Update on Route 1 Efforts

Transportation Advisory Committee
October 20, 2015
Leonard Wolfenstein, FCDOT
Jane Rosenbaum, FCDOT
Doug Miller, FCDOT
Route 1 Corridor

- 16-mile section of Route 1
- Extends from I-95/I-495 Beltway area, through Fairfax County, to Route 123 at Woodbridge in Prince William County
Multiple Projects

• Route 1 Widening (VDOT)
  – Telegraph Rd. to Route 235 - BRAC project – Under Construction
  – Route 235 to Napper Road – Next project
    • Environmental Analysis
    • Design

• Comprehensive Plan Update (Fairfax County)

• Planning for BRT (Fairfax County)
  – Program Management Consultant
  – Environmental Analysis
**CURRENT CONDITION**
- 4 LANES IN SOUTHERN SECTION
- 4 LANES IN MIDDLE SECTION
- 6 LANES IN NORTHERN SECTION
- DISCONTINUOUS SIDEWALKS

**DESIRED CONDITION**
- 6 LANES (3 NB; 3 SB)
- BRT IN MEDIAN
- CONTINUOUS PED/BIKE FACILITY
Widening – Fort Belvoir Section

- BRAC Project
- 3.7 Miles
- $180 million
- Completion Summer 2016
- Includes Median for BRT
Route 1 Improvements at Fort Belvoir
Project VA-OEA-US 1(1)
FHWA Monthly Status Report 01October 15

Picture of the Month

New US Route 1 at Woodlawn (Looking North)
Route 1 – Fort Belvoir Cross Section
Route 1 Widening – Route 235 to Napper

- Addresses a bottleneck (future) between the 6-lane section in the northern portion of the corridor, the 4-lane section in the middle portion of the corridor and 6-lane Fort Belvoir section currently under construction

- Preserves right-of-way for future median running BRT

- VDOT is lead agency – in collaboration with County
  - Environmental Analysis – Starting early 2016
  - Preliminary Design – Starting early 2016
  - Significant Right-of-Way Challenges Anticipated
Comprehensive Plan

Key Issues:
- Metrorail/BRT Policy guidance
- Land use levels at stations
- Refining Location of BRT Stations
- Station Templates
- Cross Section/ROW Impacts

Process:
- Advisory Group
- Public Outreach

Timeline:
- 4 Year Timeline Anticipated (Started July 2015)
County of Fairfax, Virginia

Comprehensive Plan Update

- Refine BRT stop locations
- Refine Land-use, infrastructure, design, etc.
- Transportation assessment and modeling
  - Will identify additional roadway connections and station area street grids
- Develop complete street cross-sections and corridor design standards
  - Will address all transportation modes including walking, biking, taking transit and driving.
Comprehensive Plan Update

- Incorporate Route 1 Multimodal Alternatives Analysis recommendations
- DRPT recommendations include:
  - Median running Bus Rapid Transit (BRT) from Huntington along North Kings Highway and Richmond Highway/Route 1 to the Fairfax County boundary;
  - Route 1 roadway widening from 4 to 6 lanes and additional roadways, where necessary;
  - Continuous pedestrian and bicycle facilities along corridor; and,
  - Future Metrorail extension from Huntington to Hybla Valley.

Phase I: BRT from Huntington to Hybla Valley;
Phase II: BRT to Fort Belvoir;
Phase III: BRT to Route 123 in Woodbridge;
Phase IV: Metrorail extension from Huntington to Hybla Valley
Comprehensive Plan Update

• Public Outreach
  – EMBARK Advisory Group
    • SFDC and other stakeholders
    • Advisory role to provide feedback on
      – Study direction
      – Community Outreach
      – Station locations
      – Urban Design
  – Series of open houses for public input
  – Online Input Opportunity
Phasing and Implementation Approach

Phase I: Huntington to Hybla Valley ($306 M)  
3.1 mi
Phase II: Hybla Valley to Fort Belvoir ($224 M)
Phase III: Fort Belvoir to Woodbridge ($472 M)
Phase IV: Metrorail Yellow Line Extension to Hybla Valley* ($1.46 B)

*Contingent upon future land use

**Phasing and Implementation Approach**

- **Woodbridge**
- **Fort Belvoir**
- **Hybla Valley**
- **Huntington**

3.1 mi
Planning for BRT

• Program Management Consultant (PMC).
  – Intended to guide the County through multiple phases of planning and implementation work associated with BRT on the Route 1 corridor. General tasks include the following:
    • Program Implementation Plan and Timeline
    • Develop Best Practice Policy Guidance Document
    • Develop Design Criteria
    • Aid with Quality Assurance/Quality Control Procedures and Oversight
    • Assistance RFQ development and scope preparation for Environmental, Final Design and Construction
    • Initial Environmental Review and Recommendation of level NEPA Documents
    • Right of Way Acquisition Assistance (Appraisals/Fee)
    • Develop Project Risk Management Areas
    • Project Delivery Strategy and Contracting Plan
    • Public Outreach Plan
    • 3rd Party Coordination
    • Identify Range of Vehicle, System Infrastructure and Vehicle Acquisition Support including technology
    • Federal Transit Administration Coordination/Submissions
    • Financial Analysis including Grant writing support and coordination with FTA submittals