

**MOTION:**

**June 23, 2009  
Regular Meeting  
Res. No. 09-**

**SECOND:**

**RE:           ENDORSE THE VIRGINIA DEPARTMENT OF TRANSPORTATION  
ROUTE 234 BYPASS AND I-66 PARK AND RIDE FACILITY PROJECT**

**ACTION:**

**WHEREAS**, this project supports the Virginia Department of Transportation (VDOT) project currently extending High Occupancy Vehicle lanes to Route 29 (Gainesville) on I-66; and

**WHEREAS**, this project is located in the southeast corner of the intersection of Interstate 66 and Route 234 Bypass on Cushing Road; and

**WHEREAS**, this project will allow commuters to park their vehicles and carpool, van pool, and/or take transit to their destinations, which will reduce the number of single occupant vehicles in the I-66 corridor and reduce congestion and pollution; and

**WHEREAS**, no displacement of families or businesses are expected with this project; and

**WHEREAS**, VDOT has coordinated environmental review of the project through the Federal Environmental Review Process, and through this process the State has determined that there will be no significant impact to environmental resources; and

**WHEREAS**, the proposed project design will include improvements to the Balls Ford Road/Cushing Road intersection, improvements and paving of Cushing Road, a 400-450 space commuter parking facility, direct access to the HOV facility from the lot, and a limited access break from Route 234 into the facility (Phase 2); and

**WHEREAS**, design approval is anticipated in late 2009, with project construction estimated to start in the spring of 2011; and

**WHEREAS**, VDOT has estimated this project to have a total cost of \$8,801,000 (2010 dollars), which includes \$984,000 for design, \$2,442,000 for ROW, and \$5,375,000 for construction; and

**WHEREAS**, a public hearing on the design of the project was held by VDOT on May 27, 2009 at the Manassas Residency Office; and

**WHEREAS**, this project is fully funded through VDOT funds and Regional Surface Transportation Program funds;

**June 23, 2009**  
**Regular Meeting**  
**Res. No. 09-**  
**Page Two**

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby endorse the VDOT Route 234 and I-66 Park and Ride Facility Project.

**Votes:**

**Ayes:**

**Nays:**

**Absent from Vote:**

**Absent from Meeting:**

**For Information:**

Director of Transportation  
VDOT – PWC Preliminary Engineering Manager

**CERTIFIED COPY**

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**Clerk to the Board**



Craig S. Gerhart  
County Executive

# COUNTY OF PRINCE WILLIAM


OFFICE OF EXECUTIVE MANAGEMENT

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June 1, 2009

**TO:** Board of County Supervisors

**FROM:** Thomas Blaser   
Director of Transportation

**THRU:** Craig S. Gerhart  
County Executive

**RE:** Endorse the Virginia Department of Transportation (VDOT) Route 234 and I-66 Park and Ride Facility Project – Gainesville Magisterial District

**I. Background** in chronological order is as follows:

- A. Project Location – This project is located in the southeast corner of the intersection of Interstate 66 and Route 234 Bypass on Cushing Road.
- B. Project Need – The project supports the VDOT project currently extending High Occupancy Vehicle lanes to Route 29 (Gainesville) on I-66. This project will allow commuters to park their vehicles and carpool, van pool, and/or take transit to their destinations and will reduce the number of single occupant vehicles in the I-66 corridor.
- B. Site Selection – The site for this project was selected due to the relatively flat topography and favorable ROW and utility situations. The site allows for parking to be provided for commuters at a strategic location within the I-66 Corridor.
- C. Right-of-Way Needed – No displacement of families or businesses are expected with this project. Permanent right-of-way (ROW) will be needed for the project, outside the already existing VDOT ROW. Easements will be also required outside the existing ROW for maintenance, construction, and utility relocation.

- D. Environmental Considerations – VDOT has coordinated environmental review of the project through the Federal Environmental Review Process. Through this process the State has determined that there will be no significant impact to environmental resources.

**II. Current Situation is as follows:**

- A. Proposed Project Design – The proposed project will include improvements to the Balls Ford Road/Cushing Road intersection, improvements and paving of Cushing Road, a 400-450 space commuter parking facility, direct access to the HOV facility from the lot, and a limited access break from Route 234 into the facility (Phase 2).
- B. Project Schedule – Design approval is anticipated for late 2009, with project construction estimated to start in the spring of 2011.
- C. Project Cost – VDOT has estimated this project to have a total cost of \$8,801,000 (2010 dollars). This includes \$984,000 for design, \$2,442,000 for ROW, and \$5,375,000 for construction.
- D. Public Hearing – A public hearing on the design of the project was held by VDOT on May 27, 2009 at the Manassas Residency Office.
- E. Board Action Requested – Endorse the Virginia Department of Transportation (VDOT) Route 234 and I-66 Park and Ride Facility Project in the Gainesville Magisterial District.

**III. Issues in order of importance are:**

- A. Timing – When does the Board of County Supervisors have to endorse the VDOT Route 234 and I-66 Park and Ride Facility Project?
- B. Service Level/Policy Issues – How does the endorsement of the VDOT Route 234 and I-66 Park and Ride Facility Project impact the implementation of the County's Strategic Plan?
- C. Fiscal Impact - What is the impact on County funds?
- D. Legal - Does the Code of Virginia require the Prince William Board of County Supervisors to endorse a VDOT project?

**IV. Alternatives** in order of feasibility are:

A. Endorse the VDOT Route 234 and I-66 Park and Ride Facility Project.

1. Timing - To maintain the project schedule, Prince William County should endorse VDOT Route 234 and I-66 Park and Ride Facility Project at this time.
2. Service Level/Policy Issues – The endorsement of the VDOT Route 234 and I-66 Park and Ride Facility Project now will expedite the project and further the County’s Strategic Plan goal to “Improve and construct transportation facilities that address congestion and safety.”
3. Fiscal Impact – The project is funded by RSTP funds and VDOT and does not impact County funds.
4. Legal – The Code of Virginia does not require the Prince William Board of County Supervisors to endorse the Route 234 and I-66 Park and Ride Facility Project, but VDOT has requested the endorsement to allow for local coordination of the project and Federal approval of the Route 234 Bypass Limited Access Break.

B. Take No Action.

1. Timing – There are no timing requirements, but postponing endorsement of the VDOT Route 234 and I-66 Park and Ride Facility Project may delay completion.
2. Service Level/Policy Issues – No endorsement of the project could jeopardize completion, and would not further the County’s Strategic Plan goal to “Improve and construct transportation facilities that address congestion and safety.”
3. Fiscal Impact – Does not apply.
4. Legal – No action at this time may delay Federal approval of the Limited Access Break needed in Phase 2 of the project.

**V. Recommendation** is that the Prince William Board of County Supervisors concur with Alternative A and approve the attached Resolution.