



PRINCE WILLIAM
COUNTY

Mobility Bond Work Session

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Department of Transportation*



Mobility Bond Work Session



- On January 24, 2017, the BOCS adopted the Strategic Plan, which identified Mobility as a strategic priority.
- On September 12, 2017, Prince William County Department of Transportation (PWCDOT) conducted a Mobility work session with the BOCS to understand mobility priorities and funding.
- On July 10, 2018, PWCDOT conducted a second Mobility work session with the BOCS to demonstrate and explain the life cycle of a project from “Planning” to “Ribbon Cutting”.
- In all BOCS work sessions it was understood that in order to meet the goal of “decreasing the percentage of residents commuting out of the County”, the County would have to invest into the local secondary road system, pedestrian/bicycle infrastructure, and transit.
- On January 8, 2019, at the State of the County address, the Chairman announced that work will begin on a proposed bond question.
- On the same day, at the Board Of County Supervisors meeting, the Chairman directed staff to investigate the possibility of a Mobility and Parks Bond.

Mobility Bond Work Session



Factors that were taken into consideration when developing the list of potential Mobility bond projects included:

- Projects in the Prince William County Comprehensive Plan.
- Projects that are in line with the Prince William County Strategic Plan – Mobility goal.
- Projects previously prioritized by the BOCS and submitted for funding requests/grants.
- Projects that improve Level-of-Service (LOS) on the roads.
- Projects that are multimodal.
- Projects that improve safety.
- Projects that show geographic diversity.

Prince William County Department of Transportation (PWC DOT) Methodology on Project Prioritization for Recommendation of Grant Applications

The methodology process is broken down into two tiers. Projects must meet all criteria in the First Tier to be considered, depending on the type of grant. Projects are then prioritized based on the number of criteria that are met in the Second Tier.

Instructions: Think of a project that you would like to see implemented and check any of the boxes below that apply to that project.

First Tier – Required Criteria

- Project is in the Prince William County Comprehensive Plan (including Small Area Plans) and in necessary Regional Long Range Plans (i.e. TransAction / CLRP / Visualize 2045)
- Project has an identified dedicated project local match (depending on grant type and requirements)

Second Tier

Improvements to Multi-Modal Transportation Network

- Project expands capacity and improves operations in the multi-modal transportation network
- Project provides multi-modal elements
- Project connects missing links and reduces chokepoints/bottlenecks in the transportation network

Data Driven Criteria

- Project supports economic development
- Project improves safety
- Project reduces congestion / improves level of service (LOS)
- Project improves travel time reliability (for transit related projects)

Local Considerations

- Project is in the BOCS Priority Listing
 - Primary Listing
 - Secondary Listing
- Project promotes mobility or supports other Strategic Plan goals
- Project has partial funding
- Project shows geographic diversity
- Project shows multi agency/jurisdiction collaboration

Mobility Bond Work Session



- An extensive list of all projects that were previously prioritized/submitted for funding were developed for all the Magisterial Districts (~\$2.5 billion total).
- Projects were categorized into the following categories: **Major projects; Bicycle or pedestrian projects / projects that improve transit access; Primarily safety or operations improvement related projects**
- A revised list of **major projects only** was presented to the BOCS (~\$2 billion total) on February 12, 2019.
- A \$600 million list of potential **major projects** was then developed by staff for discussion.
- Individual meetings were held with each District Supervisor and a list of prioritized projects were developed with the following projects included:

Devlin Road Widening

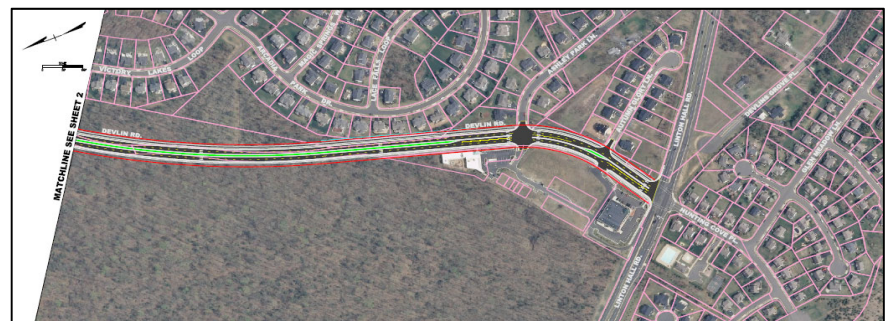
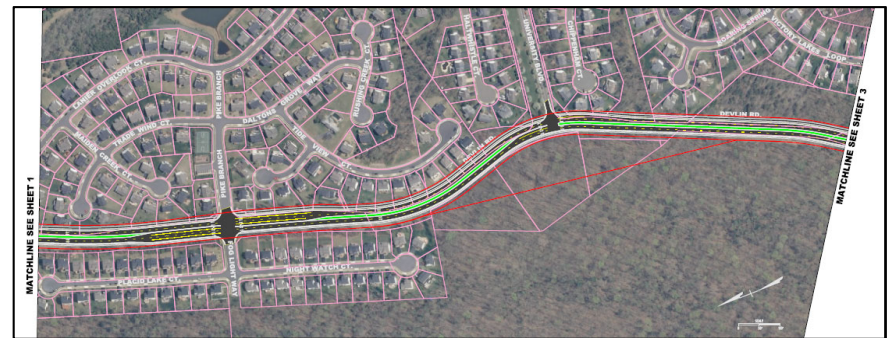
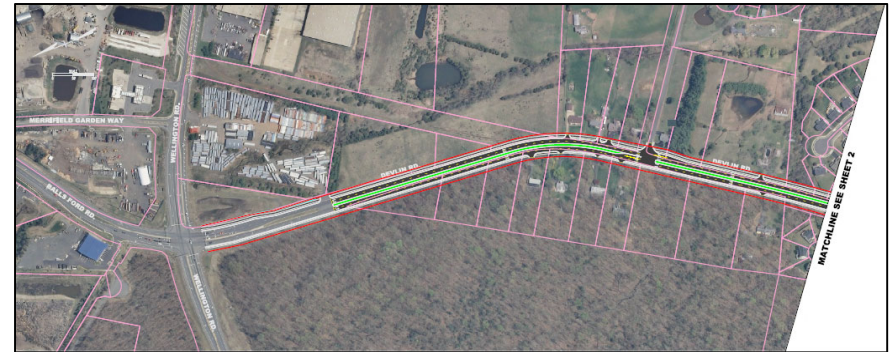


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Brentsville Magisterial District

Purpose: Four-lane widening of Devlin Road, which will connect to the Balls Ford Road Interchange and improves access to Prince William Parkway and I-66

- **Description:** Widen to 4-lanes from Linton Hall Rd to Wellington Rd with a sidewalk and shared use path. Total project length of 1.8 miles.
- **Approximate Project Cost:** \$50,000,000
- **Project Duration:** 4 to 6 years
- **Existing Funding:** \$12.5 million RSTP (Federal) funding. Eligible for other funding.
- **Pros:** Improved LOS, connectivity, better access to I-66, improved bike/ped access
- **Cons:** ROW impacts, utility relocation, possible walls, neighborhood impacts



University Boulevard Extension

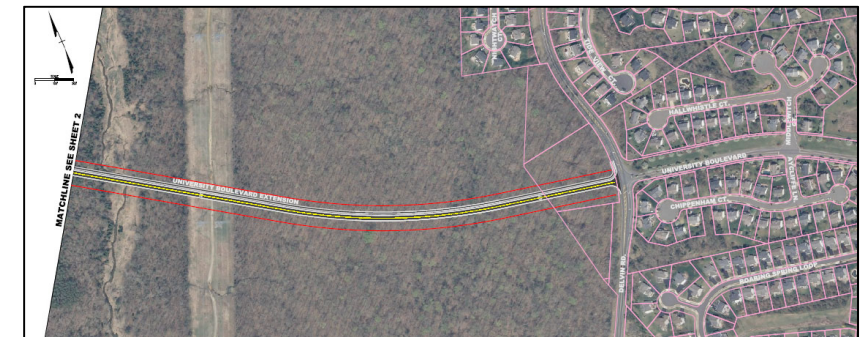
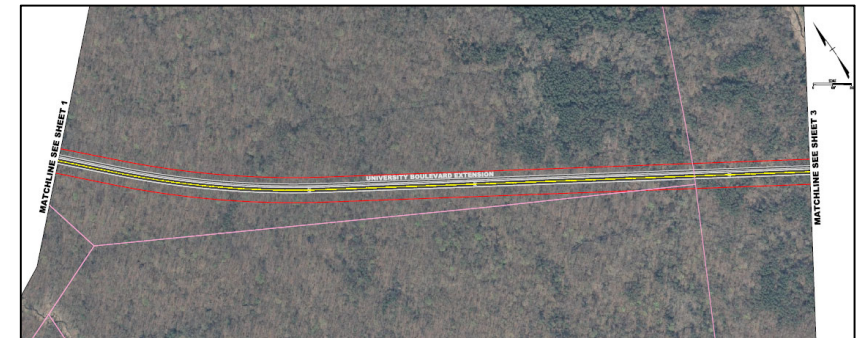


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Brentsville Magisterial District

Purpose: Two-lane (half-section) extension of University Boulevard to connect Devlin Road to Wellington Road. Completes last segment of University Boulevard, which will connect Route 29 to Prince William Parkway/Godwin Drive

- **Description:** Extends University Boulevard (2-lanes) from Devlin Road to Progress Court and a possible pedestrian facility. Total project length of 1.7 miles.
- **Approximate Project Cost:** \$30,000,000
- **Project Duration:** 4 to 6 years
- **Existing Funding:** \$3.9 million in RSTP (Federal) funding. Eligible for other funding.
- **Pros:** Connectivity, LOS, provides parallel route, improves access to 13th High School, access to park and ride lots and Express Lanes
- **Cons:** Utility impacts, environmental unknowns, half section



Route 28 Bypass

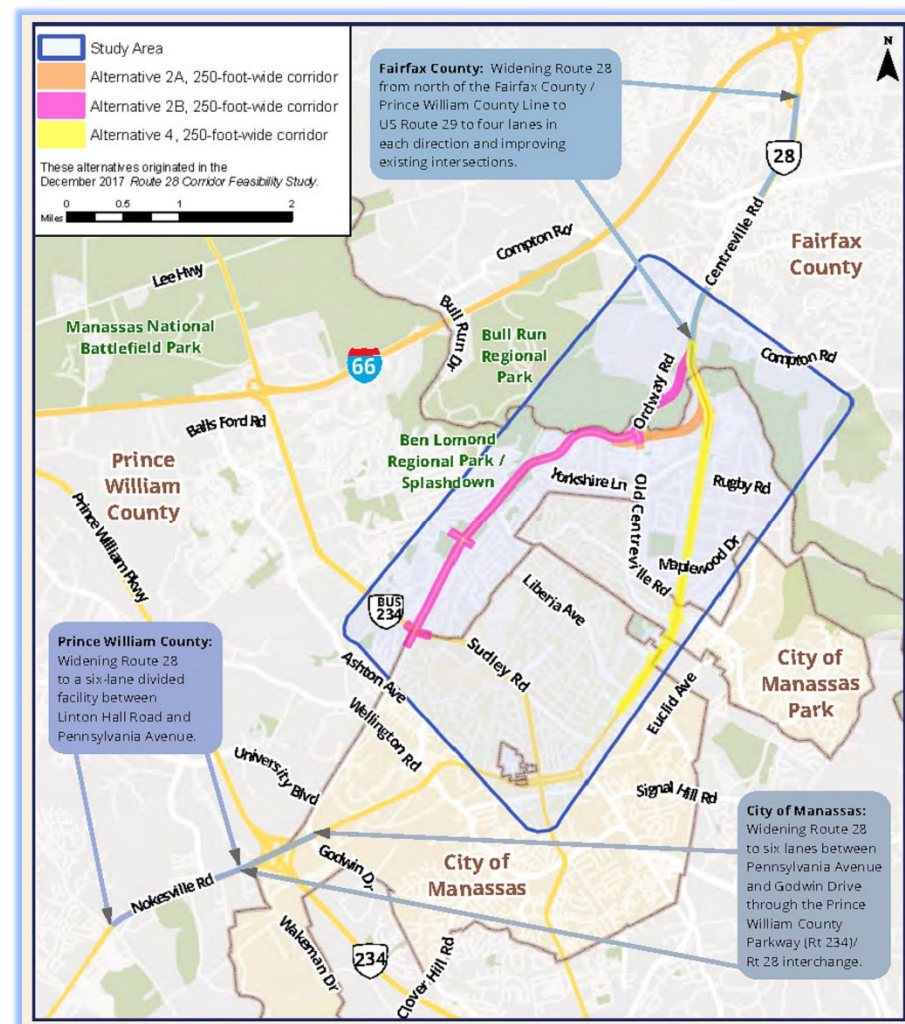


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Coles Magisterial District

Purpose: Construction of a bypass to relieve congestion between the City of Manassas and Fairfax County

- **Description:** 4-lane limited access road, extending from Flat Branch to Route 28 near the Fairfax/Prince William County Line and one bike/ped facility. Total project length of 3.5 miles.
- **Approximate Project Cost:** \$300,000,000
- **Proposed Project Funding:** \$100,000,000
- **Existing Funding:** \$95 million in NVTAF funds. \$100,000,000 more needed from other sources.
- **Project Duration:** 5 to 7 years
- **Pros:** Relieves congestion, LOS, regional project, bike/ped access, improves travel time, transit reliability, in Small Area Plan
- **Cons:** Cost, not fully funded, environmental impacts, ROW impacts, large wall construction, neighborhood impacts



Sudley Rd Corridor Improvements

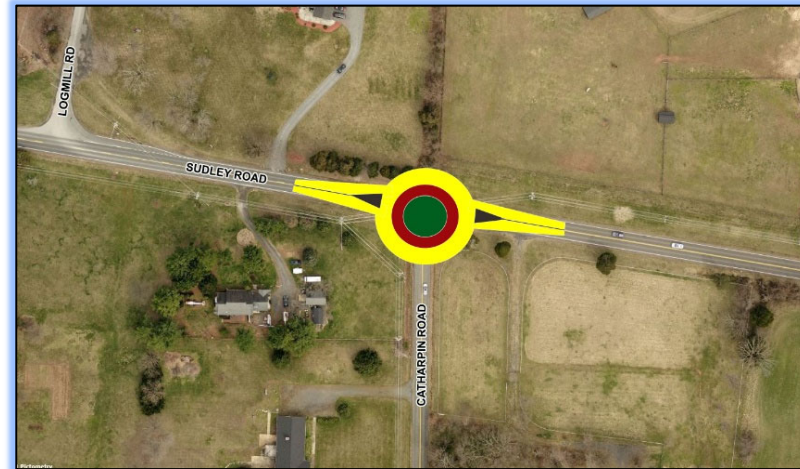


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Gainesville Magisterial District

Purpose: Improve intersection safety and flow along Route 234 - Sudley Road

- **Description:** Roundabouts at the Catharpin Road/Sudley Road intersection and the Pageland Rd/Sanders Lane/Sudley Road intersection (Includes Pageland Rd Realignment).
- **Approximate Project Cost:** \$12,500,000
- **Project Duration:** 3 to 5 years
- **Existing Funding:** None. Unlikely to receive other funding.
- **Pros:** Improves safety, traffic flow, LOS
- **Cons:** Impact to ROW, maintenance of traffic (MOT), and unknown cultural resources



Route 55 Widening and Catharpin Road Intersection Improvements

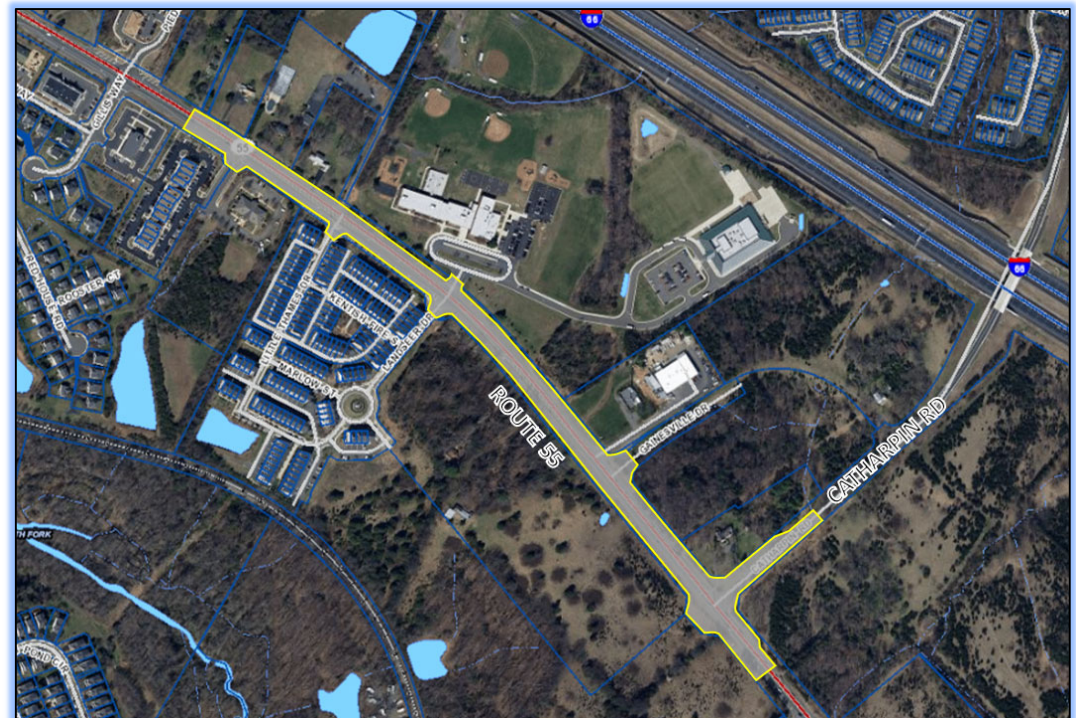


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Gainesville Magisterial District

Purpose: Eliminate bottleneck between two proposed developer projects and improve the intersection of Catharpin Road at Route 55

- **Description:** 4-lane widening of Route 55 from Gillis Way to Catharpin Road, and intersection improvements at the intersection of Route 55 at Catharpin Road, includes bike/pedestrian facilities. Total project length of 0.8 miles
- **Approximate Project Cost:** \$40,000,000
- **Project Duration:** 4 to 6 years
- **Existing Funding:** None. Unlikely to receive other funding.
- **Pros:** Improves LOS, connectivity to proposed projects, intersection safety improvements
- **Cons:** Projects it connects to are completed by others, ROW/utility impacts, maintenance of traffic (MOT), unknown cultural resources



Minnieville Road at Prince William Parkway Interchange

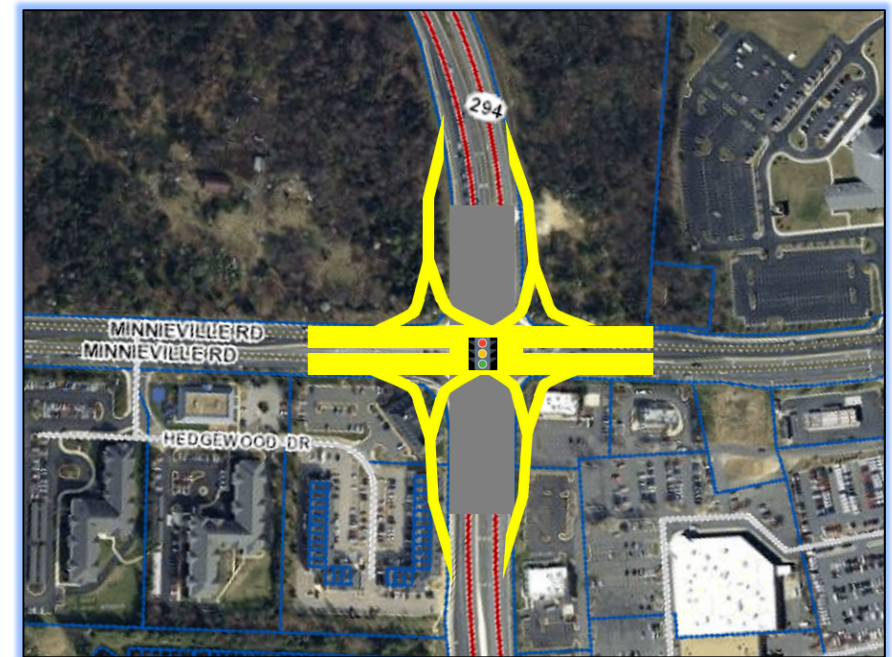


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Neabsco Magisterial District

Purpose: To provide improved operations at the intersection of Minnieville Road and Prince William Parkway

- **Description:** Grade separated intersection at Minnieville Road and Prince William Parkway.
- **Approximate Project Cost:** \$70,000,000
- **Project Duration:** 4 to 6 years
- **Existing Funding:** None. Eligible for other funding.
- **Pros:** Improves regional traffic, safety, LOS and capacity, has potential to leverage other funding, in Small Area Plan, allows for future development
- **Cons:** Potential ROW and Utility impacts, MOT



Old Bridge Road at Gordon Boulevard Intersection Improvements

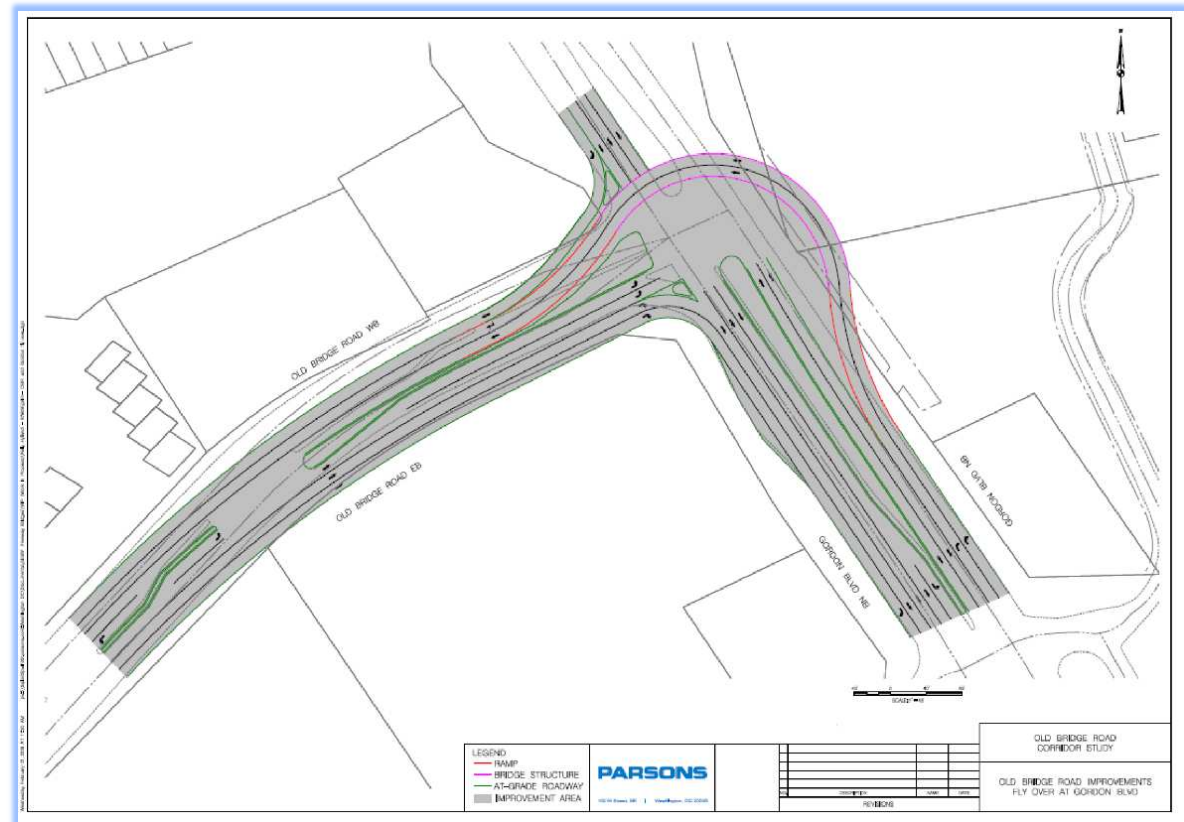


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Occoquan Magisterial District

Purpose: To create safer traffic flow from I-95 to Old Bridge Road

- **Description:** Construction of a flyover ramp from Route 123/I-95 to Old Bridge Road.
- **Approximate Project Cost:** \$15,000,000
- **Project Duration:** 3 to 5 years
- **Existing Funding:** None. Eligible for other funding.
- **Pros:** Improves traffic flow and safety, reduces queueing/stacking,
- **Cons:** Impacts to ROW, structure, maintenance of traffic



Old Bridge Road at Prince William Parkway Intersection Improvements

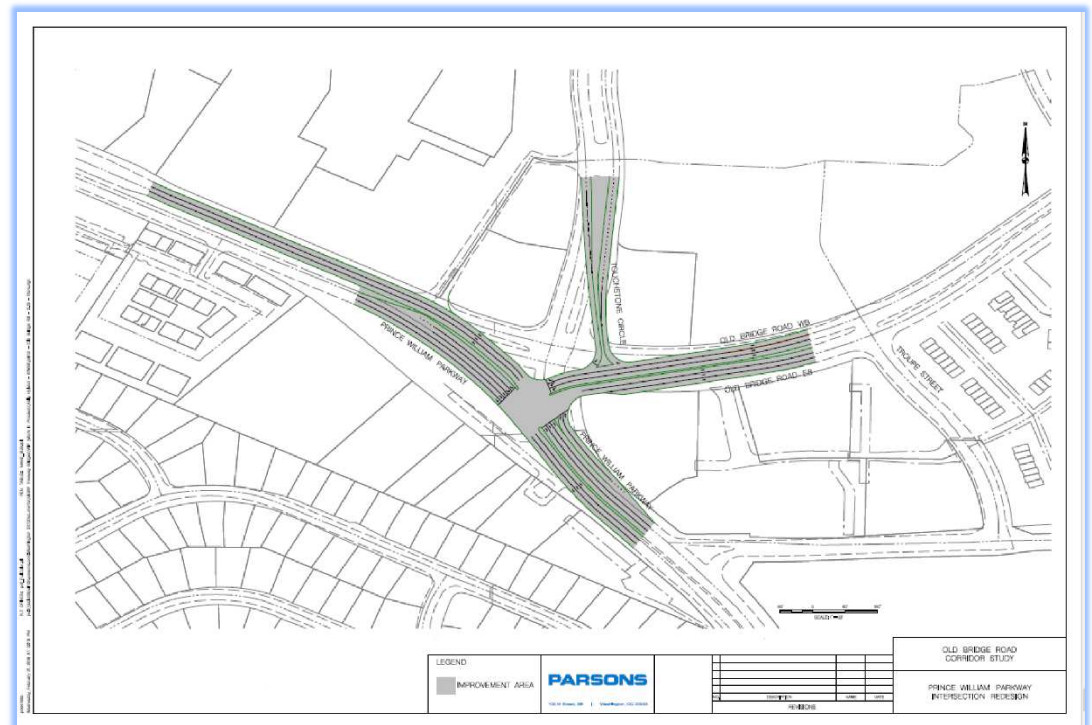


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Occoquan Magisterial District

Purpose: To promote use of Prince William Parkway to access I-95 by adding capacity and providing safety improvements to the eastbound direction

- **Description:** Addition of a lane to the ramp that connects eastbound Prince William Parkway traffic at Old Bridge Road.
- **Approximate Project Cost:** \$15,000,000
- **Project Duration:** 3 to 5 years
- **Existing Funding:** None. Eligible for other funding
- **Pros:** Additional capacity on Prince William Parkway, improves safety, LOS, promotes better access to I-95
- **Cons:** Potential major ROW impacts, utility impacts, MOT



Summit School Road Extension



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Occoquan Magisterial District

Purpose: Provides for improved and new connection between Minnieville Rd and Telegraph Rd



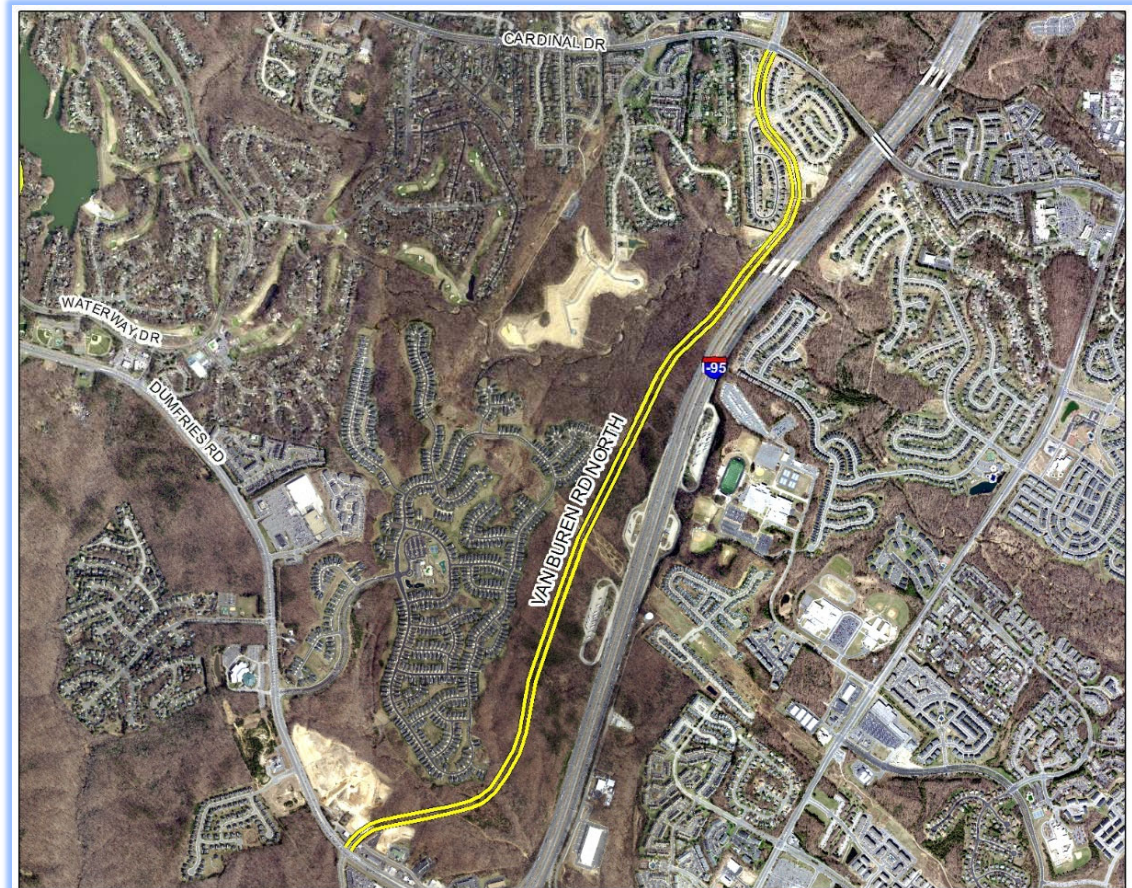
- **Description:** 4-lane extension of Summit School Road to Caton Hill Road (through Telegraph Road).
- **Approximate Project Cost:** \$20,000,000
- **Project Duration:** 3 to 4 years
- **Existing Funding:** \$11 million in NVTAF Funds. Eligible for other funding.
- **Pros:** Connectivity, access to transit, improves bike/ped access, adds capacity, design for full section is fully funded and is being procured, in Small Area Plan
- **Cons:** Unknown utilities and cultural resources impacts, does not complete full project (which extends to Prince William Parkway)



Van Buren Road Extension

Purpose: Creates an internal parallel route to I-95 and Route 1 between Dale Boulevard and Route 234

- **Description:** 4-lane extension of Van Buren Road between Route 234 and Cardinal Drive. Includes bike/ped facilities. Total project length of 2.7 miles.
- **Approximate Project Cost:** \$70,000,000
- **Project Duration:** 4 to 6 years
- **Existing Funding:** None. Eligible for other funding.
- **Pros:** Connectivity, relieves congestion, creates internal parallel route
- **Cons:** Cost, major environmental and grading impacts, neighborhood impacts, unknown cultural resources



North Woodbridge Mobility Improvements



Purpose: To improve the mobility network in the North Woodbridge Area

- **Description:** Projects may consist of various mobility improvements adjacent to Route 1, Route 123, Horner Road, Annapolis Way and Marina Way.
- **Approximate Project Cost:** \$165,000,000
- **Proposed Project Funding:** \$55,000,000
- **Existing Funding:** \$450,000 Local TRIP funds (Annapolis Way). Eligible for other funding,
- **Project Duration:** 5 to 10 years
- **Pros:** Connectivity, improves safety, access to transit, access to Occoquan Marina, creates an urban network in the most dense and multimodal area of the County, in Small Area Plan
- **Cons:** Community and business access impacts, large footprint in an urban environment, MOT, environmental and grading impacts



Other Safety/Operational and Bicycle/Pedestrian Projects



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All Magisterial Districts

A separate line item is proposed for other safety/operational and bicycle/pedestrian projects Countywide for \$35 million



Summary



- **Number of projects: 11**
- **Total new lane miles: 50 miles**
- **Total length of bicycle and pedestrian facilities: 22 miles**
- **Total cost of all projects: \$512,500,000**
- **Funding currently available: \$27,850,000**
- **Total Bonding amount: \$400,000,000**
- **Funding needed from other sources: \$84,650,000**