

LOUDOUN CTP COST ESTIMATING METHODOLOGY 6/12/07

Cost estimates for CTP Roads were developed based on VDOT Transportation and Mobility Planning Division's (TMPD) Statewide Planning Level Cost Estimates. These cost estimates include a 20% factor for engineering and contingencies. The values from the TMPD tables reflect 2006 costs and thus they were inflated by 6.5% to generate 2007 costs. The estimates do not, however, include any consideration for utilities as these estimates are at an insufficient level of detail to reasonably estimate utility costs. Estimating costs for the 201 road segments was divided into a five part process:

- 1) Segment costs,
- 2) Bridge costs,
- 3) Bicycle and pedestrian facilities costs,
- 4) Right-of-way costs and
- 5) Interchange costs.

Segment Costs

Segment costs include most construction costs involved in road widening or new construction. First, each road segment, or part thereof, was placed into one of 52 categories based the difference between its existing and future cross sections. For each category, the most relevant cost from the TMPD cost table was used to determine the per-mile cost of widening, reconstructing or building the road segment. Certain categories did not match a cost from the TMPD cost tables. In these circumstances, adjustments were made to costs from the TMPD cost table to approximate the cost for the type of improvement required. Next, the length of each segment was taken from the GIS database of the CTP roads. From this, the per-mile cost estimates could then be applied to the length values taken from GIS and a total segment cost was calculated for each of the 201 road segments, or parts thereof, in the CTP.

Bridge Costs

Bridge costs are not a part of the per-mile segment cost estimates in the TMPD Statewide Planning Cost Estimate methodology. Therefore, for each CTP segment with a bridge, an estimate of the bridge widening or bridge construction had to be calculated. Using the Loudoun County GIS road surface feature class, each existing CTP segment to be widened was evaluated to determine if it included a bridge structure. If so, the total new square feet of bridge structure was calculated base on the difference between the existing bridge width and the width necessary for the ultimate cross section of each segment based on design standards in the VDOT Road Design Manual. This new square footage was then multiplied by the appropriate cost factor from the TMPD cost tables to estimate the total cost to widen each existing bridge structure. It was assumed that existing bridge structures would not have to be replaced. The only bridge structure not estimated in this process is the Route 15 Bridge over the Potomac at Point of Rocks. The CTP proposes to

widen or replace the existing bridge to accommodate 4 lanes of traffic. TMPD bridge cost estimating methodology is not appropriate for estimating this type of bridge. Without any preliminary engineering, cost estimates would be extremely speculative for this structure; thus, no cost estimate for this improvement is included in the CTP.

For new alignment CTP segments, the approximate alignments were compared to the Loudoun County GIS streams, wetland and topography feature classes to determine where bridge structures might be necessary and the approximate length of those structures. The length of each structure was then multiplied by the width necessary for each segment's ultimate cross section, based on design standards in the VDOT Road Design Manual, to determine the total square feet of new bridge structure. This square footage was then multiplied by the appropriate cost factor from the TMPD cost tables to estimate the total cost for each new bridge structure.

Bicycle and Pedestrian Facilities

For each CTP segment, the basic bicycle and pedestrian facilities requirements were determined based on the requirements in Appendix 6. There are four general categories of required improvements:

- 1) Two 5' sidewalks, one on each side of the road
- 2) One sidewalk and one 10' shared-use path,
- 3) Two shared-use paths and
- 4) No required bicycle and pedestrian facilities.

The facilities required for any individual road segment will vary since there is significantly more flexibility in the requirements. For cost estimating purposes, however, it was assumed that these general requirements would be implemented as outlined in Appendix 6. Five foot sidewalks are assumed in the costs of new construction and widening in the TMPD cost tables, therefore for those segments that fell in the first category that were also being widened or were new alignment, no additional cost was assumed for bicycle or pedestrian facilities. For the other two categories, a cost per mile for each type of facility was taken from the TMPD cost table and applied to the CTP segment length calculated from GIS.

For segments that already meet their ultimate condition, the bicycle and pedestrian facilities inventory completed for *Loudoun County Bicycle and Pedestrian Mobility Master Plan* was reviewed to determine whether each road segment meet the requirements of Appendix 6. For those that did not meet their requirement or only partially met them, the percentage of road length without facilities meeting the requirements of Appendix 6 was estimated and applied to the cost calculated in the previous step. For those existing segments not requiring widening but that did require two sidewalks, TMPD per-mile cost estimates were used to estimate the cost of adding sidewalks along those portions without them.

Right-of-Way

The last step, for roadway improvements, was to estimate right-of-way costs for new alignment or widened segments. The TMPD cost tables provide assumptions that depend

on the development conditions around a give road. For each category a certain percentage of the construction cost can be added to estimate right-of-way costs. Thus, each segment was categorized into one of three development categories and an associated right-of-way percentage based on its dominate policy area

- 1) Suburban Policy Area: Outlying business/Suburban high density (75%),
- 2) Town or Transition Policy Area: Residential/Suburban low density (55%) or
- 3) Rural Policy Area: Rural (30%).

Hence, for a new alignment or widened segment in the first category, 75% of the construction cost was added to the total as an estimate of the right-of-way acquisition cost.

Interchange Costs

The final element of the CTP costs is interchanges. Each interchange planned, except the Route 28/Noke Blvd interchange, was assumed to cost \$55 million. As part of its six year plan, VDOT has estimated the cost of the Route 28/Nokes Blvd interchange at \$51 million, inclusive of construction, right-of-way and engineering. Total for all 23 planned interchanges is approximately \$1.3 billion. This includes, however, some interchanges already funded through proffers.

Final Costs

A total cost for each of the 201 road segments in Appendix 1 was then calculated by adding the first four parts together. Total of all these costs for all 201 segments is approximately \$3.8 billion. This costs, however, includes some road improvements already funded through proffers. Total cost for all roadway segments and interchanges planned in the CTP is approximately \$5.1 billion.

Summary Category	Base Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
New Alignment Segments	\$ 822.52	\$ 22.15	\$ 107.27	\$ 520.40	\$ 1,472.35
Existing Alignment Segments	\$ 1,346.89	\$ 51.94	\$ 67.71	\$ 882.85	\$ 2,349.40
Suburban Policy Area	\$ 1,341.74	\$ 48.33	\$ 88.06	\$ 1,003.22	\$ 2,481.35
Transition Policy Area	\$ 175.16	\$ 6.27	\$ 13.18	\$ 96.34	\$ 290.96
Town Policy Area	\$ 431.75	\$ 13.71	\$ 47.68	\$ 237.46	\$ 730.60
Rural Policy Area	\$ 220.76	\$ 5.79	\$ 26.06	\$ 66.23	\$ 318.84

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
1	Route 7	Harry Byrd Highway	Fairfax County Line west to Algonkian Parkway	Add 1 Lane WB	3.4	\$ 4.10	\$ 1.37	\$ -	\$ -	\$ 5.47
2	Route 7	Harry Byrd Highway / East Market Street	Algonkian Parkway west to Route 7/15 Bypass	Widen 6 to 8 lanes	7.9	\$ 47.76	\$ -	\$ 1.50	\$ 35.82	\$ 85.09
3	Route 7	Harry Byrd Highway	Rte 7 (West Market St) interchange west to Rte 9 (Charles Town Pike) interchange	Widen 4 to 8 Lanes	2.3	\$ 10.91	\$ -	\$ -	\$ 6.00	\$ 16.92
4	Route 7	Harry Byrd Highway	Rte 9 (Charles Town Pike) interchange west to Rte 7 Busn. interchange at Round Hill	Widen 4 to 6 Lanes	9.5	\$ 33.43	\$ -	\$ 6.61	\$ 10.03	\$ 50.07
5	Route 7	Harry Byrd Highway	Route 7 (Business) interchange at Round Hill west to Clarke County Line	No Change	3.9	\$ -	\$ 1.56	\$ -	\$ -	\$ 1.56
6	Route 7 Business	E. Colonial Highway	Route 9 at Route 7 Bypass west to Hamilton Station Road (Route 704)	No Change	2.3	\$ -	\$ -	\$ -	\$ -	\$ -
7	Route 7 Business	E. Colonial Highway / W. Main Street	Hamilton Station Road (Route 704) west to 32nd Street/Silicott Springs Road (Route 690)	No Change	3.9	\$ -	\$ 0.60	\$ -	\$ -	\$ 0.60
8	Route 7 Business	W. Main Street / Loudoun Street	32nd Street/Silicott Springs Road (Route 690) west to Route 7 Bypass east of Round Hill	No Change	1.9	\$ -	\$ -	\$ -	\$ -	\$ -
9	Route 7 Business	Loudoun Street	Rte 7 Bypass east of Round Hill west to Rte 7 Bypass west of Round Hill	No Change	1.2	\$ -	\$ 0.21	\$ -	\$ -	\$ 0.21
10	Route 7	Leesburg Bypass	Dulles Greenway interchange west and north to Rte 7 (West Market St) interchange	Widen 4 to 6 Lanes, Add Curb and Gutter	2.5	\$ 15.19	\$ -	\$ 1.30	\$ 8.35	\$ 24.85
11	Route 9	Charles Town Pike	WV State Line east to Hillsboro Bypass (West of Hillsboro)	Widen 2 to 4 Lanes & Add Median	4.6	\$ 22.22	\$ 0.94	\$ -	\$ 6.67	\$ 29.83
12		Hillsboro Bypass	Rte 9, 1 Mile south of Rte 690, south to Rte 7 Busn. (Main St) at Tranquility Rd	New Construction - R4M Cross Section	8.3	\$ 24.02	\$ 1.01	\$ 9.46	\$ 7.21	\$ 41.70
13	Route 9	Charles Town Pike	Hillsboro Bypass (West of Hillsboro) east to Route 662 (Clarkes Gap Rd)	Traffic Calming	1.0	\$ 22.12	\$ -	\$ -	\$ 6.64	\$ 28.76
14	Route 9	Charles Town Pike	Route 662 (Clarkes Gap Rd) east to Route 7	Widen 2 to 4 Lanes & Add Median	1.2	\$ 2.95	\$ 0.12	\$ -	\$ 0.89	\$ 3.97

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
15	Route 7/15	Leesburg Bypass	Route 7 (East Market Street) interchange south and west to the Dulles Greenway interchange	Widen 4 to 6 Lanes, Add Curb and Gutter	9.4	\$ 6.35	\$ -	\$ -	\$ 3.49	\$ 9.85
16	Route 15	Leesburg Bypass	Route 7 (East Market Street) interchange north to Battlefield Parkway	Widen 4 to 6 Lanes, Add Curb and Gutter	2.6	\$ 10.07	\$ -	\$ -	\$ 5.54	\$ 15.61
17	Route 15	Leesburg Bypass	Battlefield Parkway north to Route 15 Business	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	1.7	\$ 12.97	\$ -	\$ -	\$ 7.13	\$ 20.10
18	Route 15	James Monroe Highway	Prince William County Line north to Route 860 Extended	Widen 2 to 4 Lanes & Add Median	6.0	\$ 5.55	\$ 0.23	\$ -	\$ 1.67	\$ 7.45
19	Route 15	James Monroe Highway	Route 860 Extended north to Route 704 (Harmony Church Road)	Slight Lane Widening	2.4	\$ 2.80	\$ -	\$ -	\$ 0.84	\$ 3.63
20	Route 15	King Street	Route 704 (Harmony Church Road) north to Route 15/7 Bypass	Widen 2 to 4 Lanes & Add Median	1.7	\$ 25.39	\$ 0.53	\$ -	\$ 13.97	\$ 39.89
21	Route 15	James Monroe Highway	Route 15 Business (King Street) in Leesburg north to Route 15 Bypass south of Lucketts	Widen 2 to 4 Lanes & Add Median	4.7	\$ 8.14	\$ 0.34	\$ -	\$ 4.47	\$ 12.95
22	Route 15	James Monroe Highway	Route 15 Bypass south of Lucketts to Route 15 Bypass north of Lucketts	Traffic Calming	5.0	\$ 15.96	\$ -	\$ -	\$ 4.79	\$ 20.75
23	Route 15	James Monroe Highway	Route 15 Bypass north of Lucketts north to Maryland State Line	Widen 2 to 4 Lanes & Add Median	1.4	\$ 11.47	\$ 0.48	\$ -	\$ 3.44	\$ 15.39
24	Route 15 Bypass	US 15 Bypass	US 15 near 800 feet north of Selma Lane to US 15 near Route 658 (St. Clair Lane)	New Construction - R4M Cross Section	3.4	\$ 29.29	\$ 1.24	\$ 9.51	\$ 8.79	\$ 48.83
25	Route 28	Sulley Road	Fairfax County line north to Route 606	Widen 6 to 10 lanes	0.9	\$ 14.10	\$ -	\$ 1.28	\$ 10.57	\$ 25.95
26	Route 28	Sulley Road	Route 606 north to Route 7	Widen 6 to 8 lanes	4.1	\$ 28.27	\$ -	\$ 0.71	\$ 21.20	\$ 50.18
27	Route 50	John Mosby Highway	Fairfax County Line west to Route 659 Relocated (North Star Blvd)	Widen 4 to 6 Lanes, Add Curb and Gutter	2.1	\$ 30.36	\$ -	\$ 15.85	\$ 22.77	\$ 68.98
28	Route 50	John Mosby Highway	Route 659 Relocated (North Star Blvd) west to Lenah Loop Road	No Change	0.7	\$ -	\$ 0.29	\$ -	\$ -	\$ 0.29
29	Route 50	John Mosby Highway	Lenah Loop Road to Village of Aldie	Traffic Calming	0.0	\$ 9.07	\$ -	\$ -	\$ 2.72	\$ 11.79
30	Route 50	John Mosby Highway	Village of Aldie to Town of Middleburg	Traffic Calming	6.5	\$ 10.80	\$ -	\$ -	\$ 3.24	\$ 14.04

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
31	Route 50 Business	John Mosby Highway	Existing alignments in Village of Aldie	Traffic Calming	8.4	\$ 2.27	\$ -	\$ -	\$ 1.25	\$ 3.51
32	Route 50 Business	John Mosby Highway	Existing alignment in Town of Middleburg	Traffic Calming	1.6	\$ 5.71	\$ -	\$ -	\$ 3.14	\$ 8.86
33	Route 209	Innovation Avenue	Route 28 east to Fairfax County line	No Change	2.0	\$ -	\$ 0.15	\$ -	\$ -	\$ 0.15
34	Route 267	Dulles Greenway	Toll Plaza northwest to Route 15/7 Bypass	Widen 6 to 8 Lanes	1.4	\$ 15.96	\$ -	\$ -	\$ 11.97	\$ 27.93
35	Route 267	Dulles Airport Access Road	Dulles Greenway west to Dulles Airport	No Change	1.7	\$ -	\$ -	\$ -	\$ -	\$ -
36	Route 287 Business	Lovettsville	Rte 287 north through Lovettsville to Rte 287 north of town line	No Change	1.0	\$ -	\$ 0.38	\$ -	\$ -	\$ 0.38
37	Route 287	Berlin Turnpike	Rte 7 Business north to Rte 7 North Collector	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	0.4	\$ 8.89	\$ 0.19	\$ -	\$ 4.89	\$ 13.96
38	Route 287	Berlin Turnpike	Route 7 North Collector north to Lovettsville	Slight Lane Widening	0.8	\$ 2.50	\$ -	\$ -	\$ 0.75	\$ 3.25
39	Route 287	Berlin Turnpike	Lovettsville north to Maryland State Line and Route 17	Slight Lane Widening	3.9	\$ 0.60	\$ -	\$ -	\$ 0.18	\$ 0.78
40	Route 340	Jefferson Pike	Maryland State Line west to West Virginia State Line	No Change	0.8	\$ -	\$ -	\$ -	\$ -	\$ -
41	Rte 7 Sterling North Collector Rd		Augusta Drive east to Lakeland Drive	New Construction - U2 Cross Section	1.6	\$ 2.22	\$ -	\$ -	\$ 1.67	\$ 3.89
42	Rte 7 North Collector Rd	George Washington Blvd	Riverside Pkwy west to Panorama/Loudoun Cnty Prkwy	Widen 4 to 6 lanes	2.7	\$ 4.59	\$ 0.31	\$ -	\$ 3.44	\$ 8.34
43	Rte 7 North Collector Rd	Riverside Pkwy	Panorama/Loudoun County Pkwy west to Goose Creek Birdge	Widen 4 to 6 Lanes and 6 Lane Extension	2.4	\$ 30.25	\$ 1.56	\$ 2.02	\$ 22.69	\$ 56.51
44	Route 7 North Collector Road	Riverside Parkway	Goose Creek Bridge west to Fort Evans Road/River Creek Pkwy	No Change	2.9	\$ -	\$ 0.15	\$ -	\$ -	\$ 0.15
45	Route 1052	Riverside Parkway	Russell Branch Parkway to Broad Vista Terrace	4 Lane Extension and Overpass	2.2	\$ 1.42	\$ 0.32	\$ 2.32	\$ 1.06	\$ 5.11
46	Rte 7 South Collector Road	Russell Branch Parkway	Pacific Boulevard west to Claiborne Pkwy	6 Lane Extension	2.7	\$ 23.18	\$ 1.08	\$ 4.59	\$ 17.38	\$ 46.23
47	Rte 7 South Collector Road	Russell Branch Parkway	Claiborne Pkwy west to Trail View Blvd	4 Lane Extension	2.8	\$ 17.57	\$ 0.48	\$ -	\$ 13.18	\$ 31.23
48	Rte 28 East Collector Road	Atlantic Boulevard	Route 625 north to Route 7	4 Lane Extension	1.9	\$ 4.06	\$ 0.58	\$ -	\$ 3.04	\$ 7.67

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
49	Rte 28 East Collector Road	Davis Drive	Route 606 north to Route 625	4 Lane Extension	2.3	\$ 5.08	\$ 0.45	\$ -	\$ 3.81	\$ 9.34
50	Rte 28 West Collector Road	Pacific Boulevard	Rte 606 north to just south of W&OD trail crossing	4 Lane Extension	1.6	\$ 9.27	\$ 0.56	\$ -	\$ 6.95	\$ 16.78
51	Rte 28 West Collector Road	Pacific Boulevard	South of W&OD ROW north to Rte 7 South Collector (Russell Branch Pkwy)	New Construction - U4 Cross Section	4.9	\$ 23.79	\$ 0.57	\$ 3.30	\$ 17.84	\$ 45.51
52	Rte 50 North Collector Road	Dulles South Blvd	Rte 609 (Pleasant Valley Rd) west to South Riding Rd, approx. 1/8 mile north of Rte 50	New Construction - U6M Cross Section	1.4	\$ 24.03	\$ 0.76	\$ -	\$ 18.02	\$ 42.82
53	Rte 50 North Collector Road	Dulles South Blvd	Rte 607 (Loudoun Cnty Pkwy) west to Rte 659 Reloc. (North Star Blvd)	New Construction - U6M Cross Section	0.2	\$ 28.91	\$ 0.92	\$ 2.52	\$ 21.68	\$ 54.03
54	Rte 50 North Collector Road		Rte 659 Relocated (North Star Blvd) west to Lenah Loop Rd	New Construction - R4 Cross Section	0.5	\$ 7.43	\$ 0.33	\$ 1.24	\$ 5.57	\$ 14.56
55	Rte 50 South Collector Road	Tall Cedars Parkway	Rte 50 west to Rte 659 Relocated (North Star Blvd)	Widen 4 to 6 Lanes and 6 Lane Extension	1.0	\$ 40.05	\$ 2.00	\$ -	\$ 30.04	\$ 72.09
56	Rte 50 South Collector Rd	Tall Cedars Parkway	Rte 659 Relocated (North Star Blvd) west to Lenah Loop Rd, approx. 1/2 mile south of Rte 50	New Construction - R4 Cross Section	0.3	\$ 6.22	\$ 0.27	\$ 5.58	\$ 3.42	\$ 15.50
57	Rte 15/50 Connector	15/50 Connector	US 15 north and east to US 50	New Construction - R2 Cross Section	1.9	\$ 0.99	\$ -	\$ -	\$ 0.30	\$ 1.29
58	Route 600	New Road	Braddock Rd to US 15	Widen 2 to 4 Lanes	4.5	\$ 2.37	\$ 0.20	\$ -	\$ 0.71	\$ 3.28
59	Route 604	Sugarland Road	Fairfax Cnty line west to Rte 625	No Change	2.3	\$ -	\$ 0.04	\$ -	\$ -	\$ 0.04
60	Route 605	Rock Hill Road	Route 606 south into Fairfax County	Widen 2 to 4 Lanes, Add Curb & Gutter	3.7	\$ 4.32	\$ 0.10	\$ -	\$ 3.24	\$ 7.67
61	Route 606	Old Ox Road	Fairfax Cnty Line west to Shaw Rd	No Change	1.7	\$ -	\$ 0.20	\$ -	\$ -	\$ 0.20
62	Route 606	Old Ox Road	Shaw Rd west to Rte 28 (Sully Rd)	Widen 4 to 6 lanes	1.2	\$ 1.53	\$ 0.10	\$ 0.65	\$ 1.15	\$ 3.43
63	Route 606	Old Ox Road	Route 28 (Sully Road) west to Dulles Greenway	Widen 4 to 8 lanes	1.1	\$ 15.82	\$ -	\$ 2.89	\$ 11.87	\$ 30.58
64	Route 606	Old Ox Road	Dulles Greenway south to Loudoun County Parkway	Reconstruction, U8M Cross Section	7.5	\$ 69.36	\$ -	\$ -	\$ 52.02	\$ 121.37
65	Rte 606 Exten. / Rte 621	Tri-County Parkway	Rte 620 south to Fairfax Cnty Line	Widen 2 to 4 Lanes & 6 Lane Extension	4.3	\$ 29.25	\$ 0.93	\$ -	\$ 16.09	\$ 46.26
66	Route 607	Panorama/Loudoun County Pkwy	Route 7 North Collector (Riverside Parkway) south to Route 625	Widen 4 to 6 Lanes & 6 Lane Extension	2.6	\$ 24.88	\$ 1.51	\$ -	\$ 18.66	\$ 45.05

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

Michael Baker Jr., Inc.
4 of 13

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
67	Route 607	Panorama/Loudoun County Pkwy	Route 625 south to Dulles Greenway	No Change	1.5	\$ -	\$ 0.68	\$ -	\$ -	\$ 0.68
68	Old Route 607	Smith Switch Road	Route 640 north and east to Gloucester Parkway	Widen 2 to 4 Lanes, Add Curb & Gutter	0.7	\$ 10.20	\$ 0.25	\$ -	\$ 7.65	\$ 18.09
69	Route 609	Pleasant Valley Road	Route 50 North Collector to Fairfax County Line	Widen 2 to 4 Lanes, Add Curb & Gutter and Bridge over Rte 50	9.2	\$ 9.10	\$ 0.22	\$ 2.32	\$ 6.82	\$ 18.45
70	Route 611	St. Louis Road	Route 50 north to Route 734	Slight Lane Widening	1.0	\$ 2.22	\$ -	\$ -	\$ 0.67	\$ 2.89
71	Route 620 / Route 705	Braddock Road	Dulles South Area/Fairfax County Line west to Route 659 Relocated.	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	1.6	\$ 42.01	\$ 0.88	\$ -	\$ 31.51	\$ 74.40
72	Route 620 / Route 705	Braddock Road	Route 659 Relocated to Route 600 (New Road)	Widen 2 to 4 Lanes	1.6	\$ 6.28	\$ 0.52	\$ -	\$ 3.46	\$ 10.26
73	Route 620 / Route 705	Braddock Road	Route 600 (New Rd) to Route 860 Extended (Transition Policy Area)	New Construction - R2 Cross Section	0.9	\$ 2.61	\$ -	\$ -	\$ 0.78	\$ 3.39
74	Route 621	Evergreen Mills Road	Route 606 northwest to old Route 659 (Belmont Bridge Road)	Widen 2 to 4 Lanes, Add Curb & Gutter	1.2	\$ 12.65	\$ 0.30	\$ -	\$ 9.49	\$ 22.45
75	Route 621	Evergreen Mills Road	Old Rte 659 (Belmont Ridge Rd) to just north of Broad Run Bridge.	No Change	0.6	\$ -	\$ -	\$ -	\$ -	\$ -
76	Route 621	Evergreen Mills Road	Just north of Broad Run bridge (at Route 621 Relocated) northwest to Battlefield Parkway	Widen 2 to 4 Lanes & Add Median	0.3	\$ 43.93	\$ 1.85	\$ 2.03	\$ 32.95	\$ 80.77
77	Route 621	Evergreen Mills Road	Battlefield Parkway north and west to Route 15	Widen 2 to 4 Lanes, Add Curb & Gutter	0.5	\$ 8.58	\$ 0.21	\$ -	\$ 4.72	\$ 13.50
78	Route 621 Relocated	Brambleton Development	Just north of Broad Run bridge (at Route 621) east to Loudoun County Parkway	New Construction - R4M Cross Section	1.2	\$ 7.77	\$ 0.33	\$ -	\$ 5.82	\$ 13.92
79	Route 623	Willisville Road	Route 743 south to Route 50	Slight Lane Widening	1.3	\$ 0.49	\$ -	\$ 0.26	\$ 0.15	\$ 0.89
80	Route 625	Church Road	Route 604 (Sugarland Rd) west to Route 846 (Sterling Blvd)	No Change	1.5	\$ -	\$ 0.15	\$ -	\$ -	\$ 0.15
81	Route 625	Church Road	Route 846 (Sterling Blvd) west to Cascades Pkwy	Widen 2 to 4 Lanes	2.9	\$ 7.38	\$ -	\$ -	\$ 5.53	\$ 12.91
82	Route 625	Church Road	Cascades Pkwy west to Atlantic Boulevard/ Davis Drive	Widen 4 to 6 lanes	1.7	\$ 3.67	\$ 0.24	\$ -	\$ 2.75	\$ 6.67
83	Route 625	Church Road	Atlantic Boulevard/Davis Drive west to Route 28.	Widen 4 to 6 lanes	0.5	\$ 1.85	\$ 0.12	\$ 1.78	\$ 1.38	\$ 5.13

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
84	Route 625	Waxpool Road	Route 28 west to Pacific Boulevard	No Change	2.0	\$ -	\$ 0.18	\$ -	\$ -	\$ 0.18
85	Route 625	Waxpool Road	Route 640 west to Faulkner Parkway	Add Median, Curb & Gutter	1.2	\$ 8.18	\$ 0.25	\$ -	\$ 6.14	\$ 14.57
86	Route 625	Waxpool Road	Faulkner Parkway west through Village of Ryan to Claiborne Parkway	Widen 2 to 4 Lanes, Add Curb & Gutter	0.8	\$ 10.61	\$ 0.26	\$ 0.17	\$ 7.96	\$ 18.99
87	Route 625	Waxpool Road	Claiborne Parkway west to Route 659 (Belmont Ridge Road)	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	0.1	\$ 14.47	\$ 0.30	\$ -	\$ 10.85	\$ 25.63
88	Route 625 / Route 640	Waxpool Road / Farmwell Road	Pacific Boulevard west to Route 641 (Ashburn Road)	Widen 4 to 6 lanes	2.1	\$ 17.45	\$ 1.16	\$ 0.76	\$ 13.09	\$ 32.47
89	Route 634	Moran Road	Davis Drive south to Route 789	Widen 2 to 4 Lanes, Add Curb and Gutter and 4 Lane Extension	1.1	\$ 14.20	\$ 0.34	\$ -	\$ 10.65	\$ 25.19
90	Route 636	Shaw Road	Just north of Innovation Ave. north to Route 606	Widen 2 to 4 Lanes, Add Curb & Gutter	0.3	\$ 4.03	\$ 0.10	\$ -	\$ 3.02	\$ 7.15
91	Route 636	Shaw Road	Route 606 north to Davis Drive	Widen 2 to 4 Lanes	0.6	\$ 11.93	\$ 0.40	\$ -	\$ 8.95	\$ 21.28
92	Route 637	Cascades Parkway	Route 625 north to Nokes Blvd/Potomac View Rd	No Change	1.8	\$ -	\$ 0.16	\$ -	\$ -	\$ 0.16
93	Route 637	Potomac View Road	Cascades Pkwy (at Nokes Blvd) east and north to Benedict Dr.	Slight Lane Widening	0.7	\$ 0.25	\$ -	\$ -	\$ 0.18	\$ 0.43
94	Route 637	Potomac View Road	Benedict Dr to Route 7.	Add Median	1.6	\$ 0.60	\$ 0.03	\$ -	\$ 0.45	\$ 1.08
95	Route 637	Potomac View Road	Route 7 north to Algonkian Parkway	No Change	1.3	\$ -	\$ 0.28	\$ -	\$ -	\$ 0.28
96	Route 638 Relocated	Nokes Boulevard	Atlantic Blvd east to Rte 637/Cascades Pkwy at Potomac View Rd.	No Change	0.5	\$ -	\$ 0.22	\$ -	\$ -	\$ 0.22
97	Route 638 Relocated	Nokes Boulevard	Rte 28 (at Gloucester Pkwy) east to Atlantic Blvd	New Construction - U6M Cross Section	0.2	\$ 4.05	\$ 0.13	\$ -	\$ 3.03	\$ 7.21
98	Route 639 Relocated	Willard Road	Rte 50 to Rte 50 north collector and Dulles Airport property	New Construction - U4M Cross Section	1.1	\$ 6.24	\$ 0.13	\$ -	\$ 4.68	\$ 11.04
99	Route 641	Ashburn Road	Just south of the Rte 7/Claiborne Pkwy interchange south to approx. 2,400 feet south of Gloucester Pkwy	Widen 3 to 4 Lanes	0.4	\$ 5.51	\$ 0.37	\$ -	\$ 4.13	\$ 10.01

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
100	Route 641	Ashburn Road	Approx. 2,400 feet south of Gloucester Pkwy south through the Village of Ashburn to Beaverdam bridge.	Add Curb & Gutter	0.5	\$ 2.37	\$ -	\$ 0.08	\$ 1.78	\$ 4.23
101	Route 641	Ashburn Road	Beaverdam bridge south to Route 625	Widen 2 to 4 Lanes, Add Curb & Gutter	4.9	\$ 13.68	\$ 0.33	\$ -	\$ 10.26	\$ 24.27
102	Route 642	Hay Road	Route 659 east to approximately 3200 feet east of Claiborne Pkwy	No Change	0.6	\$ -	\$ 0.09	\$ -	\$ -	\$ 0.09
103	Route 642	Hay Road	Approximately 3200 feet east of Claiborne Pkwy east to Route 641	Add Curb & Gutter	1.3	\$ 1.94	\$ -	\$ -	\$ 1.46	\$ 3.40
104	Route 643	Shellhorn Road	Route 625 to Ashburn Village Blvd	Widen 2 to 4 Lanes, Add Curb & Gutter	2.4	\$ 1.97	\$ 0.05	\$ -	\$ 1.48	\$ 3.49
105	Route 643	Shellhorn Road	Ashburn Village Blvd to Route 607 (Loudoun County Parkway)	No Change	3.5	\$ -	\$ 0.23	\$ -	\$ -	\$ 0.23
106	Route 643 Extended	Loudoun Parkway Center Development	Route 607 (Loudoun County Parkway) southeast to Greenway Loop Road	New Construction - U4 Cross Section	3.3	\$ 3.00	\$ 0.07	\$ -	\$ 2.25	\$ 5.33
107	Rte 643 Connector Rd	Devon Shafron Drive	Route 643 west to Greenway Transit Connector	4 Lane Extension	0.0	\$ 1.98	\$ 0.10	\$ -	\$ 1.48	\$ 3.57
108	Route 643	Sycolin Road	Route 659 northwest to Battlefield Pkwy	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	0.4	\$ 47.62	\$ 0.99	\$ 11.08	\$ 26.19	\$ 85.89
109	Route 643	Sycolin Road	Battlefield Pkwy north to Route 7/15 Bypass	Widen 2 to 4 Lanes, Add Curb & Gutter	6.3	\$ 4.95	\$ 0.12	\$ -	\$ 2.72	\$ 7.79
110	Route 645	Croson Lane	Moorview Pkwy (Route 772 Relocated) west to Route 659	Widen 2 to 4 Lanes, Add Curb & Gutter and 4 Lane Extension	3.0	\$ 12.65	\$ 0.26	\$ -	\$ 9.49	\$ 22.40
111	Route 645 Extended	Westwind Drive	Route 606 north/west to Moorview Pkwy (Route 772 Relocated)	4 Lane Extension	8.0	\$ 16.10	\$ 0.49	\$ 2.16	\$ 12.07	\$ 30.82
112	Route 653	Cochran Mill Road	Route 7 southwest to Route 643	Widen 2 to 4 Lanes, Add Curb & Gutter and 4 Lane Extension	2.1	\$ 29.09	\$ 0.70	\$ 3.71	\$ 16.00	\$ 49.50
113	Route 653 Relocated	Crosstrail Boulevard	Route 7 southwest to the Dulles Greenway	New Construction - U6M Cross Section	0.1	\$ 42.30	\$ 1.34	\$ 12.24	\$ 23.26	\$ 79.13
114	Route 659	Belmont Ridge Road	Route 7 south to future Relocated Route 659 Intersection (North Star Blvd)	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	0.6	\$ 80.26	\$ 2.54	\$ 4.45	\$ 60.19	\$ 147.45

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
115	Route 659 Extended	Lansdowne Development	Route 7 North Collector (Riverside Parkway) south to Route 7	Widen 4 to 6 lanes	5.4	\$ 2.71	\$ 0.18	\$ -	\$ 2.03	\$ 4.92
116	Route 659	Belmont Ridge Road	Future Relocated Route 659 Intersection (North Star Blvd) intersection to Route 621	Widen 2 to 4 Lanes, Add Median, Curb & Gutter	1.9	\$ 29.48	\$ 0.62	\$ -	\$ 22.11	\$ 52.21
117	Route 659 Relocated	North Star Boulevard	Route 659 just north of Route 772 south to Prince William County Line	Widen or Construct to U6M Cross Section	7.5	\$ 91.52	\$ 3.25	\$ 5.05	\$ 68.64	\$ 168.45
118	Route 662	Clarks Gap Road	Route 9 north to Route 665	No Change	6.2	\$ -	\$ -	\$ -	\$ -	\$ -
119	Route 663	Taylorstown Road	Route 665 west to Route 668 in Taylorstown	No Change	9.5	\$ -	\$ -	\$ -	\$ -	\$ -
120	Route 665	High Street	Route 662 (Factory Street) north and east through Waterford to Route 666 (Browns Lane)	No Change	1.0	\$ -	\$ -	\$ -	\$ -	\$ -
121	Route 665	Loyalty Street	Route 666 north to Route 663 in Taylorstown	No Change	8.8	\$ -	\$ -	\$ -	\$ -	\$ -
122	Route 668	Taylorstown Road	Route 663 north to Route 672	Slight Lane Widening	5.1	\$ 0.57	\$ -	\$ -	\$ 0.17	\$ 0.74
123	Route 671	Harpers Ferry Road	Route 9 north to Route 340	No Change	5.5	\$ -	\$ -	\$ -	\$ -	\$ -
124	Route 672	Lovettsville Road	Rte 15 west to Lovettsville Town Line	No Change	5.5	\$ -	\$ -	\$ -	\$ -	\$ -
125	Route 673 / Route 690	Irish Corner Road / Mountain Road	Route 287 business west and south to Route 9 just east of Hillsboro	Slight Lane Widening	0.9	\$ 2.83	\$ -	\$ -	\$ 0.85	\$ 3.68
126	Route 679	Woodland Road / East Severn Way	Route 28 east to Route 637 (Potomac View Blvd)	Widen 2 to 4 Lanes	3.5	\$ 6.08	\$ 0.20	\$ -	\$ 4.56	\$ 10.85
127	Rte 860 / Rte 648 Reloc.		Route 643 South to Route 15	New Construction - R4M Cross Section	6.6	\$ 42.27	\$ 1.78	\$ 2.76	\$ 23.25	\$ 70.05
128	Route 690	Hillsboro Road	Route 7 Business in Purcellville north to Route 9	Slight Lane Widening	6.1	\$ 1.52	\$ -	\$ 0.07	\$ 0.46	\$ 2.05
129	Route 690	Silcott Springs Road	Route 734 north to Route 7 Business in Purcellville	No Change	5.7	\$ -	\$ 1.28	\$ -	\$ -	\$ 1.28
130	Route 704	Hamilton Station Road	Route 7 Business north and east to Route 662 south of Waterford	No Change	15.0	\$ -	\$ -	\$ 0.03	\$ -	\$ 0.03
131	Route 704	Harmony Church Road	Route 15 west and north to Route 7 business at Hamilton	No Change	1.0	\$ -	\$ -	\$ -	\$ -	\$ -
132	Route 704 Extended	Crosstrail Boulevard	Dulles Greenway & Crosstrail Blvd interchange west to Rte 621	New Construction - U4M Cross Section	1.2	\$ 8.31	\$ 0.17	\$ -	\$ 4.57	\$ 13.05

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
133	Route 719	Airmont Road	Route 734 north to northern Round Hill Town Line	No Change	1.2	\$ -	\$ 0.82	\$ -	\$ -	\$ 0.82
134	Route 719	Greengarden Road / Airmont Road	Route 743 north to Route 734	Slight Lane Widening	1.9	\$ 1.95	\$ -	\$ 0.07	\$ 1.07	\$ 3.10
135	Route 719	Woodgrove Road / Stony Point Road	Northern Round Hill Town Line north and east to Rte 9 at Hillsboro	No Change	1.5	\$ -	\$ -	\$ -	\$ -	\$ -
136	Route 733	Lime Kiln Road	Route 15 west to Route 734	New Construction - R2 Cross Section	1.6	\$ 14.00	\$ -	\$ 0.12	\$ 4.20	\$ 18.32
137	Route 734	Snickersville Turnpike	Route 50 northwest to Route 7	No Change	0.9	\$ -	\$ -	\$ -	\$ -	\$ -
138	Route 742	Poland Road	Route 50 to Tall Cedars Pkwy	No Change	1.3	\$ -	\$ 0.21	\$ -	\$ -	\$ 0.21
139	Route 742	Poland Road	Tall Cedars Pkwy to Fairfax Cnty Line.	No Change	0.6	\$ -	\$ -	\$ -	\$ -	\$ -
140	Route 743	Millville Road	Route 719 east to Route 623	Slight Lane Widening	0.8	\$ 0.37	\$ -	\$ -	\$ 0.11	\$ 0.48
141	Route 772	Ryan Road	Rte 607 (Panorama/Loudoun County Pkwy) west to Rte 659 Reloc.	Widen 4 to 6 Lanes, Add Curb and Gutter	1.0	\$ 11.31	\$ 0.75	\$ -	\$ 8.48	\$ 20.54
142	Route 772	Ryan Road	Route 659 Relocated to Route 621	Widen 2 to 4 Lanes, Add Curb & Gutter	2.3	\$ 12.46	\$ 0.30	\$ -	\$ 6.85	\$ 19.61
143	Route 772 Relocated	Mooreview Pkwy	Dulles Greenway south and west to Route 772/Route 607 (Loudoun County Parkway)	Widen 4 to 6 Lanes and 6 Lane Extension	0.7	\$ 12.68	\$ 0.63	\$ 4.00	\$ 9.51	\$ 26.81
144	Route 773	River Creek Parkway	Edwards Ferry Road south to Fort Evans Road intersection	No Change	2.8	\$ -	\$ 0.18	\$ -	\$ -	\$ 0.18
145	Route 773	Edwards Ferry Road	Battlefield Pkwy to River Creek Pkwy	Widen 2 to 4 Lanes, Add Curb & Gutter	0.3	\$ 11.24	\$ 0.27	\$ -	\$ 6.18	\$ 17.70
146	Route 773	Edwards Ferry Road	Route 15 Bypass to Battlefield Parkway	Add Median	2.2	\$ 2.94	\$ 0.12	\$ -	\$ 1.62	\$ 4.68
147	Route 773	Fort Evans Road	River Creek Parkway west to Battlefield Parkway	Widen 2 to 4 Lanes, Add Curb & Gutter	8.0	\$ 6.69	\$ 0.16	\$ -	\$ 3.68	\$ 10.53
148	Route 774	Creighton Road	Existing Route 659 east to Loudoun County Pkwy	Widen 2 to 4 Lanes, Add Curb & Gutter	1.1	\$ 8.45	\$ 0.20	\$ -	\$ 6.33	\$ 14.98
149	Route 775	Cedar Green Road	Pacific Blvd north and east to Route 636 (Shaw Road)	No Change	3.6	\$ -	\$ 0.11	\$ -	\$ -	\$ 0.11
150	Route 775	Cedar Green Road	Route 606 north and east to Pacific Blvd	Widen 2 to 4 Lanes & Add Median	2.4	\$ 8.66	\$ 0.18	\$ -	\$ 6.50	\$ 15.34

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
151	Route 789 Extended	Ryan Bypass	Dulles Greenway westbound ramp at Rte 606 northwest over Broad Run to Rte 625 (Waxpool Rd)	New Construction - U4M Cross Section	2.5	\$ 22.77	\$ 0.48	\$ 1.97	\$ 17.08	\$ 42.30
152	Route 846	Sterling Boulevard	Route 28 north to Davis Drive	Widen 4 to 6 lanes	1.2	\$ 4.04	\$ 0.27	\$ -	\$ 3.03	\$ 7.35
153	Route 846	Sterling Boulevard	Davis Drive north to Route 7	No Change	0.2	\$ -	\$ 0.28	\$ -	\$ -	\$ 0.28
154	Route 846 Extended	Sterling Boulevard	Pacific Boulevard east to Route 28 (at Sterling Blvd)	New Construction - U4M Cross Section	5.0	\$ 3.15	\$ 0.07	\$ -	\$ 2.36	\$ 5.57
155	Route 900	Ashburn Farm Parkway	Rte 641 (Ashburn Rd) at Rte 640 (Farmwell Rd) west to Rte 659 (Belmont Ridge Rd)	No Change	1.7	\$ -	\$ 0.23	\$ -	\$ -	\$ 0.23
156	Route 901	Claiborne Parkway / Lansdowne Boulevard	Route 7 North Collector (Riverside Pkw) south to Loudoun County Pkw	Widen 4 to 6 Lanes and 6 Lane Extension	0.8	\$ 54.73	\$ 3.24	\$ -	\$ 41.04	\$ 99.01
157	Route 1570	Countryside Blvd	Route 7 north to Algonkian Pkwy	No Change	2.1	\$ -	\$ 0.11	\$ -	\$ -	\$ 0.11
158	Route 1582	Algonkian Parkway	Route 7 (at Atlantic Blvd) east to Route 637 (Potomac View Rd)	No Change	3.8	\$ -	\$ 0.72	\$ -	\$ -	\$ 0.72
159	Route 1582	Algonkian Parkway	Route 637 (Potomac View Rd) east to Route 7 (at Holly Knoll Dr. in Fairfax County)	No Change	0.8	\$ -	\$ 0.36	\$ -	\$ -	\$ 0.36
160	Route 1794	Cascades Parkway	Route 637 (at Nokes Blvd) north to Algonkian Parkway	No Change	2.5	\$ -	\$ 0.51	\$ -	\$ -	\$ 0.51
161	Route 1795	Palisade Parkway	Route 637 (Potomac View Road) west to Route 777 (at Route 7)	No Change	1.8	\$ -	\$ 0.06	\$ -	\$ -	\$ 0.06
162	Route 2020	Ashburn Village Boulevard	Route 7 south to Dulles Greenway	Widen 4 to 6 Lanes, Add Curb and Gutter	0.5	\$ 30.45	\$ 2.03	\$ 0.76	\$ 22.84	\$ 56.09
163	Route 2020 Extended	Ashburn Village Boulevard	Route 7 North Collector (Riverside Parkway) south to Route 7	New Construction - U6M Cross Section	6.0	\$ 2.83	\$ 0.09	\$ -	\$ 2.12	\$ 5.04
164		Hawling Farm Blvd	Battlefield Parkway south to Crosstrail Boulevard, just east of the Dulles Greenway	New Construction - U4M Cross Section	1.1	\$ 16.57	\$ 0.35	\$ -	\$ 9.11	\$ 26.02
165		Augusta Drive	Rte 7 north to Seneca Ridge Dr	No Change	1.4	\$ -	\$ 0.08	\$ -	\$ -	\$ 0.08
166		Battlefield Parkway	Route 15 Bypass east and south to Fort Evans Road	4 Lane Extension	0.4	\$ 6.80	\$ 0.43	\$ -	\$ 3.74	\$ 10.97
167		Battlefield Parkway	Fort Evans Road, south to Route 7, and west to Route 15 north of Virts Corner	Widen 4 to 6 Lanes and 6 Lane Extension	0.7	\$ 35.21	\$ 1.52	\$ 8.47	\$ 19.37	\$ 64.57

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
168		City Center Blvd (Dulles Town Center Dev.)	Route 638 Relocated (Nokes Blvd) north to Route 7 at Countryside Boulevard	No Change	1.3	\$ -	\$ 0.16	\$ -	\$ -	\$ 0.16
169		Dulles South Boulevard	Tri-County Pkwy (approx. 2300 feet south of Rte 620) to Rte 659 Reloc. (approx. 2000 feet north of Prince William Cnty Line.)	New Construction - R4M Cross Section	1.8	\$ 12.05	\$ 0.51	\$ 2.77	\$ 6.63	\$ 21.95
170		Edgewater Street	Dulles South Area/Rte 742 south and west to Tri-County Pkwy	New Construction - U4 Cross Section	1.2	\$ 15.32	\$ 0.37	\$ -	\$ 8.43	\$ 24.11
171		Edgewater Street	Tall Cedars Pkwy (approx. 1900 feet east of Rte 742) south and west to Rte 742 at existing Edgewater St	New Construction - U4 Cross Section	3.8	\$ 4.14	\$ 0.10	\$ -	\$ 3.11	\$ 7.35
172		Gloucester Parkway	Route 28 (at Nokes Blvd) west to Route 659	Widen 4 to 6 Lanes and 6 Lane Extension	0.7	\$ 47.62	\$ 2.41	\$ 18.92	\$ 35.72	\$ 104.67
173		Greenway East- West Connector	Claiborne Parkway east to Greenway Transit Connector	4 Lane Extension	4.6	\$ 5.11	\$ 0.22	\$ -	\$ 3.83	\$ 9.17
174		Greenway Loop Road	Rte 645 Exten. (Westwind Dr) east to Rte 607 (Loudoun County Pkwy), and north to Rte 643 Exten.	4 Lane Extension	1.5	\$ 7.81	\$ 0.27	\$ -	\$ 5.86	\$ 13.94
175		Greenway Loop Road	Rte 643 Exten.north to Rte 789 Exten.	New Construction - U4M Cross Section	2.1	\$ 3.72	\$ 0.08	\$ -	\$ 2.79	\$ 6.58
176		Greenway Transit Connector	Rte 645 Exten.(Westwind Dr) north over Dulles Greenway to Rte 643	New Construction - U4 Cross Section	1.0	\$ 5.58	\$ 0.13	\$ -	\$ 4.18	\$ 9.89
177		Kincaid Boulevard Extended	Battlefield Parkway south to Crosstrail Boulevard	4 Lane Extension	1.0	\$ 2.26	\$ 0.26	\$ -	\$ 1.24	\$ 3.76
178		Lenah Loop Road	Route 621 south to Route 50 North Collector	New Construction - R2 Cross Section	0.7	\$ 4.43	\$ -	\$ -	\$ 2.44	\$ 6.87
179		Lenah Loop Road	Tall Cedars Parkway to Route 659 Relocated (North Star Blvd)	New Construction - R2 Cross Section	0.0	\$ 9.39	\$ -	\$ 2.07	\$ 5.17	\$ 16.63
180		Lenah Loop Road	Route 50 North Collector to Tall Cedars Parkway	New Construction - U4 Cross Section	0.6	\$ 10.11	\$ 0.24	\$ -	\$ 5.56	\$ 15.91
181		Lexington Drive	Russell Branch Pkwy to Riverside Pkwy North of Rte 7	Bridge over Rte 7	2.2	\$ -	\$ 0.14	\$ 2.90	\$ -	\$ 3.04
182		Loudoun County Parkway	Dulles Greenway west and south to Route 606	Widen 4 to 8 Lanes and 8 Lane Extension	2.1	\$ 50.72	\$ -	\$ 1.85	\$ 38.04	\$ 90.61
183		Loudoun County Parkway	Route 606 to Route 50, following existing Route 606 alignment	Widen 4 to 8 lanes	0.6	\$ 13.02	\$ -	\$ -	\$ 9.77	\$ 22.79

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

**Draft 2007 Countywide
Transportation Plan**

**Cost Estimates
by Segment**

June 13, 2007

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
184		Loudoun County Parkway	Route 50 south to Route 620, Braddock Road (at Tri-County Parkway intersection)	Widen 4 to 6 lanes	1.1	\$ 12.82	\$ 0.85	\$ -	\$ 9.62	\$ 23.29
185		Mary Hope Parkway	Battlefield Parkway north and east to Route 643.	4 Lane Extension	1.8	\$ 3.76	\$ 0.20	\$ -	\$ 2.07	\$ 6.03
186		Miller Drive	Mary Hope Parkway south and east to Route 643.	No Change	1.3	\$ -	\$ 0.21	\$ -	\$ -	\$ 0.21
187		Miller Drive	Route 643 west to Kincaid Blvd	New Construction - U4M Cross Section	2.6	\$ 7.01	\$ 0.15	\$ -	\$ 3.86	\$ 11.02
188		East Gate View Drive	Route 609 west to Tall Cedars Parkway.	New Construction - U4 Cross Section	0.3	\$ 5.21	\$ 0.13	\$ -	\$ 2.87	\$ 8.20
189		Purcellville Route 7 North Collector	Route 287 west to Route 690	New Construction - U4 Cross Section	3.2	\$ 18.66	\$ 0.45	\$ 1.39	\$ 10.26	\$ 30.77
190		Purcellville Southern Collector	Rte 287/ Rte 7 Busn intersection south and west to Rte 690	New Construction - U2 Cross Section	3.7	\$ 12.96	\$ -	\$ 1.88	\$ 7.13	\$ 21.97
191		River Creek Parkway	Fort Evans Road south to Route 7/Crosstrail Boulevard intersection	Widen 4 to 6 lanes	4.6	\$ 3.86	\$ 0.26	\$ -	\$ 2.12	\$ 6.25
192		Round Hill Northern Collector (Evening Star Dr)	Route 7 Business, west of Route 7 interchange, north and west to Route 719 (Woodgrove Rd)	Widen 2 to 4 Lanes & Add Median	4.1	\$ 10.71	\$ 0.22	\$ -	\$ 5.89	\$ 16.82
193		Round Hill Northern Collector (Evening Star Dr)	Rte 719 (Woodgrove Rd) west and south to Rte 7 just east of Rte 7 Busn intersection	2 Lane Extension	0.5	\$ 2.67	\$ -	\$ -	\$ 1.47	\$ 4.14
194		Russell Branch Parkway	Crosstrail Blvd west to Trail View Blvd	New Construction - U4 Cross Section	0.8	\$ 10.67	\$ 0.26	\$ -	\$ 5.87	\$ 16.80
195		Ryan Bypass (Faulkner Pkwy / Broadlands Blvd)	Route 625 northwest to Route 659	4 Lane Extension	1.3	\$ 1.65	\$ 0.53	\$ -	\$ 1.24	\$ 3.42
196		South Riding Blvd	Route 50 North Collector south to Route 742 (Defender Dr/Polard Rd)	Widen 4 to 6 lanes	0.5	\$ 1.59	\$ 0.11	\$ -	\$ 1.20	\$ 2.90
197		South Riding Boulevard	Route 742 (Defender Dr/Polard Rd) south to Route 50 South Collector Road (Tall Cedars Parkway)	No Change	0.4	\$ -	\$ 0.05	\$ -	\$ -	\$ 0.05
198		Trail View Blvd	Route 659 and Gloucester Parkway intersection west over Goose Creek to Cardinal Park Drive	New Construction - U4M Cross Section	6.1	\$ 31.03	\$ 0.65	\$ 7.53	\$ 17.07	\$ 56.28

Includes all costs but utilities.
Includes proffered roads yet to be constructed.

App. 1 ID #	Route Number	Road Name	Segment	Roadway Improvement	Segment Length (Miles)	Roadway Improvement Cost (Millions)	Bike / Ped Costs (Millions)	Bridge Cost (Millions)	ROW Cost (Millions)	Total Project Cost (Millions)
199		Route 606 Extended	Rte 606 and Loudoun Pkwy intersection southwest to Rte 620 (Braddock Rd)	Widen 2 to 6 Lanes, Add Median, Curb & Gutter and 6 Lane Extension	5.0	\$ 46.95	\$ 1.49	\$ -	\$ 35.21	\$ 83.64
200		Route 606 Extended	Route 620 (Braddock Road) to Prince William County Line	Widen 2 to 4 Lanes & Add Median	0.9	\$ 22.18	\$ 0.94	\$ -	\$ 12.20	\$ 35.31
201		Glenn Drive	Route 846 (Sterling Blvd) north to Shaw Rd.	Add Median	0.9	\$ 3.80	\$ 0.05	\$ -	\$ 2.85	\$ 6.70

Includes all costs but utilities.
Includes proffered roads yet to be constructed.