

TRANSPORTATION PLAN

INTENT

Transportation is the key to the economic and social development of Prince William County and especially to the I 66/Route 29 Sector Plan area. This includes transportation for the local movement of people, the broad support for employment and social activities in the close-in Northern Virginia community, and the interstate movement of people and goods along I-66, I-81 and I-95, even though the latter corridors do not directly intersect this sector. This Transportation Plan represents the optimum structure of the Sector Plan area for the future. Its development included examination of the existing thoroughfares, down to and including the gravel-paved, close-in roads to determine what expansions or changes are necessary in the years ahead.

Some realignments and improvements, and some major upgrades are recommended for the Plan area. No new roads are envisioned. However, Parallel Road, which currently runs from Route 29 to Carver Road, would be extended to Route 15, paralleling Route 29. This is to minimize the number of access points to commercial and residential uses from Route 29 by permitting these same activities to be accessed from Parallel Road. Several other extensions are also recommended. The goal is to have planned roadways at a Level Of Service (LOS) D. A chart summarizing the recommendations or changes and a thoroughfare map showing the general alignment of all of the roadways in the Sector area are also included with this plan.

Consideration has been given to the preservation of the historical and cultural characteristics of the Buckland community.

THOROUGHFARES

Only the thoroughfares in the Sector Plan area recommended for improvements or changes are addressed herein. They are presented in order of Functional Class as defined in the Comprehensive Plan and the description of each is as currently planned (Comprehensive Plan). Recommendations for improvements or changes are addressed to the definitions and plans in the Comprehensive Plan.

ACTION STRATEGIES

Freeway and Interstate

FI-2 I-66 Between Route 29, Lee Highway and Route 15, James Madison Highway

I-66 is a Freeway and Interstate (FI) allowing interregional through traffic only. In the area between Route 29 and Route 15, it is 275' wide with 4 lanes and variable right-of-way, and is designated SOV/2 HOV. There are no trails along I-66. The major intersection in this area is the I-66/Route 29 interchange.

TR-1 The I-66 and Route 15 Interchange is not within the Sector Plan boundaries, but upgrading this interchange at I-66 and Route 15 would improve traffic flow and mobility at the intersection.

Principal Arterials

PA-4 **Route 29, Lee Highway**
Fauquier County line to I-66/Route 29 Interchange at Gainesville.

Route 29 is a Principal Arterial (PA) accommodating intercounty and city traffic movement. It has a 160' right-of-way and includes 4 lanes with median. VDOT's Long-Range Plan includes updating Route 29 to 6 lanes with median and a South bike trail. The major intersections in this area are the I-66/Route 29 interchange and the intersection at Route 15, James Madison Highway.

TR-2 In consideration of the esthetics and the cultural and historic resources of the area, and the safety of travel in the area, it is recommended that Route 29, Lee Highway from the Fauquier County line to Virginia Oaks at Gainesville remain 4 lanes with median. At Virginia Oaks Route 29 becomes 6 lanes to the I-66/Route 29 Interchange at Gainesville.

TR-3 Methods such as traffic lights will help to control traffic along and local access to Route 29.

TR-4 Route 15, James Madison Highway handles a major flow of traffic turning left and right at Route 15 and Route 29. A grade-separated interchange will improve traffic flow and mobility at this intersection and alleviate through traffic impact to and from the Gainesville I-66/Route 29 interchange area.

PW-1 **Route 15, James Madison Highway**
Route 29, Lee Highway to VA 55, John Marshall Highway

Route 15 is currently identified in the Comprehensive Plan as a 4-lane Parkway (PW) with median, 165' to 174' right-of-way and a Class I, East bike trail. In the Sector Plan area, Route 15 intersects with Route 29 at a tee. There is also an intersection (entrance/exit ramps) at I-66, which is not within the Sector Plan boundaries.

TR-5 In the Sector Plan area, Route 15 should be developed and maintained as a Parkway, but permit trucks and commercial vehicles to continue to use it. At the Norfolk Southern Railroad crossing on Route 15 there should be an overpass that will accommodate vehicles, pedestrians, bikers, and walkers. The scenic integrity can be maintained by use of buffers and limiting access.

TR-6 A grade-separated interchange at Route 29 and Route 15 is recommended.

Minor Arterial

MA-10 Haymarket Bypass Route 29, Lee Highway and Route 15, James Madison Highway

Haymarket Bypass is a Minor Arterial (MA) accommodating local traffic movement within the Sector Plan area. It has a 116' right-of-way and includes 4 lanes with median and no trails. The section of this arterial from Route 29 to Old Carolina Road is named Somerset Drive.

TR-7 The Intersection of Haymarket Bypass with Route 15 should be shifted Northwestward away from VA 625, Haymarket Drive and away from its current intersection with Route 15.

MA-14 VA 55, John Marshall Highway Haymarket to Gallerher Road to Route 29, Lee Highway

VA 55 is proposed for improvement in order to serve traffic generated in and attracted to the Gainesville/Haymarket area. VA 55 is planned to be realigned to existing Gallerher Road and intersect Route 29 at the planned realignment of Linton Hall Road (Route 619). Increased traffic volumes on this highway are expected.

TR-8 From Route 29 to 1 mile South of the Town of Haymarket boundary, VA 55 must transition to 2 lanes (with a transitional decrease from 4 lanes to 2 lanes) to/through the Town of Haymarket. From Route 29 to the Town of Haymarket, VA 55 must transition from 116' right-of-way to 40' right-of-way to 32' right-of-way to conform to the Town of Haymarket limits.

Major Collector

MC-6 VA 676, Catharpin Road Heathcote Boulevard to Route 29 Parallel Road

Catharpin Road is a Major Collector (MC). It has a 110' right-of-way and 4 lanes with a median and a bike trail-West. The road terminates at VA 55.

TR-9 Extend Catharpin Road to the Parallel Road. This will facilitate the flow of local traffic within the Sector and proposed Town Center. Also, eliminating the median (a median requires more space and defined turn areas) will allow better access in this area. The extension should be through "public funds".

MC-22 VA 703 Old Carolina Road Route 29, Lee Highway to Town of Haymarket boundary

Old Carolina Road is a Major Collector (MC). It is defined as 4 lanes with a median and a 92' right-of-way with no trails.

TR-10 Old Carolina Road should be defined as 4 lanes undivided with a Class I bike trail/East, with 92' right-of-way to the Haymarket Bypass. From the Haymarket Bypass to the Haymarket town limits, it would become 2 lanes with 60' right-of-way. (It must transition to 2 lanes entering the Town of Haymarket to conform to 40'). Also, an improved Norfolk Southern Railroad at-grade crossing is needed at the entrance of the Town of Haymarket.

MC-31 Route 29 Parallel Road
Route 29, Lee Highway to VA 647 Carver Road

Route 29 Parallel Road is a Major Collector (MC) accommodating local traffic movement between Carver Road and Route 29. It has a 110' right-of-way, 4 lanes with a median and a bike trail-South.

TR-11 Extend Parallel Road to Route 15, James Madison Highway. This will allow east-west traffic within the Sector Plan Area between Route 29 and Route 15 to access residential areas and the proposed Town Center without requiring multiple entrances from Route 29. Parallel Road should be "publicly funded".

Minor Collector

VA 682, Thoroughfare Road
Route 15, James Madison Highway to VA 703, Old Carolina Road

Thoroughfare Road is a 2-lane Minor east/west Collector at Old Carolina Road.

TR-12 Extend Thoroughfare Road to Parallel Road and widen it to provide improved access to residential and other proposed land uses in this corridor. From Route 15 to Old Carolina Road, it should be improved and widened to 60'. It should be extended from Old Carolina Road to Parallel Road, 4 lanes, undivided with 110' right-of-way and a Class I bike trail-South.

VA 625, Haymarket Drive
Route 15, James Madison Highway to VA 703, Old Carolina Road

VA 625, Haymarket Drive is a Minor Collector, intersecting at Route 15, James Madison Highway and ending at Old Carolina Road.

TR-13 Haymarket Drive should be 2 lanes, improved and widened to 60'. Shifting it eastward to intersect with Thoroughfare Road in the vicinity of Route 15 helps to minimize entrances on Route 15.

VA 647, Carver Road
Route 29, Lee Highway to VA 703, Old Carolina Road

VA 647, Carver Road is a 2-lane Minor Collector ending at Old Carolina Road.

- TR-13** Carver Road should be upgraded to a Major Collector (MC) to accommodate local traffic movement for the higher density expected in this area of the Sector Plan. The recommended upgrade is 92' and 4 lanes, undivided with a Class I bike trail-East.

Other

Commuter Parking

- TR-14** Two commuter parking lots are recommended for this Sector Plan, one in the area near the recommended I-66 and Route 15 interchange and one in the vicinity of the I-66/Route 29 interchange. Currently, VDOT has identified the area along Route 29 between Old Linton Hall Road and Linton Hall Road as a potential location for a commuter lot. During construction of the interchange, it will be used as an access road. After construction, it could become a Commuter Lot.

Public Transportation

- TR-15** The Comprehensive Plan sets forth the Transit Improvement Plan for Prince William County. To further define these recommendations, a study of the need for and development of public transportation facilities and services from the Gainesville/Haymarket area to regional and local employment centers and transportation hubs is recommended. The study will consider Virginia Railway Express (VRE) service including a commuter rail station, OmniRide and OmniLink bus service, and Metro Rail and Metro Bus service. In addition to determining need, the study will look at feasibility and cost issues and make recommendations on the appropriate approach or approaches to implement public transportation services.

I-66/Route 29 Sector Plan

Transportation Plan



Transportation Plan Summary

FREEWAY/INTERSTATE

I-66

| Plan Map No. | Current Location Within Sector Plan Boundaries & Current Description | Recommended Changes | Rationale |
|--------------|---|---------------------|--|
| FI-2 | Between Route 29, Lee Highway and Route 15, James Madison Highway <ul style="list-style-type: none"> • Interregional; through-traffic only • 4 lanes SOV/2HOV - 275' variable | | |
| TR-1 | An improved interchange at I-66 & Route 15 <u>NOTE:*</u> The I-66/Route 15 interchange is outside the Sector Plan Area. | | To divert some traffic from Route 29 and improve traffic flow and mobility at the intersection |

PRINCIPAL ARTERIALS

Route 29, Lee Highway

| Plan Map No. | Current Location Within Sector Boundaries & Current Description | Recommended Changes | Rationale |
|--------------|---|---------------------|--|
| PA-4 | Fauquier County line to I-66/Route 29 Interchange at Gainesville <ul style="list-style-type: none"> • Intercountry & city movement • 4 lanes w/median - 160'; Bike trail/South (Class I) • VDOT's Long-Range Plan includes updating Route 29 to 6 lanes with median and a South bike trail | | |
| TR-2 | Remain 4 lanes with median from the Fauquier County line to Virginia Oaks at Gainesville | | In consideration of the esthetics and the cultural and historic resources of the area, and the safety of travel in the area |
| TR-3 | Consider more traffic control methods along Route 29 | | Route 29 handles a large volume of traffic through the Sector Plan area. Controls are needed for access onto and along Route 29. |

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| <p>TR-4 A grade-separated interchange is needed at the intersection of Route 29 and Route 15</p> | <p>Route 15 handles a major flow of traffic turning left and right at Route 29. A grade-separated interchange will improve traffic flow and mobility and alleviate through traffic impact to and from the I-66/Route 29 interchange area</p> |
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PARKWAY

Route 15, James Madison Highway

| <p>Current Location Within Sector Boundaries & Current Description</p> | |
|--|---|
| <p>Plan Map No.</p> | |
| <p>PW-1</p> | <p>Route 29, Lee Highway to VA 55, John Marshall Highway</p> <ul style="list-style-type: none"> • Scenic with major traffic movement; Trucks prohibited • 4 lanes w/median; Bike trail/East (Class I) • There is an intersection (entrance/exit ramps) at I-66, which is not within the Sector Plan boundaries |
| <p>Recommended Changes</p> | |
| <p>TR-5 Develop and maintain Route 15 as a Parkway, but permit trucks and commercial vehicles to continue to use it. Consider buffers and limiting access by such methods as pipestems. At the Norfolk Southern Railroad crossing on Route 15 there should be an overpass that will accommodate vehicles, pedestrians, bikers, and walkers.</p> | <p>Rationale</p> <p>Route 15 should continue to accommodate local and intrastate commercial, industrial, and vehicle traffic. The scenic integrity can be maintained by use of buffers and limiting access.</p> <p>(I-66 Previous Route)</p> |
| <p>TR-6 A grade-separated interchange at Route 29 and Route 15.</p> | |

MINOR ARTERIALS

Haymarket By-Pass

| <p>Current Location Within Sector Boundaries & Current Description</p> | |
|---|--|
| <p>Plan Map No.</p> | |
| <p>MA-10</p> | <ul style="list-style-type: none"> • Route 29 to Route 15 • 116' right of way; 4 lanes w/median • No trails • The section from Route 29 to Old Carolina Road is named Somerset Drive |

| Recommended Changes | | Rationale |
|----------------------------|---|--|
| TR-7 | In area northwest of Old Carolina RD, shift road northwest away from VA 625, Haymarket Drive. | To move Haymarket By-Pass away from current alignment with Haymarket Drive |

VA 55, John Marshall Highway

| Current Location Within Sector Boundaries & Current Description | | |
|--|---|--|
| Plan Map No. | | |
| MA-14 | Haymarket to Gallerher Road to Route 29, Lee Highway (Aligning with Gallerher Rd to Route 29) <ul style="list-style-type: none"> • Minor Arterial; 4 lanes w/median - 116' • Bike trail/North | |
| Recommended Changes | | Rationale |
| TR-8 | VA 55 should be 4 lanes, undivided from Route 29 to 1 mile south of the Haymarket town limits, then transitioning from 4 lanes to 2 lanes; 2 lanes to and through Haymarket | Haymarket will retain only 2 lanes of traffic. From Route 29 to Haymarket, VA.55 must transition from 116' to 40'. VA.55 at east end of Haymarket is 40'. At the center of Haymarket it is 32'. |

MAJOR COLLECTORS

VA 676 Catharpin Road

| Current Location Within Sector Boundaries & Current Description | | |
|--|--|---|
| Plan Map No. | | |
| MC-6 | Heathcote Boulevard to VA 55 <ul style="list-style-type: none"> • Minor Collector; 4 lanes w/median - 116' • Bike trail/West (Class I) | |
| Recommended Changes | | Rationale |
| TR-9 | Extend Catharpin Road as 4 lanes undivided from VA 55 to Parallel Road. The extension should be through "public funds". | To facilitate the flow of local traffic within the Sector Plan area and proposed Town Center. Eliminating the median will allow better access in this area. |

VA 703, Old Carolina Road

| Current Location Within Sector Boundaries & Current Description | | |
|--|--|---|
| Plan Map No. | Recommended Changes | Rationale |
| MC-22 | Route 29, Lee Highway to Town of Haymarket boundary <ul style="list-style-type: none"> • Major Collector; 4 lanes w/median – 92' • No trails | Median requires more space & defined turn areas Road becoming 2 lanes at Haymarket By-Pass eliminates transition. Haymarket will retain 2 lanes. |
| TR-10 | Old Carolina Road should be 4 lanes – 92', undivided to Haymarket By-pass; then 2 lanes - 60' from Haymarket By-pass to Haymarket town limits. Retain the current road width to Haymarket. Add Bike trail/East (Class I) Improve railroad crossing at Haymarket. | |

Parallel Road

| Current Location Within Sector Boundaries & Current Description | | |
|--|--|--|
| Plan Map No. | Recommended Changes | Rationale |
| MC-31 | Carver Rd to Route 29 (Lee Highway) <ul style="list-style-type: none"> • Major Collector; 4 lanes w/median - 110' • Bike trail/South (Class I) | |
| TR-11 | Extend Parallel Road to Route 15; 4 lanes undivided – 110' Parallel Road should be “publicly funded”. | This allows east-west Sector Plan area traffic between Route 29 and Route 15 to access residential areas and the proposed Town Center without requiring multiple entrances from Route 29 |

MINOR COLLECTORS

VA 682, Thoroughfare Road

| Current Location Within Sector Boundaries & Current Description | |
|--|---|
| Plan Map No. | Current Location Within Sector Boundaries & Current Description |
| Minor Collector | Route 15, James Madison Highway to VA 703, Old Carolina Road <ul style="list-style-type: none"> • Minor Collector; 2 lanes (not indicated) |

| Recommended Changes | | Rationale |
|----------------------------|---|---|
| TR-12 | Extend and upgrade Thoroughfare Road to Parallel Road. From Route 15 to Old Carolina Road, improve and widen to 60'. Extend it from Old Carolina Road to Parallel Road as 4 lanes, undivided with 110' right-of-way and a Class I bike trail-South. | To provide improved access to residential and other proposed land uses in this corridor |

VA 625, Haymarket Drive

| Current Location Within Sector Boundaries & Current Description | | |
|--|---|---|
| Plan Map No. | | |
| Minor Collector | Route 15, James Madison Highway to VA 703, Old Carolina Road <ul style="list-style-type: none"> • 2 lanes (not indicated) | |
| Recommended Changes | | |
| TR-13 | Shift road eastward to intersect with Thoroughfare Road Widen and improve road; 2 lanes - 60' | Rationale To minimize entrances on Route 15 |

VA 647, Carver Road

| Current Location Within Sector Boundaries & Current Description | | |
|--|---|---|
| Plan Map No. | | |
| Minor Collector | Route 29, Lee Highway to VA 703, Old Carolina Road <ul style="list-style-type: none"> • A 2-lane Minor Collector ending at Old Carolina Road. | |
| Recommended Changes | | |
| TR-14 | Upgrade to a 92', undivided 4-lane Major Collector (MC) with a Class I bike trail-East. | Rationale To accommodate local traffic movement for the higher density expected in this area of the Sector Plan |

NO CHANGES RECOMMENDED TO FOLLOWING THOROUGHFARES:

| Heathcote Boulevard | | |
|----------------------------|---|--|
| Plan Map No. | | |
| MA-11 | Route 29 to Route 15 <ul style="list-style-type: none"> • Minor Arterial; 4 lanes w/median - 116' No trails | |

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|---------------------|--|
| Plan Map No. | East-West Connector |
| MA-28 | University Boulevard to Route 29 <ul style="list-style-type: none"> • Minor Arterial; 4 lanes undivided - 116' |
| Plan Map No. | Wellington Road |
| MA-31 | Approximately from Nissan to Route 29 <ul style="list-style-type: none"> • Minor Arterial; 4 lanes w/median - 116' |

OTHER

COMMUTER PARKING

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|--------------|--|
| | Recommendations |
| TR-17 | Allocate 2 Commuter parking areas: <ul style="list-style-type: none"> • in area of I-66/Route 29 interchange • in area of I-66/Route 15 interchange |

PUBLIC TRANSPORTATION

| | |
|--------------|--|
| | Recommendations |
| TR-16 | A study of the need for and development of public transportation facilities and services from the Gainesville/Haymarket area to regional and local employment centers and transportation hubs. <ul style="list-style-type: none"> • Consider Virginia Railway Express (VRE) service including a commuter rail station, OmniRide and OmniLink bus service, and Metro Rail and Metro Bus service • Look at feasibility and cost issues and make recommendations on the appropriate approach or approaches to implement public transportation services |