Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

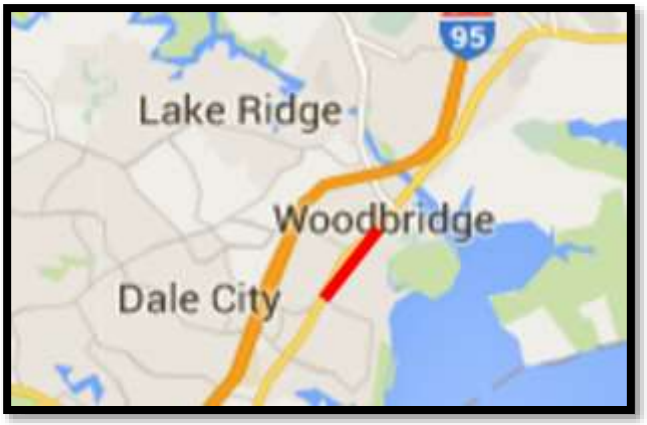
Project Description Form – 8BB

Basic Project Information

Submitting Jurisdiction/Agency: Prince William County

Project Title: Route 1 Widening: Featherstone Road to Marys Way

Project Location: Featherstone Road to Marys Way



Project Description: This project will widen Route 1/Jefferson Davis Highway from four to six lanes between Marys Way and Featherstone Road in Prince William County. The project includes 1.31 miles of Route 1 widening from four to six lanes and will include the addition of a five foot wide sidewalk on the east side of the highway and a ten foot wide multi-use trail on the west side. The project is a component of a larger effort to widen and improve travel conditions along the entire Route 1/Jefferson Davis Highway corridor in Prince William County and Northern Virginia, and a key component of the Washington to NC Corridor. Congestion is significant on both U.S. 1 and I-95.

This project will improve travel reliability along Route 1 and reduce significant hours of delay between Woodbridge and Dumfries. The project will also address the flow of truck freight through the segment as well. The project is being designed following the recommendations in the Route Location Study, Report A, approved by the CTB on July 15, 2004 (attached). FHWA has concurred that a re-evaluation of the Environmental Assessment completed for the corridor is the agreed upon approach. The PE Phase is fully funded at $4,000,000 with a target completion date of February 2018. Cost estimate for ROW/Utilities and Construction Phases is around $81,725,114 of which approximately 85% is already funded. Current total funding/allocation is $74,725,000 so the additional funding needed for the project is $11,000,000 for a total project cost of $85,725,114.

Project Analysis Summary*

NVTA Quantitative Score	58.36		Rank	6
Congestion Reduction Relative to Cost Ratio (NVTA Share)	1.88	hours saved/$	Rank	1
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.26	hours saved/$	Rank	9

*Detailed scoring information can be found at: http://www.thenovaauthority.org/planning-programming/fy2017-program/

Project Milestones

Project Milestones by Project Phase:

- **Engineering:**
- **Environmental Work:**
- **Design:** 3/10/2015 - 07/25/2018
- **Right of Way Acquisition:** 09/21/2016 - 05/01/2019
- **Construction:** 05/01/2019 - 04/28/2021
- **Capital Asset Acquisitions:**
- **Other:**

Project Cost

Requested NVTA FY2017 Funds: $11,000,000

Total Cost to Complete Project: $85,725,114

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering			
Environmental Work			
Design		$4,000,000 (NVTA 2014; State Revenue Share/HB2; RSTP)	$4,000,000
Right of Way Acquisition		$55,750,000 (NVTA 2015-16; State Revenue Share/HB2; RSTP)	$55,750,000
Construction	$11,000,000 (FY2019)	$14,975,114 (NVTA 2015-16; State Revenue Share/HB2; RSTP)	$25,975,114
Capital Asset Acquisitions			
Other			
TOTAL	**$11,000,000**	**$74,725,114**	**$85,725,114**

Project Impacts

What regional benefit(s) does this project offer? For the VTrans Long-range plan, the Commonwealth of Virginia identified the northern most segment of the I95 corridor which runs from North Carolina to Washington DC as the Segment K3. K3, which includes Route 1, begins in Spotsylvania County and runs through Stafford, Prince William, Fairfax, and Arlington Counties, as well as the Cities of Fredericksburg and Alexandria. The Commonwealth estimates that one quarter of the Commonwealth's intercity passenger travels on this segment which, again, includes Route 1 and more specifically, the segment of Route 1 between Marys Way and Featherstone. The corridor is one of the dozen corridors of statewide significance and is a vital part of the regional network for Northern Virginia. Additionally, this project meets the Northern Virginia's Regional Network Needs and would make roadway safety and operational improvements to alleviate bottlenecks and reduce acute congestion, improve bicycle and pedestrian facilities and networks.

Route 1 services high-volume traffic between Prince William County, Fairfax County, and the City of Alexandria. This project will complete 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.

Additionally, the project would reduce significant person-hours of delay on Route 1 between Dumfries and Woodbridge. The project would make intersection improvements to five intersections along the project which may include the intersections at Marys Way, Prince William Parkway and Featherstone Road which currently ranks as one of the Northern Virginia Top PSI intersections. The project will also address the relatively high number of crashes and improve overall safety in that section of the corridor.

How will 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 it is expected to carry over 80,000 vehicles per day in the future. Reducing congestion on Route 1 plays a pivotal role in regional connectivity as it improves the flow of traffic running between Prince William County and Fairfax County and the City of Alexandria. Additionally, the project will include six new turn lanes in total along the entire project length.

How will the project increase capacity? N/A

How will the 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. 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 improves pedestrian safety by constructing trails and sidewalks where there they do not exist today. Pedestrian facilities will be provided throughout the entire project (including the other projects north and south).

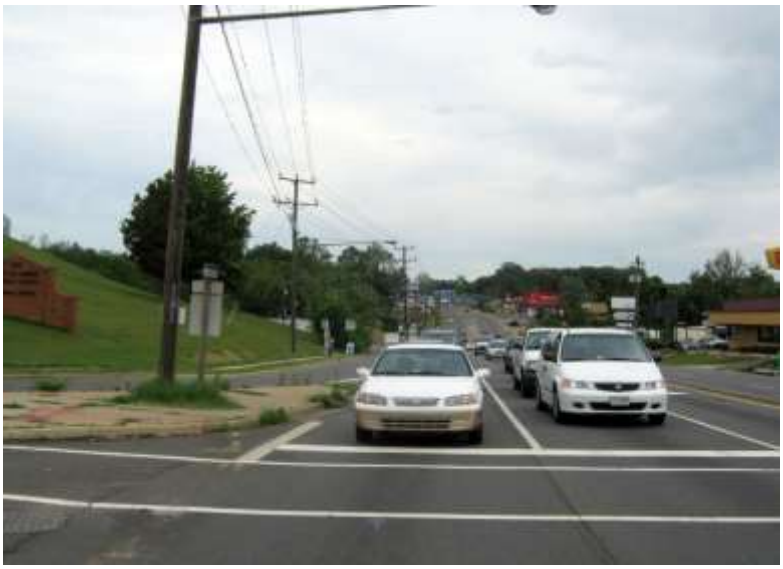
The project will make intersection improvements to five intersections along the 1.3 mile route. Signal improvements and optimization will be made to intersections along the project's length. As mentioned above, pedestrian improvements will also be made at all of these signalized intersections.

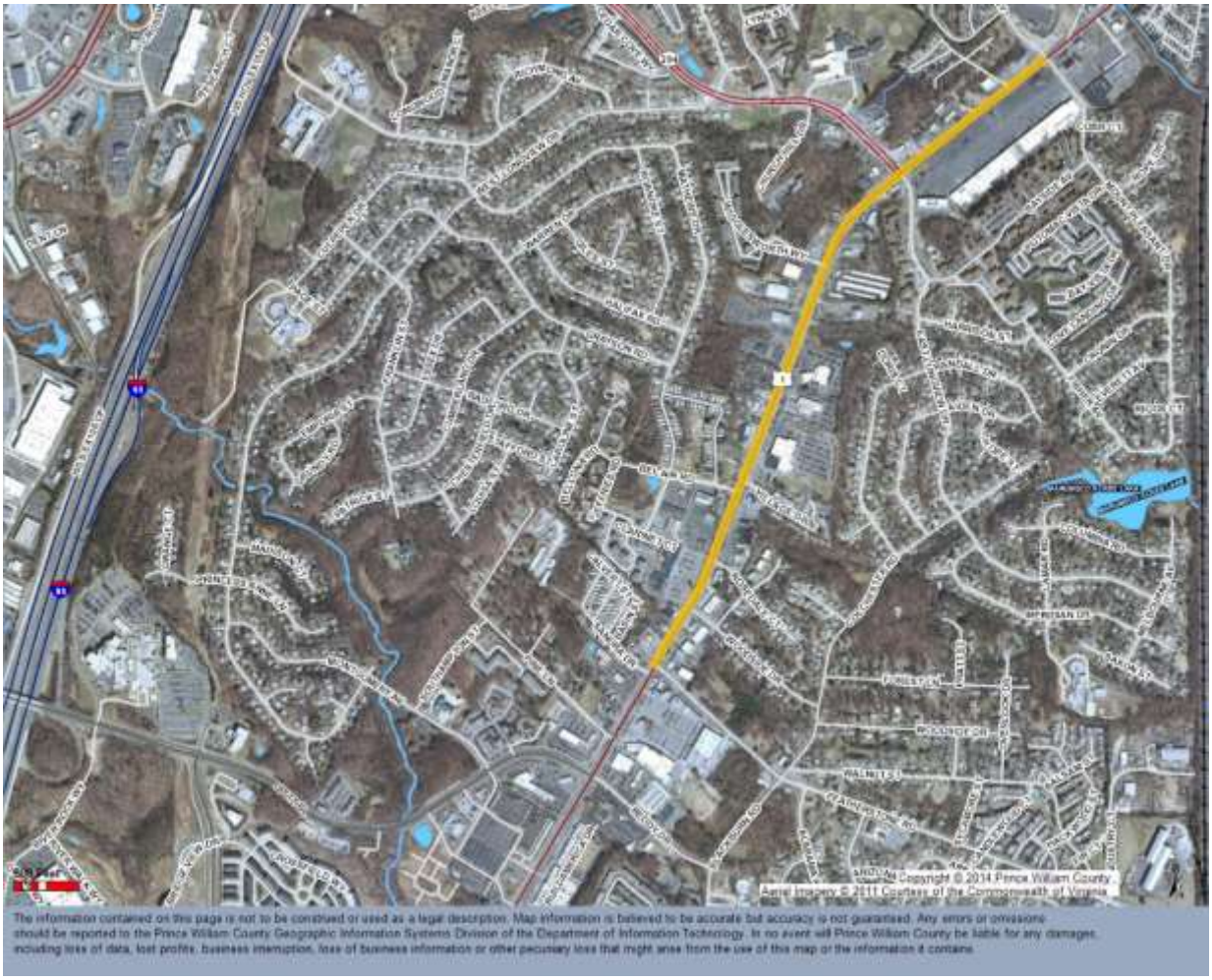
How will the project improve regional connectivity? The project will improve connectivity between the two activity centers, Potomac Shores just south of Dumfries Road and Woodbridge just south of the Fairfax County line. These two activity centers have been identified as potential Urban Development Areas. Additionally, new bus stops and shelters will be constructed and the Potomac Rappahannock Transit Commission is looking to add approximately eight new shelters along with the improvements to the Route 1 corridor. The project will also improve access to existing VRE stations at Rippon and Woodbridge and a planned station at Potomac Shores which would serve the residents of the Potomac Shores Community.

How will the project improve bicycle and pedestrian travel options? The project will include the construction of a 10 foot wide paved multi-use trail along one side of the roadway for a distance of 6,907 feet. Pedestrian and bike crossing improvements would be made at each of the five intersections along the project's length. Pedestrian signals will be installed at part of the project.

How will the project improve the management and operation of existing facilities through technology applications? CCTV camera(s) at one or more location will be proposed in the project area.

Additional Information in Support of This Project




Aerial Imagery © 2011 Courtesy of the Commonwealth of Virginia
The information contained on this page is not to be construed or used as a legal description. Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to the Prince William County Geographic Information Systems Division of the Department of Information Technology. In no event will Prince William County be liable for any damages, including loss of data, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains.