

| Report Title   | Year | Organization     | REPORT OBJECTIVE  |
|--|------|------------------|---|
| Policy on Multi-Way Stops & Traffic Calming                      | 1998 | City of Manassas | Policy sets procedures to review and implement traffic calming measures requests on residential streets in City of Manassas.  |
| Traffic Calming in City Streets                                  | 1999 | City of Manassas | Document provides policy and procedure for traffic calming on city streets in City of Manassas. The document is essentially the abovementioned Policy with more detail provided in terms of traffic calming device types as well as other supporting documents.   |
| Mathis Ave. Sector Plan  | 2004 | City of Manassas | Mathis Ave Sector plan is one of 6 sector plans the 2002 Comprehensive plan of Manassas recommended be done. Mathis Avenue is located at the northeast section of City of Manassas.<br>The plan provides background information regarding area and describes recommended land use for the entire sector, as well as sector-wide linkages of transportation, open space, plan structure, etc.  |
| Old Town Sector Plan   | 2008 | City of Manassas | As one of the six sectors in Manassas, Old Town has been identified as the economic 'hub' of the city. The plan addresses ways to enhance and link Old Town to both the courthouse and Mathis Avenue area, encourage a mix of residential and business uses to enhance economic vitality of the area, use zoning and infrastructure incentives to achieve redevelopment and infill, redefining height restrictions to allow for maximum utilization of air space that will encourage future business development while maintaining current character and charm of the area, and lastly, encourage strategies to address the parking needs of the area and increase foot traffic in Old Town. This plan addresses the above elements in ways that will create a system of distinctive in-town residential and mixed use neighborhoods integrated with a vibrant downtown district. |
| City of Manassas Bikeway and Pedestrian Trail System Master Plan | 2007 | City of Manassas | The Master Plan provides framework for developing a comprehensive system of marked bicycle trails that implements the City of Manassas vision for a planned trail system serving recreational, alternative transportation and public safety needs of its citizens.<br>The Plan's objectives are to develop a continuous bikeway and pedestrian trail system, integrate land use, trail design and pedestrian orientation, enhance traffic safety and education and assure that an effective alternative transportation system is available and trail amenities are improved.  |
| Sudley Road Sector Plan  | 2011 | City of Manassas | Sudley Road Sector Plan provides land use recommendations that enhance future development potential in area and support denser, mixed-use development in area. The Plan supports the Prince William Hospital System Campus growth plans and protects residential neighborhoods in the area. The sector area is bounded to the north and west by Prince William County, to the west by Godwin Drive and Rolling Road, and to the south by single-family residential communities, to the north and east by Plantation Lane and the area surrounding Weir Street, and to the east by the area surrounding Longstreet Drive, Nelson Park and West Street.   |
| City of Manassas Comprehensive Plan                              | 2013 | City of Manassas | The City of Manassas Comprehensive Plan is a guide to identify a framework of goals, community policies, and lists specific implementation strategies to guide future decision making in Manassas.  |
| Manassas Station TIA   | 2014 | City of Manassas | The property is located downtown on the NW corner of Fairview Ave/Tudor Ln. The proposed development includes a rezoning application for approximately 140 apartment units.   |
| 7-Eleven Manassas TIA  | 2015 | City of Manassas | The proposed 7-Eleven is located at the northwest corner of the Wellington Road/Ashton Avenue intersection.<br>7-Eleven will have approximately 3,062 square foot convenience store with 8 vehicle fueling positions.   |

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| Tillett Square TIA   | 2016 | City of Manassas | The property is located on the NW corner of Fairview Ave and Wesley Ave. The proposed development includes a rezoning application to allow development of up to 70 townhouses and 4 new single-family detached houses. Two of the existing single-family detached houses would remain on the site. It will generate approximately 42 AM peak hour trips, approximately 49 PM peak hour trips, and approximately 511 trips during an entire weekday.  |
| Goddard School at Millic Street TIA                                    | 2017 | City of Manassas | The property is located on the SE corner of Dumfries Road and Millic Street. The proposed development consists of a ±10,000 GSF child care center serving up to 158 students, and ±5,495 GSF office space. Estimated trips: 139 weekday AM peak hour trips, 198 weekday PM peak hour trips, and 868 daily weekday trips.   |
| Kline Property TIS   | 2017 | City of Manassas | The property is located on the SE corner of Prince William Pkwy/Liberia Ave./Wellington Rd. The applicant is proposing a comprehensive plan amendment, rezoning, and special use permits to develop approximately 265 townhouses, 135 single-family residences, a 14-pump gas station with convenience store and food service, and an additional 267,000 square feet of non-residential uses. Assumptions include 50k SF grocery store, 55k SF retail shops, 20k SF sit-down restaurants, 120k SF self-storage facility, 15k SF pharmacy with drive-thru, a 14-pump gas station with convenience store, and 3k SF and 4k SF fast food restaurants with drive-thru. |
| Historic Downtown Parking Task Force                                   | 2015 | City of Manassas | The City of Manassas periodically evaluates parking conditions in the Historic Downtown to ensure that sufficient parking is provided for a vibrant, competitive commercial area. To support this effort, the City Council reestablished the Historic Downtown Parking Task Force, which met on three occasions between May and June 2015. During its meetings, the task force discussed current parking issues, began anticipating future parking needs, and made recommendations to improve downtown parking. This report provides a summary of the research and recommendations developed through the task force's efforts.                                     |
| Gateway Trip Generation Memo   | 2015 | City of Manassas | Provides a trip generation comparison of the 2007 approved Manassas Landing development and the 2015 proposed Manassas Gateway development. The 2007 approved plan contains 500 multi-family units, 250,000 sf of commercial/retail use, 300,000 sf of office use, and a 240 room hotel. Manassas Gateway would reduce the office use to 200,000 sf, reduce the hotel to 120 rooms, and change the residential use to 221 multi-family units and 279 townhouses/condos.  |
| Design and Construction Standards Manual (Article 9)                   | 2016 | City of Manassas | To provide requirements for all roadway construction in Manassas. Where no specific roadway construction, design standard, or specification is dictated, the requirements of VDOT Road and Bridge Standards, Minimum Standards for Entrances to State Highways, Road Design Manual - Appendix A, the Virginia Supplement to the MUTCD, and the applicable Federal AASHTO standards shall be used.  |
| City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | 2017 | City of Manassas | The CIP's purpose is to meet the immediate and long-term capital needs in a conscious effort to best provide services and facilities to the citizens of Manassas.  |
| Community Conversations Summary Report                                 | 2017 | City of Manassas | Purpose of document is to summarize what citizens of City of Manassas discussed in Community Conversation. Key priority areas include communications & community involvement, traffic and access, taxes and responsible budgeting, land use and development, non-motorized travel and other priorities for the community. The goal was to define a community-driven vision and evaluate the City's strategic priorities.   |

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| Grant Avenue Streetscape Plan  | 2018 | City of Manassas | The City of Manassas is working on streetscape improvements to Grant Avenue from Lee Avenue to Wellington Road. This project will create a visually-appealing gateway to the City’s historic downtown and represents the third phase of streetscape enhancements envisioned in the Old Town Sector Plan. Includes recommendations for specific vegetation.   |
| Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | 2018 | City of Manassas | The City of Manassas is evaluating potential safety and operational improvements at the intersection of Route 28 (Centreville Road) and Sudley Road / Prescott Avenue. This report evaluates the feasibility of constructing a roundabout at this intersection. The study area includes Centreville Rd/Sudley Rd/Prescott Ave and Mathis Ave/Sudley Rd- the latter is included to better understand the overall operations within the study area. The study evaluates safety performance (crashes), and then analyzes LOS, v/c, queue, and delay for existing conditions and the roundabout scenario.  |
| Northern Virginia Transportation Authority's TransAction                               | 2017 | NVTA             | TransAction is the multimodal transportation master plan for Northern Virginia. It is a long range plan addressing regional transportation needs through 2040. The Plan focuses on eleven major travel corridors in Northern Virginia, and identifies over 350 candidate regional projects for future transportation investments to improve travel throughout the region. TransAction is not bound to any budget, and proposes more projects than can realistically be funded. The results of TransAction are used to inform the NVTA’s Six Year Program for capital funding, guiding decisions about which transportation improvements the NVTA should prioritize for investment. |
| Northern Virginia Transportation Authority Six Year Program Candidate Project List     | 2018 | NVTA             | To prioritize projects from the NVTA TransAction for FY 18-23  |
| PRTC Strategic Plan  | 2017 | PRTC             | To plan for transit service (VRE, OmniRide, Metro Direct, Cross County Connector) in the Northern Virginia and Fredericksburg Region from 2020 to 2040 in order to connect local visions with strategies and actions that will transform PRTC into a leading service provider.   |
| Financially Constrained Long-Range Transportation Plan for the National Capital Region | 2016 | TBP              | The CLRP is a statement of the ways the region plans to invest in its transportation system over the next 20 to 30 years. The plan includes regionally significant projects and programs that seek to facilitate the efficient movement of people and goods using a variety of transportation modes. It also outlines all anticipated spending on operations and maintenance of the current and future transportation system over the same timeframe.  |
| The FY 2017-2022 Transportation Improvement Program                                    | 2016 | TBP              | Timeline for CLRP CIP projects in DC, Northern Virginia, and Suburban Maryland   |

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| Visualize2045: A Long-Range Transportation Plan for the National Capital Region |      | TPB          | Visualize2045 will show the projects and other improvements the region’s transportation agencies expect to be able to afford between now and 2045 as well as those they would build if they had more funding. The plan will focus on regionally significant road and transit projects, but will also highlight bicycle and pedestrian projects and key land-use issues facing the region. The plan will show all of the projects currently being planned in the region and how those projects will affect future travel patterns and conditions. In doing so, the plan will paint a picture of where the region’s current planning and funding decisions will get us. The aim is to help elected leaders, regional planners, and the public better understand the kinds of decisions we need to make today to realize a more desirable transportation future. The plan will include constrained elements, unconstrained elements, a financial analysis, a bike/ped plan, and a freight plan. |
| VTrans2040  | 2015 | VDOT         | VTrans2040 will identify multimodal needs across the Commonwealth. Moving forward, only projects that help address a need identified in VTrans2040 will be considered for funding under the statewide prioritization process from House Bill 2. The plan will focus on the needs of the Commonwealth’s statewide network of Corridors of Statewide Significance, the multimodal regional networks that support travel within metropolitan regions, and improvements to promote locally designated Urban Development Areas (UDAs).  |
| Northern Virginia Regional Bikeway and Trail Network Study Update               | 2015 | VDOT         | Update to the VDOT 2003-2004 Northern Virginia Regional Bikeway and Trail Study Plan. Does not replicate details in original study, but rather focuses on progress in implementing original network. Goals of this update were to: measure progress, update network, and gauge performance.  |
| Liberia Avenue (Route 4361) Corridor Study                                      | 2017 | VDOT         | The Virginia Department of Transportation (VDOT), City of Manassas, and Prince William County identified the need to evaluate existing and future conditions of Route 4361 (henceforth, “Liberia Avenue”) corridor from Route 28 (Centreville Road) to Route 294 (Prince William Parkway / Wellington Road). The City of Manassas applied for transportation funding through SMART SCALE (formerly, HouseBill 2) application process. This STARS corridor study will focus on evaluating Liberia Avenue corridor between Route 28 and Prince William Parkway, assessing measures to reduce congestion, and recommending possible spot improvements to address congestion and safety issues.  |
| Virginia Railway Express System Plan 2040 Study                                 | 2014 | VRE          | The VRE System Plan provides a guide for VRE’s growth and development as it enters its third decade of operations. VRE’s mission is to provide a safe, reliable, convenient, and cost-effective passenger rail service as an alternative to driving congested highways from the northern Virginia suburbs to Alexandria, Crystal City, and Washington DC employment centers.   |

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| 1  | Mathis Ave. Sector Plan   | land development    | n/a           | n/a                | n/a                    | n/a   | Key opportunity sites that should be the focus of any redevelopment efforts: Manassas Shopping Center (limit parking), Reb-Yank Shopping Center (limit parking), Mobile Home Parks (affordable housing options), Undeveloped Parcels, Annaburg Manor (expand for Prince William Hospital System).   | 60-61  |
| 2  | Mathis Ave. Sector Plan   | land development    | n/a           | n/a                | n/a                    | n/a   | Redevelopment of the two mobile housing parks- 3,000 new residential units with some percentage set aside for affordable housing  | 62   |
| 3  | City of Manassas Comprehensive Plan   | land development    | Old Town Area | n/a                | n/a                    | n/a   | Land acquisition Commuter Parking lot, purchase property where City had public parking for visitors to the Old Town Area  | 6-5  |
| 4  | Kline Property TIS  | land development    | n/a           | n/a                | n/a                    | Liberia Avenue & Davis Ford Crossing Entrance/Prince William Commerce Center Entrance | New development east of intersection to add east leg to signalized intersection   | 23   |
| 5  | Mathis Ave. Sector Plan   | n/a                 | n/a           | n/a                | n/a                    | n/a   | Amend B-4, General Commercial to allow some flexibility in a designated redevelopment overlay area that would allow for expansion and upgrade of facilities without encouraging a great deal of capital investment  | 63   |
| 6  | 7-Eleven Manassas TIA   | n/a                 | n/a           | n/a                | n/a                    | n/a   | n/a   | n/a  |
| 7  | Tillett Square TIA  | n/a                 | n/a           | n/a                | n/a                    | n/a   | n/a   | n/a  |
| 8  | Goddard School at Milic Street TIA  | Ped/ Bike: off road | Dumfries Road | Donner Dr/Milic St | approx. 300 feet south | n/a   | Install five-foot concrete sidewalk connecting to the existing sidewalk at the Dumfries Road/Milic Street/Donner Drive intersection along frontage.   | 10 (16 of 58)                                  |
| 9  | PRTC Strategic Plan   | n/a                 | n/a           | n/a                | n/a                    | n/a   | Strengthen relationships with Prince William County area businesses and private-sector stakeholders   | 31   |
| 10 | Visualize2045: A Long-Range Transportation Plan for the National Capital Region | n/a                 | n/a           | n/a                | n/a                    | n/a   | Survey results: top issues affecting people's travel experience: traffic congestion, time spent in traffic, need for more/better rail service. Reliability and travel time were the top two factors influencing people's travel choices. In order, percent of ideas submitted pertained to walking/bicycling, road, rail, bus, land use/policies, other | 3-5 (Public Input Survey Preliminary Findings) |

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| 11 | Northern Virginia Regional Bikeway and Trail Network Study Update | n/a     | rt 234      | n/a           | n/a                   | n/a                            | Route 234 exhibits high bicycle demand   | 9      |
| 12 | Northern Virginia Regional Bikeway and Trail Network Study Update | n/a     | sudley road | n/a           | n/a                   | n/a                            | Sudley Road exhibits high bicycle demand   | 9      |
| 13 | Northern Virginia Regional Bikeway and Trail Network Study Update | n/a     | n/a         | n/a           | n/a                   | n/a                            | map of latent bicycle demand in NOVA   | 10     |
| 14 | Virginia Railway Express FY2020 - FY2025                          | n/a     | n/a         | n/a           | n/a                   | n/a                            | n/a  | n/a    |
| 15 | Old Town Sector Plan  | parking | East Street | Church Street | Center Street         |                                | Striped parallel on-street parking on western curb   | 41     |
| 16 | Old Town Sector Plan  | parking | Main Street | Church Street | Prince William Street |                                | convert angled parking to striped parallel parking at both curb lanes  | 41     |
| 17 | Old Town Sector Plan  | parking |             |               |                       |                                | 2 parking facilities south of Norfolk Southern Railroad, straddling Prince William St  | 51     |
| 18 | Old Town Sector Plan  | parking |             |               |                       |                                | parking facility at existing Municipal Building surface parking lot (north of railroad)  | 51     |
| 19 | Old Town Sector Plan  | parking |             |               |                       | Centreville Road and Quarry St | parking facility (north of railroad)   | 51     |
| 20 | Old Town Sector Plan  | parking |             |               |                       |                                | encourage VRE commuter parking relocation to the Manassas Airport and implement a residential parking permit program in neighborhoods adjacent to the Downtown | 51     |
| 21 | Historic Downtown Parking Task Force                              | parking |             |               |                       |                                | Revise parking regulations to be in effect from 8AM - 5PM for all lots with the exception of the Red Permit lots, which will end after 10AM                    | 11     |

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| 22 | Historic Downtown Parking Task Force | parking |          |      |     |              | Revise surface parking time limits to 2-hour parking north of railroad tracks and 4-hour parking south of tracks to encourage higher turnover near businesses, while also accommodating parking for longer durations.  | 11           |
| 23 | Historic Downtown Parking Task Force | parking |          |      |     |              | Reduce Farmers' Market restriction in the Water Tower Lot (Lot B) and West Street on-street parking to Saturdays 4AM-4PM.  | 11           |
| 24 | Historic Downtown Parking Task Force | parking |          |      |     |              | Re-stripe Water Tower Lot (Lot B) to provide additional spaces and sign 4-hour parking (complete as of June 2015) and make parallel parking spaces more easily accessible for drivers.   | 11           |
| 25 | Historic Downtown Parking Task Force | parking |          |      |     |              | Re-sign City vehicle parking area to provide 11 additional public parking spaces, which should be designated as Blue Permit/2-hour parking to respond to both short-term parking and Blue Permit parking demand. This restriction can also serve as a test case that could potentially be implemented in other Blue Permit lots in the future to increase utilization in those lots. | 11           |
| 26 | Historic Downtown Parking Task Force | parking |          |      |     |              | map of short term recommendations (all linework is on map in Appendix C-1)   | Appendix C-1 |
| 27 | Historic Downtown Parking Task Force | parking | n/a      | n/a  | n/a | n/a          | Consistent signage, clearer and more visible directions. Meet industry standards   | 10           |
| 28 | Historic Downtown Parking Task Force | parking | n/a      | n/a  | n/a | n/a          | Clarify regulations in public parking garage to be more clearly identified with color coding and/or other means  | 10           |
| 29 | Historic Downtown Parking Task Force | parking | n/a      | n/a  | n/a | n/a          | Allow overnight parking to the extent possible in order to support downtown residents, recognizing the need to provide street cleaning to meet stormwater permit requirements and maintain the downtown's appearance.  | 11           |
| 30 | Historic Downtown Parking Task Force | parking | n/a      | n/a  | n/a | n/a          | Evaluate parking space size when re-striping public parking lots to increase the number of available spaces. Width of spaces may be oversized.   | 12           |
| 31 | Historic Downtown Parking Task Force | parking |          |      |     |              | Investigate agreements that provide additional parking until a new parking structure is constructed. Opportunity sites include BB&T (for evenings and weekends only) and surface parking at the East and Church Street intersection.   | 12           |
| 32 | Historic Downtown Parking Task Force | parking |          |      |     |              | Identify replacement parking if spaces are removed by the West Street enhancement project. Replacement parking should be implemented prior to construction on any major project that removes downtown parking.   | 12           |
| 33 | Historic Downtown Parking Task Force | parking | n/a      | n/a  | n/a | n/a          | Construct second parking structure based upon the outcome of parking structure feasibility study   | 12           |

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| 34 | Historic Downtown Parking Task Force                                   | parking             |   |                       |                 |              | Evaluate opportunities for additional accessible parking to the North of the railroad tracks and implement as part of re-striping projects.  | 12     |
| 35 | Historic Downtown Parking Task Force                                   | parking             | n/a   | n/a                   | n/a             | n/a          | Consider investing in new parking enforcement technology.  | 13     |
| 36 | Historic Downtown Parking Task Force                                   | parking             | n/a   | n/a                   | n/a             | n/a          | Monitor changes in utilization following short-term changes made based on the recommendations of the task force and make adjustments to regulations as necessary.  | 13     |
| 37 | Historic Downtown Parking Task Force                                   | parking             | n/a   | n/a                   | n/a             | n/a          | Complete feasibility study to identify location, cost, schedule, and design recommendations for a second parking structure.  | 13     |
| 38 | Historic Downtown Parking Task Force                                   | parking             | n/a   | n/a                   | n/a             | n/a          | Evaluate development requirements for downtown parking and update per Zoning Ordinance Review Committee recommendations  | 13     |
| 39 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | parking             | Prince William St                                 | West Street           | Battle Street   | n/a          | Parking lot north of Prince William St, purchase privately owned parking lot to increase available parking for visitors to the downtown area.  | 67     |
| 40 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | parking             | Downtown Manassas                                 | n/a                   | n/a             | n/a          | Planned revitalization of downtown Manassas includes addition of parking garage on northern side of downtown. Details need to be studied.  | 86     |
| 41 | Community Conversations Summary Report                                 | parking             | Courthouse/ Downtown area                         | n/a                   | n/a             | n/a          | Study need for potential parking garage at Courthouse and/or Downtown. Generally, do not use ground level for parking lot, rather garages.   | 22     |
| 42 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: off road | Winters Branch Extension                          | Wellington Road       | Runaldu Court   | n/a          | Shared use path including lighting Winters Branch Trail: 2,600 LF, 2 signs   | 12     |
| 43 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: off road | Main Street/ Portner Avenue/ Stonewall Park Trail | Public Works Drive    | Stonewall Park  | n/a          | Construct Stonewall Park Train Extension by constructing shared use path and bridge over causeway at Public Works Complex, mark and sign a shared roadway trail along Vicksburg Lane and Kirby Street to connect to shared use path along the utility right of way to Stonewall Park | 14     |
| 44 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: off road | Wellington Road Trail                             | Prince William Street | Nokesville Road | n/a          | Shared use path: Asphalt path to provide safe crossing for bikers and pedestrians at railroad tracks. Long term solution is proposed bridge over railroad and Prince William Street.   | 13     |
| 45 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: off road | Godwin Trail                                      | City Limits           | Godwin Drive    | n/a          | Construct shared use path that provides access to Route 234 Bypass and PW County trails along westbound Route 28 as part of Nokesville Road widening project   | 17     |



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| 46 | City of Manassas Comprehensive Plan                                    | Ped/ Bike: off road | Stonewall Park Trail Extension                    | Stonewall Park           | Centreville Road               | n/a   | Construct extension to existing Stonewall Park Trail   | 6-5    |
| 47 | Kline Property TIS   | Ped/ Bike: off road | n/a   | n/a                      | n/a                            | Prince William Parkway & Liberia Ave & Wellington Ave | Significant improvements are included separately in the Kline Property Walkability Memorandum  | 75     |
| 48 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | Ped/ Bike: off road | Gateway Boulevard                                 | Landing at Cannon Branch | Broad Run VRE Station/ Airport | n/a   | Install 10 ft sidewalk/trail and upgrade portions of existing sidewalk with 10 ft asphalt trail along Gateway Boulevard and Carolina Drive   | 85     |
| 49 | VTrans2040   | Ped/ Bike: off road | wellington rd                                     | Devlin Rd                | Prince William Parkway         | n/a   | widen from 2 to 6 lanes, add sidewalk and multi-use trail  | 68     |
| 50 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Runaldue Ct/ Prince William Street                | Runaldue Court           | Grant Avenue                   | n/a   | Bike lanes along Runaldue Court and down Prince William to Grant Street  | 12     |
| 51 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Prince William/ Signal Hill                       | Grant Avenue             | Liberia Avenue                 | n/a   | Signed shared roadway: Install signs at regular intervals and mark a shared roadway from Grant Avenue along Prince William Street across Fairview and along Signal Hill Road via Tudor Lane and Windsor Avenue | 12     |
| 52 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Main Street/ Portner Avenue/ Stonewall Park Trail | Wellington Trail         | Prince William Street Trail    | n/a   | Mark and sign Main Street from Wellington Trail to the Prince William Street Trail as a shared roadway   | 13     |
| 53 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Main Street/ Portner Avenue/ Stonewall Park Trail | Church Street            | Portner Avenue                 | n/a   | Mark and sign Main Street from Church Street to Portner Avenue as a shared roadway   | 14     |
| 54 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Main Street/ Portner Avenue/ Stonewall Park Trail | Main Street              | Public Works Drive             | n/a   | Mark and sign Portner Avenue to the Public Works complex   | 14     |
| 55 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Liberia Avenue/Euclid Avenue Trail                | Wellington Road          | Hastings Road                  | n/a   | Liberia Avenue: construct and mark bike lane on 800-foot City side of road   | 15     |
| 56 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Liberia Avenue/Euclid Avenue Trail                | Liberia Avenue           | City Limits                    | n/a   | Euclid Avenue: paint and mark bike lane on both sides of road from Liberia to Manassas City limits   | 15     |
| 57 | City of Manassas Bikeway and Pedestrian Trail System Master Plan       | Ped/ Bike: on road  | Hastings Drive Trail                              | Liberia Avenue           | Godwin Drive                   | n/a   | Mark the Hastings Drive Trail as signed shared roadway and instituting traffic calming approaches  | 16     |

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| 58 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Hastings Drive Trail        | Hastings Drive                   | Wellington Road                         | n/a          | Hendley Road Bike Lane   | 16     |
| 59 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Sudley/Stonewall Road Trail | Stonewall Park                   | Sudley Road                             | n/a          | Mark Stonewall Road as shared roadway with signs at regular intervals  | 16     |
| 60 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Sudley/Stonewall Road Trail | Stonewall Road                   | Godwin Drive                            | n/a          | Sudley Road Third Lane project should include designs for bike lane along northbound side of Sudley Road   | 16     |
| 61 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Godwin Trail                | Cloverhill Road                  | Hastings Road                           | n/a          | Godwin Drive bike lanes on both sides in conjunction with the Godwin Drive Phase II project  | 17     |
| 62 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Godwin Trail                | Hastings Drive                   | Wellington Road                         | n/a          | Godwin Drive construct bike lane by improving shoulder along the outer lane (generally southbound)   | 17     |
| 63 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Cloverhill Road Trail       | Wellington Road                  | Hastings Road                           | n/a          | Cloverhill Road: Paint and mark with signs a bike lane on westbound lane   | 18     |
| 64 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Cloverhill Road Trail       | Hastings Drive                   | Godwin Drive                            | n/a          | Cloverhill Road: Mark this portion as shared roadway   | 18     |
| 65 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Weems Road Trail            | Portner Avenue (via Weir Street) | Stonewall Drive                         | n/a          | Weems Road: Install signs at regular intervals to mark route as shared roadway   | 18     |
| 66 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Dumfries Road Trail         | Wellington Road                  | City Limits                             | n/a          | Dumfries Road: rebuild northbound lanes on road along route should include a shared use path   | 18     |
| 67 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | Ped/ Bike: on road | Gateway/ Airport Trail      | Godwin Drive                     | Gateway Business Park, Manassas Airport | n/a          | Wakeman Drive and Observation Road shared roadway (draw as one line from Gateway Boulevard)  | 19     |
| 68 | Sudley Road Sector Plan  | Ped/ Bike: on road | Sudley Road                 | Forestwood Lane                  | Godwin Drive                            | n/a          | Make road a complete street  | 74     |
| 69 | City of Manassas Comprehensive Plan                              | streetscape        | Prince William Street       | Grant Avenue                     | Wellington Road                         | n/a          | Widen Prince William Street and install curb, gutter, sidewalk, bike lanes and storm drainage. Sewer, Water and Electric improvements included in project. | 6-5    |

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| 70 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | Ped/ Bike: on road | Citywide         | n/a                   | n/a                   | n/a          | Citywide installation of pavement markings, pedestrian signals, crosswalks to expand/improve bike trail network (if needed to map, city polygon?)   | 74     |
| 71 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | Ped/ Bike: on road | Godwin Drive     | Wellington Road       | Hastings Drive        | n/a          | Add bike lanes and shared use path along Godwin Drive from Wellington Road to Hastings Drive  | 76     |
| 72 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | Ped/ Bike: on road | Wakeman Drive    | Harry J. Parrish Blvd | Gateway Business Park | n/a          | Construct bike lane along both sides of Wakeman Drive   | 83     |
| 73 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | Ped/ Bike: on road | Route 28         | Wellington Road       | Route 28              | n/a          | Construct bike path from Wellington Road to Route 28 to allow for multimodal movements at this location   | 84     |
| 74 | Northern Virginia Regional Bikeway and Trail Network Study Update      | Ped/ Bike: on road | signal hill road | Fairmont Ave          | Signal View Dr        | n/a          | add as "other notable existing" since Signal Hill Road is currently a "signed shared road" with high latent demand  | 23     |
| 75 | Policy Multi-Way Stops and Traffic Calming                             | roadway            | n/a              | n/a                   | n/a                   | n/a          | <b>Multi-Way Stop Criteria:</b> all signs shall conform to MUTCD<br>- Warrants: min spacing is 1,000 feet on arterial roadways and 500 feet on local roadways, hazardous condition satisfied (inadequate sight distance, accident history, significant pedestrian activity, established speeding through intersection), minor street carries at least 30% of the combined volume of traffic<br>- Priority: sight distance, high accident history, intersections with major streets, high ped activity | 1-2    |
| 76 | Policy Multi-Way Stops and Traffic Calming                             | roadway            | n/a              | n/a                   | n/a                   | n/a          | <b>Traffic Calming Criteria:</b> all markings shall conform to MUTCD and VDOT's Road and Bridge Standards and Specification manuals<br>- posted speed limit cannot exceed 25 mph<br>- average speed is 5 mph over the speed limit, high volume of truck traffic<br>- traffic volumes between 200 - 6000 vpd<br>- roadway is not a primary emergency route/snow emergency route  | 4      |
| 77 | Traffic Calming in City Streets  | roadway            | n/a              | n/a                   | n/a                   | n/a          | Non-physical device pavement marking/lane narrowing<br>- Narrowing design options: hatching, parking lanes, bike lanes<br>- Centerline hatching optional<br>- Travel lanes not to be less than 8' in width<br>- 2' min between hatch lines  | 8      |
| 78 | Traffic Calming in City Streets  | roadway            | n/a              | n/a                   | n/a                   | n/a          | 3" (maximum) speed hump<br>- Advance signing optional when part of an area wide scheme<br>- Not placed over manholes, watergates, junction chambers, etc<br>- 15 mph and 'HUMP' sign  | 9      |
| 79 | Traffic Calming in City Streets  | roadway            | n/a              | n/a                   | n/a                   | n/a          | Two-way choker<br>- Advance signing optional when part of an area wide scheme<br>- Design options: intersection or mid-block, one side or two side, combined with raised crosswalks<br>- 2 ft min width, length varies  | 10     |
| 80 | Traffic Calming in City Streets  | roadway            | n/a              | n/a                   | n/a                   | n/a          | Raised crosswalk<br>- 3" max elevation<br>- Not placed over manholes, watergates, junction chambers, etc<br>- Design options: intersection or mid-block, combined with choker<br>- 15 mph and 'HUMP' sign   | 11     |

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| 81 | Traffic Calming in City Streets | roadway | n/a           | n/a             | n/a  | n/a  | Traffic Circle<br>- 16-20' road width, 9' min radius, filled with sod or seed and mulch<br>- more design specs pp. 13-14   | 12     |
| 82 | Traffic Calming in City Streets | roadway | n/a           | n/a             | n/a  | n/a  | Crosswalk refuge<br>- 4' min width<br>- Design options: Intersection or mid-block, combined with raised crosswalk  | 15     |
| 83 | Traffic Calming in City Streets | roadway | n/a           | n/a             | n/a  | n/a  | Chicane<br>- 8' min lane width<br>- 4' min chicane width<br>- mountable standard 4" curb<br>- yellow reflective pavement markers optional  | 16     |
| 84 | Mathis Ave. Sector Plan         | roadway | n/a           | n/a             | n/a  | Centreville Road & Prescott Avenue         | Traffic Circle   | 43     |
| 85 | Old Town Sector Plan            | roadway |               |                 |  | West Street and Church Street              | traffic signal   | 41     |
| 86 | Old Town Sector Plan            | roadway |               |                 |  | West Street and Center Street              | new traffic signal   | 41     |
| 87 | Old Town Sector Plan            | roadway | Battle Street | Center Street   | railroad tracks                                |  | convert to a one-way street southbound. One-way through traffic lane, parallel parking on both sides of the street confined to the central portion of the block, designated loading zones along the street   | 41     |
| 88 | Sudley Road Sector Plan         | roadway | Sudley Road   | Impala Drive    | Surveyor Court                                 | n/a  | Create new road connection between Impala Drive and Surveyor Court south of Sudley Road  | 80     |
| 89 | Sudley Road Sector Plan         | roadway | Sudley Road   | Digges Road     | Surveyor Court, Champion Court and Sudley Road | n/a  | Create new road connections between Digges Road, Surveyor Court and Champion Court south of Sudley Road (look at map on page 80)   | 80     |
| 90 | Sudley Road Sector Plan         | roadway | Sudley Road   | Forestwood Lane | Plantation Lane                                | n/a  | Create two new road connections parallel to Sudley Road between Forestwood Lane and Plantation Lane north of Sudley Road (look at map on page 80)  | 80     |
| 91 | Sudley Road Sector Plan         | roadway | Sudley Road   | Digges Road     | Sudley Road                                    | n/a  | Create new road connections between Digges Road and Sudley Road north of Sudley Road   | 80     |
| 92 | Sudley Road Sector Plan         | roadway | Sudley Road   | Forestwood Lane | Stonewall Road                                 | Sudley Road & East Stonewall Road Extended | Create new road connection parallel to Forestwood Lane and Stonewall Road north of Sudley Road (look at map on page 80) with shared bike lanes. New right-in/ right-out intersection along northbound Sudley Road at East Stonewall Road Extended, without a median break along Sudley Road. | 76, 80 |

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| 93  | City of Manassas Comprehensive Plan | roadway | Dumfries Road             | Hastings Drive        | City Limits             | n/a          | Reconstruct two-lane roadway to a four-lane divided curb & gutter cross-section with separate turn lanes. It includes bike paths on west side of road  | 6-5    |
| 94  | City of Manassas Comprehensive Plan | roadway | Dumfries Road             | Hastings Drive        | Wellington Road         | n/a          | Rebuild northbound lanes to curb and gutter cross-section. Evaluate feasibility of installing bike lane, crosswalks, and pedestrian signals.   | 6-5    |
| 95  | City of Manassas Comprehensive Plan | roadway | Wellington Road Overpass  | Dean Drive            | School Street           | n/a          | Construct bridge on Wellington Road over railroad and Prince William Street. Evaluate feasibility of installing a bike and pedestrian facility as well as Wellington Trail   | 6-5    |
| 96  | City of Manassas Comprehensive Plan | roadway | Grant Avenue              | Prince William Street | Byrd Drive              | n/a          | Reconstruct the four-lane undivided section to current standards.  | 6-5    |
| 97  | City of Manassas Comprehensive Plan | roadway | Dean Drive                | Foster Drive          | Wellington Road         | n/a          | Finish construction of Dean Drive from Foster Drive to Wellington Road. Improving Dean Drive will allow better access to industrial area of City.  | 6-5    |
| 98  | City of Manassas Comprehensive Plan | roadway | Cockrell Road             | Zimbro Avenue         | Ashton Avenue           | n/a          | Section of Cockrell is handling an increasing volume of traffic. Install curb and gutter and sidewalk and widening pavement will increase safety of this short section of roadway  | 6-5    |
| 99  | City of Manassas Comprehensive Plan | roadway | Sudley Road               | Godwin Drive          | Digges Road             | n/a          | Install northbound third lane on Sudley Road with curb, gutter, sidewalk and drainage  | 6-5    |
| 100 | City of Manassas Comprehensive Plan | roadway | Prince William Street     | Grant Avenue          | Wellington Road         | n/a          | Widen Prince William Street and install curb, gutter, sidewalk bike lanes and storm drainage. Sewer, Water and Electric improvements included in project.  | 6-5    |
| 101 | City of Manassas Comprehensive Plan | roadway | Grant Avenue              | Lee Avenue            | Wellington Road         | n/a          | Reconstruct four-lane undivided section to current standards including a divided median.   | 6-5    |
| 102 | City of Manassas Comprehensive Plan | roadway | Dean Drive Extended       | Nokesville Road       | Dean Drive/Foster Drive | n/a          | Extend and improve Dean Drive  | 6-5    |
| 103 | City of Manassas Comprehensive Plan | roadway | Route 28/ Nokesville Road | Godwin Drive          | Route 28                | n/a          | Intersection of Godwin Drive and Route 28 is at capacity, northbound turn lane backs into main lanes in both morning and evening rush hours. Project will provide widening and dual left turns from Northbound 28 onto Godwin Drive and includes installation of streetlights on Route 28. | 6-5    |
| 104 | City of Manassas Comprehensive Plan | roadway | Liberia Avenue            | Centreville Road      | Quarry Road             | n/a          | Widen Liberia Avenue from 4 lanes to 6 lanes and evaluate feasibility of installing a bike lane.   | 6-5    |

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| 105 | City of Manassas Comprehensive Plan                  | roadway | Godwin Drive           | Winged Elm Circle | Hastings Drive | n/a          | Project will reconstruct narrow ditch two-lane roadway to curb & gutter and sidewalk cross section.  | 6-5    |
| 106 | Kline Property TIS                                   | roadway | Prince William Parkway | Liberia Avenue    | Buckhall Rd    | n/a          | widen to six lanes (east of Liberia Ave); not funded or programmed by 2022   | 31     |
| 107 | Historic Downtown Parking Task Force                 | Roadway |                        |                   |                |              | Provide additional traffic calming along Center Street. Implement Sector Plan Strategy #1 – Traffic Signal at Center Street and West Street to enhance pedestrian safety. If traffic signal is not yet warranted, consider alternate technology, such as additional pedestrian crosswalk signs and warning lights systems.   | 12     |
| 108 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | TIA should include recommendations on the following items to mitigate the traffic impacts on the study area:<br>1) widening and/or construction of roadways and intersections<br>2) intersection signalization (signal warrant analysis, timing, phasing, optimization, approved signal priority equipment<br>3) TDM<br>4) pedestrian, bicycle, or transit facilities<br>5) TSM  | 9-12   |
| 109 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | When deemed necessary by a traffic study or by the City, a protected left turn lane shall be required at all roadway intersections where the traffic count on those roadways exceeds 5000 vehicles per day. The required turn lanes and tapers shall be designed in accordance with VDOT and AASHTO standards (see Table 9-6).   | 9-24   |
| 110 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | A right turn lane and taper shall be required at all intersections of urban section streets that carry in excess of 5000 vehicle trips per day, or as otherwise provided in the Manual (see Table 9-6).  | 9-24   |
| 111 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | At intersections, all shoulders of turning lanes shall be paved as per VDOT specifications.  | 9-24   |
| 112 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | The number of intersections of local streets with collector or arterial streets shall be held to a minimum to avoid hazard and delay.  | 9-25   |
| 113 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | Along undivided arterial and major collector roadways, the centerline separation of streets intersections (including high traffic generating commercial entrances of 1,000 VPD or more) within the same lot, parcel, or development shall follow the minimum distance between crossovers, noted on Table 9-1. For minor collector roadways, the separation will be 300 feet unless proven undesirable by an approved intersection study. | 9-25   |
| 114 | Design and Construction Standards Manual (Article 9) | roadway | n/a                    | n/a               | n/a            | n/a          | A distance of at least 200 feet shall be maintained between centerlines of offset intersecting local streets.  | 9-25   |

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| 115 | Design and Construction Standards Manual (Article 9)                   | roadway | n/a                       | n/a                   | n/a              | n/a          | In general, all streets shall join each other so that for a distance of at least 100 feet the street is approximately at right angles to the street it intersects.  | 9-25   |
| 116 | Design and Construction Standards Manual (Article 9)                   | roadway | n/a                       | n/a                   | n/a              | n/a          | No more than one (1) commercial entrance serving a townhouse or multi-family development will be allowed off the circular segment of a publicly maintained cul-de-sac. If possible, this entrance should align at 180 degrees with the centerline of the public road. Two (2) entrances will be allowed for non-residential developments provided that their centerlines are aligned at 90 degrees. | 9-25   |
| 117 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Sudley Road               | Prince William County | Godwin Drive     | n/a          | Sudley Road Third Lane: install northbound third lane on Sudley Road with curb, gutter, sidewalk and drainage   | 66     |
| 118 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Prince William St         | Grant Avenue          | Wellington Road  | n/a          | Widen Prince William Street and install curb, gutter, sidewalk bike lanes and storm drainage. Sewer, Water and Electric improvements included in project.   | 68     |
| 119 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Dean Drive Extended       | Existing Cul-de-sac   | Animal Shelter   | n/a          | Extend/improve Dean Drive by installing curb, gutter, sidewalk, and drainage.   | 70     |
| 120 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Route 28/ Nokesville Road | Northbound Route 28   | Godwin Drive     | n/a          | Widen Route 28/ Nokesville Road to 6 lanes and install dual left turn lane from northbound Route 28 onto Godwin Drive, project will also install streetlights.  | 71     |
| 121 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Godwin Drive              | Winged Elm Circle     | Hastings Drive   | n/a          | Reconstruct Godwin Drive from narrow ditch section two-lane roadway to wider cross section that includes curb, gutter, and sidewalk.  | 72     |
| 122 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Liberia Avenue            | Wellington Road       | Centreville Road | n/a          | Find cost effective solutions for safety improvements and congestion relief.  | 73     |
| 123 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | roadway | Godwin Drive Extension    | 234                   | 234              | n/a          | Evaluate feasibility and cost of proposed extension of Godwin Drive through existing right-of-way in Prince William County and Fairfax County (need to double check location)   | 79     |
| 124 | Community Conversations Summary Report                                 | roadway | Godwin Drive Extension    | n/a                   | n/a              | n/a          | Construct extension for more access to/from Fairfax to Loudon Counties.   | 22     |

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| 125 | Grant Avenue Streetscape Plan  | roadway | grant avenue | church st                                     | railroad                                      | n/a                                     | 3 eastbound lanes (10') with outermost lane vehicle/bike, 2 westbound lanes (10') with innermost lane vehicle/bike, 2' buffer both sides, 8' sidewalk with trees  | Concept Plan    |
| 126 | Grant Avenue Streetscape Plan  | roadway | grant avenue | railroad                                      | douglas st                                    | n/a                                     | 4 lane (12'), 2' buffer both sides, 6' sidewalk, 8' landscape area  | Concept Plan    |
| 127 | Grant Avenue Streetscape Plan  | roadway | grant avenue | douglas st                                    | first parking lot entrance east of liberty st | n/a                                     | 10' landscaped median, 11' lane on either side, 2' buffer both sides, 5' landscape area, 6' sidewalk  | Concept Plan    |
| 128 | Grant Avenue Streetscape Plan  | roadway | grant avenue | first parking lot entrance east of liberty st | between buckner rd and taney rd               | n/a                                     | 10' landscaped median, 11' lane on either side, 2' buffer both sides, 5' landscape area, 8' sidewalk  | Concept Plan    |
| 129 | Grant Avenue Streetscape Plan  | roadway | grant avenue | between buckner rd and taney rd               | wellington ave                                | n/a                                     | 10' landscaped median, 11' lane on either side, 2' buffer westbound side, 8' parking land eastbound side, 5' landscape area, 8' sidewalk  | Concept Plan    |
| 130 | Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | roadway | n/a          | n/a   | n/a   | prescott ave, centreville rd, sudley rd | total ROW acquisition area 9,500 sf to create roundabout  | 14              |
| 131 | Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | roadway | n/a          | n/a   | n/a   | prescott ave, centreville rd, sudley rd | roundabout concept design- 2 lanes enter on each road, 1 lane exit on Sudley Rd, Prescott Ave, 2 lane exit on Centreville Rd  | Appendix C (61) |
| 132 | Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | roadway | n/a          | n/a   | n/a   | n/a                                     | Roundabout would operate with reduced delays and queues, based on current traffic volumes. Operations for both a roundabout and a traffic signal would begin to degrade with a 15-20% increase in traffic volumes, though the roundabout would still perform better than a signal. From a safety perspective, a roundabout would be expected to reduce the frequency and severity of crashes, particularly angle crashes at the study intersection. | 19              |
| 133 | Northern Virginia Transportation Authority's TransAction                               | roadway | n/a          | n/a   | n/a   | liberia ave/wellington road             | 24) Reconstruct interchange at Route 28 and Prince William Parkway  | 6               |
| 134 | Northern Virginia Transportation Authority's TransAction                               | roadway | Route 28     | Conner Dr                                     | Old Centreville Rd                            | n/a                                     | 29) Widen Route 28 to 6 lanes   | 6               |
| 135 | Northern Virginia Transportation Authority's TransAction                               | roadway | godwin dr    | sudley rd                                     | rt 28   | n/a                                     | 48) Widen Godwin Drive from four to six lanes between Sudley Road and Route 28.   | 7               |



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| 136 | Northern Virginia Transportation Authority's TransAction                               | roadway | Prince William Parkway | I-66                   | Brentsville Rd                    | n/a          | 263) Widen Prince William Parkway to 6 lanes   | 22     |
| 137 | Northern Virginia Transportation Authority's TransAction                               | roadway | Liberia Ave            | Prince William Parkway | Centreville Rd                    | n/a          | 277) Widen Liberia Ave to 6 lanes  | 22     |
| 138 | Northern Virginia Transportation Authority's TransAction                               | roadway | Rt 28                  | Liberia Ave            | Manassas Park northern city limit | n/a          | 278) Widen Rt 28 to 6 lanes  | 22     |
| 139 | Northern Virginia Transportation Authority's TransAction                               | roadway | route 28               | City of Manassas       | Fairfax County                    | n/a          | 350) Construct Route 28 corridor roadway improvements connecting Prince William County, City of Manassas, City of Manassas Park, and Fairfax County. | 27     |
| 140 | Northern Virginia Transportation Authority Six Year Program Candidate Project List     | roadway | route 28               | City of Manassas       | Fairfax County                    | n/a          | Construct Route 28 corridor roadway improvements connecting Prince William County, City of Manassas, City of Manassas Park, and Fairfax County.      | 2      |
| 141 | Northern Virginia Transportation Authority Six Year Program Candidate Project List     | roadway | route 28               | City of Manassas       | Fairfax County                    | n/a          | Route 28 Corridor Feasibility Study - Environmental Impact Statement (City of Manassas to Fairfax County)  | 2      |
| 142 | Financially Constrained Long-Range Transportation Plan for the National Capital Region | roadway | VA-234 bypass          | n/a                    | n/a                               | n/a          | construct 4 lanes  | 20     |
| 143 | Financially Constrained Long-Range Transportation Plan for the National Capital Region | roadway | va-28 (nokesville rd)  | n/a                    | n/a                               | n/a          | widen to 4 or 6 lanes  | 20     |
| 144 | The FY 2017-2022 Transportation Improvement Program                                    | roadway | va-28 (nokesville rd)  | n/a                    | n/a                               | n/a          | widen to 4 or 6 lanes  | 125    |
| 145 | VTrans2040   | roadway | route 28               | Godwin Drive           | Manassas City limits              | n/a          | Route 28 widenings: between Godwin Drive and Manassas City Limits  | ii     |

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| 146 | VTrans2040                                 | roadway | Sudley Road   | Godwin Drive      | Dorsey Circle          | n/a  | third lane (SMART SCALE 2015)  | ii     |
| 147 | VTrans2040                                 | roadway | rt 28         | n/a               | n/a                    | n/a  | Managed lane study on Route 28   | 26     |
| 148 | VTrans2040                                 | roadway | wellington rd | Devlin Rd         | Prince William Parkway | n/a  | widen from 2 to 6 lanes, add sidewalk and multi-use trail  | 68     |
| 149 | Liberia Avenue (Route 4361) Corridor Study | roadway | n/a           | n/a               | n/a                    | Liberia Ave/Wellington Rd/Prince William Parkway | Re-locate the stop bar on the northbound approach closer to the pedestrian crossing across the south leg of the Liberia Avenue and Wellington Road/Prince William Parkway East intersection in compliance with the buffer (e.g. 4 foot minimum between pedestrian crossing and stop bar), per MUTCD Section 3B.16. In addition, extend the current raised median further north to align it with the proposed stop bar location.      | 64     |
| 150 | Liberia Avenue (Route 4361) Corridor Study | roadway | n/a           | n/a               | n/a                    | Liberia Ave/Wellington Rd/Prince William Parkway | Consider reducing the width of the northbound channelized right-turn lane at the Liberia Avenue and Wellington Road/Prince William Parkway East intersection to discourage higher speeds and reduce rear-end and side-swipe collisions.  | 64     |
| 151 | Liberia Avenue (Route 4361) Corridor Study | roadway | Liberia Ave   | Manassas Junction | Euclid Ave             |  | Consider re-evaluating the effectiveness of the two-way left-turn lane along Liberia Avenue between the Manassas Junction and Euclid Avenue intersections. Vehicle safety along this section of Liberia Avenue could be improved by providing one-directional turn lanes.  | 62     |
| 152 | Liberia Avenue (Route 4361) Corridor Study | roadway | n/a           | n/a               | n/a                    | Liberia Ave and Quarry Road                      | Refurbish the pavement markings on the westbound approach of the Liberia Avenue and Quarry Road intersection.  | 62     |
| 153 | Liberia Avenue (Route 4361) Corridor Study | roadway | n/a           | n/a               | n/a                    | Liberia Ave/Mall Drive                           | Re-locate the stop bar closer to the Liberia Avenue intersection at Mall Drive near the car wash to provide adequate left sight distance for the westbound approach, in compliance with the buffer (e.g. 4-foot minimum between pedestrian crossing and stop bar), per MUTCD Section 3B.16.  | 63     |
| 154 | Liberia Avenue (Route 4361) Corridor Study | roadway | n/a           | n/a               | n/a                    | Liberia Ave/Mall Drive                           | Re-locate the stop-bar across the northbound approach at the Liberia Avenue intersection at Mall Drive near the car wash closer to the pedestrian crossing on the south leg of the intersection, in compliance with the buffer (e.g. 4-foot minimum between pedestrian crossing and stop bar), per MUTCD Section 3B.16. In addition, extend the current raised median further north to align it with the proposed stop bar location. | 63     |

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| 155 | Liberia Avenue (Route 4361) Corridor Study | roadway             | n/a         | n/a              | n/a                                    | Liberia Ave/Wellington Rd/Prince William Parkway               | Consider conducting a speed study of the Liberia Avenue and Wellington Road/Prince William Parkway East intersection. If the speed study reveals that the speeding is over 10 mph of 85th percentile speeds, added enforcement by police is recommended. As a secondary mitigation method, Vehicle Speed Feedback Signs could be installed to decrease vehicle speeds on the northbound, eastbound, and southbound approaches.  | 64     |
| 156 | Liberia Avenue (Route 4361) Corridor Study | roadway             | n/a         | n/a              | n/a                                    | Liberia Ave/Centreville Road                                   | The channelized right-turn pavement markings (markings in the corners of the intersection for right-turn lanes) on the eastbound approach of the Liberia Avenue and SR 28/Centreville Road intersection should be refurbished per MUTCD standards Chapter 3B. In addition, consider installing a raised, triangular median to replace the current channelized right-turn pavement markings to provide a physical barrier that should require vehicles to travel at slower speeds when making the right-turn movement. | 61     |
| 157 | Liberia Avenue (Route 4361) Corridor Study | roadway             | n/a         | n/a              | n/a                                    | Liberia Ave/Centreville Road                                   | The channelized right-turn pavement markings (markings in the corners of the intersection for right-turn lanes) on the northbound approach of the Liberia Avenue and SR 28/Centreville Road intersection should be refurbished. In addition, consider installing a raised, triangular median to replace the current channelized right-turn pavement markings to provide a physical barrier that should require vehicles to travel at slower speeds when making the right-turn movement.                               | 61     |
| 158 | Liberia Avenue (Route 4361) Corridor Study | roadway             | n/a         | n/a              | n/a                                    | Liberia Ave/Centreville Road and Liberia Ave/Manassas Junction | Add a stop bar at the driveway between Burger King and Suntrust, which is located between the Liberia Avenue/SR 28 Centreville Road intersection and the Liberia Avenue/Manassas Junction intersection, per MUTCD Section 3B.16. In addition, install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the driveway access point.  | 61     |
| 159 | Liberia Avenue (Route 4361) Corridor Study | roadway             | Liberia Ave | n/a              | n/a                                    | driveway between McDonald's and United Bank                    | To improve the left sight distance, re-locate the stop bar at the driveway access point between McDonald's and United Bank closer to the pedestrian crossing, in compliance with the buffer (e.g. 4-foot minimum between pedestrian crossing and stop bar), per MUTCD Section 3B.16. In addition, trim the vegetation that is currently blocking the left sight distance at the driveway access point.  | 63     |
| 160 | Liberia Avenue (Route 4361) Corridor Study | roadway, pedestrian | Liberia Ave | Centreville Road | Wellington Road/Prince William Parkway | n/a  | Alternative B (B/C 1.51)<br>1. Improve Liberia Avenue/Centreville Road Intersection;<br>2. Add a third receiving lane for the southbound Liberia Avenue, just south of Centreville Road intersection;<br>3. Extend the southbound left turn lane storage at the future Prince William Commerce Center intersection;<br>4. Improve Liberia Avenue/Prince William Parkway/Wellington Road intersection;<br>5. Signing, pavement marking, pedestrian facilities and signal timing improvements along the corridor.       | 142    |

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| 161 | Liberia Avenue (Route 4361) Corridor Study | roadway, pedestrian | Liberia Ave   | Centreville Road | Wellington Road/Prince William Parkway | n/a          | Alternative B-1 (B/C 0.57)<br>1. Improve Liberia Avenue/Centreville Road Intersection;<br>2. Add a third through lane for the southbound Liberia Avenue, between Centreville Road and Quarry Road intersection;<br>3. Extend the southbound left turn lane storage at the future Prince William Commerce Center intersection;<br>4. Improve Liberia Avenue/Prince William Parkway/Wellington Road intersection;<br>5. Signing, pavement marking, pedestrian facilities and signal timing improvements along the corridor.  | 143    |
| 162 | Liberia Avenue (Route 4361) Corridor Study | roadway, pedestrian | Liberia Ave   | Centreville Road | Wellington Road/Prince William Parkway | n/a          | Alternative B-2 (B/C 0.57)<br>1. Improve Liberia Avenue/Centreville Road Intersection;<br>2. Add a third through lane each for northbound and southbound Liberia Avenue, between Centreville Road and Quarry Road intersection; includes widening of the existing railroad bridge north of Quarry Road;<br>3. Extend the southbound left turn lane storage at the future Prince William Commerce Center intersection;<br>4. Improve Liberia Avenue/Prince William Parkway/Wellington Road intersection;<br>5. Signing, pavement marking, pedestrian facilities and signal timing improvements along the corridor.  | 143    |
| 163 | Liberia Avenue (Route 4361) Corridor Study | roadway, pedestrian | Liberia Ave   | Centreville Road | Wellington Road/Prince William Parkway | n/a          | Alternative A (B/C 0.69)<br>1. Improve Liberia Avenue/Centreville Road Intersection;<br>2. Add a third through lane each for northbound and southbound Liberia Avenue, between Centreville Road and Quarry Road intersection; includes widening of the railroad bridge north of Quarry Road;<br>3. Improve Liberia Avenue/Signal Hill Road intersection;<br>4. Extend the southbound left turn lane storage at the future Prince William Commerce Center intersection;<br>5. Improve Liberia Avenue/Prince William Parkway/Wellington Road intersection;<br>6. Signing, pavement marking, pedestrian facilities and signal timing improvements along the corridor. | 143    |
| 164 | Old Town Sector Plan                       | streetscape         | Church Street |                  |  |              | widen sidewalks (8'), both sides   | 41     |
| 165 | Old Town Sector Plan                       | streetscape         | Center Street |                  |  |              | wider sidewalks  | 41     |
| 166 | Old Town Sector Plan                       | streetscape         | Battle Street | railroad tracks  | end                                    |              | widened sidewalks (8') and street trees  | 41     |
| 167 | Old Town Sector Plan                       | streetscape         | Battle Street | Church Street    | Prince William Street                  |              | close for occasional special events  | 41     |

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| 168 | Old Town Sector Plan | streetscape | Grant Avenue              |                            |                    | all intersections within the Old Town sector | install pedestrian refuge islands   | 41     |
| 169 | Old Town Sector Plan | streetscape |                           |                            |                    |  | widen all downtown sidewalks (8'), enhance streetscapes, replace standing street lights with building-mounted street lights                       | 41     |
| 170 | Old Town Sector Plan | streetscape |                           |                            |                    |  | install curb extensions at all corners with on-street parking   | 41     |
| 171 | Old Town Sector Plan | streetscape | Battle Street             |                            |                    |  | extend curbs to allow for sidewalk cafes  | 41     |
| 172 | Old Town Sector Plan | streetscape |                           |                            |                    |  | align crosswalks with sidewalks (install ramps?)  | 41     |
| 173 | Old Town Sector Plan | streetscape | Norfolk Southern Railroad | City Hall                  | Harris Pavillion   |  | pedestrian trail north side of Norfolk Southern railroad  | 43     |
| 174 | Old Town Sector Plan | streetscape | Grant Ave, Center St      |                            |                    |  | Install pedestrian signals that are timed for the advantage of pedestrians rather than vehicles, especially along Grant Avenue and Center Street. | 43     |
| 175 | Old Town Sector Plan | streetscape |                           |                            |                    |  | Install continuous system of 5' minimum pedestrian sidewalks through all pedestrian neighborhoods and connected to the downtown streetscapes      | 43     |
| 176 | Old Town Sector Plan | streetscape | East Street               | Church Street              | Center Street      |  | Convert to a one-way street southbound, with street trees and wider sidewalks.  | 41     |
| 177 | Old Town Sector Plan | streetscape | Grant Avenue              |                            |                    |  | Extend boulevard streetscape treatments (median), similar to those found on the northern end of Grant Avenue                                      | 41     |
| 178 | Old Town Sector Plan | streetscape | Prescott Ave, Grant Ave   |                            |                    |  | Create more planted medians and streetscape features, especially on Prescott Avenue and Grant Avenue.   | 43     |
| 179 | Old Town Sector Plan | streetscape | Prince William St         | Wellington Rd              | Liberty St         |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 43     |
| 180 | Old Town Sector Plan | streetscape | Fairview Ave              | Richmond Ave               | Quarry St          |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 50     |
| 181 | Old Town Sector Plan | streetscape | Fairview Ave              | Prince William St          | Mixed-Use District |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 50     |
| 182 | Old Town Sector Plan | streetscape | Prescott Ave              | Sudley Road                | Fairview Ave       |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 50     |
| 183 | Old Town Sector Plan | streetscape | Center St                 | Stonewall Rd               | Grant Ave          |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 50     |
| 184 | Old Town Sector Plan | streetscape | Centreville Road          | generally through Old Town |                    |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 50     |
| 185 | Old Town Sector Plan | streetscape | Church St                 | generally through Old Town |                    |  | Upgrade the major streets entering Old Town and include entry elements, curbs, 6' minimum sidewalks, and street trees                             | 50     |

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| 186 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Grant Avenue Intersection                         | n/a  | n/a | Grant Avenue & Prince William Street | Paint crosswalks and install pedestrian crossing signal at Grant Avenue   | 12     |
| 187 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Liberia Intersection                              | n/a  | n/a | Liberia Avenue & Signal Hill Road    | At the intersection with Liberia Avenue, paint crosswalk and install pedestrian crossing signal on south side of intersection.                          | 12     |
| 188 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Wellington Road Trail                             | n/a  | n/a | Wellington Road & Liberia Avenue     | Improve pedestrian crossing at intersection by painting a crosswalk and realigning the knuckles on the Prince William Parkway side of the intersection. | 13     |
| 189 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Wellington Road Trail                             | n/a  | n/a | Nokesville Road & Wellington Road    | Paint a crosswalk on the west side of the intersection and add pedestrian crossing signals  | 13     |
| 190 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Wellington Road Trail                             | n/a  | n/a | Godwin Drive & Wellington Road       | Paint crosswalks and install pedestrian crossing signals at the intersection of Wellington Road and Godwin Drive  | 13     |
| 191 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Main Street/ Portner Avenue/ Stonewall Park Trail | n/a  | n/a | Sudley Road and Main Street          | Install pedestrian crossing signals at intersection   | 14     |
| 192 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Main Street/ Portner Avenue/ Stonewall Park Trail | n/a  | n/a | Liberia Avenue & Porter Avenue       | Install pedestrian crossing signals at intersection and provide maintained access to Liberia House  | 14     |
| 193 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Liberia Avenue/Euclid Avenue Trail                | n/a  | n/a | Quarry Road & Liberia Avenue         | Improve crossings at Quarry Road by painting crosswalks and installing pedestrian crossing signals as necessary   | 15     |
| 194 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Liberia Avenue/Euclid Avenue Trail                | n/a  | n/a | Euclid Avenue & Liberia Avenue       | Improve crossings at Euclid Avenue by painting crosswalks and installing pedestrian crossing signals as necessary                                       | 15     |
| 195 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Hastings Drive Trail                              | n/a  | n/a | Hendley Road & Hastings Drive        | Install 4-way stop and crosswalks at intersection   | 16     |
| 196 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Hastings Drive Trail                              | n/a  | n/a | Waterford Drive & Hastings Drive     | Install 4-way stop and crosswalks at intersection   | 16     |

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| 197 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Sudley/Stonewall Road Trail | n/a          | n/a          | Rolling Road & Godwin Drive                             | Painted crosswalks and pedestrian crossing signals   | 16     |
| 198 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Godwin Trail                | n/a          | n/a          | Nokesville Road & Godwin Drive                          | Improve intersection by painting crosswalks and installing pedestrian crossing signals.  | 17     |
| 199 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Godwin Trail                | n/a          | n/a          | University Drive & Godwin Drive                         | Improve intersection by painting crosswalks and installing pedestrian crossing signals.  | 17     |
| 200 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Godwin Trail                | n/a          | n/a          | Ashton Avenue & Godwin Drive                            | Improve intersection by painting crosswalks and installing pedestrian crossing signals.  | 17     |
| 201 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Dumfries Road Trail         | n/a          | n/a          | Dumfries Road & Hastings Drive                          | Crosswalks/ pedestrian signs   | 19     |
| 202 | City of Manassas Bikeway and Pedestrian Trail System Master Plan | streetscape | Dumfries Road Trail         | n/a          | n/a          | Dumfries Road & Wellington Shopping Center Intersection | Crosswalks   | 19     |
| 203 | Sudley Road Sector Plan  | streetscape | Sudley Road                 | Grant Avenue | Godwin Drive | n/a   | Add sidewalks along Sudley Road  | 74     |
| 204 | Sudley Road Sector Plan  | streetscape | Sudley Road/Rolling Road    | n/a          | n/a          | Sudley Road & Rolling Road                              | Demarcation of special pedestrian crossing area, with special pavement markings, crossing signals and safe pedestrian refuge areas to allow pedestrians to cross calmly and comfortably at clearly designated intersections along corridor | 74     |
| 205 | Sudley Road Sector Plan  | streetscape | Sudley Road/Stonewall Road  | n/a          | n/a          | Sudley Road & Stonewall Road                            | Demarcation of special pedestrian crossing area, with special pavement markings, crossing signals and safe pedestrian refuge areas to allow pedestrians to cross calmly and comfortably at clearly designated intersections along corridor | 74     |
| 206 | Sudley Road Sector Plan  | streetscape | Sudley Road/Plantation Lane | n/a          | n/a          | Sudley Road & Plantation Lane                           | Demarcation of special pedestrian crossing area, with special pavement markings, crossing signals and safe pedestrian refuge areas to allow pedestrians to cross calmly and comfortably at clearly designated intersections along corridor | 74     |
| 207 | Sudley Road Sector Plan  | streetscape | Sudley Road/Digges Road     | n/a          | n/a          | Sudley Road & Digges Road                               | Demarcation of special pedestrian crossing area, with special pavement markings, crossing signals and safe pedestrian refuge areas to allow pedestrians to cross calmly and comfortably at clearly designated intersections along corridor | 74     |

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| 208 | Sudley Road Sector Plan  | streetscape | Sudley Road                    | n/a                   | n/a             | Sudley Road & Godwin Drive, Sudley Road & Digges Road and Nelson Park area | Plan envisions three gateways in the area at each mentioned intersection. These improvements include upgrades with special planting, lighting and signage   | 76     |
| 209 | City of Manassas Comprehensive Plan                                    | streetscape | Dumfries Road                  | n/a                   | n/a             | Dumfries Road & Hastings Drive   | Redesign intersection at Dumfries Road and Hastings Drive, add pedestrian signals and extend culvert under Dumfries Road and remove barricades.   | 6-5    |
| 210 | City of Manassas Comprehensive Plan                                    | streetscape | Grant Avenue                   | n/a                   | n/a             | Grant Avenue and Center Street   | Add pedestrian improvements at intersection of Grant Avenue and Center Street to accommodate pedestrian traffic from activity centers   | 6-5    |
| 211 | City of Manassas Comprehensive Plan                                    | streetscape | Sudley Road                    | Godwin Drive          | Digges Road     | n/a  | Install northbound third lane on Sudley Road with curb, gutter, sidewalk and drainage   | 6-5    |
| 212 | City of Manassas Comprehensive Plan                                    | streetscape | Sudley Road                    | Godwin Drive          | Digges Road     | three intersections, Godwin Drive, Rolling and Digges Roads                | Replace mast arms and existing span wires and poles, at Sudley Road and three intersections, Godwin Drive, Rolling and Digges Roads.  | 6-5    |
| 213 | City of Manassas Comprehensive Plan                                    | streetscape | Godwin Drive                   | Winged Elm Circle     | Hastings Drive  | n/a  | Project will reconstruct narrow ditch two-lane roadway to curb & gutter and sidewalk cross section.   | 6-5    |
| 214 | Historic Downtown Parking Task Force                                   | streetscape |                                |                       |                 |  | Extend the pedestrian walkway along the railroad tracks from Main Street to City Hall to provide a safe, enjoyable path to access City Hall parking and improve utilization of the lot by the public. | 12     |
| 215 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | streetscape | Citywide                       | n/a                   | n/a             | n/a  | Citywide installation of sidewalks to improve pedestrian movements and safety   | 75     |
| 216 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | streetscape | West Street                    | Prince William Street | Amtrak Railroad | n/a  | Widen sidewalks and modify parking  | 78     |
| 217 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | streetscape | Manassas City Hall Parking Lot | City Hall Sidewalk    | Candy Factory   | n/a  | Extend sidewalk adjacent to Norfolk Southern Right-of-Way to Manassas City Hall parking lot   | 82     |
| 218 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | streetscape | Battle Street                  | Portner Avenue        | Quarry St       | n/a  | Construct urban street section with curb, gutter, and sidewalk  | 77     |



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| 219 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | streetscape | Sudley Road         | Prince William County | Godwin Drive    | n/a                                     | Sudley Road Third Lane: install northbound third lane on Sudley Road with curb, gutter, sidewalk and drainage   | 66     |
| 220 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | streetscape | Prince William St   | Grant Avenue          | Wellington Road | n/a                                     | Widen Prince William Street and install curb, gutter, sidewalk bike lanes and storm drainage. Sewer, Water and Electric improvements included in project.   | 68     |
| 221 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | streetscape | Grant Avenue        | Lee Avenue            | Wellington Road | n/a                                     | Dedicated turn lanes and median control within existing right-of-way, streetscaping improvements and a bike path from Wellington Road to Prince William Street  | 69     |
| 222 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | streetscape | Dean Drive Extended | Existing Cul-de-sac   | Animal Shelter  | n/a                                     | Extend/improve Dead Drive by installing curb, gutter, sidewalk, and drainage.   | 70     |
| 223 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | streetscape | Godwin Drive        | Winged Elm Circle     | Hastings Drive  | n/a                                     | Reconstruct Godwin Drive from narrow ditch section two-lane roadway to wider cross section that includes curb, gutter, and sidewalk.  | 72     |
| 224 | Community Conversations Summary Report   | streetscape | Sudley Road         | n/a                   | n/a             | Sudley Road & Grant Road                | Crosswalk improvements  | 30     |
| 225 | Community Conversations Summary Report   | streetscape | Center Street       | n/a                   | n/a             | n/a                                     | sidewalk improvements along south side of Center street   | 30     |
| 226 | Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | streetscape | n/a                 | n/a                   | n/a             | prescott ave, centreville rd, sudley rd | new sidewalks in all four quadrants with marked crosswalks and pedestrian refuges   | 19     |
| 227 | Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | streetscape | n/a                 | n/a                   | n/a             | prescott ave, centreville rd, sudley rd | gateway entrance feature at the roundabout  | 14     |
| 228 | Liberia Avenue (Route 4361) Corridor Study   | streetscape | Liberia Ave         | n/a                   | n/a             | Liberia Ave/Signal Hill Shopping Center | Refurbish the pedestrian crossing pavement markings across the east and west legs of the intersection along Liberia Avenue at the Signal Hill Shopping Center.  | 63     |
| 229 | Liberia Avenue (Route 4361) Corridor Study   | streetscape | Liberia Ave         | n/a                   | n/a             | access to Home Depot                    | Refurbish the pedestrian crossing pavement markings, per MUTCD Section 3B.18, and install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the driveway access point for The Home Depot along Liberia Avenue between the Manassas Junction and Euclid Avenue. In addition, trim the vegetation that is obstructing the “No Left Turn” sign panel (R3-2), and trim the vegetation that is obstructing the left sight distance for vehicles exiting The Home Depot driveway. | 61     |

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| 230 | Liberia Avenue (Route 4361) Corridor Study | streetscape | n/a                          | n/a              | n/a                                    | Liberia Ave/Manassas Junction, by the Home Depot   | Trim the vegetation that is currently obstructing the “Right Lane Must Turn Right” sign panel (R3-7R) along the northbound approach of the Liberia Avenue and Manassas Junction intersection by The Home Depot.  | 61     |
| 231 | Liberia Avenue (Route 4361) Corridor Study | streetscape | n/a                          | n/a              | n/a                                    | Liberia Ave/Mall Drive                             | Consider re-locating the utility box that is currently obstructing the left sight distance for the eastbound approach of the Liberia Avenue intersection at Mall Drive near the car wash.  | 63     |
| 232 | Liberia Avenue (Route 4361) Corridor Study | streetscape | Liberia Ave                  | Centreville Road | Wellington Road/Prince William Parkway | n/a  | Based on IESNA Recommended Practices for Roadway Lighting, a minimum average horizontal illuminance of 3 footcandles is required for major roads and 4 footcandles for collector roads. Since the roadway lighting along Liberia Avenue from the SR 28/Centreville Road intersection to the Wellington Road/SR 294/Prince William Parkway intersection does not meet these standards, additional and/or stronger roadway lighting should be added. Further night-time lighting evaluations should be conducted to ensure that the lighting standards are upheld.             | 64     |
| 233 | Liberia Avenue (Route 4361) Corridor Study | streetscape | n/a                          | n/a              | n/a                                    | Sheehy Nissan driveway, north of Manassas Junction | Add a pedestrian crossing, per MUTCD Section 3B.18, and a stop bar, per MUTCD Section 3B.16, for the driveway access point for Sheehy Nissan of Manassas just north of Manassas Junction.  | 61     |
| 234 | Liberia Avenue (Route 4361) Corridor Study | streetscape | Liberia Ave                  | n/a              | n/a                                    | Commerce Corner driveway                           | Refurbish the pedestrian crossing pavement markings, per MUTCD Section 3B.18, and install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the Commerce Corner driveway access point along Liberia Avenue between the Manassas Junction and Euclid Avenue intersections. In addition, add a stop bar for the Commerce Corner driveway access point, per MUTCD Section 3B.16. Consider restricting left-turn maneuvers when exiting the Commerce Corner driveway to prevent vehicles from crossing three lanes of traffic. | 62     |
| 235 | Old Town Sector Plan                       | traffic     |                              |                  |  | Center Street and Main Street                      | left turn onto Center Street from Main Street, going south   | 41     |
| 236 | Sudley Road Sector Plan                    | traffic     | Sudley Road/Dorsey Circle    | n/a              | n/a                                    | Sudley Road & Dorsey Circle                        | Optimizing signal timing at intersection to reduce the long delays from eastbound and westbound approaches   | 75     |
| 237 | Sudley Road Sector Plan                    | traffic     | Sudley Road/Digges Road      | n/a              | n/a                                    | Sudley Road & Digges Road                          | Optimizing signal timing at intersection to reduce the long delays from eastbound and westbound approaches   | 75     |
| 238 | Sudley Road Sector Plan                    | traffic     | Sudley Road/ Plantation Lane | n/a              | n/a                                    | Sudley Road & Plantation Lane                      | Optimizing signal timing to improve operations and reduce delays.  | 75     |

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| 239 | Sudley Road Sector Plan  | traffic | Sudley Road/ Stonewall Road | n/a            | n/a                  | Sudley Road & Stonewall Road                                     | Optimizing signal timing to improve operations and reduce delays.  | 76     |
| 240 | Sudley Road Sector Plan  | traffic | Sudley Road/ Grant Road     | n/a            | n/a                  | Sudley Road & Grant Road   | Optimizing signal timing to improve operations and reduce delays.  | 76     |
| 241 | Manassas Station TIA   | traffic | n/a                         | n/a            | n/a                  | Fairview Avenue & Tudor Lane                                     | Contribute funds toward the installation of a traffic signal (shown as install signal, for GIS)  | v      |
| 242 | Kline Property TIS   | traffic | n/a                         | n/a            | n/a                  | Prince William Parkway & Liberia Ave & Wellington Ave            | Add 3rd WB left turn lane<br>Add 3rd NB thru lane and free flow RT<br>Add overlap for EB RT  | 48     |
| 243 | Kline Property TIS   | traffic | n/a                         | n/a            | n/a                  | Prince William Parkway & Hastings Drive & Site Entrance          | New development east of intersection to widen east leg of signalized intersection<br>Add 3rd NB and SB lanes on Prince William Parkway<br>Add NB right turn lane<br>Add EB thru lane and EB RT overlap phase | 48     |
| 244 | Kline Property TIS   | traffic | n/a                         | n/a            | n/a                  | Prince William Parkway & Mini-Warehouse Entrance & Site Entrance | (intersection south of Hastings Dr.)<br>Signalize intersection<br>Add 3rd SB lane<br>Add NB right turn lane<br>Add WB shared thru/left and exclusive right turn lanes due for proposed development           | 48, 72 |
| 245 | Historic Downtown Parking Task Force                                   | traffic | n/a                         | n/a            | n/a                  | n/a  | New wayfinding signs following the completion of the City's new branding effort  | 10     |
| 246 | Gateway Trip Generation Memo   | traffic | n/a                         | n/a            | n/a                  | n/a  | new development will have fewer AM/PM and Saturday peak hour trips, and fewer daily trips. Trip distribution is expected to be comparable.   | 4      |
| 247 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | traffic | Centreville Road            | Liberia Avenue | Past Kincheloe Drive | n/a  | Add dual left turn on Centreville Road at Liberia Avenue and restripe northbound lane on Route 28 between Liberia Avenue and Manassas Drive  | 80     |
| 248 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program | traffic | Fairview Avenue             | n/a            | n/a                  | Fairview Avenue & Tudor Lane                                     | Signalized Intersection of Tudor Lane and Fairview Avenue  | 81     |

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| 249 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | traffic | Dumfries Road | n/a  | n/a  | Milic Street and Donner Drive           | Upgrade current traffic signal equipment and replace span wires and poles with mast arms.  | 86     |
| 250 | City of Manassas FY 2018 Adopted Five-Year Capital Improvement Program                 | traffic | Godwin Drive  | n/a  | n/a  | Godwin Drive & Lockheed Martin entrance | Upgrade current traffic signal equipment and replace span wires and poles with mast arms.  | 86     |
| 251 | Route 28 (Centreville Rd) and Sudley Rd/ Prescott Avenue Roundabout Feasibility Report | traffic | n/a           | n/a  | n/a  | mathis ave and sudley rd                | signalized intersection<br>NB: 2 lanes, TR, TL<br>SB: 2 lanes, TR, TL<br>EB: 1 lane, LTR<br>WB: 3 lanes, L, T, R   | 16     |
| 252 | Northern Virginia Transportation Authority's TransAction                               | traffic | Route 234     | n/a  | n/a  | n/a                                     | 25) Deployment of intelligent signal monitoring/control technology to improve travel on Route 234.   | 6      |
| 253 | VTrans2040   | traffic | rt 234        | I-95 | I-66 | n/a                                     | signal communication, monitoring, and control techniques   | 70     |
| 254 | Liberia Avenue (Route 4361) Corridor Study   | traffic | n/a           | n/a  | n/a  | Liberia Ave/Centreville Road            | Refurbish all pedestrian crossing pavement markings per MUTCD Section 3B.18, and install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the Liberia Avenue and SR 28/Centreville Road intersection.   | 61     |
| 255 | Liberia Avenue (Route 4361) Corridor Study   | traffic | n/a           | n/a  | n/a  | Liberia Ave/Centreville Road            | Install updated pedestrian signal actuation sign panels (R10-3e) at the Liberia Avenue and SR 28/Centreville Road intersection, per MUTCD Section 2B.52.   | 61     |
| 256 | Liberia Avenue (Route 4361) Corridor Study   | traffic | n/a           | n/a  | n/a  | Liberia Ave/Manassas Junction           | Install pedestrian facilities across the north, west, and south legs of the Liberia Avenue and Manassas Junction intersection, per MUTCD Chapter 4E and MUTCD Section 3B.18.   | 61     |
| 257 | Liberia Avenue (Route 4361) Corridor Study   | traffic | n/a           | n/a  | n/a  | Liberia Ave/Manassas Junction           | Refurbish the pedestrian crossing across the east leg of the Liberia Avenue and Manassas Junction intersection, per MUTCD Section 3B.18. In addition, based on MUTCD Section 4E.06, the required pedestrian clearance time is 21 seconds; therefore, adjust the pedestrian change interval from 12 seconds to at least 15 seconds. | 61     |
| 258 | Liberia Avenue (Route 4361) Corridor Study   | traffic | n/a           | n/a  | n/a  | Liberia Ave/Manassas Junction           | Install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the Liberia Avenue and Manassas Junction intersection.   | 61     |

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| 259 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Subaru driveways                                    | Add "Stop" sign panels (R1-1), stop bars, and pedestrian crossing pavement markings for both Subaru driveway access points, per MUTCD Section 2B.10, MUTCD Section 3B.16, and MUTCD Section 3B.18, respectively. In addition, install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at both Subaru driveways.   | 62     |
| 260 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Morganna Animal Clinic and Boarding Kennel driveway | Add pedestrian crossing pavement markings, per MUTCD Section 3B.18, and a stop bar, per MUTCD Section 3B.16, at the Morganna Animal Clinic and Boarding Kennel driveway access point. In addition, install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the driveway.   | 62     |
| 261 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Liberia Ave and Euclid Ave                          | Add pedestrian crossing pavement markings on the north, south, and west legs of the Liberia Avenue and Euclid Avenue intersection, per MUTCD Section 3B.18. Install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the intersection. While pedestrian signals do not require countdown displays, the intersection could benefit from the use of the countdown displays.               | 62     |
| 262 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Liberia Ave and Quarry Road                         | Add pedestrian crossing pavement markings, per MUTCD Section 3B.18, at the Liberia Avenue and Quarry Road intersection. Install pedestrian signals, per MUTCD Chapter 4E. While pedestrian signals do not require countdown displays, the intersection could benefit from the use of the countdown displays. Install tactile domes at the intersection that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1. | 62     |
| 263 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Liberia Ave and Quarry Road                         | Based on MUTCD Section 4E.06, the required pedestrian clearance time is 31.5 seconds for the north and south legs and 28.5 seconds for the east leg; therefore, adjust the pedestrian change interval from 20 seconds to at least 26 seconds for the north and south legs and to at least 23 seconds for the east leg.   | 62     |
| 264 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Chick-fil-a driveway                                | Refurbish the pedestrian crossing pavement markings, and install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the Chick-fil-a driveway access point.  | 62     |
| 265 | Liberia Avenue (Route 4361) Corridor Study | traffic | Liberia Ave | n/a  | n/a | Liberia Ave/Signal Hill Shopping Center             | Install tactile domes on the northwest and southwest corners of the intersection along Liberia Avenue at the Signal Hill Shopping Center that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1.   | 63     |
| 266 | Liberia Avenue (Route 4361) Corridor Study | traffic | Liberia Ave | n/a  | n/a | Liberia Ave/Signal Hill Shopping Center             | Based on MUTCD Section 4E.06, the required pedestrian clearance time is 30 seconds for the north leg and 22 seconds for the east and west legs; therefore, adjust the pedestrian change interval from 20 seconds to at least 24 seconds for the north leg and to at least 16 seconds for the east and west legs.   | 63     |
| 267 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a         | n/a  | n/a | Liberia Ave/Signal Hill Road                        | Install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 at the northeast and northwest corners of the Liberia Avenue and Signal Hill Road intersection  | 63     |

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| 268 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Signal Hill Road                     | Based on MUTCD Section 4E.06, the required pedestrian clearance time is 22 seconds for the west leg, 27 seconds for the east leg, and 29 seconds for the north leg; therefore, adjust the pedestrian change interval from 15 seconds to at least 16 seconds for the west leg, from 15 seconds to at least 21 seconds for the east leg, and from 15 seconds to at least 18 seconds for the north leg. | 63     |
| 269 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Davis Ford Crossing                  | Reassess the functionality of the pedestrian crossing countdown signals in both directions on the west leg of the Liberia Avenue at the Davis Ford Crossing intersection. Ensure that the appropriate time (seconds) is allocated for pedestrians crossing the west leg of the intersection based on an average walking speed of 3.5 ft/sec.   | 63     |
| 270 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Install tactile domes that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1 for the pedestrian crossing across the southbound channelized right-turn lane at the Liberia Avenue and Wellington Road/Prince William Parkway East intersection.   | 63     |
| 271 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Consider standardizing all pedestrian countdown signals to include countdown displays in all directions at the Liberia Avenue/Prince William Parkway West and Wellington Road/Prince William Parkway East intersection, per MUTCD Chapter 4E. In addition, update all pedestrian signal actuation sign panels (R10-3e) at the intersection.  | 63     |
| 272 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | The eastbound approach of the intersection correctly staggers the right-turn lane so the through and left-turning vehicles do not inhibit the left sight distance. With this example in mind, re-locate the pedestrian crossing across the east leg so that the westbound right-turn lane can be staggered to facilitate better sight distance for right-turning vehicles.                           | 64     |
| 273 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Install tactile domes on the southeast corner of the Liberia Avenue and Wellington Road/Prince William Parkway East intersection at the pedestrian crossing on the northbound channelized right-turn lane that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1.  | 64     |
| 274 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Install tactile domes on the northeast corner of the Liberia Avenue and Wellington Road/Prince William Parkway East intersection that comply with standards outlined in both the VDOT RBS and the ADA Section 705.1.   | 64     |

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| 275 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Based on MUTCD Section 4E.06, the required pedestrian clearance time is 32 seconds for the east leg and 36 seconds for the south leg; therefore, adjust the pedestrian change interval from 25 seconds to at least 26 seconds for the east leg and from 24 seconds to at least 30 seconds for the south leg.   | 64     |
| 276 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Centreville Road                     | Re-evaluate the existing signal timings during the PM peak hours and consider allocating more green time for the northbound approach of the Liberia Avenue and SR 28/Centreville Road intersection.  | 61     |
| 277 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave and Euclid Ave                       | The status of the traffic light ahead for the northbound approach of the Liberia Avenue and Euclid Avenue intersection can be conveyed to drivers using various methods: 1) Install advanced warning flashers on the existing "Traffic Signal Ahead" warning sign panel (W3-3), or 2) Install message boards that indicate the status of the traffic signal light ahead, similar to the message boards currently installed along the southbound lanes between the Liberia Avenue/Euclid Avenue intersection and the Liberia Avenue/Quarry Road intersection that display messages such as "Light is Red Ahead"                       | 62     |
| 278 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Signal Hill Road                     | To reduce the queue length during the PM peak hours for the southbound left-turning vehicles, reevaluate the existing signal timings and consider allocating more green time for the southbound left turning vehicles at the Liberia Avenue and Signal Hill Road intersection. In addition, consider increasing the all-red signal timing at the Liberia Avenue and Signal Hill Road intersection to reduce collisions due to aggressive driving and vehicles running red lights. Also, consider extending the southbound left-turn bay by approximately 125 feet north into the existing median to accommodate additional vehicles. | 63     |
| 279 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Consider installing backplates with retroreflective borders to all traffic signal heads for the westbound approach of the intersection. This could reduce the number of rear-end collisions on the westbound approach by ensuring that the signal heads are more visible to drivers.   | 64     |
| 280 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway | Consider installing backplates with retroreflective borders to all traffic signal heads for the northbound approach of the intersection. This could reduce the number of rear-end collisions on the westbound approach by ensuring that the signal heads are more visible to drivers.  | 64     |
| 281 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a      | n/a  | n/a | all  | If any of the mast arms are replaced and/or re-located, ensure that the mast arms are long enough to hold all required signal heads (i.e. signal heads would not need to be placed in the median).   | 64     |

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| 282 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a               | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway      | Consider installing advanced warning flashers to the existing “Traffic Signal Ahead” warning sign panel (W3-3) on the westbound approach of the Liberia Avenue and Wellington Road/Prince William Parkway East intersection to warn drivers of the status of the signal ahead.  | 64     |
| 283 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a               | n/a  | n/a | Liberia Ave/Wellington Rd/Prince William Parkway      | Re-evaluate the existing signal timings during the PM peak hours for the northbound and southbound approaches of the Liberia Avenue and Wellington Road/Prince William Parkway East intersection.   | 64     |
| 284 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a               | n/a  | n/a | Liberia Ave/Centreville Road                          | Relocate the “Yield” sign panel (R1-2) closer to the SR 28/Centreville Road edge of pavement, per MUTCD Section 2B.10, to improve the sight distance for northbound right-turning vehicles at the Liberia Avenue and SR 28/Centreville Road intersection. In addition, since the “Yield” sign panel (R1-2) is being relocated, a “Yield to Pedestrian” sign panel (R1-5 or R1-5a) should be installed at the location of the pedestrian crossing. While “Yield to Pedestrian” sign panels (R1-5 or R1-5a) are typically used at uncontrolled mid-block crossings, the use of this signage at the existing yield lines could provide additional warning of the pedestrian crossing for drivers utilizing the northbound right-turn lane. | 61     |
| 285 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a               | n/a  | n/a | Exxon driveway, south of Liberia Ave/Centreville Road | Install a “Stop” sign panel (R1-1), per MUTCD Section 2B.10, and stop bar, per MUTCD Section 3B.16, at the Exxon driveway access point located south of the Liberia Avenue/SR 28 Centreville Road intersection.   | 61     |
| 286 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a               | n/a  | n/a | Liberia Ave/Signal Hill Road                          | Add a “Right Lane Must Turn Right” sign panel (R3-7R) for the right-turn only lane on the northbound approach of the Liberia Avenue and Signal Hill Road intersection to notify drivers that the rightmost lane is not a through lane.  | 63     |
| 287 | Liberia Avenue (Route 4361) Corridor Study | traffic | n/a               | n/a  | n/a | Liberia Ave/Signal Hill Road                          | Consider installing a “No Turn On Red” sign panel (R10-11) for right-turning vehicles on the eastbound approach of the Signal Hill Road intersection since the left sight distance is limited due to roadway curvature.   | 63     |
| 288 | Community Conversations Summary Report     | Transit | VRE Manassas Line | n/a  | n/a | n/a   | Work with VRE to accelerate eventual plans for more service   | 28     |
| 289 | Community Conversations Summary Report     | Transit | Route 28          | n/a  | n/a | n/a   | Address commuter needs on Route 28  | 22     |



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| 290 | Northern Virginia Transportation Authority's TransAction | transit | VRE Manassas Line | n/a  | n/a | n/a          | 115) Run bi-hourly trains during midday period between peaks on both Manassas and Fredericksburg Lines.   |        |
| 291 | Northern Virginia Transportation Authority's TransAction | transit | Route 28          | n/a  | n/a | n/a          | 201) Implement new transit service from Manassas to Dulles Airport via Route 28. Requires additional four buses.  |        |
| 292 | Northern Virginia Transportation Authority's TransAction | transit | route 28          | n/a  | n/a | n/a          | 32) Construct High Capacity Transit along Route 28 corridor and implement service between Dulles Town Center and the City of Manassas. Alternative modes for further study include BRT and LRT.   | 6      |
| 293 | Northern Virginia Transportation Authority's TransAction | transit | n/a               | n/a  | n/a | n/a          | 296) Implement new OmniLink routes: Innovation-to-Gainesville/Haymarket; Innovation-to-Manassas; Montclair local.   | 23     |
| 294 | Northern Virginia Transportation Authority's TransAction | transit | n/a               | n/a  | n/a | n/a          | 300) VRE Manassas Line Rail Capacity Enhancements<br>Phase 1: Increase frequencies to 20 min in peak period. In support of this improvement:<br>a. Construct track capacity enhancements (including modification or expansion of track, signals, bridges, structures, etc.) from Alexandria/AF to Manassas Line terminus, including existing Broad Run VRE station;<br>b. Purchase additional rolling stock in support of eight-car trains and peak service improvements (TIP reflects purchases for eight-car trains in peak hour, additional needed beyond CLRP commitment);<br>c. Construct/expand VRE equipment storage and maintenance facilities in Manassas and midday storage in Washington, DC;<br>d. Construct station/platform, parking and multimodal access improvements at VRE Manassas Line stations, including expansion of existing Broad Run VRE station/parking/multimodal access;<br>e. Improve information sharing through ITS/TSM enhancements for improved communications; and<br>f. Rail improvements in support of I-81 / Route 29 Intercity Passenger Rail (DRPT/AMTRAK). | 24     |
| 295 | Northern Virginia Transportation Authority's TransAction | transit | n/a               | n/a  | n/a | n/a          | 305) VRE Express Service - Manassas Line<br>Implement peak period express service on VRE Manassas Line:<br>a. One express train and three local trains per hour during AM and PM peak periods; and<br>b. Stops at Broad Run, Manassas Park, Burke Centre, Alexandria, Crystal City, L'Enfant, and Union Station.<br>c. Additional rolling stock and/or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support express service.   | 25     |

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| 296 | Northern Virginia Transportation Authority's TransAction                               | transit | n/a      | n/a  | n/a | n/a          | 303) Manassas Line Peak Period Service Expansion<br>Improve frequencies to 15-minute peak period and new reverse peak period service. In support of this improvement:<br>a. Purchase additional rolling stock;<br>b. Construct/expand VRE equipment storage and maintenance facilities;<br>c. Rail line capacity improvements (including modification or expansion of track, signals, bridges, structures, etc.);<br>d. Station/parking access improvements; and<br>e. ITS/TSM improvements. | 24     |
| 297 | PRTC Strategic Plan  | transit | n/a      | n/a  | n/a | n/a          | implement pilot program of partnership between Transportation Network Company (TNC) and PRTC in one or two geographic areas during limited operating hours   | 32     |
| 298 | PRTC Strategic Plan  | transit | n/a      | n/a  | n/a | n/a          | identify and prioritize locations for a pilot program for bikesharing and/or carsharing  | 32     |
| 299 | PRTC Strategic Plan  | transit | n/a      | n/a  | n/a | n/a          | complete at least 3 feasibility studies that analyze demand and identify next steps in coordination with Prince William County   | 32     |
| 300 | PRTC Strategic Plan  | transit | n/a      | n/a  | n/a | n/a          | secure funding for at least 3 feasibility studies in coordination with Prince William County   | 32     |
| 301 | PRTC Strategic Plan  | transit | n/a      | n/a  | n/a | n/a          | prioritize elements of Prince William County transit vision to advance to feasibility studies  | 32     |
| 302 | Financially Constrained Long-Range Transportation Plan for the National Capital Region | transit | n/a      | n/a  | n/a | n/a          | extend VRE Manassas Line to Gainesville and Haymarket  | 33     |
| 303 | Financially Constrained Long-Range Transportation Plan for the National Capital Region | transit | n/a      | n/a  | n/a | n/a          | reduce headways along the Manassas and Fredericksburg Lines  | 24     |
| 304 | The FY 2017-2022 Transportation Improvement Program                                    | transit | n/a      | n/a  | n/a | n/a          | improve VRE stations and facilities  | 117    |
| 305 | VTrans2040   | transit | n/a      | n/a  | n/a | n/a          | improved bus service frequency between Northern Virginia jurisdictions   | iv     |
| 306 | VTrans2040   | transit | rt 28    | n/a  | n/a | n/a          | transit study on Route 28 (south of I-66)  | 28     |

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| 307 | Virginia Railway Express System Plan 2040 Study | transit | Norfolk Southern rail line  | n/a  | n/a | n/a          | VRE service expansion of Manassas line, from Manassas to Gainesville and Haymarket on Norfolk Southern rail line              | 43-44  |
| 308 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | 4 trains an hour in each peak period and peak direction, potentially incorporating outer zone express or limited-stop service | 50     |
| 309 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | increase off-peak service to hourly   | 50     |
| 310 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | 1 additional round trip   | 50     |
| 311 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | expand capacity of Long Bridge Corridor to 4 tracks - two for passenger trains and two for freight trains                     | 41     |
| 312 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | run-through service   | 47     |
| 313 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | weekend service - initially bi-hourly and later increased to hourly service   | 48     |
| 314 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | 30 minute peak headways for peak-period reverse-direction trains  | 50     |
| 315 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | 1 slot per hour of regional or intercity corridor trains as demand warrants   | 50     |
| 316 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | provide 3 mid-day round trips (approx bi-hourly service) and 1-2 evening round trips  | 50     |
| 317 | Virginia Railway Express System Plan 2040 Study | transit | Manassas Southern rail line | n/a  | n/a | n/a          | 30-45 minute peak headways over a 2-hr period   | 50     |