

ENVIRONMENTAL

Prince William County will perform additional environmental studies in coordination with the appropriate federal, state, and local agencies, and all required permits will be obtained prior to construction.

CIVIL RIGHTS

Prince William County ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regard to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, please contact the project manager listed below.

RIGHT OF WAY

This project will require right-of-way acquisitions and temporary construction easements or permanent drainage easements from adjacent properties. As the plans are further developed, additional easements for utility relocation or construction may be required beyond the proposed right of Way limits shown on the Public Information Meeting Plans. The property owners will be informed of the exact location of the easements during the right-of-way acquisition process prior to construction. Land acquisitions will be conducted in accordance with the Uniform Relocation and Real Estate Property Acquisition Act of 1970, as amended.

Additional information regarding land acquisition on this project can be obtained from PWCDOT's Chief Property Acquisition and Right-of-Way, contact listed below:

Mr. Scott Hatten, SR/WA

Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, VA 22192
SHatten@PWCgov.org

NEXT STEPS

The public comment period will close on **Wednesday, August 12, 2026**. PWCDOT will review and respond to comments received. ATCS will work with the County to advance the project to 30% design and the County will apply for project funding for final design. Please check the PWCDOT website at <https://www.pwcva.gov/departments/transportation/current-road-projects> for project updates.

GET INVOLVED

Public involvement is a critical element in the development and delivery of this project. County staff will review and evaluate your input on the information shared at this meeting and consider it during further project development.

Please provide your feedback by August 12, 2026. Comments can be submitted in the following ways:

- Complete the enclosed comment sheet and leave it in the comment box at tonight's meeting.
- Mail or email comments to the Project Manager (contact information below). Please reference "Prince William Parkway and Clover Hill Road Interchange Project" in the subject line of any comments submitted by email.

Ms. Mekdes Tabor

Prince William County Department of Transportation
5 County Complex Court, Suite 290
Prince William, VA 22192
MTabor@pwcgov.org

PRINCE WILLIAM
COUNTY



ATCS

PRINCE WILLIAM PARKWAY AND CLOVER HILL ROAD INTERCHANGE PROJECT

PUBLIC INFORMATION MEETING

Thursday, July 30, 2026, 6 p.m.- 8 p.m.

Location:

Washington Manassas Airport
10600 Harry J Parrish Boulevard
Manassas, VA 20110

WELCOME

Prince William County Department of Transportation (PWCDOT), in collaboration with the Virginia Department of Transportation (VDOT), the City of Manassas (City) and consultant engineers (ATCS), welcomes you to this Public Information Meeting to learn about and provide input on proposed improvements for the Prince William Parkway and Clover Hill Road Interchange project.

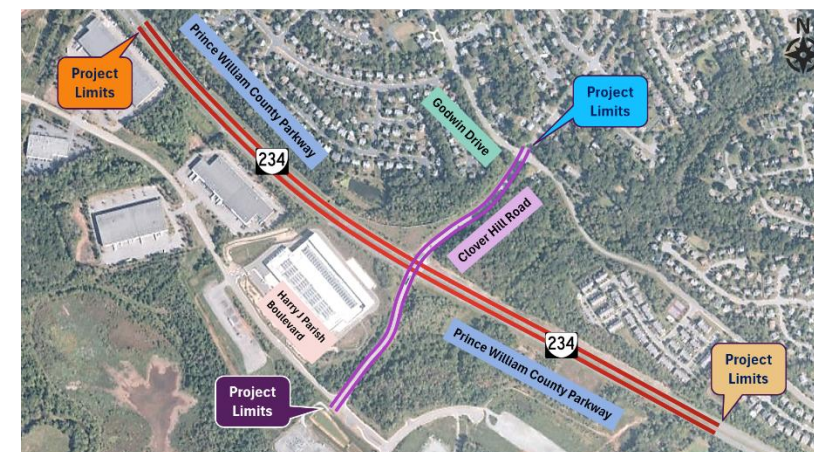
This meeting is being held to provide project information and gives individuals and organizations an opportunity to share comments with the County. A brief presentation will begin at 6:30 p.m., followed by a question-and-answer session.

Prince William County strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and improvements affecting them.

Please take the opportunity to review the materials provided and displayed tonight. A comment sheet has been included in the handouts. Your input is encouraged and appreciated.

County representatives, as well as our consulting engineers, are present to discuss the project and answer your questions.

OVERVIEW



PURPOSE: The project is intended to improve traffic and corridor operations on Prince William Parkway; accommodate regional traffic growth; mitigate traffic congestion; and enhance safety at the Prince William Parkway and Clover Hill Road intersection. The project will also improve bicycle and pedestrian accessibility and connectivity along Clover Hill Road near Prince William Parkway.

LOCATION: The project is located on Prince William Parkway extending approximately 0.5 miles north and south of Clover Hill Road, and on Clover Hill Road between Harry J Parrish Boulevard and Godwin Drive.

PROJECT BUDGET: Total \$93.3 million; Preliminary Engineering \$7.5 million; Right of Way & Utilities \$7.9 million; Construction \$77.9 million.

VDOT's 2018 Strategically Targeted Affordable Roadway Solutions (STARS) Program study of the Prince William Parkway corridor identified safety, congestion, and connectivity needs at the Clover Hill Road intersection. The study recommended redesigning the intersection with a bowtie configuration.

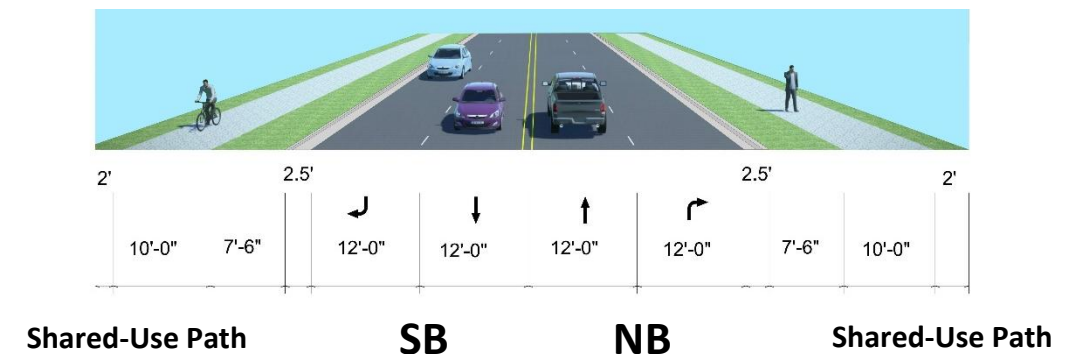
Upon further review in 2024, it was determined that a bowtie configuration would not support the additional traffic volumes at the intersection based on projected traffic growth, including the planned expansion of Washington Manassas Airport. Based on the traffic operations analysis, a Diverging Diamond Interchange (DDI) has been identified as the most appropriate design to accommodate future growth, improve traffic operations, install shared-use paths and sidewalks along Clover Hill Road, and provide signal-protected crossings for pedestrians/bicyclists at interchange ramps.

The project will include:

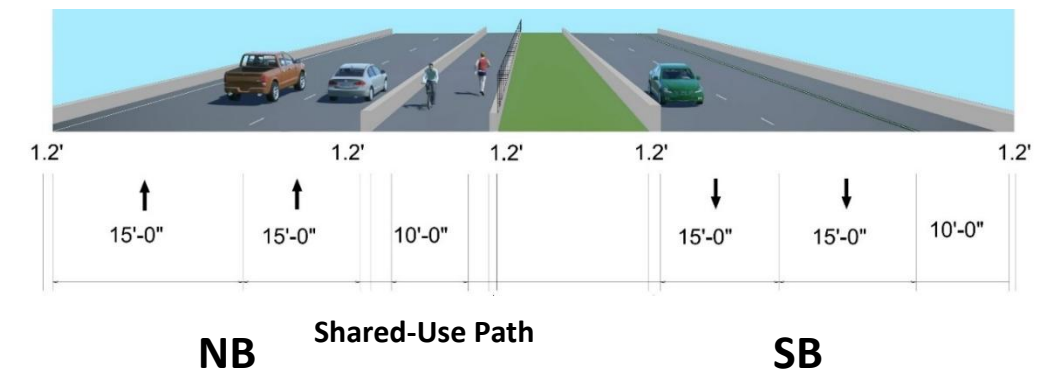
- A DDI at the intersection of Prince William Parkway and Clover Hill Road
- A roundabout at the intersection of Godwin Drive and Clover Hill Road
- Americans with Disabilities Act (ADA)-compliant pedestrian and bicycle facilities
- Pedestrian signals and traffic signals at DDI ramp termini
- Drainage inlets and culverts
- Stormwater management ponds

Figure 1: Typical cross-section of a two-lane highway with a center turn lane. The diagram shows a cross-section of a road with a center turn lane. On the left is the Southbound (SB) lane, and on the right is the Northbound (NB) lane. The center turn lane is 12'-0" wide. The SB lane is 10'-0" wide, and the NB lane is 10'-0" wide. The center turn lane has a 4' buffer on both sides. The SB lane has a 2'-0" buffer on the left and a 4' buffer on the right. The NB lane has a 2'-0" buffer on the left and a 4' buffer on the right. The center turn lane has a 4' buffer on both sides. The diagram also shows a 3:1 MAX slope on both sides of the road. The center turn lane is labeled 'CIRCULATORY LANE' and 'RIGHT TURN LANE'. The SB lane is labeled 'SHARED USE PATH' and 'TRUCK APRON'. The NB lane is labeled 'SHARED USE PATH' and 'TRUCK APRON'. The center turn lane is labeled 'GRASS BUFFER AREA'.

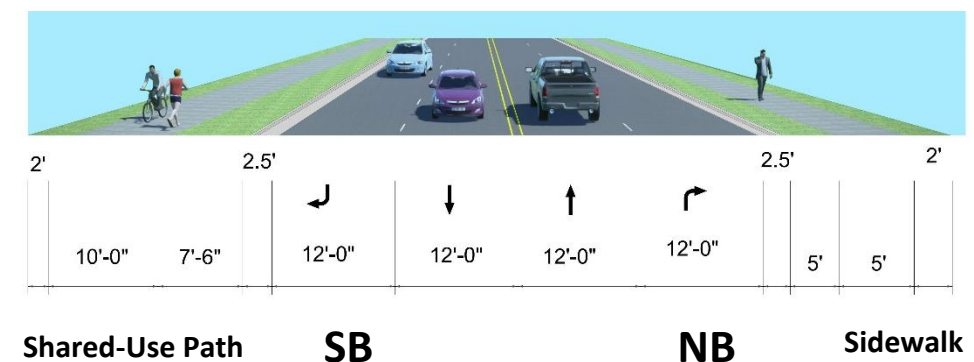
Clover Hill Road at Godwin Drive Roundabout



Clover Hill Road (North of DDI)



Clover Hill Road at DDI Bridge Transverse Section



Clover Hill Road (South of DDI)

