



Route 1 Widening

Mount Vernon Memorial Highway to Napper Road

Project Description

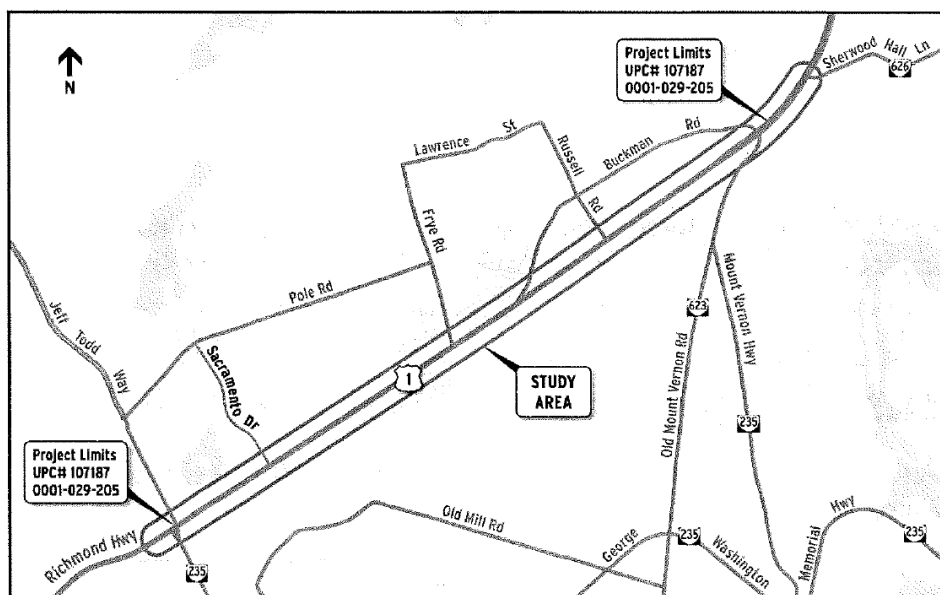


The US Route 1 (known as Richmond Highway in Fairfax County) Corridor Improvements project (Route 1 Widening project) will provide multimodal improvements including roadway widening along the 2.91-mile section of Route 1 between Mt. Vernon Memorial Highway/Jeff Todd Way and Napper Road in Fairfax County. US Route 1 is currently classified as an Urban Principal Arterial. This project will increase the number of through travel lanes along Route 1 from four lanes to six lanes. In addition, it will provide a median reservation for future Bus Rapid Transit (BRT), intersection improvements, the replacement of three bridges, secure pedestrian crossings, as well as 6.5-foot wide off-road bicycle paths and 6-foot wide sidewalks on both sides of the roads.

Reference Number: 2018-006-1
TransAction ID: 214
Submitting Jurisdiction/Agency: Fairfax County
Location: Mount Vernon Memorial Highway/Jeff Todd Way to Napper Road
Requested NVTA Funds: \$127,000,000
Previous NVTA Funds Received: \$1,000,000
Total Cost to Complete Project: \$215,000,000

The project will seamlessly connect, on the south end, to the segment of Route 1 from Telegraph Road to Mt. Vernon Memorial Highway which was recently widened as part of the Federal Highway Administration (FHWA) Route 1 – Fort Belvoir project. This project will also connect to the existing six-lane segment of Route 1 north of Napper Road, resulting in a continuous six-lane facility from Fort Belvoir to I-95/I-495 in Alexandria. The roadway widening will help reduce congestion on about 10 miles of Route 1. Moreover, this project will improve safety for all users through various means. It will implement access management strategies such as the consolidation of driveways and other access points to reduce conflict points resulting in better safety and traffic flow. In addition, this project will implement intersection improvements to accommodate exiting and projected travel demand. These intersection improvements will include the addition of turn lanes, the provision of emergency signal preemption, pedestrian-activated countdown signals, transit signal priority for the future BRT, and potentially alternative intersection designs. This project is currently in the design stage.

Project Location



Project Milestones

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

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work	\$1,500,000	\$1,000,000 (NVTA FY2015-16) \$3,460,000 (Rev Sharing '17) \$3,460,000 (Rev Sharing LCM) \$1,500,000 (Rev Sharing '18) \$7,580,000 (Rev Sharing LCM)	\$18,500,000
Right of Way Acquisition	\$87,000,000	\$3,000,000 (Rev Sharing 18) \$19,520,000 (RSTP)	\$120,600,000
Construction	\$38,500,000		\$75,900,000
TOTAL:	\$127,000,000	\$39,520,000	\$215,000,000

Note: There is a funding gap of \$48,480,000. Fairfax County plans to request additional 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):	26.48
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	24
TransAction Project Rating:	75.14
TransAction Project Rating Rank:	8

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
- Enable optimal use of the transportation network and leverage the existing network
- Establish a consistent six-lane section and enable the future median-running BRT system
- Reduce negative impacts of transportation on communities and the environment
- Reduce auto traffic volumes
- Improve reliable travel times for motorists and transit
- Provide frequent transit service, bicycle and pedestrian facilities

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.