

## The Missing Comprehensive Plan Amendment to Advance the Route 28 Bypass

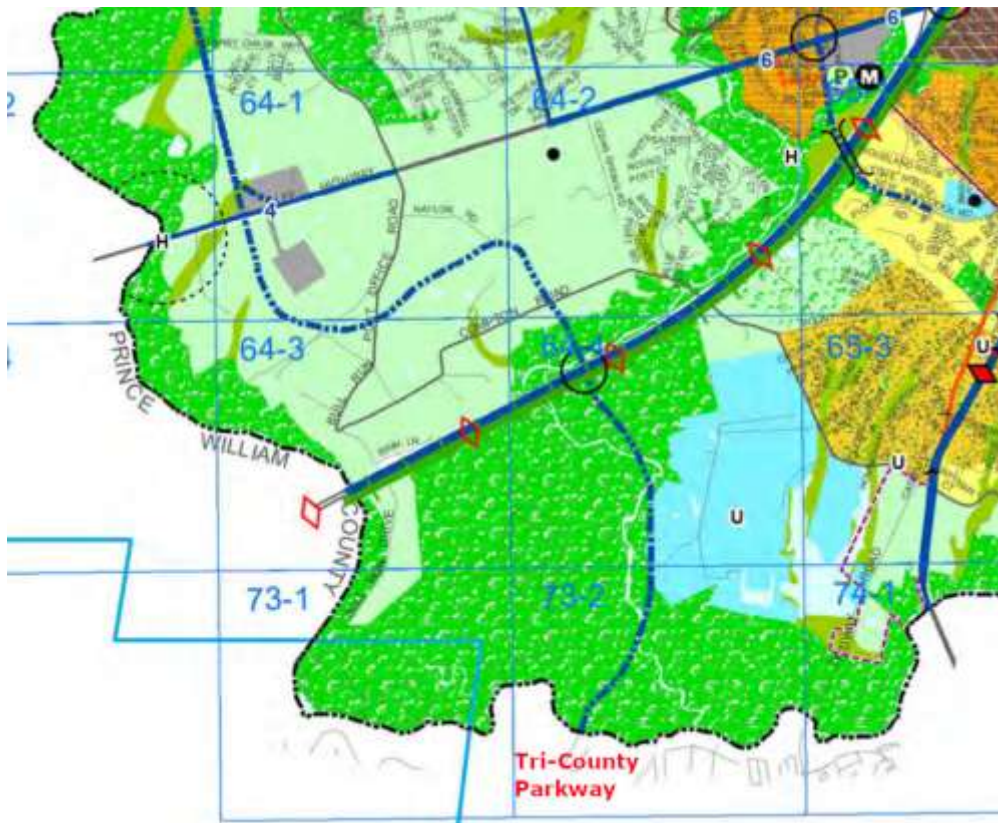
The legitimate process for approving Alignment 2B of Route 28/Godwin Drive Extended is to process a Prince William County Comprehensive Plan Amendment, with a public hearing and a vote by the elected Board of County Supervisors to revise the Comprehensive Plan.

The county is not playing by its own rules. It has openly acknowledged that it dropped the federal Environmental Assessment (NEPA) process. Staff has never acknowledged that it is bypassing the Comprehensive Plan Amendment process.

A Comprehensive Plan Amendment is required because the current plan includes a proposed route for the Tri-County Parkway, but it is not the route proposed for Alignment 2B of Route 28 Bypass/Godwin Drive Extended:

- PW-3) Tri-County Parkway/Route 28 Bypass (Sudley Road/Route 234 to Fairfax County) (200' existing) –** This proposed road will be an extension of Godwin Drive from Sudley Road (Route 234 Business) into Fairfax County. Limited access is proposed for this roadway, and interchanges are planned at both Sudley Road (Route 234 Business) and Lomond Drive. The Tri-County Parkway/Route 28 Bypass will provide substantial relief to the sections of Route 28 within Prince William County, the City of Manassas, and Fairfax County, as well as provide relief to I-66. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

The Tri-County Parkway was planned to go through Bull Run Regional Park and connect to Route 29. Fairfax County has included that route in its Comprehensive Plan:



Alignment 2B is not consistent with the approved route, so an amendment to the Transportation Chapter of the Prince William County Comprehensive Plan is required.

Assuming Prince William County intends to comply with its own requirements, of course...