



TRANSPORTATION PROJECTS

Balls Ford Road Interchange

Total Project Cost – \$105.2M

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 diverging 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.

Funding Sources

- **State funding** – \$102.9M
- **Service Authority reimbursement** – \$857K
- **Developer reimbursement** – \$1.4M

Project Milestones

- **Request for Quotation process** began in May 2019 (FY19) and was completed in September 2019 (FY20).
- **Request for Proposals process** began in September 2019 (FY20) and was completed in March 2020 (FY20).
- **Design/Construction** began in March 2020 (FY20) with completion scheduled for November 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Other Revenue	1,427	-	1,427	-	-	-	-	-	-	-	-
Service Authority Reimbursement	857	857	-	-	-	-	-	-	-	-	-
State Revenue	102,956	102,956	-	-	-	-	-	-	-	-	-
Total Revenue	105,240	103,813	1,427	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	2,951	2,951	-	-	-	-	-	-	-	-	-
Construction	99,257	4,688	47,592	46,978	-	-	-	-	-	46,978	-
Right of Way/Land	3,032	3,032	-	-	-	-	-	-	-	-	-
Total Expenditure	105,240	10,671	47,592	46,978	-	-	-	-	-	46,978	-

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 – \$73.6M

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 improve connectivity and increase 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 reimbursement** – \$596K
- **Other Revenue/Reimbursements** – \$6.7M

Project Milestones

- **Design** began in June 2018 (FY18) and was completed in June 2020 (FY20).
- **Right-of-way acquisition** began in January 2020 (FY20) and was completed in fall 2020 (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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

- **Utility relocation and construction** began in March 2021 (FY21) with completion scheduled for May 2023 (FY23).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Other Revenue	6,686	6,686	-	-	-	-	-	-	-	-	-
Proffers	83	83	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	596	596	-	-	-	-	-	-	-	-	-
State Revenue	66,244	66,244	-	-	-	-	-	-	-	-	-
Total Revenue	73,609	73,609	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	3,268	2,921	347	-	-	-	-	-	-	-	-
Construction	63,882	5	31,938	31,938	-	-	-	-	-	31,938	-
Right of Way/Land	6,458	78	3,190	3,190	-	-	-	-	-	3,190	-
Total Expenditure	73,609	3,005	35,476	35,128	-	-	-	-	-	35,128	-

Operating Impacts		FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
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

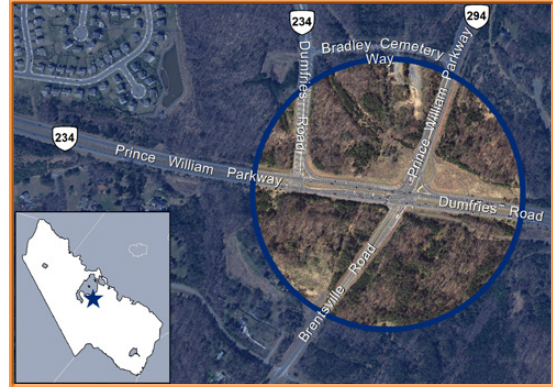
- **Relieve congestion and improve safety** – Constructing the interchange will alleviate congestion and improve safety along the Prince William Parkway at Route 234 and Brentsville Road. The service impact will be most noticeable during peak morning and evening travel periods.
- **Connectivity** – This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

Funding Sources

- **Northern Virginia Transportation Authority 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** was completed in February 2021 (FY21).
- **Design/Construction** began in February 2021 (FY21) with completion scheduled for May 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 70%	54,900	54,900	-	-	-	-	-	-	-	-	-
Proffers	68	68	-	-	-	-	-	-	-	-	-
Total Revenue	54,968	54,968	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	7,364	364	5,200	1,800	-	-	-	-	-	1,800	-
Construction	45,604	-	10,500	20,000	15,104	-	-	-	-	35,104	-
Right of Way/Land	2,000	-	1,400	600	-	-	-	-	-	600	-
Total Expenditure	54,968	364	17,100	22,400	15,104	-	-	-	-	37,504	-

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 – \$69.6M
(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 is phased into two segments, which are 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 30% funding** – \$4.0M funding for preliminary design
- **State funding** – \$25.0M
- **Developer contributions (proffers)** – \$3.0M
- **Debt** – \$37.5M

Project Milestones

- **Design** of the northern segment began in November 2020 (FY21) with completion scheduled for summer 2022 (FY23). Design of the southern segment is scheduled to begin in FY23 with completion scheduled for 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

- **Right-of-way** of the northern segment is scheduled to begin spring 2022 (FY22) with completion scheduled for spring 2023 (FY23). Right-of-way of the southern segment is scheduled to begin in FY24 with completion scheduled for FY25.
- **Construction** of the northern segment is scheduled to begin summer 2023 (FY24) with completion scheduled for spring 2025 (FY25). Construction of the southern segment is scheduled to begin in FY26 with completion scheduled for FY27.

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Debt	37,532	-	-	-	37,532	-	-	-	-	37,532	-
NVTA 30%	4,000	4,000	-	-	-	-	-	-	-	-	-
Proffers	3,050	-	-	3,050	-	-	-	-	-	3,050	-
State Revenue	25,000	25,000	-	-	-	-	-	-	-	-	-
Total Revenue	69,582	29,000	-	3,050	37,532	-	-	-	-	40,582	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	4,000	276	2,500	1,224	-	-	-	-	-	1,224	-
Construction	52,082	-	-	-	17,082	17,000	9,000	9,000	-	52,082	-
Right of Way/Land	13,500	-	1,500	3,500	4,500	4,000	-	-	-	12,000	-
Total Expenditure	69,582	276	4,000	4,724	21,582	21,000	9,000	9,000	-	65,306	-

Operating Impacts		FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28
Operating Expenses	-	-	-	-	-	-	-	-	-
Debt Service	-	-	145	707	1,257	2,180	2,413	6,703	-
Revenue	-	-	-	-	-	-	-	-	-
General Fund Requirement	-	-	145	707	1,257	2,180	2,413	6,703	-
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

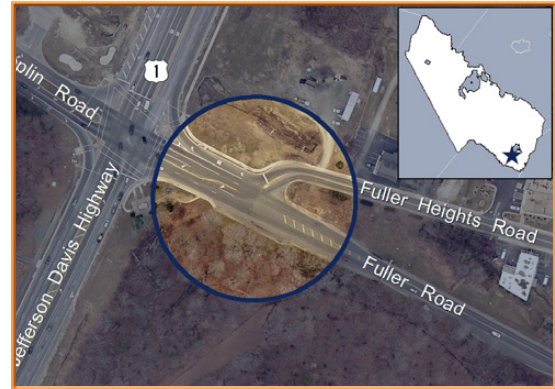
- **Relieve congestion and improve safety** – Constructing these roadway improvements will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.

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 2021 (FY22).
- **Right-of-way and utility relocation** began in September 2019 (FY20) and was completed in August 2021 (FY22).
- **Construction** is scheduled to begin in June 2022 (FY22) with completion scheduled for June 2023 (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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		



Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Federal Revenue	7,522	7,522	-	-	-	-	-	-	-	-	-
Proffers	768	768	-	-	-	-	-	-	-	-	-
Total Revenue	8,289	8,289	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	1,885	1,885	-	-	-	-	-	-	-	-	-
Construction	5,029	-	529	4,500	-	-	-	-	-	4,500	-
Right of Way/Land	393	393	-	-	-	-	-	-	-	-	-
Conversion	982	982	-	-	-	-	-	-	-	-	-
Total Expenditure	8,289	3,261	529	4,500	-	-	-	-	-	4,500	-

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

FY23 Appropriation (Design) – \$7.5M

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** – The project will improve access to Dale City, Potomac Mills and I-95.
- **Economic Development** – The project supports economic development in the Dale City Small Area Plan.

Funding Sources

- **Northern Virginia Transportation Authority 30% funding** – \$10.0M funding for design.
- **Debt** – \$60.0M

Project Milestones

- **Preliminary Engineering** began in fall 2020 (FY2021) with completion scheduled for fall 2022 (FY23).
- **Construction** is scheduled to begin in FY24 with completion scheduled for FY25, depending on the procurement method.



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Debt	60,000	-	-	-	60,000	-	-	-	-	60,000	-
NVTA 30%	10,000	2,500	-	7,500	-	-	-	-	-	7,500	-
Total Revenue	70,000	2,500	-	7,500	60,000	-	-	-	-	67,500	-

Cost Categories (Expenditures)

Design/Planning	10,000	-	2,000	8,000	-	-	-	-	-	8,000	-
Construction	60,000	-	-	-	30,000	30,000	-	-	-	60,000	-
Total Expenditure	70,000	-	2,000	8,000	30,000	30,000	-	-	-	68,000	-

Operating Impacts

Operating Expenses	-	-	-	-	-	-	-	-	-	-	-
Debt Service	-	620	3,289	5,295	5,159	5,023	19,386	-	-	-	-
Revenue	-	-	-	-	-	-	-	-	-	-	-
General Fund Requirement	-	620	3,289	5,295	5,159	5,023	19,386	-	-	-	-
Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-	-	-

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

North Woodbridge Mobility Improvements (Annapolis Way)

Total Project Cost – \$8.0M

Project Description

This project will design and construct a two-lane roadway connecting the missing section of Annapolis Way to Marina Way, approximately 0.28 miles. The project will also construct bicycle and pedestrian facilities on both sides of the roadway.

Service Impact

- **Relieve congestion and improve safety** – Construction improvements will fill in the missing section of Annapolis Way to Marina Way. The highest service impact will be experienced during peak morning and evening travel periods.

Funding Sources

- **Northern Virginia Transportation Authority 70% funding** – \$8.0M

Project Milestones

- **Design** began in June 2019 (FY19) with completion scheduled for September 2022 (FY23).
- **Right-of-way acquisition** is scheduled to begin in September 2022 (FY23) with completion scheduled for February 2023 (FY23).
- **Construction** is scheduled to begin in spring 2023 (FY23) with completion scheduled for winter 2024 (FY25).



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 70%	8,000	-	8,000	-	-	-	-	-	-	-	-
Total Revenue	8,000	-	8,000	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	1,200	-	600	600	-	-	-	-	-	600	-
Construction	6,700	-	-	3,000	3,000	700	-	-	-	6,700	-
Right of Way/Land	100	-	-	100	-	-	-	-	-	100	-
Total Expenditure	8,000	-	600	3,700	3,000	700	-	-	-	7,400	-

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 – \$15.3M
(Current Appropriation – \$2.1M)

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

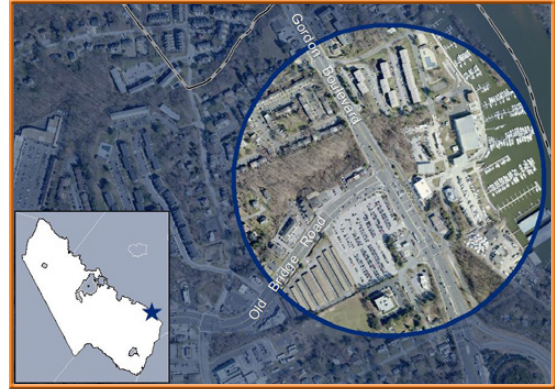
- **Relieve congestion and improve safety** – The interchange will separate and improve flow and operations for vehicles traveling from Gordon Boulevard to Old Bridge Road.
- **Connectivity** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within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

Funding Sources

- **Northern Virginia Transportation Authority 30% funding** – \$1.7M
- **General fund (Occoquan TRIP)** – \$343K
- **Debt** – \$13.2M

Project Milestones

- **Preliminary Engineering** is scheduled to begin in fall 2021 (FY22) 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Debt	13,232	-	-	-	-	13,232	-	-	-	13,232	-
General Funds	343	268	75	-	-	-	-	-	-	-	-
NVTA 30%	1,725	1,500	225	-	-	-	-	-	-	-	-
Total Revenue	15,300	1,768	300	-	-	13,232	-	-	-	13,232	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	1,768	-	884	884	-	-	-	-	-	884	-
Construction	10,300	-	-	-	-	-	10,300	-	-	10,300	-
Right of Way/Land	3,232	-	300	-	-	2,932	-	-	-	2,932	-
Total Expenditure	15,300	-	1,184	884	-	2,932	10,300	-	-	14,116	-

Operating Impacts											
	Operating Expenses	-	-	-	-	-	-	-	-	-	-
	Debt Service	-	-	-	68	505	1,200	1,170	2,944	-	-
	Revenue	-	-	-	-	-	-	-	-	-	-
	General Fund Requirement	-	-	-	68	505	1,200	1,170	2,944	-	-
	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

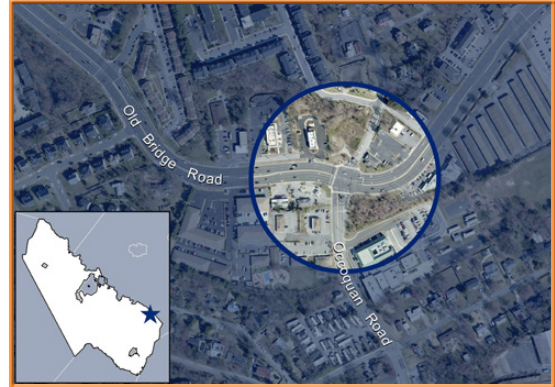
- **Relieve congestion and improve safety** – Intersection improvements will alleviate congestion and produce higher safety standards. The highest service impact will be experienced during peak morning and evening travel periods.
- **Connectivity** – This project will improve connectivity and increase 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Federal Revenue	11,532	11,532	-	-	-	-	-	-	-	-	-
Total Revenue	11,532	11,532	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	598	403	195	-	-	-	-	-	-	-	-
Construction	5,194	-	-	-	194	2,500	2,500	-	-	5,194	-
Right of Way/Land	5,740	0	-	2,870	2,870	-	-	-	-	5,740	-
Total Expenditure	11,532	403	195	2,870	3,064	2,500	2,500	-	-	10,934	-

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 improve connectivity and increase 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 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).
- **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).



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

- **Final design and construction** through a design-build contract is scheduled to begin March 2022 (FY22) with completion scheduled for spring 2024 (FY24).

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Federal Revenue	45,934	45,934	-	-	-	-	-	-	-	-	-
General Funds	140	140	-	-	-	-	-	-	-	-	-
NVTA 30%	5,246	5,246	-	-	-	-	-	-	-	-	-
Recordation Tax	3,420	3,420	-	-	-	-	-	-	-	-	-
State Revenue	3,900	3,900	-	-	-	-	-	-	-	-	-
Total Revenue	58,640	58,640	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	2,233	1,353	880	-	-	-	-	-	-	-	-
Construction	50,896	-	12,723	25,450	12,723	-	-	-	-	38,173	-
Right of Way/Land	5,511	5,511	-	-	-	-	-	-	-	-	-
Total Expenditure	58,640	6,864	13,603	25,450	12,723	-	-	-	-	38,173	-

Operating Impacts									
	Operating Expenses	-	-	500	500	500	500	2,000	
	Debt Service	-	-	-	-	-	-	-	
	Revenue	-	-	-	-	-	-	-	
	General Fund Requirement	-	-	500	500	500	500	2,000	
	Additional Positions (FTEs)	-	-	-	-	-	-	-	

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

Prince William Parkway/Old Bridge Rd Intersection Improvement

Total Project Cost – \$33.5M

Project Description

This project involves re-aligning Prince William Parkway (Route 294) into a standard configuration six-lane roadway making the Parkway the main flow of traffic. The project will also realign Old Bridge Road as a four-lane roadway creating a T-configuration alignment to Prince William Parkway with Touchstone Circle being converted to an unsignalized right-in/right-out movement. The project will enhance pedestrian facilities, to include a five-foot sidewalk on the south side of the project, a 10-foot trail on the north side, and pedestrian crossings. The project will also improve any storm water management facilities and any other improvements as needed by engineering analysis and design.

Service Impact

- **Relieve congestion and improve safety** – This project will improve flow and operation for vehicles traveling on Prince William Parkway and Old Bridge Road.
- **Connectivity and citizen satisfaction** – This project will increase connectivity and the number of citizens satisfied with their ease of travel within the County.

Funding Source

- **Federal funding** – \$33.5M

Project Milestones

- **Preliminary engineering** is scheduled to begin in fall 2022 (FY23) with completion scheduled for fall 2024 (FY25).
- **Right-of-way acquisition** is scheduled to begin in fall 2024 (FY25).
- **Construction** is scheduled to begin in FY27.



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Federal Revenue	33,488	-	33,488	-	-	-	-	-	-	-	-
Total Revenue	33,488	-	33,488	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	2,295	-	5	1,143	1,148	-	-	-	-	2,290	-
Construction	22,656	-	-	-	-	-	-	7,552	7,552	15,104	7,552
Right of Way/Land	8,537	-	-	-	2,846	2,846	2,846	-	-	8,537	-
Total Expenditure	33,488	-	5	1,143	3,993	2,846	2,846	7,552	7,552	25,931	7,552

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 1 (Brady's Hill Road to Route 234)

Total Project Cost – \$177.2M
(Current Appropriation – \$48.9M)

Project Description

This project consists of widening the existing northbound Route 1 through the Town of Dumfries to a six-lane facility with pedestrian and bike facilities. The project will also convert the existing Route 1 southbound alignment into a two-way roadway for local traffic.

Service Impact

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

Funding Sources

- **Northern Virginia Transportation Authority 70% funding** – \$126.9M
- **State funding** – \$50.3M

Project Milestones

- **Design** began in summer 2021 (FY22) with completion scheduled for fall 2023 (FY24).
- **Right-of-way acquisition** is scheduled to begin in spring 2022 (FY22) with completion scheduled for completion in spring 2024 (FY24).
- **Construction** is scheduled to begin in fall 2024 (FY25) with completion scheduled for winter 2026 (FY27).



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 70%	126,880	4,020	44,860	-	-	78,000	-	-	-	78,000	-
State Revenue	50,325	-	-	-	-	50,325	-	-	-	50,325	-
Total Revenue	177,205	4,020	44,860	-	-	128,325	-	-	-	128,325	-

Cost Categories (Expenditures)	6,900	2,891	2,988	1,020	-	-	-	-	-	1,020	-
Design/Planning	6,900	2,891	2,988	1,020	-	-	-	-	-	1,020	-
Construction	83,313	-	-	-	-	34,497	34,497	14,319	-	83,313	-
Right of Way/Land	86,992	-	10,120	32,500	32,500	11,872	-	-	-	76,872	-
Total Expenditure	177,205	2,891	13,109	33,520	32,500	46,369	34,497	14,319	-	161,205	-

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 1 (Featherstone Road to Marys Way)

Total Project Cost – \$111.4M

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

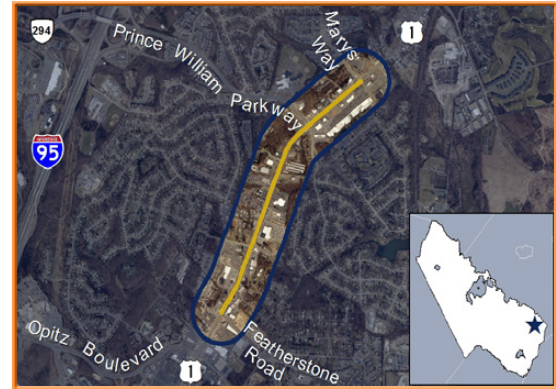
- **Relieve congestion and improve safety** – Widening this roadway will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.

Funding Sources

- **Northern Virginia Transportation Authority 70% funding** – \$63.4M
- **Federal funding** – \$40.1M
- **State funding** – \$4.5M
- **Service Authority reimbursement** – \$3.4M

Project Milestones

- **Design** began in February 2015 (FY15). Utility duct bank design was completed in November 2019 (FY20). 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 October 2020 (FY21) with completion scheduled for October 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		



Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Federal Revenue	40,058	40,058	-	-	-	-	-	-	-	-	-
NVTA 70%	63,400	63,400	-	-	-	-	-	-	-	-	-
Proffers	3	3	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	3,436	3,436	-	-	-	-	-	-	-	-	-
State Revenue	4,526	4,526	-	-	-	-	-	-	-	-	-
Total Revenue	111,423	111,423	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	4,613	4,429	184	-	-	-	-	-	-	-	-
Construction	64,577	22,378	23,968	18,231	-	-	-	-	-	18,231	-
Right of Way/Land	41,000	34,480	3,287	3,233	-	-	-	-	-	3,233	-
Conversion	1,233	1,233	-	-	-	-	-	-	-	-	-
Total Expenditure	111,423	62,520	27,439	21,464	-	-	-	-	-	21,464	-

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

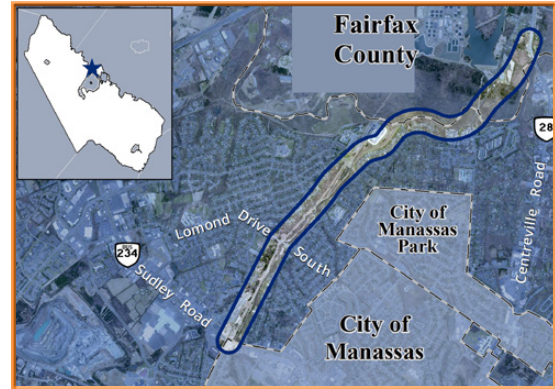
- **Relieve congestion and improve safety** – Construction improvements along this corridor will help alleviate congestion and produce higher safety standards at intersections and dangerous curves. The highest service impact will be experienced during peak morning and evening travel periods.

Funding Source

- **Northern Virginia Transportation Authority 70% funding** – \$95.0M
- **Developer contributions (proffers)** – \$3.4M
- **Debt** – \$200.0M

Project Milestones

- **Design** began in November 2021 (FY22) with completion scheduled for June 2025 (FY25).
- **Right-of-way acquisition** is scheduled to begin in November 2023 (FY24) with completion scheduled for November 2025 (FY26).
- **Construction** is scheduled to begin in January 2026 (FY26) with construction scheduled for completion in October 2028 (FY29).



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Debt	200,000	-	-	-	-	200,000	-	-	-	200,000	-
NVTA 70%	95,000	95,000	-	-	-	-	-	-	-	-	-
Proffers	3,392	3,392	-	-	-	-	-	-	-	-	-
Total Revenue	298,392	98,392	-	-	-	200,000	-	-	-	200,000	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	29,000	944	14,500	10,500	3,056	-	-	-	-	13,556	-
Construction	209,392	-	-	-	-	-	102,700	102,700	3,000	208,400	992
Right of Way/Land	60,000	-	-	-	35,000	20,000	5,000	-	-	60,000	-
Total Expenditure	298,392	944	14,500	10,500	38,056	20,000	107,700	102,700	3,000	281,956	992

Operating Impacts											
	Operating Expenses	-	-	-	-	-	-	-	-	-	-
	Debt Service	-	-	-	-	2,567	10,998	12,501	26,067	-	-
	Revenue	-	-	-	-	-	-	-	-	-	-
	General Fund Requirement	-	-	-	-	2,567	10,998	12,501	26,067	-	-
	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 - \$35.2M
FY23 Appropriation - \$24.0M

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, 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, 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 70% funding** – \$35.0M
- **Developer contributions (proffers)** – \$45K
- **Service Authority reimbursement** – \$196K

Project Milestones

- **Design** began in December 2019 (FY20) and was completed in August 2021 (FY22).
- **Right-of-way acquisition** began in November 2020 (FY21) and was completed in April 2022 (FY22).
- **Construction** is scheduled to begin in November 2022 (FY23) and is scheduled for completion in May 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 70%	35,000	11,000	-	24,000	-	-	-	-	-	24,000	-
Proffers	45	45	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	196	-	196	-	-	-	-	-	-	-	-
Total Revenue	35,241	11,045	196	24,000	-	-	-	-	-	24,000	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	5,696	3,591	2,105	-	-	-	-	-	-	-	-
Construction	22,500	-	-	16,924	5,576	-	-	-	-	22,500	-
Right of Way/Land	7,045	3	4,072	2,970	-	-	-	-	-	2,970	-
Total Expenditure	35,241	3,594	6,177	19,894	5,576	-	-	-	-	25,470	-

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 – \$15.9M

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, roadway extensions, and traffic-calming measures.

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

- **NVTA 30% funding** – \$1.0M
- **Recordation tax** – \$10.2M
- **General fund (TRIP)** – \$871K
- **Federal funding** – \$2.5M
- **State revenue** – \$1.3M
- **Developer contributions (proffers)** – \$20K

Project Milestones

- **Current TRIP funded** projects include the following:
- **Old Carolina Road Sidewalk, \$1.1M** – Scheduled for completion in fall 2022 (FY23).
- **Old Bridge Sidewalk (Oakwood to Forest Hills), \$1.6M** – Scheduled for completion in fall 2024 (FY25).

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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Federal Revenue	2,523	2,523	-	-	-	-	-	-	-	-	-
General Funds	871	871	-	-	-	-	-	-	-	-	-
NVTA 30%	1,013	-	1,013	-	-	-	-	-	-	-	-
Proffers	20	20	-	-	-	-	-	-	-	-	-
Recordation Tax	10,223	210	563	1,575	1,575	1,575	1,575	1,575	1,575	9,450	-
State Revenue	1,270	1,270	-	-	-	-	-	-	-	-	-
Total Revenue	15,919	4,894	1,575	1,575	1,575	1,575	1,575	1,575	1,575	9,450	-

Cost Categories (Expenditures)

Design/Planning	1,328	834	132	200	162	-	-	-	-	362	-
Construction	14,392	-	2,147	215	369	637	-	-	-	1,220	11,025
Right of Way/Land	200	19	81	66	34	-	-	-	-	100	-
Total Expenditure	15,919	853	2,359	481	564	637	-	-	-	1,682	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 – \$19.5M

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

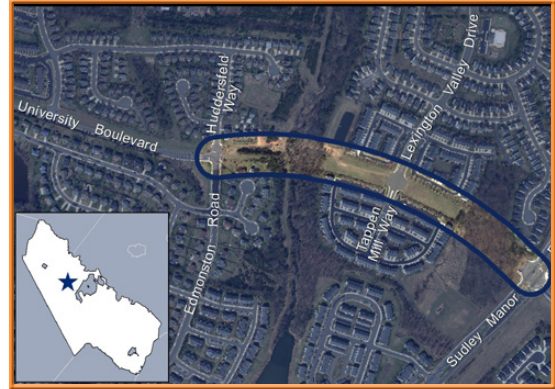
- **Relieve congestion and improve safety** – Constructing the extension will alleviate congestion and improve safety on University Boulevard. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – The shared use path and sidewalk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

Funding Sources

- **Northern Virginia Transportation Authority 30% funding** – \$10.0M
- **State funding** – \$9.5M

Project Milestones

- **Design** began in November 2018 (FY19) and was completed in December 2021 (FY22).
- **Right-of-way acquisition** began in July 2020 (FY21) and was completed in August 2021 (FY22).
- **Construction** is scheduled to begin in July 2022 (FY23) with completion scheduled for July 2024 (FY25).



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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 30%	10,000	10,000	-	-	-	-	-	-	-	-	-
State Revenue	9,509	9,509	-	-	-	-	-	-	-	-	-
Total Revenue	19,509	19,509	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
Design/Planning	2,175	2,175	-	-	-	-	-	-	-	-	-
Construction	15,319	-	-	7,660	7,660	-	-	-	-	15,319	-
Right of Way/Land	2,015	217	899	899	-	-	-	-	-	899	-
Total Expenditure	19,509	2,392	899	8,559	7,660	-	-	-	-	16,218	-

Operating Impacts		FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
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 – \$29.7M

Project Description

This project consists of constructing improvements at the intersection of 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 the Virginia Department of Transportation.

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 improve connectivity and increase the number of citizens satisfied with ease of travel within the County.

Funding Sources

- **Northern Virginia Transportation Authority 70% funding** – \$24.2M
- **Northern Virginia Transportation Authority 30% funding** – \$5.5M

Project Milestones

- **Design** began in December 2018 (FY19) and was completed in December 2021 (FY22).
- **Right-of-way acquisition** began in February 2020 (FY20) and was completed in September 2021 (FY22).
- **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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 30%	5,513	-	5,513	-	-	-	-	-	-	-	-
NVTA 70%	24,200	24,200	-	-	-	-	-	-	-	-	-
Total Revenue	29,713	24,200	5,513	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	2,900	2,213	687	-	-	-	-	-	-	-	-
Construction	26,413	-	4,000	19,413	3,000	-	-	-	-	22,413	-
Right of Way/Land	400	10	250	140	-	-	-	-	-	140	-
Total Expenditure	29,713	2,223	4,937	19,553	3,000	-	-	-	-	22,553	-

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

- **Northern Virginia Transportation Authority 30% funding** – \$2.0M

Project Milestones

- **The NEPA process** began in summer 2020 (FY21) with completion scheduled for fall 2022 (FY23).
- **Design, right-of-way acquisition and construction** schedules are undetermined pending an identified 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		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY23 - FY28	Future
NVTA 30%	2,000	2,000	-	-	-	-	-	-	-	-	-
Total Revenue	2,000	2,000	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	2,000	618	982	400	-	-	-	-	-	400	-
Design/Planning	2,000	618	982	400	-	-	-	-	-	400	-
Total Expenditure	2,000	618	982	400	-	-	-	-	-	400	-

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).