



FY 2015-16 PROJECT DESCRIPTION FORM (8P)

Basic Project Information

Submitting Agency: Prince William County

Project Title: Route 1 Widening from Featherstone Road to Marys Way (8P)

Project Type (*check one*):

Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 1/Corridor 8

- 1. Project Description:** The project involves the widening of Route 1 from Marys Way to Featherstone Road from a four lane undivided highway to a six lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multimodal trail and a five foot wide sidewalk along the sides of the route. The project is part of the County's Six Year Capital Improvement Program (2015-2020) and was approved by the Board of Supervisors on May 6, 2014 by the passage of Res. No. 14-307. The application will cover all phases of the project including the study phase, preliminary engineering, final design, right-of-way and construction. NVTA funded the design of \$3M in FY2014.
- 2. Requested NVTA Funds:** \$49,400,000.00
- 3. Phase(s) of Project Covered by Requested NVTA Funds:**
Design, right-of-way, utility relocation and construction phases will be covered by the requested funds.
- 4. Total Cost to Complete Project:** \$52,400,000.00; NVTA Funded the Design at \$3M in FY2014.
- 5. Project Milestone -Study Phase:** Start of Study - Completed
- 6. Project Milestone -Preliminary Engineering (30% Design):** Start of PE - N/A
- 7. Project Milestones -Final Design:** Start of Final Design - April 2015
- 8. Project Milestones -Right-of-Way:** ROW acquisitions completed December 2016
- 9. Project Milestone – Construction:** Start of Construction April 2017
- 10. Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A



11. Is Project in Transaction 2040:

Yes (X) No ()

12. Project in 2010 CLRP: Yes, the project is in the CLRP

13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other: Proffer Funds



Stated Benefits

- **What Regional benefit(s) does this project offer?**
Route 1 services high-volume traffic between Prince William County, Fairfax County, and the City of Alexandria. This project will compliment another segment of the Route 1 Corridor identified in VDOT's Route 1 Location Study. This segment lies between two other funded segments (VDOT's Route 1/123 Phase 1 and the County's D/B Route 1 North projects) and will allow for both local traffic to travel to and from Fairfax County and the City of Alexandria and allow for the proper movement of Intrastate travel on Route 1, which serves as a major artery for the Eastern part of the Commonwealth. This is also a major multi-modal route, currently being studied by DRPT. The project increases connectivity and improves accessibility between jurisdictions and improves the current level of service on Route 1. The proposed project plays a big step in providing the necessary infrastructure to satisfy the estimated future traffic demands on Route 1 benefiting the Region as these demands are being met
- **How does the project reduce congestion?**
Route 1 currently functions as a multi-modal principal arterial carrying both intra and inter-county traffic. As I-95 gets more congested, traffic volumes will continue to increase on Route 1 and there will be increased demand for capacity. This project will reduce congestion by widening an already congested (currently carrying over 54,000 vehicles per day) part of Route 1 from four to six lanes. It will also improve intersections for better flow and additional capacity. With the completion of the two sections of Route 1 to the north and south of this project, Route 1 will be a six lane facility from approximately the Fairfax County Line to Cardinal Drive/Neabsco Road, where in the future it is expected to carry over 80,000 vehicles per day in certain areas. Reducing congestion on Route 1 plays a pivotal role in regional connectivity as it improves the flow of traffic that permeates between Prince William County and Fairfax County and the City of Alexandria.
- **How does project increase capacity? (Mass Transit Projects only) – N/A**
- **How does project improve auto and pedestrian safety?**
This project addresses improved auto safety by widening a high speed road and allowing for a median to be constructed, where one does not exist today. Doing so will improve driving conditions for motorists. The project also includes intersection improvements at all the intersections within the project limits including additional signal and pedestrian improvements at signalized intersections. This project also improves pedestrian safety by constructing a trail and sidewalk, where it does not exist today. Pedestrian facilities will be provided throughout the entire project (including the other projects north and south). As mentioned above, pedestrian improvements will also be made at all signalized intersections.
- **List internet links below to any additional information in support of this project:**
http://eservice.pwcgov.org/planning/documents/19_Transportation.pdf (Pg. TRANS 24)



FY 2015-16 PROJECT DESCRIPTION FORM (8Q)

Basic Project Information

Submitting Agency: Town of Dumfries

Project Title: Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) 8Q

Project Type (*check one*):
Roadway () Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): US 1 NVTA Corridor 8

1. **Project Description:** This project will complete another segment of the Route 1 Corridor identified in VDOT's Route 1 Location Study. U S Route 1 is bisected through the Town of Dumfries with northbound Route 1 on an alignment on the east side of Town and southbound Route 1 on a separate alignment, also serving as Main Street for the town. No other community in Prince William County has Route 1 dividing its town and stifling traffic for its entire community six to seven days a week. Currently 54,000 vehicles per day travel through the approximately 2.01 miles (10,650 ft) of Route 1. Future road studies estimate that 80,000 vehicle per day will travel this segment. Route 1 is being widened by Prince William County to the north and south of this choke point.

This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow both local traffic to travel to and from Quantico / Stafford to the Route 234 interchange (Bi-County Parkway) and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from two lanes to six lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek. The southbound alignment can then be used as Main Street for the town of Dumfries, enhancing the economic development of the town and the safety of the town's citizens.

2. Requested NVTA Funds: \$6,900,000
3. Phase(s) of Project Covered by Requested NVTA Funds: PE
4. Total Cost to Complete Project: \$82,500,000
5. Project Milestone -Study Phase: Start of Study - March 2013
6. Project Milestone -Preliminary Engineering (30% Design): Start of PE -July 2014
7. Project Milestones -Final Design: Start of Final Design - July 2015

1 Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) 8Q



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

8. **Project Milestones -Right-of-Way:** ROW acquisitions completed – June 2018
9. **Project Milestone – Construction:** Start of Construction – March 2019
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A
11. **Is Project in Transaction 2040:**
Yes (X) No ()
12. **Project in 2010 CLRP:** N/A
13. **Project Leverages other Funding:** (please state amount)
 - Local ()
 - State (X)
 - Federal (X)
 - Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

This project will complete a segment of the Route 1 Corridor identified in VDOT's Route 1 Location Study. This segment lies between two other segments (Stafford County Line to Joplin/Fuller Road (Route 619) and Dumfries Road to Dale Boulevard (Route 784)) and will allow for the proper movement of intrastate travel on Route 1. Route 1 through Dumfries is a major secondary roadway to Interstate 95 and serves as a major artery for the Eastern part of the Commonwealth.

This project alleviates traffic on a regionally congested corridor and provides an alternate route to I-95. This project will improve both vehicular and pedestrian/bicycle mobility in the area.

- **How does the project reduce congestion?**

According to the Route 1 Location Study Project A prepared by PB Americas (dated December 2008), the Level of Service (LOS) during the AM peak hours is E/F and during the PM peak hours it is D. The project will add one northbound travel lane, and replace the existing two southbound travel lanes which pass through the Main Street portion of the Town with three southbound travel lanes aligned with Fraley Boulevard, where there are fewer intersections.

- **How does project increase capacity? (Mass Transit Projects only)**

N/A

- **How does project improve auto and pedestrian safety?**

The project will improve auto and pedestrian safety by:

1. separating high-volume pass-through traffic onto the six lane Route 1, while lower volume, lower speed residential and business traffic is on Main Street;
2. providing a 12' to 16' median to separate opposing traffic;
3. providing two 12' and one 15' travel lane in each direction, with the fifteen' outer travel lane to additionally accommodate bicycle use;
4. providing a 6' sidewalk with 4' buffer for pedestrian use;
5. providing safe pedestrian passage over Quantico Creek (see Figure 1).

- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (8R)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Frontier Drive Extension & Braided Ramps 8R

Project Type (*check one*):

Roadway () Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA 286 – TA 2040 Corridor 8

1. **Project Description:** Partial funding for study, preliminary engineering, performing Interchange Modification Report (IMR) level analysis, and environmental analysis. Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as pedestrian and bicycle facilities. Supports possible future relocation of the FBI to Springfield and provides access between Loisdale Road, Northern Virginia Community College, the Inova Medical Campus, the Franconia-Springfield Metrorail station, and the Springfield Town Center.
2. **Requested NVTA Funds:** \$9,000,000 which will allow completion of the preliminary design phase including environmental analysis and an IMR.
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Preliminary design phase including developing design plans and performing environmental analysis and an IMR level analysis
4. **Total Cost to Complete Project:** \$84,500,000
5. **Project Milestone -Study Phase:** Start of Study - Fall 2010
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - Spring 2015
7. **Project Milestones -Final Design:** Start of Final Design - TBD
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - TBD
9. **Project Milestone – Construction:** Start of Construction - TBD
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A



11. Is Project in Transaction 2040:

Yes () No ()

12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other: Developer proffers



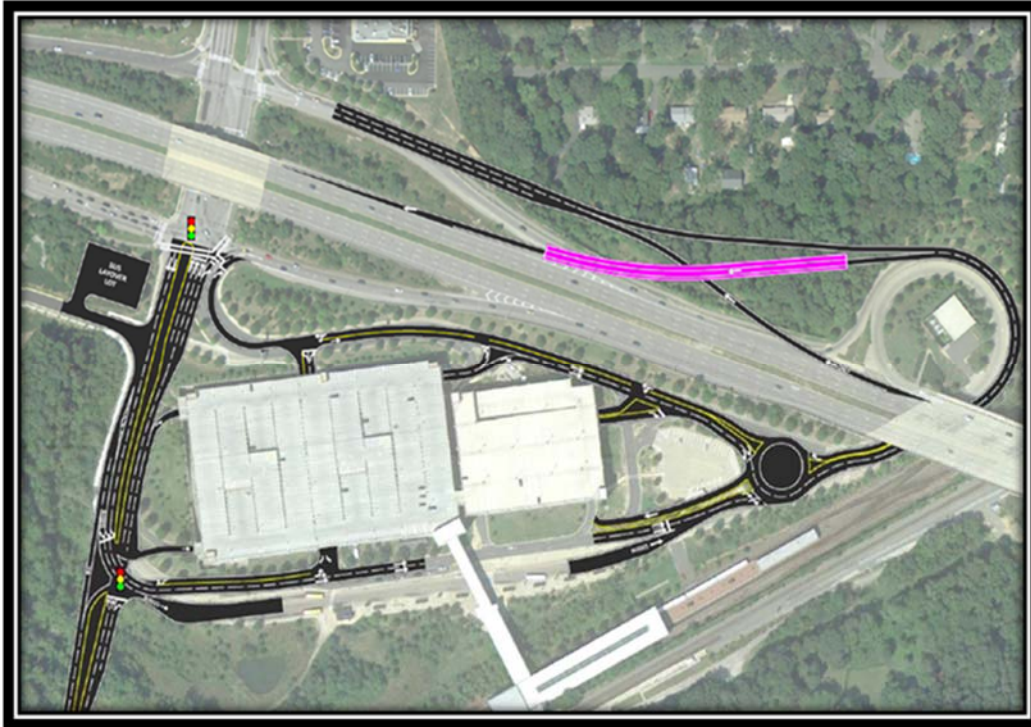
Stated Benefits

- **What Regional benefit(s) does this project offer?**
This project is expected to reduce congestion on I-95 between the Fairfax County Parkway and Old Keene Mill Road/Franconia Road, and in the area around the Springfield Town Center. It also enhances connectivity and access to and from the Franconia-Springfield Metrorail Station, Springfield Town Center, and the Springfield Industrial Park. The project will also create a more walkable, bicycle/pedestrian-friendly environment. If the site is selected, it will support the relocation of the FBI headquarters to Springfield.
- **How does the project reduce congestion?**
The Frontier Drive extension is anticipated to reduce congestion by providing alternative route choice options to/from I-95, Fairfax County Parkway, Loisdale Road, and the Franconia-Springfield Parkway. It will shorten trip lengths and reduce trips on numerous streets in the Springfield Town Center area. This project will especially improve traffic operations in the Springfield area east of I-95 and also along adjacent roadways and intersections. It will also enhance connectivity and access to and from the Franconia-Springfield Metrorail Station.
- **How does project increase capacity? (Mass Transit Projects only) N/A**
- **How does project improve auto and pedestrian safety?**
The project will reduce congestion around the Springfield Town Center, enhance roadway connectivity and access to and from Franconia-Springfield Metrorail Station, and also enhance bicycle/pedestrian connectivity and access to Franconia-Springfield Metrorail Station. All of these measures will serve to improve safety by reducing vehicle/pedestrian conflicts.
- **List internet links below to any additional information in support of this project:**
Fairfax County Comprehensive Plan: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf>
Springfield Connectivity Study: <http://www.fairfaxcounty.gov/dpz/springfield/>



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia





FY 2015-16 PROJECT DESCRIPTION FORM (8S)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: US 1 (Richmond Highway) Widening (Mount Vernon Memorial Highway to Napper Road) 8S

Project Type (*check one*):

Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): US 1 (Richmond Highway), I-95/I-495/I-395/US1 / Corridor 8

1. **Project Description:** Richmond Highway widening project is 2.9 miles in length and is located between Mt. Vernon Memorial Highway (south) and Napper Road. Richmond Highway is an Urban Principal Arterial with an AADT of 35,000. 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 tie into 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 provision for future transit.
2. **Requested NVTA Funds:** \$13,500,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Preliminary engineering and environmental analysis
4. **Total Cost to Complete Project:** \$90,000,000
5. **Project Milestone -Study Phase:** Start of Study - FY 2016
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - FY 2016
7. **Project Milestones -Final Design:** Start of Final Design - To be Determined (TBD)
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - TBD
9. **Project Milestone – Construction:** Start of Construction - TBD
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - TBD



11. Is Project in Transaction 2040:

Yes (X) No ()

12. Project in 2010 CLRP: CLRP ID # 1942

13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal (X) The project currently has \$9,000,000 in federal funds allocated
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**
Widening this section of US 1 will eliminate a choke point between Jeff Todd Way and the intersection of Mt. Vernon Memorial Highway (north). With the completion of the 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 will include facilities for pedestrians and bicyclist and provision for transit. This project will facilitate the movement of employees and goods into and out of Ft. Belvoir and the recently-completed hospital at Ft. Belvoir.
- **How does the project reduce congestion?**
This project will reduce congestion by providing a consistent 6 lane facility for the length of US 1 between Telegraph 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.
- **How does project increase capacity? (Mass Transit Projects only) – N/A**
- **How does project improve auto and pedestrian safety?**
This project will widen this section of US 1 bringing the lane widths to standards. The project will include a raised median which will provide for a positive barrier between opposing directions of traffic. The project will also consolidate driveway entrances limiting the number of conflict points along the corridor and provide both pedestrian and bicycle facilities.
- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (8T)

Basic Project Information

Submitting Agency: City of Alexandria

Project Title: Potomac Yard Metrorail Station (8T)

Project Type (*check one*):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Corridor 8

1. **Project Description:** The project provides for planning, design, and construction of a new Metrorail station and ancillary facilities located at Potomac Yard within the City of Alexandria along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the U.S. Route 1 corridor of north Alexandria, which is currently without direct access to the system. Project is along NVTA Corridor #8.
2. **Requested NVTA Funds:** \$1.5 million for FY 15 and FY 16 program for additional studies, planning, and development of the design-build package
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Planning, PE, Design
4. **Total Cost to Complete Project:** \$287,484,000
5. **Project Milestone -Study Phase:** Start of Study EIS – February 2011
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - January 2016
7. **Project Milestones -Final Design:** Start of Final Design – January 2017
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed – January 2017
9. **Project Milestone – Construction:** Start of Construction – August 2017
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction – N/A
11. **Is Project in Transaction 2040:**
Yes () No (X)



12. Project in 2010 CLRP: Yes, CLRP ID # 3013
13. Project Leverages other Funding: (please state amount)
- Local (X) \$215 million
 - State ()
 - Federal (X) \$1 million
 - Other:

Stated Benefits

- **What Regional benefit(s) does this project offer?**
This facility will provide access to the entire region to the existing and planned mixed-use activity center at Potomac Yard. The new station will allow for increased development at Potomac Yard, mitigating development of open space and increasing traffic congestion throughout the region.
- **How does the project reduce congestion?**
Models suggest that 5,000 to 6,000 daily trips will be shifted from automobiles to transit if this station is built.
- **How does project increase capacity? (Mass Transit Projects only)**
The station provides access to the regional Metrorail system for residents and employees in the Potomac Yard area. This increases capacity of the entire system by distributing trips among modes. Models suggest between 10,000 and 11,300 daily boardings at the Metrorail station.
- **How does project improve auto and pedestrian safety?**
The facility will enable pedestrians to go to Potomac Yard destinations by not using a private automobile, decreasing congestion, and increasing safety for all.
- **List internet links below to any additional information in support of this project:**
The information is based upon model runs which have been done thus far to analyze the benefits of this investment.



FY 2015-16 PROJECT DESCRIPTION FORM (8U)

Basic Project Information

Submitting Agency: Virginia Railway Express

Project Title: VRE Franconia-Springfield Platform Improvements (8U)

Project Type (*check one*):

Roadway () Transit (x)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): I-95/I-395/US 1, Corridor 8

- 1. Project Description:** This project includes design and construction to extend the existing north-side (Metro station side) platform at the Franconia-Springfield station by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station to allow it to service trains from either side of the platform once a future, third main track is constructed at the station.
- 2. Requested NVTA Funds:** \$13,000,000
- 3. Phase(s) of Project Covered by Requested NVTA Funds:**
This project includes design and construction.
- 4. Total Cost to Complete Project:** \$13,000,000
- 5. Project Milestone -Study Phase:** Start of Study - N/A
- 6. Project Milestone -Preliminary Engineering (30% Design):** Start of PE - August 2015
- 7. Project Milestones -Final Design:** Start of Final Design - July 2016
- 8. Project Milestones -Right-of-Way:** ROW acquisitions completed - January 2018
- 9. Project Milestone – Construction:** Start of Construction - March 2018
- 10. Project Milestone – Mass Transit Vehicle Acquisition:** N/A
- 11. Is Project in Transaction 2040:**
Yes (X) No ()
- 12. Project in 2010 CLRP:** Yes



13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The Franconia-Springfield platform improvements project is part of the overall VRE plan to expand Fredericksburg Line station and rail capacity. Expansion and modification of the station platforms support the expansion of VRE, and Amtrak, operational flexibility and the maintenance of on-time performance (OTP) by minimizing station dwell times and enabling the station to be serviced from all tracks, including the planned third main track. Maintaining high levels of OTP and service predictability are crucial to sustain and grow commuter/passenger rail ridership and retain VRE and Amtrak as viable regional travel options. As the railroad serves both the VRE and Amtrak trains, this project will benefit riders from all jurisdictions, including jurisdictions beyond the NVTA boundaries.

- **How does the project reduce congestion?**

VRE helps reduce regional congestion by providing an alternative commuting mode to the single occupancy vehicle. Two VRE trains in an hour carry approximately 2,000 persons or the equivalent capacity as one lane of traffic on I-95/I-395. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-95/I-395/US 1 travel corridors and contributes to the reduction of regional congestion.

- **How does project increase capacity? (Mass Transit Projects only)**

The project will modify the VRE station platforms service longer trains and service trains from any track in the railroad ROW (or two trains at one time) and bi-directional train flows. Improvement of the Franconia-Springfield station will enhance long-term operational flexibility for VRE and freight trains, which supports expanded operational capacity within the VRE system and overall regional CSX railroad corridor as part of the larger effort to provide a continuous CSX-Fredericksburg Line third main track from Washington, DC to the VRE Crossroads Yard in Spotsylvania County. The third track project is identified in the VRE System Plan as critical to expanding VRE peak period commuter service and the establishment of bi-directional service to respond to long-term regional travel needs.

- **How does project improve auto and pedestrian safety?**

Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute).

- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (8V)

Basic Project Information

Submitting Agency: Virginia Railway Express

Project Title: VRE Rippon Station Platform Improvements (8V)

Project Type (*check one*):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): I-95/I-395/US 1, Corridor 8

1. **Project Description:** This project includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.
2. **Requested NVTA Funds:** \$10,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:**
This project includes NEPA, design and construction.
4. **Total Cost to Complete Project:** \$14,633,000
5. **Project Milestone -Study Phase:** Start of Study (month/year) N/A
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE (month/year) August 2015
7. **Project Milestones -Final Design:** Start of Final Design - September 2016
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - October 2017
9. **Project Milestone – Construction:** Start of Construction - January 2018
10. **Project Milestone – Mass Transit Vehicle Acquisition:** N/A
11. **Is Project in Transaction 2040:**
Yes (x) No ()
12. **Project in 2010 CLRP:** Yes



13. Project Leverages other Funding: (please state amount)

- Local ()
- State (x)
- Federal (x)
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The requested funding expedites the delivery of the project. The Rippon second platform is part of the overall VRE plan to expand Fredericksburg Line station capacity to be able to serve all stations from either side of the railroad ROW which expands VRE operational flexibility and supports the maintenance of on-time performance (OTP). Second platforms are already in place on the Fredericksburg Line at Alexandria, Franconia-Springfield and Woodbridge. Maintaining high levels of OTP and service predictability are crucial to sustain and grow commuter rail ridership and retain VRE as a viable regional travel option.

- **How does the project reduce congestion?**

VRE helps reduce regional congestion by providing an alternative commuting mode to the single occupancy vehicle. Two VRE trains in an hour carry approximately 2,000 persons or the equivalent capacity as one lane of traffic on I-95/I-395. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-95/I-395/US 1 travel corridors and contributes to the reduction of regional congestion.

- **How does project increase capacity? (Mass Transit Projects only)**

The project will modify the VRE station platforms service longer trains and service trains from any track in the railroad ROW, or two trains at one time, and bi-directional train flows. Improvement of the Rippon station will enhance long-term operational flexibility for VRE and freight trains, which supports expanded operational capacity within the VRE system and overall regional CSX railroad corridor as part of the larger effort to provide a continuous CSX-Fredericksburg Line third main track from Washington, DC to the VRE Crossroads Yard in Spotsylvania County. The third track project is identified in the VRE System Plan as critical to expanding VRE peak period commuter service and the establishment of bi-directional service to respond to long-term regional travel needs.

- **How does project improve auto and pedestrian safety?**

Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute).

- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (8W)

Basic Project Information

Submitting Agency: Virginia Railway Express

Project Title: VRE Slaters Lane Crossover (8W)

Project Type (*check one*):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): I-95/I-395/US 1, Corridor 8

1. **Project Description:** This project includes the design and construction of a rail crossover and related railroad signal equipment in the vicinity of Slaters Lane, north of the VRE Alexandria station, and is associated with the Alexandria station pedestrian tunnel project. The crossover enables trains to move from one track to another. Currently, a VRE train heading northbound from the Alexandria station is limited to the two westernmost tracks because there is no connection with the easternmost track. The Slaters Lane crossover will enable trains to move between all three tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.
2. **Requested NVTA Funds:** \$7,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:**
This project includes design and construction.
4. **Total Cost to Complete Project:** \$7,000,000
5. **Project Milestone -Study Phase:** Start of Study -- N/A
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - N/A
7. **Project Milestones -Final Design:** Start of Final Design - November 2015
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed -- N/A
9. **Project Milestone – Construction:** Start of Construction -- May 2016
10. **Project Milestone – Mass Transit Vehicle Acquisition:** N/A
11. **Is Project in Transaction 2040:**
Yes (X) No ()



12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The project will expand VRE, and Amtrak, operational flexibility and the maintenance of on-time performance (OTP). Maintaining high levels of OTP and service predictability are crucial to sustain and grow commuter/passenger rail ridership and retain VRE and Amtrak as viable regional travel options. As the railroad serves both the VRE Fredericksburg and Manassas Lines as well as Amtrak trains it will benefit riders from all jurisdictions, including jurisdictions beyond the NVTA boundaries. This project also supports the full utilization of the east side (Metro side) platform at the Alexandria station, which will be modified to service trains from both sides in conjunction with the construction of a pedestrian tunnel from the VRE station to the King St. Metro Station, and was partially funded by NVTA.

- **How does the project reduce congestion?**

VRE (and Amtrak) helps reduce regional congestion by providing an alternative commuting mode to the single occupancy vehicle. Two VRE trains in an hour carry approximately 2,000 persons or the equivalent capacity as one lane of traffic each on I-95/I-395/ US 1 and I-66. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-95/I-395/US 1 and I-66 travel corridor and contributes to the reduction of regional congestion.

- **How does project increase capacity? (Mass Transit Projects only)**

The project expands operational capacity for VRE, Amtrak and freight trains within the VRE system and overall regional CSX rail corridor by enabling greater flexibility in train movements to maneuver around one another and utilize all three tracks within the railroad corridor; currently VRE trains are only able to use two of the three tracks in the corridor.

- **How does project improve auto and pedestrian safety?**

Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute).

- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (8X)

Basic Project Information

Submitting Agency: Virginia Railway Express

Project Title: VRE Crystal City Station Expansion (8X)

Project Type (*check one*):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): I-95/I-395/US 1, Corridor 8

1. **Project Description:** This project includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.
2. **Requested NVTA Funds:** \$400,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:**
This project includes planning and engineering studies.
4. **Total Cost to Complete Project:** \$2,000,000 (short-term improvements)
5. **Project Milestone -Study Phase:** Start of Study - October 2015
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - N/A
7. **Project Milestones -Final Design:** Start of Final Design - N/A
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - N/A
9. **Project Milestone – Construction:** Start of Construction - N/A
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction N/A
11. **Is Project in Transaction 2040:**
Yes (X) No ()
12. **Project in 2010 CLRP:** Yes



13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The project will evaluate modifications to the VRE station to enable it to meet long-term needs to service longer trains and higher passenger loads. It will also identify short-term improvements to alleviate existing crowding at the station and encourage the full utilization of the existing platform. The expanded station and platform capacity increases VRE operational flexibility and supports the maintenance of on-time performance (OTP). Maintaining high levels of OTP and service predictability are crucial to sustain and grow commuter rail ridership and retain VRE as a viable regional travel option.

- **How does the project reduce congestion?**

VRE helps reduce regional congestion by providing an alternative commuting mode to the single occupancy vehicle. Two VRE trains in an hour carry approximately 2,000 persons or the equivalent capacity as one lane of traffic on I-95/I-395. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-95/I-395/US 1 travel corridors and contributes to the reduction of regional congestion.

- **How does project increase capacity? (Mass Transit Projects only)**

The project explores opportunities to expand the capacity of the Crystal City station to accommodate greater passenger loads, longer trains and planned bi-directional VRE service. Expanded peak period commuter service and the establishment of bi-directional service are included in the VRE System Plan. Improvement of the Crystal City station will also enhance operational flexibility for VRE and freight trains, which supports expanded operational capacity within the VRE system and overall regional CSX railroad corridor.

- **How does project improve auto and pedestrian safety?**

Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute).

- **List internet links below to any additional information in support of this project:**



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

