

On Nov. 7, 2006, Prince William County residents will be asked to vote on three bond referendum questions, which are explained on the following pages, that will enable the County to use bond financing to construct the following public projects:

**Road Bond:** Countywide road safety improvements, including road improvement and construction projects on roads that are currently carrying more traffic than they were designed to safely handle.

**Library Bond:** Two new full-service regional libraries, to be located in the eastern and western areas of the County.

**Parks Bond:** Improvement or expansion of existing park facilities, increased efficiency and usability of sports fields, and the acquisition of open space to preserve additional parkland throughout the County.

These improvements are intended to ensure that our County continues to provide the basic public facilities expected by you and your fellow residents.

Today, Prince William County's population is estimated to be 371,178 (as of June 15, 2006) a

72 percent increase over our 1990 population of 215,686. By the year 2030, the Metropolitan Council of Governments projects that more than 550,000 residents will live in our County.

To provide adequate public facilities for Prince William's residents, the County government uses a state-mandated long-range planning process. This process includes the Comprehensive Plan and Capital Improvement Plan (CIP), which chart the County's needs for roads, schools, libraries, parks, fire stations and other facilities.

The County government's annual revenues are not sufficient to pay the high costs of constructing public facilities and to support ongoing public services, such as education and police and fire protection. Three options are available for the construction of major public improvements:

- Use long-term bond funding to build projects.
- Delay projects until funds have been saved from annual revenues, which would increase the cost of projects.
- Do not construct these projects.

The use of bond financing is very similar to the use of a mortgage to pay for a house. For many people, this is the only way to finance such major family purchases and to continue to meet their families' many other needs. The use of bonds for long-term financing by local governments operates on the same principle – it spreads out the costs of buildings or improvements and enables local governments to maintain existing public services.

The bond referendum questions to be considered by voters will provide funds for Prince William County's needs, as identified by the County's long-range planning process. Residents will be able to learn more at the following public meetings:

**Thursday, Oct. 19 at 7 p.m.**  
**Stonewall Jackson High School**  
**8820 Rixlew Lane, Manassas**  
**and**

**Thursday, Oct. 26 at 7 p.m.**  
**Dr. A.J. Ferlazzo Building**  
**15941 Donald Curtis Dr., Woodbridge**

## Prince William County Bond Funded Projects

### 1988

Prince William County Parkway  
Route 234 Bypass  
I-66/Route 234 (Sudley Road)  
Chinn Library  
Bull Run Regional Library  
Public Safety Training Center  
Park Improvements at County Parks,  
including Howison Park Fields, Lake Ridge  
Golf Course and Waterworks Water Park

### 1990

Safety Improvements to Davis Ford Road  
Prince William County Parkway

### 1994

Cardinal Drive  
Liberia Avenue Extended  
Ashton Avenue  
Old Bridge Road Improvements

### 1998

Ridgefield Road  
Prince William Parkway Extension  
Spriggs Road  
Linton Hall Road  
Wellington Road  
Infrastructure at Innovation@Prince William  
Technology Park

### 1998, continued

Improvements at County Parks, including  
Veterans Park Pool and Center  
Renovations and Valley View Park

### 2002

Minnieville Road (Caton Hill to Old Bridge)  
Minnieville Road (Cardinal to Spriggs)  
Route 15 (James Madison Highway)  
Benita Fitzgerald Drive  
Sudley Manor Drive  
PW Parkway Intersection with Old Bridge  
PW Pkwy Intersection with Minnieville Road  
Improvements to Route 1

## Frequently Asked Questions About Bond Financing

### What is bond financing?

Issuing general obligation bonds allows the County to borrow money to pay for certain capital projects. In the case of the 2006 bond referendum questions, the total amount of \$369.6 million in bonds is planned to be issued in several smaller increments over a six to 10-year period.

### Why must we have a referendum?

The County government is required by state law to obtain voter approval to issue general obligation bonds. You will have the opportunity to vote YES or NO on each of the three bond referendum questions when you vote on Nov. 7.

### How will approval of this package affect the County government's financial health?

The County can afford the \$369.6 million proposed in the bond referendum questions within the five-year budget agreement between the government and public schools. The bond package fits within the County's self-imposed debt limitations and allows the government to meet its fund balance requirements.

### How will approval of this package affect the schools' finances?

By agreement between the County and the schools, 56.75 percent of the County's general revenues are transferred to the schools. The schools also receive funding from the state. The funds necessary to support the bond referendum package will be paid from the County's remaining share of revenues. The proposed bond projects do not affect the schools' adopted operating or capital improvement program.

### Will this bond package increase our tax rate?

No. There is no tax rate increase being proposed in connection with the bond package. Additionally, the design of the bond package provides maximum flexibility to prevent unforeseen impacts on the tax rate. If approved by the voters, the bonds may be sold in several increments over the next 10 years. In the event of an economic downturn impacting County revenues, projects may be reduced or rescheduled, thus reducing or delaying the next series of bond sales until such time as the financial outlook improves.

### What about inflation cost?

The projected costs of the referendum projects are inflated across the life of the project to account for future inflation.

### If passed, will the road bond affect state allocation of transportation funds to Prince William County?

No. The formulas for distributing state transportation funds are set by law and are not impacted by local resources devoted to transportation.

### How can I find out more about the referendum?

The Prince William Board of County Supervisors has a citizen committee to help increase the public's awareness of the local bond issues. If you would like members of the committee to speak to your Home Owners Association or other community group, call 703-792-6600. Or you may attend the two public meetings listed above. Or visit <http://www.pwcgov.org/bond>.

# Road Improvements

**Ballot Question: Shall Prince William County, Virginia, contract a debt and issue its general obligation capital improvement bonds in the maximum aggregate principal amount of \$300,000,000 for the purpose of paying the costs of acquisition, designing, constructing, and improving Route 1, Route 28, Minnieville Road, Heathcote Boulevard, Prince William Parkway, University Boulevard, Rollins Ford Road, Old Carolina Road and Countywide Road Safety Improvements?**

Prince William County has demonstrated its capability to build road bond projects in a timely and cost-effective manner. The proposed projects were selected based on the County's transportation network model that shows the current and future levels of service on the County's roads. Also taken into account were safety issues on certain roads, recommendations from the Police and Fire and Rescue Departments and the geographic distribution of projects throughout the County. The cost estimates also considered potential federal funds, state funds and proffers that could be leveraged to assist in projects.\*

## Project 1 – Route 1 (Joplin Rd. to Bradys Hill Rd.) - \$47 million

**Description:** Route 1 from Joplin Rd. to Bradys Hill Rd. will be widened to a divided six-lane facility with a 16-foot raised median, curb and gutter, bike lane and pedestrian facility in accordance with the Route 1 corridor study. The total length of this project is 2,500 feet.  
**Purpose:** The project will allow the road to operate at acceptable levels throughout the day. As an alternate to I-95, Route 1 provides easier access to Quantico and surrounding areas. This will also enhance the recently constructed entrance to the USMC Heritage Center.

## Project 2 – Route 1 (Dale Blvd. to Featherstone Dr.) - \$46.5 million

**Description:** From Dale Blvd./ Rippon Blvd. to Featherstone Dr. will be widened to a divided six-lane facility with a 16-foot raised median and curb and gutter. This project also includes an option to construct a grade-separated interchange at Route 1 and Dale Blvd./Rippon Blvd. The total length of this project is 9,200 feet.  
**Purpose:** Widening this road will provide more efficient traffic flow to ease congestion during peak times. A grade-separated interchange will create more effective traffic flow patterns.

## Project 3 – Route 28 (Vint Hill Rd. to Route 234) - \$52.5 million

**Description:** This project is a six-lane divided facility with a raised median on Route 28 from the on/off ramps for the Route 234 Bypass to Vint Hill Rd. A short connector will also be



Prince William County Road Bonds have funded improvements to Minnieville and Spriggs Roads.

constructed to provide access to Vint Hill Rd. The length of Route 28 improvements is estimated to be 11,500 feet; the length of the relocated Vint Hill Rd. is estimated to be 4,800 feet.

**Purpose:** This project will relieve congestion during the morning and evening peak periods on Route 28 and realign the Route 28/Vint Hill Rd. intersection to provide safer access to Route 28.

## Project 4 – Minnieville Rd. (Spriggs Rd. to Route 234) - \$22.3 million

**Description:** The project is a four-lane divided facility with a raised median from the Dumfries Rd. (Route 234) intersection to Spriggs Rd. The length of this project is an estimated 10,600 feet.

**Purpose:** The project will improve the remaining section of Minnieville Rd, which currently operates at unacceptable levels of service during the morning and afternoon peak periods. Construction of a four-lane divided roadway will allow the road and its major intersections to operate at acceptable levels of service throughout the day.

## Project 5 – Heathcote Blvd. - \$10.06 million

**Description:** The project is a four-lane divided facility with a 16-foot raised median from James Madison Highway (Route 15) to Old Carolina Rd. The length of this project is estimated to be 1,300 feet.

**Purpose:** This project will provide alternative access to the James Madison Highway, Old Carolina Rd. and I-66 corridors. By providing a direct connection between James Madison Highway and Old Carolina Rd., traffic levels of service will improve.

## Project 6 – Prince William Parkway (Hoadly Rd. to Minnieville Rd.) - \$39.07 million

**Description:** This roadway will be widened to a six-lane divided facility with a raised median from Hoadly Rd. to Minnieville Rd. The length of this project is estimated to be 17,000 feet.

**Purpose:** Widening Prince William Parkway will help ease the heavy traffic volume on this road and will allow the road to operate at sufficient levels during peak times, and throughout the day. Improving traffic flow on the Parkway will alleviate congestion on minor arterials that provide access between the northern and southern parts of the County and improve commute times.

## Project 7 – University Blvd. - \$21.5 million

**Description:** The project is a four-lane divided facility with a raised median from Sudley Manor Dr. to Hornbaker Rd. The length of this project is approximately 5,000 feet.

**Purpose:** This road will provide a direct connection from the Sudley Manor Dr. area to the Route 234 Bypass area and will enhance the recently constructed Sudley Manor Dr. and Hornbaker Rd., both previous road bond projects.

## Project 8 – Route 28 (Vint Hill Rd. to Fitzwater Dr.) - \$29.16 million

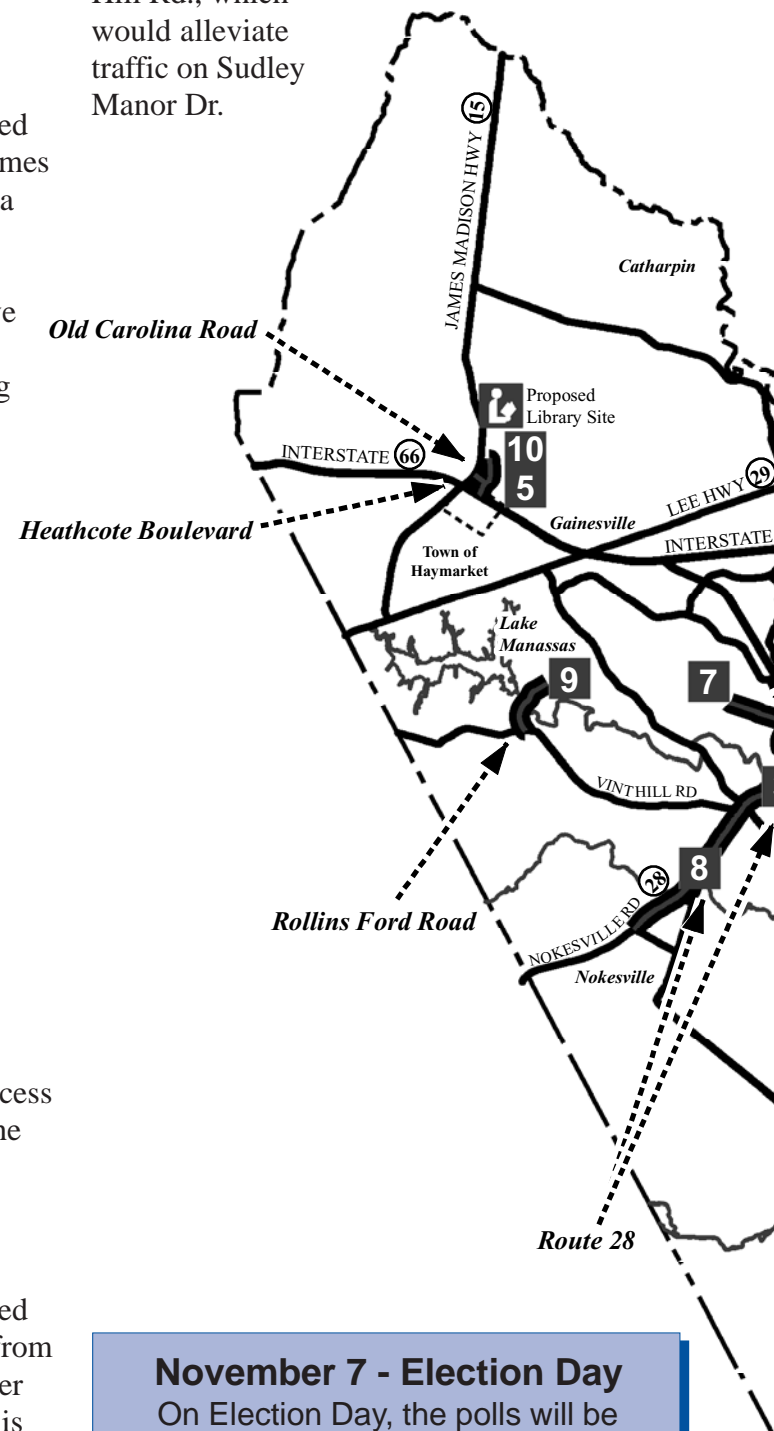
**Description:** This project is a four-lane divided facility with a raised median from Fitzwater Dr. to relocated Vint Hill Rd. The length of this project is estimated to be 12,900 feet.

**Purpose:** This project will provide further improvements to Route 28, extend enhancements from the Route 28 project above (Project 3) and will also improve commute times.

## Project 9 – Rollins Ford Rd. - \$19.46 million

**Description:** This project is a four-lane divided facility with a raised median from Vint Hill Rd. to the existing improvements at Songsparrow Dr./Yellow Hammer Dr. The length of this project is estimated to be 4,300 feet.

**Purpose:** Extending this road will provide an alternate access to Route 28 via Vint Hill Rd. This project would create another direct connection between Linton Hall Rd. and Vint Hill Rd., which would alleviate traffic on Sudley Manor Dr.



## November 7 - Election Day

On Election Day, the polls will be open from 6 a.m. until 7 p.m. Refer to your voter card to determine your correct polling place location. Contact the General Registrar's Office for further information at 703-792-6470, or visit <http://www.pwcgov.org/voterweb>. The Registrar's Office also provides special assistance on Election Day for citizens with disabilities.



