



TRANSPORTATION

Broad Run Commuter Parking Lot

Lead Agency

Transportation

Project Description

This project involves the design and construction of a minimum 100 extra spaces for the existing Broad Run Commuter Parking Lot, as well as the design and construction of improvements to the Route 28/Piper Lane to provide adequate ingress and egress to the lot.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

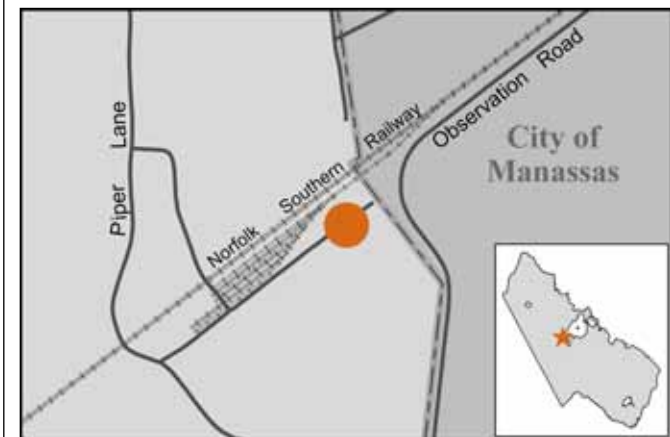
- **The Broad Run Commuter Lot** - The project will allow the County to come closer to achieving the goal of 55% of citizens satisfied with their ease of travel within the County by providing ease of travel for commuters utilizing the Broad Run station.

Funding Sources

- **Transportation Proffer Interest** - Current funding for the project is \$1,748,450 and comes from Transportation proffer interest.
- **Developer Contributions (Proffers)** - Proffers provide \$63,750 in FY 12 funding.
- **Regional Surface Transportation Program (RSTP) Funding** - FY 12 RSTP funding provides \$1,100,000 for the Route 28/Piper Lane intersection improvements.

Critical Milestones

- **Design** began in FY 11.
- **Parking lot expansion** was completed in December 2010.
- **Intersection improvements** at Route 28 and Piper Lane will begin in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	1,748,450	-	1,748,450	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	1,100,000	-	-	1,100,000	-	-	-	-	-	-	1,100,000	-
Proffers Identified	63,750	-	-	63,750	-	-	-	-	-	-	63,750	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$2,912,200	\$0	\$1,748,450	\$1,163,750	\$0	\$0	\$0	\$0	\$0	\$0	\$1,163,750	\$0

COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	250,000	-	250,000	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	2,562,200	-	838,450	1,723,750	-	-	-	-	-	-	1,723,750	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Construction Management	100,000	-	100,000	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$2,912,200	\$0	\$1,188,450	\$1,723,750	\$0	\$0	\$0	\$0	\$0	\$0	\$1,723,750	\$0
BALANCE	\$0	\$0	\$560,000	(\$560,000)	\$0	\$0	\$0	\$0	\$0	\$0	(\$560,000)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	1,748,450									
Expenditures	1,748,450									
Unappropriated Revenues	(1,163,750)	1,163,750	-	-	-	-	-	-	1,163,750	-
Unappropriated Expenditures	(1,163,750)	1,163,750	-	-	-	-	-	-	1,163,750	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Fuller Road/ Fuller Heights Road Intersection Improvements

Lead Agency

Transportation

Project Description

This project will widen Fuller Road, which is the entrance road serving the Quantico Marine Corps Base, the Town of Quantico, and communities adjacent to the Base. The improvements will convert the existing four-lane undivided section to a four-lane divided section of roadway and relocate Fuller Heights Road to the east to provide maximum spacing between the intersections of Route 1 and Fuller Heights Road.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |



Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **Relieve Congestion and Improve Safety** - Construction of this roadway will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.

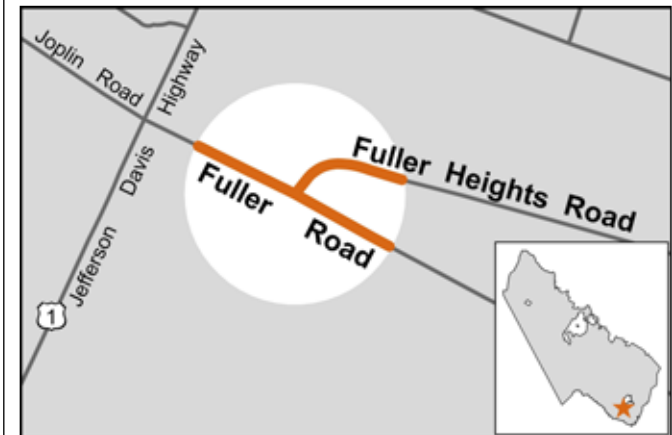
Funding Sources

- **Public Lands Discretionary Funds (Federal Funding)** provided \$2,658,546 for design and partial construction funding for this project. Additional funding will be needed to complete this project.

- **Regional Surface Transportation Program (RSTP) Funding** - RSTP funding provides \$1 million in FY 12 allocations to this project.
- **Developer Contributions (Proffers)** provide \$524,186 towards this project.

Critical Milestones

- **Design** began in FY 10. The project's final scope is being negotiated with the Marine Corps.
- **Construction** will be coordinated with the Route 1 (Joplin Road to Bradys Hill Road) project.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	3,658,546	2,658,546	-	1,000,000	-	-	-	-	-	-	1,000,000	-
Proffers Identified	524,186	-	-	524,186	-	-	-	-	-	-	524,186	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$4,182,732	\$2,658,546	\$0	\$1,524,186	\$0	\$0	\$0	\$0	\$0	\$0	\$1,524,186	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	500,000	142,115	357,885	-	-	-	-	-	-	-	-	-
Right of Way	149,000	-	100,000	49,000	-	-	-	-	-	-	49,000	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	3,190,121	-	-	1,000,000	2,190,121	-	-	-	-	-	3,190,121	-
Project Management	343,611	43,611	-	150,000	150,000	-	-	-	-	-	300,000	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$4,182,732	\$185,726	\$457,885	\$1,199,000	\$2,340,121	\$0	\$0	\$0	\$0	\$0	\$3,539,121	\$0
BALANCE	\$0	\$2,472,820	(\$457,885)	\$325,186	(\$2,340,121)	\$0	\$0	\$0	\$0	\$0	(\$2,014,935)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years		
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17			
Revenues	2,658,546										
Expenditures	2,658,546										
Unappropriated Revenues	(1,524,186)			1,524,186	-	-	-	-	-	1,524,186	-
Unappropriated Expenditures	(1,524,186)			1,524,186	-	-	-	-	-	1,524,186	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Hornbaker Road

Lead Agency

Transportation

Project Description

As part of the University Boulevard Public-Private Transportation Act (PPTA) project, this widens Hornbaker Road to a 4-lane roadway from north of its intersection with University Boulevard to Thomason Barn Road. This project includes construction activities only since the design of the Hornbaker Road project was previously accomplished as part of the infrastructure program at the County's Innovation@Prince William business park.

Strategic Plan Impact

- | | |
|--|--------------------------------------|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **This project** will serve drivers in Prince William County that use Hornbaker Road to access University Boulevard, the nearby Route 234 Bypass, and the Innovation corridor.

Funding Sources

- Funding for this project comes from the following sources:
 - **Project Savings** - \$3,737,237 from Linton Hall Road and \$3,425,035 from Sudley Manor Drive in project savings are allocated to this project.
 - **Transfer of Unrestricted Proffers** - \$2,886,533 in unrestricted proffer funding has been reallocated to this project.
 - **Developer Contributions (Proffers)** provide \$470,786 towards this project.

Critical Milestones

- **Construction** began in FY 11 and is anticipated to be completed by FY 14.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	10,048,805	-	10,048,805	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	470,786	-	-	470,786	-	-	-	-	-	-	470,786	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	208,411	-	208,411	-	-	-	-	-	-	-	-	-
TOTAL	\$10,728,002	\$0	\$10,257,216	\$470,786	\$0	\$0	\$0	\$0	\$0	\$0	\$470,786	\$0

COST CATEGORIES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-	-	-	-
Right of Way	970,000	-	970,000	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	9,288,002	-	-	3,185,025	3,300,000	2,802,977	-	-	-	-	9,288,002	-
Project Management	470,000	-	120,000	120,000	120,000	110,000	-	-	-	-	350,000	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$10,728,002	\$0	\$1,090,000	\$3,305,025	\$3,420,000	\$2,912,977	\$0	\$0	\$0	\$0	\$9,638,002	\$0
BALANCE	\$0	\$0	\$9,167,216	(\$2,834,239)	(\$3,420,000)	(\$2,912,977)	\$0	\$0	\$0	\$0	(\$9,167,216)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	10,257,216									
Expenditures	10,257,216									
Unappropriated Revenues	(470,786)	470,786	-	-	-	-	-	-	470,786	-
Unappropriated Expenditures	(470,786)	470,786	-	-	-	-	-	-	470,786	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Minnieville Road (Spriggs Road to Route 234)

Lead Agency

Transportation

Project Description

A four-lane divided facility with a raised median that will widen approximately 10,600 linear feet of Minnieville Road from its intersection with Spriggs Road to Route 234 (Dumfries Road).

Strategic Plan Impact

- | | |
|---|--------------------------------------|
| <input checked="" type="radio"/> Economic Development /
Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **Connectivity** - This project will complete the four-lane widening of Minnieville Road from its northern terminus with Old Bridge Road to its southern terminus at Route 234 (Dumfries Road).

Funding Sources

- **November 2006 Road Bond Referendum** - This project is funded by \$15.8 million in debt authorized by voters in the November 2006 Road Bond Referendum.
- **Developer Contributions (Proffers)** - Developer contributions provides \$1,413,554 in funding towards this project.

Critical Milestones

- **Design** will begin in FY 12.
- **Right-of-Way Acquisition** to begin in FY 13.
- **Construction** scheduled to begin in FY 14.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	1,413,554	1,413,554	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	15,800,000	1,005,000	-	14,795,000	-	-	-	-	-	-	14,795,000	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$17,213,554	\$2,418,554	\$0	\$14,795,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,795,000	\$0

COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	1,484,000	-	-	1,484,000	-	-	-	-	-	-	1,484,000	-
Right of Way	3,000,000	-	-	-	3,000,000	-	-	-	-	-	3,000,000	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	10,203,600	-	-	-	2,203,600	6,000,000	2,000,000	-	-	-	10,203,600	-
Project Management	480,850	55,850	-	106,250	106,250	106,250	106,250	-	-	-	425,000	-
Construction Management	1,984,870	-	-	-	680,240	680,240	624,390	-	-	-	1,984,870	-
Debt Issuance Costs	60,234	-	-	60,234	-	-	-	-	-	-	60,234	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$17,213,554	\$55,850	\$0	\$1,650,484	\$5,990,090	\$6,786,490	\$2,730,640	\$0	\$0	\$0	\$17,157,704	\$0
BALANCE	\$0	\$2,362,704	\$0	\$13,144,516	(\$5,990,090)	(\$6,786,490)	(\$2,730,640)	\$0	\$0	\$0	(\$2,362,704)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years		
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17			
Revenues	2,418,554										
Expenditures	2,418,554										
Unappropriated Revenues	(14,795,000)			14,795,000	-	-	-	-	-	14,795,000	-
Unappropriated Expenditures	(14,795,000)			14,795,000	-	-	-	-	-	14,795,000	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	1,343,000	1,315,350	1,287,700	1,260,050	1,232,400	6,438,500
Total Operating and Debt Service	\$0	\$0	\$1,343,000	\$1,315,350	\$1,287,700	\$1,260,050	\$1,232,400	\$6,438,500
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$1,343,000	\$1,315,350	\$1,287,700	\$1,260,050	\$1,232,400	\$6,438,500



Minnieville Road (Spriggs Road to Route 234)

Old Bridge Road (Mohican Road to Dillingham Square)

Lead Agency

Transportation

Project Description

This project involves the construction of a pedestrian facility along the northern side of Old Bridge Road between the road's intersection with Dillingham Square and Mohican Road for an approximate distance of 3,650 feet.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Police
- Economic Dev.
- Potable Water
- Environment
- Schools
- Fire & Rescue
- Sewer
- Land Use
- Telecommunications
- Libraries
- Transportation
- Parks & Open Space

Service Impact

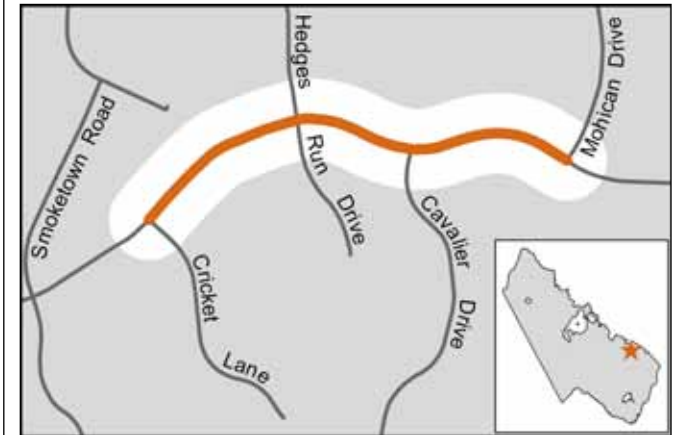
- **This project** will provide enhanced safety for pedestrians utilizing the section of Old Bridge Road between Mohican Road and Dillingham Square.

Funding Sources

- **Developer Contributions (Proffers)** provide \$300,000 towards this project.
- **Six Year Secondary Road Funds** provide \$295,000 from the Commonwealth.
- **Congestion Mitigation and Air Quality (CMAQ) Program** provides \$500,000 for construction of this project.

Critical Milestones

- **Design** began in FY 11.
- **Right-of-Way Acquisition** began in FY 11.
- **Construction** is scheduled to begin in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	300,000	-	300,000	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	795,000	-	795,000	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$1,095,000	\$0	\$1,095,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	175,000	-	150,000	25,000	-	-	-	-	-	-	25,000	-
Right of Way	120,000	-	120,000	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	800,000	-	-	800,000	-	-	-	-	-	-	800,000	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$1,095,000	\$0	\$270,000	\$825,000	\$0	\$0	\$0	\$0	\$0	\$0	\$825,000	\$0
BALANCE	\$0	\$0	\$825,000	(\$825,000)	\$0	\$0	\$0	\$0	\$0	\$0	(\$825,000)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	595,000									
Expenditures	595,000									
Unappropriated Revenues	(500,000)	-	-	-	-	-	-	-	-	-
Unappropriated Expenditures	(500,000)	-	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Old Bridge Road (Mohican Road to Dillingham Square)

Old Bridge Road (Springwoods Drive to Old Bridge Road)

Lead Agency

Transportation

Project Description

This project constructs a dedicated right turn lane on Springwoods Drive onto Old Bridge Road.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Police
- Economic Dev.
- Potable Water
- Environment
- Schools
- Fire & Rescue
- Sewer
- Land Use
- Telecommunications
- Libraries
- Transportation
- Parks & Open Space

Service Impact

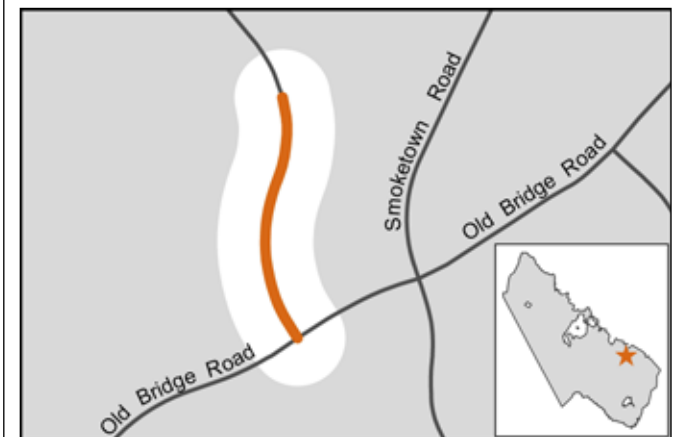
- The **additional turn lane** will help relieve congestion and improve traffic flow at the intersection of Springwoods Drive and Old Bridge Road.

Funding Sources

- **Developer Contributions (Proffers)** provide \$500,000 for this project.

Critical Milestones

- **Design** began in FY 11.
- **Construction** began in FY 11 and will conclude in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	500,000	500,000	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	100,000	5,000	95,000	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	395,939	-	300,000	95,939	-	-	-	-	-	-	95,939	-
Project Management	4,061	4,061	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$500,000	\$9,061	\$395,000	\$95,939	\$0	\$0	\$0	\$0	\$0	\$0	\$95,939	\$0
BALANCE	\$0	\$490,939	(\$395,000)	(\$95,939)	\$0	\$0	\$0	\$0	\$0	\$0	(\$95,939)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	500,000									
Expenditures	500,000									
Unappropriated Revenues	-	-	-	-	-	-	-	-	-	-
Unappropriated Expenditures	-	-	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Prince William Parkway (Hoadly Road to Old Bridge Road)

Lead Agency

Transportation

Project Description

This project will add an additional lane in each direction of the Prince William Parkway from its intersection with Hoadly Road to Old Bridge Road.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Police
- Economic Dev.
- Potable Water
- Environment
- Schools
- Fire & Rescue
- Sewer
- Land Use
- Telecommunications
- Libraries
- Transportation
- Parks & Open Space

Service Impact

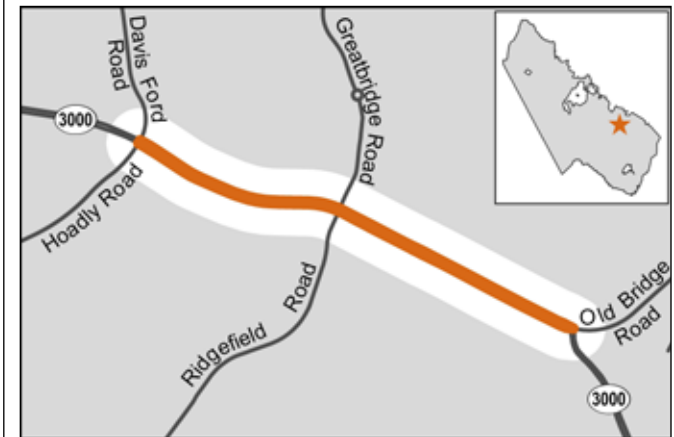
- **Relieve Congestion and Improve Safety** - Construction of this roadway will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.

Funding Sources

- **Developer Contributions (Proffers)** - Developer contributions provide \$3,380,327 for this project.
- **Federal American Recovery and Reinvestment Act (ARRA) Funding (Economic Stimulus)** - \$9.16 million in ARRA funding for project construction is provided by the federal government.

Critical Milestones

- **Design** began in FY 09.
- **Construction** began in FY 10 and will be completed in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	3,380,327	3,380,327	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	9,160,000	9,160,000	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$12,540,327	\$12,540,327	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	1,887,845	825,339	1,062,506	-	-	-	-	-	-	-	-	-
Right of Way	1,118,500	973,644	144,856	-	-	-	-	-	-	-	-	-
Utility Relocation	800,000	246,538	553,463	-	-	-	-	-	-	-	-	-
Construction	7,839,166	55,450	6,533,716	1,250,000	-	-	-	-	-	-	1,250,000	-
Project Management	894,816	294,816	450,000	150,000	-	-	-	-	-	-	150,000	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$12,540,327	\$2,395,787	\$8,744,540	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0
BALANCE	\$0	\$10,144,541	(\$8,744,540)	(\$1,400,000)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,400,000)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	13,540,327									
Expenditures	13,540,327									
Unappropriated Revenues	1,000,000	-	-	-	-	-	-	-	-	-
Unappropriated Expenditures	1,000,000	-	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Prince William Parkway (Hoadly Road to Old Bridge Road)

Prince William Parkway Parkway (Improvements at Hillendale Drive)

Lead Agency

Transportation

Project Description

This project consists of the design and construction of dual left turn lanes from the Prince William Parkway onto Hillendale Drive. The project will also provide pedestrian sidewalks within the construction area.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **Motorists** using the Prince William County Parkway at the intersection of Hillendale Drive will benefit from the improvements at this intersection. The improvements should also act to relieve traffic congestion along the Parkway and improve safety for motorists and pedestrians in the vicinity of this intersection.

Funding Sources

- **Developer Contributions (Proffers)** - Developer contributions provide \$1,068,308 in funds to design and construct this project.
- **State & Federal Funds** - \$956,682 in Highway Safety Improvement Program (HSIP) funding and \$460,904 in Revenue Sharing funding have been made available for this project.

Critical Milestones

- **Design** began in FY 11.
- **Right-of-Way Acquisition** will begin in FY 12.
- **Construction** is scheduled to begin in FY 13.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	1,000,000	-	1,000,000	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	1,417,586	-	1,417,586	-	-	-	-	-	-	-	-	-
Proffers Identified	68,308	-	-	68,308	-	-	-	-	-	-	68,308	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$2,485,894	\$0	\$2,417,586	\$68,308	\$0	\$0	\$0	\$0	\$0	\$0	\$68,308	\$0

COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	400,000	-	400,000	-	-	-	-	-	-	-	-	-
Right of Way	400,000	-	-	400,000	-	-	-	-	-	-	400,000	-
Utility Relocation	400,000	-	-	-	400,000	-	-	-	-	-	400,000	-
Construction	1,285,894	-	-	-	1,285,894	-	-	-	-	-	1,285,894	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$2,485,894	\$0	\$400,000	\$400,000	\$1,685,894	\$0	\$0	\$0	\$0	\$0	\$2,085,894	\$0
BALANCE	\$0	\$0	\$2,017,586	(\$331,692)	(\$1,685,894)	\$0	\$0	\$0	\$0	\$0	(\$2,017,586)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	-									
Expenditures	-									
Unappropriated Revenues	(2,485,894)	68,308	-	-	-	-	-	-	68,308	-
Unappropriated Expenditures	(2,485,894)	68,308	-	-	-	-	-	-	68,308	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Prince William Parkway (Old Bridge Road to Minnieville Road)

Lead Agency

Transportation

Project Description

The Prince William Parkway is designated to be a six lane divided roadway with a raised median. The project extends from existing Old Bridge Road to Minnieville Road. This project will be constructed in coordination with the intersection improvements at the Prince William Parkway and Hillendale Drive.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **Relieve Congestion and Improve Safety** - Construction improvements along this corridor will help alleviate congestion and develop higher safety standards at intersections. The highest service impact will be experienced during peak morning and evening travel periods.

Funding Sources

- **November 2006 Road Bond Referendum** - This project is funded by \$15.0 million in debt authorized by voters in the November 2006 Road Bond Referendum.
- **Developer Contributions (Proffers)** - Developer contributions provide \$1.3 million to design and construct this project.

Critical Milestones

- **Design** will begin in September 2011 (FY 12).
- **Construction** will begin in FY 13.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	14,985,000	-	-	14,985,000	-	-	-	-	-	-	14,985,000	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	1,264,326	-	-	1,264,326	-	-	-	-	-	-	1,264,326	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$16,249,326	\$0	\$0	\$16,249,326	\$0	\$0	\$0	\$0	\$0	\$0	\$16,249,326	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	1,080,000	-	-	1,080,000	-	-	-	-	-	-	1,080,000	-
Right of Way	2,190,000	-	-	-	2,190,000	-	-	-	-	-	2,190,000	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	10,756,488	-	-	-	1,756,488	6,000,000	3,000,000	-	-	-	10,756,488	-
Project Management	400,000	-	-	100,000	100,000	100,000	100,000	-	-	-	400,000	-
Construction Management	1,757,838	-	-	-	584,504	584,504	588,830	-	-	-	1,757,838	-
Debt Issuance Costs	65,000	-	-	65,000	-	-	-	-	-	-	65,000	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$16,249,326	\$0	\$0	\$1,245,000	\$4,630,992	\$6,684,504	\$3,688,830	\$0	\$0	\$0	\$16,249,326	\$0
BALANCE	\$0	\$0	\$0	\$15,004,326	(\$4,630,992)	(\$6,684,504)	(\$3,688,830)	\$0	\$0	\$0	\$0	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	-	-	-	-	-	-	-	-	-	-
Expenditures	-	-	-	-	-	-	-	-	-	-
Unappropriated Revenues	(16,249,326)	16,249,326	-	-	-	-	-	-	16,249,326	-
Unappropriated Expenditures	(16,249,326)	16,249,326	-	-	-	-	-	-	16,249,326	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	1,273,725	1,247,501	1,221,278	1,195,054	1,168,830	6,106,388
Total Operating and Debt Service	\$0	\$0	\$1,273,725	\$1,247,501	\$1,221,278	\$1,195,054	\$1,168,830	\$6,106,388
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$1,273,725	\$1,247,501	\$1,221,278	\$1,195,054	\$1,168,830	\$6,106,388



Purcell Road Widening (Route 234 to Vista Brook Drive)

Lead Agency

Transportation

Project Description

Engineering and construction for Purcell Road and final construction plans for widening and realignment of Purcell Road to a four-lane roadway from its intersection with Route 234 to west of Purcell Branch Crossing, a total distance of approximately 3,000 feet.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

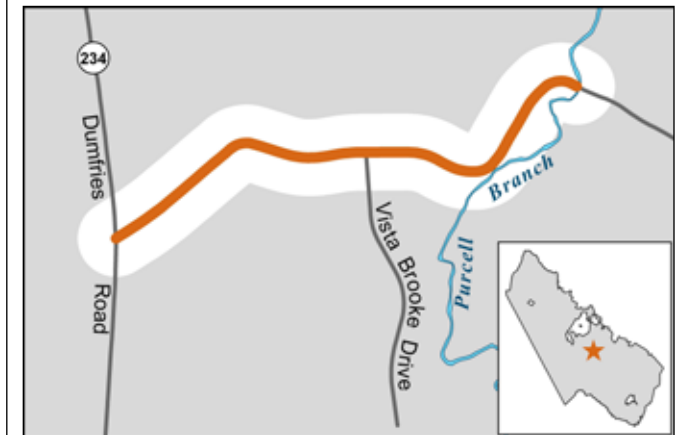
- This section of Purcell Road will serve the general public in the area near Route 234 and Purcell Branch Crossing.

Funding Sources

- **Developer Contributions (Proffers)** - Developer contributions provide \$735,499 in funds to design and construct this project.
- **Regional Surface Transportation Program (RSTP) Funding** - \$4,189,151 in RSTP funds were budgeted in FY 10. An additional \$300,000 is scheduled to be received in FY 12.

Critical Milestones

- **Design** began in FY 10.
- **Construction** is anticipated to begin in FY 12 and finish in FY 13.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	617,268	617,268	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	4,489,151	4,189,151	-	300,000	-	-	-	-	-	-	300,000	-
Proffers Identified	118,231	-	-	118,231	-	-	-	-	-	-	118,231	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$5,224,650	\$4,806,419	\$0	\$418,231	\$0	\$0	\$0	\$0	\$0	\$0	\$418,231	\$0

COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	1,094,808	247,600	847,208	-	-	-	-	-	-	-	-	-
Right of Way	800,000	-	400,000	400,000	-	-	-	-	-	-	400,000	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	3,235,848	613	-	2,000,000	1,235,235	-	-	-	-	-	3,235,235	-
Project Management	93,995	93,995	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$5,224,650	\$342,208	\$1,247,208	\$2,400,000	\$1,235,235	\$0	\$0	\$0	\$0	\$0	\$3,635,235	\$0
BALANCE	(\$0)	\$4,464,211	(\$1,247,208)	(\$1,981,769)	(\$1,235,235)	\$0	\$0	\$0	\$0	\$0	(\$3,217,004)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	4,806,419									
Expenditures	4,806,419									
Unappropriated Revenues	(418,231)	418,231	-	-	-	-	-	-	418,231	-
Unappropriated Expenditures	(418,231)	418,231	-	-	-	-	-	-	418,231	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Rollins Ford Road (Vint Hill Road to Songsparrow Drive)

Lead Agency

Transportation

Project Description

The Rollins Ford Road Extension is designated to be a four lane divided roadway with a raised median. The project extends from Vint Hill Road in a northeastern direction 4,300 feet to the existing intersection of Songsparrow Drive and Yellow Hammer Drive.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **Relieve Congestion and Improve Safety** - Construction of this roadway will help alleviate congestion and improve safety. These improvements will be most notable during peak morning and evening travel periods.

Funding Sources

- **November 2006 Road Bond Referendum** - This project is funded by \$12.0 million in debt authorized by voters in the November 2006 Road Bond Referendum.

Critical Milestones

- **Design** will begin September 2011 (FY 12).
- **Construction** is scheduled to begin in FY 13.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	12,000,000	-	-	12,000,000	-	-	-	-	-	-	12,000,000	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$12,000,000	\$0	\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	700,000	-	-	700,000	-	-	-	-	-	-	700,000	-
Right of Way	500,000	-	-	-	500,000	-	-	-	-	-	500,000	-
Utility Relocation	500,000	-	-	-	500,000	-	-	-	-	-	500,000	-
Construction	8,242,000	-	-	-	1,242,000	5,000,000	2,000,000	-	-	-	8,242,000	-
Project Management	359,600	-	-	68,750	68,750	153,350	68,750	-	-	-	359,600	-
Construction Management	1,648,400	-	-	-	548,400	550,000	550,000	-	-	-	1,648,400	-
Debt Issuance Costs	50,000	-	-	50,000	-	-	-	-	-	-	50,000	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$12,000,000	\$0	\$0	\$818,750	\$2,859,150	\$5,703,350	\$2,618,750	\$0	\$0	\$0	\$12,000,000	\$0
BALANCE	\$0	\$0	\$0	\$11,181,250	(\$2,859,150)	(\$5,703,350)	(\$2,618,750)	\$0	\$0	\$0	\$0	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	-	-	-	-	-	-	-	-	-	-
Expenditures	-	-	-	-	-	-	-	-	-	-
Unappropriated Revenues	(12,000,000)	12,000,000	-	-	-	-	-	-	12,000,000	-
Unappropriated Expenditures	(12,000,000)	12,000,000	-	-	-	-	-	-	12,000,000	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	1,020,000	999,000	978,000	957,000	936,000	4,890,000
Total Operating and Debt Service	\$0	\$0	\$1,020,000	\$999,000	\$978,000	\$957,000	\$936,000	\$4,890,000
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$1,020,000	\$999,000	\$978,000	\$957,000	\$936,000	\$4,890,000



Rollins Ford Road (Vint Hill Road to Songsparrow Drive)

Rollins Ford Road Improvements

Lead Agency

Transportation

Project Description

Rollins Ford Road is a functioning two-lane road from Linton Hall Road to Hamill Run Drive. A four-lane section of the road is constructed, but not open to traffic, between Linton Hall Road and Braided Stream Drive. There is also no traffic signal installed at the Linton Hall Road/Rollins Ford Road intersection which has created a safety issue.

The Rollins Ford Road Improvements project will open the existing four-lane section of Rollins Ford Road. This project includes the construction of a transition into the two-lane section of Rollins Ford Road between Braided Stream Drive and Estate Manor Drive. The project also includes the installation of a traffic signal at the Linton Hall Road/Rollins Ford Road intersection.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Economic Dev.
- Environment
- Fire & Rescue
- Land Use
- Libraries
- Parks & Open Space
- Police
- Potable Water
- Schools
- Sewer
- Telecommunications
- Transportation

Service Impact

- **Relieve Congestion and Improve Safety** - Construction of this facility will help alleviate congestion and improve safety, specifically during peak morning and evening travel periods.

Funding Sources

- **Developer Contributions (Proffers)** - Developer contributions provide \$1,023,770 for these improvements.

Critical Milestones

- **Design** began in FY 11.
- **Construction and signal improvements** will occur in spring/summer 2011.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	1,023,770	339,087	684,683	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$1,023,770	\$339,087	\$684,683	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	1,023,770	-	339,087	684,683	-	-	-	-	-	-	684,683	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$1,023,770	\$0	\$339,087	\$684,683	\$0	\$0	\$0	\$0	\$0	\$0	\$684,683	\$0
BALANCE	\$0	\$339,087	\$345,596	(\$684,683)	\$0	\$0	\$0	\$0	\$0	\$0	(\$684,683)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	1,023,770									
Expenditures	1,023,770									
Unappropriated Revenues	-	-	-	-	-	-	-	-	-	-
Unappropriated Expenditures	-	-	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Route 1 Improvements (Joplin Road to Bradys Hill Road)

Lead Agency

Transportation

Project Description

This project consists of a design improvement for a section of Route 1 between Joplin/Fuller Road and Bradys Hill Road from its existing four-lane configuration to a six-lane divided roadway. This project includes a five-foot wide concrete sidewalk and a ten-foot wide multi-use trail on opposing sides.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

- **Relieve Congestion and Improve Safety** - Construction of this roadway will help alleviate congestion and improve safety. The service impact will be primarily during peak morning and evening travel periods.

Funding Sources

- **November 2002 and 2006 Road Bond Referenda** - The design for this project was originally funded by debt authorized by voters in the November 2002 Road Bond Referendum. Additional funding was approved in the November 2006 Road Bond Referendum for construction.
- **Revenue Sharing and Regional Surface Transportation Program (RSTP) Funds** replace \$15,387,814 of the \$63,380,000 in bond funds previously allocated to this project.

Critical Milestones

- **Design** was completed in FY 08.
- **Right-of-Way Acquisition** and utility relocation began in FY 08.
- **Construction** started in FY 09 and is scheduled to be completed in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	57,138,498	57,138,498	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	15,387,814	15,387,814	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	64,287	64,287	-	-	-	-	-	-	-	-	-	-
TOTAL	\$72,590,599	\$72,590,599	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	2,726,979	2,336,387	390,592	-	-	-	-	-	-	-	-	-
Right of Way	50,046,925	48,928,762	1,118,163	-	-	-	-	-	-	-	-	-
Utility Relocation	1,678,508	976,058	702,450	-	-	-	-	-	-	-	-	-
Construction	15,911,390	2,762,493	4,000,000	9,148,897	-	-	-	-	-	9,148,897	-	-
Project Management	1,216,684	1,131,800	84,884	-	-	-	-	-	-	-	-	-
Construction Management	225,000	-	100,000	125,000	-	-	-	-	-	125,000	-	-
Debt Issuance Costs	785,113	328,746	456,367	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$72,590,599	\$56,464,246	\$6,852,456	\$9,273,897	\$0	\$0	\$0	\$0	\$0	\$9,273,897	\$0	\$0
BALANCE	(\$0)	\$16,126,353	(\$6,852,456)	(\$9,273,897)	\$0	\$0	\$0	\$0	\$0	(\$9,273,897)	\$0	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17	
Revenues	75,477,132								
Expenditures	75,477,132								
Unappropriated Revenues	2,886,533	-	-	-	-	-	-	-	-
Unappropriated Expenditures	2,886,533	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	4,180,366	4,154,679	3,986,649	3,889,453	3,862,688	3,912,332	3,793,872	23,599,673
Total Operating and Debt Service	\$4,180,366	\$4,154,679	\$3,986,649	\$3,889,453	\$3,862,688	\$3,912,332	\$3,793,872	\$23,599,673
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$4,180,366	\$4,154,679	\$3,986,649	\$3,889,453	\$3,862,688	\$3,912,332	\$3,793,872	\$23,599,673



Route 1 Improvements (Joplin Road to Bradys Hill Road)

Route 1 Improvements (Neabsco Mills Road to Featherstone Road)

Lead Agency

Transportation

Project Description

This project widens Route 1 from Dale Boulevard north to Featherstone Road to a six lane roadway. Improvements will also be made to the intersection at Dale Boulevard and Route 1. The new roadway will feature a 16 foot wide raised median with curb and gutter as well as a possible grade separation at the intersection of Dale Boulevard and Route 1. This project contains three design alternatives for improvements to Route 1.

Design Alternatives:

1. Dale/Rippon Boulevard over Route 1
2. Route 1 over Dale/Rippon Boulevard
3. Route 1 and Dale/Rippon Boulevard modified at-grade intersection

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

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

Funding Sources

- **November 2002 and 2006 Road Bond Referenda** - The design of this project was funded by debt authorized by voters in the November 2002 Road Bond Referendum. An additional \$37.1 million in debt was authorized by voters in the November 2006 Road Bond Referendum for construction.
- **Developer Contributions (Proffers)** - Developer contributions provide \$1.2 million in funding towards this project.

Critical Milestones

- **Design** is complete.
- **Right-of-Way Acquisition** will begin in FY 12.
- **Construction** is scheduled to begin in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	1,147,775	1,147,775	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	38,100,000	4,600,000	(1,400,000)	34,900,000	-	-	-	-	-	-	34,900,000	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	40,100	-	-	40,100	-	-	-	-	-	-	40,100	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	263,495	263,495	-	-	-	-	-	-	-	-	-	-
TOTAL	\$39,551,370	\$6,011,270	(\$1,400,000)	\$34,940,100	\$0	\$0	\$0	\$0	\$0	\$0	\$34,940,100	\$0

COST CATEGORIES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	2,170,032	1,920,032	-	250,000	-	-	-	-	-	-	250,000	-
Right of Way	3,633,412	33,412	-	3,600,000	-	-	-	-	-	-	3,600,000	-
Utility Relocation	4,000,000	-	-	-	4,000,000	-	-	-	-	-	4,000,000	-
Construction	25,000,000	-	-	-	5,000,000	10,000,000	10,000,000	-	-	-	25,000,000	-
Project Management	366,018	366,018	-	-	-	-	-	-	-	-	-	-
Construction Management	4,050,100	-	-	-	1,450,100	1,300,000	1,300,000	-	-	-	4,050,100	-
Debt Issuance Costs	331,808	80,444	-	251,364	-	-	-	-	-	-	251,364	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$39,551,370	\$2,399,906	\$0	\$4,101,364	\$10,450,100	\$11,300,000	\$11,300,000	\$0	\$0	\$0	\$37,151,464	\$0
BALANCE	\$0	\$3,611,364	(\$1,400,000)	\$30,838,736	(\$10,450,100)	(\$11,300,000)	(\$11,300,000)	\$0	\$0	\$0	(\$2,211,364)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years		
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17			
Revenues	4,611,270										
Expenditures	4,611,270										
Unappropriated Revenues	(34,940,100)			34,940,100	-	-	-	-	-	34,940,100	-
Unappropriated Expenditures	(34,940,100)			34,940,100	-	-	-	-	-	34,940,100	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	1,017,259	1,048,069	4,134,310	4,044,474	3,997,393	4,001,004	3,842,304	21,067,554
Total Operating and Debt Service	\$1,017,259	\$1,048,069	\$4,134,310	\$4,044,474	\$3,997,393	\$4,001,004	\$3,842,304	\$21,067,554
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$1,017,259	\$1,048,069	\$4,134,310	\$4,044,474	\$3,997,393	\$4,001,004	\$3,842,304	\$21,067,554



Route 1 Improvements (Neabaco Mills to Featherstone)

Route 28 (Linton Hall Road to Fitzwater Drive)

Lead Agency

Transportation

Project Description

This project will widen the current two lane undivided roadway of Route 28 from Linton Hall Road to Fitzwater Drive to a four lane divided roadway. The project also includes the right-of-way acquisition and construction of the relocated intersection with Vint Hill Road.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Police
- Economic Dev.
- Potable Water
- Environment
- Schools
- Fire & Rescue
- Sewer
- Land Use
- Telecommunications
- Libraries
- Transportation
- Parks & Open Space

Service Impact

➤ **This project** complements improvements completed by VDOT to Route 28 from Hornbaker Road to Linton Hall Road.

Funding Sources

- **General Fund (Cash to Capital)** - A total of \$7.3 million from the County's General Fund is allocated to this project in FY 12.
- **Developer Contributions (Proffers)** - Developer contributions provide \$917,616 in funding towards this project.
- **Regional Surface Transportation Program (RSTP) Funding** - A total of \$15.6 million in RSTP funds has been allocated to this project. This total includes \$6.1 million in RSTP funding allocated in FY 12.

Critical Milestones

- **Design** began in FY 11.
- **Construction** is contingent upon future RSTP allocations (anticipated in FY 13 and future fiscal years) and a reallocation of excess funding on other federalized County projects.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	8,213,336	913,336	-	7,300,000	-	-	-	-	-	-	7,300,000	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	15,600,000	2,500,000	7,000,000	6,100,000	-	-	-	-	-	-	6,100,000	-
Proffers Identified	4,280	-	-	4,280	-	-	-	-	-	-	4,280	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$23,817,616	\$3,413,336	\$7,000,000	\$13,404,280	\$0	\$0	\$0	\$0	\$0	\$0	\$13,404,280	\$0

COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	2,800,000	-	1,800,000	1,000,000	-	-	-	-	-	-	1,000,000	-
Right of Way	2,500,000	-	-	2,500,000	-	-	-	-	-	-	2,500,000	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	18,489,528	-	-	11,189,528	7,300,000	-	-	-	-	-	18,489,528	-
Project Management	28,088	28,088	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$23,817,616	\$28,088	\$1,800,000	\$14,689,528	\$7,300,000	\$0	\$0	\$0	\$0	\$0	\$21,989,528	\$0
BALANCE	\$0	\$3,385,248	\$5,200,000	(\$1,285,248)	(\$7,300,000)	\$0	\$0	\$0	\$0	\$0	(\$8,585,248)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	10,413,336									
Expenditures	10,413,336									
Unappropriated Revenues	(13,404,280)	6,104,280	-	-	-	-	-	6,104,280	-	-
Unappropriated Expenditures	(13,404,280)	6,104,280	-	-	-	-	-	6,104,280	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Six Year Secondary Road Plan

Lead Agency

Transportation

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 for previously constructed projects as well as continuing progress on current road projects.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

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.

Funding Source

- **State** - Future allocations are contingent upon state funding. State funding has decreased dramatically due to economic conditions and severe State budget reductions. Therefore, there is no funding to advance the County's transportation priorities identified in the Commonwealth's Secondary Road Plan.

Critical Milestones

- **County Road Improvements** will occur throughout the life of the Six Year Secondary Road Plan if funding is provided by the Commonwealth.

FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17	
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-
State/Federal	19,161,030	19,159,414	1,616	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$19,161,030	\$19,159,414	\$1,616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST CATEGORIES											
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-
Construction	19,161,030	19,159,414	1,616	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$19,161,030	\$19,159,414	\$1,616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17	
Revenues	-								
Expenditures	-								
Unappropriated Revenues	(19,161,030)	-	-	-	-	-	-	-	-
Unappropriated Expenditures	(19,161,030)	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Telegraph Road Commuter Parking Lot

Lead Agency

Transportation

Project Description

The Telegraph Road Commuter Lot will be located on the old Potomac-Rappahannock Transportation Commission (PRTC) bus garage property on Telegraph Road. It is located near Interstate 95, in the Occoquan Magisterial District, within walking distance of the existing Prince William Parkway/I-95 Commuter Lot. When fully constructed, the lot will provide approximately 500 parking spaces. This project includes the construction of a connecting trail between the two lots, as well as intersection improvements to provide adequate ingress and egress to the lot.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Economic Dev.
- Environment
- Fire & Rescue
- Land Use
- Libraries
- Parks & Open Space
- Police
- Potable Water
- Schools
- Sewer
- Telecommunications
- Transportation

Service Impact

- **The Telegraph Road Commuter Lot project** will allow the County to come closer to achieving the goal of 55% of citizens satisfied with their ease of travel within the County by providing ease of travel for commuters utilizing the lot as an access point to the roadway systems within the County.
- **The percentage of citizens** satisfied with their ease of getting around the County achieved in FY 11 is 64.1%, based on data from the Citizen Survey.

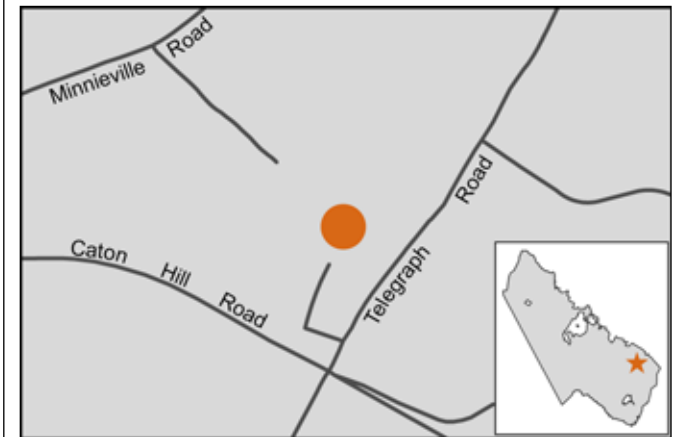
Funding Source

- **Proffer Interest** - Transportation proffer interest provides \$1,748,450 towards this project.
- **Developer Contributions (Proffers)** - Proffers provide \$493,310 in funding in FY 12.
- **Congestion Mitigation and Air Quality (CMAQ) Funding** - This project was approved for \$1.7 million in CMAQ funding from the Federal government.



Critical Milestones

- **Design** began in FY 11. The project scope is being reviewed with the Virginia Department of Transportation.
- **Construction** will begin in FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	1,748,450	1,748,450	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	1,700,000	-	-	1,700,000	-	-	-	-	-	-	1,700,000	-
Proffers Identified	493,310	-	-	493,310	-	-	-	-	-	-	493,310	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$3,941,760	\$1,748,450	\$0	\$2,193,310	\$0	\$0	\$0	\$0	\$0	\$0	\$2,193,310	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	500,000	-	500,000	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	3,441,760	-	1,248,450	2,193,310	-	-	-	-	-	-	2,193,310	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$3,941,760	\$0	\$1,748,450	\$2,193,310	\$0	\$0	\$0	\$0	\$0	\$0	\$2,193,310	\$0
BALANCE	\$0	\$1,748,450	(\$1,748,450)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17	
Revenues	1,748,450								
Expenditures	1,748,450								
Unappropriated Revenues	(2,193,310)	493,310	-	-	-	-	-	493,310	-
Unappropriated Expenditures	(2,193,310)	493,310	-	-	-	-	-	493,310	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Transportation and Roadway Improvement Program

Lead Agency

Transportation

Project Description

The Transportation and Roadway Improvement Program (TRIP) provides capital funding by magisterial district for the construction of capital improvements to Prince William County's local roadways and other transportation facilities, specifically small-scale projects.

Strategic Plan Impact

- | | |
|--|--|
| <input checked="" type="radio"/> Economic Development / Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

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 CIP. TRIP fills the void between VDOT projects and County road bond projects.
- **Current TRIP funded projects** include the following:
 - **Fuller Heights Road Sidewalk (Bethlehem Church Road to Potomac Crest Drive)** - Provides a sidewalk, curb and gutter on the north side of Fuller Heights Road (Route 619) from Bethlehem Church Road to 0.23 miles east of Mockingbird Heights Road (Route 613).
 - **Mountain Road Improvements (Bear Hollow Trail to Jackson Hollow Road)** - Improvements of Mountain Road (Route 600) from Olive Branch Church to Jackson Hollow Road (Route 680).
 - **Dale Boulevard Sidewalk (Orangewood Drive to Hoadly Road)** - Provides sidewalk, curb and gutter on the south side of Dale Boulevard (Route 784) from Hoadly Road (Route 642) to Orangewood Drive (Route 2466).
 - **Rippon Boulevard Asphalt Trail** - Design and construction of approximately 0.35 miles of a 10-foot wide asphalt trail on south-bound Rippon Boulevard between Wigeon Way and the east end of Marsh Overlook Drive.

- **Glenkirk Road Improvements** - Improvement of a section of Glenkirk Road from 600 feet east of Vint Hill Road (Route 215) to south of Lake Manassas Dam. Approximately 1.5 miles of the roadway improvements will include upgrading the roadway from existing gravel to pavement.
- **Traffic Flow** - This program provides improved and safer traffic flow throughout the County.

Funding Source

- **Transportation Reserve (General Fund)** - These projects are funded through the County's Transportation Reserve balance which is projected to be completely depleted in FY 13.
- **Developer Contributions (Proffers)** - Developer contributions provide \$97,375 in FY 12 for the Mountain Road Improvement project.

Critical Milestones

- **This program** is on-going.

FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17	
Proffers/General Fund	-	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	97,375	-	-	97,375	-	-	-	-	-	97,375	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-
Other	12,220,000	7,720,000	1,500,000	1,500,000	1,500,000	-	-	-	-	3,000,000	-
TOTAL	\$12,317,375	\$7,720,000	\$1,500,000	\$1,597,375	\$1,500,000	\$0	\$0	\$0	\$0	\$3,097,375	\$0
COST CATEGORIES											
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-
Construction	12,317,375	7,720,000	1,500,000	1,597,375	1,500,000	-	-	-	-	3,097,375	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$12,317,375	\$7,720,000	\$1,500,000	\$1,597,375	\$1,500,000	\$0	\$0	\$0	\$0	\$3,097,375	\$0
BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17	
Revenues	9,220,000								
Expenditures	9,220,000								
Unappropriated Revenues	(3,097,375)	1,597,375	1,500,000	-	-	-	-	3,097,375	-
Unappropriated Expenditures	(3,097,375)	1,597,375	1,500,000	-	-	-	-	3,097,375	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Transportation and Roadway Improvement Program

University Boulevard (Prince William Parkway to Sudley Manor Drive)

Lead Agency

Transportation

Project Description

This project includes the widening and construction of University Boulevard from the Prince William Parkway (Route 234 Bypass) to Sudley Manor Drive as well as improvements to Hornbaker Road.

Strategic Plan Impact

- | | |
|---|--|
| <input checked="" type="radio"/> Economic Development /
Transportation | <input type="radio"/> Human Services |
| <input type="radio"/> Education | <input checked="" type="radio"/> Public Safety |

Comprehensive Plan Impact

- | | |
|--|---|
| <input type="radio"/> Cultural Resources | <input type="radio"/> Police |
| <input type="radio"/> Economic Dev. | <input type="radio"/> Potable Water |
| <input type="radio"/> Environment | <input type="radio"/> Schools |
| <input type="radio"/> Fire & Rescue | <input type="radio"/> Sewer |
| <input type="radio"/> Land Use | <input type="radio"/> Telecommunications |
| <input type="radio"/> Libraries | <input checked="" type="radio"/> Transportation |
| <input type="radio"/> Parks & Open Space | |

Service Impact

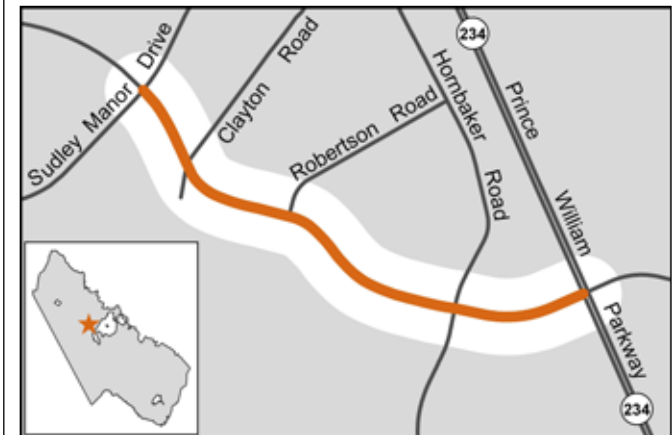
- **Relieve Congestion and Improve Safety** - Construction of this roadway will help alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.

Funding Sources

- **Developer Contributions (Proffers)** - Developer contributions provide \$668,993 of funding towards this project.
- **November 2006 Road Bond Referendum** - This project is funded by debt authorized by voters in the November 2006 Road Bond Referendum.
- **Sale of County Property** - \$140,000 in proceeds from the sale of County-owned property has been allocated to this project.

Critical Milestones

- **Construction** began in FY 11.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	668,993	149,612	519,381	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	20,300,000	17,000,000	3,300,000	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	140,000	140,000	-	-	-	-	-	-	-	-	-	-
TOTAL	\$21,108,993	\$17,289,612	\$3,819,381	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

COST CATEGORIES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	2,000,000	-	300,000	700,000	700,000	300,000	-	-	-	-	1,700,000	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	19,108,993	-	5,000,000	5,000,000	8,000,000	1,108,993	-	-	-	-	14,108,993	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$21,108,993	\$0	\$5,300,000	\$5,700,000	\$8,700,000	\$1,408,993	\$0	\$0	\$0	\$0	\$15,808,993	\$0
BALANCE	\$0	\$17,289,612	(\$1,480,619)	(\$5,700,000)	(\$8,700,000)	(\$1,408,993)	\$0	\$0	\$0	\$0	(\$15,808,993)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	17,808,993									
Expenditures	17,808,993									
Unappropriated Revenues	(3,300,000)	-	-	-	-	-	-	-	-	-
Unappropriated Expenditures	(3,300,000)	-	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	1,379,875	1,295,156	1,269,877	1,251,098	1,235,931	1,210,651	1,185,372	7,448,085
Total Operating and Debt Service	\$1,379,875	\$1,295,156	\$1,269,877	\$1,251,098	\$1,235,931	\$1,210,651	\$1,185,372	\$7,448,085
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$1,379,875	\$1,295,156	\$1,269,877	\$1,251,098	\$1,235,931	\$1,210,651	\$1,185,372	\$7,448,085



University Boulevard (Wellington Road to Rollins Ford Road)

Lead Agency

Transportation

Project Description

This project provides for the design and construction of approximately 800 feet of roadway (a two lane half section) between Wellington Road and Rollins Ford Road.

Strategic Plan Impact

- Economic Development / Transportation
- Human Services
- Education
- Public Safety

Comprehensive Plan Impact

- Cultural Resources
- Police
- Economic Dev.
- Potable Water
- Environment
- Schools
- Fire & Rescue
- Sewer
- Land Use
- Telecommunications
- Libraries
- Transportation
- Parks & Open Space

Service Impact

- **Relieve Congestion and Improve Safety** - Construction of this roadway will help alleviate congestion and improve safety. The service impact will be most noticeable during peak morning and evening travel periods.

Funding Sources

- **General Fund** provides the initial \$1 million in funding for this project.

Critical Milestones

- **Design** began in FY 11.
- **Construction** is scheduled for FY 12.



FUNDING SOURCES	Total Project Estimate	Prior Years' Actual	Current Year	CIP							Future Years	
				FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Proffers/General Fund	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-
Delinquent Taxes	-	-	-	-	-	-	-	-	-	-	-	-
Fire Levy	-	-	-	-	-	-	-	-	-	-	-	-
Solid Waste Fees	-	-	-	-	-	-	-	-	-	-	-	-
Stormwater Management Fees	-	-	-	-	-	-	-	-	-	-	-	-
Debt	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Tax	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Identified	-	-	-	-	-	-	-	-	-	-	-	-
Proffers Projected	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST CATEGORIES												
Planning	-	-	-	-	-	-	-	-	-	-	-	-
Design	200,000	-	200,000	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-	-	-
Utility Relocation	-	-	-	-	-	-	-	-	-	-	-	-
Construction	797,620	-	-	797,620	-	-	-	-	-	-	797,620	-
Project Management	2,380	2,380	-	-	-	-	-	-	-	-	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-	-	-
Debt Issuance Costs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	\$1,000,000	\$2,380	\$200,000	\$797,620	\$0	\$0	\$0	\$0	\$0	\$0	\$797,620	\$0
BALANCE	\$0	\$997,620	(\$200,000)	(\$797,620)	\$0	\$0	\$0	\$0	\$0	\$0	(\$797,620)	\$0

APPROPRIATIONS	Appropriated Project Budget	Appropriations							Future Years	
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17		
Revenues	1,000,000									
Expenditures	1,000,000									
Unappropriated Revenues	-	-	-	-	-	-	-	-	-	-
Unappropriated Expenditures	-	-	-	-	-	-	-	-	-	-

OPERATING IMPACTS	Current Year	CIP						
		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 12 - 17
Facility Operating Cost	-	-	-	-	-	-	-	-
Program Operating Cost	-	-	-	-	-	-	-	-
Total Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	-	-	-	-	-	-	-	-
Total Operating and Debt Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	-	-	-	-	-	-	-	-
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



