

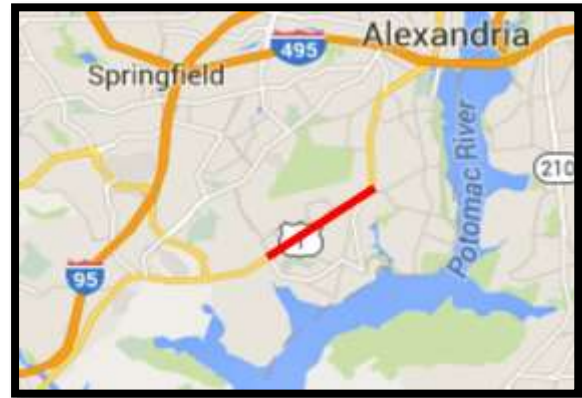


## Project Description Form – 8AA

### Basic Project Information

**Submitting Jurisdiction/Agency:** Fairfax County  
**Project Title:** Route 1 Widening: Mount Vernon Memorial Highway to Napper Road

**Project Location:** US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)



**Project Description:** Richmond Highway widening project is 2.9 miles in length and is located between Mt. Vernon Memorial Highway and Napper Road. Richmond Highway is an Urban Principal Arterial with an AADT of 35,000. Richmond Highway is also a Corridor of Statewide Significance, as identified in VTrans2040.

This project will provide a 6-lane facility complementing the existing Richmond Highway project currently under construction from Telegraph Road to Mt. Vernon Memorial Highway. This project will also complement the section of Richmond Highway north of Napper Road which is also a 6-lane facility, resulting in a 6-lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. This project includes both pedestrian and bicycle facilities and provisions for future transit. It will also consolidate driveway entrances, thereby limiting the number of potential points of conflict and improving safety. This project is currently in procurement for a Project Management Consultant.

### Project Milestones

**Project Milestones by Project Phase:**

- **Engineering:** July 2015 – July 2019
- **Environmental Work:**
- **Design:**
- **Right of Way Acquisition:** August 2018 – August 2020
- **Construction:** January 2023 – January 2025
- **Capital Asset Acquisitions:**
- **Other:**

#### Project Analysis Summary\*

NVTA Quantitative Score	47.46	Rank	14
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/>

## Project Cost

Requested NVTA FY2017 Funds: \$5,000,000

Total Cost to Complete Project: \$215,000,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering	\$4,250,000 (FY2019)	\$1,000,000 (NVTA FY2015-16 Program) \$4,250,000 (State Revenue Sharing) 9,000,000 (RSTP)	\$18,500,000 (FY2016-FY2020)
Environmental Work			
Design			
Right of Way Acquisition	\$750,000 (FY2020)	\$750,000 (State Revenue Sharing) \$70,000,000 (HB 2 FY2017-22) \$49,100,000 (HB 2 and/or NVTA future request)	\$120,600,000 (FY2019-FY2023)
Construction		\$75,900,000 (HB 2 and/or NVTA future request)	\$75,900,000 (FY2023-FY2025)
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$5,000,000</b>	<b>\$210,000,000</b>	<b>\$215,000,000</b>

## Project Impacts

**What regional benefit(s) does this project offer?** US 1 is a Corridor of Statewide Significance, according to VTrans2040. Widening this section of US 1 will eliminate a choke point between Napper Road and the intersection of Mt. Vernon Memorial Highway/Jeff Todd Way. With the completion of the current construction project on US 1, through Ft. Belvoir, the sections of US 1 which are adjacent to this 4 lane section will have 6 lanes. This project facilitates the economic development of the US 1 corridor and provides a consistent 6 lane facility between Ft. Belvoir and I-95/I-495 in Alexandria. This project also will include facilities for pedestrians and bicyclist and provisions for transit, including potential BRT connecting to Prince William County, which was described in the recently completed Department of Rail and Public Transportation's Route 1 Multimodal Alternatives Analysis (2014). This project will facilitate the movement of employees, and goods into and out of Ft. Belvoir and recently constructed hospital at Ft. Belvoir. It will also consolidate driveway entrances, thereby limiting the number of potential points of conflict and improving pedestrian safety.

**How will the project reduce congestion?** This project will reduce congestion by providing additional capacity, creating a consistent 6 lane facility for the length of US 1 between Pohick Road and I-95/I-495 in Alexandria. Currently this section of US 1 is 4 lanes wide. The project will also provide capacity improvements at existing intersections, signalization and turn lanes at critical intersections as well as including bicycle and pedestrian facilities and improvements in the corridor. The US 1 corridor is the most heavily used transit corridor in Fairfax County. These improvements will enable even more transit ridership.

**How will the project increase capacity?** This project will increase capacity by adding two additional lanes to nearly 3 miles of roadway on Richmond Highway.

**How will the project improve auto and pedestrian safety?** This project will widen this section of US 1, and provide consistent lane widths, which will help regulate traffic. The project also will correct missing pedestrian linkages along the corridor and include buffered bicycle lanes, thus providing safe pedestrian and bicycle facilities. The project will also consolidate driveway entrances limiting the number of potential conflict points along the corridor.

**How will the project improve regional connectivity?** This project improves regional connectivity by connecting activity centers along Richmond Highway. In conjunction with other improvements to Richmond Highway, this project also helps connect travelers coming from Prince William County seeking activity centers in Fairfax County. For example, this project will improve access to and from Fort Belvoir and the new Fort Belvoir Hospital. In fact, the US Department of Defense, through Fort Belvoir, is funding a portion of the cost to complete Preliminary Engineering to support this project. The project goals and recommendations are included in Fairfax County's *Comprehensive Plan, Lower Potomac Planning District*, as amended in 2013.

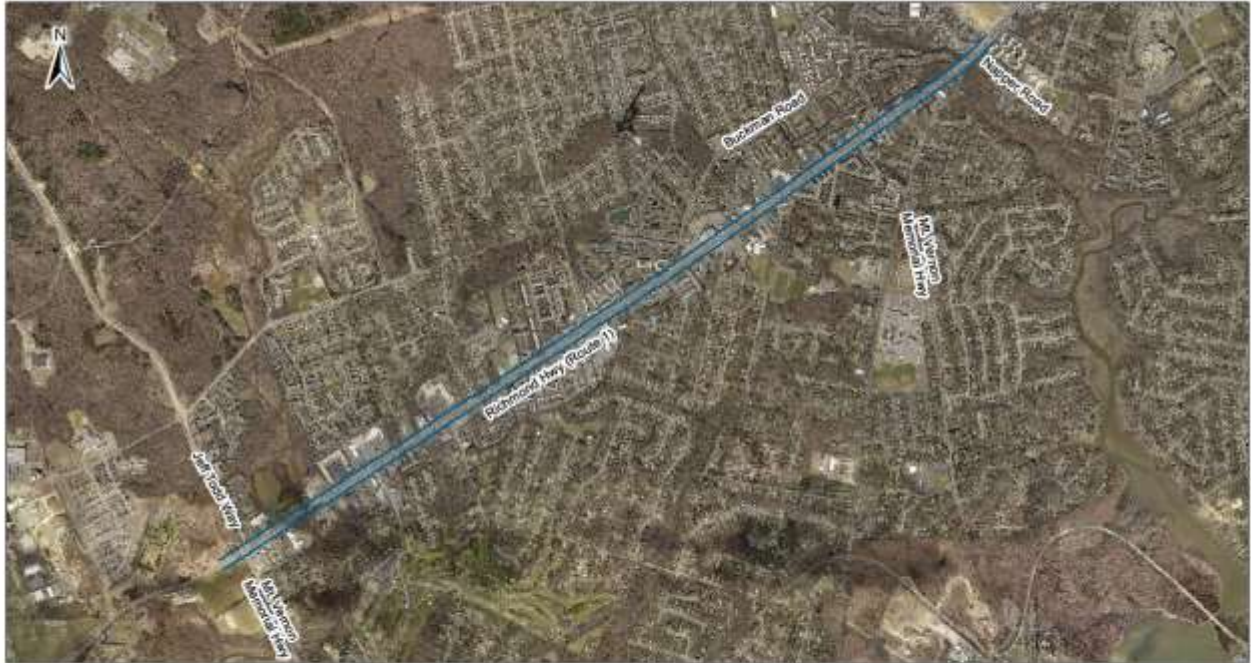
**How will the project improve bicycle and pedestrian travel options?** This project will provide both bicycle and pedestrian facilities along its length, including on-road, buffered bike lanes, shared-use pathways on one side of the road, and sidewalks on the other side.

How will the project improve the management and operation of existing facilities through technology applications? The project includes signal pre-emption at all signalized intersections for emergency vehicles. Furthermore, each signalized intersection will incorporate countdown signals for pedestrians.

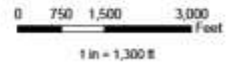
### Additional Information in Support of This Project

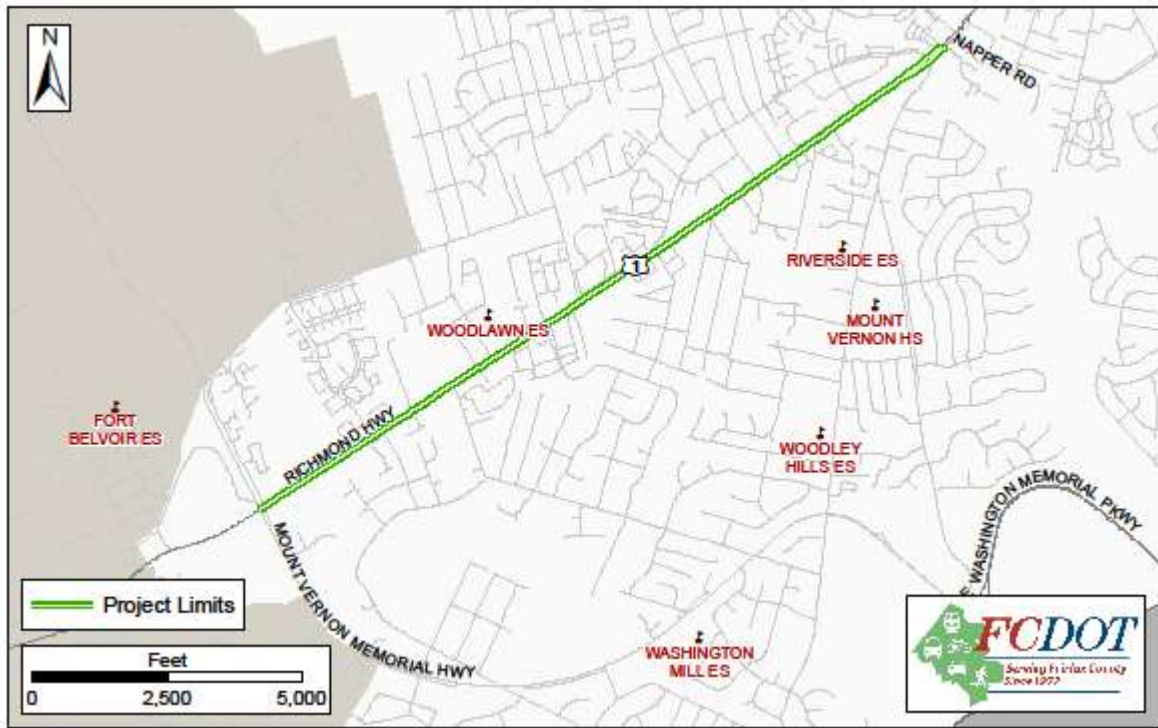
Route 1 Multimodal Alternatives Analysis Final Report (February 2015):

<http://www.drpt.virginia.gov/media/1591/route-1-final-report-with-appendices-february-2015.pdf>



<b>Richmond Highway (Route 1)</b>	
<b>From Jeff Todd Way to Napper Road</b>	
Date: 9/30/2015	Designed by GJA
<b>CONCEPT PROPOSAL ONLY</b>	
<b>NOT TO BE USED FOR CONSTRUCTION</b>	







**Roads in Revitalization Areas**

The right-of-way requirements outlined above (Figure 5 and Figure 6) are generally applicable for improvements in a typical suburban setting. The county is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more pedestrian activities and transit services. To preserve communities' characteristics and support economic vitality, this Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all road users.

The county has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design measures. The Plan emphasizes that road improvement policies within the Revitalization Districts and Areas be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. Figure 7 serves as a guideline for such variation and flexibility. It is important to recognize that land use, transit and travel patterns differ among these areas. Area Plans of the Comprehensive Plan provide specific guidelines for right-of-way requirements and cross sections in the Revitalization Districts and Areas.

**FIGURE 7**

**Richmond Highway Cross Section  
Including At-Grade Transitway in Center  
(Measurement in Feet)**

