

Transportation Strategic Goal

Project: Linton Hall Road

Project Description:

Linton Hall Road will be widened between Route 28 and Devlin Road from two to four lanes for a length of 2.7 miles. The Virginia Department of Transportation (VDOT) is designing the project and will acquire all necessary rights-of-way; however, the County will be responsible for constructing the project. Funding required to design the project and acquire rights-of-way will be provided by VDOT Six-Year Secondary Road Plan allocations, which will not appear in the County's project budget.

The total project budget is reduced \$4,496,212 due to the transfer of voter approved road bonds to the Spriggs Road project.

Total Project Budget: **\$3,293,390**

Strategic Plan Impact:

- ▶ **Transportation Goal** - Linton Hall Road supports the Transportation Strategic Goal objectives which call for "improving existing roadways to accommodate planned development" and "complete the approved road bond projects."

Service Impact:

- ▶ **Safety and Congestion Improvement** - Widening Linton Hall Road will improve existing safety conditions, provide better access and relieve congestion for ten residential developments serviced by Linton Hall Road. The project will improve access between Route 29, Route 28, and the City of Manassas and complement the Virginia Gateway Community Development Project.

Comprehensive Plan Impact:

- ▶ **Transportation** - Fulfills Comprehensive Plan goal to achieve and sustain a complete, safe, and efficient multi-modal circulation system and plan so that existing and future components of the transportation network will provide the capacity necessary to meet the demands placed upon the system.
- ▶ **Roads** - Fulfills Comprehensive Plan policies and action strategies that seek to improve the roadway network so that roads can operate at Level of Service (LOS) "D" and will be designed to meet the Roadway Functional classification/Composition Guidelines established in the Transportation Plan. LOS "D" occurs where small increases in traffic flow may cause substantial increases in delay and decreases in arterial (roadway) speed. Average travel speeds are about forty percent of free-flow speed.

Funding Source Impact:

- ▶ **1998 Bond Referendum** - This project is funded by Debt authorized in the November 1998 Road Bond Referendum.
- ▶ **Proffers** - Contribute \$1,067,039 to this project.
- ▶ **Budget Transfer** - \$4,496,212 in voter approved debt is transferred to the Spriggs Road project.

Critical Milestones:

- ▶ This project is on hold pending VDOT funding for right-of-way acquisition and construction.

PROJECT COST CATEGORIES	PRIOR YEARS	FY04	FY05	FY06	FY07	FY08	FY09	Total FY 04-09
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$1,109,334	\$1,050,457	\$0	\$0	\$0	\$2,159,791
Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt Issuance Costs	\$66,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Contingency	\$0	\$1,067,039	\$0	\$0	\$0	\$0	\$0	\$1,067,039
Total	\$66,560	\$1,067,039	\$1,109,334	\$1,050,457	\$0	\$0	\$0	\$3,226,830

FUNDING SOURCES	PRIOR YEARS	FY04	FY05	FY06	FY07	FY08	FY09	Total FY 04-09
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delinquent Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fire Levy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stormwater Management Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	\$66,560	\$0	\$1,109,334	\$1,050,457	\$0	\$0	\$0	\$2,159,791
Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State/Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proffers	\$0	\$1,067,039	\$0	\$0	\$0	\$0	\$0	\$1,067,039
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$66,560	\$1,067,039	\$1,109,334	\$1,050,457	\$0	\$0	\$0	\$3,226,830

OPERATING IMPACTS	FY04	FY05	FY06	FY07	FY08	FY09	Total FY 04-09
Debt Service	\$0	\$0	\$0	\$233,767	\$227,644	\$221,522	\$682,933
Facility Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Operating Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operating Subsidy Required	\$0	\$0	\$0	\$233,767	\$227,644	\$221,522	\$682,933
GENERAL FUND REQUIREMENT	\$0	\$0	\$0	\$233,767	\$227,644	\$221,522	\$682,933

