

Prince William Parkway and Clover Hill Road Interchange Project

Public Information Meeting Summary Report

PUBLIC INFORMATION MEETING

Date/Time: Thursday, July 30, 2026, 6-8 p.m.
Location: Washington Manassas Airport, Manassas, VA
Presenters: Prince William County: Rick Canizales, Mary Ankers, and Mekdes Tabor
ATCS (Consultant): Conglong (Vicky) Yu

MEETING OVERVIEW

The meeting included a presentation by the project team at 6:30 p.m., followed by a question-and-answer session. An open-house session preceded and followed the presentation. Project team members staffed display boards to answer questions and discuss the project with attendees.

Approximately 100 members of the public attended the meeting, including Vice Mayor Mark Wolfe and Council Member Tom Osina of the Manassas City Council, Vice Chair Robert Keller of the Manassas City Planning Commission, Chief Executive Officer Monica Backmon of the Northern Virginia Transportation Authority (NVTA), and Transportation and Land Use Director for Prince William County Richard Burke of the Virginia Department of Transportation (VDOT).

The project team responded to questions and comments from attendees during the in-person meeting. An additional 23 comments were received from individuals through other channels, including emails and comment sheets, during the comment period, which concluded on Aug. 12, 2026. These additional comments are included below with responses from the project team.

Top comment themes included:

- The Diverging Diamond Interchange (DDI) and roundabout design, as well as suggestions for alternative designs
- Potential traffic impacts and traffic-calming measures to address speeding on neighborhood streets, cut-through traffic, and truck traffic
- Pedestrian and bicycle accommodations and connections, including connectivity with future trails/shared-use paths

- Potential environmental impacts, including noise and sufficiency of existing noise walls/sound barriers
- Potential property impacts

RESPONSES TO QUESTIONS AND COMMENTS

Questions and comments received through other channels, including emails and comment sheets, are provided with responses below.

Comments Received via Email

Comment #1: I want to thank you for taking the time to come to my house to see the impacts that the roundabout will have on my property at [REDACTED]. As a reminder, this property has worked with VDOT before for the widening of Clover Hill and the widening of Godwin. The hill in my front yard exists today because of that work.

A few things I would like to make sure that are on the record:

1. In order to make the shared use path work on the corner, I believe you will need to take the entire corner. And to make it work, you will need to install a retaining wall. That would require the removal of all the landscaping on the corner, including a number of very large evergreens.
2. I believe we need to look at pulling back the ROW needed along my front yard. I do not want to have people walking along my fence line. I bought a house with a nice front yard, fenced in my side and back, so I can enjoy my outdoor space without people literally touching my fence.
3. The sheer number of utilities on my corner (power pole, underground powerlines, telecom, cable) should have the engineers looking to see if shifting the circle is viable. The cost for relocating all those utilities is not a small one.

I am all for the roundabout and look forward to it cutting back on the cut through trash trucks, the speeders and drivers that think that intersection is a great place for donuts. It will cut down on the traffic and the noise. That is a big plus for me and my family. I know roundabouts work. It takes time, but folks adapt. And it will benefit all the local drivers in the neighborhood.

So I will want to continue to work with staff to find a way to help me keep a large evergreen screened buffer on the corner, and to not eat up my front yard. I'm here to help.

Reply: The location of the proposed roundabout was revised in response to public feedback. It was shifted away from the property in the northwest corner of the intersection and toward the less-developed area in the southwest quadrant. This adjustment helped reduce impacts on adjacent properties while maintaining the safety and operational benefits of the roundabout.

The roundabout's geometric design promotes lower vehicle speeds and is less conducive to high-speed turning movements by trucks and other vehicles. The geometric constraints can help discourage speeding and make the route less attractive for heavy vehicles seeking to use neighborhood streets as a shortcut.

In addition, because vehicles are expected to move continuously at lower speeds through the roundabout rather than stop and accelerate from an all-way stop, the roundabout may reduce certain vehicle noise associated with braking and acceleration.

An environmental study, including traffic noise modeling, is being conducted concurrently with the project design to evaluate potential noise impacts in the project area. The results of the environmental analysis will be used to determine whether any noise mitigation measures are warranted, and any appropriate actions identified through the environmental process will be incorporated into the project, as applicable.

The need for a retaining wall in the vicinity of the roundabout is also being evaluated as part of the ongoing design process.

Comment #2: Thank you for the information regarding the upcoming area improvements. While the updates to pedestrian access are a welcome development, I would like to inquire about the anticipated impact on traffic management.

We have experienced a significant increase in heavy truck traffic on both Godwin and Clover Hill, effectively turning these neighborhood streets into extensions of the Parkway. This has resulted in substantial noise and diesel emissions, compounding existing environmental disruptions from nearby trains, planes, and data centers. Additionally, speeding on Godwin remains a severe issue, particularly at night when law enforcement is typically not present.

Could you please clarify what measures will be taken to address these traffic concerns? Specifically, I would like to know if installing speed bumps or restricting heavy/semi-truck traffic on these residential streets is being considered. Data Center construction employees have begun parking in grassy areas on Godwin Rd across from the new townhomes. The continued increase in road and airport construction is daunting- at best.

Thank you for your assistance and for addressing these community concerns.

Reply: The project team has reviewed and shared comments and concerns regarding speeding on neighboring streets and potential traffic-calming measures with the City of Manassas for consideration as part of the city's future transportation improvement initiatives since they are outside of our jurisdiction. For additional information regarding concerns that are within city limits, please contact the city directly or submit a request online through the City of Manassas Service Center at

<https://app.govoutreach.com/manassascityva/public/crm/topics>.

Concerns regarding parking in the grassy areas along Godwin Drive across from the new townhomes have also been forwarded to the city since they are outside of our jurisdiction. The city has informed the project team that it has investigated the parking concerns and is taking measures to address them.

With respect to concerns about increased heavy truck traffic on neighborhood roads, it is important to note that Godwin Drive and Clover Hill Road previously served as a detour route during construction of the Brentsville Road interchange. In addition, congestion on Prince William Parkway can encourage motorists to seek alternate routes through nearby neighborhoods. The proposed DDI is expected to improve traffic operations and reduce congestion on Prince William Parkway, making the primary roadway network a more attractive route for through traffic. Furthermore, the proposed roundabout at the Godwin Drive/Clover Hill Road intersection is designed with lower operating speeds and turning characteristics that are less conducive to heavy trucks seeking a shortcut through the neighborhood. As a result, through traffic is expected to remain on Prince William Parkway rather than diverting to local neighborhood streets.

Comment #3: I am very sorry that I am not able to attend the public meeting tomorrow evening on the design of the Clover Hill Interchange for the Prince William Parkway project, but am a Brentsville District representative on the Trails and Blueways Council and am very interested in this project.

I was happy to see that a shared use path along Clover Hill Road has been included in the design, but the Council has been informed that the County plans to eventually build the shared use path along the Bypass that currently ends at the Brentsville Road interchange all the way to Route I-66, as shown on the Countywide Trail Plan. As, one by one, the intersections along the way are constructed, it is important that they are designed in such a way that they do not make the continuation of this important part of the County's bike/ped infrastructure overly expensive, or even impossible, to build. Certainly part of the problem is that there is no current design strategy that includes the planned bike/ped facility, even to the extent that it would indicate which side of the highway it would be on.

The design for the Clover Hill Interchange that was presented to the TBC in 2023 accommodated a trail for pedestrians to cross the bypass on Clover Hill Road, but did not include accommodations for a future trail along the Bypass for someone who would be traveling north or south without making a significant detour. I have tried to see if there is anything in the current design that would accommodate a north/south route, but am not able to discern that from the image in the Inside Nova Article.

Therefore my question is: what route would a cyclist or pedestrian traveling north or south along the Bypass use to navigate this interchange on a future shared use path? I would also greatly appreciate a link to a plan that can be made legible?

Reply: The current design preserves sufficient space for a future shared-use path along the westbound side of Prince William Parkway, extending between the DDI bridge piers and connecting to the proposed shared-use path along Clover Hill Road via the DDI ramp system.

Comment #4: I attended the public information meeting for the CHR/234 interchange project yesterday, thank you for taking the time to host that and share the project information with the community! One of the questions raised was about the availability of documentation for the design selection process (I think VJUST was mentioned, but I might have heard the acronym wrong) that led this project to a DDI design after the projected traffic volume was increased. At the meeting, the statement was made that this documentation would be made available, but it wasn't clear to me if that was an intent to publish the documentation on the project page or to provide it upon request. I didn't see technical documentation on the project page this evening beyond what was presented at the meeting itself, so in case it was an intent to provide that documentation to interested parties upon request, I wanted to reach out and express my interest in receiving a copy of that analysis/documentation to better inform my comments/feedback, as well as to satisfy my personal curiosity. In particular, assuming I have my memory correct and VJUST was the referenced analysis tool, I am interested to see the input worksheet to understand the assumptions/modeled inputs like traffic volume that went into this tool.

Reply: The Virginia Department of Transportation (VDOT) Junction Screen Tool (VJuST) update for the project is available on the Prince William County Department of Transportation and Capital Construction webpage at <https://www.pwcva.gov/departments/transportation/current-road-projects> with the public information meeting materials for the Clover Hill Road and Prince William Parkway project. Multiple factors were considered, including safety, traffic operations, constructability, functionality, cost, and the minimization of impacts associated with earthwork, pavement reconstruction, environmental resources, and right-of-way acquisition, when screening/selecting alternatives, besides the outputs from VJuST. These factors were carefully balanced to develop a safe, efficient, and cost-effective interchange design that meets current and future transportation needs while minimizing impacts on the surrounding community and environment.

Comment #5: How do I get from westbound Cloverhill Rd to Southbound parkway. How do I get from eastbound Cloverhill and to southbound Parkway. Your drawing shows No Access

Also your Rotary (Roundabout) on which takes traffic from northbound Parkway traffic to the airport access is on an uphill plane which would make truck and trailer flow extremely difficult. Have you ever driven a semi truck

Poor design Better design would be a Clover leaf design. Have built many on intersecting

Interstate Highways work very well

We'll have a simple idea to answer the question on how to slow down the Godwin around about cost about 5 gallons of paint. First narrow approach to curve from Clover hill to thru right hand turn and paint speed strips across the curve approach on all the thru turn lanes. Makes it optically wanting to slow down and the rumble paint strips makes you slow down they work 24/7 with no electricity

Reply: The proposed DDI provides full access between Prince William Parkway and Clover Hill Road in all directions via dedicated on- and off-ramps. The acceleration lane from the lower level of Prince William Parkway to Clover Hill Road meets the requirements of the VDOT Road Design Manual and provides sufficient distance to accommodate truck climbing operations. The offset alignment of the roundabout relative to the centerlines of Godwin Drive and Clover Hill Road provides a visual cue that encourages drivers to reduce their speed when approaching and traveling through the intersection. Rumble strips are generally not preferred in residential areas because they can generate noise that may affect nearby residents, particularly those living adjacent to the roadway, especially at night. The project team has reviewed and shared comments and concerns regarding speeding on neighboring streets and potential traffic-calming measures with the City of Manassas for consideration as part of the city's future transportation improvement initiatives since they are outside of our jurisdiction. The project team will continue to consider traffic-calming measures at the roundabout as the design advances.

Comment #6: I have two questions:

First, is it accurate to say that the new road design - both the double diamond and the roundabout - will improve things for pedestrians and bicyclists?

Second, what land will the roundabout turn to road surface?

Reply: The project will significantly enhance pedestrian safety and mobility throughout the corridor. It will provide Americans with Disabilities Act (ADA)-compliant pedestrian accommodations and expanded bicycle facilities, including a 10-foot-wide shared-use path on both sides of Clover Hill Road north of Prince William Parkway. The shared-use path will continue through the DDI, with pedestrian-activated crosswalks, and extend along the west side of Clover Hill Road south of the DDI. A 5-foot-wide sidewalk is also proposed along the east side of Clover Hill Road south of the DDI, further improving pedestrian connectivity and accessibility. In addition, shared-use paths, high-visibility crosswalks, and bicycle ramps will be provided at the proposed roundabout to connect with existing pedestrian and bicycle facilities, creating a continuous multimodal network throughout the project area.

The proposed roundabout will largely utilize the existing pavement within the current

intersection. A portion of the southwest quadrant of the intersection, located on property owned by the City of Manassas, will be converted to roadway use. Minor right-of-way acquisitions or easements may also be required in the northeast and southeast corners of the intersection to accommodate the proposed improvements. Collectively, these improvements represent a substantial enhancement over the existing at-grade intersection, which currently lacks dedicated bicycle facilities and provides limited pedestrian accommodations to cross Prince William Parkway. The current design will significantly improve safety, accessibility, and connectivity for pedestrians and bicyclists while maintaining efficient traffic operations for all users.

Comment #7: I have reviewed the online information about the Clover Hill Interchange and have the following comments:

I like the DDI interchange concept, and it seems to fit well here. By incorporating it throughout the county, people will become used to these and take advantage of the traffic efficiency they provide.

I like the Traffic Circle at Godwin Drive, and it seems to fit well here. Avoiding a traffic light is usually a good thing unless traffic volume is too great.

Bike/Ped Shared Use Paths appear to be sufficient and well-connected for Godwin Drive and Clover Hill Drive traffic.

However, it does not show and shared use paths along the Prince William Parkway. These are in the County's Comprehensive Plan and should be acknowledged and planned for. Due to the noise barriers along the Godwin side of Route 234, I would expect any future Shared Use Path will be on the airport side, both to connect to the Brentsville Interchange to the south and to connect to Gateway Drive / Route 28 on the north.

This was one of the biggest problems with the recent Brentsville interchange project, ignoring the Comprehensive Plan and not showing the connections to the north of that intersection.

In a well-planned world, you would include these connections within the scope of this project: 1) up to the 1/2 mile shared use path segments in each direction from Clover Hill joining back to the wide shoulders, 2) shared use path segments on the airport side along the outside ramps to the north and south and connecting to the DDI segments crossing the highway, and 3) under the overpass for through riders. Then, when the Parkway is widened in the future these could be connected with other segments built when their sections are updated.

With e-bikes becoming more widespread, it is important that any transportation project accommodate active mobility throughout the project, not just in one direction. With the Washington Manassas Airport becoming a reality, people should be able to consider biking

as well as driving to their planes on a trip-by-trip basis. Thus a bike trip up or down the Prince William Parkway to reach the airport is real possibility but only if there is reasonable and safe access and pathways.

Reply: The current design preserves sufficient space for a future shared-use path along the westbound side of Prince William Parkway, extending between the DDI bridge piers and connecting to the proposed shared-use path along Clover Hill Road via the proposed DDI ramp system.

The purpose of this project is to improve safety, mobility, and multimodal access within the project corridor while preserving flexibility for future regional bicycle and trail connections that may be advanced through separate planning and transportation initiatives. The project team agrees that accommodating active transportation modes, including bicycling, is an important component of a balanced transportation network. The proposed project includes substantial pedestrian and bicycle improvements, including ADA-compliant facilities, shared-use paths, high-visibility crosswalks, and bicycle connections through the proposed DDI and roundabout. These improvements are intended to enhance safety, accessibility, and connectivity for a variety of existing and future users, including electric bicycle (e-bike) riders.

Comment #8: We are writing to express our strong support for the proposed DDI improvements at the Route 234 intersection, but also our strong opposition to the proposed roundabout at Godwin Drive and Cloverhill Road.

We do not believe the roundabout is the right solution for this location, and we are concerned that it could create more safety and traffic problems than it solves. We already have speeders and risk-takers making bad decisions regarding their safety and the Great Oak community. A roundabout will present them with another challenge to be taken. A roundabout will just add more thrills as they attempt to negotiate it while speeding and racing down Godwin Drive.

A roundabout does not guarantee that drivers will slow down, yield properly, or navigate the intersection safely. Instead, it introduces additional factors for drivers to monitor at the same time, including vehicles entering and exiting the roundabout, pedestrians, bicyclists, and drivers who may not yield as expected. This is particularly concerning for pedestrian and bicycle safety. We believe adding this complexity could increase confusion and the potential for accidents rather than improve safety.

More importantly, we believe the DDI improvements should be completed and allowed to address the underlying traffic issue before a roundabout is pursued. The proposed DDI and off-ramps are intended to keep traffic from Route 234 from backing up onto Cloverhill Road. If that is the case, then the traffic conditions at Cloverhill should be reassessed after the DDI is operational. There is no reason to commit to another major traffic-control

project before we know whether the DDI has actually resolved the problem.

We also urge the County to carefully consider the concerns and traffic issues associated with the Grant Avenue roundabout before moving forward with a similar design at Cloverhill Road. We should learn from existing examples rather than repeat potential problems in another part of our community.

We respectfully but strongly request that the proposed roundabout at Godwin and Cloverhill Road be removed from the current plan, or at minimum, that its construction be deferred until the DDI improvements are completed and their actual impact on Cloverhill Road traffic can be evaluated.

Our community deserves traffic improvements that demonstrably improve safety and traffic flow—not a solution that may introduce additional confusion, congestion, and risks for drivers, pedestrians, and bicyclists.

Thank you for taking the concerns of Great Oak residents seriously and for considering the potential consequences of this proposal. We hope the County will reconsider the roundabout and prioritize solutions that are proven to address the actual traffic and safety issues in this area.

Reply: The DDI cannot operate efficiently without improvements at the Godwin Drive/Clover Hill Road intersection. Maintaining the existing intersection geometry and all-way stop control would result in northbound queues on Clover Hill Road extending back from the Godwin Drive intersection into the DDI under future traffic conditions, creating the potential for operational issues and gridlock based on the future traffic analysis. The proposed roundabout was selected because it provides safety and operational benefits. According to the Federal Highway Administration and the National Cooperative Highway Research Program, roundabouts are a proven safety countermeasure that can significantly reduce severe and fatal crashes. Roundabouts promote lower vehicle speeds through their geometric design and provide traffic-calming benefits through physical features such as raised splitter islands and channelized approaches. The roundabout design also incorporates high-visibility crosswalks, pedestrian refuge islands, and appropriate signs and pavement markings to improve safety and encourage drivers to yield to pedestrians and bicyclists. The proposed roundabout configuration has been supported by the adjacent property owners and is endorsed by Prince William County and the City of Manassas.

The project team has reviewed and shared comments and concerns regarding speeding on neighboring streets and potential traffic-calming measures with the City of Manassas for consideration as part of the city's future transportation improvement initiatives since they are outside of our jurisdiction.

Comment #9: I am interested to know if it would be possible to have a bridge for pedestrian/bicycle/ebikes north of the of the diamond intersection?

This would keep traffic moving and reduce the number of traffic lights for cars to just two.

An independent bridge for bike/pedestrian/ebike traffic would reduce car traffic wait times by cutting the total number of traffic lights from 6 to 2.

I also have a concern about the roundabout. Traffic making a right turn may back up because they must yield to cars going through the roundabout. For example, cars traveling from the north entrance and exiting east will slow down right turn traffic from the west to the south since turning right requires yielding to traffic already in the roundabout that is not heading south.

The Roundabout is a good idea, but I am not sure it will have the positive effect needed for high volume of traffic turning right. It maybe a good I idea to count how much car volume turns right and if a roundabout in the current design will be manageable.

Lastly thank you for all the work you have done for this county on reducing traffic. The Brentsville overpass was completed 6 months faster than planned. That would not be done unless your office did the work required.

Reply: The proposed at-grade pedestrian accommodations provide direct, accessible, and convenient connections for pedestrians and bicyclists throughout the corridor. The pedestrian traffic signals will be integrated into the same signal controller that operates the vehicular traffic signals and will generally run concurrently with non-conflicting vehicle movements. This arrangement minimizes delays for vehicles and pedestrians while maintaining safe and efficient operation of the interchange.

A separate pedestrian bridge would not adequately serve the project's multimodal connectivity needs, as it would not provide convenient access to both sides of Clover Hill Road or accommodate potential future connections to the Route 234 trail/shared-use path. A pedestrian bridge would also require a separate bridge structure, resulting in substantially higher construction and maintenance costs. Furthermore, providing Americans with Disabilities (ADA)-compliant access to a pedestrian bridge would require long approach ramps or other vertical-access features to transition users between the bridge and ground level. Due to right-of-way constraints and the space required for these facilities, a pedestrian bridge is not feasible at this location.

Comment #10: Hello, I'd like to submit the following comments regarding the proposal to construct an interchange at the intersection of Prince William Parkway and Clover Hill Road:

“I have mixed feelings about this project. While I strongly support the construction of an interchange at this location (as well as the construction of grade-separated intersections in general), I'm not a fan of using a diverging diamond design for the interchange. There were multiple other interchange designs proposed that would make much more sense given the context of the interchange, as well as who will use it. Most preferable in my opinion was the partial cloverleaf design, which is not only a common and familiar design (including to those coming in from out of the area, given Manassas Airport expansion was a big justification for building a full interchange at this intersection), but also provides decent functionality. The single- and double-roundabouts interchange designs also would've worked at this location, with semi-free-flowing conditions being the biggest advantage to either of them. A diverging diamond will have the most restriction of traffic flow compared to any other alternative, due to the nature of its design. Additionally, it was mentioned at the public hearing that the primary reason for choosing the diverging diamond over the partial cloverleaf, even though the diverging diamond will be more expensive, is because of pedestrian-centric considerations. This does not seem like a sensible choice, as a relatively low number of pedestrians will be traveling through the interchange (given the low-density development of the area), and there are plenty of ways to make other interchange designs, including partial cloverleaves, pedestrian friendly. It would be a win-win scenario to choose another alternative (i.e. a partial cloverleaf) over the diverging diamond, as it would allow for better functionality and less frustrating movements for motorists while also being cheaper to build. The safety benefits that would come with a diverging diamond over another design do not outweigh the functional and logistical benefits of another design. Furthermore, an interchange doesn't have to have no-turn-on-red at every movement for it to be pedestrian friendly, and just because a diverging diamond is built doesn't mean it has to have no-turn-on-red at every movement either. Hopefully the county will backtrack and consider other designs, but if the diverging diamond is ultimately built, I do hope that no-turn-on-reds are minimized to the greatest degree, and freedom of flow for traffic is taken into consideration.

I'd also like to touch on the topic of the University Boulevard intersection, which was also brought up at the public hearing. When the Clover Hill Road interchange is built (along with the Wellington/Sudley Manor interchange), the University/Discovery Boulevards intersection complex will be, combined, the only remaining at-grade intersection along the entire nine-mile VA-234 bypass. The rest of the highway will be freeway. When this happens, the University/Discovery Boulevard intersection will stick out like a very sore thumb, being the only remaining signal and break in traffic flow. I understand that the University Boulevard intersection was just reconstructed relatively recently. But in light of changing priorities, including the construction of an interchange at Clover Hill Road, I would urge the county, at least long term, to look into further reconstructing the University/Discovery Boulevard intersection to upgrade it to a grade-separated interchange, this way the entire nine-mile bypass can function as a full freeway. (Regarding design, I believe something similar to what's being done at Wellington/Sudley Manor would work well.)”

Thank you in advance for taking my comments into consideration.

Reply: Multiple factors were considered during the screening and evaluation of alternatives, including safety, traffic operations, constructability, functionality, cost, and the minimization of impacts associated with earthwork, pavement reconstruction, environmental resources, wetland constraints, and right-of-way acquisition. These factors and results of the traffic analysis were carefully evaluated and balanced to develop a safe, efficient, and cost-effective interchange design that meets current and future transportation needs while minimizing impacts to the surrounding community and environment.

The DDI was selected as the preferred alternative based on its demonstrated safety, operational, and multimodal benefits compared to the other alternatives evaluated. The current design configuration has been reviewed and approved by VDOT, and the project is advancing toward further design and construction. Right-turn-on-red movements are permitted at the DDI ramp terminals, similar to conventional signalized intersections where right-turning vehicles must yield to pedestrians within the crosswalk with a WALK indication.

Currently, the University Boulevard/Discovery Boulevard intersection is functioning as designed with the improvement of traffic flow on all directions. The Prince William County Department of Transportation and Capital Construction can consider evaluating the intersection at a future date if warranted.

Comments Received via Comment Sheets

Comment #11 (comment sheet responses received via email):

1. In your opinion, does the design of this project met the needs of the community?

Yes, it does. The 4-way stop intersection of Cloverhill and Godwin has become increasingly dangerous with stop sign running and speeding over the last decade, and the intersection of 234 and Cloverhill Road has become obsolete.

2. What specific concerns do you have regarding the proposed project?

I mentioned these comments in-person at the public meeting, but I wanted to be sure they were in the written record too. The sound wall along the property lines of the Great Oak Subdivision is about 30 years old. With this project, where the elevated bridges and Clover Hill Road will now exist at-grade with Great Oak, I am requesting all appropriate studies be conducted with regards to roadway noise and projected future roadway noise, to ultimately look at upgrading & extending the sound wall that borders Great Oak for the entire length of the project scope. This should include projected increase in noise with an additional 3rd lane on 234 in both directions based on the comprehensive plan for Prince William County.

I also want to ask that the county/city and project designers consider EXTENDING the sound wall to run from the current end spot on Cloverhill near the intersection over to the end of the project scope area on Godwin Drive, being installed along the county/city border line (in front of the remaining Great Oak Common Area trees, along where the old Godwin Dr alignment was).

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Illegal truck usage and overall speeding remain a major problem with the section of Cloverhill going towards the city, and Godwin Dr going to/from Hastings Dr. I implore you to consider making the roundabout not truck friendly, and that large visible signage restricting truck use be used on the 234 approach and on Cloverhill and Godwin drive to/from the proposed roundabout.

4. Do you support this project?

I do support this project, and think it's been a while coming now. The diverging diamond interchange is a smart choice, and I was pleasantly surprised when I saw this project included making the roundabout at Cloverhill and Godwin

Reply: An environmental study, including traffic noise modeling, is being conducted in accordance with VDOT policies as the design advances. This analysis evaluates the adequacy of the existing sound walls, including the need for any modifications to their length or height. The results of the environmental study will determine whether extension or modification of the existing sound walls is warranted. Your comments have been forwarded to the environmental analyst for awareness and consideration as part of this evaluation.

Roundabouts promote lower vehicle speeds through their geometric design and provide traffic-calming benefits through features such as raised splitter islands and channelized approaches. The proposed roundabout at the Godwin Drive/Clover Hill Road intersection is designed with lower operating speeds and turning characteristics that are less conducive to heavy trucks using neighborhood streets as a shortcut. As a result, through traffic is expected to remain on Prince William Parkway rather than diverting to local residential roads. Additional traffic-calming measures could be considered on neighboring streets to further discourage cut-through traffic and heavy truck activity. The project team has reviewed and shared comments and concerns regarding speeding, cut-through traffic, and potential traffic-calming measures with the city for consideration as part of future transportation improvement initiatives.

Comment #12 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

Not sure

2. What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

How long will it take from beginning to end. Will you have a adequate number of workers from beginning to end. How many subcontractors will contribute to the project?

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Will data centers impact this project. The phase that will impact Clover Hill near Godwin – how long will it take?

4. Do you support this project?

Not sure

Would this improvement project be a good fit for school buses? When will the airport construction begin and end?

Reply: Details regarding overall project construction sequencing, phasing, duration, and contractor workforce requirements are not yet available and will be determined during final design and the construction procurement process.

The proposed DDI and roundabout have been designed and evaluated using appropriate design vehicles in accordance with VDOT practices. AutoTURN analyses were performed to verify that the proposed geometry can safely accommodate anticipated vehicle types, including school buses and other large vehicles. The current design was also developed to avoid impacts to the existing data center located within the southwest quadrant of the Prince William Parkway/Clover Hill Road intersection.

Traffic associated with the planned expansion of commercial flight operations at the Washington Manassas Airport has been incorporated into the project's traffic forecasts and design analyses. The airport expansion, including the construction schedule, is a separate undertaking under the authority of the airport.

Comment #13 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

[Respondent checked “Yes”]

- reduces stop lights on 234
- takes in & allows bike & pedestrian movement

2. What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

Access to property at corner of Clover Hill & Godwin (#12)

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Transition from current to planned layout

4. Do you support this project?

[Respondent checked “Yes”]

Enhances flow on 234!!

The primary briefers need practice on the microphone

Reply: The existing driveway serving the property located in the southeast corner of the Godwin Drive/Clover Hill Road intersection will be located farther from the intersection under the proposed offset roundabout design than it is under the existing all-way stop configuration. This increased separation provides additional distance between driveway movements and intersection operations.

Concerns regarding sight distance for eastbound traffic on Godwin Drive exiting the roundabout and approaching the driveway will be further evaluated as part of the final design process, including a review of sight-distance requirements and vegetation clearance needs to ensure adequate visibility. The concern regarding vehicles backing from the elevated driveway onto the lower roadway grade of Godwin Drive will also be further evaluated. Potential accommodations may include modifications to the driveway layout. Such measures would improve safety and reduce the need for backing movements onto Godwin Drive.

Comment #14 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

[Respondent checked “Yes”]

2. What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

Slowing of traffic on 234 bypass since there are currently issues between University & Sudley Manor any time of day, since changes were made there.

3. Please provide us with any additional information which you feel would assist in the completion of this project.

4. Do you support this project?

[Respondent checked “Yes”]

Better traffic flow necessary due to airport expansion

Reply: Traffic concerns pertaining to the segment of Prince William Parkway between Sudley Manor Drive and the University Boulevard/Discovery Boulevard intersection have been documented by the Prince William County Department of Transportation and Capital Construction for consideration as part of future transportation planning efforts.

The segment of Prince William Parkway within the DDI project limits is projected to operate at acceptable levels of service under future traffic conditions, with traffic analyses indicating that the proposed improvements will adequately accommodate anticipated traffic demand.

Comment #15 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

[Respondent checked "No"]

This style of interchange introduces unfamiliar traffic patterns that are frankly disturbing to navigate. The similar intersection at Balls Ford Rd I find terrifying. It is very unnatural to drive on the wrong side of the road.

2. What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

Pedestrian and bicycle access from Godwin to the airport would now require 4 lights instead of 1.

3. Please provide us with any additional information which you feel would assist in the completion of this project.

Innovation in traffic patterns that contradicts drivers expectations is bad. Please survey the reactions of unfamiliar drivers to this style of interchange before building any more.

4. Do you support this project?

[Respondent checked "No"]

Too clever by half. The intersection needs a dedicated left turn lane, not a re-invention of the cloverleaf. A pedestrian bridge would be nice.

Reply: The DDI's crossover geometry, signing, and pavement markings are designed to clearly guide drivers through the interchange and are consistent with Federal Highway Administration and VDOT DDI design guidance used at numerous locations throughout the region and nationwide. Compared to a conventional signalized intersection, a DDI simplifies traffic operations by reducing signal phases to two at each crossover. Drivers only need to watch for conflicting traffic from one direction at a time, whereas conventional intersections often require drivers to monitor conflicting movements from multiple opposing directions simultaneously.

There will be two proposed bridges on Clover Hill Road, one for northbound traffic and one for southbound traffic. The separate bridges prevent driver confusion. Additional measures, such as raising separators between the crossover intersections, can also be provided to reinforce the intended travel path and reduce the potential for driver confusion associated with seeing opposing traffic temporarily operating on the right side of the roadway.

Nearby examples of DDIs include the Prince William Parkway/Balls Ford Road interchange and the Route 15/I-66 interchange, both of which have demonstrated successful operation and provide examples of how drivers quickly adapt to this type of interchange. The DDI was selected as the preferred alternative based on its demonstrated safety, operational, and multimodal benefits compared to the other alternatives evaluated. Multiple factors were considered during the screening and evaluation of alternatives, including safety, traffic operations, constructability, functionality, cost, and the minimization of impacts associated with earthwork, pavement reconstruction, environmental resources, wetland constraints, and right-of-way acquisition. These factors and results of the traffic analysis were carefully evaluated and balanced to develop a safe, efficient, and cost-effective interchange design that meets current and future transportation needs while minimizing impacts to the surrounding community and environment. The selected alternative has been reviewed and approved by VDOT as part of the project development process.

Traffic analyses indicate that the future no-build scenario, which would retain the conventional intersection with only incremental improvements such as additional turn lanes, would not adequately address the projected congestion at the Prince William Parkway/Clover Hill Road intersection. In contrast, the DDI improves operational efficiency by providing free-flow left-turn movements onto the major roadway, reducing delays, improving capacity, and enhancing overall traffic flow.

The proposed pedestrian facilities through DDI crossovers provide direct, accessible, and convenient connections for pedestrians and bicyclists while maintaining safe operation of the interchange. The project team has determined that a pedestrian bridge is not a feasible solution at this location. A separate pedestrian bridge would require an additional bridge structure, resulting in significantly higher construction and maintenance costs. Furthermore, right-of-way constraints and the substantial space required for Americans with Disabilities (ADA)-compliant ramps or other vertical-access facilities would make implementation difficult.

Comment #16 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

[Respondent circled "Yes"]

The DDI and roundabout are great ideas.

2. What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

There are noise problems in some of the neighborhoods. The sound barrier needs to be improved to reduce the noise. So, please improve the sound wall. Also, be sure to make it look better.

3. Please provide us with any additional information which you feel would assist in the completion of this project.

4. Do you support this project?

[Respondent circled “Yes”]

Reply: An environmental study, including traffic noise modeling, is being conducted in accordance with VDOT policies as the design advances. This analysis evaluates the adequacy of the existing sound walls, including the need for any modifications to their length or height. The results of the environmental study will determine whether extension or modification of the existing sound walls is warranted. Your comments have been forwarded to the environmental analyst for awareness and consideration as part of this evaluation.

Comment #17 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

[Respondent checked “No”]

The roundabout is needed, but the DDI is more complicated than necessary. Many accidents!

2. What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

3. Please provide us with any additional information which you feel would assist in the completion of this project.

4. Do you support this project?

[Respondent checked “No”]

Reply: A DDI is a proven interchange type that reduces conflict points, simplifies signal operations, lowers vehicle speeds, reduces the frequency and severity of crashes, and provides improved opportunities for pedestrians and bicyclists to cross safely. A DDI reduces the number of traffic signal phases and improves overall traffic flow, resulting in enhanced operational efficiency and reduced delays.

Multiple factors were considered during the screening and evaluation of alternatives, including safety, traffic operations, constructability, functionality, cost, and the minimization of impacts associated with earthwork, pavement reconstruction, environmental resources, wetland constraints, and right-of-way acquisition. These factors and results of the traffic analysis were carefully evaluated and balanced to develop a safe, efficient, and cost-effective interchange design that meets current and future transportation needs while minimizing impacts to the surrounding community and environment.

The DDI was selected as the preferred alternative based on its demonstrated safety, operational, and multimodal benefits compared to the other alternatives evaluated. The

current design has been reviewed and approved by VDOT, and the project is advancing toward further design and construction.

Comment #18 (comment sheet responses):

1. In your opinion, does the design of this project meet the needs of the community?

[Respondent checked "Yes"]

Mostly.

What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

Traffic approaching Clover Hill/Godwin intersection needs to be SLOWED DOWN! Coming from 234 (speed limit 55) to residential area, and all 3 approaching roads, is TOO FAST & dangerous for pedestrians & vehicles.

Please provide us with any additional information which you feel would assist in the completion of this project.

Concerns about effects of sound on neighborhood – extend sound barriers? & about effects on homes at round-about – consider access/egress/overall impact. DDI needs excellent, clear signage

Do you support this project?

[Respondent checked "Yes"]

Reply: Roundabouts promote lower vehicle speeds through their geometric design and provide traffic-calming benefits through physical features such as raised splitter islands and channelized approaches. The project team has reviewed and shared comments and concerns regarding speeding on neighboring streets and potential traffic-calming measures with the City of Manassas for consideration as part of the city's future transportation improvement initiatives since they are outside of our jurisdiction.

An environmental study, including traffic noise modeling, is being conducted in accordance with VDOT policies as the design advances. This analysis evaluates the adequacy of the existing sound walls, including the need for any modifications to their length or height. The results of the environmental study will determine whether extension or modification of the existing sound walls is warranted. Your comments have been forwarded to the environmental analyst for awareness and consideration as part of this evaluation.

Comment #19 (comment sheet responses):

In your opinion, does the design of this project meet the needs of the community?

[Respondent checked "Yes"]

PWP is overburdened with traffic and suffers from surges of vehicles that speed from one stoplight to the next. Eliminating grade level intersections will allow traffic to flow freely

rather than in surges on what is essentially an expressway rather than a parkway

What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

The proposed acceleration lane from southbound Clover Hill Road to westbound PWP seems to be very close to the Great Oak neighborhood sound wall and may require a full rebuild of that wall if you weaken the foundation of the sound wall

Please provide us with any additional information which you feel would assist in the completion of this project.

Per a comment from the 30 JUL town hall, consider adding rumble strips as a speed calming device in the lane/section of northbound Clover Hill that curves to eastbound Godwin Drive

Do you support this project?

[Respondent checked "Yes"]

I'm pleased to see that a grade separated intersection is being considered and will keep traffic flowing more freely on PWP. My full size pickup shakes due to vehicles, esp. 18-wheelers, passing by at full speed while I wait to turn left onto Clover Hill Road. As a solo bike rider, I appreciate the shared use path. I just hope the project can be completed before my riding days are behind me. Contact the owner of Bull Run Bicycles for info and/or contacts on cycling groups.

Reply: An environmental study, including traffic noise modeling, is being conducted in accordance with VDOT policies as the design advances. This analysis evaluates the adequacy of the existing sound walls, including the need for any modifications to their length or height. The results of the environmental study will determine whether extension or modification of the existing sound walls is warranted. During subsequent design phases, the structural adequacy of the sound walls and their foundations will also be evaluated. Your comments have been forwarded to the environmental analyst for awareness and consideration as part of this evaluation.

Rumble strips are generally not preferred in residential areas because they can generate noise that may affect nearby residents, particularly those living adjacent to the roadway, especially at night.

The DDI is designed for a 25-mph operating speed, which is consistent with the existing 25 mph posted speed limit on Clover Hill Road. In addition, the distance between the northern DDI crossover and the Godwin Drive/Clover Hill Road intersection is shorter than the distance between the existing at-grade Prince William Parkway/Clover Hill Road intersection and the Godwin Drive intersection. The proposed roundabout also incorporates geometric features that naturally promote lower vehicle speeds. Given the relatively short distance between the northern DDI crossover and the proposed roundabout, there is limited opportunity for drivers to accelerate to excessive speeds

before entering the next speed-controlled facility. Vehicles traveling through this corridor will transition from one low-speed facility to another, which is expected to discourage speeding and support safe operations.

Comment #20 (comment sheet responses received via email):

Here is my comment sheet. Unfortunately, I can not support this project. At the meeting I was more optimistic, but after several weeks of research, I have discovered this project to be an uneconomical solution.

This is also a FOIA request for all public comments.

In your opinion, does the design of this project meet the needs of the community?

[Respondent checked "No"]

This is not an economical solution to the causes/nexus for this project. Revisit this project after the expansion of the airport.

What specific concerns (such as design/safety/environmental) do you have regarding the proposed project?

Unnecessary project. Just enforce cell phone laws, & marijuana laws.

Please provide us with any additional information which you feel would assist in the completion of this project.

This project will increase traffic on a neighborhood/residential roads making it unsafe for our kids.

Do you support this project?

[Respondent checked "No"]

This is not a good use of tax payers dollars. A 100 million dollar bridge to data farms is idiotic.

Reply: Transportation improvements should be planned proactively rather than implemented only after significant safety or operational issues occur. Traffic projections associated with the planned expansion of Washington Manassas Airport, as well as anticipated regional growth, have been incorporated into the traffic forecasts and considered throughout the process of evaluating and selecting alternatives. The proposed project is intended to address existing and future transportation needs by reducing congestion at study intersections and providing sufficient capacity to accommodate projected traffic growth.

The project also includes substantial multimodal improvements, including sidewalks, shared-use paths, high-visibility crosswalks, and protected pedestrian crossings at the DDI ramp terminals. These facilities will improve safety, connectivity, and accessibility for pedestrians and bicyclists throughout the corridor.

The proposed DDI and roundabout are designed to operate at lower vehicle speeds and are recognized for their safety benefits. The designs reduce conflict points, improve traffic flow, and have been shown to reduce the frequency and severity of crashes, particularly those resulting in serious injuries or fatalities.

By improving traffic operations and reducing delays on Prince William Parkway, while incorporating geometric features that promote lower operating speeds through the DDI and roundabout, the project is expected to reduce incentives for drivers to use neighboring residential streets as cut-through routes.

In addition, the project's benefit-cost analysis indicates a benefit-cost ratio greater than 1.0, which demonstrates that the anticipated safety and traffic operations benefits outweigh the project's costs and that the project represents a cost-effective investment in the transportation network.

Comments Received from Members of Active Prince William

Comment #21: Please consider the following comments to the Prince William Parkway and Clover Hill Road Interchange:

1. Recommend the PW DOT evaluate a similar interchange design to the just approved Sudley Manor/PWP Interchange project that modified the existing intersection to right in/right out with an adjacent relocated roadway with bridge over the PWP for the Clover Hill/PWP project.

The bridge could be two lanes with sidewalk and SUP or four lanes with sidewalk and SUP. It does not appear this concept was evaluated. The DDI design is overkill. If allowed, this recommendation could be completed with the unused funding from the Sudley Manor/PWP interchange project.

Justification: As the Sudley Manor/PWP project showed, this would be a significantly more cost effective solution.

2. Recommend expanding the project limits along Godwin Dr to Winged Elm Court to complete/enable the bike lane connection between the existing bike lanes on Godwin Dr to the planned Roundabout.

Justification: This improvement will create a safety risk as this project will induce more bike travel that will conflict with automobile users in this shared space.

Reply: Detailed responses to the comments from Active Prince William are covered in response to Comment #22 below.

Comment #22: [See attached slides.] Thank you for taking the time to meet with the community and share info on the project last week! I've attached some slides with my thoughts/feedback on the project.

Highlights:

- The grade separation, adjacent roundabout, pedestrian infrastructure, and innovative interchange design's impacts on the safety of this crossing for all users are valuable and heartily welcome changes from the status quo.
- The design as presented is overbuilt for car capacity, with negative impacts on project cost, schedule, impact, and safety.
 - The bridge(s) should be as narrow as possible while meeting project requirements and traffic coming off the interstate should be presented with an interchange design that makes it clear that they are leaving the highway system and entering the local road network. I believe there is significant room for improvement on both accounts in the presented interchange design, as expressed in more detail within the slides.
 - In my eyes, this overdesigning is the culminative outcome of a traffic demand model that treats a possible future (successful HEF commercial flight debut that is predominantly or exclusively served by private occupancy vehicles) as a certainty, design scoring criteria that continued to value capacity well beyond the modeled need, and the indiscriminate application of arterial design standards/guidelines to a neighborhood/light industrial connector street.
- Construction of this interchange should include provisions to take advantage of the existing disruption/earthwork and reduce the overall cost/disruption incurred when including the planned 234 SUP's traversal through the project area. I believe a simple way to do this is to install box culverts under any new highway ramps on the Godwin side of the Parkway as they are being built to connect the space allocated for the SUP under the bridge to the rest of the SUP outside of the interchange.
- This project should connect to the existing bike lanes on Godwin Drive that terminate at Winged Elm Court, failing to do so would be a big missed opportunity considering their proximity.

I'm more than happy to answer follow-up questions/provide clarifications if anything in my feedback is unclear!

Reply: Acknowledged.

Bottom Line Up Front **[see slide 2]**

- Grade separation and innovative interchange design are welcome safety improvements
- Design as presented is over-specified for the amount of traffic, resulting in elevated project costs, extended project timelines, and potential for induced car and truck traffic demand

- Reducing Clover Hill thru lanes to 1+1 should be aggressively pursued for cost and safety reasons, VJuST analysis results suggest that this is certainly possible without exceeding interchange capacity

Reply: Additional capacity and lane redundancy are required to provide operational flexibility and support traffic management during emergency situations.

Project Overview **[see slide 3]**

- Diverging Diamond interchange replacing the traffic light between Clover Hill and 234
- Roundabout replacing the 4-way stop between Clover Hill and Godwin Drive
- Design scaled up from initial “Bowtie Intersection” to account for projected increase in traffic volume driven by airport
 - Traffic design year 2050 (VJuST used 2040)
- Comparisons by county staff to Balls Ford-234 and US15-I66 interchanges
- Bridge width includes accomodation for 6-lanes of 234 traffic + Shared Use Path
 - Exact dimensions/geometry not discussed

Reply: Please refer to the typical section for Clover Hill Road, including the dimensions provided in the brochure. Although the widening of Route 234 is not included as part of the current project, the proposed DDI has been designed to accommodate the future widening of Route 234. The interchange layout provides sufficient space for the anticipated roadway expansion, and the design includes the proposed dimensions and clearances of Route 234 beneath the DDI bridges. While these future widening elements were not shown on the Public Information Meeting exhibits, they were considered during the development of the DDI design to ensure compatibility with future improvements along the corridor.

Clarifying note **[see slide 4]**

- Project personnel describe 234 as E-W and Clover Hill as N-S
- This powerpoint orients itself with 234 traffic as N-S and Clover Hill traffic as E-W

Reply: The route direction shown on the design plans follows the official route designation. However, during presentations, the route is often described using its general cardinal direction to make it easier for the public to understand and follow.

Resident Concerns Heard **[see slide 5]**

- Rampant speeding on Clover Hill and Godwin Drive is an existing problem. Traffic calming is highly desirable
- Lack of familiarity with intersection and left/right switchup was raised. Encouraged designing for out-of-town drivers that are not familiar with the area
- Cost, schedule, and construction disruption

- Road vehicle noise. Residents welcomed design features that would make neighborhood streets less appealing to large and loud commercial vehicles as a shortcut/backway
- Safety of intersections for both SUP users and road cyclists, particularly for the roundabout and Godwin Drive

Reply: Acknowledged.

The Good **[see slide 6]**

- Grade separation significantly reduces the amount and the speed of traffic that vulnerable road users encounter when crossing 234
- Provides a missing pedestrian/cyclist connection between Manassas sidewalk network, the airport, and the planned 234 SUP
- Roundabout is safer design than 4-way stop and encourages slower speeds if designed and implemented well

Reply: Acknowledged.

Potential Missed Opportunities **[see slide 7]**

- The project scope does not extend far enough to provide a connection with painted bicycle lanes on Godwin north of roundabout
 - Suggest sharrows in roundabout to provide additional visual friction and encourage reduced vehicle speeds and increased driver awareness
- Space is made for 234 SUP to pass under overpass, but no allowance for how to get trail there might mean expensive and disruptive construction to install an overpass or underpass to get the trail from the outside to the inside of the exit ramps
 - Could be avoided by installing box-culverts under east-side ramps of 234 during earthworks buildup to reduce/eliminate traffic disruption when that trail is connected to this project area

Reply: Bicycle ramps would connect the proposed shared-use path between the roundabout and north Godwin Drive. These ramps would allow bicyclists to access the existing shared lane markings (sharrows), which transition to painted bike lanes farther along the corridor.

As designed, the shared-use paths and crosswalks around the roundabout are intended to facilitate bicycle travel through the intersection. Sharrows cannot be provided within the circulatory roadway of the roundabout because such placement could encourage inexperienced bicyclists to ride within the roundabout and potentially impede vehicular traffic presenting safety and operational concerns.

The current design preserves sufficient space for a future shared-use path along the westbound side of Prince William Parkway, extending between the DDI bridge piers and connecting to the proposed shared-use path along Clover Hill Road via the DDI ramp system.

My Overall Opinion Coming Out of the Meeting **[see slide 8]**

- Grade separation and roundabout are necessary improvements for safe multimodal traffic flow in this area
- DDI design is not inherently bad, but is overbuilt and evokes arterial connections to controlled-access highways (e.g.: Balls Ford-234, US15-I66, Courthouse Rd-I95, where the minor road is a 40+mph divided highway and dominated by car traffic).
 - Design considerations are necessary (and missing) to reflect the reality that this is connecting directly to neighborhood streets to avoid inducing high speed and volumes of traffic onto those roads
- I'd like to see more focus on public transportation access to HEF to address possible (not guaranteed) airport expansion impacts rather than the focus on building out more POV capacity

Reply: The current design of the DDI and roundabout reduces conflict points, promotes lower vehicle speeds through geometric design, decreases the potential for severe crashes, and improves traffic operations and reliability throughout the corridor and at key intersections. The current design also incorporates multimodal facilities that enhance safety and mobility for pedestrians and bicyclists while reducing delays, queues, and vehicle emissions.

The capacity provided by the DDI is intended to accommodate future traffic growth and maintain efficient access for area residents and businesses. However, the lower operating speeds associated with navigating the DDI, the single-lane roundabout designed using the minimum practical dimensions, and the lower speed limits on surrounding neighborhood streets do not make the corridor attractive as a cut-through route. Alternative routes offer more direct connections and typically provide shorter travel times for through traffic.

Decisions regarding future transit service expansion and airport-related transit connections are addressed through separate regional transportation planning efforts. However, the proposed DDI geometry can accommodate bus operations efficiently by providing smoother turning movements and improved intersection operations.

VJuST Analysis Critique **[see slide 10]**

- Scoring criteria method rewards overdesigning vehicle capacity by scoring V/C as a continuous numeric criteria rather than against a pass/fail or red/yellow/green discrete threshold

- I don't think anybody would opt to kill or maim somebody to take cars off an already half-empty road, but the scoring system weighs that tradeoff
- It's not clear if V/C numbers presented assume 2 (1+1, aligned to previous bowtie intersection design) lanes or 4 (2+2, aligned to design as presented) lanes on CHR.
 - For the recommended configurations, it seems extremely plausible that 2-lane designs would maintain a satisfactory (e.g.: below 0.8 based on Comment Slide 3) V/C either way.
 - Reducing bridge lanes could provide major cost/schedule savings to the project, increase safety by reducing conflict points, and reduce effect of induced demand from overcapacity.

Reply: The DDI was one of a few alternatives that was further evaluated after a preliminary pass/fail determination was made for all other alternatives considered. While volume-to-capacity (v/c) performance from the VDOT Junction Screening Tool (VJuST) analysis was an important consideration, other factors were also evaluated, such as wetland impacts, right-of-way requirements, constructability, and multimodal accommodations. The preferred alternative was selected based on its ability to best balance safety, operational performance, environmental considerations, and multimodal needs. In addition, the proposed capacity improvements and lane redundancy provide operational flexibility, enhance network resilience, and support traffic management during emergency situations, incidents, roadway closures, or other unexpected events.

VJuST Analysis Critique (cont.) **[see slide 11]**

- Analysis presents cost/space considerations based on default layout of design configurations. Alternate layouts (e.g.: offset AB-ParClo configuration resembling Sudley Manor-234 Interchange project or squeezed single roundabout resembling interchanges in Carmel, IN) may have evaluated better in subjective assessment portion
- Analysis claims that roundabout capacity is permanent once built, but aftermarket slip lanes can provide significant opportunities to increase capacity if volume is high in an unexpected direction. It is not clear that roundabouts are any more capacity-static than other interchange designs

Reply: Other constraints, including right-of-way requirements, the interchange footprint, wetland impacts, need for additional bridge spans, and increased travel distances (particularly for heavy vehicles), limited the feasibility of such alternatives. A roundabout with slip ramps introduces additional conflict points and increases complexity for pedestrians and bicyclists. The current design was selected to balance safety, capacity, multimodal accommodations, environmental impacts, and the project footprint.

Alternate Configuration 1: Squished Single Roundabout [see slide 12]

Pros:

- Safety benefit from single roundabout, footprint of double roundabout
- Does not require queuing space on bridge like double roundabout, permits wider spacing with Godwin roundabout
- No traffic lights = lower operational cost of interchange

Cons:

- Crosswalks are not signal-controlled, rely on traffic calming effect of roundabout design to provide pedestrian safety at point of interaction (consider raised crosswalks to further reduce vehicle speed)

Reply: Acknowledged.

Alternate Configuration 2: Offset ParClo-AB [see slide 13]

Pros:

- Similar to Sudley Manor Interchange project (design is a known quantity)
- Takes advantage of ParClo's high V/C score (caveat: ParClo-AB performance likely differs from ParClo-B performance)
- Utilizes rather than discards existing pavement

Cons:

- Right-turn lanes/ramps on existing pavement present obstacle for planned 234 SUP, designs with new ramps offer more clear opportunity for eliminating this obstacle in advance with minimum additional disruption/cost
- Wider interchange footprint risks queuing interference with Godwin roundabout
- AB ParClo layout has more crossing conflicts than the VJuST assumed layout: +8 to weighted conflict points, equivalent to traditional diamond

Reply: The alternative configuration described cannot adequately accommodate traffic turning movements between the two corridors. It is functionally similar to the previously dismissed bowtie interchange configuration and would route a greater number of heavy trucks traveling to and from the airport onto Clover Hill Road, bringing them closer to the Godwin Drive area. The community raised the potential increase in truck traffic near residential areas as a significant concern during previous evaluations.

Alternate Configuration 3: Smaller DDI [see slide 14]

Pros:

- Similarity to design as-presented (project momentum)
- Right-sized infrastructure for non-arterial Clover Hill Road
- Tighter turns = slower vehicles = fewer crashes and safer pedestrians

Cons:

- Single-lane DDI designs with significant ped/bike infrastructure are not super common
- DDI is outperformed in safety by single roundabout, in vehicle capacity by ParClo, no strong reason justifying this design aside from project momentum

Reply: The current design of the DDI incorporates the smallest configuration that can be approved under VDOT standards and will require a design waiver. Further reductions in the interchange footprint are not feasible without compromising design requirements. In addition, the bridge span is sized to accommodate both the shared-use paths and the required travel lanes.

Design Consideration 1: Ramp Angles **[see slide 16]**

- Project personnel stated that design speed in the interchange was 25 mph, accelerating to 30 mph going down the ramps toward 234. 25 mph is VDOT's minimum design speed for loop ramps in system (highway-to-highway) interchanges
- Rough measurements that the WB CHR to NB 234 ramp has a curve radius roughly equivalent to the ramps that interface with Balls Ford Road, but Balls Ford Road is a 45 mph divided highway arterial.
- At a minimum, this ramp should be reduced to the curve radius of the other ramps and the design speed of these ramps at the point of interface with CHR should be reduced to 20 or even 15 mph

Reply: The on- and off-ramps within the DDI functional area are designed for a 25-mph design speed in accordance with applicable VDOT and National Cooperative Highway Research Program design standards. The ramp radius has been designed using the minimum allowable turning radius to minimize the overall project footprint. Further reduction of the radius would require a design exception or design waiver and would not be consistent with applicable design criteria. As such, obtaining approval for a smaller radius is considered unlikely. In addition, reducing the ramp design speed for movements between Clover Hill Road and Route 234 would require longer ramp lengths and/or longer acceleration and deceleration lanes along Route 234, resulting in a larger project footprint and greater earthwork impacts.

Ramp Angles (cont.) **[see slide 17]**

- Reduced ramp angles will reduce the size of the earthworks needed to build this intersection (reduced cost and disruption)
- Reduced ramp design speed will communicate clearly to drivers that they are leaving the highway system and entering the local urban road system (road design for out-of-towners)

- Reduced ramp design speed may require longer entrance and exit ramps to allow for traffic to reach or leave highway speeds, but the project design area well exceeds the length of the current ramps, so this should not cause scope issues, and the cost will be offset by reduced earthworks

Reply: As noted above, the DDI ramp geometry, including the 25-mph design speed and associated curve radii, was developed in accordance with VDOT and National Cooperative Highway Research Program design standards and has been reviewed by VDOT. The ramp design is also consistent with the existing 25 mph posted speed limit on Clover Hill Road. Further reducing the ramp design speed would require either longer ramp lengths and/or longer acceleration and deceleration lanes along Route 234, resulting in a larger project footprint and significantly greater earthwork impacts. In addition, the ramp curvature must be designed to accommodate the turning requirements of large design vehicles, including trucks and other heavy vehicles that use the corridor. The selected ramp geometry represents a balance between safety, operational efficiency, design standards, and environmental and right-of-way impacts.

Design Consideration 2: Lane Width **[see slide 18]**

- Bridge design consists of 2 40+’ wide bridges carrying 2 15’ lanes of traffic and a 10’ shoulder, which is devoted to the SUP on the north bridge
- Pro: Separate bridges should reduce the perception of left-hand traffic flows that residents expressed concern about and provide opportunities for phased construction and operational redundancy
- Con: 86’ of total bridge width (when accounting for 5 1.2’ barrier segments; drawings presented include an additional ~6’ shoulder on the SUP bridge to bring the total north of 90’) is likely a cost driver and 15’ lanes encourage high speed driving

Reply: During the structural design development process for the bridge, multiple factors were considered, including safety, traffic operations, constructability, functionality, cost, and the minimization of impacts associated with earthwork, pavement reconstruction, environmental resources, wetland constraints, and right-of-way acquisition. These factors were carefully balanced to develop a safe, efficient, and cost-effective interchange design that meets current and future transportation needs while minimizing impacts on the surrounding community and environment.

Lane Width Continued **[see slide 19]**

- 15’ lanes are above normal lane design spec but justified by project personnel referencing VDOT design standard for 15’ approaches on DDI. VDOT design standard in question is found on page A3-40 of the VDOT RDM and references Figure 3-23 in Appendix F (depicted here).
- The Balls Ford Road DDI uses 12’ bridge lanes.

Reply: Lane widths were designed to accommodate turning design vehicles at the current project location, which is subject to tighter crossover spacing.

Lane Width Continued **[see slide 20]**

- There is roughly 100' between the crossovers in the drawings and the start of the bridge, well above the 50' minimum taper length recommended by the RDM.

Reply: The design accommodates the anticipated traffic queue storage while balancing ramp radius requirements and maintaining adequate sight distance.

Lane Width Continued **[see slide 21]**

- Freeing up 6' of space can be spent increasing the buffer width between the SUP and the car lanes and providing a shoulder for the northbound or discarded as cost-savings for the project
- Reducing the lane width approaching the crossover relative to the lane width exiting the crossover will also provide additional visual cues for drivers to avoid driving onto the oncoming bridge
- It will also reduce the crossing distance for SUP users crossing the approaching bridge lanes

Reply: One of the primary considerations in the development of the DDI was the relatively short spacing between the crossover intersections. As a result, maintaining a consistent lane configuration and lane widths through the bridge structure was identified as the preferred design approach. The current design will provide consistent driver guidance, speed, and lane capacity through the crossover area, and support safe and efficient operations.

Design Consideration 3: 234 SUP **[see slide 22]**

- Providing connections between the outside of the interchange and the space allocated under the bridge for the 234 SUP will be easiest/most cost effective/least disruptive while the new highway ramps are being constructed.
- Recommend installing a box culvert under the east-side ramps during earthworks/grading to provide an easy connection for future path construction efforts

Reply: The current design preserves sufficient space for a future shared-use path along the westbound side of Prince William Parkway, extending between the DDI bridge piers and connecting to the proposed shared-use path along Clover Hill Road via the proposed DDI ramp system. The locations of crossings at ramps have not been finalized.

Roundabout Design [see slide 24]

- The chicane-inducing offset of the roundabout from the centerlines of Clover Hill and Godwin is a welcome traffic calming feature, although its northward bias amplifies the effect for traffic leaving neighborhood streets and approaching the highway and reduces the effect on traffic leaving the highway and approaching neighborhood streets, which is unfortunate
- The slip ramp from NB Godwin to EB CHR is a potentially dangerous crossing given its pavement width, should be managed with additional ped. safety features
- There are opportunities for additional traffic calming and multimodality measures available in the City of Manassas adjacent to the project area, they should be considered in conjunction with or as part of this improvement

Reply: The current design of the roundabout, including the slip ramp, has been coordinated, reviewed, and designed in accordance with VDOT and National Cooperative Highway Research Program standards and guidelines. In addition, the slip ramp from northbound Clover Hill Road to eastbound Godwin Drive has been revised, and a pedestrian refuge island and yield line on the travel lane have been added to enhance pedestrian safety and improve crossing conditions. The project team has reviewed and shared comments and concerns regarding speeding on neighboring streets and potential traffic-calming measures with the City of Manassas for consideration as part of the city's future transportation improvement initiatives since they are outside of our jurisdiction.

Slip Ramp Crossing and Island [see slide 25]

- Slip ramps are generally dangerous features for pedestrians, but this one is likely necessary to provide a reasonable curve radius.
- Recommend providing mountable physical protection for crossings in striped zones to encourage non-emergency vehicle compliance and utilizing the pedestrian island for large landscaping features to increase the visual weight of the roundabout and its traffic calming qualities

Reply: The proposed pedestrian island will be raised with curb to prevent vehicles from driving over it. Additional physical protection features will be considered for the crossings as the design is further advanced.

Adjacent Traffic Calming Opportunities [see slide 26]

- The car lanes on CHR adjacent to the project area are 12.5' wide, 2.5' wider than the Manassas MMP recommended width for neighborhood connector streets and 3' wider than its narrowest point on the approach to Hastings Drive intersection. Reclaiming 2-3' of space on each side of the roadway to provide a buffer (painted or physical) for the bike lanes here will encourage legal and safer speeds on this road.

Particularly useful on the north side where parked cars present additional risk to cyclists

- The car lanes on Godwin north of the project area are also 12.5 feet and include a painted median up to 12.5 feet in width. Reclaiming that space could allow for the unprotected bike lanes that terminate at Winged Elm Circle to connect to the project SUP and encourage legal and safer speeds on this road

Reply: The project team has reviewed and shared comments and concerns regarding speeding on neighboring streets and potential traffic-calming measures with the City of Manassas for consideration as part of the city's future transportation improvement initiatives since they are outside of our jurisdiction.

Comment #23: [See attached letter, dated August 12, 2026, from [REDACTED], Co-Chair Active Prince William.]

I'm writing on behalf of Active Prince William to comment on the proposed design for the Prince William Parkway and Clover Hill Road Interchange Project as presented at the July 30, 2026 public information meeting. This letter supports and expands upon the comments previously submitted by Active Prince William members [REDACTED]

1. Examine More Cost-Effective Alternatives to a Diverging Diamond Interchange:

A diverging diamond interchange seems excessive for the anticipated future traffic volumes at this location, and we recommend that the project team evaluate an interchange design similar to that recently approved for the Prince William Parkway/Sudley Manor Drive interchange which would serve both Sudley Manor Drive and Wellington Road traffic.

For 2025, the annual average daily traffic (AADT) volumes along these adjoining segments of Clover Hill Road (Rte 3235) was only 3200, far less than the traffic volumes on the two existing Prince William County highways with diverging diamond interchanges, both of which are highspeed, high-volume, median-divided arterial roadways. Route 15 at I-66 had a 2025 AADT of 38,000, whereas Balls Ford Road (Rte 621) at Prince William Parkway had an AADT of 20,000. Thus, Clover Hill Road would still carry far less traffic than either existing diverging diamond interchange did in 2025, even if Clover Hill Road traffic volumes were to double or triple with the future expansion of Washington Manassas Airport.

For the proposed Prince William Parkway/Sudley Manor Drive interchange, the existing atgrade intersections along Prince William Parkway at both Sudley Manor Drive and Wellington Road would be modified to allow only right-in and right-out traffic movements, and both Sudley Manor Drive and Wellington Road would cross over the Prince William Parkway on a single new roadway overpass on a new alignment.

In 2025, Sudley Manor Drive had an AADT of 26,000 on the east side of Prince William Parkway, while the adjoining segment of Wellington Road had an AADT of 18,000. If such an interchange design can handle two arterial roads with a combined AADT of 44,000, a similar interchange design should have ample capacity to accommodate Clover Hill Road well into the distant future.

Thus, the design team should explore a Clover Hill Road-Prince William Parkway interchange design where Clover Hill Road's existing at-grade intersections with the Parkway are modified to allow only right-in and right-out traffic movements, and a new Clover Hill Road overpass of the Parkway would be constructed on a different alignment.

Even if Clover Hill Road traffic volumes were to grow five- or six-fold in the future, this new Clover Hill Road bridge should function effectively with only one travel lane in each direction (and only a single shared-use path and no sidewalk along one side of the bridge should be adequate). The project savings due to the narrower and simpler bridge could be enormous. The bridge roadway could connect to the existing segments of Clover Hill Road with either roundabouts or signalized intersections.

It does not appear that such an interchange concept has been evaluated for this project. If indeed feasible, this alternative concept should cost considerably less to build and be much easier to fully fund.

2. Extend the Project Limits Northwest Along Godwin Drive in the City of Manassas to Reach Winged Elm Circle

Godwin Drive in the City of Manassas--between Clover Hill Road and the southeast leg of Winged Elm Circle--has only one narrow sidewalk, no shared-use paths, and no bicycle lanes. To provide continuous on-road bike lanes between the proposed roundabout and the southeast leg of Winged Elm Circle, the project limits should be extended northwest about 850 feet along Godwin Drive to Winged Elm Circle. Ideally, a second sidewalk or a shared-use path should also be constructed along this segment of Godwin Drive along its northbound side.

Building this missing bike lane segment would finally provide a continuous bicycle facility along Godwin Drive between Hastings Drive and Clover Hill Road. As traffic volumes increase along Godwin Drive due to the future expansion of Washington Manassas Airport, the need for a continuous bicycle facility will grow considerably.

3. Install Shared-Lane Markings to Guide Bicycling Movements though the Clover Hill Road-Godwin Drive Roundabout.

Although the proposed design includes shared-use paths along the rebuilt segments of Clover Hill Road and along the roundabout, most people bicycling through the roundabout

will be approaching and leaving the roundabout on the roadway and won't necessarily access any shared-use path unless they are traveling to the airport along the rebuilt segment of Clover Hill Road. Installing shared-lane bicycle markings (sharrows) within the roundabout would especially help guide bicycling movements between both legs of Godwin Drive and the leg of Clover Hill Road approaching the City of Manassas and also assist in calming traffic.

4. Design the Interchange to Effectively Accommodate the Planned Future Shared-Use Path along Prince William Parkway.

We appreciate that the design of this project would incorporate the right-of-way for a future shared-use path along the northbound side of the Prince William Parkway. Please ensure that the design of this project would a) accommodate that shared-use path without any motorvehicle crossflows and b) connect seamlessly to the new shared-use paths along Clover Hill Road that will be built as part of this Interchange project.

One way to accomplish this would be to incorporate box culverts in this project beneath all new parkway exit and entrance ramps on the northbound side of the Parkway, to provide a safe and efficient underpass route for the future shared-use path along the Parkway. Doing so would also reduce the cost and disruption needed when the long-planned shared-use path along this segment of the Parkway is finally built.

5. Appropriately Design Clover Hill Road on the East Side of the Parkway and the Roundabout at Godwin Drive for Slow Vehicular Speeds through Residential Neighborhoods.

While the proposed lane widths and vehicular capacity for Clover Hill Road and the DDI Bridge seem excessive and would unnecessarily inflate project costs and degrade highway safety, it is especially important that Clover Hill Road on the east side of the Parkway and the Godwin Drive Roundabout be designed for slow (under 25 MPH) travel speeds appropriate for residential neighborhoods. In that regard, the travel lanes and circulatory lanes in the roundabout should be 10 feet (or at most 11 feet) wide, especially since a wide truck apron in the roundabout would adequately accommodate all oversized vehicles and since the roundabout would include a dedicated right-turn-only lane for traffic heading southeast on Godwin Drive.

In addition, residential traffic-calming measures, such as speed humps along northbound Clover Hill Road and speed tables at the crosswalks within the roundabout should be considered.

Thank you for giving the public this opportunity to comment at an early stage of project design. We very much appreciate the commitment of the project team to integrate pedestrian and bicycling infrastructure and safe roadway crossings into the design of this project.

Reply: Detailed responses to the comments from Active Prince William are covered in response to Comment #22 above.

NEXT STEPS

The following future activities are planned for the project:

- Summer 2026: Complete geotechnical investigation
- Summer 2026: Finalize 30% design
- Fall 2026: Obtain approval from VDOT on Interchange Access Report
- Fall 2026: Complete environmental document
- TBD: Finalize design/construction

For more information regarding the project, visit the Prince William County Department of Transportation and Capital Construction webpage at:

<https://www.pwcva.gov/department/transportation/current-road-projects>.

SUMMARY

The project team has reviewed and responded to the comments and questions received from the public. The current design configuration has been reviewed and approved by VDOT. Additional opportunities for public review and input will be provided as the project advances toward further design and construction.

Attachment A – Comments Received from Active Prince William