

# Public Information Meeting

## Questions & Answers

Prince William County has received the following questions and comments regarding the Public Information Meetings.

Each question/comment followed by their response, are categorized by the following:



Environment



Design



Miscellaneous



Home



Traffic

*This is the summarized version of the questions/comments and it is not verbatim.*








For more information and to stay up to date on community events and engagement opportunities, please visit [route28bypass.com](https://route28bypass.com).





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# Environmental Questions

## 1 Question/Comment

Environmental impacts, seemed focused on the immediate project area but mentioned and can see the roadway follows a lot of streams/stream crossings. All streams go into Fairfax County country drinking water supply. Have you coordinated with Fairfax County water? Concerned about the use of chemicals during winter going into drinking water? Have you looked at the larger potential implication of it going into the stream?

### Answer

**We have had no direct conversation with Fairfax County Water at this time as we are early in the design process, but moving forward we will have more in-depth conversations with all involved on topics such as streams and water supply. The team already did the design to the point where they have more confidence of where the impact will be located. The design of the Bypass will be performed in accordance with all applicable VDOT, VA DEQ and Federal environmental requirements for treating surface water within the project limits.**

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## 2 Question/Comment

Is there a staging area proposed for the construction of the road and new bridge, or any stormwater facilities? Where is the staging area, and will any forested areas be cleared for that?

### Answer

**As of now, we do not have a construction plan in place. As we advance the design, we will be able to provide more information on the use of any staging areas. But we do not intend to clear or impact any wooded area, not needed for the road construction, just for staging purposes.**



## 3 Question/Comment

Is there any archeological study to be done, and who is doing that?

### Answer

**Archeological study will be done in a later stage of the design when the final road alignment is established. This will be part of the Joint Permit Application that we will submit to the USA Corps of Engineers and DEQ. The archeological study will be done by Parsons Transportation Group, a consultant of Prince William County Department of Transportation.**

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## 4 Question/Comment

When you look at the widening of Route 7 in western Fairfax County - Sound walls going in (primary VDOT road) but when you are talking about this road and widening of Route 28 and Centreville Road, no sound walls - is it totally based on funding?

### Answer

**The use of sound walls on any road project is based on many factors including the findings of the preliminary noise wall analysis survey as well as funding sources. This is not a federally funded project. Thus, sound walls are not a requirement for this project. However, we will seek every affordable screening method to mitigate impacts from the road project.**

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## 5 Question/Comment

If the bypass is to be constructed on fill, have the engineers determined how far out the toe of the slope will extend on either side, and how much of the forest needs to be clear cut? Or are there retaining walls proposed?

### Answer

**The location of the toe of fill is determined by the width of road, foreslope, and profile of the road. Retaining walls will be installed in select locations along the project corridor to mitigate impact in environmentally sensitive areas. The extent of the retaining wall locations will be further defined as the design progresses.**



## 6 Question/Comment

Will this Route 28 Bypass project include anything to help alleviate the flooding issues in Flat Branch?

### Answer

**The design of the Route 28 Bypass project will take into account the existing floodplain conditions as well as the conditions that result from the construction of the Bypass. The profile of the roadway, drainage infrastructure, stormwater management facilities, and bridge design are all influenced by flooding conditions at all locations, including Flat Branch.**

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## 7 Question/Comment

Any kind of filtering used (example: raised roads)? There is a lot coming off of those roads including building materials, is there ever a filtering system before it gets into the drinking water?

### Answer

**The design of the Bypass will be performed in accordance with all applicable VDOT and VA DEQ requirements for treating surface water within the project limits by providing all required erosion and sediment control devices required for the construction of the project.**

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## 8 Question/Comment

How high is the new bypass elevated above the floodplain in the regional park, in the Fairfax County segment? Is the elevated bypass going to be constructed on piers or on fill?

### Answer

**The elevation of the Bypass varies within the park and will predominantly be constructed on fill, except for the Bull Run Bridge itself.**



## 9 Question/Comment

Site disturbance/landfill: (leaching of chemicals - removing the old bridge and taking out to put in fill) - How will you ensure there are no hazmat issues? There was still some concern about that. The other thing is, I understand this is not a federal project, Route 28 widening is not a federal project. Here's what I can tell you, they took down our fence and there is a difference in noise and I cannot believe that you all are going to sit there and say "it is not federal, we do not have to worry about noise." The impact is going to cost on all the people.

### Answer

**While this is not a federally funded project, we looked at noise mitigation. In some instances, we will mitigate with berms, fences or vegetation. This all depends on the recommendations of the study. And as for the ongoing project on Route 28 in Fairfax County, it is actually a partially federally funded project.**



## 10 Question/Comment

If there is any fill material to be brought in for the construction in the floodplain, what types of fill material will be accepted? What screening or testing of the fill will be done, and who does that? Is it for every truckload? What precautions will be taken to prevent any chemicals leaching out from the fill material into the stream and the reservoir, either during construction or over time? Will there be any testing of the water quality over time?

### Answer

**The design of the Bypass will be performed in accordance with all applicable VDOT specifications and VA DEQ requirements for the placement and inspection of fill material and treating surface water within the project limits.**



## 11 Question/Comment

Traffic study underway: climate change (vehicle use) personal travel is a major leading cost of global warming and carbon gas emissions. And a city-wide road project is going to increase travel, and until we get a clean sweep, this is going to increase gas emissions. When you do your study, could you look at and analyze how much of the increase in regional vehicle miles traveled will result from this project as well as how much greenhouse gas emission outputs will increase as a result of this project?

### Answer

**As we progress through our analysis, we may add additional scope of services that include analysis of additional Vehicle Miles Traveled and Greenhouse Gas Emissions.**

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## 12 Question/Comment

Is the Army Corps of Engineers performing any environmental study? Are there any endangered plants or animals (e.g. turtles, bats) to be affected by the construction? If so, what precautions are being taken?

### Answer

**The US Army Corps of Engineers will review the Joint Permit Application which will consist of environmental studies conducted by our engineering and environmental consultants from WSP and Parsons Transportation Group. We have been provided guidelines for fieldwork to accommodate for the possible existence of endangered species in the area.**

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## 13 Question/Comment

Is there any plan whatsoever to replace trees? Trees being taken down especially in Fairfax County. Will you ever replace that?

### Answer

**We plan to replace a portion of the trees in select areas along the corridor. We will also be looking at certain areas to plant trees as a buffer between nearby homes and the Bypass.**



## 14 Question/Comment

Over here there are no sound walls going in with the Fairfax project?

### Answer

**For Prince William County, it must be a federal project with noise analysis for us to put sound walls. Local projects don't usually do sound analysis. The Route 28 Bypass project is a big and unique project that even without federal funding, we have done preliminary noise analysis so that we can see what we can do to mitigate. We can try to mitigate them with fences, berms, vegetation, and other systems. The Fairfax County improvements to Route 28 Widening is federally funded.**

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## 15 Question/Comment

If we are going to do it, shouldn't we do it right? I know it is not your fault, you want to do it on the cheap. So, you're going to do it by trashing the sensitive environment by doing it on the cheap? Why does any of this make sense?

### Answer

**There are several solutions. Before you get to an impact, you must go through phases of the process. One of those phases is an alternative design of those intersections. Before Fairfax County went into interchanges, they were intersections. As those intersections start failing, then you start looking at other options to improve the situation. We are not going to provide an interchange as a first option. If the at-grade intersection is failing, we will then consider an interchange option. But right now, as the numbers are showing, that intersection will work adequately to meet the traffic requirements.**





### 16 Question/Comment

Appears on new drawing impacts on regional park are substantially greater than we were told initially (road is wider, bridge is shifting and moving further upstream) - appreciate it was said this is a regional project - understand it is proposed with elevated roadway north of new bridge would involve a tremendous volume of fill to be imported to raise road out of floodplain - in order to have adequate tow of the slope, it is to be an enormously wide clearing of trees and building up this mound through the park - whatever chemicals are in the quantity of fill material that may leach out over time are going to run down into stream and reservoir - water quality should be a top priority is going to be an extremely important issue - what is being imported for this causeway and what chemicals leach out over time? What gets into the drinking water? What is the environmental impact on all of us using the reservoir? You don't know the limits of clearing and disturbance, but it seems shifting and widening west was done dramatically since we were last told.

### Answer

**We realized that the road needs to be elevated more than initially thought because of the floodplain. With regards to the chemicals, we are working closely with UOSA to ensure the water supply will not be compromised. As we advance the design, we will look at other ways to preserve water quality and minimize chemical impacts.**

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### 17 Question/Comment

Using anything besides bullrushes? To soak up all storm water - a lot of plants that deframe pollution/chemical impact. They are a process of living. Do you ever use things like that to help with waterfall and the many chemicals?

### Answer

**We are still in the preliminary phases of the project. We are not detailed enough in the plan to understand where or how we will use it, but it will be done. As we advance the design, we will look at other ways to preserve water quality and minimize chemical impacts.**



## 18 Question/Comment

I am more concerned about the salt addition/what kind of chemical treatments will be used - I don't think your stormwater pond is effective for treating that sort of thing" - want a more global look at the potential environmental impact.

### Answer

**The design of the Bypass will be performed in accordance with all applicable VDOT and VA DEQ requirements for treating surface water within the project limits. As we advance the design, we will look at other ways to preserve water quality and minimize chemical impacts.**

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## 19 Question/Comment

I'd like more information on noise impact. When you mentioned noise before I wasn't sure if you were talking about noise during construction or ongoing noise after completion. It should not take a federal regulation for you to investigate an issue that affects everyone.

### Answer

**Noise analysis and mitigation is required by federal law for federally funded highway projects - this is not a federal highway; therefore, those regulations do not apply. That does not mean Prince William County does not have the option to pursue noise mitigation on its own. We need to consider multiple solutions. In terms of construction noise, there are noise regulations. County and VDOT have noise ordinances and regulations on their standards. Construction noise is a different matter compared to roadway noise and the construction plan considers minimizing noise and scheduling certain constructions at appropriate times of the day.**



## 20 Question/Comment

Watersheds were never mentioned. This road, the 4-lane highway just like Route 234 will go through 2 watersheds that provide drinking water for Prince William County and Fairfax County. Nothing is mentioned about that at all when our county officials say our biggest threat is run off from these watersheds. So, what are we going to do? Build a 4-lane highway right above them.

### Answer

**The hydrological design of the Bypass will be performed in accordance with all applicable VDOT and VA DEQ requirements within the project limits.**

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## 21 Question/Comment

Please design the shared-use path to be as flat level as the roadway. Provides street lighting, benches, trees, other amenities (trash receptacles for litter or dog waste).

### Answer

**We will look into providing these pedestrian amenities while addressing the other concerns such as minimizing the footprint and adhering to VDOT roadside safety guidelines.**

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## 22 Question/Comment

Plant canopy trees to shade the path (also absorbs and filters stormwater).

### Answer

**We will look into planting canopy trees as we advance the design.**

# Environmental Questions



## 23 Question/Comment

Please report the increase in VMT and GHG emissions from the project and the share of bypass trips from outside Prince William County.

### Answer

**We may add additional scope of services that include analysis of additional Vehicle Miles Traveled and Greenhouse Gas Emissions.**

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## 24 Question/Comment

Please report the additional Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions this project would generate vs the no-build alternative. Justification: The information will help the Prince William County Board of Supervisors make an informed decision about the project as it weigh competing priorities about the environment and sustainability, including consistency with Visualize 2050's policies and objectives and the County's own Community Energy and Sustainability Master Plan.

### Answer

**We may add additional scope of services that include analysis of additional Vehicle Miles Traveled and Greenhouse Gas Emissions.**

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## 25 Question/Comment

Please report the additional noise and air pollution this project would generate within 1/2 mile of the corridor vs. the no-build alternative. Justification: Understanding the full impacts on nearby property owners within an Equity Emphasis area that would lack direct access to the roadway facility is paramount for Prince William County BOCS to make strategic future decisions about this project vs other priorities.

### Answer

**We will study the impacts to the surrounding area as required by regulatory agencies for the approval and permitting of the project. We can try to mitigate them with fences, berms, vegetation, and other devices.**



### 26 Question/Comment

Please report the residency locations of the projected Route 28 Bypass users; in particular, what percentage of projected highway users would reside in a) Prince William County, b) the City of Manassas, c) localities west or south of Prince William County, and d) localities north or east of Prince William County. Justification: With 90%+ of the cost of the project being funded by Prince William County taxpayers via NVTAs and the 2019 Mobility Bond, this is useful information to help the Prince William County BOCS make strategic future decisions about this project vs other priorities.

### Answer

**The Route 28 Bypass project is expected to cost approximately \$300 million. Of that, \$200 million is from Prince William County Mobility Bonds and \$89 million is from the regionally funded NVTAs. The project intends to mainly serve users from within the region. The final traffic report will include analysis to Prince William County roads and neighboring jurisdictions.**

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### 27 Question/Comment

Please consider including as part of the project planting hundreds/thousands of canopy trees to absorb and filter stormwater, reduce highway noise in the adjoining neighborhoods, and provide much-needed shade for trail users in warm and hot weather. The trail(s) should also include user amenities such as trail lighting, benches, and trash receptacles. Justification: This project clearly bisects Equity Emphasis Areas while simultaneously not providing them access to the roadway. It is imperative to add trail, park, and flood control amenities with the project to support the surrounding community.

### Answer

**We will look into planting canopy trees.**



# Home Questions

## 1 Question/Comment

The affordable housing sector - if you look at where the roads are coming in, that's going over some very small homes that are right off of Route 28, the problem you end up having is that that's the person who can least afford to move.

### Answer

**The project will follow federal guidelines and the Federal Uniform Act when acquiring property for the project.**

## 2 Question/Comment

What is the appraisal based upon? The fact that you tell me they will not walk inside the house, tells me that the condition inside the home will not be an issue.

### Answer

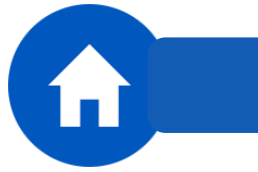
**The appraisal will be done by an independent appraisal based on current property market conditions. As a property owner, you will have the chance to meet with this appraiser if you choose to discuss the specifics of your property.**

## 3 Question/Comment

How will having the Route 28 Bypass right behind the houses that weren't demolished, affect the value of the properties?

### Answer

**It is hard to answer that, since there are many factors that play into determining the value of a house, including increase of mobility access.**



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## Question/Comment

Discuss what the appraisal will be based upon - I moved 3 years ago and stopped upkeep on the house because why do that for a house being destroyed? What will the appraisal of the house be because it seems like the house will be destroyed? I would hate to lose that additional money.

Answer

**The appraisal process is the initial part of Right of Way. We have to get through this Design Process and then get to the Right of Way. At appraisal, all property owners affected by the road project will have a chance to meet with an independent appraiser. Property owners will be able to discuss the particulars of their property to the independent appraiser if they choose and discuss the particulars of their property.**

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## Question/Comment

Would the appraisal of a house that is going to be destroyed for bypass, will it be appraised based on tax assessment value plus at least 20% of the assessment? How will the bypass affect home values?

Answer

**All appraisals will be done by an independent appraiser based on current market conditions, all property owners affected by the road project will have a chance to meet with an independent appraiser. Property owners will be able to discuss the particulars of their property to the independent appraiser if they choose.**



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## Question/Comment

Can the city or county ask for an exception on the mobile home moratorium and relocate the entire park or the segment that is affected.

**Answer**

**We cannot provide an answer to that at the moment, but we will look into exceptions for mobile homes.**

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## Question/Comment

Mobile homes affected: they say they are going to help us relocate, will they help us move the trailer homes to another area, and are we going to have to pay the same amount that we are paying right now? We are low income families and can't afford to buy a single-family home.

**Answer**

**We follow the Federal Uniform Act through this process. We understand that every situation is unique and will have a relocation specialist work with you through this process.**





# Design Questions

## 1 Question/Comment

Please describe how you will maintain cyclists' safety and their right to the road, under the Virginia Code section 46.2-800 et seq, both during bypass construction and after completion.

### Answer

This code states that "Every person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, motorized skateboard or scooter, or animal or driving an animal on a highway shall be subject to the provisions of this chapter and shall have all of the rights and duties applicable to the driver of a vehicle, unless the context of the provision clearly indicates otherwise." The Route 28 Bypass project will adhere to this code in both the final design of the facility, as well as during construction activities. Bike/pedestrian connectivity will be maintained during temporary and final conditions.

## 2 Question/Comment

What did you mean by "cul-de-sac-ing" to avoid cutting through traffic in neighborhoods?

### Answer

Putting a cul-de-sac on Ordway Road was an option that was being looked at. We have been discussing with Fairfax County whether they might want to do a cul-de-sac at Ordway Road to help reduce cut-through traffic.

## 3 Question/Comment

What is a cul-de-sac?

### Answer

It will be like a court on a street. It is not a dead-end, but it is a place to turn around.



## 4 Question/Comment

Please consider relocating the adjoining shared-use path--along the Bypass segment between Sudley Rd and the Bypass bridge over Flat Branch--to follow the west side of the Bypass, to facilitate access from the Fairmont, West Gate, and Sudley communities. In addition, build local asphalt shared-path connections between the relocated shared-use path along the west side of the Bypass to the Fairmont, West Gate, and Sudley neighborhoods from at least these five locations: a) Fairmont Avenue in the vicinity of the Flat Branch tributary or the east end of Heritage Crossing Ct, b) Fairmont Avenue via the southern portion of Fairmont Park, somewhere between Rickover Ct and Portsmouth Rd, c) both sides of Lomond Drive, d) the east end of Dublin Dr, and e) the north end of King George Drive.

### Answer

**Many factors played a role in determining which side the shared-use-path would be on. It was determined that having the shared-use-path on the Northbound side of the road would be most beneficial because it would provide continuity with the shared-use-path on Godwin Drive, have a less impacts to the floodplains associated with Flat Branch and Bull Run, provide a greater offset buffer from the neighborhoods east of the Bypass, and provide adjacent multi-modal access to the properties along Ordway Road.**

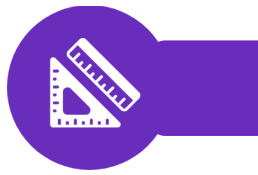
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## 5 Question/Comment

Also, please ensure that all shared-use paths are generally designed to be as flat/level as the Bypass roadway, except where needed to achieve grade-separated roadway or stream crossings. Provide physical barriers between the shared-use path and the roadway--such as non-mountable concrete curbs and/or jersey barriers--especially wherever the grass buffer between the shared-use path and the roadway would be less than eight feet wide. Justifications: The Flat Branch stream would limit and complicate access to any shared-use path along the east side of the Bypass from the neighborhoods in Loch Lomond; any shared-use along the Bypass requires frequently spaced connections to nearby neighborhoods for reasonable access by foot or bicycle; and any shared-use path near the Bypass must provide a physical barrier from roadway departures by high-speed motor vehicles.

### Answer

**All shared use paths will be designed in accordance with applicable VDOT and AASHTO requirements, with a goal to minimize environmental impacts.**



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### Question/Comment

Please consider developing and improving the existing UOSA access road to the east of the Bypass as a second, better separated shared-use path, with trail bridge connections across Flat Branch and its tributaries to serve the Loch Lomond neighborhood between Sudley Rd and Splashdown Waterpark. This shared-use path should be extended beyond the current northern end of the UOSA access road, to parallel the remainder of the Bypass to its northern terminus along its east side. Trails along UOSA easements are common in Fairfax County. In addition, provide access to the UOSA access road/future shared-use path along the east side of the Bypass from the Loch Lomond neighborhood via asphalt shared-use paths (with ped/bike trail bridges across Flat Branch and/or its tributaries where necessary) from at least these eight locations: a) Sunset Dr in the vicinity of the west end of Highland St, b) both sides of Lomond Drive, going under the highway overpass used by the Bypass, c) near the north end of Lomond Drive between Victoria Street and Manassas Drive d) Amherst Dr along the existing earthen berm that lies midway between Appomattox Ave and Alleghany Rd, e) the north end of the Alleghany Rd/Albemarle Dr junction, f) in the vicinity of Boundary Dr, g) in the vicinity of Jacobs Ln, and h) where Old Centreville Road will connect to the Bypass. Use trail underpasses in stream box culverts, the Bypass bridge over Flat Branch, or along both sides of Lomond Drive to connect the shared-use path along the current UOSA access road to the relocated shared-use path along the west side of the Bypass and from there to the Fairmont, West Gate, and Sudley communities. Justification: The area along Flat Branch should be developed into a linear park for enjoyment by the surrounding communities that would lack direct access to the new roadway. By providing shared-use paths along both sides of the Bypass, the shared-use path connections under the Bypass would become much more effective in linking the low- and moderate-income majority-minority communities that the Bypass would otherwise permanently sever.

### Answer

**We are looking into providing better access for UOSA and more multimodal connections by the bridge over Flat Branch as we advance the design.**

## Design Questions



### 7 Question/Comment

Please design a Shared-Use Path /trail connection under the Bypass bridge that crosses over Flat Branch. Justification: This connection would provide non-motorized access between communities on the east and west of the Bypass and provide communities on the east side of the Bypass with access to Splashdown Waterpark, thus reducing vehicle trips along neighborhood streets. Moreover, north of the Bypass bridge over Flat Branch, only one shared-use path would be provided along the Bypass, on its east side, and the UOSA access road ends south of that crossing. In other words, this trail connection would extend any adjacent shared-use path that begins on the west side of the Bypass at Sudley Rd though the remainder of the Bypass route.

#### Answer

**We are evaluating the addition of bike/pedestrian connections throughout the corridor, including a possible connection near the Flat Branch Bridge.**

### 8 Question/Comment

Please consider leaving all or part of the existing Old Centreville Road bridge over Bull Run in place as the Ped/Bike connection over the waterway. Justification: This reduces the cost to the project and is a much more pleasant access point and amenity to the surrounding community than walking or biking next to a 45-mph roadway.

#### Answer

**As part of floodplain mitigation measures, the existing Ordway Road bridge over Bull Run will be removed. The new bridge over Bull Run will include a shared-use-path for pedestrians and bicyclists.**

### 9 Question/Comment

Has the new bypass interchange with Route 28 been designed, and where will that go?

#### Answer

**The Route 28 Bypass is designed to form an intersection with existing Centreville Road at Fairfax County with a T-Intersection.**



### 10 Question/Comment

Is the Godwin Drive and Sudley Road areas the only way to get on the bypass?

#### Answer

**There are three major ways to get on the Bypass: Godwin-Sudley Intersection, Old Centreville Road, and existing Centreville Road in Fairfax County.**

### 11 Question/Comment

Why is Ordway Road being blocked from going to Compton? Should not be forced to use Route 28. Why is the PW Parkway using Ordway Road?

#### Answer

**The Route 28 Bypass alignment follows part of existing Ordway Road based on the previously approved Environmental alternatives study and then to a new Tee intersection with Route 28. The option to cul-de-sac Ordway Road is being considered to reduce cut through traffic along this road. Further coordination will be done to assess all the options along Ordway Road before any final decisions are made.**

### 12 Question/Comment

As a resident of Ordway Road., why does the Prince William County bypass go through Fairfax County - why is it not Route 28 in Prince William County?

#### Answer

**This alignment has been determined from the 2017 Corridor Feasibility Study as the best location to reduce the travel times between City of Manassas, Prince William County, and Fairfax County. This location has been determined, with the coordination with Fairfax County, as the least impactful way to tie the proposed Route 28 Bypass alignment to existing Centreville Road. It is still an ongoing process in determining the exact configuration of connections at Ordway Road.**



### 13 Question/Comment

Reconfirm: Current school bus route for those on Compton - will travel south on Route 28 then get off, when it exits southbound Route 28 on new design, can it turn right on to Ordway Road and come back onto intersection?

### Answer

**The way it is configured as of now, Ordway Road is a right in, right out. The movement that is missing is the left turn movement from northbound Route 28 Bypass onto Ordway Road. There is a balance we are trying to hit, on one hand, by eliminating left turns, we are taking all of the traffic where most houses front on Ordway Road (a good deal of traffic gets removed and they get a break on traffic); that is getting weighed against from eliminating the movement. For those folks, yes, they would be obligated to hang the left on the bypass then the left on Compton.**

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### 14 Question/Comment

I just have a question as someone who lives on Ordway Road. So it is normal for us to go through Ordway Road, then Compton to get to Centreville Road. The way this project is set up will make it harder for us to get to Centreville Road because it is going to make us go through so many turns and stop signs. Trying to get on to Compton from Ordway Road (left on Compton, right on Old Centreville). The way this is set up, I must go through bypass, Route 28, up to Braddock and then cut back over instead of going through to get to Old Centreville Road.

### Answer

**Yes, that is correct. We did that on purpose to try to stop the cut through traffic from the commuter riders.**



## 15 Question/Comment

Segment C - Can you consider adding a bike ped/path under the bridge to provide access to SplashDown Waterpark? Access between the area to the east and west of the Flat Branch River area. Lots of cars drive through neighborhoods to access SplashDown, so adding bike lanes would be great.

**Answer** We may add additional bike/pedestrian connections throughout the corridor, including a potential connection near the Flat Branch Bridge.

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## 16 Question/Comment

Please design the shared-use path to be as flat level as the roadway. Provides street lighting, benches, trees, other amenities (trash receptacles for litter or dog waste).

**Answer** All shared use paths will be designed in accordance with applicable VDOT and AASHTO requirements, with a goal to minimize environmental impacts.

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## 17 Question/Comment

Provide a physical barrier between the roadway and shared-use path, especially where frass buffer is narrowed.

**Answer** All shared use paths will be designed in accordance with applicable VDOT and AASHTO requirements, with a goal to minimize environmental impacts.



### 18 Question/Comment

Please consider implementing a Continuous Green-T intersection at Route 28 Bypass/Old Centreville Road intersection. Justification: This allows for a non-stop southbound trip between existing Route 28 and Sudley Rd.

#### Answer

**This is one of the options we are looking at for this intersection and will continue to evaluate the options against the traffic analysis results.**

### 19 Question/Comment

Please consider providing some form of [emergency or uncontrolled] left turn capacity from Northbound Route 28 Bypass to Ordway Road. Justification: During incidents in or around the Route 28/Compton Road intersection, this capacity would provide a relief valve to clear traffic congestion more quickly

#### Answer

**This is one of the options we are looking at for this intersection and will continue to evaluate the options against the traffic analysis results.**

### 20 Question/Comment

Please consider adding a left turn from Route 28 Northbound to Route 28 Bypass Southbound (with access to Ordway Road) and removing both left turns from Route 28 Compton Rd intersection. Justification: This creates a third light phase to the Route 28 Bypass/Route 28 intersection and reduces the Compton Rd/Route 28 intersection to three light phases. Access via Ordway Road provides the route to Compton Rd. This will improve synchronization between the two adjacent light signals (Route 28/Route 28 Bypass & Route 28/Compton Rd).

#### Answer

**The option of including this left turn movement from NB Route 28 to SB Route 28 Bypass is one of the options being considered by the design team and is part of the traffic analysis that will be completed later this year. Further coordination will be done on all the options along Ordway Road before any final decisions are made.**





## 21 Question/Comment

We need more Blueway access points in Prince William County. Since the bypass will be running along Bull Run for a while and several pieces of property for the bypass touching the waterway will likely be acquired, please consider working with Parks to locate a kayak/canoe access point along this stretch. The potential historical site you show with road access may provide a good access point to Bull Run as well. With the data you created while mapping the roadway route, you should be able to pick a good location for an access point.

### Answer

**We may add additional bike/pedestrian connections and other types of access (i.e. Blueway access) throughout the corridor.**

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## 22 Question/Comment

Where the bypass crosses Flat Branch there needs to be a connection to a recreational trail to the north in Ben Lomond park. This could connect with existing trails along Bull Run all the way to I-66 and the Manassas National Battlefield and provide a southern crossing of Bull Run for a potential loop trail through Fairfax and back along both sides of Bull Run.

### Answer

**We may add additional bike/pedestrian connections and other types of access throughout the corridor.**

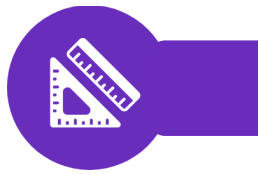
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## 23 Question/Comment

Where the bypass crosses Lomond Drive, please make sure there is enough shared use path under the crossing along Lomond Drive for connections between the communities on each side and the bypass.

### Answer

**When designing for a shared-use path, we will ensure that the design adheres to VDOT bike/pedestrian and safety standards.**



## 24 Question/Comment

Please provide more connections from the Shared Use Path along the bypass with communities on both sides of it through utility and open space properties and/or through culverts as needed.

### Answer

**We may add additional bike/pedestrian connections and other types of access throughout the corridor.**



## 25 Question/Comment

What will happen to the existing Ordway Road bridge over Bull Run? I have heard about shifting the traffic slightly west of the existing bridge. If the existing Ordway Road bridge is eventually demolished, the new bridge should provide bike and pedestrian access.

### Answer

**This bridge is proposed to be replaced with a higher and longer structure located adjacent to the existing one. The existing bridge, and associated roadway approaches, would be removed as part of the mitigation in the floodplain. Pedestrian/bike access will be provided on the shared use path across Bull Run bridge.**



# Traffic Questions

## 1 Question/Comment

Are there plans to support the cut throughs along Sudley Road that will inevitably be used more to get to the Sudley Road – Godwin Drive intersection since there will be no intersection at Liberia Avenue and the Bypass? Cut throughs include Sunset, Rolling, Fairmont. (Slide 18).

### Answer

**Our models show that the Route 28 Bypass will reduce congestion and cut through traffic at Liberia Avenue, Lomond Drive, Manassas Drive, Sudley Road, and Centreville Road in Prince William County.**

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## 2 Question/Comment

Because the new tie-in on Fairfax County is pretty close to the Compton road intersection - will those signals be coordinated?

### Answer

**Yes, this is an element that as the design progresses, we will be looking at signal coordination very closely.**

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## 3 Question/Comment

In regards to this project, the I-66 express lanes were just built, and this project would be a bypass to I-66 and the express lanes - a lot of people will stop carpooling on I-66 and won't ride the express busses, how would it affect multi vehicle travel on the I-66 express lanes?

### Answer

**Route 28 in Fairfax County is planned to have HOV lanes. The Route 28 Bypass project will provide additional connectivity to the HOV and Express Lanes network, so we anticipate the HOV travel to remain the same or increase with the project.**



## 4 Question/Comment

What will be the volume after the Route 28 Bypass on Centreville Road?

### Answer

We are going to see some reduction in traffic because of the construction of the bypass. The volume reduction is generally looked at during the peak periods. The AM and PM rush hours are generally when we analyze the traffic. What will likely occur is overall not a huge reduction of traffic on Route 28 on a daily basis, but instead a flow of traffic at a better pace. We do not necessarily anticipate drying up traffic.

## 5 Question/Comment

A little bit more on the Compton Road intersection - not with Route 28 but with Old Centreville Road left at Compton - have you looked at it and is it worthwhile to discuss it with you?

### Answer

The traffic study conducted looked at Old Centreville Road and Compton Road. People today hop on Old Centreville Road and try to bypass backups on Route 28. With the widening of Route 28 by Fairfax County, that project in of itself should alleviate some of that cut-through traffic. The way the Route 28 Bypass is being designed, per our models, will alleviate the congestion on Compton Road - Old Centreville Road.

## 6 Question/Comment

We anticipate that numbers are based on today's traffic or are they based on the numbers Fairfax County generated for completion of the 6 lanes?

### Answer

Our traffic models are based on predictions of future infrastructure projects. For the opening year 2028, we are basing our model on Centreville Road in Fairfax County being 6 lanes. For design year 2048 we are basing our model on Centreville Road in Fairfax County being 8 lanes.



## 7 Question/Comment

Traffic study underway: climate change (vehicle use) personal travel is a major leading cost of global warming and carbon gas emissions. And a city-wide road project is going to increase travel, and until we get a clean sweep, this is going to increase gas emissions. When you do your study, could you look at and analyze how much of the increase in regional vehicle miles traveled will result from this project as well as how much greenhouse gas emission outputs will increase as a result of this project?

**Answer** We may add additional scope of services that include analysis of additional Vehicle Miles Traveled and Greenhouse Gas Emissions.

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## 8 Question/Comment

Are all the regional development projects included in the traffic study?

**Answer** Yes, as we do all traffic studies, we do use the approved plans from Prince William County, Fairfax County, and City of Manassas.

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## 9 Question/Comment

Will construction on Lomond Drive overpass have started, how will traffic be affected? Will we be able to use Lomond Drive once construction starts?

**Answer** We should be able to maintain traffic through any construction phase. There might be some coordinated time frame when they must place ridge beams. This will be coordinated well in advance with the community so people will be aware of it.



## 10 Question/Comment

I want to give kudos to Fairfax County - they have done a heroic job of taking traffic lights off Route 28 and the traffic flow from Centreville to Dulles and beyond is much better. They did a great job. What I am noticing here is that our designers are putting an enormous amount of money into a road by adding lights while Fairfax County is taking them out to make traffic move. Why does adding 4 lights on this new road make any sense?

### Answer

**When we were looking at the options at the intersections, a couple of things came into play. If you do not put in traffic lights, you are going to have interchanges, which will increase impacts around those locations. There is also a funding implication, it is far more expensive as well.**

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## 11 Question/Comment

What would the timing of the Godwin Dr/Sudley Rd signalized intersection be? If the timing of the signalized intersection is terrible, it could cause some traffic deviations on Sudley Rd to use Lomond Drive as there is no signal planned there. It is not too late to upgrade it to a full interchange as needed.

### Answer

**The signal timing for Godwin Drive and Sudley Road will be developed in the more advanced stages of the design. Our designers will use traffic modeling to develop the optimized signal timings.**



## 12 Question/Comment

I have heard of a direct Splashdown Waterpark access to and from the Route 28 Bypass. Will there be any plans for that to happen? This should alleviate some Sudley Manor Drive traffic to access the Splashdown Waterpark. This should mean there should be two ways to access Splashdown Waterpark (Sudley Manor Dr and the Route 28 Bypass). It should keep some faster-moving Splashdown Waterpark- bound traffic out of Sudley Manor Dr.

**Answer** The latest preliminary design plans do not provide direct access to the Splashdown Waterpark.



## 13 Question/Comment

So, what you are saying is in the morning, if Route 28 is jammed up because something happened by the multiplex, people just take the Route 28 Bypass. You need a left turn lane there.

**Answer** Old Centreville Road, currently a 2-way road, has many residents who would easily make the counter argument that it is not designed to take the current amount of traffic that it takes today. We want through traffic on the through roads and residential traffic on the residential roads. Crashes occur, but on a normal pattern day, we want the main traffic on the main road not necessarily winding through residential streets. From Prince William County, Old Centreville Road is not residential roads, one of the densest areas on that side of the house. Used that way now because there is no alternative.



### 14 Question/Comment

There should not be an additional traffic signal on Route 28 as there are enough approach lanes for the Compton Rd/Route 28 intersection to handle all of this Route 28 Bypass traffic to turn left from the northern terminus of the Route 28 Bypass to Route 28 North. Traffic on the existing Route 28 is bad enough as it is.

### Answer

**This bridge is proposed to be replaced with a higher and longer structure located adjacent to the existing one. The existing bridge, and associated roadway approaches, would be removed as part of the mitigation in the floodplain. Pedestrian/bike access will be provided on the shared use path across Bull Run bridge.**





# Miscellaneous Questions

## 1 Question/Comment

Please report an updated project cost estimate based on the 30% design. Justification: With highway construction costs increasing by 50% in the past two years, it is difficult for stakeholders to understand the viability of a 2019 \$300M cost estimate as the Prince William County BOCS plans to invest significant taxpayer money into the project soon.  
<https://www.enotrans.org/article/highway-construction-costs-have-risen-50-in-two-years/>

**Answer** As part of the project. We will provide the updated cost estimate at the next Public Hearing.

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## 2 Question/Comment

Is this really a \$300 million project? Is the County going to ask for more funding in the next round?

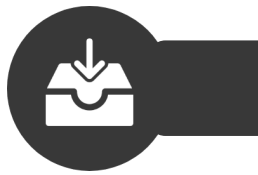
**Answer** During the next phase of the design we will have an updated cost estimate for the design.

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## 3 Question/Comment

I am still concerned about how this bypass will impact tolls. This would result in several non-HOV vehicles using the Route 28 access point to the 66 East Express Lanes instead of Sudley Rd or any point west of Sudley Rd. What impact will the toll prices of the 66 Express Lanes be when factoring in this Route 28 Bypass?

**Answer** We cannot say how this will impact tolls on I-66. Our models show that the proposed Route 28 Bypass will decrease traffic on I-66, compared to if the Bypass was not constructed.



### 4 Question/Comment

Will there ever be a public hearing on this project for Fairfax County residents to testify? Will the Fairfax County comprehensive plan ever be amended to show the new bypass, the new interchange location, the expanded bridge, or other features? Or has this project been deemed exempt from statutory requirements?

#### Answer

**Yes, we will likely offer a Public Hearing for Prince William County and Fairfax County next year.**



### 5 Question/Comment

Curious about how much funding is already in place and whether additional funding needed will delay the project.

#### Answer

**The budget for this project is at \$300 Million. The Prince William Board of Supervisors have allocated \$89 Million from NVTAs funds for the initial phases of the project.**