



Route 28 Widening: Route 29 to Prince William County Line

Project Description



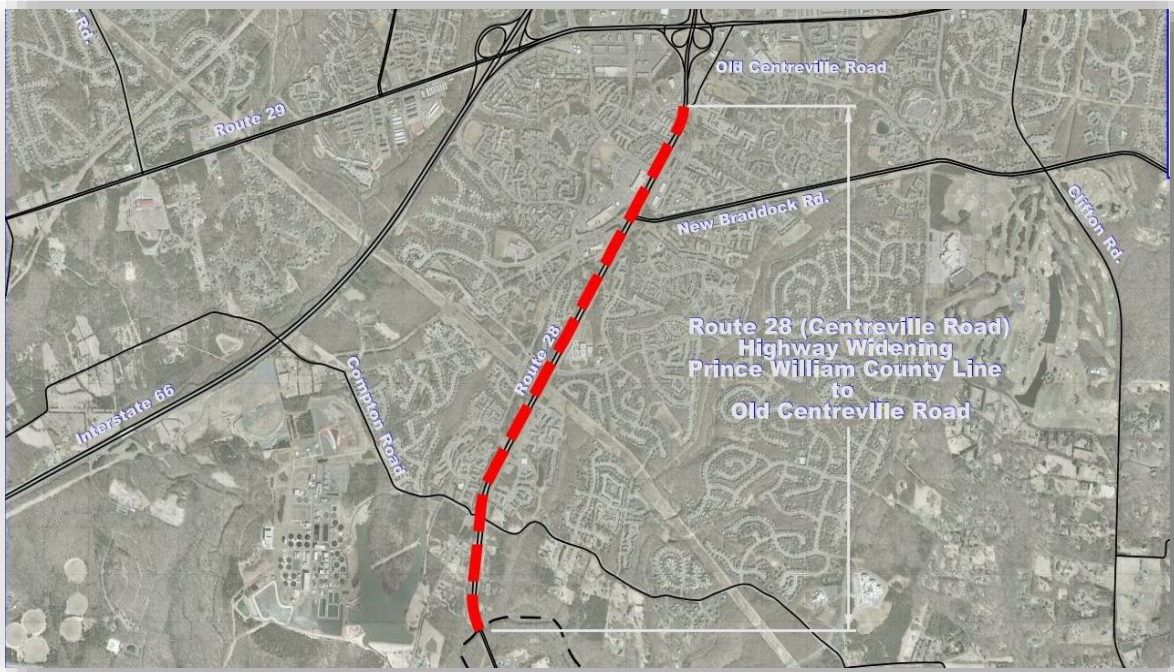
The original scope of this Route 28 project provided for the widening of Route 28 from 4-lanes to 6-lanes (3 lanes in each direction) from the Prince William County Line (bridge over Bull Run) to Route 29. The project includes bicycle and pedestrian facilities on throughout the project limits, and intersections.

After completing the initial traffic analyses, it was determined that a 6-lane facility was inadequate to handle the projected 2040 traffic volumes (see further discussion of traffic analysis under 6.2). The scope has therefore been revised to widen Route 28 from the Prince William County Line to the Route 29

Interchange from the existing 4-lanes to 7/8-lanes, including intersection improvements on all side streets by adding turn lanes and eliminating split phase signals. This Project also includes potentially relocating/realigning the Ordway Road/Compton Road/Old Centreville Road Intersection to improve traffic operations and safety through the corridor. The project will add two lanes in the southbound direction from Rt. 29 to Compton Road; and one lane in the southbound direction from Compton Road to the Bull Run Bridge (Prince William County line). It will add one lane in the northbound direction from the Bull Run Bridge to a point approximately 1,000 feet south of New Braddock Road; and two lanes in the northbound direction from this point, northward to the existing interchange at Route 29. Fairfax County application is for the original widening (to 6 lanes), with funding for the expanded scope being sought from other sources.

Reference Number: 2018-010-2
TransAction ID: 30
Submitting Jurisdiction/Agency: Fairfax County
Location: Route 29 in Centreville to Prince William County Line at the bridge over Bull Run
Requested NVTA Funds: \$38,270,000
Previous NVTA Funds Received: \$10,000,000
Total Cost to Complete Project: \$91,100,000

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work	X	X	X					
Right of Way Acquisition				X	X	X		
Construction			X	X	X	X	X	

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work		\$550,000 (Fed Demonstr) \$3,950,000 (NVTA 70%)	\$4,500,000
Right of Way Acquisition		\$3,640,000 (NVTA 70%) \$5,460,000 (Fed Demonstr)	\$9,100,000
Construction	\$38,270,000	\$2,410,000 (NVTA 70%) \$3,400,000 (Fed Demonstr) \$23,420,000 (SmartScale) \$8,576,035 (Rev Share)	\$77,500,000
TOTAL:	\$38,270,000	\$51,406,035	\$91,100,000

Note: There is a funding gap of \$1,423,965 for which Fairfax County has applied for revenue sharing funds.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	77.88
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	11
TransAction Project Rating:	68.40
TransAction Project Rating Rank:	25

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- Enhance the quality of life and economic strength
- Reduce congestion on a heavily traveled section of the VA Route 28 corridor
- Improve multi-modal travel by adding pedestrian/bicycle facilities
- Improve travel times and reliability along the entire Route 28 corridor in Fairfax County and beyond.

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.