



TRANSPORTATION
PROJECTS

Devlin Road Widening

Total Project Cost – \$69.6M

FY26 Appropriation (Design and construction) – \$28.7M

Project Description

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

Service Impact

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

Funding Sources

- ▶ **Northern Virginia Transportation Authority 30% funding** – \$4.0M
- ▶ **State funding** – \$34.2M
- ▶ **Developer contributions (proffers)** – \$2.7M
- ▶ **Debt** – \$28.7M

Project Milestones

- ▶ **Design** of the northern segment (University Boulevard to Jenell Drive) began in FY21 and was completed in FY25. Design of the southern segment (Linton Hall Road to University Boulevard) is scheduled to begin in FY27 with completion scheduled for FY29.



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

- ▶ **Right-of-Way** of the northern segment began in FY22 and was completed in FY24. Right-of-Way of the southern segment is scheduled to begin in FY29 with completion scheduled for FY31.
- ▶ **Construction** of the northern segment began in spring 2025 (FY25) with completion scheduled for summer 2026 (FY27). Construction of the southern segment is scheduled to begin in FY30 with completion scheduled for FY32.

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Debt	28,700	-	-	28,700	-	-	-	-	-	28,700	-
NVTA 30%	4,000	4,000	-	-	-	-	-	-	-	-	-
Proffers	2,684	2,684	-	-	-	-	-	-	-	-	-
State Revenue	34,223	34,223	-	-	-	-	-	-	-	-	-
Total Revenue	69,607	40,907	-	28,700	-	-	-	-	-	28,700	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	5,470	3,463	1,000	-	406	300	300	-	-	1,006	-
Construction	52,137	78	5,000	10,520	10,520	-	-	8,680	8,680	38,401	8,658
Right of Way/Land	12,000	6,359	-	-	-	-	1,880	1,880	1,880	5,641	-
Total Expenditure	69,607	9,900	6,000	10,520	10,927	300	2,180	10,561	10,561	45,048	8,658

Operating Impacts

Operating Expenses	-	-	-	-	-	-	-	-	-	-
Debt Service	-	-	-	313	1,655	2,650	2,582	7,201	-	-
Revenue	-	-	-	-	-	-	-	-	-	-
General Fund Requirement	-	-	-	313	1,655	2,650	2,582	7,201	-	-
Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-	-

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

Ellicott Street Sidewalk (Occoquan Greenway Connector)

Total Project Cost – \$2.9M

Project Description

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

Service Impact

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

Funding Sources

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

Project Milestones

- ▶ **Design** began in FY23 and was completed in FY25.
- ▶ **Right-of-Way** began in FY24 with completion scheduled for FY26.
- ▶ **Construction** will begin in FY26 with completion scheduled for FY27.

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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Debt	342	342	-	-	-	-	-	-	-	-	-
Federal Revenue	2,382	1,910	472	-	-	-	-	-	-	-	-
Proffers	157	157	-	-	-	-	-	-	-	-	-
Total Revenue	2,881	2,409	472	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)

Design/Planning	233	135	98	-	-	-	-	-	-	-	-
Construction	2,019	-	-	1,000	1,019	-	-	-	-	2,019	-
Right of Way/Land	629	-	300	250	79	-	-	-	-	329	-
Total Expenditure	2,881	135	398	1,250	1,098	-	-	-	-	2,348	-

Operating Impacts

Operating Expenses	-	-	-	-	-	-	-	-	-	-	-
Debt Service	8	32	32	31	30	29	161				
Revenue	-	-	-	-	-	-	-	-	-	-	-
General Fund Requirement	8	32	32	31	30	29	161				
Additional Positions (FTEs)	-	-	-	-	-	-	-				

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

Minnieville Road/Prince William Parkway Interchange

Total Project Cost – \$80.2M

Project Description

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

Service Impact

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

Funding Sources

- ▶ **Northern Virginia Transportation Authority 30% funding** – \$80.0M
- ▶ **Developer contributions (proffers)** – \$45K
- ▶ **General fund** – \$191K

Project Milestones

- ▶ **Preliminary Engineering** began in FY21.
- ▶ **Design** began in FY23 and was completed in FY25. The design of the project is being funded by the developer of the adjacent Quartz development, per the proffer requirements.
- ▶ **Right-of-Way** began in FY24 and is scheduled for completion in FY26.
- ▶ **Construction** is scheduled to begin in fall 2025 (FY26) with completion scheduled for fall 2027 (FY28).



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
General Funds	191	191	-	-	-	-	-	-	-	-	-
NVTA 30%	80,000	10,000	70,000	-	-	-	-	-	-	-	-
Proffers	45	45	-	-	-	-	-	-	-	-	-
Total Revenue	80,235	10,235	70,000	-	-	-	-	-	-	-	-

<i>Cost Categories (Expenditures)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	190	190	-	-	-	-	-	-	-	-	-
Construction	70,235	-	7	40,000	20,000	10,228	-	-	-	70,228	-
Right of Way/Land	9,810	17	7,000	1,000	1,793	-	-	-	-	2,793	-
Total Expenditure	80,235	207	7,007	41,000	21,793	10,228	-	-	-	73,021	-

<i>Operating Impacts</i>											
	Operating Expenses	-	-	-	-	-	-	-	-	-	-
	Debt Service	-	-	-	-	-	-	-	-	-	-
	Revenue	-	-	-	-	-	-	-	-	-	-
	General Fund Requirement	-	-	-	-	-	-	-	-	-	-
	Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-	-

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

North Woodbridge Mobility Improvements (Marina Way Ext.)

Total Project Cost – \$25.1M

Project Description

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

Service Impact

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

Funding Sources

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

Project Milestones

- ▶ **Design** began in FY23 and was completed in FY25.
- ▶ **Right-of-Way acquisition** is scheduled to begin in FY25 with completion scheduled for FY26.
- ▶ **Construction** is scheduled to begin in winter 2025 (FY26) with completion scheduled for summer 2027 (FY28).



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Federal Revenue	25,050	25,050	-	-	-	-	-	-	-	-	-
NVTA 30%	50	50	-	-	-	-	-	-	-	-	-
Total Revenue	25,100	25,100	-	-	-	-	-	-	-	-	-

<i>Cost Categories (Expenditures)</i>	3,418	745	2,000	674	-	-	-	-	-	674	-
Design/Planning	3,418	745	2,000	674	-	-	-	-	-	674	-
Construction	11,632	41	1,000	4,900	4,900	791	-	-	-	10,591	-
Right of Way/Land	10,050	-	7,500	2,550	-	-	-	-	-	2,550	-
Total Expenditure	25,100	786	10,500	8,124	4,900	791	-	-	-	13,815	-

Operating Impacts

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

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

Old Bridge Road/Gordon Boulevard Intersection Improvement

Total Project Cost – To Be Determined

Current Appropriation – \$6.1M

FY26 Appropriation – \$9.2M

Project Description

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

Service Impact

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

Funding Sources

- ▶ **Northern Virginia Transportation Authority 30% funding** – \$1.7M
- ▶ **General fund (Occoquan TRIP)** – \$343K
- ▶ **Debt** – \$13.2M
- ▶ **Identification of additional project funding** is currently ongoing.

Project Milestones

- ▶ **Preliminary Engineering and Design** began in spring 2023 (FY23) and is pending full project funding.
- ▶ **Public Information Meeting** was held in September 2023 to present possible design options.
- ▶ **Right-of-Way acquisition** schedule will be determined pending additional project funding.
- ▶ **Construction** schedule will be determined pending additional project funding.



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Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Debt	13,232	-	4,000	9,232	-	-	-	-	-	9,232	-
General Funds	343	343	-	-	-	-	-	-	-	-	-
NVTA 30%	1,725	1,725	-	-	-	-	-	-	-	-	-
Total Revenue	15,300	2,068	4,000	9,232	-	-	-	-	-	9,232	-

Cost Categories (Expenditures)

Design/Planning	15,002	364	3,000	6,100	5,538	-	-	-	-	11,638	-
Right of Way/Land	298	298	-	-	-	-	-	-	-	-	-
Total Expenditure	15,300	662	3,000	6,100	5,538	-	-	-	-	11,638	-

Operating Impacts

Operating Expenses	-	-	-	-	-	-	-	-	-	-
Debt Service	-	291	-	1,247	1,216	1,184	1,152	5,090	-	-
Revenue	-	-	-	-	-	-	-	-	-	-
General Fund Requirement	-	291	-	1,247	1,216	1,184	1,152	5,090	-	-
Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-	-

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

Old Bridge Road/Occoquan Road Intersection Improvement

Total Project Cost – \$15.8M

Project Description

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

Service Impact

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

Funding Sources

- ▶ **Federal Funding** – \$15.5M
- ▶ **Service Authority reimbursement** – \$185K
- ▶ **General fund (Occoquan TRIP)** – \$92K

Project Milestones

- ▶ **Design** began in FY20 and was completed in FY25.
- ▶ **Right-of-Way acquisition** began in FY23 and was completed in FY24.
- ▶ **Construction** began in FY25 with completion scheduled for summer 2026 (FY27).



Impact on Comprehensive Plan Chapters		
Cultural Resources	Community Design	Housing
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Land Use	Community Education	Parks, Recreation & Tourism

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Federal Revenue	15,532	11,532	4,000	-	-	-	-	-	-	-	-
Other Revenue	92	92	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	185	185	-	-	-	-	-	-	-	-	-
Total Revenue	15,809	11,809	4,000	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	3,089	1,897	1,192	-	-	-	-	-	-	-	-
Construction	7,796	31	3,900	3,466	398	-	-	-	-	3,864	-
Right of Way/Land	4,924	3,653	1,271	-	-	-	-	-	-	-	-
Total Expenditure	15,809	5,581	6,363	3,466	398	-	-	-	-	3,864	-

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

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

Prince William Pkwy./Old Bridge Rd. Intersection Improvement

Total Project Cost – \$33.5M

Project Description

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

Service Impact

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

Funding Source

- **Federal funding** – \$33.5M

Project Milestones

- **Design** began in FY22 with completion scheduled for spring 2027 (FY27). Identification of additional project funding needed to complete the design is currently ongoing.
- **Right-of-Way acquisition** is scheduled to begin in FY25 with completion scheduled for winter 2026 (FY26).
- **Construction** is scheduled to begin in spring 2027 (FY27) with completion scheduled for fall 2028 (FY29).



Impact on Comprehensive Plan Chapters		
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Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Federal Revenue	33,488	33,488	-	-	-	-	-	-	-	-	-
Total Revenue	33,488	33,488	-	-	-	-	-	-	-	-	-

<i>Cost Categories (Expenditures)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	2,285	2,285	-	-	-	-	-	-	-	-	-
Construction	22,666	-	-	-	6,000	15,666	1,000	-	-	22,666	-
Right of Way/Land	8,537	-	4,268	4,269	-	-	-	-	-	4,269	-
Total Expenditure	33,488	2,285	4,268	4,269	6,000	15,666	1,000	-	-	26,935	-

<i>Operating Impacts</i>										
	Operating Expenses	-	-	-	-	-	-	-	-	-
	Debt Service	-	-	-	-	-	-	-	-	-
	Revenue	-	-	-	-	-	-	-	-	-
	General Fund Requirement	-	-	-	-	-	-	-	-	-
	Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-

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

Rollins Ford Road Roundabouts

Total Project Cost – \$9.5M

Project Description

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

Service Impact

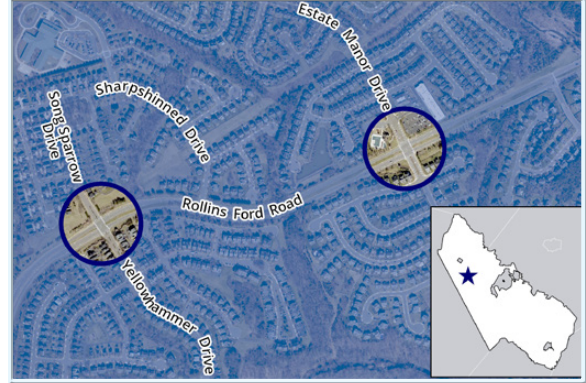
- ▶ **Relieve congestion and improve safety** – Constructing the roundabouts will improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- ▶ **Enhance pedestrian safety** – The roundabouts will address safety needs by reducing pedestrian crossing distances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

Funding Sources

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

Project Milestones

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



Impact on Comprehensive Plan Chapters		
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Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Federal Revenue	9,326	9,326	-	-	-	-	-	-	-	-	-
NVTA 30%	145	145	-	-	-	-	-	-	-	-	-
Total Revenue	9,471	9,471	-	-	-	-	-	-	-	-	-

<i>Cost Categories (Expenditures)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	849	114	625	110	-	-	-	-	-	110	-
Construction	7,952	-	-	-	5,500	2,452	-	-	-	7,952	-
Right of Way/Land	670	2	-	500	168	-	-	-	-	668	-
Total Expenditure	9,471	116	625	610	5,668	2,452	-	-	-	8,730	-

<i>Operating Impacts</i>											
	Operating Expenses	-	-	-	-	-	-	-	-	-	-
	Debt Service	-	-	-	-	-	-	-	-	-	-
	Revenue	-	-	-	-	-	-	-	-	-	-
	General Fund Requirement	-	-	-	-	-	-	-	-	-	-
	Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-	-

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

Route 1 (Brady's Hill Road to Route 234)

Total Project Cost – \$177.7M

Current Appropriation – \$49.1M

Project Description

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

Service Impact

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

Funding Sources

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

Project Milestones

- ▶ **Design** began in FY22 with completion scheduled for fall 2025 (FY26).
- ▶ **Right-of-Way acquisition** began in FY23 with completion scheduled for summer 2026 (FY27).
- ▶ **Construction** is scheduled to begin in summer 2027 (FY28) with completion scheduled for spring 2031 (FY31).



Impact on Comprehensive Plan Chapters		
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Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

<i>Funding Sources (Revenue)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
NVTA 70%	126,880	48,880	-	-	78,000	-	-	-	-	78,000	-
Proffers	266	266	-	-	-	-	-	-	-	-	-
State Revenue	50,600	-	-	10,600	40,000	-	-	-	-	50,600	-
Total Revenue	177,746	49,146	-	10,600	118,000	-	-	-	-	128,600	-

<i>Cost Categories (Expenditures)</i>	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	6,695	5,295	1,100	300	-	-	-	-	-	300	-
Construction	128,700	-	-	-	-	60,000	60,000	6,587	2,113	128,700	-
Right of Way/Land	42,351	12,851	19,000	8,000	2,500	-	-	-	-	10,500	-
Total Expenditure	177,746	18,146	20,100	8,300	2,500	60,000	60,000	6,587	2,113	139,500	-

<i>Operating Impacts</i>											
	Operating Expenses	-	-	-	-	-	-	-	-	-	-
	Debt Service	-	-	-	-	-	-	-	-	-	-
	Revenue	-	-	-	-	-	-	-	-	-	-
	General Fund Requirement	-	-	-	-	-	-	-	-	-	-
	Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-	-

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

Route 234 Business (Battlevue to Godwin) Improvements

Total Project Cost – \$19.8M

Project Description

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

Service Impact

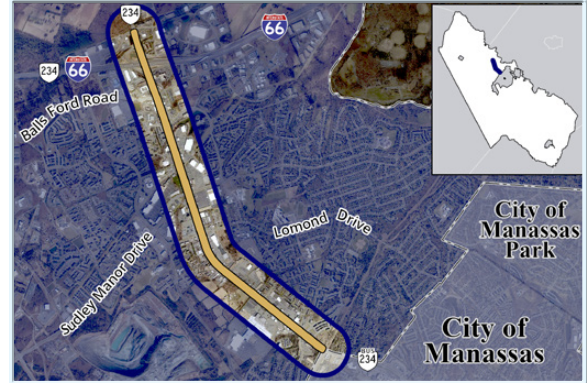
- ▶ **Relieve congestion and improve safety** – Constructing the improvements will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- ▶ **Enhance pedestrian safety** – Enhanced safety and pedestrian connectivity within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

Funding Sources

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

Project Milestones

- ▶ **Design** began in FY25 with completion scheduled for fall 2026 (FY27).
- ▶ **Right-of-Way acquisition** is scheduled to begin in FY26 with completion scheduled for winter FY27.
- ▶ **Construction** is scheduled to begin in spring 2027 (FY27) with completion scheduled for winter 2028 (FY29)



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Federal Revenue	19,498	-	19,498	-	-	-	-	-	-	-	-
Proffers	261	-	261	-	-	-	-	-	-	-	-
Total Revenue	19,759	-	19,759	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	1,489	-	500	750	239	-	-	-	-	989	-
Design/Planning	1,489	-	500	750	239	-	-	-	-	989	-
Construction	12,269	-	-	-	6,900	4,000	1,369	-	-	12,269	-
Right of Way/Land	6,001	-	3	2,500	3,400	98	-	-	-	5,998	-
Total Expenditure	19,759	-	503	3,250	10,539	4,098	1,369	-	-	19,256	-

Operating Impacts

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

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

Summit School Road Ext. & Telegraph Road Widening

Total Project Cost – \$40.0M

Project Description

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

Service Impact

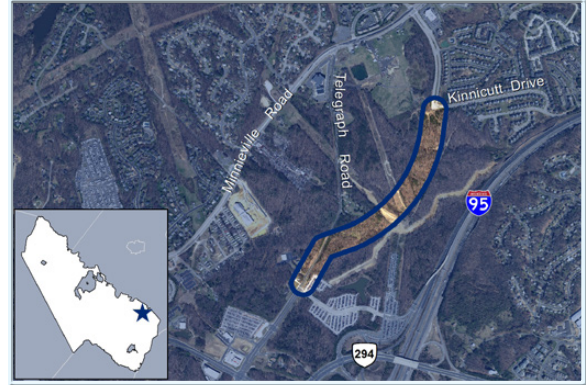
- ▶ **Relieve congestion and improve safety** – Widening this roadway will alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.
- ▶ **Enhance pedestrian safety** – Enhanced safety and pedestrian connectivity within the County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

Funding Sources

- ▶ **Northern Virginia Transportation Authority 30% funding** – \$3.0M
- ▶ **Northern Virginia Transportation Authority 70% funding** – \$35.0M
- ▶ **Developer contributions (proffers)** – \$45K
- ▶ **Service Authority reimbursement** – \$196K
- ▶ **General fund** – \$39K
- ▶ **Prince William County Schools reimbursement** – \$1.5M
- ▶ **Property owner reimbursement** – \$150K

Project Milestones

- ▶ **Design** began in FY20 and was completed in FY22.
- ▶ **Right-of-Way acquisition** began in FY21 and was completed in FY22.
- ▶ **Construction** began in FY24 with completion scheduled for April 2026 (FY26).



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
General Funds	39	39	-	-	-	-	-	-	-	-	-
NVTA 30%	3,000	3,000	-	-	-	-	-	-	-	-	-
NVTA 70%	35,000	35,000	-	-	-	-	-	-	-	-	-
Other Revenue	1,690	1,690	-	-	-	-	-	-	-	-	-
Proffers	45	45	-	-	-	-	-	-	-	-	-
Service Authority Reimbursement	196	196	-	-	-	-	-	-	-	-	-
Total Revenue	39,970	39,970	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	5,049	5,049	-	-	-	-	-	-	-	-	-
Construction	33,196	467	30,001	2,728	-	-	-	-	-	2,728	-
Right of Way/Land	1,725	1,725	-	-	-	-	-	-	-	-	-
Total Expenditure	39,970	7,241	30,001	2,728	-	-	-	-	-	2,728	-

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

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

Transportation & Roadway Improvement Program

Total Project Cost – \$20.5M

Project Description

The Transportation & Roadway Improvement Program (TRIP) consists of capital funding of \$450,000 per year from recordation tax revenues to each of the seven magisterial districts for the construction of small-scale capital improvements to Prince William County's local roadways and other transportation facilities. District supervisors determine funding allocations for projects to enhance mobility throughout the County. Examples of previous TRIP projects include small-scale improvements such as sidewalks, multi-use paths, paving, roadway extensions, and traffic-calming measures.

Service Impact

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

Funding Sources

- ▶ **Recordation tax** – \$20.5M

Project Milestones

- ▶ **Current projects with TRIP funding** include the following:
 - **Blue Pool Drive Sidewalk, \$180K** – scheduled for completion in FY26
 - **Graham Park Road Sidewalk*, \$625K** – scheduled for completion in FY26
 - **Lake Jackson Drive Roadway Safety and Streetlighting, \$75K** – scheduled for completion in FY26
 - **Lake Jackson Road Survey, \$70K** – scheduled for completion in FY26
 - **Lindendale Sidewalk, \$195K** – scheduled for completion in FY26
 - **Occoquan Streetlights, \$86K** – scheduled for completion in FY26
 - **Old Carolina Road Sidewalk Improvements (Walter Robinson/Heathcote)*, \$351K** – scheduled for completion in FY26.

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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

- **Redwing Sidewalk Improvements, \$90K** – scheduled for completion in FY26
- **Route 1 Corridor Public Transportation Improvements, \$275K** – scheduled for completion in FY26
- **Sudley Manor Drive Sidewalk*, \$320K** – scheduled for completion in FY26
- **Token Forest Drive Sidewalk*, \$180K** – scheduled for completion in FY26

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

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Recordation Tax	20,475	-	1,575	3,150	3,150	3,150	3,150	3,150	3,150	18,900	-
Total Revenue	20,475	-	1,575	3,150	3,150	3,150	3,150	3,150	3,150	18,900	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Construction	20,475	870	1,706	504	-	-	-	-	-	504	17,395
Total Expenditure	20,475	870	1,706	504	-	-	-	-	-	504	17,395

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

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

University Blvd. Extension (Devlin Rd. to Wellington Rd.)

Total Project Cost – \$93.5M

Project Description

This project will extend University Boulevard from its current terminus at Devlin Road to Wellington Road. The new section of University Boulevard will be four lanes wide with the total length of the project being approximately 2.5 miles. The project will also include the construction of a 10-foot-wide shared use path and a 5-foot-wide sidewalk.

Service Impact

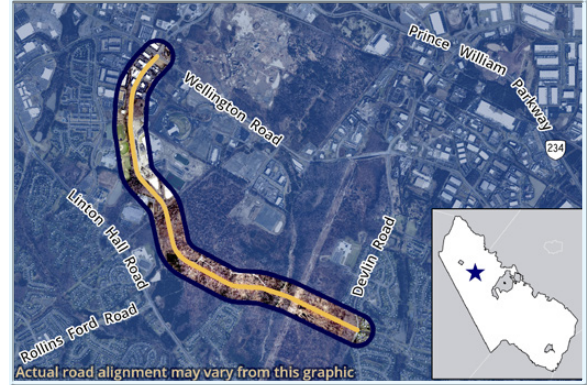
- ▶ **Relieve congestion and improve safety** – Constructing the extension will alleviate congestion and improve safety on University Boulevard. The service impact will be most noticeable during peak morning and evening travel periods.
- ▶ **Enhance pedestrian safety** – The shared use path and sidewalk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

Funding Sources

- ▶ **Northern Virginia Transportation Authority 30% funding** – \$4.9M
- ▶ **Northern Virginia Transportation Authority 70% funding** – \$53.0M
- ▶ **Federal funding** – \$30.7M
- ▶ **State funding** – \$4.9M

Project Milestones

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



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Federal Revenue	30,678	30,678	-	-	-	-	-	-	-	-	-
NVTA 30%	4,927	4,927	-	-	-	-	-	-	-	-	-
NVTA 70%	53,000	53,000	-	-	-	-	-	-	-	-	-
State Revenue	4,927	4,927	-	-	-	-	-	-	-	-	-
Total Revenue	93,533	93,533	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	10,000	190	1,500	1,500	6,810	-	-	-	-	8,310	-
Construction	83,533	-	-	-	35,000	35,000	13,533	-	-	83,533	-
Total Expenditure	93,533	190	1,500	1,500	41,810	35,000	13,533	-	-	91,843	-

Operating Impacts

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

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

Van Buren Road North Extension

Total Project Cost – \$193.3M

Current Appropriation – \$10.0M

Project Description

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

Service Impact

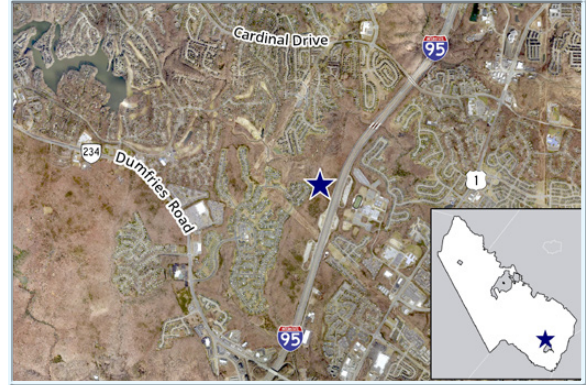
- ▶ **Relieve congestion and improve safety** – Constructing the new section of Van Buren Road will alleviate local and regional congestion and improve safety. The service impact will be most noticeable as this new section will carry heavy volumes of traffic that would normally spill onto local roadways during peak morning and evening travel periods.
- ▶ **Connectivity** – This project will increase connectivity, and the number of citizens satisfied with their ease of travel within the County.

Funding Source

- ▶ **Northern Virginia Transportation Authority 30% funding** – \$1.6M
- ▶ **Northern Virginia Transportation Authority 70% funding** – \$8.0M
- ▶ **Recordation Tax** – \$447K
- ▶ **Identification of additional project funding** is currently ongoing.

Project Milestones

- ▶ **Pre-Planning** – A National Environmental Policy Act study began in FY21 and was completed in FY24.
- ▶ **Design** began in December 2024 (FY25) and is scheduled to be completed in summer 2027 (FY28).



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

Impact on Strategic Plan Goals		
Health & Wellbeing	Safe & Secure Community	Resilient Economy
Quality Education	Environmental Conservation	Sustainable Growth
Mobility		

- ▶ **Right-of-Way acquisition and construction** schedules will be determined pending additional project funding.

Funding Sources (Revenue)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
NVTA 30%	1,553	1,553	-	-	-	-	-	-	-	-	-
NVTA 70%	8,000	8,000	-	-	-	-	-	-	-	-	-
Recordation Tax	447	447	-	-	-	-	-	-	-	-	-
Total Revenue	10,000	10,000	-	-	-	-	-	-	-	-	-

Cost Categories (Expenditures)	Project Estimate	Prior Yrs Actual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Design/Planning	10,000	1,575	2,808	2,808	2,808	-	-	-	-	5,617	-
Total Expenditure	10,000	1,575	2,808	2,808	2,808	-	-	-	-	5,617	-

Operating Impacts	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY26 - FY31	Future
Operating Expenses	-	-	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-	-	-
Revenue	-	-	-	-	-	-	-	-	-
General Fund Requirement	-	-	-	-	-	-	-	-	-
Additional Positions (FTEs)	-	-	-	-	-	-	-	-	-

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

