

F26

**6234-076-111, C502**

**Prince William County**

Dumfries Road in Prince William County is a major facility that was predominately a two-lane road with narrow shoulders. Large traffic volumes clogged this facility causing traffic jams and safety concerns. This is the last project to complete the four laning of 234/234 Bypass from I-95 to I-66. This project is a parallel widening of 3.348 miles from Eclipse Drive to Montclair. The project typical section includes widening the two lane facility to a four lane asphalt divided highway on a six lane right of way, with 12' travel lanes, a 42' graded median and 10 foot separated asphalt trail. The intersection of Spriggs Road and Route 234 will be relocated to the west of the existing intersection. Traffic signals will be provided at Warm Springs Lane, Carrs Brooke Way, Relocated Spriggs Road, Waterway Drive, and Pattie Elementary and Washington Reed Elementary Schools. Construction of these improvements will require right of way acquisitions. Residents and businesses will be impacted or displaced. Construction will be sequenced so that traffic will be maintained and inconvenience to the traveling public minimized.

Fixed completion July 16, 2007

D98

**0033-966-103, C502, B602**

**0033-063-103, C502**

**New Kent Co. &**

**Town of West Point**

The purpose of this project is to replace the existing deficient two-lane bridge on Route 33 over Pamunkey River with a four-lane bridge. This is the second of two contracts to replace deficient bridges and improve the flow of traffic over the Pamunkey and Mattaponi Rivers and through the Town of West Point. The existing Pamunkey River Bridge is 2,338' long by 26' wide with a swing span over the channel for river traffic. The new bridge will have Kansas Corral railings. It will be 5,354' long and 68' wide and varies to 82' wide as it approaches the Town. The channel span is a double leaf bascule span with a 55' vertical clearance when closed. The existing roadway approaches will be widened, drainage facilities upgraded, and substandard curves and grades improved. Currently the average daily traffic on the bridge is approximately 16,000 vehicles per day. It is anticipated that by the year 2020 the bridges will carry an average of approximately 19,000 vehicles per day.

Fixed completion November 1, 2007

# **November 2004 CTB Meeting**

F17

**0066-076-113, C506, B636**

**Prince William County**

Route 29 (Lee Highway to Wellington Road) in Gainesville is a major north-south route connecting Northern Virginia and the I-66 Corridor to rural areas to the south and west as well as I-81. Growth and development has occurred in the corridor and current traffic forecasts indicate that the existing roadways will soon be at or over capacity. The East-West Connector (University Boulevard) was originally a part of the I-66/Route 29 Interchange project #0066-076-113, C501. Due to insufficient funds to construct the entire project, in 2002, the East-West connector became a separate project to be constructed before the I-66/29 project. This new four-lane divided road will extend from Route 29 East of the I-66/Route 29 Interchange to the south, bridging over I66 and the railroad tracks and connecting directly to Wellington Road at Rail Line Court. This project will help alleviate congestion on Route 29 in Gainesville as commuters going to Wellington Road or Linton Hall Road can use this road as an alternative to Route 29. The projects typical section includes four 12-foot travel lanes with a variable 4 foot to 16 foot raised median and 10 foot multi-purpose trail. Intersections at Wellington Road and Route 29 will be signalized. Construction of this project required right of way acquisitions.

Fixed completion July 1, 2006

C23

0677-020-332, C501, B639;  
0677-020-S17, C501

Rejected

Chesterfield County

This project is located in northern Chesterfield County. Old Buckingham Road runs in a northeasterly direction between Route 60 (Midlothian Turnpike) and Route 147 (Huguenot Road). This project begins approximately 0.6 miles northeast of Route 60 and encompasses approximately 0.27 miles of Route 677. This project is centrally located between Old Buckingham Forest, Olde Coach Village and Millstone Creek developments. This project requires Falling Creek to be realigned and stream restoration measures be implemented. Currently, this area of Rte. 677 is used for residential collection to Midlothian turnpike. The existing roadway has been the location of numerous accidents and fatalities. The intent of this project is to provide safety improvements by realigning the intersection of Old Buckingham Road and Unison Drive. This work is coordinated with a companion project to replace the Falling Creek Bridge, PPMS # 52992. The existing structure is a 27' single span structure with a face-to-face of railing width of 23' and an out-to-out deck width of 24'. The superstructure consists of steel beams supporting a timber deck with an asphalt-wearing surface. The abutments are concrete shelf abutments on spread footings. The proposed bridge is a two span

(76'-76') structure with a face-to-face of rails width of 37' and an out-to-out deck width of 39'-6". The superstructure will consist of Type III prestressed concrete beams made continuous for live load over the pier and integral backwalls at the abutments with a concrete deck. The substructure will have semi-integral abutments and a wall type pier on pile footings. The new bridge will utilize Kansas Corral type parapets. Current traffic counts are 10,800 (2001) on Route 677. Projected traffic counts are 17060 ADT (2015) with a DHV of 1,020. Existing conditions include 10' lanes, 2' shoulders and 2' ditches. The proposed condition shall consist of 11' lanes, variable width shoulders with portions utilizing curb and gutter, and 6' ditches where required. Construction will have a minimal impact upon local residents entering Unison Drive once the final connection is completed. Otherwise, traffic will continue using the existing roadway until the new road is complete.

Fixed completion June 1, 2006

F18

0619-076-305, C501, D647,  
D648, D649, D650

Rejected

Prince William County

Route 619 Linton Hall Road is currently a two-lane asphalt roadway with narrow shoulders for most of its length between Route 29 in Gainesville and Route 28 in Bristow. Residential development along this corridor has significantly increased the volume of traffic on Linton Hall Road, especially during peak hours. Developers have widened sections of the roadway along the corridor as part of their development plans including the initial 0.30 miles of road beginning at Route 29 that was widened to six lanes with the Virginia Gateway site. This project will widen Linton Hall Road to six lanes with a raised median from Route 29 to Glenkirk Road and four lanes with a raised median from Glenkirk Road to Devlin Road. The typical section for the six-lane portion of the project includes three 3.6 m (12 ft.) travel lanes in each direction, a 4.8 m (16 ft) raised median, curb and gutter, and 3.0 m (10 ft.) multi-use trail. For the four-lane portion, the typical section includes two 3.6 (12 ft.) travel lanes in each direction, 4.8 m raised median and 3.0 m (10 ft.) multi-use trail. Along the entire project, right turn lanes will be constructed at all intersecting street connections. Median openings will be provided at appropriate locations and left turn lanes will be provided at median openings. A new traffic signal will be installed at Glenkirk Drive. Because project was federal funded 3 approved Sound walls will be constructed at several locations along the corridor. There will be 44 parcels impacted which includes 4 residential displacements. No businesses, churches or other non-profit organizations will be displaced. Construction will be sequenced so that traffic will be maintained and inconvenience to the traveling public minimized.

Fixed completion July 15, 2007

NC4  
TS-9A-04

**Fairfax, Loudoun & Prince William Counties**

This is a Rehab/Refurbishing and maintenance of traffic signals project in various locations in Northern Virginia District. This is a preventative maintenance program that includes repair and maintenance to existing traffic signal. This procedure is critical to maintaining safe intersections where is a traffic signal. Time restrictions are a part of this contract and should minimize any traffic delays.

Fixed completion September 10, 2005