



Route 28 Widening Public Hearing Comments – Fall 2019

<p>1.</p>	<p>(General) The meeting was very informative. It was clear and answered all my questions <i>– Public Meeting Comment Form, Sept. 23, 2019</i></p>	<p>Comment Acknowledged</p>
<p>2.</p>	<p>This firm represents EPT Nineteen, Inc., the fee simple owner of the property located at 6201 Multiplex Drive, which is adjacent to Route 28 and where the Cinemark Centreville 12 is currently located ... EPT has several concerns about the Project as presented and its potential impact on the Property and the use and maintenance thereof.</p> <p>A. (Right of Way) EPT understands the Project contemplates the construction and installation of additional traffic lanes and a shared use path adjacent to the Property. The existing buffer between Route 28 and theater, parking and access drives on the Property is already narrow with steep grading. Given the size and grading of the area EPT is concerned there is not enough space to adequately and safely provide for the additional improvements the Project contemplates. EPT requests additional information regarding the proposed improvements and land use for the Project as the same relates to the Property.</p>	<p>A. Fairfax County Department of Transportation (FCDOT) has developed a concept level design (approximately 30% complete) and plans to award a contract in 2020 to a Design-Build (DB) team to develop final plans and proceed with Right of Way acquisition and construction of the project. Based on the concept level plans, the project will require grading agreements, temporary construction easements, and permanent right of way acquisition on the property at 6201 Multiplex Drive. The project will not affect any existing buildings, pavement or parking areas on the referenced property. The concept design provides adequate space to safely construct and operate the proposed roadway improvements.</p> <p>The 30% Design plans are available on the project website. As the DB team completes the project design, they will contact all landowners from which the project will require acquisition of land rights (grading agreements, easements or right of way.) They will also be able to provide more detailed information on the project design and how individual properties might be affected.</p>



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<p>B. (Right of Way) EPT understands the Project may require removal and/or relocation of existing improvements on the Property, including without limitation the existing monument sign on the Property. It is imperative that the existing sign not be disturbed. EPT requests additional information regarding the Project's effect on the Property and the existing improvements located thereon.</p> <p>C. (Environmental) EPT understands that there was a Colonial Gas pipeline failure and release on or near the Property in September of 2015, for which remediation obligations still exist. EPT is concerned that disturbance or interruption of those remediation efforts due to construction of the Project could result in additional environmental and/or liability implications on the Property and/or EPT. EPT requests additional information regarding the Project and the effect on any existing environmental remediation and similar obligations.</p> <p>D. (General) EPT understands that the Project will include improvements, including a retaining wall, that will be located on or near the boundary of the Property. The retaining wall will require maintenance, repair and replacement from time to time, and the quality and structural integrity of a retaining wall will directly affect</p>	<p>When the DB team has completed final plans, the DB will negotiate for any required land rights with the owner of each property. Negotiations will be conducted in accordance with the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA) requirements. Compensation for land rights will be paid at fair market value.</p> <p>B. The existing monument sign may need to be relocated for the project. The Request for Proposal (RFP), which FCDOT has provided to the DB teams notes that the DB team is responsible to relocate or replace any signs on private property that are affected by the proposed construction.</p> <p>C. FCDOT has coordinated with Colonial Pipeline as we developed the concept plans and will continue this coordination. The RFP requires that the DB teams also continue such coordination. The project should not have any effect on ongoing environmental remediation.</p> <p>D. The Concept plans propose a retaining wall at the southwest corner of the Route 28/ Machen Road intersection, where there is presently a steep grade between the Route 28 roadway and the theater property. As presently planned, this wall would be located within VDOT Right of Way and would be maintained by VDOT.</p>
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<p>the Property and the use and operation thereof. EPT requests additional information regarding the proposed retaining wall and other Project improvements affecting the Property, and the proposed documentation setting forth the maintenance, repair and replacement obligations thereof and the financial responsibility therefor.</p> <p>E. (General) The height and presence of a retaining wall near the Property (and the proposed shared use path), and the expanded traffic lanes so close to the Property, raises public safety concerns with respect to access, use and operation of the Property, and could negatively impact the economic viability of the Property, EPT's liability exposure and/or insurance costs related to the ownership and operation of the Property. EPT requests additional information regarding the proposed retaining wall and other Project improvements affecting the Property.</p> <p>F. (General) EPT requests additional information regarding available alternatives to complete the Project without negatively impacting the Property or its use and operation, including without limitation using the existing median space and/or the land on the opposite side of Route 28 that does not have the same grading and setback issues as the Property.</p> <p><i>-Letter/Email, Oct. 4, 2019</i></p>	<p>It will be constructed in accordance with VDOT design standards. Since the wall will support the proposed roadway widening, FCDOT and VDOT have the similar interests as EPT in providing for the quality and structural integrity of the wall. The DB team will develop the final location and design of this retaining wall as part of the final plans for the project.</p> <p>E. Based on the concept plans, the expanded traffic lanes, and the height and presence of the retaining wall, should not have any adverse effects on the access, use, or safety of the property.</p> <p>F. Plans for the project have been developed to allow for future widening of Route 28 to an ultimate 8 lane section by adding two future lanes in the median. The concept design was prepared to provide the most efficient use of the existing pavement and the existing right of way along the entire corridor and to minimize impacts on adjacent properties, while providing a roadway which meets all VDOT and FHWA safety and design standards and minimizes project costs. Shifting the proposed alignment to avoid a specific property would have significant design impacts on the corridor, including changes to intersections, for several hundred feet in either direction.</p>
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<p>3.</p>	<p>Please consider the follow comments regarding the Route 28 Widening Project in Centreville:</p> <p>A. (Traffic) Strongly recommend Option #4 for the Compton/Ordway/Old Centreville Road Intersection. Option #4 should be added to the RFP.</p> <p>B. (Traffic) The vehicle queue area in Option #1 is too short to allow access from Ordway to Compton/Old Centreville Road during the morning rush hour. Ordway Road backs up for at least a mile into PWC....</p> <p>C. (Traffic) A triple left lane from Ordway/Compton to Route 28 Northbound should be considered. The straight and right turn lane should be combined.</p> <p>D. (Environmental) Option #4 could allow for a future interchange at Compton Rd/Route 28. If cost is an issue, I would recommend deferring the shared use path/sound walls on the west side of Route 28 to a future project (4th lane/bus/HOV/HOT lane). The adjacent Old Centreville Rd has adequate bike/ped facilities</p> <p>E. (General) Strongly Recommend Prince William and Fairfax Counties develop a bus transit infrastructure plan along Route 28 between Manassas and I-66. Recommend the future 4th lane be a bus or HOT lane in Fairfax County.</p> <p><i>–Email Comment, Sept. 9, 2019</i></p>	<p>A. Due to the constrained project budget, we are proceeding with Option 1. Option 4 would have higher construction costs and significantly higher right of way costs than Option 1.</p> <p>B. Traffic analysis (which was submitted to and concurred with by VDOT Northern Virginia Traffic Engineering) indicates the additional lane and increased queue lengths on Ordway will provide an acceptable Level of Service.</p> <p>C. The lane configuration at Ordway/ Compton and Route 28 was developed based on the traffic analysis.</p> <p>D. Sound walls will be provided in accordance with NEPA, VDOT and FHWA criteria. Shared use paths are provided in accordance with the Fairfax County Comprehensive Plan.</p> <p>E. The Concept plan preserves adequate space in the median for future widening to eight lanes, while preserving a 32-foot-wide median, which could be used in the future for bus, HOV or HOT lanes.</p>
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<p>4.</p>	<p>(General) Per discussions with my neighbors, there is currently no fire hydrant or other source of firefighting water at all, on our side (east) of Route 28, all the way to Compton Rd. This current fire safety risk will only get worse with the additional traffic which will result from the widening of Route 28 and the greater potential for accidents.</p> <p>Furthermore, it would be that much more difficult to push a pipe under a widened Route 28 than now during construction. Therefore we request that a fire hydrant be installed on the east side of Route 28, preferably in the vicinity our houses as a part of the utility rework on this construction project.</p> <p>– <i>Email Comment, Oct. 7, 2019</i></p>	<p>There are no public water lines on the east side of Route 28 between Compton Road and the Prince William County/ Fairfax County line. As in much of southwestern Fairfax County, your homes have water service from private wells and there are no nearby water mains.</p> <p>Fairfax Water has no plans to extend or upgrade existing water service as part of this project.</p> <p>Fairfax Fire and Rescue provides service to all parts of the County, including those that do not have fire hydrants. See https://ffxfirerescue.wordpress.com/2019/04/11/no-fire-hydrant-no-problem/</p>
<p>5.</p>	<p>(Access Management) Respondent has a tenant on their property who operates a long bed trailer. Property owner notes that closing the median break at STA 113+00 as proposed will make the tenant’s access more difficult, and the median break at STA 103+00 will need to be lengthened.</p> <p>– <i>Phone Call, Oct. 9, 2019</i></p>	<p>FCDOT proposes closing the median break to improve traffic operations in the corridor. While closing the median break may inconvenience some residents, the proposed construction will not prevent motorists from making U-turns at other locations.</p>
<p>6.</p>	<p>(General) Is there any consideration for future mass transit along this corridor?</p> <p>– <i>Public Meeting, Sept. 23, 2019</i></p>	<p>There are no specific plans for transit along the corridor currently. The county comprehensive plan shows 28 as eight-lanes with HOV. HOV lanes have not been studied yet to determine their feasibility. The RFP requires that the Design-Builder leave 32 feet median space under the future eight-lane widening, which could be used in the future for bus, HOV or HOT lanes.</p>



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<p>7.</p>	<p>(General) I didn't see any sort of connection to the Route 28 widening in Prince William County. Anything at this point that you can talk about or elaborate on?</p> <p>– <i>Public Meeting, Sept. 23, 2019</i></p>	<p>Prince William County is studying several options. One would widen Route 28 from near Liberia all the way up to Bull Run and tie into FCDOT's project.</p> <p>The other would extend Godwin Drive up to Bull Run. It would either cross where Old Centreville Road/ Ordway crosses and then come up Ordway and tie into Route 28 somewhere between Compton and the bridge over Bull Run; or it would continue to parallel Bull Run on the Prince William side and then tie into Route 28 at the current bridge.</p> <p>Prince William County continues to study alternatives. The FCDOT project will not preclude any of the alternatives they are considering. FCDOT will continue to coordinate with them.</p>
<p>8.</p>	<p>A. (Right of Way) ... we have a ten-foot board on board fence that extends the length of our community (Old Mill) all the way down. I don't know if it's going to be removed...But from what everybody has said is that...we're not going to get any replacement, nothing because of noise and nothing.</p> <p>B. (Right of Way) ... part of the problem with that fence is, there's PVC piping underneath. ...If we get a lot of rain some of our common area floods, which was not captured and so there's a lot of issues with that...what's going to happen to some of the houses there that are south of our current storm that do flood that were not captured on your previous schematics?</p> <p>– <i>Public Meeting, Sept. 23, 2019</i></p>	<p>A. Under the current plans the construction will not disturb the fence.</p> <p>B. Please let FCDOT know where that flooding is occurring, as we may be able to work with our Design-Builder to remediate some of it with the project.</p>



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<p>9.</p>	<p>(Traffic) You're building more turn lanes onto Old Centreville Road across from Braddock...there's no crosswalk over to their school and so I don't know if you were going to put any of those in to make it safer to cross at Old Centreville Road and New Braddock. <i>– Public Meeting, Sept. 23, 2019</i></p>	<p>This was a reference to the crosswalks to Centreville Elementary School at Route 28 and Green Trails. The project proposes crosswalks at three of the legs of the intersection at Route 28. FCDOT is doing that at all intersections.</p>
<p>10.</p>	<p>A. (Traffic) I would definitely be in favor of option four, at the Ordway - Old Centreville Road - Compton intersection. What is the price delta between option one and option four?...</p> <p>B. (Traffic) We talked about putting a trail on the west side of 28, like what is the expected count of users of that section of the trail? Is that really needed since you have Old Centreville Road sidewalk and shared use path on it? <i>– Public Meeting, Sept. 23, 2019</i></p>	<p>A. The difference in construction costs between Options 1 and 4 was around four to five million. This excludes land acquisition costs. Option 4 would require purchase of a large parcel that's zoned for a church.</p> <p>B. The trails are in accordance with the Fairfax County Comprehensive Plan. The County follows current VDOT and Federal policy which is to build trails where they can be used, and to keep pedestrians and bicycles safely out of the roadway.</p>
<p>11.</p>	<p>(General) What is your strategy for accommodating typical horrendous commuter traffic for peak rush times while you're undertaking construction once construction starts? suffering currently from terrible rush hours... <i>– Public Meeting, Sept. 23, 2019</i></p>	<p>The RFP documents prohibit the Design-Builder from lane closures during peak hours, (6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m.) northbound and southbound. The Design-Builder may be allowed exceptions to this, for example to close one lane southbound in the morning because there's less traffic, but that has to be justified and approved on a case by case basis. There will probably be a lot of night work to enable the Design-Builder to close lanes to do the work. The Design-Builder will be required to communicate new traffic patterns and any planned lane closures via message boards and via the project website.</p>



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<p>12.</p>	<p>(General) For a driver to exit from Compton Road there's definitely a line of sight and visibility issues as you approach 28. It's difficult to figure out which lane is the appropriate safe lane for you to be in if you want to turn, maybe some construction would be appropriate there for the meeting point of Compton and Old Centreville Road and 28.</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>FCDOT proposes improvements on Compton/Ordway including widening and providing raised concrete medians to provide separation.</p>
<p>13.</p>	<p>(General) I live on Ordway and that intersection. I can't pull out of my driveway during rush hour and heaven forbid if I want to make a left turn during rush hour.</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>FCDOT believes with this improvement, particularly with the changes to the signal and the increased capacity on 28, you should see less traffic on Ordway Road in the mornings. In the evenings until something is done in Prince William County it's going to continue to back up whether it's Ordway or 28.</p>
<p>14.</p>	<p>(General) Most of this improvement in the roads is to benefit both Fairfax County and Prince William County. Was there an effort to reach out from our supervisors to the Prince William County supervisors to perhaps corroborate the funding of this effort since there's a mutual benefit? It only appears to be county funds from Fairfax County and I'm just wondering why. Are these funds for which you are applying in the current round in NVT (Northern Virginia Transportation Authority) or are they funds that are already approved in this round?</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>NVT awards regional grant funding that could be used in either Fairfax or Prince William County. While FCDOT has coordinated extensively with Prince William on this project, Fairfax County applied for and was awarded funds for this particular project; Prince William is also applying for NVT funds for their project. Fairfax County did not ask Prince William to contribute funding to this part of the project, as each jurisdiction is responsible for improvements in its own locality. These funds are approved from all sources.</p>
<p>15.</p>	<p>(General) The County Comprehensive Plan shows this ultimately being an eight-lane roadway cross section. The traffic analysis of the site indicates that that would probably address some of the problems you estimate will continue to be there in 2023, particularly in 2040 with the increase travel lane.</p> <p>What was the cost differential, to go from the six-lane cross section to an eight-lane roadway cross section?</p>	<p>Based on preliminary estimates, the cost difference between a six and eight lane section was approximately \$21 million. If Prince William chooses the Old Centreville Road/Ordway option, they will replace that bridge as part of their project. If they choose the Route 28 alignment, then Fairfax County would coordinate with them about connecting their project to the widened Route 28 in Fairfax County, but we will not leave a gap between our two projects.</p>



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	<p>Who is responsible for the Bull Run bridge?</p> <p>– <i>Public Meeting, Sept. 23, 2019</i></p>	<p>The bridge itself has a lot of environmental issues. FCDOT did not want to touch the bridge with our project since Prince William County had not determined an alignment for their project. We developed our plans so they would not preclude any of the alternates that Prince William County was considering.</p>
<p>16.</p>	<p>A. (General) What is the criteria for the short-listed contractors?</p> <p>B. (General) Is it [the selected contractor] going to be updated on the project website?</p> <p>– <i>Public Meeting, Sept. 23, 2019</i></p>	<p>A. Criteria included the experience of their project manager, the experience of the firm, the kinds and size of Design-Build projects they had done in the past, and their success at Design-Build projects. FCDOT also considered their approaches on past projects to issues such as right-of-way, utility relocations, public involvement, and traffic congestion during construction. A group of both VDOT and county personnel reviewed and scored their qualifications, and the short-listed firms were ranked as the top three of the five teams that submitted qualifications.</p> <p>B. The project website will be updated once the selection is made and a notice of intent to award is issued.</p>
<p>17.</p>	<p>A. (General) This project currently ends shy of the bridge. Is there already funding set aside or funding plans for where your project ends at the north side of the bank if that’s where Fairfax County’s responsibility ends, because if Prince William chooses to widen the bridge, Fairfax still has to do the rest of the three lanes in that short little section, correct?</p>	<p>A. FCDOT will coordinate with Prince William County about connecting their project to the widened Route 28 in Fairfax County, including design and funding. FCDOT will not leave a gap between the two projects.</p> <p>FCDOT’s goal for this project has been to provide congestion relief for the Route 28 corridor in Fairfax County, while not precluding any of the alternatives Prince William is considering. FCDOT does not want to make improvements that might not be compatible with the alternative alignment that Prince William County ultimately selects.</p>



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	<p>B. (General) Does that potentially delay the timeline for them [Prince William] to get started?</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>B. While this could delay their project, Prince William has a number of other issues to work out, including their overall project funding and environmental permitting.</p>
18.	<p>A. (General) About five to eight years ago on Route 50, west of 28, by excluding federal funding they could get the project built quicker. Is that an issue for this section right here?</p> <p>B. (General) Are there Army Corps of Engineer issues?</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>A. Not currently. The environmental document was one of the requirements for the federal funding. That is very close to being finalized; FCDOT is only waiting on final public review and comment period on the environmental document.</p> <p>B. The project will require some wetland permitting, which the Design-Builder will have to do. It’s under an acre of wetlands and so it’s not considered a significant impact.</p>
19.	<p>(Right of Way) How is this elementary school going to be impacted?</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>Based on the concept plans, there are no direct impacts to Centreville Elementary School. There is plenty of existing right of way here. The trees that are the buffer along the fence will remain.</p>
20.	<p>(General) Option 1 is being bid. Is there any way to add Option 4 as a potential option? Just depending on what Prince William does it may be still be important to fixing that 28 through Prince William County.</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>We considered adding that as an option. Based on our current estimate of the project, we don’t think we have funding to do that. If bids come in lower than we anticipate and we have enough money, we can revisit that, but it would require a revision to the NEPA document. There may be some other design enhancements that we can provide if the bids come in lower than we anticipate.</p>
21.	<p>(General) Is there any way we can make a triple left turn lane instead of a double left turn lane (from Compton eastbound to RT 28 northbound) and make the straight and right turn lane a lane? I feel there’s not enough capacity there and this is going to back up too far with Option 1.</p> <p>– Public Meeting, Sept. 23, 2019</p>	<p>With a third left turn lane, if you’re trying to turn left out of Compton onto Ordway, you would have to cross over those three left turn lanes in order to go through on Compton or right on 28. That creates even more of a problem with traffic backing up behind these merges.</p>



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22.	A. (Environmental) What do we have to do to petition, to get consideration to build a noise wall (at the Old Mill subdivisions), because it sounds like there's multiple conditions that depend on the builder...?	A. Under Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA) criteria, FCDOT will construct noise barriers where the noise evaluation finds barriers are both reasonable and feasible. The Route 29 noise evaluations found that Barrier E1, on the west side of Route 28 between Old Mill Road and New Braddock Road, met the 7-decibel noise reduction design goal, but was not reasonable since the surface area per the benefitted receptors was 2,168 square feet (SF); the VDOT maximum is 1,600 SF. After the Design Public Hearing, FCDOT requested that the project consultant review their noise analysis for Barrier E1. Their review concurred with the study's original findings. If the noise evaluation is valid, VDOT and FHWA do not have an appeal process. As part of the final design, the Design-Builder will perform a final noise analysis using the final plans and more detailed modeling. Based on the preliminary study, it is unlikely that the final study will conclude that Barrier E1 is feasible. However, if the final noise evaluation does indicate that a wall is feasible and reasonable, it would be included in the final design if the affected property owners vote in support of a wall. The concept plans indicate that grading and clearing will occur in the area between the existing fence at the back of your property and the existing Route 28 right of way; but that the clearing and grading will not extend to the existing fence. If the Project's proposed grading or construction requires temporary or permanent easements or right of way from your property or from the Old Mill Community Association, the Design-Builder will be required to provide
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	<p>B. (Environmental) If there's consideration for something to appease excess construction in Prince William County, why can't there be consideration of Fairfax County residents who are being affected?</p> <p><i>– Public Meeting, Sept. 23, 2019</i></p>	<p>compensation at fair market value, including the value of any existing improvements (such as the fence) that are affected.</p> <p>Based on the current plans, the fence behind the Old Mill subdivision essentially provides a noise wall. The project isn't touching it. It's not in VDOT's right-of-way. It's privately owned. The county does not own it.</p> <p>B. FCDOT may have some options in that regard depending on how the bids come in, however, cannot guarantee anything at this moment.</p>
<p>23.</p>	<p>(General) There appears to be a median separating the roadway on Ordway at Compton. Does that continue down Ordway?</p> <p><i>– Public Meeting, Sept. 23, 2019</i></p>	<p>The raised median extends about 600 feet south of Compton on Ordway. It ends before the first private driveway, so the private driveways can get in and out, left and right.</p>
<p>24.</p>	<p>(General) At the signalized intersections where the lanes are changing to through and straight so they're separated and straight, will any of the signal sequences change?</p> <p><i>– Public Meeting, Sept. 23, 2019</i></p>	<p>The signal sequencing will change. Under the current plans, FCDOT proposes "concurrent phasing," where the left turns turn at the same time, then the throughs; instead of throughs and the lefts on one side at the same time, and then the throughs and the lefts on the opposite side at side go at the same time.</p>