



TRANSPORTATION



Transportation Strategic Goal Project: Benita Fitzgerald Boulevard

Project Description:

Benita Fitzgerald Boulevard is classified as a Minor Arterial (MA-3) and is designated as a four-lane divided facility in the Prince William County Comprehensive Plan. The project limits extend approximately 1,083 linear feet from the proposed terminus of Benita Fitzgerald Boulevard currently under construction by a developer to relocated Cardinal Drive. This program will also include a number of improvements to Cardinal Drive at this intersection and the possibility of a signal.

Total Project Budget: **\$1,923,863**

Strategic Plan Impact:

▶ **Transportation Goal** - The Benita Fitzgerald Boulevard project supports the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.”

Service Impact:

▶ **Alternative Routes** - Constructing Benita Fitzgerald Boulevard will provide alternative access to motorists in the Dale Boulevard, Minnieville Road, Cardinal Drive and I-95 corridors. Levels of service on these roads will improve by providing a direct connection between Dale Boulevard and Cardinal Drive.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$45,000 towards funding this project.

Critical Milestones:

- ▶ **Design** began in October 2003 and is scheduled to finish in July 2004.
- ▶ **Right-of-way acquisition** is scheduled to begin February 2004 and finish in June 2004.
- ▶ **Construction** is scheduled to begin September 2004 and finish in September 2005.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$152,570	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$45,000	\$1,011,176	\$241,778	\$0	\$0	\$0	\$0	\$1,252,954
Project Management	\$27,500	\$22,000	\$5,050	\$0	\$0	\$0	\$0	\$27,050
Construction Management	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Debt Issuance Costs	\$0	\$18,789	\$0	\$0	\$0	\$0	\$0	\$18,789
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$425,070	\$1,251,965	\$246,828	\$0	\$0	\$0	\$0	\$1,498,793

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$380,070	\$1,251,965	\$246,828	\$0	\$0	\$0	\$0	\$1,498,793
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$425,070	\$1,251,965	\$246,828	\$0	\$0	\$0	\$0	\$1,498,793

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$187,886	\$183,189	\$178,492	\$173,795	\$169,098	\$892,460
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$187,886	\$183,189	\$178,492	\$173,795	\$169,098	\$892,460
GENERAL FUND REQUIREMENT	\$0	\$187,886	\$183,189	\$178,492	\$173,795	\$169,098	\$892,460



Benita Fitzgerald Drive

Transportation Strategic Goal Project: Broad Run Commuter Rail

Project Description:

This project consists of the construction of between 200 and 250 parking spaces at the Broad Run VRE station.

Total Project Budget: **\$465,000**

Strategic Plan Impact:

- ▶ **Transportation Strategic Goal** - This project will help achieve the Transportation Strategic Goal by “increasing total passenger usage from VRE’s 550,000 passengers per year.” This is accomplished by “supporting efforts to improve access to VRE stations and increase parking availability at VRE stations.”

Service Impact:

- ▶ **The Broad Run Commuter Rail Improvements** will provide additional parking at the Broad Run VRE station which is currently over capacity.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

Funding Source:

- ▶ **State Funding** - State grant funding is provided from the Governor’s Congestion Relief Program (no match required).

Critical Milestones:

- ▶ **Planning** - This project is in the planning stages.

Lead Agency For This Project:

- ▶ **Virginia Railway Express (VRE)**

**Prince William County Government
Department: Virginia Railway Express (VRE)**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$465,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$465,000	\$0						

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$465,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$465,000	\$0						

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$0						

Transportation Strategic Goal

Project: Cherry Hill Commuter Rail Station/Parking Facility

Project Description:

The overall project includes engineering, design, right-of-way acquisition and construction of the Virginia Railway Express' (VRE) station, a parking lot and the access road on the Cherry Hill peninsula. The VRE is administering this project, which will occur in three phases:

- ▶ **Design** - The design is currently on hold pending development of the Cherry Hill Peninsula.
- ▶ **Right-of-way Acquisition** - Right-of-way for the access road and station will be dedicated by the developer of the Cherry Hill peninsula. The developer will also construct the access road. The value of the land will be used as a local match for additional federal funding to finance project construction.
- ▶ **Construction** - Construction of the train station and parking lot is estimated to cost in excess of \$5 million. Funding has not been identified for this phase of the project.

Total Project Budget: **\$2,416,167**

Strategic Plan Impact:

- ▶ **Transportation Goal** - This project will help achieve the Transportation Strategic Goal by “increasing total passenger usage from VRE’s 550,000 passengers per year.” This is accomplished by “supporting efforts to increase passenger capacity of VRE” and “support efforts to improve access to VRE stations and increase parking availability at VRE Stations.”

Service Impact:

- ▶ **The Cherry Hill Station and parking facility** will provide additional access to between 200-300 VRE passengers, jumping to 600 within 10 years. The parking lot will have at least 300 spaces and will support commercial development in the area as well.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

Funding Sources:

- ▶ **Federal Transit Authority (FTA) Grant Funding** - FTA grant funding in the amount of \$2,113,000 is available to fund the design of the station, parking lot and access road.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$303,167 towards funding the local match required to begin the design of the train station/parking lot, as well as provide a preliminary engineering design for the access road. The preliminary engineering design for the access road will determine the value of the land dedication by a developer. The land dedication will provide the local match necessary to complete the final design of the access road.

Critical Milestones:

- ▶ **Siting** of the station will have to address sensitive environmental concerns. Time and cost requirements may change due to environmental issues.
- ▶ **Planning** efforts have been restricted due to the sale of the property to another developer. VRE has been working with the new developer and recently completed a station location study.
- ▶ **Design** is on hold pending development of Cherry Hill.

Lead Agency For This Project:

- ▶ **Virginia Railway Express (VRE)**

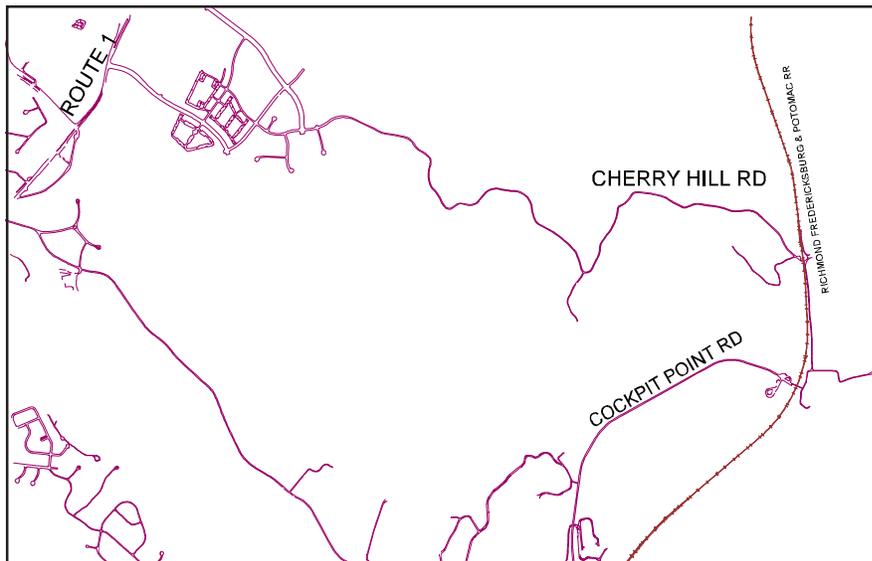
**Prince William County Government
Department: Virginia Railway Express (VRE)**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$2,311,967	\$104,200	\$0	\$0	\$0	\$0	\$0	\$104,200
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,311,967	\$104,200	\$0	\$0	\$0	\$0	\$0	\$104,200

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$2,113,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$198,967	\$104,200	\$0	\$0	\$0	\$0	\$0	\$104,200
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,311,967	\$104,200	\$0	\$0	\$0	\$0	\$0	\$104,200

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$0						



Cherry Hill Commuter Rail Station/Parking Facility

Transportation Strategic Goal

Project: FY 07 Road Bond Referendum

Project Description:

Transportation has been one of the County's strategic goals since 1992. Over the years, the County has worked to develop a transportation system that gets people to jobs, improves safety, reduces congestion, reduces travel time and supports economic development efforts. Citizens supported these efforts by approving bond referenda in 1988, 1990, 1994, 1998 and 2002.

This project recommends a road bond referendum in the fall of 2006 (FY 07) to fund projects that improve the County's road network. The total cost of the referendum is estimated at \$80,800,000.

Total Project Budget: **\$22,826,000**

Road Bond Candidates:

▶ County staff recommends the following roads as candidates as part of this referendum:

- Minnieville Road from Spriggs to Route 234
- Route 28 from Hornbaker to Vint Hill Road
- University Boulevard from Hornbaker to Devlin
- Prince William Parkway from Old Bridge to Hoadly
- Williamson Boulevard from Sudley Manor to Portsmouth
- Route 1 (undefined)
- Rollins Ford Road from Broad Run to Vint Hill Road
- Heathcote Boulevard

Strategic Plan Impact:

▶ **Transportation Goal** - Projects chosen for this road bond referendum will support the County's Transportation Strategic Goal by either improving safety, reducing congestion and travel times, promoting economic development efforts or using multi-modal transportation.

Comprehensive Plan Impact:

▶ **Transportation** - Projects chosen for the road bond referendum will fulfill the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

Funding Source:

▶ **Debt**

Critical Milestones:

▶ **Debt sales** are projected to occur in FY 08, FY 09 and FY 10.

▶ **Debt service** payments will begin in FY 09.

Lead Agency For This Project:

▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$3,100,000	\$3,100,000	\$16,400,000	\$22,600,000
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$31,000	\$31,000	\$164,000	\$226,000
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$3,131,000	\$3,131,000	\$16,564,000	\$22,826,000

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$3,131,000	\$3,131,000	\$16,564,000	\$22,826,000
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$3,131,000	\$3,131,000	\$16,564,000	\$22,826,000

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$344,410	\$679,427	\$1,023,837
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$344,410	\$679,427	\$1,023,837
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$344,410	\$679,427	\$1,023,837

Transportation Strategic Goal

Project: James Madison Highway (Route 15 Improvements)

Project Description:

James Madison Highway (Route 15) is classified as a Parkway (PW-1) in the Prince William County Comprehensive Plan. It is designated as a four-lane divided facility and will extend from north of Route 66 to its intersection with Route 234. Route 15/Route 234 intersection improvements are also included in the project, as well as realigning the existing Route 234/Waterfall Road intersection. The overall project length is approximately 19,639 linear feet.

Total Project Budget: **\$17,592,016**

Strategic Plan Impact:

► **Transportation Goal** - The James Madison Highway project supports the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.”

Service Impact:

► **Improved Access** - This project will coordinate the construction of several privately funded improvements in the corridor as well as provide connectivity between developer-constructed (proffered) improvements. It will also improve access to several public facilities in the corridor such as schools, parks and a library.

Comprehensive Plan Impact:

- **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.
- **Developer Contributions (Proffers)** - Developer contributions provide \$1,777,016 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

Critical Milestones:

- **Design** began December 2003 and is scheduled to finish in December 2004.
- **Right-of-way acquisition** is scheduled to begin September 2004 and finish in April 2005.
- **Construction** is scheduled to begin in June 2005 and finish in October 2006.

Lead Agency For This Project:

- **Public Works**

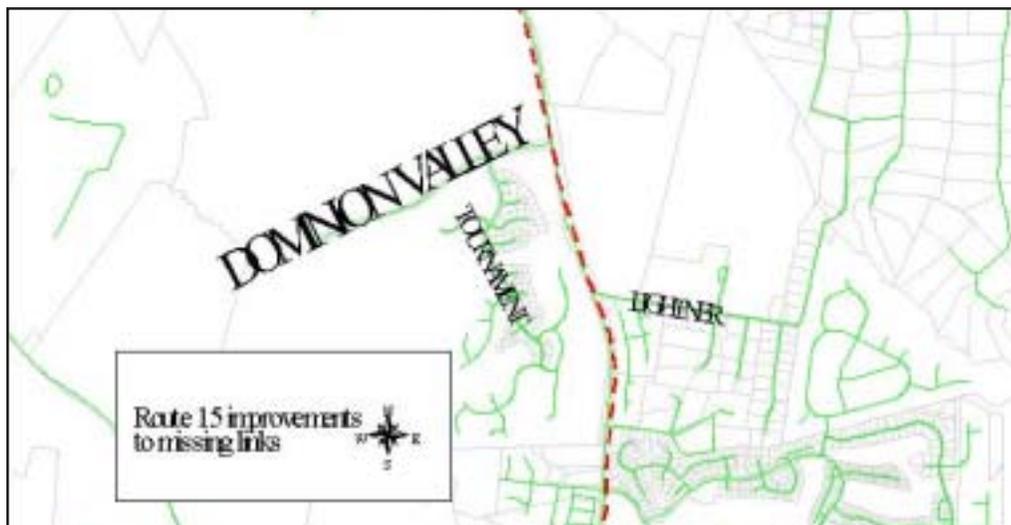
**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$150,000	\$468,654	\$0	\$0	\$0	\$0	\$0	\$468,654
Design	\$392,400	\$760,000	\$0	\$0	\$0	\$0	\$0	\$760,000
Construction and Utility Relocation	\$406,280	\$5,000,000	\$9,000,000	\$441,344	\$0	\$0	\$0	\$14,441,344
Project Management	\$137,000	\$148,000	\$148,000	\$52,088	\$0	\$0	\$0	\$348,088
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$168,022	\$0	\$0	\$0	\$0	\$0	\$168,022
Construction Contingency	\$0	\$0	\$320,228	\$0	\$0	\$0	\$0	\$320,228
Total	\$1,085,680	\$6,544,676	\$9,468,228	\$493,432	\$0	\$0	\$0	\$16,506,336

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$202,400	\$5,800,940	\$9,318,228	\$493,432	\$0	\$0	\$0	\$15,612,600
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$883,280	\$743,736	\$0	\$0	\$0	\$0	\$0	\$743,736
Proffers Projected*	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,085,680	\$6,544,676	\$9,468,228	\$493,432	\$0	\$0	\$0	\$16,506,336

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$151,625	\$891,419	\$1,641,631	\$1,597,219	\$1,552,806	\$1,508,394	\$7,343,094
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$151,625	\$891,419	\$1,641,631	\$1,597,219	\$1,552,806	\$1,508,394	\$7,343,094
GENERAL FUND REQUIREMENT	\$151,625	\$891,419	\$1,641,631	\$1,597,219	\$1,552,806	\$1,508,394	\$7,343,094



Transportation Strategic Goal

Project: Linton Hall Road

Project Description:

Linton Hall Road will be widened between Devlin Road and Sudley Manor Drive from two to four lanes for a length of .56 miles. The Virginia Department of Transportation (VDOT) is designing the project and will acquire all necessary rights-of-way. The County funds are meant to augment VDOT funding deficiencies. Funding required to design the project and acquire rights-of-way will be provided by VDOT Six-Year Secondary Road Plan allocations, which will not appear in the County's project budget.

Total Project Budget: **\$7,896,717**

Strategic Plan Impact:

► **Transportation Goal** - Linton Hall Road supports the Transportation Strategic Goal objectives which call for "improving existing roadways to accommodate planned development" and "complete the approved road bond projects."

Service Impact:

► **Safety and Congestion Improvement** - Widening Linton Hall Road will improve existing safety conditions, provide better access and relieve congestion for 10 residential developments serviced by Linton Hall Road. The project will improve access between Route 29, Route 28 and the City of Manassas and complement the Virginia Gateway Community Development Project.

Comprehensive Plan Impact:

► **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

► **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) "D" and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS "D" occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

► **Regional Surface Transportation Program (RSTP) Funds** - RSTP funds in the amount of \$3,500,000 will be allocated to this project to replace local bond funds.

► **Developer Contributions (Proffers)** - Developer contributions provide \$4,396,717 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

► **Budget Transfer** - \$4,496,212 in voter-approved debt was transferred to the Spriggs Road project in FY 04. \$2,159,790 in voter-approved debt was transferred to the Prince William Parkway Extension project.

Critical Milestones:

► **This project** is on hold pending VDOT funding for right-of-way acquisition and construction.

Lead Agency For This Project:

► **Public Works**

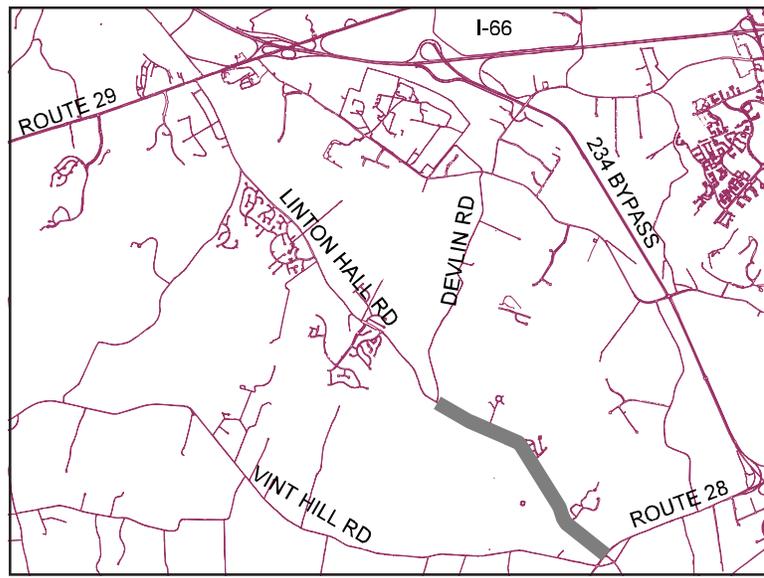
**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$227,102	\$0	\$0	\$0	\$0	\$0	\$227,102
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$5,235,600	\$1,266,976	\$0	\$0	\$0	\$0	\$6,502,576
Project Management	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$1,067,039	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,067,039	\$5,562,702	\$1,266,976	\$0	\$0	\$0	\$0	\$6,829,678

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000
Proffers Identified	\$1,067,039	\$2,062,702	\$0	\$0	\$0	\$0	\$0	\$2,062,702
Proffers Projected*	\$0	\$0	\$1,266,976	\$0	\$0	\$0	\$0	\$1,266,976
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,067,039	\$5,562,702	\$1,266,976	\$0	\$0	\$0	\$0	\$6,829,678

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$0						



Transportation Strategic Goal

Project: Minnieville Road (Cardinal Drive to Spriggs Road)

Project Description:

Minnieville Road is classified as a Minor Arterial (MA-17) and is described as a four-lane divided facility with raised median in the Prince William County Comprehensive Plan. The Minnieville Road widening project extends 6,709 linear feet along the current roadway alignment from Cardinal Drive to Spriggs Road.

Total Project Budget: **\$9,605,039**

Strategic Plan Impact:

- ▶ **Transportation Goal** - The Minnieville Road (Cardinal Drive to Spriggs Road) project supports the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.”

Service Impact:

- ▶ **Connectivity** - This project will utilize a privately funded design to connect Cardinal Drive and Spriggs Road with a four-lane divided roadway. It will also complement the recently completed Cardinal Drive project with the Spriggs Road project, which began construction in January 2004.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$775,039 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

Critical Milestones:

- ▶ **Design** is scheduled to begin April 2004 and finish in June 2005.
- ▶ **Right-of-way acquisition** is scheduled to begin April 2005 and finish in September 2005.
- ▶ **Construction** is scheduled to begin in October 2005 and finish in March 2007.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$320,000	\$346,834	\$0	\$0	\$0	\$0	\$666,834
Design	\$130,000	\$533,310	\$0	\$0	\$0	\$0	\$0	\$533,310
Construction	\$0	\$4,080,000	\$3,815,240	\$0	\$0	\$0	\$0	\$7,895,240
Project Management	\$23,000	\$92,000	\$160,795	\$0	\$0	\$0	\$0	\$252,795
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$103,860	\$0	\$0	\$0	\$0	\$0	\$103,860
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$153,000	\$5,129,170	\$4,322,869	\$0	\$0	\$0	\$0	\$9,452,039

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$55,963	\$4,651,168	\$4,122,869	\$0	\$0	\$0	\$0	\$8,774,037
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$97,037	\$478,002	\$0	\$0	\$0	\$0	\$0	\$478,002
Proffers Projected*	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$153,000	\$5,129,170	\$4,322,869	\$0	\$0	\$0	\$0	\$9,452,039

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$220,750	\$871,963	\$849,888	\$827,813	\$805,738	\$783,663	\$4,359,815
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$220,750	\$871,963	\$849,888	\$827,813	\$805,738	\$783,663	\$4,359,815
GENERAL FUND REQUIREMENT	\$220,750	\$871,963	\$849,888	\$827,813	\$805,738	\$783,663	\$4,359,815



Minnieville Road (Cardinal Drive to Spriggs Road)

Transportation Strategic Goal

Project: Minnieville Road (Old Bridge Road to Caton Hill Road)

Project Description:

Minnieville Road is classified as a Minor Arterial (MA-17) and described as a four-lane divided facility with raised median in the Prince William County Comprehensive Plan. This project widens Minnieville Road approximately 10,512 linear feet along the current alignment from Old Bridge Road to Caton Hill Road. The project also includes renovating and expanding the Park and Ride facility located at Tackett's Mill.

Total Project Budget: **\$17,061,000**

Strategic Plan Impact:

► **Transportation Goal** - The Minnieville Road (Old Bridge Road to Caton Hill Road) project supports the Transportation Strategic Goal which identifies "improving vehicular circulation by constructing new roadways." This is accomplished by "improving existing roadways and constructing new roadways to accommodate planned development." The project also supports the Transportation Goal by "increasing commuter parking and accessibility."

Service Impact:

► **Traffic Congestion** - Minnieville Road currently operates at unacceptable levels of service during morning and afternoon peak periods. Constructing this project will relieve congestion and enable Minnieville Road to operate at acceptable service levels throughout the day.

Comprehensive Plan Impact:

- **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) "D" and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS "D" occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.
- **Developer Contributions (Proffers)** - Developer contributions provide \$61,000 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

Critical Milestones:

- **Design** began August 5, 2003 and is scheduled to finish in June 2004.
- **Right-of-way acquisition** began July 2003 and is scheduled to finish in June 2004.
- **Construction** is scheduled to begin in September 2004 and finish in May 2006.

Lead Agency For This Project:

- **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$1,094,315	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$5,000,000	\$6,052,687	\$250,000	\$0	\$0	\$0	\$11,302,687
Project Management	\$150,000	\$171,325	\$100,000	\$44,315	\$0	\$0	\$0	\$315,640
Construction Management	\$0	\$435,713	\$92,962	\$0	\$0	\$0	\$0	\$528,675
Debt Issuance Costs	\$0	\$169,683	\$0	\$0	\$0	\$0	\$0	\$169,683
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,744,315	\$5,776,721	\$6,245,649	\$294,315	\$0	\$0	\$0	\$12,316,685

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$4,708,315	\$5,776,721	\$6,220,649	\$294,315	\$0	\$0	\$0	\$12,291,685
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Projected*	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,744,315	\$5,776,721	\$6,245,649	\$294,315	\$0	\$0	\$0	\$12,316,685

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$634,113	\$1,658,504	\$1,706,475	\$1,659,270	\$1,520,606	\$1,479,047	\$8,658,015
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$634,113	\$1,658,504	\$1,706,475	\$1,659,270	\$1,520,606	\$1,479,047	\$8,658,015
GENERAL FUND REQUIREMENT	\$634,113	\$1,658,504	\$1,706,475	\$1,659,270	\$1,520,606	\$1,479,047	\$8,658,015



Minnieville Road (Old Bridge Road to Canton Hill Road)

Transportation Strategic Goal

Project: Prince William Parkway Extension to Route 1

Project Description:

The extension of the Prince William Parkway from Summerland Drive to Route 1 is .8 miles long and will be a four-lane roadway. The proposed alignment begins east of Summerland Drive and uses the existing alignment of Longview Drive as it intersects Route 1. The project will include a sidewalk and/or bike trail. The project will include construction of three traffic signals at Botts Avenue/Longview Drive and Church Hill/School Crest and the reconstruction of the Route 1 traffic signal.

Due to several plan revisions that addressed public concerns, the project design completion date was extended from September 2001 to October 2003.

Total Project Budget: **\$12,010,502**

Strategic Plan Impact:

▶ **Transportation Goal** - The Prince William Parkway Extension supports the County's Transportation Strategic Goal by improving vehicular circulation by constructing new roadways and promoting efficient land use patterns. This is accomplished by completing the approved road bond projects.

Service Impact:

▶ **Safety and Mobility** - This project will relieve congestion and improve safety along Horner Road and Botts Avenue, which were designed to serve only residential traffic. The Parkway Extension will also improve commute times as motorists travel between Route 1 and the Prince William Parkway.

Comprehensive Plan Impact:

▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) "D" and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS "D" occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **1998 Road Bond** - This project is funded by debt authorized in the 1998 Road Bond Referendum.
- ▶ **Budget Transfers** - \$2,159,791 in voter approved debt (1998 Road Bond) is transferred from the Linton Hall project.
- ▶ **2002 Road Bond** - \$1,900,000 is transferred from the Route 1 project.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$301,638 towards funding this project.

Critical Milestones:

- ▶ **Design** began in September 2000 and was completed in October 2003.
- ▶ **Right-of-way acquisition** was completed in August 2003.
- ▶ **Construction** began in February 2004 and is scheduled to finish in early fall 2005.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$253,277	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$1,985,671	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$859,977	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$7,648,741	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Management	\$374,462	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$55,760	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$332,614	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$12,010,502	\$0						

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$11,301,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$301,638	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rent	\$8,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$103,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Waterline	\$96,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property Sale	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$12,010,502	\$0						

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$842,151	\$960,589	\$827,691	\$807,651	\$893,452	\$869,541	\$5,201,075
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$842,151	\$960,589	\$827,691	\$807,651	\$893,452	\$869,541	\$5,201,075
GENERAL FUND REQUIREMENT	\$842,151	\$960,589	\$827,691	\$807,651	\$893,452	\$869,541	\$5,201,075



Longview Drive

Transportation Strategic Goal

Project: Prince William Parkway Intersection Improvement (Minnieville Road)

Project Description:

The Prince William Parkway intersection at Minnieville Road is congested during morning and afternoon peak traveling periods. The project will improve this at-grade intersection by constructing improvements, including the possibility of triple left-turn lanes and exclusive right-turn lanes where appropriate.

Total Project Budget: **\$2,550,000**

Strategic Plan Impact:

- ▶ **Transportation Goal** - This project supports the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.” The project will also improve safety by “recommending geometric or operational design changes” at critical intersections.

Service Impact:

- ▶ **Relieve Congestion and Improve Safety** - Constructing this intersection improvement will help alleviate congestion and improve safety at this intersection during peak morning and evening travel periods.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Source:

- ▶ **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.

Critical Milestones:

- ▶ **Design** began January 2004 and is scheduled to finish in September 2004.
- ▶ **Utility relocation and right-of-way acquisition** is scheduled to begin July 2004 and finish in January 2005.
- ▶ **Construction** is scheduled to begin March 2005.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$200,000	\$184,750	\$0	\$0	\$0	\$0	\$0	\$184,750
Design	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$1,840,463	\$0	\$0	\$0	\$0	\$0	\$1,840,463
Project Management	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$24,787	\$0	\$0	\$0	\$0	\$0	\$24,787
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$400,000	\$2,150,000	\$0	\$0	\$0	\$0	\$0	\$2,150,000

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$400,000	\$2,150,000	\$0	\$0	\$0	\$0	\$0	\$2,150,000
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$400,000	\$2,150,000	\$0	\$0	\$0	\$0	\$0	\$2,150,000

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$63,750	\$251,813	\$245,438	\$239,063	\$232,688	\$226,313	\$1,259,065
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$63,750	\$251,813	\$245,438	\$239,063	\$232,688	\$226,313	\$1,259,065
GENERAL FUND REQUIREMENT	\$63,750	\$251,813	\$245,438	\$239,063	\$232,688	\$226,313	\$1,259,065

Transportation Strategic Goal

Project: Prince William Parkway Intersection Improvement (Old Bridge Road)

Project Description:

The Prince William Parkway intersection at Old Bridge Road is congested during morning and afternoon peak traveling periods. The project will improve this at-grade intersection by constructing improvements, including the possibility of triple left-turn lanes and exclusive right-turn lanes where appropriate.

Total Project Budget: **\$3,116,401**

Strategic Plan Impact:

- ▶ **Transportation Goal** - This project supports the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.” The project will also improve safety by “recommending geometric or operational design changes” at critical intersections.

Service Impact:

- ▶ **Relieve Congestion and Improve Safety** - Constructing this intersection improvement will help alleviate congestion and improve safety at the intersection during peak morning and evening travel periods.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$186,401 towards funding this project.

Critical Milestones:

- ▶ **Design** began January 2004 and is scheduled to finish in December 2004.
- ▶ **Utility relocation and right-of-way acquisition** is scheduled to begin August 2004 and finish in January 2005.
- ▶ **Construction** is scheduled to begin March 2005 and finish in March 2006.

Lead Agency For This Project:

- ▶ **Public Works**

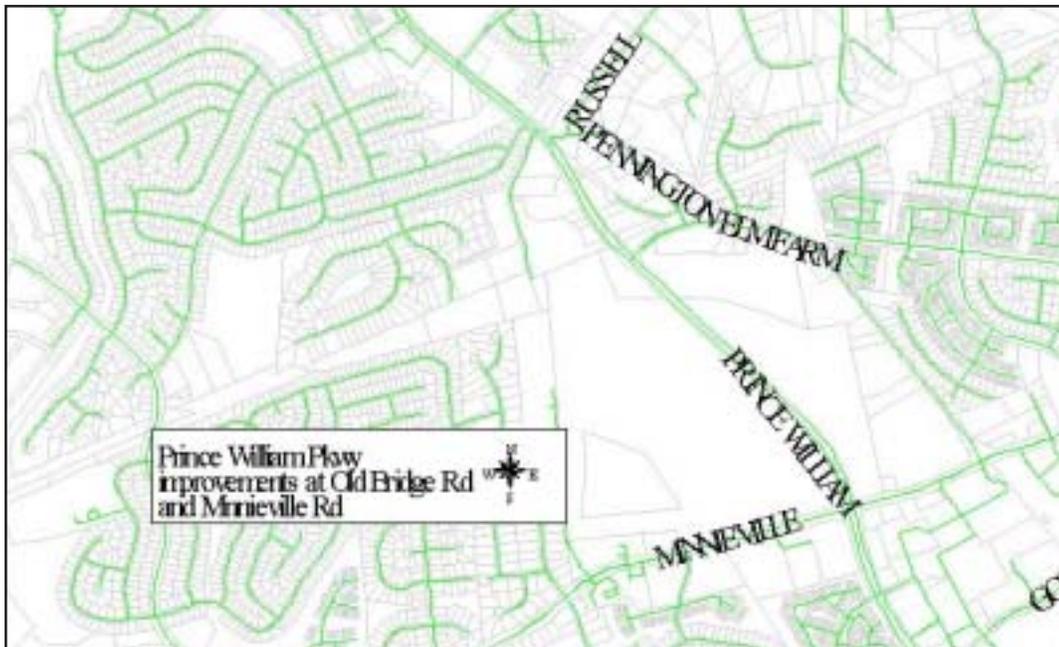
**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$370,000	\$100,250	\$0	\$0	\$0	\$0	\$0	\$100,250
Design	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$2,290,777	\$0	\$0	\$0	\$0	\$0	\$2,290,777
Project Management	\$109,430	\$130,900	\$0	\$0	\$0	\$0	\$0	\$130,900
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$30,044	\$0	\$0	\$0	\$0	\$0	\$30,044
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$564,430	\$2,551,971	\$0	\$0	\$0	\$0	\$0	\$2,551,971

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$564,430	\$2,365,570	\$0	\$0	\$0	\$0	\$0	\$2,365,570
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$0	\$186,401	\$0	\$0	\$0	\$0	\$0	\$186,401
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$564,430	\$2,551,971	\$0	\$0	\$0	\$0	\$0	\$2,551,971

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$73,250	\$289,338	\$282,013	\$274,688	\$267,363	\$260,038	\$1,446,690
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$73,250	\$289,338	\$282,013	\$274,688	\$267,363	\$260,038	\$1,446,690
GENERAL FUND REQUIREMENT	\$73,250	\$289,338	\$282,013	\$274,688	\$267,363	\$260,038	\$1,446,690



Transportation Strategic Goal Project: Revenue Sharing Program

Project Description:

The Revenue Sharing Program is a matching fund agreement between the County and Virginia Department of Transportation (VDOT) that addresses the two parties' priorities for improvements to the secondary roads and accessory infrastructure. Projects that are considered for this program are located throughout the County.

Total Project Budget: **\$6,000,000**

Strategic Plan Impact:

- ▶ **Transportation Goal** - The Revenue Sharing Program supports the Transportation Strategic Goal which calls for “improving existing roadways” and “improving vehicular circulation by constructing new roadways and promoting efficient land use patterns.” It also “improves safe opportunities for pedestrians and motorists.”

Service Impact:

- ▶ **Magisterial District Projects** - The program is structured to allow projects to be implemented throughout the seven magisterial districts over the term of the Capital Improvement Program. The Revenue Sharing Program will fill the void between VDOT projects and County road bond projects.
- ▶ **Traffic Flow** - This program provides improved and safer traffic flow throughout the County.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Source:

- ▶ **County/State Funding** - This project is recommended for funding through a County/State partnership, with half the funds coming from the General Fund and half from the State.

Critical Milestones:

- ▶ This program is on-going.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000

FUNDING SOURCES	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000

**FY 2005 Revenue Sharing Program
Project Allocation**

Magisterial District	Project	Amount
Brentsville	Leland Road Drainage Improvements	\$42,858
	Glenkirk Road Improvements	\$100,000
Coles	Dale Boulevard Sidewalk Kirkdale-Delaney	\$142,856
Dumfries	Fuller Heights Road Sidewalk	\$142,856
Gainesville	Pedestrian Facilities on Old Carolina Road	\$142,858
Neabsco	Cardinal Drive Sidewalk Redwing Drive-Minnieville Road	\$142,858
Occoquan	Old Bridge Road Sidewalk Oakwood Drive	\$142,858
Woodbridge	Blackburn Road Sidewalk	\$142,856
		\$1,000,000

Transportation Strategic Goal

Project: Route 1 Improvements

Project Description:

This project entails Route 1 improvements at various locations to be determined. Funding may be used to:

1. Supplement existing funding for established road projects such as the Route 1/123 Interchange, Neabsco Creek Bridge project and Route 234.
2. Implement recommendations identified by the Urban Land Institute (ULI) Study such as purchasing right-of-way and/or demolishing vacant properties.
3. Relocate utilities underground as opportunities arise.
4. Construct intersection improvements at Prince William Parkway and other intersections.

Total Project Budget: **\$8,997,233**

Strategic Plan Impact:

- ▶ **Transportation Goal** - Improvements to Route 1 support the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.” It also supports the Transportation Strategic Goal by “improving intra/inter connectivity to the County’s redevelopment corridors to support and encourage redevelopment.” This is accomplished by “developing strategies to improve the Route 1 and Route 28 corridors.”

Service Impact:

- ▶ **Route 1 Redevelopment** - Funding will complement existing projects in the Route 1 corridor. These projects include construction of interchanges at Route 123 and Route 234, improvements to the Neabsco Creek Bridge and access to the new Marine Corps Heritage Center at Joplin Road. Funding may also be used to implement ULI recommendations for redeveloping the Route 1 corridor.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Potomac Communities** - The design of the bridge and interchange will incorporate architectural features and landscaping as suggested by the Potomac Communities Plan.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travelspeeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.

- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$512,233 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

- ▶ **Budget Transfer** - \$1,900,000 in voter approved debt was transferred to the Prince William Parkway Extension project, and \$887,000 million in voter approved debt was transferred to the Route 1/Route 123 project.

Critical Milestones:

- ▶ **Project schedules** will be determined once projects are identified.

Lead Agency For This Project:

- ▶ **Public Works**

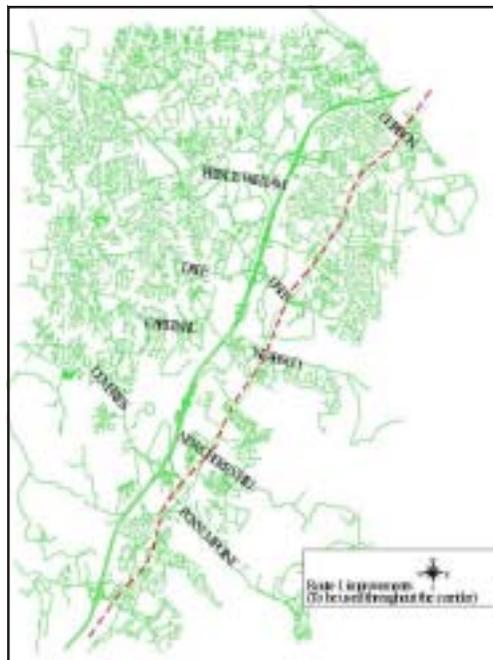
**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$993,000	\$3,000,000	\$3,000,000	\$1,893,157	\$0	\$0	\$8,886,157
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$9,652	\$94,424	\$0	\$0	\$0	\$0	\$0	\$94,424
Construction Contingency	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000
Total	\$9,652	\$1,094,424	\$3,000,000	\$3,000,000	\$1,893,157	\$0	\$0	\$8,987,581

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$841,843	\$2,800,000	\$2,950,000	\$1,893,157	\$0	\$0	\$8,485,000
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$9,652	\$252,581	\$0	\$0	\$0	\$0	\$0	\$252,581
Proffers Projected*	\$0	\$0	\$200,000	\$50,000	\$0	\$0	\$0	\$250,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$9,652	\$1,094,424	\$3,000,000	\$3,000,000	\$1,893,157	\$0	\$0	\$8,987,581

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$70,750	\$279,463	\$442,038	\$878,880	\$854,840	\$830,800	\$3,356,771
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$70,750	\$279,463	\$442,038	\$878,880	\$854,840	\$830,800	\$3,356,771
GENERAL FUND REQUIREMENT	\$70,750	\$279,463	\$442,038	\$878,880	\$854,840	\$830,800	\$3,356,771



Transportation Strategic Goal

Project: Route 1/Route 123 Interchange

Project Description:

On October 1, 1996, Prince William County entered into an agreement with the Virginia Department of Transportation (VDOT) to administer a preliminary study for the improvement of the Route 1/Route 123 intersection. The study was funded by the Regional Surface Transportation Program (RSTP) in the amount of \$2,500,000. During the study, a consultant provided six alternatives for designing the interchange.

On October 27, 1998, the Board of County Supervisors approved Alternative 3A to the Commonwealth Transportation Board for the final design of the interchange. Alternative 3A is a partial cloverleaf interchange with a loop ramp in the northwest quadrant of the interchange. It also includes the realignment and widening of Route 1 to six lanes through the project area, as well as increased spacing for the Express Drive/Route 123 intersection. This alternative also retains access from southbound Route 1 to commercial property in the southwest quadrant.

On April 3, 2001, Prince William County entered into an agreement with VDOT whereby the County will negotiate and acquire right-of-way and easements for this project. VDOT will fund the acquisitions. Right-of-way plans were approved by VDOT in August 2002.

Total Project Budget: \$62,445,000

Strategic Plan Impact:

- ▶ **Transportation Goal** - Route 1/Route 123 Interchange supports the Transportation Strategic Goal which calls for “improving vehicular circulation by improving existing roadways” and “improving vehicular circulation by constructing new roadways to accommodate planned development.” This is accomplished by “constructing grade separated interchanges at major intersections.”

Service Impact:

- ▶ **Circulation and Mass Transit** - This project will improve vehicular circulation by improving existing roadways and improve efficiency and accessibility of existing mass transit options. Additionally, it will help reduce accidents at critical intersections.
- ▶ **Commuter Rail** - This project will be constructed in conjunction with the Woodbridge Commuter Rail Station Expansion project.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Potomac Communities** - The design of the bridge and interchange will incorporate architectural features and landscaping as suggested by the Potomac Communities Plan.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) ‘D’ and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **Federal Funding** - Transportation Efficiency Act for the 21st century (TEA-21) and Regional Surface Transportation Program (RSTP) allocations.
- ▶ **Regional Bond** - Northern Virginia transportation bond issued by the State.
- ▶ **FRANs** - Federal Revenue Anticipation Notes.
- ▶ **Budget Transfer** - \$887,000 in voter approved debt is transferred from the 2002 Road Bond Route 1 Improvement project.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$123,000 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

Critical Milestones:

- ▶ **Final Design** began in May 1999 and was completed in March 2001.
- ▶ **Land Acquisition** has been ongoing since April 2000.
- ▶ **Construction** is scheduled to begin in FY 05. Additional federal, state and local funding could accelerate the construction timeline.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$20,500,000	\$11,500,000	\$0	\$0	\$0	\$0	\$0	\$11,500,000
Design	\$3,042,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$405,000	\$2,650,000	\$10,150,000	\$10,150,000	\$4,038,000	\$0	\$0	\$26,988,000
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$23,947,000	\$14,150,000	\$10,150,000	\$10,150,000	\$4,048,000	\$0	\$0	\$38,498,000

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$887,000	\$0	\$0	\$887,000
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$23,947,000	\$14,150,000	\$10,150,000	\$10,150,000	\$3,038,000	\$0	\$0	\$37,488,000
Proffers Identified	\$0	\$0	\$0	\$0	\$23,000	\$0	\$0	\$23,000
Proffers Projected*	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$23,947,000	\$14,150,000	\$10,150,000	\$10,150,000	\$4,048,000	\$0	\$0	\$38,498,000

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$26,610	\$96,240	\$93,579	\$90,918	\$307,347
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$26,610	\$96,240	\$93,579	\$90,918	\$307,347
GENERAL FUND REQUIREMENT	\$0	\$0	\$26,610	\$96,240	\$93,579	\$90,918	\$307,347



Current Route 1/Route 123 Interchange

Transportation Strategic Goal

Project: Six-Year Secondary Road Plan

Project Description:

The Six-Year Secondary Road Plan is the Virginia Department of Transportation's (VDOT) method of establishing road improvement priorities and allocating funding for road improvements in the County's secondary road system. Secondary roads are defined as roads with state route numbers of 600 or greater.

Each county in the Commonwealth of Virginia receives a specified amount of funding set by formula for road improvement projects. Funding in the Plan is used to pay previously constructed projects as well as continuing progress on current road projects.

On June 24, 2003, the Prince William Board of County Supervisors adopted VDOT's FY 03 - FY 04 Six-Year Secondary Road Plan. The total FY 04 Secondary Road allocation is \$9,907,161, which includes the following projects:

Project	Scope	Allocation
County-wide Incidental Improvements	Traffic Signals	\$ 850,000
Debt Service		\$ 1,134,689
Linton Hall Road	Route 29 - Route 621 Design & Construction	\$ 7,029,100
Horner Road Parking Lot	Repair to Slope Failure (Vicinity of Route 3000)	\$ 200,000
Liberia Avenue	Sound Barriers	\$ 210,000
Sudley Manor Drive	Right Turn Lane - Route 234	\$ 13,340
Lomond Drive	Add Left Turn Lane at 234 Bus	\$ 35,660
Featherstone Road	.40 Mi E Route 1311 Const Quadrant Gates	\$ 10,000
Prince William Parkway	Close Crossover at Route 2834 PE & Cons	\$ 56,000
Featherstone Road	Upgrade Traffic Signal (Route 638)	\$ 33,810
Minnieville Road	Extend LTL; Modify Signal (Route 2000)	\$ 24,500
Jefferson Street	Install Concrete Crossing	\$ 1,600
Gallerher Road	Flashing Lights & Gates	\$ 16,000
Lucasville Road	Drainage Improvements	\$ 10,000
Ingram Drive Pave in Place	Chestnut Creek to Logmill Road PE	\$ 30,130
Waterfall Road Pave in Place	Route 600 to Route 1704 Construction	\$ 252,332
Total 2003-04 Allocation		\$ 9,907,161

Total Project Budget: \$50,699,056

Strategic Plan Impact:

- ▶ **Transportation Goal** - Projects in the Six-Year Secondary Road Plan support the County's Transportation Strategic Goal by "improving safe opportunities for pedestrians and motorists" and by "improving vehicular circulation by constructing new roadways." This is accomplished by "improving existing roadways and constructing new roadways to accommodate planned development."

Service Impact:

- ▶ **Traffic Congestion** - Road improvements include widening existing roads to improve capacity and reduce congestion.
- ▶ **Roadway Safety** - Roadway safety will be improved through the construction of left and right turn lanes, paving gravel roadways and improved traffic signalization.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) "D" and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS "D" occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Source:

- ▶ **State** - Projected funding beyond FY 04 are estimates only. Future allocations are contingent upon state funding.

Critical Milestones:

- ▶ **County road improvements** will occur throughout the life of the Six-Year Secondary Road Plan.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$8,391,310	\$8,444,682	\$8,330,101	\$8,409,279	\$8,561,842	\$8,561,842	\$50,699,056
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$8,391,310	\$8,444,682	\$8,330,101	\$8,409,279	\$8,561,842	\$8,561,842	\$50,699,056

FUNDING SOURCES	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$8,391,310	\$8,444,682	\$8,330,101	\$8,409,279	\$8,561,842	\$8,561,842	\$50,699,056
Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$8,391,310	\$8,444,682	\$8,330,101	\$8,409,279	\$8,561,842	\$8,561,842	\$50,699,056

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$0						

Transportation Strategic Goal Project: Spriggs Road Phase I

Project Description:

The Spriggs Road improvement project involves widening the existing two-lane road to four lanes between Hoadly Road and Dumfries Road (Route 234). The project also involves improving the current alignment by removing sharp curves, as well as moving its intersection with Route 234 west of its current alignment. Spriggs Road connects Dale City, mid-County and Dumfries Road.

Spriggs Road will be completed in two phases. Phase I is 1.25 miles long from Dumfries Road (Route 234) to Minnieville Road. It will include improvements to Minnieville Road at its intersection with Spriggs Road.

Total Project Budget: **\$17,574,954**

Strategic Plan Impact:

- ▶ **Transportation Goal** - Spriggs Road supports the Transportation Strategic Goal which calls for “improving vehicular circulation by improving existing roadways” and “improving vehicular circulation by constructing new roadways to accommodate planned development.”

Service Impact:

- ▶ **Safety and Mobility** - This project will relieve congestion and improve safety along the roadway by widening the road and removing sharp curves. The safety of children, who attend three schools along Spriggs Road, will improve.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Services (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **Road Bond Referendum** - This project is funded by debt authorized in the November 1998 Road Bond Referendum. Phase II of this project is for construction costs only. Design and right-of-way for both Phases I and II were funded in Phase I.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$288,954 towards funding this project.
- ▶ **Rental Income** - Rental income provides \$6,000 towards funding this project.
- ▶ **Budget Transfer** - \$4,496,212 in voter approved debt was transferred in FY 04 from the Linton Hall Road project to replace state funding no longer allocated to the entire Spriggs Road Project.

Critical Milestones:

- ▶ **Design** for Phase I has been completed.
- ▶ **Right-of-way acquisition** for Phase I is complete.
- ▶ **Phase II construction** began in January 2004, and project completion is scheduled for August 2005.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$2,920,395	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$2,139,721	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$7,516,004	\$3,591,806	\$99,858	\$0	\$0	\$0	\$0	\$3,691,664
Project Management	\$398,165	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Construction Management	\$74,322	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$300,000
Debt Issuance Costs	\$173,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$6,000	\$5,100	\$0	\$0	\$0	\$0	\$0	\$5,100
Total	\$13,228,190	\$4,096,906	\$249,858	\$0	\$0	\$0	\$0	\$4,346,764

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$13,171,690	\$3,858,452	\$249,858	\$0	\$0	\$0	\$0	\$4,108,310
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$50,500	\$238,454	\$0	\$0	\$0	\$0	\$0	\$238,454
Proffers Projected	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rent	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$13,228,190	\$4,096,906	\$249,858	\$0	\$0	\$0	\$0	\$4,346,764

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$722,803	\$1,656,856	\$1,598,814	\$1,557,323	\$1,530,773	\$1,489,345	\$8,555,914
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$722,803	\$1,656,856	\$1,598,814	\$1,557,323	\$1,530,773	\$1,489,345	\$8,555,914
GENERAL FUND REQUIREMENT	\$722,803	\$1,656,856	\$1,598,814	\$1,557,323	\$1,530,773	\$1,489,345	\$8,555,914



Spriggs Road

Transportation Strategic Goal Project: Spriggs Road Phase II

Project Description:

The Spriggs Road improvement project involves widening the existing two-lane road to four lanes between Hoadly Road and Dumfries Road (Route 234). The project also involves improving the current alignment by removing sharp curves, as well as moving its intersection with Route 234 west of its current alignment. Spriggs Road connects Dale City, mid-County and Dumfries Road.

Spriggs Road will be completed in two phases. Phase II is 3.25 miles long from Minnieville Road to Hoadly Road.

Total Project Budget: **\$9,590,000**

Strategic Plan Impact:

- ▶ **Transportation Goal** - Spriggs Road supports the Transportation Strategic Goal which calls for “improving vehicular circulation by improving existing roadways” and “improving vehicular circulation by constructing new roadways to accommodate planned development.”

Service Impact:

- ▶ **Safety and Mobility** - This project will relieve congestion and improve safety along the roadway by widening the road and removing sharp curves. The safety of children, who attend three schools along Spriggs Road, will improve.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Services (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **Road Bond Referendum** - This project is funded by debt authorized in the November 1998 Road Bond Referendum. Phase II of this project is for construction costs only. Design and right-of-way for both Phases I and II were funded in Phase I.
- ▶ **Budget Transfer** - \$4,496,212 in voter approved debt was transferred in FY 04 from the Linton Hall Road project to replace State funding no longer allocated to the entire Spriggs Road Project.
- ▶ **General Fund** - The Bond Project Reserve provides \$5,500,000 in funding towards this project.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$90,000 towards funding this project.

Critical Milestones:

- ▶ **Design** began in December 2000 and is anticipated for completion by March 2004.
- ▶ **Right-of-way acquisition** has begun and is scheduled to finish in May 2004.
- ▶ **Phase II construction** is scheduled to begin in June 2004, and overall project completion is scheduled for June 2006.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$2,190,000	\$6,000,000	\$1,000,000	\$0	\$0	\$0	\$9,190,000
Project Management	\$0	\$0	\$175,000	\$75,000	\$0	\$0	\$0	\$250,000
Construction Management	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,190,000	\$6,325,000	\$1,075,000	\$0	\$0	\$0	\$9,590,000

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$200,000	\$6,325,000	\$1,075,000	\$0	\$0	\$0	\$7,600,000
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$1,900,000	\$0	\$0	\$0	\$0	\$0	\$1,900,000
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$2,190,000	\$6,325,000	\$1,075,000	\$0	\$0	\$0	\$9,590,000

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$190,000	\$185,250	\$180,500	\$175,750	\$171,000	\$902,500
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$190,000	\$185,250	\$180,500	\$175,750	\$171,000	\$902,500
GENERAL FUND REQUIREMENT	\$200,000	\$6,515,000	\$1,260,250	\$180,500	\$175,750	\$171,000	\$8,502,500



Spriggs Road

Transportation Strategic Goal

Project: Street Lighting for Road Bond Projects

Project Description:

This project will provide for construction costs for a four-year plan for the installation of 210 street lights and 26 upgrades as per the project schedule.

Dumfries Road/Prince William Parkway between Route 1 and I-66: 92 lights total

Prince William Parkway between Route 1 and I-95: 10 lights total

Route 1 between Annapolis Way and Joplin Road: 86 lights total

Spriggs Road from Dumfries Road to Hoadly Road: 48 lights total

Total Project Budget: **\$469,100**

Strategic Plan Impact:

- ▶ **Transportation Goal** - The addition of street lights to road projects supports the Transportation Strategic Goal of improved safety for pedestrians and motorists.

Service Impact:

- ▶ **Citizen Safety** - Safety improvement for pedestrians and motorists.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Source:

- ▶ **General Fund**

Critical Milestones:

- ▶ **210 new street lights and 26 upgrades** to existing street lights will be constructed over a four-year period.

Lead Agency For This Project:

- ▶ **Public Works**

**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$209,600	\$18,000	\$127,000	\$114,500	\$0	\$0	\$469,100
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$209,600	\$18,000	\$127,000	\$114,500	\$0	\$0	\$469,100

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$209,600	\$18,000	\$127,000	\$114,500	\$0	\$0	\$469,100
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$209,600	\$18,000	\$127,000	\$114,500	\$0	\$0	\$469,100

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$209,600	\$18,000	\$127,000	\$114,500	\$0	\$0	\$469,100

Transportation Strategic Goal

Project: Sudley Manor Drive Extended

Project Description:

Sudley Manor Drive is classified as a Minor Arterial (MA-25) and is designated as a four-lane divided facility in the Prince William County Comprehensive Plan. This project extends Sudley Manor Drive near Chatsworth Drive on a southwestern direction across the Norfolk Southern Railroad and Route 234 Bypass (Prince William Parkway) and connects with Sudley Manor Drive in the vicinity of Linton Hall.

Total Project Budget: **\$24,389,705**

Strategic Plan Impact:

- ▶ **Transportation Goal** - The Sudley Manor Drive project supports the Transportation Strategic Goal which identifies “improving vehicular circulation by constructing new roadways.” This is accomplished by “improving existing roadways and constructing new roadways to accommodate planned development.”

Service Impact:

- ▶ **Alternative Travel Routes** - This project will provide a direct connection from the Linton Hall Road area to the Route 234 Bypass (Prince William Parkway) and Sudley Road. Extending Sudley Manor Drive will provide an alternative travel route to using the congested Route 28 and Route 29 corridors.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

- ▶ **November 2002 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2002 Road Bond Referendum.
- ▶ **Developer Contributions (Proffers)** - Developer contributions provide \$1,389,705 towards funding this project.

*The proposed funding for this project includes projected proffers. If projected proffers are not collected, this project may be delayed.

Critical Milestones:

The County has recently adopted guidelines for the use of the Public Private Transportation Act (PPTA). This allows private entities to design and build public sector infrastructure. The County is considering a proposal under PPTA for this project.

	<u>PPTA</u>	<u>Traditional</u>
Permitting design, right-of-way acquisition, and utilities begins:	November 2005	March 2006
Construction complete:	December 2005	March 2008

The cost schedule on the opposite page is based on the PPTA plan.

Lead Agency For This Project:

- ▶ **Public Works**

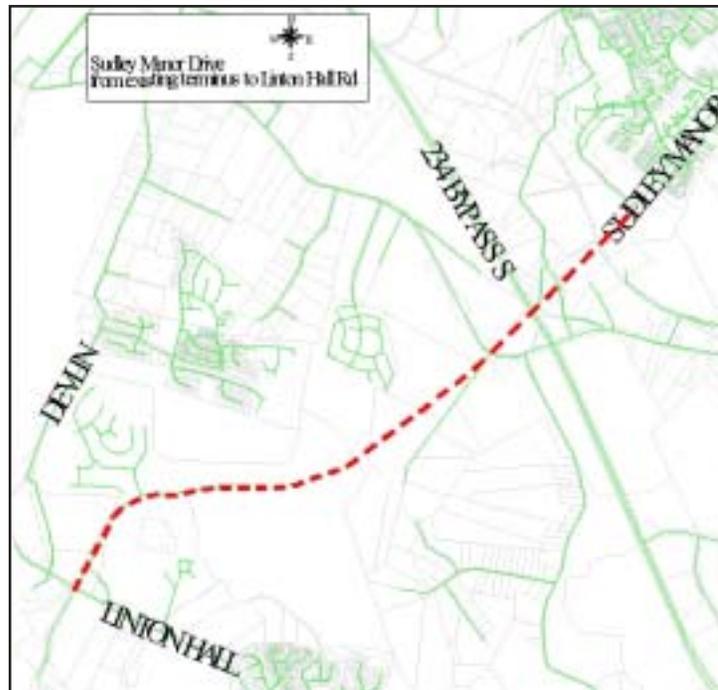
**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$4,956,355	\$885,482	\$144,162	\$0	\$0	\$0	\$0	\$1,029,644
Construction	\$0	\$14,636,432	\$2,820,504	\$0	\$0	\$0	\$0	\$17,456,936
Project Management	\$0	\$356,760	\$356,761	\$0	\$0	\$0	\$0	\$713,521
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$200,000	\$33,249	\$0	\$0	\$0	\$0	\$233,249
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,956,355	\$16,078,674	\$3,354,676	\$0	\$0	\$0	\$0	\$19,433,350

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$4,494,755	\$15,750,569	\$2,754,676	\$0	\$0	\$0	\$0	\$18,505,245
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$461,600	\$328,105	\$0	\$0	\$0	\$0	\$0	\$328,105
Proffers Projected*	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,956,355	\$16,078,674	\$3,354,676	\$0	\$0	\$0	\$0	\$19,433,350

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$506,250	\$2,082,188	\$2,247,438	\$2,188,563	\$2,129,688	\$2,070,813	\$11,224,940
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$506,250	\$2,082,188	\$2,247,438	\$2,188,563	\$2,129,688	\$2,070,813	\$11,224,940
GENERAL FUND REQUIREMENT	\$506,250	\$2,082,188	\$2,247,438	\$2,188,563	\$2,129,688	\$2,070,813	\$11,224,940



Sudley Manor Drive

Transportation Strategic Goal Project: Wellington Road

Project Description:

Wellington Road will be improved in the vicinity of Balls Ford Road and Devlin Road and in the East/West commuter area. This includes intersection improvements, signal realignment of Devlin Road and Balls Ford Road intersection and widening of Wellington Road to connect to the recent improvement at the Nissan Pavilion.

Total Project Budget: **\$5,158,521**

Strategic Plan Impact:

▶ **Transportation Goal** - Wellington Road supports the Transportation Strategic Goal which calls for “improving vehicular circulation by improving existing roadways” and “improving vehicular circulation by constructing new roadways to accommodate planned development.” It will also “improve inter/intra connectivity to the eastern and western activity centers to support and encourage economic development.”

Service Impact:

▶ **Economic Development** - Widening Wellington Road will improve economic development opportunities along the corridor since better access will be provided for existing and future industrial and business parks. Widening Wellington Road will also help alleviate traffic congestion after Nissan Pavilion events.

Comprehensive Plan Impact:

▶ **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

▶ **Roads** - Fulfills the Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) “D” and will be designed to meet the Roadway Functional Classification/Composition Guidelines established in the Transportation Plan. LOS “D” occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about 40 percent of free-flow speed.

Funding Sources:

▶ **November 1998 Road Bond Referendum** - This project is funded by debt authorized in the November 1998 Road Bond Referendum.

▶ **Developer Contributions (Proffers)** - Developer contributions provide \$163,521 towards funding this project.

Critical Milestones:

▶ **Design** began in August 2002 and was completed in December 2003.

▶ **Right-of-way acquisition** began in November 2003 and is scheduled to finish in April 2004.

▶ **Construction** is scheduled to begin in June 2004 and finish in August 2005.

Lead Agency For This Project:

▶ **Public Works**

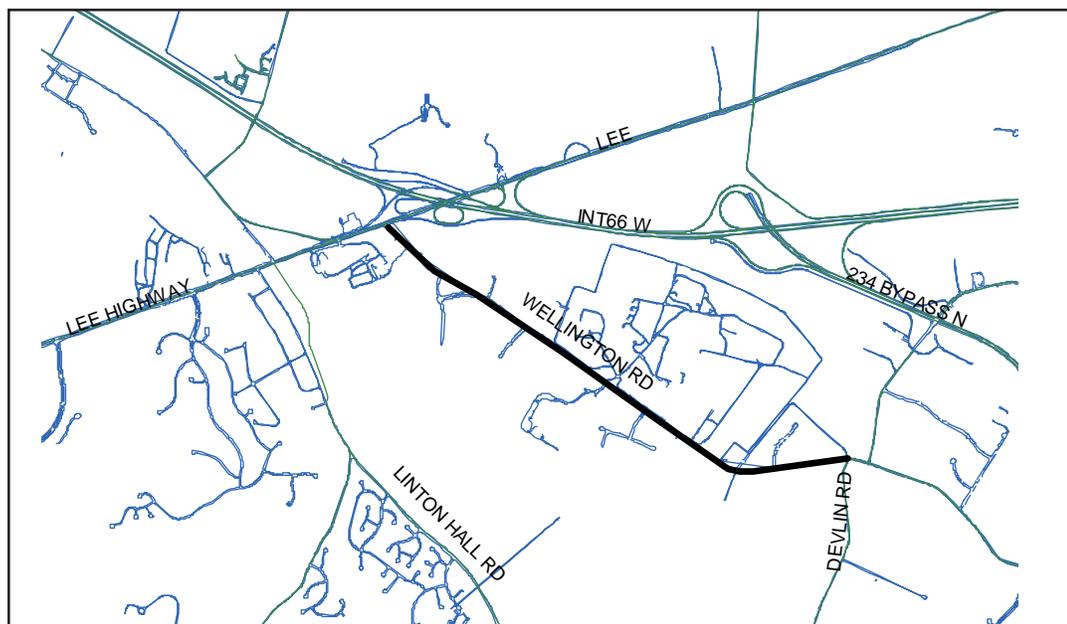
**Prince William County Government
Department: Public Works**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$964,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$186,964	\$3,000,000	\$238,563	\$0	\$0	\$0	\$0	\$3,238,563
Project Management	\$117,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$50,786	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,919,958	\$3,000,000	\$238,563	\$0	\$0	\$0	\$0	\$3,238,563

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$1,867,974	\$2,888,463	\$238,563	\$0	\$0	\$0	\$0	\$3,127,026
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$51,984	\$111,537	\$0	\$0	\$0	\$0	\$0	\$111,537
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,919,958	\$3,000,000	\$238,563	\$0	\$0	\$0	\$0	\$3,238,563

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$470,122	\$457,840	\$479,085	\$465,526	\$418,151	\$407,059	\$2,697,783
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$470,122	\$457,840	\$479,085	\$465,526	\$418,151	\$407,059	\$2,697,783
GENERAL FUND REQUIREMENT	\$470,122	\$457,840	\$479,085	\$465,526	\$418,151	\$407,059	\$2,697,783



Transportation Strategic Goal

Project: Woodbridge Commuter Rail Station Improvements

Project Description:

This project will consist of the installation of a second passenger platform, “Kiss & Ride” and surface lot at the Woodbridge Virginia Railway Express (VRE) station on the west side of the tracks. This new platform will be linked to the existing station, platform and parking by the construction of a pedestrian overpass. The pedestrian overpass would span the tracks, and two new elevators will be installed.

Two major transportation projects in close proximity to this project will require design and construction coordination. The first is the future installation of a third main line track in the vicinity of the Woodbridge station. The second is the expansion of Route 1 to include a major redesign of the Route 1 and Route 123 intersection.

Total Project Budget: **\$861,067**

Strategic Plan Impact:

► **Transportation Goal** - This project helps support the County’s Transportation Strategic Goal by “increasing total VRE passenger usage by 20% from a baseline of 550,000 per year.” This is accomplished by “supporting efforts to increase passenger capacity of VRE” and “supporting efforts to improve access to VRE stations and increase parking availability at VRE stations.”

Service Impact:

- **Platform** - This platform will allow 13 trains to embark or disembark approximately 740 passengers from either track, eliminating the need to have all trains cross over to the east track before pulling into the station. The additional flexibility provided by the new platform will improve current scheduling flexibility and help reduce conflicts caused by VRE, AMTRAK and freight traffic using the same tracks and will help VRE achieve their goal of 95 percent on time performance.
- **Potomac, Rappahannock Transportation District (PRTC) Involvement** - PRTC is the federal grant recipient for this project.
- **The Station Improvements** are being incorporated into the design of the Route 1/Route 123 Interchange project.

Comprehensive Plan Impact:

- **Transportation** - Fulfills the Comprehensive Plan goal to achieve and sustain a complete, safe and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.

Funding Sources:

- **Federal Grant Funding** - Federal grant funding in the amount of \$640,000 has been approved and budgeted.
- **VRE/PRTC** - VRE and PRTC are providing \$160,000 as the local match.
- **Developer Contributions (Proffers)** - Developer contributions provide \$61,067 towards funding this project.
- **Total Project Budget** - The total project budget was transferred to the Route 1/Route 123 Interchange project, since the design of the commuter rail station improvements is incorporated into the design of the interchange.

Critical Milestones:

- **Final design** of the second platform is expected by VRE to be complete in 2004.
- **Construction** will be coordinated with the Route 1/123 interchange project, which is scheduled to begin in FY 05.

Lead Agency For This Project:

- **Virginia Railway Express (VRE)**

**Prince William County Government
Department: Virginia Railway Express (VRE)**

2005 CAPITAL IMPROVEMENT PROGRAM

PROJECT COST CATEGORIES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$800,000	\$61,067	\$0	\$0	\$0	\$0	\$0	\$61,067
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$800,000	\$61,067	\$0	\$0	\$0	\$0	\$0	\$61,067

FUNDING SOURCES	PRIOR YEARS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers Identified	\$0	\$61,067	\$0	\$0	\$0	\$0	\$0	\$61,067
Other	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$800,000	\$61,067	\$0	\$0	\$0	\$0	\$0	\$61,067

OPERATING IMPACTS	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Total FY 05-10
Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GENERAL FUND REQUIREMENT	\$0						



Woodbridge Commuter Rail Station

Transportation Strategic Goal Infrastructure and Facilities Plan

The following facilities are identified in the County’s Comprehensive Plan as existing or projected needs but are not currently funded as projects in the six-year CIP.

Transportation Goal Area Unmet Needs

FACILITY	TERMINI
Aden Rd	Rt-28 to Rt-234
Artemus Rd	Rt-15 to Rt-234 Bypass (North)
Ashton Ave	Balls Ford Rd to Godwin Dr
Balls Ford Rd	Wellington Rd to Rt-234 Business
Balls Ford Rd	Rt-234 Business to Coppermine Dr
Belmont Bay Rd	Rt-1 to end
Blackburn Rd	Featherstone Rd to Rt-1
Bristow Rd	Rt-28 to Rt-234
Cardinal Dr	Minnieville Rd to Rt-1
Carver Rd	Old Carolina Rd to Rt-29
Catharpin Rd	Rt-234 to Heathcote Dr
Catharpin Rd	Heathcote Dr to Rt-55
Caton Hill Rd	Minnieville Rd to Prince William Pkwy
Cherry Hill Spine Rd	Congressional Way to end
Cloverhill Rd	Airport to Rt-234
Cockpit Point Connector Rd	Congressional Way to Cockpit Point Rd
Coverstone Dr	Ashton Ave to Rt-234 Business
Dale Blvd	Hoadly Rd to Benita Fitzgerald Blvd
Dale Blvd	Benita Fitzgerald Blvd to I-95
Dale Blvd	I-95 to Rt-1
Devlin Rd	Linton Hall Rd to Wellington Rd
Farm Creek Rd	Featherstone Rd to Rippon Blvd
Fauquier Dr	Fauquier Co to Rt-28
Featherstone Rd	Rt-1 to Farm Creek Rd
Fitzwater Dr	Rt-28 to Aden Rd
Fleetwood Dr	Fauquier Co to Aden Rd
Freedom Center Blvd	University Dr to Wellington Rd
Gideon Dr	Dale Blvd to Smoketown Rd
Groveton Rd	Pageland Ln to Balls Ford Rd
Gum Springs Rd	Loudoun Co to Rt-234
Haymarket Bypass	Rt-15 to Rt-29
Haymarket Dr	Thoroughfare Rd to Old Carolina Rd
Heathcote Blvd	Rt-15 to Rt-29
Hoadly Rd	Rt-234 to Prince William Pkwy
Hornbaker Rd	Wellington Rd to Rt-28
Horner Rd	Prince William Pkwy to Rt-123
I-66	Fauquier Co to Rt-15
I-66	Rt-15 to Rt-29
I-66	Rt-29 to Fairfax Co
I-95	Fairfax Co to Rt-234
I-95	Rt-234 to Stafford Co
Linton Hall Rd	Rt-29 to Glenkirk Rd
Longview Dr/Montgomery Ave	Prince William Pkwy to Opitz Blvd
Lucasville Rd	Manassas to Bristow Rd
McGraws Corner Dr	Rt-15 to Carver Rd
McGraws Corner Dr	Carver Rd to Haymarket Bypass
McGraws Corner Dr	Somerset Crossing Dr to Rt-55
Minnieville Rd	Cardinal Dr to Caton Hill Rd
Neabsco Mills Rd	Opitz Blvd to Rt-1
Neabsco Rd	Rt-1 to end
New Cherry Hill Rd	Rt-1 to Congressional Way
North/South Connector Rd	Wellington Rd to University Dr

Transportation Strategic Goal Infrastructure and Facilities Plan

2005 CAPITAL IMPROVEMENT PROGRAM

FACILITY	TERMINI
Occoquan Rd	Old Bridge Rd to Rt-1
Old Bridge Rd	Minnieville Rd to Rt-123
Old Carolina Rd	Rt-15 to Heathcote Blvd
Old Carolina Rd	Heathcote Blvd to Rt-29
Old Centreville Rd	Fairfax Co to Rt-28
Opitz Blvd	Gideon Dr to Rt-1
Pageland Ln	Rt-234 to Groveton Rd
Potomac Pkwy	Rt-1 to Cherry Hill Spine Rd
Powells Creek Blvd	Rt-1 to River Ridge Blvd
Prince William Pkwy	Liberia Ave to Hoadly Rd
Prince William Pkwy	Rt-234 to Liberia Ave
Purcell Rd	Rt-234 to Hoadly Rd
Purcell Rd (East)	Purcell Rd to Prince William Pkwy
Ridgefield Rd	Prince William Pkwy to Dale Blvd
Rippon Blvd	Rt-1 to Farm Creek Rd
River Ridge Blvd	Rt-1 to Wayside Dr
Rixlew La	Wellington Rd to Rt-234 Business
Rollins Ford Rd	Rt-215 to University Blvd
Rt-123 (Gordon Blvd)	Fairfax Co to Rt-1
Rt-215 (Vint Hill Rd)	Fauquier Co to Rt-28
Rt-234 (Sudley Rd)	Rt-15 to Manassas National Battlefield
Rt-234 (Prince William Pkwy)	Rt-29 to Rt-234 Business
Rt-234 (Prince William Pkwy)	Rt-234 Business to Prince William Pkwy
Rt-234 (Dumfries Rd)	Prince William Pkwy to Country Club Dr
Rt-234 (Dumfries Rd)	Country Club Dr to Rt-1
Rt-234 Business (Sudley Rd)	I-66 to Manassas
Rt-234 Business (Dumfries Rd)	Manassas to Rt-234
Rt-234 Bypass (North)	Loudoun Co to Rt-29
Rt-28 (Nokesville Rd)	Fauquier Co to Rt-215
Rt-28 (Nokesville Rd)	Rt-215 to Manassas
Rt-28 (Centreville Rd)	Manassas to Fairfax Co
Rt-29 (Lee Hwy)	Fauquier Co to Rt-234 Bypass (North)
Rt-55 (John Marshall Hwy)	Thoroughfare Rd to Catharpin Rd
Rt-55 (John Marshall Hwy)	Catharpin Rd to Rt-29
Rt-411 (Tri-County Pkwy)	Rt-234 Business to Fairfax Co
Signal Hill Rd	Liberia Ave to Signal View Dr
Signal View Dr	Manassas Park to Signal Hill Rd
Smoketown Rd	Minnieville Rd to Gideon Dr
Smoketown Rd	Griffith Ave to Old Bridge Rd
Springwoods Dr	End to Old Bridge Rd
Sudley Manor Dr	Ashton Ave to Rt-234 Business
Summit School Rd	Minnieville Rd to Telegraph Rd
Telegraph Rd	Summit School Rd to Caton Hill Rd
Telegraph Rd	Caton Hill Rd to Prince William Pkwy
Telegraph Rd	Prince William Pkwy to Opitz Blvd
Telegraph Rd	Minnieville Rd to Summit School Rd
Thoroughfare Rd	Rt-15 to McGraws Corner Dr
University Blvd	Rt-29 to Godwin Dr
Van Buren Rd (North)	Cardinal Dr to Rt-234
Van Buren Rd (South)	Rt-234 to Mine Rd
Waterfall Rd	Mill Creek Rd to Rt-15
Waterway Dr	Rt-234 to Cardinal Dr
Wayside Dr	Rt-1 to Congressional Way
Williamson Blvd	Rt-234 Business to Portsmouth Rd
Yates Ford Rd	Prince William Pkwy to Fairfax Co

