

HB2 Application

Sudley Road Third Lane

Project Status: Scored

Organization: Manassas City
Project ID: 603

 General

Point of Contact Information

Project Point of Contact Name

Patrick Moore

Point of Contact Phone

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Project Information

Project Title

Sudley Road Third Lane

Principal Improvement

Highway

Does this project include any improvements to non-VDOT maintained roadways? If yes, please be sure to upload Attachment A from the Pre-Application Coordination Form. This form will provide needed traffic data to assess congestion and safety measures and can be accessed at vasmartscale.org/resources/.

Yes

Detailed Project Description

Widening of West Bound Sudley Road (Route 234) from 2 to 3 lanes from Godwin Drive to Dorsey Circle. Addition of pedestrian facilities, curb and gutter. Project matches lane configuration in neighboring Prince William County. The attached excerpt from the VTrans2040 Multimodal Transportation Plan- Urban Development Area Needs Assessment" identifies the City of Manassas as UDA ID 41 (pg. 4) and lists the Internal UDA Specific Multimodal Transportation Needs. By adding 1500' of a third lane to NB Route 234 (Sudley Road) this project will help complete a missing link in the network and improve roadway capacity. It will also improve pedestrian infrastructure by providing 1500' of a 5-ft concrete sidewalk segment along NB Rt. 234 to the signalized intersection at Rt 234/Godwin Drive, achieving a continuous sidewalk network between Grant Ave. and Godwin Dr (almost 1 mile). The project will provide pedestrians cross-walk and push-button signal at Rt 234/Godwin Dr. that will allow ped. connection for residences and businesses along NB and SB Route 234. Less than 1 acre of land disturbance is required and therefore exempt from the Commonwealth's Virginia Stormwater Management Program permitting requirements. The city will use TMDL credits to address the stormwater needs generated from this project through the city's MS4 program. The city is advertising for construction of a regional stormwater management facility adjacent to the Prince William Hospital in November 2015 and anticipates using this facility to meet the project's MS4 requirements.

SMART SCALE Need Categories

Regional Network
Urban Development Area

Application Program

District Grant
Statewide High Priority

How does this project address VTrans 2040 need?

Project reduces congestion and increases capacity between Dorsey Circle and Godwin Drive on Route 234. Project also provides pedestrian facilities from Prince William County into the City of Manassas and to the Prince William Hospital. Improves emergency vehicle egress from the hospital. Completes a third through lane transition into Prince William County from the City of Manassas. Prince William County's third lane is currently under construction. The attached excerpt from the VTrans2040 Multimodal Transportation Plan- Urban Development Area Needs Assessment" identifies the City of Manassas as UDA ID 41 (pg. 4) and lists the Internal UDA Specific Multimodal Transportation Needs. By adding a third lane to NB Route 234 (Sudley Road) this project will help complete a missing link in the network and improve roadway capacity. It will also improve pedestrian infrastructure by providing a 5-ft concrete sidewalk segment along NB Rt. 234 to the signalized intersection at Rt 234/Godwin Drive, achieving a continuous sidewalk network between Grant Ave. and Godwin Dr (almost 1 mile). The project will provide pedestrians cross-walk and push-button signal at Rt 234/Godwin Dr. that will allow ped. connection for residences and businesses along NB and SB Route 234.

Location

PDCs Served

Northern Virginia

MPOs Served

National Capital
Region Transportation
Planning Board

Jurisdictions Served

Manassas City, Prince
William County

Districts Served

Northern Virginia

Features

Project Features

Highway

Improvement

Add New Through Lanes(s)

Comments

addition of 1500 linear feet of a through-right turn lane between Godwin Drive and Dorsey Circle.

Intersection Improvement(s)

Signal and pedestrian equipment synchronization, striping at intersections between Godwin Drive and Dorsey Circle.

Turn Lane Improvement(s)

addition of 1500 linear feet of a through-right turn lane between Godwin Drive and Dorsey Circle.

Bike/Pedestrian

Improvement

Construct Sidewalk

Comments

1500 linear feet of 5' sidewalks, approximately 20 ADA ramps between Godwin Drive and Dorsey Circle.

Improve Bike/Pedestrian Crossing (At Grade)

3 intersections with striped crosswalks and pedestrian refuge islands at Rolling Road, Dorsey Circle and Godwin Drive.

Right of Way

Improvement

Right of Way/Easements acquisition required

Comments

Approximately 12 parcels of fee simple Right of Way, temporary construction and utility easements on Sudley Road, (Route 234) From Godwin Drive to Dorsey Circle

Factors

Accessibility

Accessibility	Response	Additional Notes
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project includes improvements to an existing or proposed	No	

park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).		
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.	No	
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	Completes infill of approximately 1250' of sidewalk in a heavily travelled pedestrian area, linking city and county residents to pedestrian access to Novant Health Prince William Medical Center
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	No	
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	Yes	A previous project, UPC 82843, Variable Messaging Boards sited permanent ITS architecture within the project limits.

Land Use

Land Use	Response	Additional Notes
Is the project within 1/4 mile of parcels currently zoned for mixed use development or parcels identified in the future land use plan as mixed use development?	Yes	completes infill of sidewalk in a heavily travelled pedestrian area, linking city and county residents to pedestrian access to Prince William, Novant Health Care Hospital
Does the project support in-fill development adjacent to the project?	No	
Is there a locally/regionally adopted corridor/access management plan for the project area that addresses interparcel connectivity and exceeds VDOT's minimum spacing standards?	No	

Environment

Environment	Response	Additional Notes
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	No	
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	completes infill of sidewalk in a heavily travelled pedestrian area, linking city and county residents to pedestrian access to Prince William, Novant Health Care Hospital
Project includes improvements to rail transit or passenger rail facilities.	No	
Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	No	
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.*	No	
Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	No	

Economic Development Factors

Transportation project (Consistency with Local Comprehensive Plan or Local Economic Development Strategy)

Transportation project (Consistency with Regional Economic Development Strategy)

Referenced in

Consistent with

Site Name

**Development project
(Consistent with locality
Comprehensive Plan/Zoning)**

**Development project (Site
planning status)**

**Development project
(Site Utilities status)**

**Development Project
(Proposed / Projected
Building Square
Footage)**
0 sq ft

**Driving Distance to
Development Project
From Transportation
Project**
miles

**Does Transportation
Project Provide Direct
or Indirect Access to
the Development Site?**



Delivery/Funding

Project Delivery Information

Project Planning Status

Constrained Long Range Plan (MPO)
Other Regional Plan
Transportation Element of Local Comprehensive Plan

Project Administered By

Locality

Existing Project VDOT UPC(s) or DRPT Project Number(s), if applicable

Project Delivery Method

Design-bid-Build

Please indicate who will be/was responsible for the design of this project

Locality :

10%

Consultant :

90%

Phase Estimate and Schedule

PE (Survey, Environmental, Design)

Phase Type

PE (Survey, Environmental, Design)

Status

Underway

Percent Complete	Cost Estimate	Start Date	End Date
10%	\$400,000.00	5/2/2004	

RW (Right of Way and Easement Acquisition, Utility Relocation)

Phase Type	Status
RW (Right of Way and Easement Acquisition, Utility Relocation)	Not Started

Percent Complete	Cost Estimate	Start Date	End Date
0%	\$3,000,000.00	6/30/2017	6/30/2018

CN (Construction, Oversight, Contingencies)

Phase Type	Status
CN (Construction, Oversight, Contingencies)	Not Started

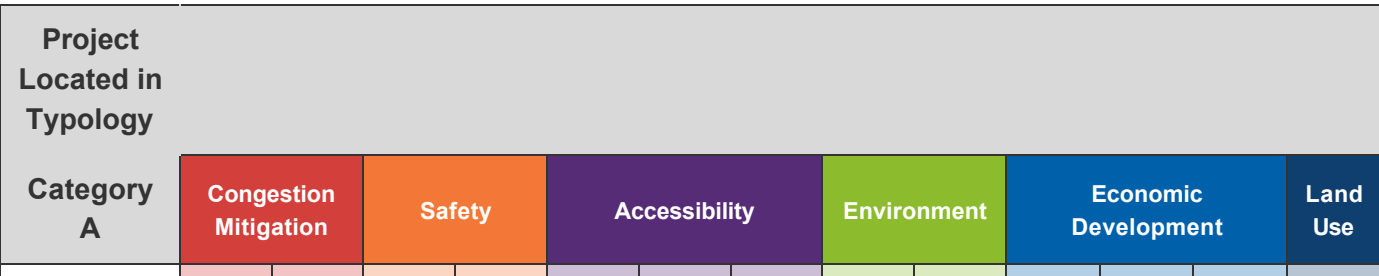
Percent Complete	Cost Estimate	Start Date	End Date
0%	\$4,000,000.00	6/30/2018	6/30/2020

Total Cost Estimate
\$7,400,000.00

Project Funding Sources


SYIP Allocations	Other Committed Funding Amount	Other Requested Funding Amount	HB2 Amount Requested	Total Proposed Project Funding
\$0.00	\$0.00	\$0.00	\$7,400,000.00	\$7,400,000.00

 Scores



Project Located in Typology													
Category A	Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
	Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
Measure Score	0.1	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.0	1.3	11.0	8.5
Weighted Measure Score	50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Measure Weight	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	2.2	8.5
Raw Factor Score	0.1		0.0		0.2			0.1		2.5			8.5
Factor Weighting	45%		5%		15%			10%		5%			20%
Weighted Factor Score	0.0		0.0		0.0			0.0		0.1			1.7
Project Score	1.9												
Total Project Cost	\$7,400,000												
Score Divided by Total Cost	2.5												
HB2 Cost	\$7,400,000												
Project													

Project Located in Typology						
Category A	Congestion Mitigation	Safety	Accessibility	Environment	Economic Development	Land Use
Benefit Score / HB2 Score	2.5					

 Supporting Documents

Current Attachments

<p>Description Sudley Road T-15</p> <p>Attachment Type Local Comprehensive Plan</p> <p>File Name t-15 comp plan.pdf</p>	<p>Description Corridor Retail Strategy</p> <p>Attachment Type Planning Study/Safety Study</p> <p>File Name manassas retail strategy-excerpt.pdf</p>
<p>Description Sudley Road Sector Plan</p> <p>Attachment Type Planning Study/Safety Study</p> <p>File Name sudley road sector plan.pdf</p>	<p>Description T-15 Sudley Road Project Sketch</p> <p>Attachment Type Project Sketch</p> <p>File Name t-15 sudley road project sketch.pdf</p>
<p>Description Revised Project Sketch</p> <p>Attachment Type Project Sketch</p> <p>File Name sudley rd third lane-concept plan.pdf</p>	<p>Description Typical Section</p> <p>Attachment Type Project Sketch</p> <p>File Name t-15hb2ts.pdf</p>

<p>Description ROW Impacts Supporting Documentation</p> <p>Attachment Type Other</p> <p>File Name hb2 t15 rw.pdf</p>	<p>Description ITS Infrastructure</p> <p>Attachment Type Other</p> <p>File Name hb2 t15 tmc.pdf</p>
<p>Description Land Use Map</p> <p>Attachment Type Access Management Plan or Zoning Overlay</p> <p>File Name character_areas_201504020947205507.pdf</p>	<p>Description Regional Economic Strategy</p> <p>Attachment Type Local/Regional Economic Development Strategy</p> <p>File Name economy forward.pdf</p>
<p>Description Updated Cost Estimate</p> <p>Attachment Type Detailed Cost Estimate</p> <p>File Name copy of sudley rd 3rd lane (cip# t-15) 2014.pdf</p>	<p>Description District Validation Form</p> <p>Attachment Type District Validation Form</p> <p>File Name 603.sudleyroadthirdlane.20151030.pdf</p>
<p>Description Justifications provided in attached change form, change form addendum and email.</p> <p>Attachment Type Locality Concurrence with Change</p> <p>File Name fully executed change form.pdf</p>	<p>Description 603.Sudley Road Third Lane.10_22_2015.RN.B6</p> <p>Attachment Type OIPi Review Document</p> <p>File Name 603.sudley road third lane.10_22_2015.rn.b6.pdf</p>
	<p>Description Resolution of Support</p> <p>Attachment Type Resolution of Support</p> <p>File Name 603resolution.pdf</p>

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