



SUBMISSION FORM

All submission forms must include the following information. Separate submission forms must be turned in for each eligible program. **Deadline: Friday, April 3, 2026.** Please include this submission form as the first page of your electronic entry. Contact [Gage Harter](#) with any questions.

PROGRAM INFORMATION

County: Prince William County

Program Title: Route 1 Corridor

Program Category: Community Development, Economic Development, and Land Use

CONTACT INFORMATION

Name: Rick Canizales

Title: Director of Transportation

Department: Transportation


Telephone: 703-792-6825 Website: <https://www.pwcva.gov/department/transportation>

Email: rcanizales@pwcgov.org

SIGNATURE OF COUNTY ADMINISTRATOR OR DEPUTY/ASSISTANT COUNTY ADMINISTRATOR

Name: CHRISTOPHER J. SHORRER

Title: COUNTY EXECUTIVE

Signature: 

Virginia Association of Counties 2026 Achievement Awards Submission
Prince William County
Route 1 Corridor Phased Revitalization Initiative

Executive Summary

Route 1 in Prince William County, Virginia is a critical corridor for community development, economic development, land use implementation, and local, regional, and state mobility. This major north-south principal arterial serves established neighborhoods, targeted redevelopment areas, business and commercial destinations, transit connections, and connections to Interstate 95 and neighboring jurisdictions. Multiple County and State planning efforts identify Route 1 as a key to supporting projected regional growth due to its ability to support dense mixed use land development with multimodal access providing direct access to regional activity centers.

To address these corridor-wide needs, Prince William County developed a Route 1 Corridor Phased Revitalization Initiative as a coordinated implementation of transportation improvements and planning efforts rather than a series of isolated roadway projects. Organized by need, land use context, redevelopment opportunity, and transit function, the initiative includes six connected segments and study areas along the corridor. Through an unconventional phased approach, the County is delivering multimodal improvements that enhance safety, operations, and connectivity while advancing broader redevelopment, economic competitiveness, long-range land use and community quality of life goals.

Need and Context

Route 1 serves a uniquely broad range of functions within eastern Prince William County. It serves as a major commuter corridor and critical freight and business access route running parallel to I-95, while also functioning as a key spine in the regional transportation network for transit and rail. In addition, it supports redevelopment and helps connect residential communities and major military installations through the trail network to federal, state, and local civic and recreational destinations. Prince William County's Route 1 Corridor Phased Revitalization includes six connected segments and study areas: (1) Route 1 widening from Mary's Way to Fairfax County Line (Completed Project – April 2021); (2) Route

1 from Mary's Way to Featherstone Road (Completed Project – October 2023); (3) Route 1 from Cardinal Drive/Neabsco Road to Featherstone Road; (4) Route 1 from Cardinal Drive/Neabsco Road to Route 234; (5) Route 1/Fraley Boulevard from Brady's Hill Road to Route 234; and (6) Route 1 from Brady's Hill Road to Joplin Road (Completed Project – October 2012).

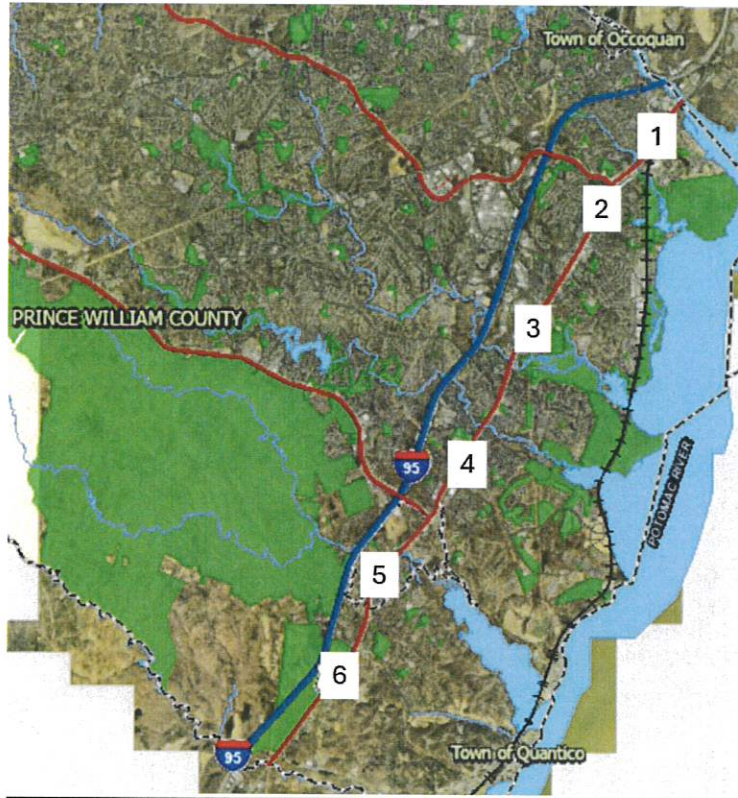


Figure 1. Route 1 Corridor Phased Program Map

Route 1 corridor is 12 miles long in Prince William and runs from the County's southern jurisdictional boundary with Stafford County to the northern jurisdictional boundary with Fairfax County and carries approximately 80,000 to 100,000 vehicles per day, reflecting its critical role in local, regional, and state mobility. Route 1 is more than a high-volume roadway, it is also a defining corridor for Prince William County's redevelopment strategy, economic development framework, transit access goals, and long-range land use vision. Accordingly, County planning efforts call for Route 1 to evolve into a corridor that improves traffic flow while also supporting placemaking, walkable mixed-use development, multimodal connectivity, and stronger links between neighborhoods, businesses, and activity centers.

These corridor-wide demands could not be addressed through a single improvement project or a narrow auto-centric approach. Route 1 traverses and supports multiple small area plans, redevelopment districts, and community investment areas, including North Woodbridge, Belmont Bay, The Landing, Triangle, Dale City, the Potomac Communities, Dumfries, and Southbridge. Each area presents distinct development patterns, transportation needs, and implementation priorities. In addition, the corridor interfaces with major external projects and systems, including the Virginia Department of Transportation's (VDOT) I-95/Route 123 interchange improvements and Route 1 widening near Route 123, Virginia Department of Rail and Public Transportation's (DRPT) Franconia-Springfield to Quantico transit work, Virginia Passenger Rail and Authority's (VPRA) Transforming Rail in Virginia program, Virginia Railway Express (VRE) Woodbridge Station improvements, and the Potomac Shores VRE Station. Prince William County therefore advanced a phased, coordinated corridor initiative to align transportation investment with redevelopment, transit, community connectivity, and economic growth.

Program Implementation

The County implemented the Route 1 Corridor projects as a coordinated, multi-phase corridor program rather than a series of independent roadway projects. Individual phases were advanced not only in response to traffic and operational need, but also based on surrounding land use context, redevelopment opportunity, transit function, constructability, and the timing of partner-led investments. The County also incorporated underground utility improvements as part of the corridor program to support long-term functionality, aesthetics, and coordinated infrastructure delivery. The result was a departure from traditional linear phased implementation based on location to a phased approach based on a comprehensive community need and feasibility assessment that allowed the County to more effectively leverage resources by aligning various public and private projects. As previously mentioned, the six primary segments forming the backbone of the initiative are: (1) Route 1 widening from Mary's Way to Fairfax County Line (Completed Project – April 2021); (2) Route 1 from Mary's Way to Featherstone Road (Completed Project – October 2023); (3) Route 1 from Cardinal Drive/Neabsco Road to Featherstone Road; (4) Route 1 from Cardinal Drive/Neabsco Road to Route 234; (5) Route 1/Fraley

Boulevard from Brady's Hill Road to Route 234; and (6) Route 1 from Brady's Hill Road to Joplin Road. This phased structure enabled the County to align near-term improvements, active capital projects, and longer-range study recommendations within a single, coherent corridor strategy.

The initiative was further carried out through a set of aligned supporting investments designed to strengthen corridor connectivity, multimodal access, and redevelopment readiness. In North Woodbridge, the Annapolis Way Connection Project addresses a critical network gap between Gordon Boulevard and Route 1, while the Marina Way Extension Project is creating a new divided roadway connection with sidewalks and improved turning movements parallel to a completed phase of Route 1. A pedestrian bridge project is now in final design and will connect North Woodbridge across Route 1 to the rail and bus transit at the Woodbridge VRE Station. The active widening project further south is supported by the Graham Park Road sidewalk and road diet projects and first- and last-mile improvements associated with the future Triangle Mobility Hub. The planned Landing Transit Hub located between Route 1 and I-95 will support enhanced transit services on the widened corridor.

Prince William County also coordinated closely with external partners on corridor investments, including VDOT who administered the Route 1 widening from Mary's Way to Annapolis Way phase and the adjacent the I-95/Route 123 interchange improvements, DRPT transit initiatives, VPRA rail improvements through Transforming Rail in Virginia, VRE station upgrades, and Potomac Shores rail access. As implemented, the initiative has functioned as a corridor management and revitalization framework integrating transportation, land use, transit, and economic development objectives rather than as a stand-alone roadway program. The initiative is grounded in decades of corridor planning. It builds on the 1997 VDOT Route 1 Corridor Study, authorized by the General Assembly to improve community character and economic opportunity, as well as the County's Potomac Communities Design Guidelines, the Route 1 Redevelopment Corridor planning effort, and adopted local small area plans for North Woodbridge, The Landing, Dale City, and Triangle. These planning efforts helped the County move beyond traditional widening by advancing projects that incorporate multimodal, aesthetic, and connectivity improvements where feasible.

Financing and Staffing

A key strength of the Route 1 implementation program is the County's layered financing strategy, which avoids reliance on any single local funding source. Phase 1 was advanced primarily through local funding, including general use and bond funding, and was supplemented by state and federal resources. Across the overall program, funding sources have included County capital program dedicated local transportation revenues, state funding from VDOT Smart Scale and the Transportation Alternatives Program (TAP) funds, federal funding from applicable U.S. DOT grant programs, Northern Virginia Transportation Authority (NVTA) revenues, and other relevant grant resources to advance corridor elements. This diversified approach allows Prince William County to move projects when they are ready, close funding gaps, and match each project to the most appropriate program. Financing continues through a blend of County, regional, state, and partner funding, including for example, \$177 million project cost for the Route 1/Fraley Boulevard segment supported primarily by NVTA 70 percent funds and state revenues, as well as County-funded corridor study work of approximately \$500,000 to position future phases of other portions of Route 1 for implementation. Additional corridor needs continue to be pursued through competitive funding programs, including SMART SCALE, NVTA, and applicable future federal transportation grant opportunities. The extensive prior planning work on the corridor totaled several million but was crucial to the program securing over \$300 million in external funding for the six phases. The County's is also advancing other aligned projects to further strengthen the Route 1 Corridor Phased Revitalization Initiative representing \$87 million in complementary multimodal and transit-supportive investments. **Table 1** below summarizes the cost associated with these supporting projects.

Program Activity	Costs	Funding Source
North Woodbridge Mobility Improvements (Marina Way Extension)	\$25.1M	Federal Funding: \$25.05M NVTA: \$50,000
North Woodbridge Pedestrian Bridge	\$12.4M	Federal Funding: \$5.3M Local Funding: \$7.1M
Annapolis Way	\$9.5M	NVTA: \$8M Local Funding: \$1.5M
Graham Park Road Improvements	\$4.6M	Federal Funding: \$2.3M NVTA: \$1.7 Local Funding: 625,000
Triangle Mobility Hub and First/Last Mile Connection improvements	\$10M	NVTA: \$10M
The Landing at Prince William Transit Center	\$25M	NVTA: \$25M

Table 1: Supporting Projects Costs Summary

Staffing has also been multidisciplinary. The County’s Department of Transportation provides corridor planning, programming, grant development, and interagency and external coordination with transit agencies including PRTC, VRE, and VDOT. Planning, economic development, parks and recreation, county leadership, legal, finance, and communications functions all support implementation. The County’s approach shows that a corridor program can be administered through a lean core team if that team is empowered to coordinate grants, Capital Improvement Program (CIP) programming, development coordination, and agency partnerships across multiple departments. **Table 2** below summarizes the costs associated with specific implemented segments of the Route 1 corridor. A county seeking to replicate this model would need to account for planning and corridor studies, environmental and design work, right-of-way and utility coordination, roadway and multimodal construction, transit-supportive access improvements, grant development, public engagement, and staff capacity for cross-agency coordination. The replicable cost lesson is not a single fixed dollar amount; it is the need for a diversified capital strategy that can combine local revenues with competitive regional, state, federal, and partner funding over multiple phases.

Program Activity	Costs	Funding Source	Implementation Phase
Route 1 Widening (Mary's Way to Fairfax County Line)	\$50.4M	Federal and State Funding conducted by VDOT	2
Route 1 (Mary's Way to Featherstone Road)	\$111.4 M	Federal Funding: \$40.1M State Funding: \$4.8M NVTA: \$63.4M	4
Route 1 (Cardinal Drive/Neabsco Road to Featherstone Road)	\$48.5M	State Funding: \$24M Local Funding: \$23.3M Proffers: \$1.2M	3
Route 1 (Cardinal Drive/Neabsco Road to Route 234)	(Study: \$500,000) (Estimated Corridor Cost for Phased Delivery: Approximately \$330 Million)	Study: Local Funding Project cost: County dedicated transportation revenues and upcoming federal and State funding opportunities such as Smart Scale	6
Route 1/Fraley's Boulevard (Brady's Hill to Route 234)	\$177M	NVTA: \$126.9M State Funding: \$50.6M Local Funding: \$266,000	5
Route 1 (Brady's Hill Road to Joplin Road)	\$75.4M	Local Funding: \$60M Federal and State Funding: \$15.4	1

Table 2: Route 1 Cost Summary

Results and Impact

The Route 1 Corridor Phased Revitalization Initiative has already produced tangible results. Six miles have been widened from four to six lanes with operational improvements which have significantly increased capacity, improved level of service and enhanced safety in one of the County's most heavily traveled and densely populated corridors. Over 10 miles of pedestrian and bicycle facilities have been constructed that are part of the National Capital Region Trail and Potomac Heritage National Scenic Trail networks. Since phase 1 was completed in 2016, there have been seven major land use rezonings to redevelop over 37 acres on Route 1, five small area plans developed and adopted, and economic

development supported renaming and rebranding of the roadway. A new passenger rail station broke ground and two fully funded mobility hub projects will be launched next year to support enhanced local and commuter bus services. By coordinating roadways, station-area, and transit-supportive improvements, the County is positioning Route 1 to better support future travel demand and long-term economic growth.

Innovation

The Route 1 Corridor investments meets the award criteria by demonstrating innovation, sustained collaboration, and a replicable model for other localities. Its innovation lies in treating Route 1 not simply as a roadway improvement program, but as a long-term corridor revitalization framework that recognized transportation's larger role in community development. Prince William County advanced a sequenced program of corridor studies, widening projects, local street connections, pedestrian improvements, transit-supportive hub concepts, rail-related coordination, and place-based design enhancements. This approach tied transportation delivery directly to redevelopment readiness, multimodal access, corridor character, and broader quality-of-place outcomes.

The initiative also reflects a substantial high level of partnering and collaboration. Prince William County carried out the program through close coordination among County departments, VDOT, DRPT, VPRA, VRE, NVTA, Quantico Marine Corp Base, local jurisdictions, development partners, and the public. That collaboration is reflected not only in grant applications, programming decisions, and funding strategies, but also in how individual projects were scoped and timed to support adjoining state, regional, transit, and rail investments while advancing implementation of adopted County small area plans and redevelopment objectives. The program further serves as a practical model for other Virginia localities. Many counties face the challenge of aging commercial corridors that must continue to carry high traffic volumes while becoming safer, more multimodal, and more supportive of redevelopment. Prince William County's Route 1 initiative demonstrates a replicable approach: establish a corridor-wide framework, align transportation priorities with adopted land use plans, build a pipeline of complementary projects, coordinate them with external agency investments, and use diverse funding sources to advance the right project at the right time. This model is scalable, implementation-oriented, and well suited to local governments seeking to connect mobility investment with community and economic development, land use, and corridor revitalization.