



Richmond Highway CSX Underpass Widening



Project Description

As a part of the effort to widen Richmond Highway from I-495 to Prince William County, the project lowers and widens the roadway to eventually accommodate six lanes of traffic and facilitate alternative modes of transportation. Building upon the Virginia Department of Rail and Public Transportation (DRPT) Atlantic Gateway program, the Richmond Highway CSX Underpass Widening project leverages an innovative federal, state, and private sector partnership to make critical intermodal and safety improvements to the existing roadway facility and proposed railroad bridge upgrades at the intersection of Richmond Highway and the CSX Railroad.

The Atlantic Gateway program replaces the existing railroad bridge with a new, expanded facility with three tracks. The current bridge is too low to allow trucks to pass under the bridge and too narrow to accommodate the roadway widening and bicycle and pedestrian facilities. The Atlantic Gateway program, awarded FASTLANE grant program funding in FY 2016, only adds a single new track and precludes the ability to widen the roadway. This project retains and expands upon that element of the Atlantic Gateway. The resulting improved roadway and railroad bridge will widen and lower the roadway to increase vertical clearance that will: 1) Accommodate a future Bus Rapid Transit (BRT) system; 2) Enable the movement of additional goods by eliminating the existing truck restriction at the bridge; 3) Create pedestrian and bicycle facilities; and 4) Reduce automobile, pedestrian, and truck accidents on Richmond Highway.

Reference Number: 2018-012-0
TransAction ID: 282
Submitting Jurisdiction/Agency: Fairfax County
Location: Occoquan River Bridge to Telegraph Road
Requested NVTA Funds: \$12,000,000
Total Cost to Complete Project: \$56,000,000

Project Location



Project Milestones

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

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work		\$4,000,000 (VDOT/DRPT) \$1,000,000 (NVTA 30%)	\$5,000,000
Right of Way Acquisition		\$3,000,000 (VDOT/DRPT) \$1,000,000 (NVTA 30%)	\$4,000,000
Construction	\$12,000,000	\$25,800,000 (VDOT/DRPT) \$7,000,000 (NVTA 30%) \$2,200,000 (Private Sector)	\$47,000,000
TOTAL:	\$12,000,000	\$44,000,000	\$56,000,000

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	13.87
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	34
TransAction Project Rating:	70.75
TransAction Project Rating Rank:	17

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 quality of life and economic strength
- Improve connectivity between the Fort Belvoir and Woodbridge Activity Centers
- Provides bicycle and pedestrian facility

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.