



## Project Description Form – 6V

### Basic Project Information

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Route 15 Widening: Route 55 to south of RR tracks & Construct RR Overpass

**Project Location:** Route 55 to 1200' south of the tracks (Village of Piedmont Extension project)



**Project Description:** This 0.6 mile long project will widen Route 15 from 2 to 4 lanes and build an overpass over the existing Norfolk Southern Railway (NSRR) tracks. The project extends about 1000' north of the tracks (just south of Route 55 in the Town of Haymarket) where it would connect to the I-66/Route 15 Diverging Diamond Interchange project. The project also extends approximately 1200' south of the tracks where it would tie into the 4-lane road section recently completed by the developer of Villages of Piedmont. The County's functional classification of Route 15 is Parkway. The project will provide a 4-lane section with median and asphalt shared use path, consistent with and connecting the sections north and south of the tracks. When completed, this project will provide a grade-separated railroad crossing for 4 tracks and access to adjacent properties.

This road project will reduce congestion by eliminating the 1,500 foot 2-lane "bottleneck" and achieving a consistent 4-lane section of Route 15 for a .6 mile segment of the corridor running from Sudley Rd. (Route 234) to Thoroughfare Rd. It will reduce delays and improve safety by eliminating the at-grade crossing with NSRR. Additionally, a VRE station is being considered for the area; the design of access to the station will be coordinated between the road and transit projects.

### Project Analysis Summary\*

NVTA Quantitative Score	39.91		Rank	20
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.03	hours saved/\$	Rank	20
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.03	hours saved/\$	Rank	20

\*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

## Milestones

### Project Milestones by Project Phase:

- **Engineering:**
- **Environmental Work:**
- **Design:** 11/01/2016 - 11/01/2018
- **Right of Way Acquisition:** 11/01/2017 - 11/01/2019
- **Construction:** 11/01/2019 - 06/30/2021
- **Capital Asset Acquisitions:**
- **Other:**

## Project Cost

Requested NVTA FY2017 Funds: \$20,000,000

Total Cost to Complete Project: \$45,000,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering			
Environmental Work			
Design	\$5,195,000 (FY2017, FY2018)		\$5,195,000
Right of Way Acquisition	\$2,065,000 (FY2018, FY2019)		\$2,065,000
Construction	\$12,740,000 (FY2019, FY2020, FY2021)	\$25,000,000 (Future Federal/State/NVTA request)	\$37,740,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$20,000,000</b>	<b>\$25,000,000</b>	<b>\$45,000,000</b>

## Project Impacts

**What regional benefit(s) does this project offer?** Route 15 services high-volume traffic between Prince William County and Loudoun County carrying both intra and inter-county traffic. It operates as one of the main crossings between the two jurisdictions, carrying both commuters and commercial travel which has a profound effect on the Region's economy.

The proposed project is located in the vicinity of the Route 29 and I-66 corridor which connects to several jurisdictions in the Region. The project is geographically situated at a location that is accessible to a large body of population. Widening Route 15 benefits not only the local population but also the Region as road capacity is increased, contributing to greater traffic flow between jurisdictions. The project will also complement future VDOT improvements to the interchange at I-66 and Route 15 and possible VRE station.

The proposed project achieves:

- Route 15 widening from 2 to 4 lanes with median, for approximately 0.6 mile length (reducing congestion)
- Grade-separating Route 15 over NSRR tracks (improving safety for road & transit users; reducing delays by eliminating conflicts between vehicles and trains).
- Increasing capacity to the rail corridor to allow for additional VRE service and freight movement to the region.
- Ties 4-lane sections north & south of railroad tracks (between the I-66/Route 15 diverging diamond interchange to the north and 4-lane section by Villages of Piedmont development to the south).
- Proposed design aligns centerline of sections north and south of railroad tracks
- Provides shared use path along Route 15 for pedestrian and bicycle users (enhancing multimodal connectivity).

**How will the project reduce congestion?** Currently Route 15 is classified as parkway with congestion especially during peak hour travel. As I-66 and Route 29 gets more congested, traffic volumes will continue to increase on Route 15 and there will be increased demand for capacity. The project will reduce congestion by widening a congested part of Route 15 from 2 to 4 lanes. The widening will accommodate forecasted traffic demand in the area as population continues to grow in the western part of Prince William County. This part of the County has seen some of the larger population growths in the region. Widening this section of Route 15 will allow for the proper infrastructure for the growing population. The project will also eliminate bottlenecks that currently occur in the area. Currently there is a four lane section of Route 15 that spans approximately 4 miles from Route 55 to Route 234 (Sudley Road). As a result of the project, Route 15 will be a 4 lane facility from Route 29 to Route 234 (Sudley Road).

The project will construct two additional lanes to the section of Route 15/James Madison Highway that crosses over railroad tracks. It will connect to other sections of the roadway that are currently being widened by VDOT to the north and by a developer to the south. The project will also construct a grade separated crossing that will take the existing Route 15/James Madison Highway over the existing railroad tracks owned by Norfolk Southern Railroad. This will improve the intersection's safety, traffic flow and reliability for rail and road users. Additionally, this project will reduce congestion in the rail system and prepare the Railroad for increase capacity.

**How will the project increase capacity?** The project includes the construction of a shared use path and has provisions for additional track and rail car clearances that will permit potential future expansion of VRE commuter rail services to Haymarket.

**How will the project improve auto and pedestrian safety?** The project will construct a grade separated crossing that will take the existing Route 15/James Madison Highway over the existing railroad tracks owned by Norfolk Southern Railroad. This will improve the intersection's safety, traffic flow and reliability for rail and road users. Grade-separating Route 15 over NSRR tracks improves safety for road & transit users and reduces delays by eliminating conflicts between vehicles and trains. At this crossing, there have been many accidents in the recent past, which could have been avoided with this type of improvement.

A shared use path will be constructed alongside Route 15/James Madison Highway as part of this project. This shared use path will connect other pedestrian facilities that are currently under construction to the north and south of this project. With this project, the trail network along Route 15 up to Route 234 will be complete. Additionally the trail will connect with Route 55/Washington Street which runs through the heart of the town of Haymarket. The Town has recently completed a street enhancement project which consists of pedestrian and bike enhancements along Washington Street from Madison Street to Coaches Way.

**How will the project improve regional connectivity?** The project will improve connectivity to Gainesville by improving access to this emerging activity center for county residents living in the north western portion of the county. Parts of Gainesville have been identified as potential Urban Development Areas. Gainesville is home to an abundance of commercial activity. Close to US-15 are a Staples, Ross, Wegmans Food Markets, Michael's, and Harris Teeter. The Promenade at Virginia Gateway was developed by The Peterson Companies, including BJ's Warehouse, which opened in January 2012, and Regal Theaters which opened in late 2013. The intersection of I-66 and Lee Highway (29 Highway) has the largest shopping center with big box stores, such as Target Supercenter, Lowes, Best Buy and DSW.

This project will improve access to the town of Haymarket from the southern end of the project termini. The Town of Haymarket consists of a number of shops and restaurants and various commercial activities. <http://www.townofhaymarket.org/index.php/links-new/town-businesses>. The town prides itself being known historically as a "crossroads" which continued with the construction of Route 55, Route 15 and I66. It has grown rapidly over the past several years, but offers the comfort of a small town, while having the amenities of a larger municipality.

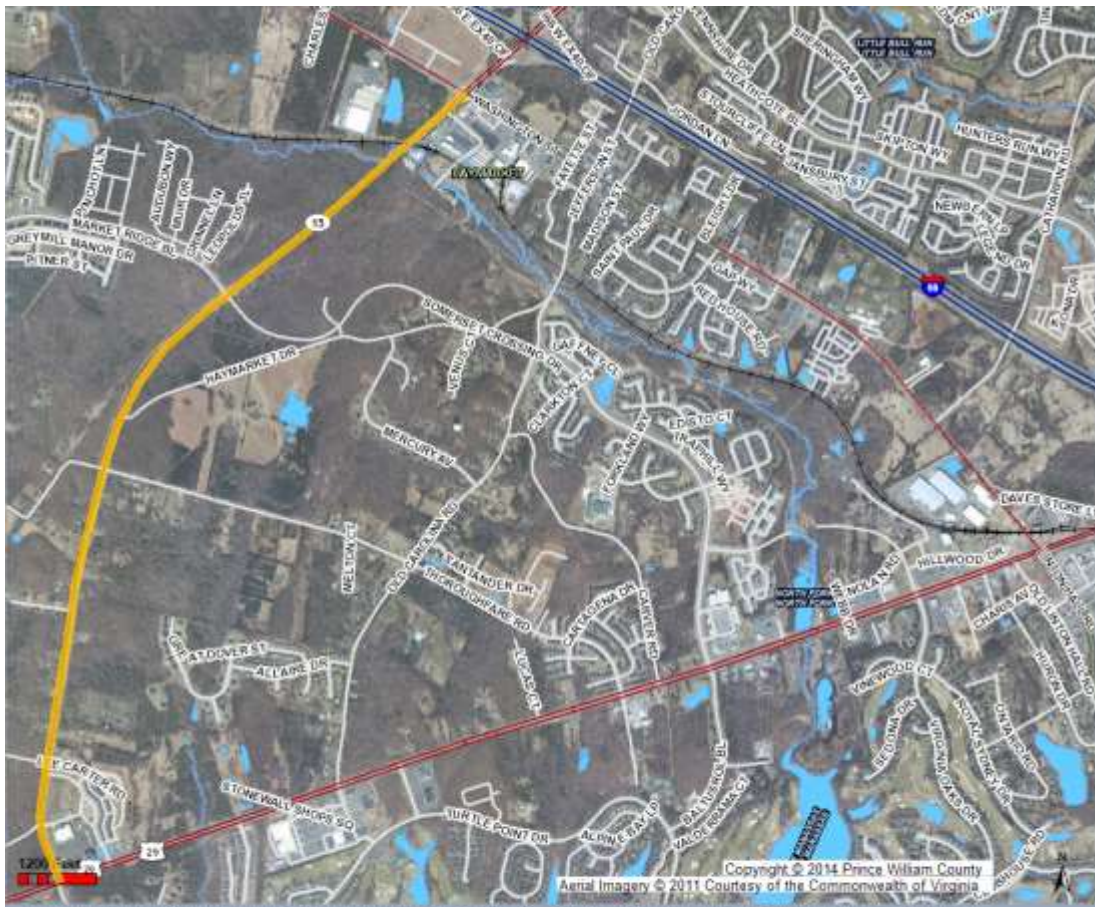
NSRR looks to add two extra tracks in the rail corridor crossing Route 15. This project will assist in the increase of capacity through the rail corridor to allow for additional VRE service and freight movement to the region without impeding road traffic on Route 15.

**How will the project improve bicycle and pedestrian travel options?** A shared use path will be constructed alongside Route 15/James Madison Highway as part of this project. This shared use path will connect other pedestrian facilities that are currently under construction to the north and south of this project.

**How will the project improve the management and operation of existing facilities through technology applications?** N/A



## Additional Information in Support of This Project



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