TRANSPORTATION

PROJECTS

Balls Ford Road Interchange

Total Project Cost – $105.0M

Project Description

This project includes the construction of a new diverging diamond interchange at the Route 234 Bypass (Prince William Parkway) and relocated Balls Ford Road (Route 621). A grade-separated overpass crossing of relocated Balls Ford Road over Line B of the Norfolk Southern Railroad will be constructed. The project also relocates Balls Ford Road as a new four-lane road with a raised median between Devlin Road and Doane Drive. A 10-foot shared use path along relocated Balls Ford Road will also be constructed.

Service Impact

- **Relieve congestion and improve safety** – Construction of this diamond interchange will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.
- **Enhance pedestrian safety** – The shared use path along relocated Balls Ford Road will provide enhanced safety and connectivity for pedestrians.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources

- **State funding** – $105.0M

Project Milestones

- **RFQ process** began in May 2019 (FY19) and was completed in September 2019 (FY20).
- **RFP** process began in September 2019 (FY20) and was completed in March 2020 (FY20).
- **Construction** began in October 2020 (FY21) with completion scheduled for November 2022 (FY23).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
State Revenue	105,000	105,000	-	-	-	-	-	-	-	-	-
Total Revenue	**$105,000**	**$105,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	5,717	2,717	3,000	-	-	-	-	-	-	-	-
Construction	90,251	4,687	25,000	30,282	30,282	-	-	-	-	60,564	-
Right of Way/Land	9,032	3,032	6,000	-	-	-	-	-	-	-	-
Total Expenditure	**$105,000**	**$10,436**	**$34,000**	**$30,282**	**$30,282**	**-**	**-**	**-**	**-**	**$60,564**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Balls Ford Road Widening

Total Project Cost – $73.5M

Project Description

This project involves widening Balls Ford Road from two to four lanes from Groveton Road to Route 234 Business for a distance of 1.95 miles. This section of Balls Ford Road is parallel to I-66 and is located 0.2 miles south of I-66. This road provides access to the proposed Balls Ford Road/Century Park Drive Park and Ride Lot and new Express Lane ramps to/from eastbound I-66. The improvement extends to the proposed interchange project at Route 234 (Prince William Parkway) and Balls Ford Road to enhance accessibility to I-66 at the western end of Balls Ford Road. A 10-foot shared use trail and 5 foot sidewalk will be constructed the entire length of the facility.

Service Impact

- **Relieve congestion and improve safety** – Widening Balls Ford Road will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.
- **Enhance pedestrian safety** – The shared use path and sidewalk will provide enhanced safety and connectivity for pedestrians.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County by providing access to I-66.

Funding Sources

- **State funding** – $66.2M
- **Developer contributions (proffers)** – $83K
- **Service Authority contribution** – $596K
- **Other Revenue/Reimbursements** – $6.6M

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Project Milestones

- **Design** began in June 2018 (FY18) and was completed in June 2020 (FY20).
- **Right-of-way acquisition** began in fall 2019 (FY20) and was completed in fall 2020 (FY21).
- **Utility relocation and construction** is scheduled to begin in August 2021 (FY22) with completion scheduled for May 2023 (FY23).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Other Revenue	6,555	-	6,555	-	-	-	-	-	-	-	-
Proffers	83	83	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	596	596	-	-	-	-	-	-	-	-	-
State Revenue	66,244	66,244	-	-	-	-	-	-	-	-	-
Total Revenue	**$73,477**	**$66,922**	**$6,555**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	5,435	2,897	2,538	-	-	-	-	-	-	-	-
Construction	58,441	4	7,000	34,970	16,467	-	-	-	-	51,437	-
Right of Way/Land	9,601	31	3,190	3,190	3,190	-	-	-	-	6,380	-
Total Expenditure	**$73,477**	**$2,932**	**$12,728**	**$38,160**	**$19,657**	**-**	**-**	**-**	**-**	**$57,817**	**-**

Operating Impacts								
Operating Expenses	-	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-	-
Revenue	-	-	-	-	-	-	-	-
General Fund Requirement	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Additional Positions (FTEs)	-	-	-	-	-	-	-	-

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Brentsville Road Interchange

Total Project Cost – $55.0M

Project Description

This project consists of constructing an interchange at the intersection of Route 234 (Prince William Parkway/Dumfries Road) and Brentsville Road. The project includes the construction of a bridge to grade separate the Prince William Parkway and Brentsville Road intersection.

Service Impact

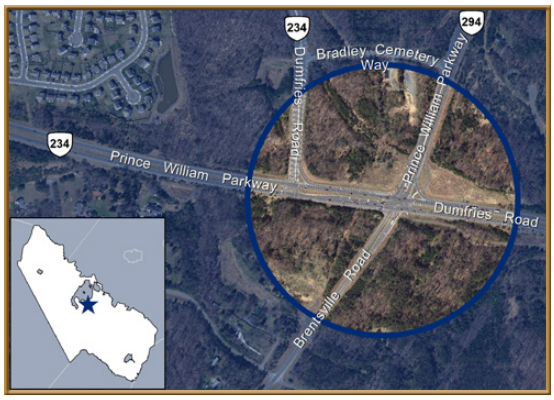
- **Relieve congestion and improve safety** – Constructing the interchange will alleviate congestion and improve safety along the Prince William Parkway at Route 234 and Brentsville Road. The service impact will be most noticeable during peak morning and evening travel periods.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 70% funding** – $54.9M
- **Developer contributions (proffers)** – $68K

Project Milestones

- **Proposal process** began in April 2019 (FY19) and was completed in fall 2020 (FY21).
- **Design-Build contract award process** began in fall 2020 (FY21) and was completed in January 2021 (FY21).
- **Construction** is scheduled to begin in winter 2021 (FY22) with completion scheduled for spring 2024 (FY24).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
NVTA 70%	54,900	54,900	-	-	-	-	-	-	-	-	-
Proffers	68	68	-	-	-	-	-	-	-	-	-
Total Revenue	**$54,968**	**$54,968**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	6,400	338	4,398	1,664	-	-	-	-	-	1,664	-
Construction	47,168	-	2,000	8,000	18,723	18,445	-	-	-	45,168	-
Right of Way/Land	1,400	-	600	800	-	-	-	-	-	800	-
Total Expenditure	**$54,968**	**$338**	**$6,998**	**$10,464**	**$18,723**	**$18,445**	**-**	**-**	**-**	**$47,632**	**-**
Operating Impacts											
Operating Expenses			-	-	-	-	-	-	-	-	
Debt Service			-	-	-	-	-	-	-	-	
Revenue			-	-	-	-	-	-	-	-	
General Fund Requirement			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)			-	-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Devlin Road Widening

Total Project Cost – $50.0M

(Current Appropriation – $29.0M)

Project Description

The project consists of widening Devlin Road from two to four lanes between Linton Hall Road and Wellington Road/relocated Balls Ford Road. The total project length is approximately 1.8 miles. The project will connect to the Balls Ford Road/Route 234 (Prince William Parkway) Interchange and will improve access to the Route 234 (Prince William Parkway) and Interstate 66 corridors. The project will also include bicycle and pedestrian facilities. The project may be phased into several segments north and south of University Boulevard.

Service Impact

- **Relieve congestion and improve safety** – Widening of the roadway will help alleviate congestion and improve the flow of traffic from the interchange.
- **Improve access and connectivity** – Project will connect with existing Balls Ford Road/Route 234 project and improve access to I-66, Route 234 and commuter lots on Balls Ford Road.
- **Enhanced pedestrian safety** – The bicycle and pedestrian facilities along Devlin Road will provide enhanced safety and connectivity.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 30%** – $4.0M funding for preliminary design
- **State funding** – $25.0M
- **Debt** – $21.0M

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Project Milestones

- **Design** began in November 2020 (FY21) with completion scheduled for summer 2022 (FY23).
- **Right-of-Way** is scheduled to begin spring 2022 (FY22) with completion scheduled for spring 2023 (FY23).
- **Construction** is scheduled to begin summer 2023 (FY24) with completion scheduled for spring 2025 (FY25).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Debt	21,000	-	-	-	-	21,000	-	-	-	21,000	-
NVTA 30%	4,000	4,000	-	-	-	-	-	-	-	-	-
State Revenue	25,000	-	25,000	-	-	-	-	-	-	-	-
Total Revenue	**$50,000**	**$4,000**	**$25,000**	**-**	**-**	**$21,000**	**-**	**-**	**-**	**$21,000**	**-**
Cost Categories (Expenditures)											
Design/Planning	4,000	-	1,500	2,500	-	-	-	-	-	2,500	-
Construction	41,000	-	-	-	-	21,000	20,000	-	-	41,000	-
Right of Way/Land	5,000	-	-	1,500	3,500	-	-	-	-	5,000	-
Total Expenditure	**$50,000**	**-**	**$1,500**	**$4,000**	**$3,500**	**$21,000**	**$20,000**	**-**	**-**	**$48,500**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	107	779	1,822	2,709	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**$107**	**$779**	**$1,822**	**$2,709**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

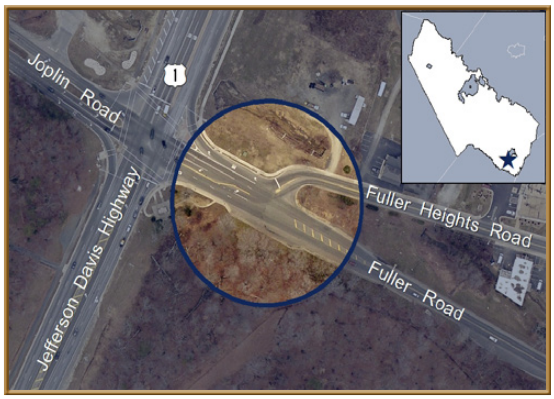
Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Fuller/Fuller Heights Road Improvements

Total Project Cost – $8.3M

Project Description

This project involves improvements to Fuller Road, the access road to the Quantico Marine Corps Base, a new left-turn lane along Joplin Road onto northbound Route 1, conversion of the existing left-turn lane to a thru lane, and the re-aligning of Fuller Heights Road intersection to maximize the crossover spacing with Route 1. The new relocated intersection will provide northbound and southbound access via a roundabout located at the intersection of Fuller Heights Road and Old Triangle Road.



Service Impact

- **Relieve congestion and improve safety** – Constructing these roadway improvements will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources

- **Federal funding** – $7.5M
- **Developer contributions (proffers)** – $768K

Project Milestones

- **Design** originally began in FY10 and was completed in July 2011 (FY12). It was subsequently determined that the Fuller Road segment would be completed by Marine Corps Base Quantico (MCBQ), requiring a redesign of the County's project. The County's redesign was placed on hold until MCBQ planned the Fuller Road segment to reduce overall impacts to the area. The County's redesign was completed in December 2020 (FY21).
- **Right-of-way and utility relocation** began in September 2019 with completion scheduled for June 2021 (FY21).
- **Construction** is scheduled to begin in October 2021 (FY22) with completion scheduled for October 2022 (FY23).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Federal Revenue	7,522	3,659	3,863	-	-	-	-	-	-	-	-
Proffers	768	768	-	-	-	-	-	-	-	-	-
Total Revenue	**$8,289**	**$4,426**	**$3,863**	-	-	-	-	-	-	-	-
Cost Categories (Expenditures)											
Design/Planning	812	812	-	-	-	-	-	-	-	-	-
Construction	6,919	-	3,909	2,510	500	-	-	-	-	3,010	-
Right of Way/Land	211	211	-	-	-	-	-	-	-	-	-
Project Management	348	348	-	-	-	-	-	-	-	-	-
Total Expenditure	**$8,289**	**$1,371**	**$3,909**	**$2,510**	**$500**	-	-	-	-	**$3,010**	-
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				-	-	-	-	-	-	-	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Minnieville Road/Prince William Parkway Interchange

Total Project Cost – $70.0M

(Current Appropriation – $2.5M)

Project Description

The project consists of constructing a grade separated interchange at Minnieville Road and Prince William Parkway. The project improves traffic flow and reduces delays on this section of Prince William Parkway and Minnieville Road. The project will also improve the transportation network and provide enhanced access to major destinations such as Dale City, Potomac Mills and I-95.

Service Impact

- **Relieve congestion and improve safety** – Construction improvements at this intersection will help alleviate congestion, produce higher safety standards, and reduce traffic accidents. The highest service impact will be experienced during peak morning and evening travel periods.
- **Improve access and connectivity** – Project will improve access to Dale City, Potomac Mills and I-95.
- **Economic Development** – Project supports economic development in the Dale City Small Area Plan.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 30%** – $2.5M funding for preliminary design.
- **Debt** – $67.5M

Project Milestones

- **Preliminary Engineering** began in fall 2020 (FY2021) with completion scheduled for fall 2022 (FY23).
- **Construction** is scheduled to begin in FY23 with completion scheduled for FY25.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	**Dale City Small Area Plan**
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Debt	67,500	-	-	-	7,500	60,000	-	-	-	67,500	-
NVTA 30%	2,500	2,500	-	-	-	-	-	-	-	-	-
Total Revenue	**$70,000**	**$2,500**	**-**	**-**	**$7,500**	**$60,000**	**-**	**-**	**-**	**$67,500**	**-**
Cost Categories (Expenditures)											
Design/Planning	2,500	-	500	1,500	500	-	-	-	-	2,000	-
Construction	67,500	-	-	-	7,500	30,000	30,000	-	-	67,500	-
Total Expenditure	**$70,000**	**-**	**$500**	**$1,500**	**$8,000**	**$30,000**	**$30,000**	**-**	**-**	**$69,500**	**-**

Operating Impacts							
Operating Expenses	-	-	-	-	-	-	-
Debt Service	-	212	1,549	4,256	6,272	6,105	18,395
Revenue	-	-	-	-	-	-	-
General Fund Requirement	**-**	**$212**	**$1,549**	**$4,256**	**$6,272**	**$6,105**	**$18,395**
Additional Positions (FTEs)	-	-	-	-	-	-	-

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Neabsco Mills Road (Route 1 to Dale Boulevard)

Total Project Cost – $34.3M

Project Description

This project will design and construct roadway improvements to widen Neabsco Mills Road from two-lanes to four-lanes from Route 1 to Dale Boulevard. The project includes intersection improvements, bicycle/pedestrian facilities, curb and gutter, and a raised median.

Service Impact

- **Relieve congestion and improve safety** – Construction improvements along this corridor will help alleviate congestion and produce higher safety standards at intersections and dangerous curves. The highest service impact will be experienced during peak morning and evening travel periods.

Funding Sources

- **Federal funding** – $12.7M
- **State funding** – $12.3M
- **Northern Virginia Transportation Authority (NVTA) 30% funding** – $9.4M

Project Milestones

- **Design** began in June 2017 (FY17) and was completed in March 2021 (FY21).
- **Right-of-way acquisition** began in fall 2019 (FY20) and was completed in March 2021 (FY21).
- **Construction** is scheduled to begin in May 2022 (FY22) with completion scheduled for November 2023 (FY24).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Federal Revenue	12,667	12,667	-	-	-	-	-	-	-	-	-
NVTA 30%	9,379	9,379	-	-	-	-	-	-	-	-	-
State Revenue	12,258	12,258	-	-	-	-	-	-	-	-	-
Total Revenue	**$34,304**	**$34,304**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	1,926	1,926	-	-	-	-	-	-	-	-	-
Construction	28,613	120	-	12,000	12,492	4,001	-	-	-	28,493	-
Right of Way/Land	3,765	624	3,141	-	-	-	-	-	-	-	-
Total Expenditure	**$34,304**	**$2,670**	**$3,141**	**$12,000**	**$12,492**	**$4,001**	**-**	**-**	**-**	**$28,493**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Old Bridge Road/Gordon Boulevard Intersection Improvement

Total Project Cost – $15.0M

(Current Appropriation – $1.8M)

Project Description

The project constructs a flyover ramp from northbound Gordon Boulevard (Route 123) to westbound Old Bridge Road. The project will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The current appropriation supports preliminary engineering.

Service Impact

- **Relieve congestion and improve safety** – The interchange will separate and improve flow and operations for vehicles traveling from Gordon Boulevard to Old Bridge Road.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 30%** – $1.5M
- **General fund (TRIP)** – $268K
- **Debt** – $13.2M

Project Milestones

- **Preliminary Engineering** is scheduled to begin in fall 2021 (FY2022) with completion scheduled for fall 2022 (FY23).
- **Right-of-way acquisition** is scheduled for FY25.
- **Construction** is scheduled for FY26.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Debt	13,232	-	-	-	-	-	13,232	-	-	13,232	-
General Funds	268	268	-	-	-	-	-	-	-	-	-
NVTA 30%	1,500	1,500	-	-	-	-	-	-	-	-	-
Total Revenue	**$15,000**	**$1,768**	**-**	**-**	**-**	**-**	**$13,232**	**-**	**-**	**$13,232**	**-**
Cost Categories (Expenditures)											
Design/Planning	1,768	-	-	884	884	-	-	-	-	1,768	-
Construction	10,000	-	-	-	-	-	-	10,000	-	10,000	-
Right of Way/Land	3,232	-	-	-	-	-	3,232	-	-	3,232	-
Total Expenditure	**$15,000**	**-**	**-**	**$884**	**$884**	**-**	**$3,232**	**$10,000**	**-**	**$15,000**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	107	672	1,364	2,143	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**$107**	**$672**	**$1,364**	**$2,143**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Old Bridge Road/Occoquan Road Intersection Improvement

Total Project Cost – $11.5M

Project Description

This project will enhance the safety of traffic and pedestrian movements at this realigned intersection by constructing an additional right turn lane along the southbound approach on Occoquan Road and installing a pedestrian crosswalk across the Old Bridge Road westbound approach.

Service Impact

- **Relieve congestion and improve safety** – Intersection improvements will alleviate congestion and produce higher safety standards. The highest service impact will be experienced during peak morning and evening travel periods.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County.

Funding Sources

- **Federal Funding** – $11.5M

Project Milestones

- **Design** began in June 2020 (FY20) with completion scheduled for fall 2022 (FY23).
- **Right-of-Way acquisition** is scheduled to begin in fall 2022 (FY23) with completion scheduled for spring 2024 (FY24).
- **Construction** is scheduled to begin spring 2024 (FY24) with completion scheduled for spring 2026 (FY26).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Federal Revenue	11,532	11,532	-	-	-	-	-	-	-	-	-
Total Revenue	**$11,532**	**$11,532**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	598	-	274	274	50	-	-	-	-	324	-
Construction	5,194	-	-	-	-	194	2,500	2,500	-	5,194	-
Right of Way/Land	5,740	-	-	-	2,870	2,870	-	-	-	5,740	-
Total Expenditure	**$11,532**	**-**	**$274**	**$274**	**$2,920**	**$3,064**	**$2,500**	**$2,500**	**-**	**$11,258**	**-**
Operating Impacts											
Operating Expenses			-	-	-	-	-	-	-	-	
Debt Service			-	-	-	-	-	-	-	-	
Revenue			-	-	-	-	-	-	-	-	
General Fund Requirement			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)			-	-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Potomac/Neabsco Mills Commuter Garage

Total Project Cost – $58.6M

Project Description

The Potomac/Neabsco Mills Commuter Garage is a planned 1,400-space garage which will be located at 2501 Opitz Boulevard in the vicinity of Potomac Town Center and the Neabsco Mills Road widening project. The parking garage will serve as a park and ride lot for commuters, relieving capacity needs at the Route 1 and Route 234 park and ride lots.

Service Impact

- **Connectivity and citizen satisfaction** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County by providing additional commuter parking options for transit and carpooling on the I-95 corridor.
- **Economic Development** – This project will increase the number of residents traveling in and around business establishments located within the area of the new garage.

Funding Source

- **Federal funding** – $45.9M
- **Recordation tax revenue designated for transportation** – $3.4M
- **Northern Virginia Transportation Authority (NVTA) 30% funding** – $5.2M
- **State funding** – $3.9M
- **General fund (Woodbridge TRIP)** – $140K
- **Annual operating costs** are covered by the general fund.

Project Milestones

- **Conceptual design and transportation impact analysis** was completed in spring 2017 (FY17).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	Safe & Secure Community	

- **Location study** began in March 2018 (FY18) and was completed in August 2018 (FY19).
- **Land acquisition** was completed in June 2019 (FY19).
- **Preliminary Design** began in April 2019 (FY19) and was completed in April 2020 (FY20).
- **Final design and construction** through a design-build contract is scheduled to begin in fall 2021 (FY22) with completion scheduled for fall 2023 (FY24).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Federal Revenue	45,927	36,385	9,542	-	-	-	-	-	-	-	-
General Funds	140	140	-	-	-	-	-	-	-	-	-
NVTA 30%	5,246	2,280	2,966	-	-	-	-	-	-	-	-
Recordation Tax	3,420	3,420	-	-	-	-	-	-	-	-	-
State Revenue	3,900	900	3,000	-	-	-	-	-	-	-	-
Total Revenue	**$58,633**	**$43,125**	**$15,508**	-	-	-	-	-	-	-	-
Cost Categories (Expenditures)											
Design/Planning	2,233	988	1,245	-	-	-	-	-	-	-	-
Construction	50,893	-	-	17,692	17,692	15,508	-	-	-	50,893	-
Right of Way/Land	5,507	5,507	-	-	-	-	-	-	-	-	-
Total Expenditure	**$58,633**	**$6,495**	**$1,245**	**$17,692**	**$17,692**	**$15,508**	-	-	-	**$50,893**	-
Operating Impacts											
Operating Expenses				-	230	460	460	460	460	2,070	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				-	**$230**	**$460**	**$460**	**$460**	**$460**	**$2,070**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

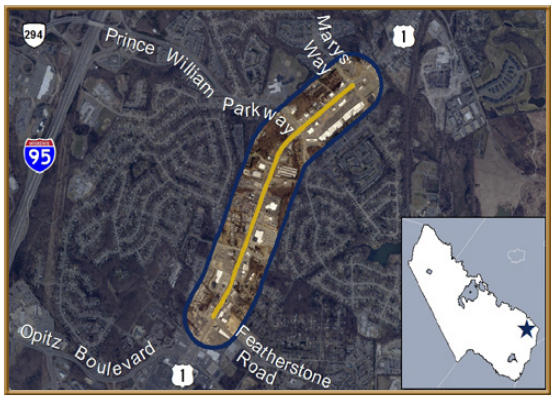
Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Route 1 (Featherstone Road to Marys Way)

Total Project Cost – $100.2M

Project Description

The widening of Route 1 from Featherstone Road to Marys Way, spanning 1.3 miles, improves this section of roadway from a four-lane undivided highway to a six-lane divided highway. The project includes improvements at all intersections within the project limits including modification to signals, access management improvements, pedestrian improvements at signalized intersections, a multi-use trail and sidewalk.



Service Impact

- **Relieve congestion and improve safety** – Widening this roadway will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 70% funding** – $63.4M
- **Federal funding** – $28.8M
- **State funding** – $4.5M
- **Service Authority reimbursement** – $3.4M

Project Milestones

- **Design** began in February 2015 (FY15). Utility duct bank design was completed in August 2018 (FY19). Roadway widening design was completed in spring 2020 (FY20).
- **Right-of-way acquisition** began in fall 2015 (FY16) and was completed in June 2019 (FY19).
- **Utility duct bank construction** began in August 2018 (FY19) and was completed in November 2019 (FY20).
- **Construction** began in fall 2020 (FY21) with completion scheduled for summer 2022 (FY23).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Federal Revenue	28,837	28,837	-	-	-	-	-	-	-	-	-
NVTA 70%	63,400	63,400	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	3,436	3,436	-	-	-	-	-	-	-	-	-
State Revenue	4,526	4,526	-	-	-	-	-	-	-	-	-
Total Revenue	**$100,200**	**$100,200**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	6,311	5,501	810	-	-	-	-	-	-	-	-
Construction	51,945	17,036	14,000	14,000	6,909	-	-	-	-	20,909	-
Right of Way/Land	41,944	31,648	10,296	-	-	-	-	-	-	-	-
Total Expenditure	**$100,200**	**$54,185**	**$25,106**	**$14,000**	**$6,909**	**-**	**-**	**-**	**-**	**$20,909**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Route 28 Bypass

Total Project Cost – $298.4M

(Current appropriation – $98.4M)

Project Description

This project includes constructing a bypass to existing Route 28 that will extend Godwin Drive as a four-lane divided roadway with a shared-use path. The bypass will run parallel to Flat Branch and Bull Run streams and connect with Route 28 at a signalized intersection north of Bull Run Stream.

Service Impact

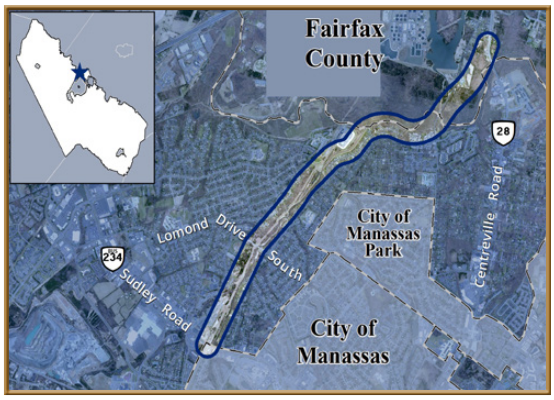
- **Relieve congestion and improve safety** – Construction improvements along this corridor will help alleviate congestion and produce higher safety standards at intersections and dangerous curves. The highest service impact will be experienced during peak morning and evening travel periods.

Funding Source

- **Northern Virginia Transportation Authority (NVTA) 70% funding** – $95.0M
- **Proffers** – $3.4M
- **Debt** – $200.0M

Project Milestones

- **Design** is scheduled to begin in March 2021 (FY21) with completion scheduled for March 2025 (FY25).
- **Right-of-Way acquisition** is scheduled to begin in May 2022 (FY22) with completion scheduled for October 2024 (FY25).
- **Construction** is scheduled to begin in August 2025 (FY26) with construction scheduled for completion in October 2027 (FY28).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Debt	200,000	-	-	-	-	-	200,000	-	-	200,000	-
NVTA 70%	95,000	6,000	89,000	-	-	-	-	-	-	-	-
Proffers	3,392	3,392	-	-	-	-	-	-	-	-	-
Total Revenue	**$298,392**	**$9,392**	**$89,000**	**-**	**-**	**-**	**$200,000**	**-**	**-**	**$200,000**	**-**
Cost Categories (Expenditures)											
Design/Planning	29,392	1,754	3,000	8,213	8,213	8,213	-	-	-	24,638	-
Construction	244,000	-	-	-	-	-	-	122,000	120,000	242,000	2,000
Right of Way/Land	25,000	-	-	3,000	18,000	2,000	2,000	-	-	25,000	-
Total Expenditure	**$298,392**	**$1,754**	**$3,000**	**$11,213**	**$26,213**	**$10,213**	**$2,000**	**$122,000**	**$120,000**	**$291,638**	**$2,000**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	2,140	11,308	18,105	31,553	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**$2,140**	**$11,308**	**$18,105**	**$31,553**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Route 28 Phase 3 (Linton Hall Rd to Pennsylvania Ave)

Total Project Cost – $40.0M

Project Description

This project widens Route 28 from Linton Hall Road to Pennsylvania Avenue. The project spans approximately 1.5 miles, which will widen this section of Route 28 from a four-lane undivided highway to a six-lane divided highway to include a multi-use trail and sidewalk.

Service Impact

- **Relieve congestion and improve safety** – Widening this roadway will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance connectivity** – This project completes the widening of three Route 28 segments to six lanes from Fitzwater Drive to Pennsylvania Avenue.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 70% funding** – $36.2M
- **City of Manassas** – $3.7M
- **Proffers** – $111K

Project Milestones

- **Design** began in November 2016 (FY17) and was completed in October 2019 (FY20).
- **Right-of-way acquisition** began in October 2019 (FY20) and is scheduled for completion in December 2021 (FY22).
- **Construction** began in July 2019 (FY20) and is scheduled for completion in June 2022 (FY22).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
NVTA 70%	36,200	36,200	-	-	-	-	-	-	-	-	-
Other Revenue	3,693	3,693	-	-	-	-	-	-	-	-	-
Proffers	111	111	-	-	-	-	-	-	-	-	-
Total Revenue	**$40,004**	**$40,004**	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)											
Design/Planning	597	597	-	-	-	-	-	-	-	-	-
Construction	37,288	14,165	11,950	11,173	-	-	-	-	-	11,173	-
Right of Way/Land	1,862	1,862	-	-	-	-	-	-	-	-	-
Project Management	257	257	-	-	-	-	-	-	-	-	-
Total Expenditure	**$40,004**	**$16,881**	**$11,950**	**$11,173**	-	-	-	-	-	**$11,173**	-

Operating Impacts							
Operating Expenses	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-
Revenue	-	-	-	-	-	-	-
General Fund Requirement	-	-	-	-	-	-	-
Additional Positions (FTEs)	-	-	-	-	-	-	-

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Summit School Road Ext. & Telegraph Road Widening

Total Project Cost – $35.0M

(Current Appropriation - $11.0M)

Project Description

This project consists of the extension, widening and construction of a section of Summit School Road from its terminus point at Kinnicutt Drive on a new alignment to connect with Telegraph Road north of the Horner Road Park and Ride lot entrance, a distance of approximately 0.77 mile. The project also includes the widening and improvement of the section of existing Telegraph Road between its intersection with Caton Hill Road to the existing intersection with Prince William Parkway, a distance of approximately 0.17 mile.

Service Impact

- **Relieve congestion and improve safety** – Widening this roadway will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – Enhanced safety and pedestrian connectivity within the County will be provided.
- **Traffic flow** – Improved and safer traffic flow throughout the County will be provided.

Funding Sources

- **Northern Virginia Transportation Authority (NVTA) 70% funding** – $35.0M
- **Developer contributions (proffers)** – $45K

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Project Milestones

- **Design** began in December 2019 (FY20) and was completed in June 2021 (FY21).
- **Right-of-way acquisition** began in November 2020 (FY21) and is scheduled for completion in August 2021 (FY22).
- **Construction** is scheduled to begin in summer 2023 (FY24) and is scheduled for completion in fall 2024 (FY25).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
NVTA 70%	35,000	11,000	-	-	-	24,000	-	-	-	24,000	-
Proffers	45	45	-	-	-	-	-	-	-	-	-
Total Revenue	**$35,045**	**$11,045**	**-**	**-**	**-**	**$24,000**	**-**	**-**	**-**	**$24,000**	**-**
Cost Categories (Expenditures)											
Design/Planning	5,696	676	5,020	-	-	-	-	-	-	-	-
Construction	22,304	-	-	-	-	16,728	5,576	-	-	22,304	-
Right of Way/Land	7,045	-	2,800	2,550	1,695	-	-	-	-	4,245	-
Total Expenditure	**$35,045**	**$676**	**$7,820**	**$2,550**	**$1,695**	**$16,728**	**$5,576**	**-**	**-**	**$26,549**	**-**
Operating Impacts											
Operating Expenses			-	-	-	-	-	-	-	-	-
Debt Service			-	-	-	-	-	-	-	-	-
Revenue			-	-	-	-	-	-	-	-	-
General Fund Requirement			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Additional Positions (FTEs)			-	-	-	-	-	-	-	-	-

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Transportation & Roadway Improvement Program

Total Project Cost – $22.9M

Project Description

TRIP consists of capital funding of $225,000 per year from recordation tax revenues to each of the seven magisterial districts for the construction of small-scale capital improvements to Prince William County's local roadways and other transportation facilities. District supervisors determine funding allocations for projects to enhance mobility throughout the County. Examples of previous TRIP projects include small-scale improvements such as sidewalks, multi-use paths, paving, and roadway extensions.

Service Impact

- **Traffic flow** – Improved and safer traffic flow throughout the County will be provided.
- **Enhance pedestrian safety** – Enhanced safety and pedestrian connectivity within the County will be provided.

Funding Sources

- **General fund (TRIP)** – $1.2M
- **NVTA 70% funding** – $8.0M
- **NVTA 30% funding** – $2.1M
- **Recordation tax** – $9.2M
- **Federal funding** – $2.4M
- **Developer contributions (proffers)** – $20K

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Project Milestones

- **Current TRIP funded projects include the following:**
- **Annapolis Way Extension (planning and design only), $8.7M** – Project schedule is to be determined. The project is currently on hold.
- **Gemini Way, $1.1M** – Scheduled for completion in fall 2021 (FY22).
- **Old Bridge Road Sidewalk (Tackett's Mill to Minnieville Road), $939K** – Scheduled for completion in fall 2021 (FY22).
- **Old Carolina Road Sidewalk, $1.1M** – Scheduled for completion in fall 2022 (FY23).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
Federal Revenue	2,366	2,366	-	-	-	-	-	-	-	-	-
General Funds	1,175	1,175	-	-	-	-	-	-	-	-	-
NVTA 30%	2,025	-	1,575	450	-	-	-	-	-	450	-
NVTA 70%	8,000	-	-	-	-	8,000	-	-	-	8,000	-
Proffers	20	20	-	-	-	-	-	-	-	-	-
Recordation Tax	9,228	228	-	1,125	1,575	1,575	1,575	1,575	1,575	9,000	-
Total Revenue	**$22,814**	**$3,789**	**$1,575**	**$1,575**	**$1,575**	**$9,575**	**$1,575**	**$1,575**	**$1,575**	**$17,450**	**-**
Cost Categories (Expenditures)											
Design/Planning	1,337	401	807	129	-	-	-	-	-	129	-
Construction	21,176	-	1,300	562	289	8,000	-	-	-	8,851	11,025
Right of Way/Land	302	-	302	-	-	-	-	-	-	-	-
Total Expenditure	**$22,814**	**$401**	**$2,408**	**$691**	**$289**	**$8,000**	**-**	**-**	**-**	**$8,980**	**$11,025**
Operating Impacts											
Operating Expenses			-	-	-	-	-	-	-	-	
Debt Service			-	-	-	-	-	-	-	-	
Revenue			-	-	-	-	-	-	-	-	
General Fund Requirement			**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)			-	-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

University Boulevard Extension

Total Project Cost – $12.8M

Project Description

This project will extend University Boulevard from its current terminus at Edmonston Drive to Sudley Manor Drive. The new section of University Boulevard will be four lanes wide with the total length of the project being approximately 1.25 miles. The project will also include the construction of a 10-foot-wide shared use path on the south side of University Boulevard for the entire length of the project. A sidewalk on the north side of the project will also be constructed.

Service Impact

- **Relieve congestion and improve safety** – Constructing the extension will alleviate congestion and improve safety on University Boulevard. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – The shared use path and sidewalk will enhance safety and provide connectivity for pedestrians.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County.

Funding Sources

- **NVTA 30% funding** – $6.9M
- **State funding** – $5.9M

Project Milestones

- **Design** began in November 2018 (FY19) with completion scheduled for March 2021 (FY21).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

- **Right-of-way acquisition** began in July 2020 (FY21) with completion scheduled for April 2021 (FY21).
- **Construction** is scheduled to begin in October (FY22) with completion scheduled for December 2022 (FY23).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
NVTA 30%	6,867	6,867	-	-	-	-	-	-	-	-	-
State Revenue	5,933	5,712	221	-	-	-	-	-	-	-	-
Total Revenue	**$12,800**	**$12,579**	**$221**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	1,043	1,043	-	-	-	-	-	-	-	-	-
Construction	10,340	-	-	7,500	2,840	-	-	-	-	10,340	-
Right of Way/Land	1,417	-	723	694	-	-	-	-	-	694	-
Total Expenditure	**$12,800**	**$1,043**	**$723**	**$8,194**	**$2,840**	**-**	**-**	**-**	**-**	**$11,034**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

University Boulevard Interchange

Total Project Cost – $24.2M

Project Description

This project consists of constructing intersection improvements at the Prince William Parkway and University Boulevard. The project will be designed and constructed as a quadrant roadway intersection, also known as an innovative intersection by VDOT.

Service Impact

- **Relieve congestion and improve safety** – Constructing the intersection will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Connectivity** – This project will increase connectivity and improve the number of citizens satisfied with ease of travel within the County.

Funding Sources

- **NVTA 70% funding** – $24.2M

Project Milestones

- **Design** began in December 2018 (FY19) and was completed in November 2020 (FY21).
- **Right-of-way acquisition** began in February 2020 (FY20) and was completed in May 2021 (FY21).
- **Construction** is scheduled to begin in spring 2022 (FY22) with completion scheduled for fall 2023 (FY24).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
NVTA 70%	24,200	24,200	-	-	-	-	-	-	-	-	-
Total Revenue	**$24,200**	**$24,200**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	2,900	1,500	1,400	-	-	-	-	-	-	-	-
Construction	20,900	-	-	4,000	13,900	3,000	-	-	-	20,900	-
Right of Way/Land	400	-	400	-	-	-	-	-	-	-	-
Total Expenditure	**$24,200**	**$1,500**	**$1,800**	**$4,000**	**$13,900**	**$3,000**	**-**	**-**	**-**	**$20,900**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Van Buren Road Environmental Study

Total Project Cost – $2.0M

Project Description

The project consists of completing the National Environmental Policy Act (NEPA) study for the four-lane extension of Van Buren Road between Route 234 and Cardinal Drive. The completion of the NEPA study will include determining the specific project alignment, design criteria, and an assessment of the social, economic and environmental impacts of the ultimate extension of Van Buren Road. The completion of the NEPA study includes public involvement and community outreach.

Service Impact

- **Relieve congestion and improve safety** – The project will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County.

Funding Source

- **NVTA 30% funding** – $2.0M

Project Milestones

- **The NEPA process** began in summer 2020 (FY21) with completion scheduled for summer 2022 (FY23).
- **Design, right-of-way acquisition and construction** schedules are undetermined pending a funding source.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Libraries	Sewer
Economic Development	Parks & Open Space	Telecommunications
Environment	Police	**Transportation**
Fire & Rescue	Potable Water	Small Area Plans
Land Use	Schools	

Impact on Strategic Plan Goals		
Robust Economy	Wellbeing	**Mobility**
Quality Education	**Safe & Secure Community**	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY22 - FY27	Future
NVTA 30%	2,000	-	2,000	-	-	-	-	-	-	-	-
Total Revenue	**$2,000**	**-**	**$2,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	2,000	-	350	1,650	-	-	-	-	-	1,650	-
Total Expenditure	**$2,000**	**-**	**$350**	**$1,650**	**-**	**-**	**-**	**-**	**-**	**$1,650**	**-**
Operating Impacts											
Operating Expenses				-	-	-	-	-	-	-	
Debt Service				-	-	-	-	-	-	-	
Revenue				-	-	-	-	-	-	-	
General Fund Requirement				**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Additional Positions (FTEs)				-	-	-	-	-	-	-	

Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

THE SEAL OF PRINCE WILLIAM COUNTY VA.