

## Route 15 Railroad Overpass and Improvements Project

Date Submitted: 07/31/2025

APPLICATION #: PWC-048

Route 55 to South of Railroad Tracks

### Project Description

The Route 15 Railroad Overpass and Improvements project will construct multiple improvements along approximately 3,500 feet (0.6 mile) of Route 15 from the intersection of Route 55 south over the railroad tracks to improve operations, safety and multimodal access in a rapidly growing area of Prince William County. Route 15 runs north-south through Western Prince William County and intersects with Route 66 just 0.1 miles north of the proposed project termini of Route 55. Route 55 runs parallel to I-66 and transitions from John Marshall Highway to Washington Street in the Town of Haymarket at the intersection with Route 15, which serves as the jurisdictional boundary between Prince William County and the Town of Haymarket. Route 15 narrows from four to two lanes south of the intersection with Route 55 as it approaches the at-grade railroad crossing before transitioning back to a four-lane section 1'200 feet south of the railroad tracks. The project will construct a consistent four roadway with shared use path that will be grade separated from the railroad track. Additionally, the project includes intersection improvements that will increase intersection capacity and throughput by increasing the number of turn lanes at Route 15 and Route 55 for traffic accessing I-66. The project's widening of Route 15 will eliminate the current bottleneck caused by the temporary narrowing of the roadway serving high-volumes of traffic access I-66 just 0.3 miles away. This congestion is further exacerbated by closures for freight trains traveling on the Norfolk Southern railroad, which will be eliminated with the overpass. This overpass provides substantial safety benefits by separating at-grade movements and mitigating congestion related rear end and angle crashes. Pedestrian and bicycle facilities currently terminate on Route 15 south of the railroad track at an abrupt dead end and north of the tracks at Route 55. The project will construct a 10-foot asphalt shared use path connecting the existing facilities over the railroad tracks and create a consistent four-lane road with bicycle facilities for 6 miles between Route 234 (Sudley Road) and Throughfare Road (Route 682).

| Primary Mode(s)   | Secondary Mode(s)  |
|---|--|
|  |   |
| Application Number  | PWC-048  |
| Primary TransAction ID Number   | 250  |
| Submitting Jurisdiction/Agency  | Prince William County  |
| Location  | Project constructs improvements on Route 15 at the intersection with Route 55 (John Marshall Highway) and extending approximately 1'200 feet south of the railroad tracks where Route 15 current transitions from a two to four lane roadway |
| Requested NVTA Funds  | \$65,000,000.00  |
| NVTA Funds Approved   | N/A  |
| Previous NVTA Funds Received  | \$0.00   |
| Total Cost to Complete Project  | \$80,000,000.00  |

### Project Location



## Project Milestones

|         | Study | Design / Engineering / Environmental | ROW and Utilities | Construction | Asset Acquisition |
|---------|-------|--------------------------------------|-------------------|--------------|-------------------|
| Earlier |       |                                      |                   |              |                   |
| FY29    |       |                                      |                   |              |                   |
| FY30    |       | X                                    |                   |              |                   |
| FY31    |       | X                                    |                   |              |                   |
| Beyond  |       | X                                    | X                 | X            |                   |

Year of expected project completion: FY2035

## Project Funding

| Source             | Study | Design / Engineering / Environmental | ROW and Utilities | Construction | Asset Acquisition | Total        |
|--------------------|-------|--------------------------------------|-------------------|--------------|-------------------|--------------|
| Total Cost         | \$0   | \$10,000,000                         | \$8,000,000       | \$62,000,000 | \$0               | \$80,000,000 |
| NVTA Funds Applied | \$0   | \$10,000,000                         | \$8,000,000       | \$47,000,000 | \$0               | \$65,000,000 |
| RSTP               |       |                                      |                   | \$15,000,000 |                   | \$15,000,000 |
| Total Other        | \$0   | \$0                                  | \$0               | \$15,000,000 | \$0               | \$15,000,000 |
| Gap                | \$0   | \$0                                  | \$0               | \$0          | \$0               | \$0          |

## Project Analysis Highlights

|   |             |
|---|-------------|
| Congestion Reduction Relative to Cost (CRRC) Rating   | 10.87       |
| Congestion Reduction Relative to Cost (CRRC) Rank   | 4           |
| TransAction Project Rating  | 7.10        |
| TransAction Project Rank  | 18          |
| Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)                             | N/A         |
| Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025) | 86.11%      |
| Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA  | 18.75%      |
| Local Priority  | 4           |
| Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)                       | 0           |
| Number of NVTA-Funded Project(s) Nearby   | 1           |
| Regional Funds allocated to NVTA-Funded Project(s) Nearby   | \$1,500,000 |