

Route 28 Bypass Questions

Who has determined that 2B is the “preferred alignment”? Has any vote been taken, and were any elected officials a voter?

- Alternative 2B is staff recommendation based on information from the Feasibility and Environmental study along input from various agencies and stakeholders.
- The Board Action scheduled in July is to approve the project location, which is the first vote being taken on Alternative 2B.

How much funding did the county anticipate receiving from the Federal government for the Route 28 Bypass/Godwin Drive Extension, and why was that approach abandoned?

- The County initially kept funding options open when the study began. Based on the amount of NVTA funding, and approval of Mobility Bond Referendum (at 73% approval), there was sufficient local funds to potentially complete the project.
- Allocating any federal funds to the project would result in an increase of 30-50% in overall costs and take 30% longer.

Is there a product from the incomplete Environmental Analysis for public review? What would it cost to complete the analysis, so the alternatives were clearly evaluated? Will the Corps of Engineers issue a Section 404 wetlands permit for a project of his scope without an analysis?

- The following studies and reports have been completed and uploaded onto Route28study.com (under project resources). These reports will be used as part of the Local/State Environmental Review Process and will be reviewed by the US Army Corps of Engineers (USACE) as part of the Section 404 wetlands permit. Prince William County DOT will request for a permit at approximately 60% design after an official public hearing.
- The Department of Environmental Quality, Federal Highway Administration, Environmental Protection Agency, and USACE have reviewed the documents in their draft forms over the past 2 years and the County has adjusted the alignments/typical section to address their comments.
- Reports completed:
 - Phase 1 Architectural Survey
 - Battlefield Study
 - Threatened and Endangered Species Survey
 - Threatened and Endangered Species habitat Survey
 - Waters of the US Delineation Report
 - Traffic Technical Report
 - Archaeology Phase 1A Report (Being Finalized – Not Posted)
 - Environmental Justice (Being Finalized – Not Posted)
 - Noise Study (Being Finalized – Not Posted)
- Analysis is almost complete, and it will be used for the state and local process, but we are discontinuing the elongated federal approval processes since no federal funds will be used. All studies above and analysis completed will be used when requesting the Section 404 wetlands permit.

How does the Route 28 Bypass/Godwin Drive Extension achieve the goals in the County's Strategic Plan?

- The project furthers the County's Mobility Strategic Goal of providing "an accessible, comprehensive, multi-modal network of transportation infrastructure that supports local and regional mobility". Specifically, the project will decrease congestion, improve travel time and network reliability along the Route 28 corridor for both residents commuting and utilizing Route 28 to reach local and regional destinations.

What economic development/jobs in Prince William County will be stimulated by spending \$200 million of county money on the Route 28 Bypass/Godwin Drive Extension? Where will new development be facilitated by the improved vehicle movement?

- The purpose and need of the study is to reduce congestion on the Route 28 corridor, thus we did not study the economic development/redevelopment impacts to the County.
- This study did not analyze development that would be spurred as a result of the project. The project is a limited access roadway with only four possible entry points within a 3-mile corridor.

What are the projected costs for the proposed Route 28 Bypass/Godwin Drive Extension 2B alternative? How would the costs be different from 2A or Option 4?

- The approximate cost for Alternative 2B is \$300M, Alternative 2A is approximately \$320M, and Alternative 4 is \$400M+.

What is the feasibility of building the Route 28 Bypass/Godwin Drive Extension as a toll road, so those driving on the road would help finance its construction? How would different tolls affect demand for driving on that road?

- There are no local toll roads in Virginia.
- It would lessen the demand for the facility and increase the volume on the parallel routes that are not tolled.

What percentage of the costs will be funded by PW County residents, through the bonds already approved in 2019 and other sources?

- If the project moves forward, we will be utilizing \$200M of authorized mobility bonds to complete the project and keep it local.

This is a design-bid-build project. How much county funding will be dedicated to the design phase, and how much NVTA funding? What will be the total costs of design before the Board of County Supervisors is asked to advertise bids and make a full commitment to funding construction of the 2B alignment?

- The design phase will be funded in its entirety by NVTA funding.
- All permits and design will need to be approved in order to advertise for bids. We will not know the total cost of design until the RFP is advertised and responded to.

How much will be spent on design before reaching the 60% design stage where the Corps of Engineers approval for Section 404 wetlands permit will be obtained? When will there be a public involvement process for that permit decision? How much money will be spent on design before the Corps decision?

- At this time, we will not know total cost of design until RFP is advertised and responded to which does not let us know how much will be spent at 60% design (this answers questions 1 and 3).
- We are currently planning to include in the RFP a robust public engagement process that will hold multiple meetings prior to the official public hearing, which will be the last meeting before submitting the permit requests.

What comments has the Corps already provided regarding the application? If the Corps rejects the permit application, what are the alternatives for continuing with the Route 28 Bypass/Godwin Drive Extension 2B alternative or modifying the project?

- Through the environmental study, staff has had consistent communication with the USACE. They have continued to suggest improvements to reduce impacts to the environment.
- Alternatives will be determined if the USACE rejects the permits.

What would be the costs and benefits of building the alternative proposed by Mark Scheuffler? In the wetlands permit process, will the Corps require considering that alternative? Will the Corps require an update of the projected demand for vehicle travel, to reflect post-COVID 19 impacts?

- The study did not go into the detail of determining costs for Mr. Scheuffler's alternative.
- The USACE will not consider that alternative as part of the permit process. It will not consider any alternative except the one specifically requesting a permit.
- At this time, we do not know, but the design process will continue to evaluate traffic.

How many people will be displaced by land acquisition for the Route 28 Bypass/Godwin Drive Extension 2B alternative? How many houses will be destroyed? What average compensation will be provided to homeowners? Where in Prince William County are there single-family residences selling for that price?

- Approximately 54 residential units will be displaced/destroyed, but the total impacts will not be known until design is complete.
- The average compensation will not be known until the right-of-way process begins and appraisals are completed.
- We do not know prices or comparable since the appraisals have not yet be done.

What percentage of PW County residents will use the proposed Route 28 Bypass/Godwin Drive Extension, based on origin-destination studies? How will that percentage change over the next 20 years, the timeframe for the 2040 Comprehensive Plan?

- The study does not look at percentages of total resident trips in Prince William County compared to trips in one corridor.
- If you need additional information, please visit the website to reference the Traffic Report.

If the Route 28 Bypass/Godwin Drive Extension is constructed, must Route 28 in Fairfax County also be expanded to 4 lanes in each direction to accommodate the 2 lanes of traffic from existing Route 28 and the new 2 lanes from the Route 28 Bypass/Godwin Road Extension?

- At this time, without design and full traffic analysis for this intersection, we anticipate that it will not need 8 lanes because the bypass will not transition into Route 28, it will intersect Route 28 between Compton Road and Bull Run Bridge.

Expanding road capacity on Route 28 between Sudley Road and Centreville meets the same Purpose and Need, whether extra capacity is added in Fairfax or PW County. What percentage of the funding to widen Route 28 to 6 lanes (3 in each direction) came from Fairfax County, and what percentage from NVTA? What percentage for constructing the Route 28 Bypass/Godwin Drive Extension south of Bull Run would come from PW County, and what percentage from NVTA?

- Fairfax County is using multiple funding sources for their project and we do not know the breakdown and percentages of their funding sources.
- At this time, we do not know the exact cost of design/row/construction, but we anticipate using \$200M of mobility bond funds, \$95M of NVTA funds, and \$5M of local funds.

What percentage of the vehicles driving Monday-Friday rush hours through downtown Manassas, will be diverted? Is there a difference in projected congestion relief in downtown Manassas between morning and evening rush hours and, if so, why?

- Please visit Route28study.com and download the Traffic Report to obtain the specific data that you're looking for.

What percentage of the vehicles driving Monday-Friday rush hours will be diverted from the Sudley Road (Route 234 Business)/I-66 intersection? How will this affect Express Mobility Partners revenue. Is there any provision in the state's public-private partnership with Express Mobility Partners regarding construction of alternative routes that might affect traffic in the I-66 toll lanes? Is there a difference in projected congestion relief between morning and evening rush hours and, if so, why?

- Please visit Route28study.com and download the Traffic Report to obtain the specific data that you're looking for.
- We do not know how this will affect revenue for EMP.
- There is no provision on this facility for alternative routes that we are aware of.

Will there be an intersection at Lomond Road? If so, how will traffic on Lomond Drive be affected, especially in morning-evening rush hours?

- Yes, there will be, the volume coming from that facility onto the Bypass is described in the Traffic Report.

How will traffic on Godwin Drive south of Sudley Road be affected? Based on origin-destination studies, what percentage of vehicles on Godwin Drive between Route 28-Sudley Road are currently driven by PW County residents? In 2040, after completion of the proposed bypass, how will that percentage change?

- Please visit Route28study.com and download the Traffic Report to obtain the specific data that you're looking for.

What percentage of vehicles on the proposed Route 28 Bypass will be coming from Route 234 Bypass? What percentage from Route 28 south of the 234 Bypass?

- Please visit Route28study.com and download the Traffic Report to obtain the specific data that you're looking for.

How will traffic on the Route 28/234 Bypass interchange near the Manassas Airport change if the proposed road is constructed? Can that interchange be modified to provide a direct connection from 234 Bypass to Godwin Drive, without using a segment of Route 28? What is the threshold of traffic congestion which would trigger a recommendation to modify the existing interchange to create such a direct connection?

- We did not look at this interchange as part of this project.

What would it cost to upgrade the Route 28/234 Bypass interchange near the Manassas Airport to create a direct connection with Godwin Drive? Would NVTA be expected to fund the same percentage of that cost as it is funding for the proposed Route 28 Bypass/Godwin Drive Extension?

- We did not look at this interchange as part of this project.
- NVTA is not expected to fund this project. 70% NVTA Funds are granted on a competitive basis.

If Godwin Drive became a major commuter route from 234 Bypass north to Centreville, what would it cost to replace the at-grade railroad crossing and the stoplight at the Wellington Road intersection with an interchange?

What percentage of vehicles coming north on Route 28 past the airport are projected to use the Route 28 Bypass/Godwin Drive Extension 2B alternative and drive 9 miles to reach I-66 at Centreville on Route 28, and what percentage are expected to use 234 Bypass and go 5 miles to I-66 at Gainesville?

- This study did not look at what it would cost for additional projects in that area. The study is specific to the Route 28 Bypass and adjacent areas and collected high-level data since this is only for location and immediate impact purposes.

How will new interchanges on 234 Bypass, eliminating stoplights at the Balls Ford and Sudley Manor Drive/Wellington Road intersections, reduce traffic projected to go north on Route 28 Bypass/Godwin Drive Extension 2B alternative?

- The study is specific to the Route 28 Bypass and adjacent areas and collected high-level data since this is only for location and immediate impact purposes.

What percentage of vehicles on the Route 28 Bypass/Godwin Drive Extension 2B alternative are projected to continue north from Centreville on Route 28 in the morning rush hour? What percentage are projected to turn east in the morning on I-66 at Centreville? Of those vehicles getting on I-66, what percentage are expected to use the toll lanes for free because they are High Occupancy Vehicles with 3 or more people?

- Although all these facilities mentioned above are not included in the Traffic Report, please feel free to look at the Traffic Report to obtain information on volumes on the facility.
- If you would like to obtain more information on I-66 revenues and traffic data, we suggest you contact VDOT or EMP directly.

How will completion of the Route 28 Bypass/Godwin Drive Extension 2B alternative affect projected demand for VRE at Innovation and Gainesville in 2040?

- We did not look at the demand for transit based on the usage of the proposed facility.

How was demand for the Route 28 Bypass/Godwin Drive Extension determined? Were traffic projections based on the current PW County Comprehensive Plan, with its projections of where new development would be authorized?

- Prince William County Travel Demand Model / Metropolitan Washington Council of Governments (MWCOG) Cooperative Forecasts for regional population and employment was used.

The need for the Route 28 Bypass/Godwin Drive Extension is based on assumptions regarding demand for vehicle trips and capacity of the road/transit network to provide alternatives. In the design process, how will demand for vehicle trips be adjusted to reflect changes in population projections after the COVID-19 pandemic? What assumptions about telecommuting altering traffic patterns, willingness to carpool, and willingness to use mass transit will be used? Will they be updated at the end of the design process, before supervisors are asked to make a decision on approving the bid process? If MWCOG projections for the whole region will be revised for PW County, what criteria will be used to make a local revision?

- During the design process, the most recent traffic data will be used to determine detailed design. As of now, we do not know the final outcome of COVID-19 impacts and cannot address them at this time.

Does the county have the capacity to sell \$200 million in county bonds for Route 28 Bypass/Godwin Drive Extension without affecting the AAA bond rating? When bonds were proposed in 2019, county finance staff identified which taxes need to be raised to fund them. How has that financial analysis changed now, after COVID-19 pandemic?

- The County has the capacity to obligate \$200M in bonds, but a revenue source has not yet been determined by the BOCS.
- As of now, we do not know the final outcome of COVID-19 impacts and cannot address the financial constraints that it may create at this time.

Why did NVTA staff not recommend an additional \$50 million for funding the Route 28 Bypass/Godwin Drive Extension in 2020? What was their rationale?

- The NVTA 70% Process is a competitive process with NVTA staff recommendations and NVTA Board approval.
- For this cycle, NVTA staff recommended fully funding Route 1 through Dumfries in Prince William County (\$78M) which in essence took most of the benefit/revenue that is allocated to Prince William County.

How could the county use the NVTA funding, which has already been approved, for Route 28 improvements other than the preferred alignment? What mobility projects would qualify, other than Alignment 2A? What would be required for the county to request NVTA approval to use the funding to help implement the Route 28 STARS recommendations, if those are not fully funded by SmartScale?

- The grant is specific to funding a Bypass or widening of Route 28 and cannot be used for operational and safety improvements as detailed in the Route 28 STARS study recommendations. The County would have to apply for funding for the operational improvements if that was supported by the Board.

Will the shared use path parallel to the Route 28 Bypass/Godwin Road Extension include a bike/pedestrian bridge over Bull Run to connect to the Bull Run-Occoquan Trail in Fairfax County?

- At this time, a shared-use path is proposed along the length of the project including on the bridges.