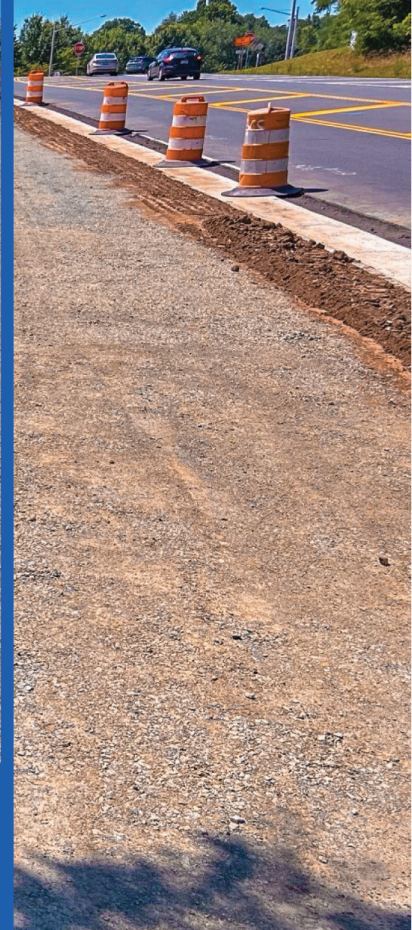


TRANSPORTATION
PROJECTS

Clover Hill Road & Prince William Parkway Interchange

Total Project Cost – $72.0M
Current Appropriation – $3.0M

Project Description

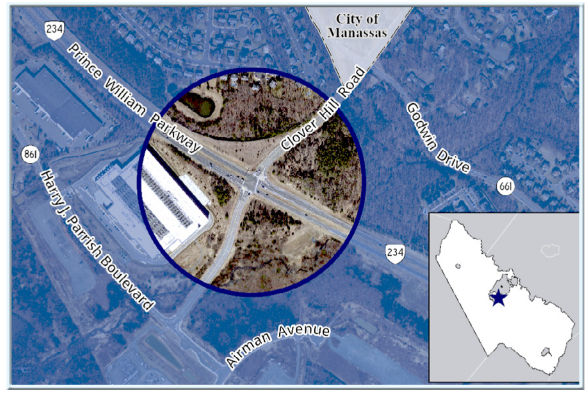
This project was previously studied in 2017 under the Virginia Department of Transportation Strategically Targeted Affordable Roadway Solutions program, which recommended a bowtie configuration at this location. Due to projected traffic growth from the Manassas Regional Airport Expansion and expected trips from additional commercial flights, the bowtie configuration will no longer support the required capacity. A traffic and operational analysis determined that a Diverging Diamond Interchange is the most appropriate design based on these updates. This configuration will grade separate Clover Hill Road from Route 234, with signals on Route 234 on and off ramps. It will accommodate future growth, improve traffic operations, and provide a safe signal protected crossing for both a shared-use path and a sidewalk.

Service Impact

- **Relieve congestion and improve safety** – Changing the design of 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 Source

- **Northern Virginia Transportation Authority 70% funding** – $1.9M
- **Northern Virginia Transportation Authority 30% funding** – $1.0M
- **General fund** – $140K
- **Identification of additional project funding** is currently ongoing.



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Project Milestones

- **Design** began in February 2025 (FY25) and is scheduled to be completed in winter 2026 (FY27).
- **Right-of-Way acquisition and construction** schedules will be determined pending additional project funding.

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
General Funds	140	140	-	-	-	-	-	-	-	-	-
NVTA 30%	1,000	1,000	-	-	-	-	-	-	-	-	-
NVTA 70%	1,900	1,900	-	-	-	-	-	-	-	-	-
Total Revenue	**3,040**	**3,040**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	3,040	1,484	1,200	356	-	-	-	-	-	356	-
Total Expenditure	**3,040**	**1,484**	**1,200**	**356**	**-**	**-**	**-**	**-**	**-**	**356**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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 – $74.3M

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 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** – The project will connect with existing Balls Ford Road/Route 234 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

- **State funding** – $38.9M
- **Northern Virginia Transportation Authority 30% funding** – $32.7M
- **Developer contributions (proffers)** – $2.7M

Project Milestones

- **Design** of the northern segment (University Boulevard to Jenell Drive) began in FY21 and was completed in FY25. Design of the southern segment (Linton Hall Road to University Boulevard) is scheduled to begin in FY27 with completion scheduled for FY29.
- **Right-of-Way** of the northern segment began in FY22 and was completed in FY24. Right-of-Way of the southern segment is scheduled to begin in FY29 with completion scheduled for FY31.
- **Construction** of the northern segment began in fall 2025 (FY26) with completion scheduled for March 2028 (FY28). Construction of the southern segment is scheduled to begin in FY30 with completion scheduled for FY32.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	**Project Estimate**	**Prior Yrs Actual**	**FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY27 - FY32**	**Future**
Debt	-	-	28,700	28,700	-	-	-	-	-	28,700	-
NVTA 30%	32,700	4,000	-	28,700	-	-	-	-	-	28,700	-
Proffers	2,684	2,684	-	-	-	-	-	-	-	-	-
State Revenue	38,933	34,223	4,710	-	-	-	-	-	-	-	-
Total Revenue	**74,317**	**40,907**	**33,410**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	5,470	3,721	525	624	300	300	-	-	-	1,224	-
Construction	56,847	254	15,310	10,600	8,000	2,200	10,600	5,700	4,183	41,283	-
Right of Way/Land	12,000	6,487	-	-	-	3,500	1,007	1,007	-	5,513	-
Total Expenditure	**74,317**	**10,462**	**15,835**	**11,224**	**8,300**	**6,000**	**11,607**	**6,707**	**4,183**	**48,020**	**-**
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).

Ellicott Street Sidewalk (Occoquan Greenway Connector)

Total Project Cost – $2.9M

Project Description

This project will construct 170 feet of sidewalk on Ellicott Street from Mill Street to Poplar Alley. An additional 500 feet of sidewalk will also be constructed from approximately 300 feet south of the merger of Ellicott and Union Streets, tying into the planned Occoquan Greenway. The project will also include ramps and crossings compliant with the Americans with Disabilities Act along Ellicott Street, between Poplar Alley and Union Street.

Service Impact

- **Improve access and connectivity** – The project will connect with existing Ellicott Street with the planned Occoquan Greenway.
- **Enhanced pedestrian safety** – The pedestrian facilities along Ellicott Street will provide enhanced safety and connectivity.

Funding Sources

- **Federal funding** – $2.4M
- **Debt** – $342K
- **Developer contributions (proffers)** – $157K

Project Milestones

- **Design** began in FY23 and was completed in FY25.
- **Right-of-Way** began in FY24 and is scheduled to be completed in FY27.
- **Construction** is scheduled to begin in FY28 with completion scheduled for FY30.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Debt	342	342	-	-	-	-	-	-	-	-	-
Federal Revenue	2,382	2,382	-	-	-	-	-	-	-	-	-
Proffers	157	157	-	-	-	-	-	-	-	-	-
Total Revenue	**2,881**	**2,881**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

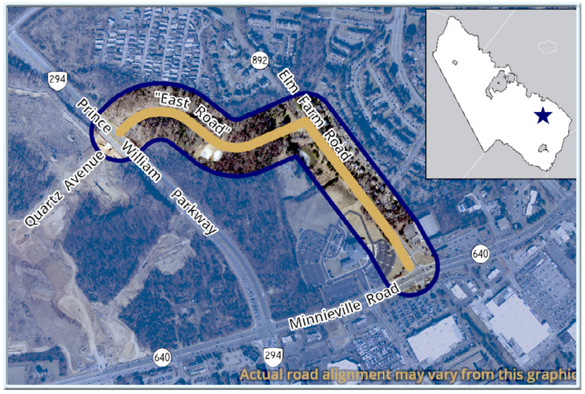
Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Design/Planning	233	233	-	-	-	-	-	-	-	-	-
Construction	2,019	-	-	-	882	882	255	-	-	2,019	-
Right of Way/Land	629	300	165	165	-	-	-	-	-	165	-
Total Expenditure	**2,881**	**533**	**165**	**165**	**882**	**882**	**255**	**-**	**-**	**2,184**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
Operating Expenses	-	-	-	-	-	-	-
Debt Service	34	33	32	31	30	29	189
Revenue	-	-	-	-	-	-	-
General Fund Requirement	**34**	**33**	**32**	**31**	**30**	**29**	**189**
Additional Positions (FTEs)	-	-	-	-	-	-	-

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

Elm Farm Road & Prince William Parkway Shared-use path

Total Project Cost – $10.8M



Project Description

This project includes the construction of a shared-use path (SUP) along Elm Farm Road from Lacebark Elm Court to Minnieville Road. The project also includes reconstructing the future intersection of Elm Farm Road and the Maintenance of Traffic (MOT) East Road to a T-intersection and removing the intersection of the MOT East Road with Prince William Parkway.

Service Impact

- **Relieve congestion and improve safety** – Constructing the SUP aims to improve safety by separating non-motorized users from vehicular traffic, while enhancing options for walking, biking, and other recreational activities.
- **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 Source

- **Federal funding** – $10.2M
- **Northern Virginia Transportation Authority 30% funding** – $625K

Project Milestones

- **Design** began in winter 2026 (FY26) and is scheduled to be completed in summer 2028 (FY29).
- **Right-of-Way acquisition and construction** is scheduled to begin fall 2026 (FY27) with completion scheduled for fall 2028 (FY29).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	10,162	10,162	-	-	-	-	-	-	-	-	-
NVTA 30%	625	625	-	-	-	-	-	-	-	-	-
Total Revenue	**10,787**	**10,787**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	1,613	-	100	500	1,000	13	-	-	-	1,513	-
Construction	8,806	-	-	2,306	4,000	2,500	-	-	-	8,806	-
Right of Way/Land	369	-	50	100	200	19	-	-	-	319	-
Total Expenditure	**10,787**	**-**	**150**	**2,906**	**5,200**	**2,531**	**-**	**-**	**-**	**10,637**	**-**
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).

Graduation Drive Parking Lot

Total Project Cost – $5.2M
Current Appropriation – $1.9M

Project Description

This project involves the design and construction of a parking lot of approximately 100-150 spaces along Graduation Drive near Route 15 and Battlefield High School. Staff evaluated a pedestrian bridge over Route 15 but pedestrian volumes did not support the need for a pedestrian bridge. It was recommended to construct an overflow parking lot on Graduation Drive, near Route 15, to reduce the number of pedestrians crossing Route 15, including students. After closure of the Pedestrian Bridge project, the remaining balance of $1.9 million of general use proffers was allocated to the Graduation Drive Parking Lot project via BOCS Resolution 24-823.

Service Impact

- **Relieve congestion and improve safety** – Constructing the overflow parking lot will improve safety and reduce the number of pedestrians and students crossing Route 15. The service impact will be most noticeable during peak morning and evening travel periods, especially during school starting and ending times.
- **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 Source

- **Developer contributions (proffers)** – $1.9M
- **Identification of additional project funding** is currently ongoing.

Project Milestones

- **Design** began in April 2025 (FY25) and is scheduled for completion in August 2026 (FY27).
- **Right-of-Way acquisition** is scheduled to begin in May 2026 (FY26) with anticipated completion in October 2026 (FY27).
- **Construction** schedule will be determined pending additional project funding.

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Proffers	1,929	1,929	-	-	-	-	-	-	-	-	-
Total Revenue	**1,929**	**1,929**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Design/Planning	532	32	250	250	-	-	-	-	-	250	-
Construction	1,050	-	-	800	250	-	-	-	-	1,050	-
Right of Way/Land	347	-	97	250	-	-	-	-	-	250	-
Total Expenditure	**1,929**	**32**	**347**	**1,300**	**250**	**-**	**-**	**-**	**-**	**1,550**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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 – $80.2M

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** – $80.0M
- **General fund** – $191K
- **Developer contributions (proffers)** – $45K

Project Milestones

- **Preliminary Engineering** began in FY21.
- **Design** began in FY23 and was completed in FY25. The design of the project was funded by the developer of the adjacent Quartz development, per the proffer requirements.
- **Right-of-Way** began in FY24 and is scheduled for completion in FY26.
- **Construction** began in January 2026 (FY26) with completion scheduled for spring 2028 (FY28).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
General Funds	191	191	-	-	-	-	-	-	-	-	-
NVTA 30%	80,000	80,000	-	-	-	-	-	-	-	-	-
Proffers	45	45	-	-	-	-	-	-	-	-	-
Total Revenue	**80,235**	**80,235**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	190	190	-	-	-	-	-	-	-	-	-
Construction	70,235	-	20,012	25,111	25,112	-	-	-	-	50,223	-
Right of Way/Land	9,810	7,017	2,793	-	-	-	-	-	-	-	-
Total Expenditure	**80,235**	**7,207**	**22,805**	**25,111**	**25,112**	**-**	**-**	**-**	**-**	**50,223**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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).

North Woodbridge Mobility Improvements (Marina Way Ext.)

Total Project Cost – $25.1M

Project Description

This project will design and construct a 0.26-mile extension of Marina Way, from Gordon Boulevard to Annapolis Way. The project includes construction of a four-lane divided roadway, a five-foot wide sidewalk on both sides of the roadway, turning lanes, storm drainage, stormwater management facility, and signal modification.

Service Impact

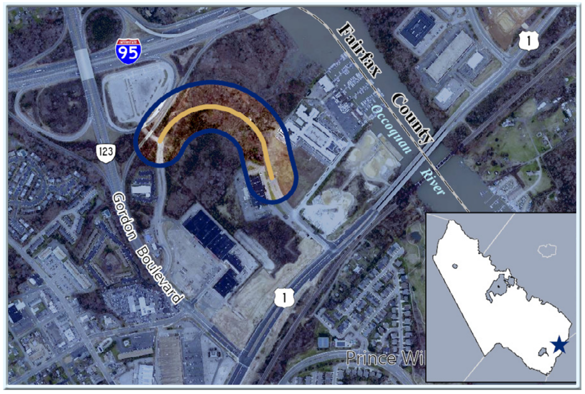
- **Relieve congestion and improve safety** – Construction improvements will help alleviate congestion on local roads and enhance pedestrian accessibility and connectivity.

Funding Sources

- **Federal funding** – $25.1M
- **Northern Virginia Transportation Authority 30% funding** – $50K

Project Milestones

- **Design** began in FY23 and was completed in FY25.
- **Right-of-Way acquisition** began in FY25 and was completed in FY26.
- **Construction** will begin in spring 2026 (FY26) with completion scheduled for summer 2027 (FY28).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	25,050	25,050	-	-	-	-	-	-	-	-	-
NVTA 30%	50	50	-	-	-	-	-	-	-	-	-
Total Revenue	**25,100**	**25,100**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	3,418	3,418	-	-	-	-	-	-	-	-	-
Construction	11,632	43	5,000	4,500	2,089	-	-	-	-	6,589	-
Right of Way/Land	10,050	7,500	2,550	-	-	-	-	-	-	-	-
Total Expenditure	**25,100**	**10,961**	**7,550**	**4,500**	**2,089**	**-**	**-**	**-**	**-**	**6,589**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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).

North Woodbridge Pedestrian Bridge

Total Project Cost – $4.9M

Project Description

This project was recommended in the North Woodbridge Small Area Plan and will construct a pedestrian bridge over US Route 1 to connect the Woodbridge Virginia Railway Express Station to the future Woodbridge Town Center.

Service Impact

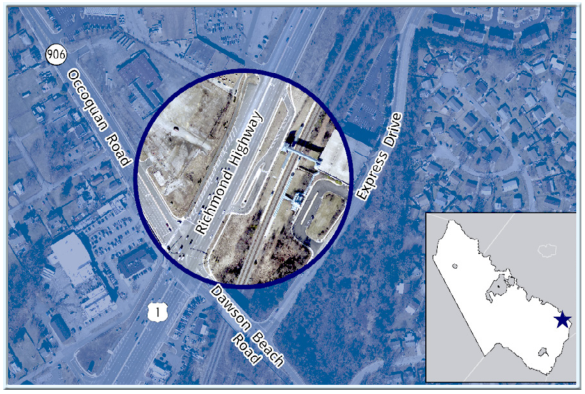
- **Relieve congestion and improve safety** – Adding this pedestrian bridge will improve pedestrian safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – Enhanced safety and pedestrian connectivity within the County will be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

Funding Source

- **Developer contributions (proffers)** – $3.9M
- **Northern Virginia Transportation Authority 30% funding** – $1.0M

Project Milestones

- **Design** began in June 2025 (FY25) and is scheduled for completion in summer 2026 (FY27).
- **Right-of-Way acquisition and construction** is scheduled to begin in fall 2026 (FY27) with completion scheduled for fall 2027 (FY28).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
NVTA 30%	1,000	1,000	-	-	-	-	-	-	-	-	-
Proffers	3,868	-	3,868	-	-	-	-	-	-	-	-
Total Revenue	**4,868**	**1,000**	**3,868**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Design/Planning	2,000	17	500	1,483	-	-	-	-	-	1,483	-
Construction	2,368	-	-	2,368	-	-	-	-	-	2,368	-
Right of Way/Land	500	-	-	500	-	-	-	-	-	500	-
Total Expenditure	**4,868**	**17**	**500**	**4,351**	**-**	**-**	**-**	**-**	**-**	**4,351**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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 – To Be Determined

Current Appropriation – $15.3M

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

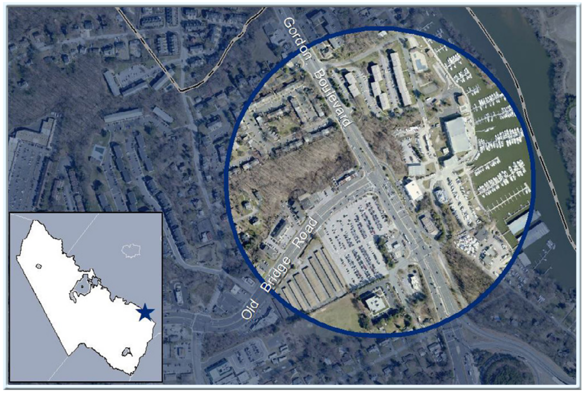
- **Relieve congestion and improve safety** – The interchange will separate and improve flow and operations for vehicles traveling from Gordon Boulevard to Old Bridge Road.
- **Connectivity** – This project will increase connectivity, and the number of citizens satisfied with their ease of travel within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

Funding Sources

- **Northern Virginia Transportation Authority 30% funding** – $14.9M
- **General fund (Occoquan TRIP)** – $343K
- **Identification of additional project funding** is currently ongoing.

Project Milestones

- **Preliminary Engineering and Design** began in spring 2025 (FY25) and is pending full project funding.
- **Public Information Meeting** was held in September 2023 to present possible design options.
- **Right-of-Way and Construction** schedules will be determined pending additional project funding.



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
General Funds	343	343	-	-	-	-	-	-	-	-	-
NVTA 30%	14,925	5,725	9,200	-	-	-	-	-	-	-	-
Total Revenue	**15,268**	**6,068**	**9,200**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	14,970	429	10,000	4,541	-	-	-	-	-	4,541	-
Right of Way/Land	298	298	-	-	-	-	-	-	-	-	-
Total Expenditure	**15,268**	**727**	**10,000**	**4,541**	**-**	**-**	**-**	**-**	**-**	**4,541**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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/Occoquan Road Intersection Improvement

Total Project Cost – $15.8M

Project Description

This project will enhance traffic safety 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** – $15.5M
- **Service Authority reimbursement** – $185K
- **General fund (Occoquan TRIP)** – $92K

Project Milestones

- **Design** began in FY20 and was completed in FY25.
- **Right-of-Way acquisition** began in FY23 and was completed in FY24.
- **Construction** began in fall 2025 (FY26) with completion scheduled for summer 2027 (FY27).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	15,532	15,532	-	-	-	-	-	-	-	-	-
Other Revenue	92	92	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	185	185	-	-	-	-	-	-	-	-	-
Total Revenue	**15,809**	**15,809**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	3,089	3,089	-	-	-	-	-	-	-	-	-
Construction	7,796	56	5,000	2,740	-	-	-	-	-	2,740	-
Right of Way/Land	4,924	4,924	-	-	-	-	-	-	-	-	-
Total Expenditure	**15,809**	**8,069**	**5,000**	**2,740**	**-**	**-**	**-**	**-**	**-**	**2,740**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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).

Prince William Pkwy./Old Bridge Rd. Intersection Improvement

Total Project Cost – $35.5M

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 stormwater 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** – $35.5M

Project Milestones

- **Design** began in FY22 with completion scheduled for spring 2027 (FY27)
- **Right-of-Way acquisition** is scheduled to begin in summer 2025 (FY26) with completion scheduled for spring 2026 (FY26).
- **Construction** is scheduled to begin in summer 2027 (FY28) with completion scheduled for winter 2028 (FY29).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	35,488	35,488	-	-	-	-	-	-	-	-	-
Total Revenue	**35,488**	**35,488**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	3,328	2,285	427	616	-	-	-	-	-	616	-
Construction	23,119	-	-	-	17,744	5,375	-	-	-	23,119	-
Right of Way/Land	9,041	1,541	7,500	-	-	-	-	-	-	-	-
Total Expenditure	**35,488**	**3,826**	**7,927**	**616**	**17,744**	**5,375**	**-**	**-**	**-**	**23,735**	**-**
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).

Prince William Pkwy./Sudley Manor Drive Interchange

Total Project Cost – $115.5M

Project Description

This project involves constructing improvements at the intersection of Prince William Parkway (Route 234) and Sudley Manor Drive, along with modifications at the intersection of Prince William Parkway and Wellington Road. These improvements will increase capacity and reduce congestion along the corridor. The project will be designed and constructed as a single point urban interchange and will grade separate Prince William Parkway and Sudley Manor Drive to maintain free flow traffic on the Prince William Parkway.

Service Impact

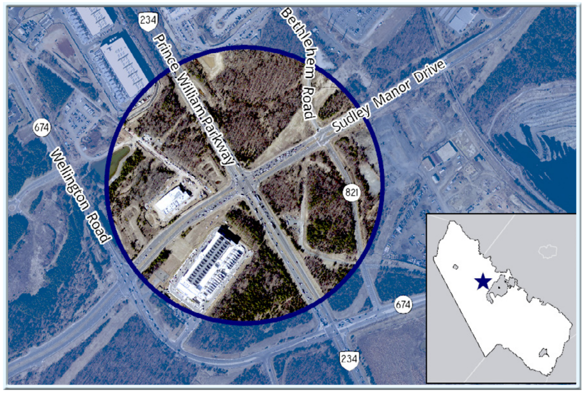
- **Relieve congestion and improve safety** – Construction improvements at this intersection will help alleviate congestion, raise safety standards, and reduce traffic accidents. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – 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 Source

- **Northern Virginia Transportation Authority 70% funding** – $115.0M
- **Recordation Tax** – $500K

Project Milestones

- **Design** began in spring 2025 (FY25) and completion is to be determined. A design-build Request for Detailed Proposals (RFDP) was issued in fall 2025 (FY26) with an anticipated completion date of winter 2026 (FY26).
- **Right-of-Way acquisition** schedules will be determined once the RFDP is completed.
- **Construction** is scheduled to begin in summer 2026 (FY27).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
NVTA 70%	115,000	-	115,000	-	-	-	-	-	-	-	-
Recordation Tax	500	-	500	-	-	-	-	-	-	-	-
Total Revenue	**115,500**	**-**	**115,500**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	7,500	28	2,000	5,472	-	-	-	-	-	5,472	-
Construction	108,000	-	-	5,000	45,000	56,000	2,000	-	-	108,000	-
Total Expenditure	**115,500**	**28**	**2,000**	**10,472**	**45,000**	**56,000**	**2,000**	**-**	**-**	**113,472**	**-**

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

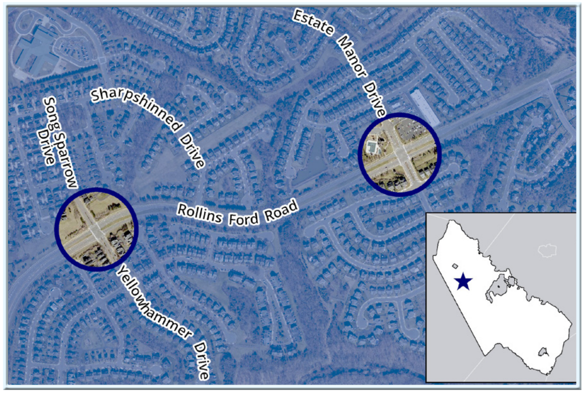
Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Rollins Ford Road Roundabouts

Total Project Cost – $9.5M

Project Description

This project consists of constructing two roundabouts at the intersections of Rollins Ford Road and Song Sparrow/Yellow Hammer Drive and Rollins Ford Road and Estate Manor Drive.



Service Impact

- **Relieve congestion and improve safety** – Constructing the roundabouts will improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – The roundabouts will address safety needs by reducing pedestrian crossing distances and improving refuge areas while controlling and reducing speeds.
- **Connectivity** – This project will improve connectivity and increase the number of citizens satisfied with ease of travel within the County.

Funding Sources

- **Federal funding** – $9.3M
- **Northern Virginia Transportation Authority 30% funding** – $145K

Project Milestones

- **Design** began in FY24 and will be completed in spring 2026 (FY26).
- **Right-of-Way acquisition** began in winter 2025 (FY26) with completion scheduled for summer 2026 (FY27).
- **Construction** is scheduled to begin in fall 2026 (FY27) with completion scheduled for spring 2028 (FY28).

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	9,326	9,326	-	-	-	-	-	-	-	-	-
NVTA 30%	145	145	-	-	-	-	-	-	-	-	-
Total Revenue	**9,471**	**9,471**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	849	588	261	-	-	-	-	-	-	-	-
Construction	7,952	-	-	5,500	2,452	-	-	-	-	7,952	-
Right of Way/Land	670	2	500	168	-	-	-	-	-	168	-
Total Expenditure	**9,471**	**590**	**761**	**5,668**	**2,452**	**-**	**-**	**-**	**-**	**8,120**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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 – $177.7M
Current Appropriation – $49.1M
FY27 Appropriation – $78.0M

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

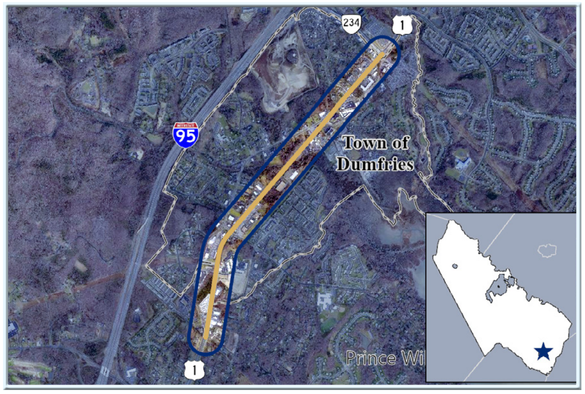
- **Relieve congestion and improve safety** – Widening the existing roadway will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Connectivity** – This project will improve connectivity and increase the number of citizens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

Funding Sources

- **Northern Virginia Transportation Authority 70% funding** – $126.9M
- **State funding** – $50.6M
- **Developer contributions (proffers)** – $266K

Project Milestones

- **Design** began in FY22 and is scheduled for completion in spring 2026 (FY26).
- **Right-of-Way acquisition** began in FY23 with completion scheduled for summer 2026 (FY27).
- **Construction** is scheduled to begin in fall 2027 (FY28) with completion scheduled for spring 2031 (FY31).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
NVTA 70%	126,880	48,880	-	78,000	-	-	-	-	-	78,000	-
Proffers	266	266	-	-	-	-	-	-	-	-	-
State Revenue	50,600	-	-	-	50,600	-	-	-	-	50,600	-
Total Revenue	**177,746**	**49,146**	**-**	**78,000**	**50,600**	**-**	**-**	**-**	**-**	**128,600**	**-**

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Design/Planning	6,695	6,329	366	-	-	-	-	-	-	-	-
Construction	128,700	67	-	-	59,933	60,000	6,587	2,113	-	128,633	-
Right of Way/Land	42,351	29,382	8,000	4,969	-	-	-	-	-	4,969	-
Total Expenditure	**177,746**	**35,778**	**8,366**	**4,969**	**59,933**	**60,000**	**6,587**	**2,113**	**-**	**133,602**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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 234 Business (Battleview to Godwin) Improvements

Total Project Cost – $19.8M

Project Description

This project consists of operational, safety, and accessibility improvements on Route 234 Business (Sudley Road) between Battleview Parkway and Godwin Drive to include lane re-configuration, signal re-phasing, increasing primary signal heads, turn lane improvements, access management, and pedestrian improvements.

Service Impact

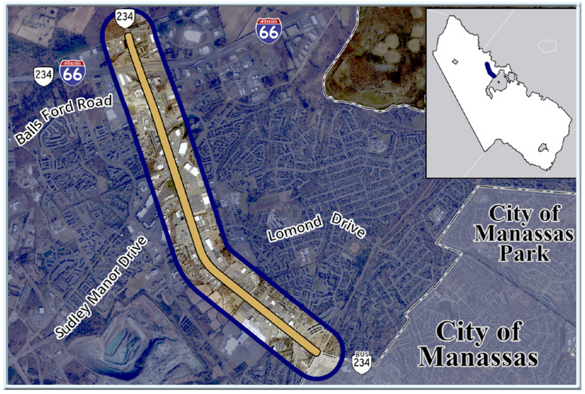
- **Relieve congestion and improve safety** – Constructing the improvements will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – Enhanced safety and pedestrian connectivity within the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

Funding Sources

- **Federal funding** – $19.5M
- **Proffers** – $261K

Project Milestones

- **Design** began in FY25 with completion scheduled for fall 2026 (FY27).
- **Right-of-Way acquisition** began in FY26 with completion scheduled for fall 2027 (FY28).
- **Construction** is scheduled to begin in spring 2028 (FY28) with completion scheduled for spring 2030 (FY30).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	19,498	19,498	-	-	-	-	-	-	-	-	-
Proffers	261	261	-	-	-	-	-	-	-	-	-
Total Revenue	**19,759**	**19,759**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Cost Categories (Expenditures)											
Design/Planning	1,492	411	600	481	-	-	-	-	-	481	-
Construction	12,269	-	-	-	6,900	4,000	1,369	-	-	12,269	-
Right of Way/Land	5,998	3	2,500	3,400	95	-	-	-	-	3,495	-
Total Expenditure	**19,759**	**414**	**3,100**	**3,881**	**6,995**	**4,000**	**1,369**	**-**	**-**	**16,245**	**-**
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).

Total Project Cost – $22.1M

Project Description

The Transportation & Roadway Improvement Program (TRIP) consists of capital funding of $450,000 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 sidewalks, shared-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

- **Recordation tax** – $22.1M

Project Milestones

- **Current projects with TRIP funding** include the following:
  - **Blue Pool Drive Sidewalk, $180K** – scheduled for completion in FY27.
  - **Lake Jackson Drive Roadway Safety and Streetlighting, $75K** – scheduled for completion in FY27.
  - **Lindendale Sidewalk, $195K** – scheduled for completion in FY27.
  - **Old Carolina Road Sidewalk Improvements (Walter Robinson/Heathcote)*, $351K** – scheduled for completion in FY27.
  - **Route 1 Corridor Public Transportation Improvements, $275K** – scheduled for completion in FY27.
  - **Sudley Manor Drive Sidewalk*, $320K** – scheduled for completion in FY27.
  - **Token Forest Drive Sidewalk*, $180K** – scheduled for completion in FY27.
  - **Graham Park Road Sidewalk*, $625K** – scheduled for completion in FY28.

***Complete funding for the project is described in the CIP Summary.**

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Recordation Tax	22,050	-	3,150	3,150	3,150	3,150	3,150	3,150	3,150	18,900	-
Total Revenue	**22,050**	**-**	**3,150**	**3,150**	**3,150**	**3,150**	**3,150**	**3,150**	**3,150**	**18,900**	**-**
Cost Categories (Expenditures)											
Construction	22,055	-	1,918	1,630	392	-	-	-	-	2,022	18,114
Total Expenditure	**22,055**	**-**	**1,918**	**1,630**	**392**	**-**	**-**	**-**	**-**	**2,022**	**18,114**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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 Blvd. Extension (Devlin Rd. to Wellington Rd.)

Total Project Cost – $93.6M

Project Description

This project will extend University Boulevard from its current terminus at Devlin Road to Wellington Road. The new section of University Boulevard will be four lanes wide with the total length of the project being approximately 2.5 miles. The project will also include the construction of a 10-foot wide shared-use path and a five-foot wide sidewalk.

Service Impact

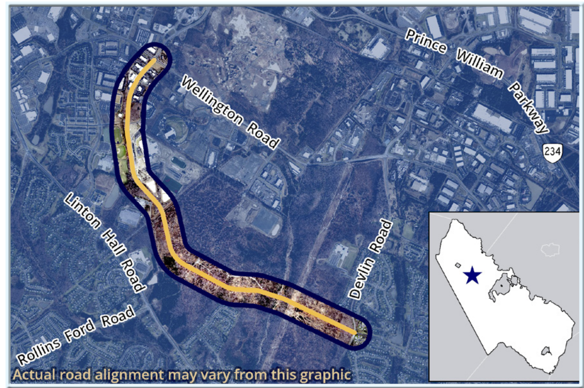
- **Relieve congestion and improve safety** – Constructing the extension will alleviate congestion and improve safety on University Boulevard. The service impact will be most noticeable during peak morning and evening travel periods.
- **Enhance pedestrian safety** – The shared-use path and sidewalk 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 70% funding** – $53.0M
- **Federal funding** – $30.7M
- **Northern Virginia Transportation Authority 30% funding** – $4.9M
- **State funding** – $4.9M
- **Prince William Water reimbursement** – $90K

Project Milestones

- **Preliminary design** began in FY23 and was completed in summer 2025 (FY26).
- **Procurement** began in fall 2025 (FY26) with completion scheduled for June 2026 (FY26).
- **Design and construction** via a design/build contract is scheduled to begin in July 2026 (FY27) with completion scheduled for fall 2028 (FY29).



Actual road alignment may vary from this graphic

Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Federal Revenue	30,678	30,678	-	-	-	-	-	-	-	-	-
NVTA 30%	4,927	4,927	-	-	-	-	-	-	-	-	-
NVTA 70%	53,000	53,000	-	-	-	-	-	-	-	-	-
Prince William Water Reimbursement	90	90	-	-	-	-	-	-	-	-	-
State Revenue	4,927	4,927	-	-	-	-	-	-	-	-	-
Total Revenue	**93,623**	**93,623**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Design/Planning	10,000	1,081	1,000	4,000	3,000	919	-	-	-	7,919	-
Construction	83,623	3	-	35,000	35,000	13,620	-	-	-	83,620	-
Total Expenditure	**93,623**	**1,084**	**1,000**	**39,000**	**38,000**	**14,538**	**-**	**-**	**-**	**91,538**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
Operating Expenses	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-
Revenue	-	-	-	-	-	-	-
General Fund Requirement	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Additional Positions (FTEs)	-	-	-	-	-	-	-

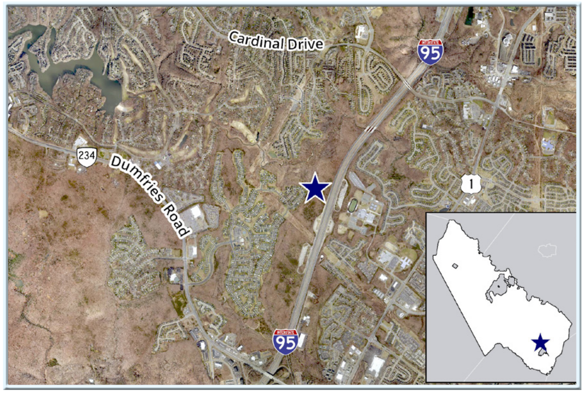
Amounts expressed in thousands, therefore totals may not add due to rounding (excludes FTEs).

Van Buren Road North Extension

Total Project Cost – $193.3M
Current Appropriation – $10.0M

Project Description

This project consists of extending and constructing a new section of Van Buren Road between Dumfries Road (Route 234) to Cardinal Drive at its intersection with Benita Fitzgerald Drive. The project includes the construction of a new bridge over Powell's Creek. The new roadway will be designed as a four-lane divided major collector, which includes a 10-foot wide shared-use path and five-foot wide sidewalk. The project will play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors.



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
Environment	Open Space	**Mobility**
Safe & Secure Community	Utilities	Special Area Plans
Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Environment	**Mobility**	**Service Delivery**
Education	Quality of Life	Smart Growth
Government	Safe & Secure Community	

Service Impact

- **Relieve congestion and improve safety** – Constructing the new section of Van Buren Road will alleviate local and regional congestion and improve safety. The service impact will be most noticeable as this new section will carry heavy volumes of traffic that would normally spill onto local roadways 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 70% funding** – $8.0M
- **Northern Virginia Transportation Authority 30% funding** – $1.6M
- **Recordation Tax** – $447K
- **Identification of additional project funding** is currently ongoing.

Project Milestones

- **Pre-Planning** – A National Environmental Policy Act study began in FY21 and was completed in FY25.
- **Design** began in December 2024 (FY25) and is scheduled to be completed in summer 2027 (FY28).
- **Right-of-Way acquisition and construction** schedules will be determined pending additional project funding.

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
NVTA 30%	1,553	1,553	-	-	-	-	-	-	-	-	-
NVTA 70%	8,000	8,000	-	-	-	-	-	-	-	-	-
Recordation Tax	447	447	-	-	-	-	-	-	-	-	-
Total Revenue	**10,000**	**10,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32	Future
Design/Planning	10,000	2,024	2,600	2,600	2,776	-	-	-	-	5,376	-
Total Expenditure	**10,000**	**2,024**	**2,600**	**2,600**	**2,776**	**-**	**-**	**-**	**-**	**5,376**	**-**

Operating Impacts	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32
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).