



Northern Virginia Transportation Authority FY2024-2029 Six Year Program



Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)

Date Submitted:
07/28/2023

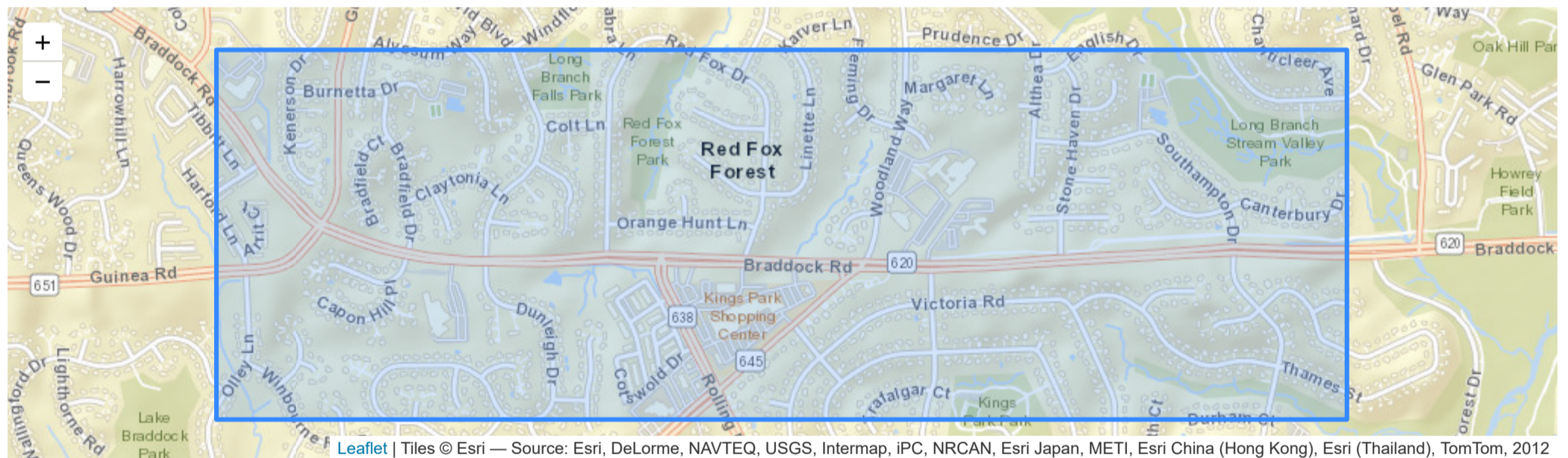
APPLICATION #: FFX-136

Project Description

The Braddock Road Intersection Improvements project has the goal of addressing anticipated traffic congestion due to increased vehicular demand and improving pedestrian access/ safety along the corridor. Phase II of this project, between Humphries Drive and Southampton Drive, includes intersection improvements, signalization improvements, access management improvements, and pedestrian and bicycle facilities along the limits of the project. The improvements proposed would include shared use paths on both sides of Braddock Road throughout the corridor. In addition to the shared use paths, pedestrian and bicycle improvements include trail connections in the corridor, a "HAWK" (High-Intensity Activated crosswalk beacon) signal at Grantham and Burke Lake Road (with the shopping center entrance becoming right in, right out only), and a possible HAWK signal on Braddock near King David Boulevard/Dunleigh Drive, as well as improved access to the County Wide Network trail underpass at Accotink Creek. The project will increase safety by reducing potential conflicts through access management and improving intersection operations. Enhanced safety improvements proposed by this project improve mobility for all users, which in turn makes the Northern Virginia region less car-dependent and more sustainable.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	FFX-136
Primary TransAction ID Number	336
Submitting Jurisdiction/Agency	Fairfax County
Location	The project limits are Braddock Road from Humphries Drive to Southampton Drive.
Requested NVTA Funds	\$90,000,000.00
NVTA Funds Approved	\$27,299,000
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$95,286,334.00

Project Location



Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier	X	X			
FY23		X			
FY24		X			
FY25		X	X		
FY26		X	X		
FY27		X	X		
FY28		X	X	X	
FY29				X	
Beyond				X	

Year of expected project completion: FY2031

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$8,260,000	\$20,039,000	\$66,987,334	\$0	\$95,286,334
NVTA Funds Applied	\$0	\$7,560,000	\$19,739,000	\$62,701,000	\$0	\$90,000,000
Other		\$700,000	\$300,000	\$4,286,334		\$5,286,334
Total Other	\$0	\$700,000	\$300,000	\$4,286,334	\$0	\$5,286,334
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	8.35
Congestion Reduction Relative to Cost (CRRC) Rank	20
TransAction Project Rating	16.45
TransAction Project Rank	19
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2023)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2023)	39.08%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	5.55%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$53,811,000

Application Notes

Funds are approved for fulfilling preliminary engineering and right of way costs.