



Frontier Drive Extension and Intersection Improvements

Project Description

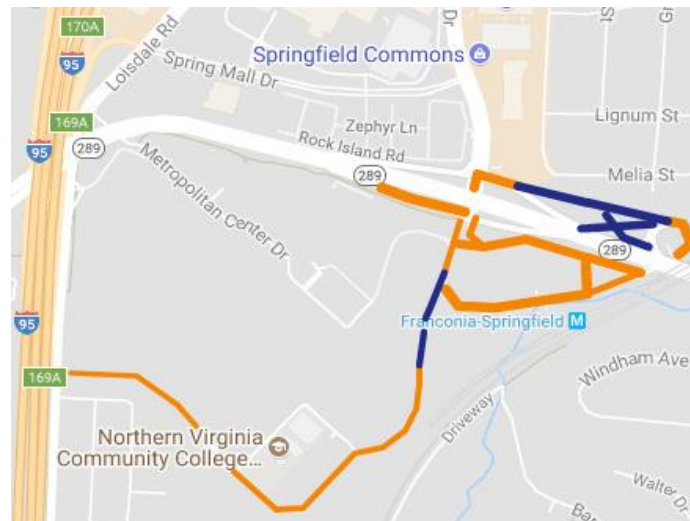


The project will extend Frontier Drive from its current southern terminus at the Joe Alexander Transit Center to Loisdale Road, through the Springfield Industrial Park, generally along the existing Spring Center Drive alignment. The extension would facilitate traffic and transit access to the Transit Center, which includes the Franconia-Springfield Metrorail Station serving both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail and Virginia Railway Express Commuter Rail systems; and via the proposed braided ramps to and from the Franconia-Springfield Parkway. The extension will provide a more direct connection for twenty transit routes and Greyhound bus service, some of which will operate between the Transit Center and the General Services Administration (GSA)/Springfield Industrial Park road network and the Northern Virginia Community College (NVCC). The current disconnected roadway forces transit providers to develop circuitous routes to reach the GSA road network. The more direct routing is anticipated to reduce travel time by 3 to 4 minutes on each trip. The project will also provide pedestrian and bicycle facilities along Frontier Drive and will support the relocation of the Transportation Security Administration headquarters adjacent to the GSA site, which will be located in the vicinity of Springfield Center Drive and is expected to bring more than 3,000 jobs by 2020.

Reference Number: 2018-009-1
TransAction ID: 84
Submitting Jurisdiction/Agency: Fairfax County
Location: Frontier Drive to Loisdale Road
Requested NVTA Funds: \$79,500,000
Previous NVTA Funds Received: \$2,000,000
Total Cost to Complete Project: \$116,070,000

The proposed Frontier Drive Extension is envisioned to run on the western portion of the Transit Center property, and would affect current station access and circulation. The new roadway would require conversion of the existing southbound entrance road from Frontier Drive and the Franconia-Springfield Parkway into a new, two-way, four-lane, divided, minor arterial facility, with associated turn lanes and a new entrance accessing the Transit Center. Improvements include the Frontier Drive Extension to Loisdale Road (Route 789), braided ramps at the Franconia-Springfield Parkway & Frontier Drive interchange, traffic signalization at two (2) intersections and internal circulation enhancements at the Franconia-Springfield Transit Center. The project is identified in the Fairfax County Comprehensive Plan (2013) and in VDOT's Six-Year Improvement Program (Year 2017). Partial funding has been established for the Preliminary Engineering (PE) phase of this project. Franconia-Springfield Parkway is classified as a National Highway System (NHS) non-Interstate facility.

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work	X	X	X	X	X	X		
Right of Way Acquisition			X	X	X			
Construction						X	X	X

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work		\$2,000,000 (NVTA 70%) \$8,000,000 (NVTA 30%)	\$10,000,000
Right of Way Acquisition	\$25,000,000		\$25,000,000
Construction	\$54,500,000		\$81,070,000
TOTAL:	\$79,500,000	\$10,000,000	\$116,070,000

Note: There is a funding gap of \$26,570,000, for which Fairfax County plans to apply for funds through the state’s Smart Scale program the NVTA’s next Call for Projects or other local, federal and/or private sources.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000’s):	8.43
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000’s):	42
TransAction Project Rating:	69.80
TransAction Project Rating Rank:	21

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region’s transportation network.

Regional Impacts

- Enhance the quality of life and economic strength
- Reduce congestion on I-95 between the Fairfax County Parkway and Old Keene Mill Road (Route 644), and in the area around the Springfield Town Center.
- Improve travel times
- Provide mode options through on-road bicycle lanes, sidewalks and a shared-use path
- Increase access to jobs, employees, markets, and destinations

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.