| **Jurisdiction/**  **Agency** | **Project Description** | **NVTA Funds** | **Phase(s) Funded** | **Status** | **Completion**  **(Project)** | **Completion**  **(NVTA funded Phases)** | **Percentage Reimbursed as of 3/10/17** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Arlington County | **Boundary Channel Drive Interchange –** Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District. | $4,335,000  (FY2014) | Construction | Planning and design underway; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016. | By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange) | 2022 | 0% |
| Arlington County | **Columbia Pike Multimodal Improvement** – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington’s 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run. | $12,000,000  (FY2014) | Construction | Design notice to proceed was provided in October 2014. Streetscape and Undergrounding plan approval expected in March 2017. Washington Gas relocations anticipated to begin April 2017. Invitation to Bid scheduled for release July 2017, with construction expected to be under way in Nov 2017. | Fall 2019 | Fall 2019 | 0% |
| Arlington County | **Columbia Pike Multimodal Street Improvements (East End)** – Includes a modified street cross-section along the eastern portion of Arlington’s 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities | $10,000,000  (FY2015-16) | Engineering  Construction | Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Segment A West is scheduled 90% plan review submission March 2017. Right-of-Way acquisition underway, but must be completed prior to construction. Segment A East is subject to negotiations with Arlington National Cemetery. | Western Half – Spring 2020; Eastern Half – projected Summer 2020 | Western Half – Spring 2020; Eastern Half – projected Summer 2020 | 0% |
| Arlington County | **Crystal City Multimodal Center** – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets. | $1,500,000  (FY2014) | Construction | Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping was mostly completed in December 2016 at the same time as an adjacent County project. Lighting and signage needs to be completed. Only punch-list items remain on this project, plus green bike lane painting. | Spring 2017 | Spring 2017. | 42.4% |
| Arlington County | **Ballston-MU Metrorail Station West Entrance –** Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform | $12,000,000  (FY2015-16) | Design | Design work to run for two years from Fall 2017. | Start of construction in winter 2019 | Fall 2019 | 0% |
| Arlington County | **Glebe Road Corridor Intelligent Transportation System Improvements** – Design and construction ofIntelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs. | $2,000,000  (FY2015-16) | Engineering  Construction | Task 1 – On Site Support - Engineer has been procured for this project.  Task 2 – Chain Bridge ITS upgrades – Consultant procurement is underway  Task 3 – Chain Bridge Fiber communication – In construction phase.  Task 4 – ITS Equipment Installations – Field assessment underway.  Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment. | Task 2 – Summer 2019  Task3 - August 2017  Task 4 – Dec. 2017  Task 5 – Summer 2018 | Task 2 – Summer 2019  Task3 - August 2017  Task 4 – Dec. 2017  Task 5 – Summer 2018 | 1.3% |
| Arlington County | **Lee highway Corridor ITS Enhancements – The** project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I-66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway. | $3,000,000  (FY2017) | Design, PE, ROW, Construction | System Engineering and Design to begin early in calendar year 2017. | June 2020 | June 2020 | 0% |
| Arlington County | **Crystal City Streets:** 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes. | $11,600,000  (FY2017) | Design, PE, ROW, Construction | Design work began in fall 2017. 12th Street plans are at 30% with a public meeting to be held in April. 23rd street will also hold a public meeting in April with Concept Design plans for review.  Clark/Bell Realignment is nearing 30% design completion. | June 2020 | June 2020 | 0% |
| Fairfax County | **Innovation Metrorail Station** – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road. | $41,000,000  (FY2014) | Design  Construction | Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County is in the process of awarding a contract for the construction of the kiss and ride, bus bays, bike facilities and taxi waiting areas. | Spring 2019 | Spring 2019 | 87.7% |
|  | **Innovation Metrorail Station (Continuation) -** Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road. | $28,000,000  (FY2015-16) | Construction | Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County is in the process of awarding a contract for the construction of the kiss and ride, bus bays, bike facilities and taxi waiting areas. | Spring 2019 | Spring 2019 | 0% |
| Fairfax County | **West Ox Bus Garage** - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security. | $20,000,000  (FY2015-16) | Construction | The building dry-in for the Maintenance Building is anticipated by the end of March. Work at the Administration Building expansion is ongoing. The conference room conversion for the new office space is completed. A temporary generator is installed and work on the new generator is starting. The installation of bus wash equipment in the Service Building is complete. | September 2017 | September 2017 | 15.4% |
| Fairfax County | **VA Route 28 Widening** – **Prince William County Line to Route 29** -Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities. | $5,000,000  (FY2015-16) | PE and Environmental Study | Design: Project PIM anticipated in summer 2017.  Survey: Received Preliminary Environmental Inventory (PEI) on 5/1/16. Solicited proposal for the Cultural Resources section of NEPA documentation. NTP issued on 10/20/16. VDHR approvals received on permit applications. In process to acquire VDOT LUP. Archeological survey anticipated to start mid-March 2017.  Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed. Consultant revising traffic report based on comments received from County and VDOT.  Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016.  Geotech: Received Phase I Geotechnical Work plan on 9/14/16. Meeting held with VDOT on 10/26/16 to review work plan. NTP for Phase II Geotechnical work issued on 12/21/16. LUP for Geotechnical survey work received from VDOT; survey to commence early March 2017. | 2020 | February 2018 | 26.5% |
|  | **VA Route 28 Widening** – **Prince William County Line to Route 29 (continuation)** -Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities. | $5,000,000  (FY2017) | PE, ROW |  | 2020 | June 2018 | 0% |
| Fairfax County | **Fairfax County Parkway Improvements** – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway. | $10,000,000  (FY2015-16) | Design, Environmental, PE | VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey in progress. VDOT is expected to award the contract and start the project soon. | 2022 | June 2020 | 0% |
| Fairfax County | **Route 286 Fairfax County Parkway Widening: Route 123 to Route 29** – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design. | $10,000,000  (FY2017) | ROW | VDOT advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey in progress. VDOT is expected to award the contract and start the project soon. | 2022 | June 2020 | 0% |
| Fairfax County | **Rolling Road Widening –** Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities. | $5,000,000  (FY2015-16) | Design, PE, ROW | Design is 30% completed. Staff met with elected officials to discuss the typical section. Public Information Meeting (PIM) was held on June 22, 2016. Meetings with individual HOAs completed. Project Public Hearing anticipated in early 2017. | 2018 | Summer 2017 | 0% |
| Fairfax County | **Frontier Drive Extension -** Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities. | $2,000,000  (FY2015-16) | Design, PE | VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and is anticipated to be sent to VDOT Central Office for final approval in March 2017.  Public Hearing is anticipated to be held in fall 2017 with design approval anticipated in spring 2018. | 2022-2023 | Fall 2018 | 0% |
| Fairfax County | **Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive –** Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails. | $10,000,000  (FY2017) | ROW | 30% plans completed. Public information meeting held on 6/16/16. Public hearing held on 11/15/16. Board endorsement of Design. Public Hearing Plans anticipated in May 2017. | 2025 | June 2020 | 0% |
| Fairfax County/ Virginia Department of Transportation  UPC 82135 | **Route 7 Bridge over Dulles Toll Road -** Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction. | $13,900,000  (FY2015-16) | Construction | ROW Acquisitions and Utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Construction of three underpasses and two overpasses along shared-use paths is underway. Final design for the roadway is underway; Lighting plans along the roadway under review by MWAA, Fairfax County and VDOT. Westbound roadway traffic switched on new bridge in between two existing RT 7 bridges over DATR on December 22, 2016.Old eastbound bridge removed. Drainage and cut/fill in NW quadrant installed. Pier modifications and substructure repairs on RT 7 piers underway. | Spring 2018 | Spring 2017 | 83.3% |
| Loudoun County | **Leesburg Park and Ride** – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces. | $1,000,000  (FY2014) | ROW Acquisition | On September 22, 2016, the Board of Supervisors authorized staff to finalize negotiations with Springfield East L.C. for a written contract in the amount of $5,475,000 for development, construction and purchase of a turnkey Commuter Parking Lot on the property designated as Lot 1, Section 1 Village at Leesburg. | Acquisition of land anticipated by Summer 2017. | Summer 2017 | 0% |
| Loudoun County | **Belmont Ridge Road (North)** – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road. | $20,000,000  (FY2014) | ROW Acquisition  Construction | This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. A ground breaking ceremony was held on September 27, 2016 for this project.  VDOT held a “Pardon Our Dust” meeting on October 27, 2016 to inform the public about the construction schedule. Right-of-Way (ROW) acquisition, clearing and grubbing, erosion and sediment control measures installation, and earthwork activities are underway. Installation of signage and temporary concrete barrier commenced. | December 2018 | December 2018  (Full payment made to VDOT) | 100% |
| Loudoun County | **Belmont Ridge Road - Truro Parish Road to Croson Ln –** The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization. | $19,500,000  (FY2015-16) | Construction | 100% design plans were submitted to Building & Development and VDOT on November 30, 2016. Coordination of utility relocation designs with Dominion Virginia Power, Verizon, and adjacent property owners continues. DTCI and its consultant, Dewberry, are also working to finalize the dedication and easement plats. Completion of the design phase is delayed from Fall 2016 to Spring 2017 due to Dominion Virginia Power and Verizon relocation coordination. | February 2018 | February 2018 | 0% |
| Loudoun County | **Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd –** Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path. | $31,000,000  (FY2015-16) | Construction | A portion of the project is administered by VDOT as a Design Build contract.  Dewberry prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018.   VDOT has prepared a Standard Project Administration Agreement to capture the Loudoun County Parkway related charges that are being constructed as part of the Route 606 widening project; this agreement was approved by the Board of Supervisors on February 23, 2017. | Fall 2018 | Fall 2018 | 0.4% |
| Prince William County | **Route 1 Widening from Featherstone Road to Marys Way** – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on the west side and a sidewalk on the east side. | $3,000,000  (FY2014) | Design | Right of Way plans for total acquisitions approved by VDOT on 23 Feb 2017. Right of Way plans for partial acquisitions under VDOT review. | Construction advertisement Winter 2017. | Design October 2017. | 52.2% |
| **Route 1 Widening from Featherstone Road to Marys Way (continuation)** -Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multimodal trail and a five foot wide sidewalk along the sides of the route. | $49,400,000  (FY2015-16) | Design  ROW Acquisition Construction | Construction to begin in January 2018. There are approximately 73 parcels impacted with 12 properties with possible major impacts. Appraisals for total tasks under review. Appraisals for partial takes ongoing. Design public hearing held in November 2016. Duct bank construction and utility relocations to occur in 2018. | April 2021 | April 2021 | 0% |
| **Route 1 Widening from Featherstone Road to Marys Way (continuation)** -Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway and add a five foot wide sidewalk on the east side of the highway and a ten foot wide multi-use trail on the west side. | $11,000,000  (FY2017) | Construction | Continuation of the FY2014 and FY2015-16 projects above. | April 2021 | April 2021 | 0% |
| Prince William County | **Route 28 Widening from Linton Hall Road to Fitzwater Drive** -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side. | $28,000,000  (FY2014) | Engineering  ROW Acquisition  Construction | ROW appraisals and negotiations are complete. Utility relocation to be completed by the end of March 2017. Project was bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project. However, bids exceeded funds available. Project to be rebid as a standalone project in April 2017. | August 2019 | August 2019 | 0% |
| Prince William County | **Route 28 Widening from Route 234 Bypass to Linton Hall Road** - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk. | $16,700,000  (FY2015-16) | Design  ROW Acquisition Construction | Construction to start in spring 2018. Project was bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project. Price proposals are under review. However, bids exceeded funds available. Project to be rebid as a standalone project in April 2017. | September 2020 | September 2020 | 0% |
| **Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation)** - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk. | $10,000,000  (FY2017) | Construction | Continuation of the FY2015-16 project above. | September 2020 | September 2020 | 0% |
| City of Manassas/Prince William County | **Route 28 (Manassas Bypass) Study – Godwin Drive Extended -** This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County. | $2,500,000  (FY2015-16) | Engineering  Study | Consultant (JMT) has been procured. Steering committee meeting scheduled for early April. Traffic analysis and travel demand modeling are underway. Initial Alternatives and Screening Criteria have been established. | Location study (phase 1 of the overall study) to be completed by September 2017 | Location study (phase 1 of the overall study) to be completed by September 2017 | 0% |
| City of Alexandria | **Potomac Yard Metrorail Station EIS** – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station. | $2,000,000  (FY2014) | Design  Environmental | The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017. | Expected to open by year-end 2020. | 2017 | 44.8% |
| **Potomac Yard Metrorail Station (continuation) -** Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. | $1,500,000  (FY2015-16) | Planning, PE, Design | Conceptual design of the station began in fall 2015. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017. | 2020 | 2017 | 0% |
| **Potomac Yard Metrorail Station (continuation) -** Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. | $66,000,000  (FY2017) | Design, PE, Construction  (Design-Build) | Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017. | 2020 | 2020 | 0% |
| City of Alexandria | **Shelters and Real Time Transit Information for DASH/WMATA** – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops. | $450,000  (FY2014) | Asset Acquisition | Bus shelters have been installed at Site 1 and Site 2 and are open to the public. Contractor to start work on 3rd bus shelter which is expected to be completed in early April 2017. | September 2018 | September 2018 | 1.1% |
| City of Alexandria | **Traffic Signal Upgrades/Transit Signal Priority** – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1. | $660,000  (FY2014) | Design  Asset Acquisition | Kittelson & Associates is preparing design plans for Route 1 TSP project. | Summer 2018 | Summer 2018 | 0% |
| City of Alexandria | **Duke Street Transit Signal Priority -** Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street. | $190,000  (FY2015-16) | Construction | Kittelson & Associates is preparing design plans for Route 1 TSP project. | Summer 2018 | Summer 2018 | 0% |
| City of Alexandria | **West End Transitway (WET) -** Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center). | $2,400,000  (FY2015-16) | Design, Construction | FONSI is expected in spring 2017. RFP for project design (bridging documents) was advertised in September. 2016. | 2021 | 2019 | 0% |
| City of Fairfax | **Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place** – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123. | $5,000,000  (FY2014) | ROW Acquisition,  Construction | NTP for construction was issued on September 19, 2016. | 2018 | 2018 | 47.5% |
| **Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax”** – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123. | $10,000,000  (FY2015-16) | Construction | NTP for construction was issued on September 19, 2016. | 2018 | 2018 | 0% |
| City of Fairfax | **Kamp Washington Intersection Improvements** – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals. | $1,000,000  (FY2015-16) | Construction | Construction began in December 2015. Project is under construction. | April 2017 | April 2017 | 0% |
| City of Falls Church | **Bus Stops Changes** – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters. | $200,000  (FY2014) | Engineering  Construction  Inspection Services | Construction of six shelters complete. Easement acquisition is on-going with construction of four to six shelters in spring 2017. | Summer 2017 | Summer 2017 | 98.1% |
| City of Falls Church | **Pedestrian Access to Transit** – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed. | $700,000  (FY2014) | Engineering  Environmental  Construction | 100% design completed. Finalizing utility undergrounding plans. Right of way negotiations for utility undergrounding complete. Anticipated to begin utility undergrounding in Spring 2017 – starting work on bid package. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area. | Fall 2018 | Fall 2018 | 18.3% |
| City of Falls Church | **Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station** – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station. | $130,227.61  (FY2014) | Design  Construction | 90% design completed. Final plans completed. Starting work on bid package. Utility pole relocation underway with Dominion Virginia Power, may cause delay to project. | Winter 2017 | Winter 2017 | 100% |
| City of Manassas | **Route 28 Widening South to City Limits –** Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included. | $3,294,000  (FY2015-16) | Engineering  ROW Acquisition  Construction | PE phase is ongoing. PE plans at 75%. Seeking Public Hearing approval from the State. | October 2019 | October 2019 | 0% |
| Town of Dumfries  UPC 90339 | **Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) -** This project will complete the Northern segment of a Prince William County funded project (VDOT’s Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek. | $6,900,000  (FY2015-16) | Engineering | The full six lane design concept will be developed to 30% level by Spring 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that. | FY2025 | FY2018 | 0.3% |
| Town of Herndon | **Intersection Improvements (Herndon Parkway/Sterling Road)** – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits. | $500,000  (FY2014) | Final Engineering  ROW Acquisition  Construction | Right of way acquisition for new sidewalk connectivity and improvements. ROW acquisition is being completed to accommodate retaining/sound wall that allows for an ADA 5' sidewalk construction. | Highway capacity improvements completed November 2014. Sidewalk improvements expected in mid-2017. | Early 2017 | 40.1% |
| Town of Herndon | **Intersection Improvements (Herndon Parkway/Van Buren Street)** – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail. | $500,000  (FY2014) | Construction | Procurement approved and awarded in February 2015. Project is in design*.* | Expected in 2018, prior to the opening of Dulles Metrorail Phase II. | 2018 | 0% |
| Town of Herndon | **Access Improvements (Silver Line Phase II – Herndon Metrorail Station)** – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities. | $1,100,000  (FY2014) | Engineering  ROW Acquisition  Construction | Procurement approved and awarded in March 2015. Engineering underway at 30%. Design ROW acquisition/street dedication is to begin in early 2017 to be ready for construction in 2019. | Expected in 2018, prior to the opening of Dulles Metrorail Phase II. | 2018 | 0% |
| Town of Herndon | **East Elden Street Improvement & Widening -** Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project. | $10,400,000  (FY2015-16) | ROW, Utilities | VDOT's Environmental review completed and Preliminary Field Inspection and Public Hearing milestone completed. 40-45% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans. | Project advertisement 2021 | December 2018 | 0% |
| Town of Leesburg  UPC 89890 | **Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)** - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested. | $1,000,000  (FY2015-16) | Design | Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The project will advance the preferred alternative. | Design approval expected in spring 2018. | Design approval expected in spring 2018. | 50% |
| Town of Leesburg  UPC 106573 | **Route 7 East Market Street and Battlefield Parkway Interchange -** Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg | $13,000,000  (FY2015-16) | Design | Traffic analysis including development of the existing conditions VISSIM model, additional travel time runs and queuing observations, and responding to IJR framework document comments are underway. The IJR framework document has been resubmitted for review and approval. Continuing to develop alternative interchange configurations. A public meeting is anticipated in Spring 2017. | 2020 | 2018 | 23.1% |
| **Route 7 East Market Street and Battlefield Parkway Interchange (continuation) -** Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg. | $20,000,000  (FY2017) | Construction | Continuation of the FY2015-16 project above. | 2020 | 2020 | 0% |
| Northern Virginia Transportation Commission | **Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria)** – Corridor study to study transit options on Route 7. | $838,000  (FY2014) | Planning for  Phase 2 of Study | Commission approved the recommendations at the July 7, 2016 meeting. Final report submitted. | Final report submitted in February 2017. | Final report submitted in February 2017 | 94.6% |
| Potomac and Rappahannock Transportation Commission | **Western Maintenance Facility** – New facility will alleviate overcrowding at PRTC’s Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC’s long range plan. | $16,500,000  (FY2015-16) | Construction  Testing  Inspection  Oversight | Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended through December 2016. Start of construction expected in Summer 2017. | Spring 2019 | Spring 2019 | 0% |
| Virginia Department of Transportation | **Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1** – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road. | $12,400,000  (FY2014) | Construction  Contract Admin. | ROW acquisition, storm water installation, bio-retention pond and swale, clearing, and grubbing are complete. Completed shoulder between RT 606 and Innovation Ave. Installed three high mast lights at Sterling Blvd. interchange. Completed surface asphalt from Waxpool Road to Dulles Toll Road; Installed guardrail and permanent pavement markings from Waxpool Road to Innovation Avenue. Installed ROW fence between Sterling Blvd. and Route 606. | Summer 2017 | Summer 2017 | 93.4% |
| Virginia Department of Transportation | **Route 28 Widening Dulles Toll Road to Route 50/Area 2** – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50. | $20,000,000  (FY2014) | Construction  Contract Admin. | ROW acquisition and clearing within existing ROW are complete. Construction of double box culvert extension south of Dulles Toll Road is complete. Placed aggregate subbase and asphalt as well as graded shoulder stone in median between Dulles Toll Road and Frying Pan Road. Placed intermediate and surface asphalt in median between Dulles Toll Road and McLearen Road. Light poles are being installed. Roadway work going on. Completed three high mast light foundations; mass excavation on Southbound 28 between Air and Space Parkway and Route 50; shoulder foundation for Overhead Sign #2. Started undercut and fine grading on Southbound 28 between Air and Space Parkway and Route 50. | Summer 2017 | Summer 2017 | 75.2% |
| Virginia Department of Transportation | **Route 28 Widening McLearen Road to Dulles Toll Road/Area 3** – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road. | $11,100,000  (FY2014) | Construction  Contract Admin. | Completed surface asphalt from Frying Pan Road to Dulles Toll Road. Performed cut to fill operations at Frying Pan Road interchange. Placed base and intermediate asphalt between McLearen Road and Frying Pan Road. Placed shoulder stone between McLearen Road and Frying Pan Road. Installed Overhead Signs #5 and #10. Placed and graded roadway subbase and shoulder stone at Frying Pan Road Interchange. Installed two high mast lights at Frying Pan Road interchange. Performed undercut and fine grading on northbound 28 north of the McLearen Road interchange. | Summer 2017 | Summer 2017 | 86.4% |
| Virginia Railway Express | **Alexandria Station Tunnel** – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides. | $1,300,000  (FY2014) | Construction | Project cost increase has required a search for new sources of funds for construction. Notified of successful Smart Scale grant application. Will know in May 2017 for use in construction. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Schedule will be revised when notification of Smart Scale Award is official. | Fall 2020 | Fall 2020 | 0% |
| Virginia Railway Express | **Gainesville to Haymarket Extension** – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket. | $1,500,000  (FY2014) | Planning  Project Development  Conceptual Design | Phase I, planning and alternatives analyses, complete. Awaiting recommendation of alternative(s) to advance to Phase II, NEPA, and PE, from VRE Operations Board (expected March 2017). | Fall 2017 | Fall 2017 | 38.6% |
| Virginia Railway Express | **Lorton Station Second Platform** – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length. | $7,900,000  (FY2014) | Final Design  Construction | NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX. Geotechnical work is underway while conceptual design alternatives are being developed and analyzed. | Summer 2020 | Summer 2020 | 0% |
| Virginia Railway Express | **Manassas Park Station Parking Expansion** - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station | $500,000  (FY2015-16) | Planning & Engineering Studies | Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. The City Council endorsed VRE’s recommended site on November 15, 2016. The Alternatives Analysis task will be completed in February 2017, and start PE/NEPA soon. VRE Board awarded Optional Task A for PE and NEPA on January 27, 2017. | Fall 2017 | Fall 2017 | 26.9% |
| **Manassas Park Station Parking Expansion (continuation)** - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station. | $2,000,000  (FY2017) | Design, PE, Environmental | Continuation of the FY2015-16 project above. | Construction completion in July 2020 | Fall 2018 | 0% |
| Virginia Railway Express | **Franconia-Springfield Platform Expansion** - Design and construction to extend the existing north-side (Metro station side) platform by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station. | $13,000,000  (FY2015-16) | Design Construction | NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX. Geotechnical work is underway while conceptual design alternatives are being developed and analyzed. | Summer 2020 | Summer 2020 | 0% |
| Virginia Railway Express | **Rippon Station Expansion and Second Platform** -Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform. | $10,000,000  (FY2015-16) | NEPA  Design  Construction | NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX. Geotechnical work is underway while conceptual design alternatives are being developed and analyzed. | Summer 2020 | Summer 2020 | 0% |
| Virginia Railway Express | **Slaters Lane Crossover** - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides. | $7,000,000  (FY2015-16) | Design Construction | Final design by CSXT began in July 2016 and recent information indicates that project is on hold pending CSX reorganization. Construction schedule pending final design. All work to be done by CSXT forces. | Summer 2017 | Summer 2017 | 0% |
| Virginia Railway Express | **Crystal City Platform Extension Study** - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist. | $400,000  (FY2015-16) | Planning  Engineering Studies | VRE Operations Board authorized RFP for consultant services in February 2016. NTP awarded in December 2016. | Fall 2017 | Fall 2017 | 0% |
| Washington Metropolitan Transit Authority | **8-Car Traction Upgrades** – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains. | $4,978,685  (FY2014) | Construction  Contract Admin. | Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Contract NTP issued on 10/26/2016. Site Surveys have been conducted for the NVTA locations, Shop drawings have been approved and the manufacturing phase is underway. Installation is scheduled to commence mid-June 2017. | Projected Contract Close-out March 2018 | March 2018 | 2% |
| Washington Metropolitan Transit Authority | **Blue Line 8-Car Traction Upgrades** – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains. | $17,443,951  (FY2017) | Engineering,  Construction,  Contract Admin. |  | March 2019 | March 2019 | 0% |