



**LEGEND**

- Ex.L/A
- Ex.R/W & L/A  
(Including Previously Approved L/A Line per CTB Resolution 10/20/20)
- Ex.R/W
- PROP. L/A
- PROP.R/W & L/A
- PROP.R/W
- PROP.L/A & Ex.R/W



**BALLS FORD INTERCHANGE DESIGN BUILD  
LIMITED ACCESS EXHIBIT**

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

SHEET NO.  
1



## VICINITY MAP

**BALLS FORD INTERCHANGE  
DESIGN BUILD PROJECT**

**PRINCE WILLIAM COUNTY, VA**

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

