

Route 1 Centerline Design Study

**HJR 217/SB121
(1998)**

Report to the Governor and General Assembly

Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

November 2009



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

David S. Ekern, P.E.
COMMISSIONER

November 1, 2009

The Honorable Timothy M. Kaine
Members of the General Assembly

Dear Governor Kaine and Members of the General Assembly:

This report summarizes the Virginia Department of Transportation's (VDOT's) response to House Joint Resolution (HJR) 217 and Senate Joint Resolution (SJR) 121, which were passed by the General Assembly in 1998. VDOT was directed to perform a centerline design study of the Route 1 corridor, to recommend prioritization and funding for improvements and to present the study to the Governor and the General Assembly at the earliest possible date. This study is a continuation of an earlier Corridor Study mandated by HJR 256 (1994) and HJR 21 (1996). The attached report describes the study findings.

The 27-mile corridor was divided into three segments: Project A (Stafford County line to Route 123), Project B (Route 123 to Armistead Road), and Project C (Belvoir Woods Parkway to the Capital Beltway). On April 15, 2004, the Commonwealth Transportation Board (CTB) selected a Centerline Location for Project B. On July 15, 2004, it selected a Centerline Location for Project A. The CTB did not take any action on Project C because the Steering Committee established by VDOT to guide the study did not recommend a Centerline Location for Project C. The Steering Committee decided to defer further action on Project C until a transit study could be completed. Fairfax County revised its Countywide Comprehensive Plan to show only six lanes in Project C, from Mount Vernon Highway to the Capital Beltway.

Currently, no funds are allocated for Route 1 construction projects in the FY'10-15 VDOT Six-Year Improvement plan. However, Prince William County has established two County bond-funded projects that will impact Project A. The northern project from Neabsco Mills Roads to Featherstone Roads is in the design phase. After the design phase is completed, the project will be suspended pending identification of funding sources for further work. Prince William County's intent was to use a combination of bond funding and Metropolitan Planning Organization (MPO) funding, but alternate funding has not been developed. The southernmost project from Brady's Hill to Joplin Road is in the right of way phase and will proceed to construction using County bond funds. On July 13, 2009, the Fairfax County Board of Supervisors approved funding for a highway expansion design of a two-mile section of Route 1 beginning at Route 235 south to the Fairfax County Parkway, including the section that runs through Fort Belvoir.

If you have questions or need additional information, please let me know.

Sincerely,

A handwritten signature in black ink that reads "David S. Ekern".

David S. Ekern, P.E.
Commissioner

Attachment

C: The Honorable Pierce R. Homer

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**ROUTE 1 CENTERLINE STUDY
PRINCE WILLIAM AND FAIRFAX COUNTIES
HOUSE JOINT RESOLUTION 217/ SENATE JOINT RESOLUTION 121 REPORT**

EXECUTIVE SUMMARY

This report summarizes the Virginia Department of Transportation's (VDOT's) response to House Joint Resolution (HJR) 217 and Senate Joint Resolution (SJR) 121, which were passed by the General Assembly in 1998. These resolutions directed VDOT to perform a centerline design study of the Route 1 corridor, to make recommendations for prioritization and funding for improvements and to present the study to the Governor and the General Assembly at the earliest possible date. The Centerline Study is a continuation of an earlier Corridor Study mandated by HJR 256 (1994) and HJR 21 (1996). The 27-mile corridor was divided into three separate segments: Project A (Stafford County line to Route 123), Project B (Route 123 to Armistead Road), and Project C (Belvoir Woods Parkway to the Capital Beltway). The attached report describes progress made during the study.

The Route 1 Steering Committee, established by VDOT during the earlier Corridor Study to ensure the Corridor Study was responsive to citizen concerns and the recommend alternatives to the Commonwealth Transportation Board (CTB), played a significant role in the Route 1 Centerline Study. Following completion of public hearings and reviews of impacts on the area, the CTB selected a Centerline Location for Project B on April 15, 2004, and Project A on July 15, 2004. The selection of the Centerline Location for Project C is pending completion of a transit study requested in SJR 59 (2006). To date, this study has not been funded. Fairfax County has revised its Countywide Comprehensive Plan to show only six lanes in the northern portion of Project C, from Mount Vernon Highway to the Capital Beltway.

Currently, no funds are allocated for Route 1 construction projects in the FY'10-15 VDOT Six-Year Improvement Plan. However, Prince William County has established two county bond-funded projects that will impact the Project A part of this corridor. The northern project from Neabsco Mills Road to Featherstone Road (corresponding to Project A, parts of Segments III and IV) is in the design phase. After the county-funded design is completed, the project will be suspended pending identification of funding sources for further work. Prince William County's intent was to use a combination of bond funding and Metropolitan Planning Organization (MPO) funding, but thus far an alternate funding plan has not been developed. The southernmost project from Brady's Hill to Joplin Road (corresponding to Project A, part of Segment II) is in the right of way phase and will proceed to construction using county bond funds.

On July 13, 2009, the Fairfax County Board of Supervisors approved \$3 million for a Route 1 highway expansion design for six lanes and a median and turnaround lane for a two-mile section of Route 1 beginning at Route 235 south to the Fairfax county parkway, to include the section of Route 1 that runs through Fort Belvoir. The county estimates completion of an upgraded Route 1 for this segment in five to six years. A transit analysis for the 7.4-mile segment of Route 1 from north of Route 235 to the Beltway has not yet been funded.

**ROUTE 1 CENTERLINE STUDY
PRINCE WILLIAM AND FAIRFAX COUNTIES
HOUSE JOINT RESOLUTION 217/ SENATE JOINT RESOLUTION 121 REPORT**

INTRODUCTION

This report summarizes VDOT's response to the directives contained in House Joint Resolution (HJR) 217 and Senate Joint Resolution (SJR) 121, which were passed by the General Assembly in 1998. These resolutions directed VDOT to perform a centerline design study of the Route 1 corridor from the Stafford County line to the Capital Beltway and to make recommendations for prioritization and funding for improvements to the Governor and the General Assembly at the earliest possible date. For reasons discussed in greater detail later in this report, the corridor was divided into three separate study segments: Project A, Project B, and Project C.

Key players in the study include:

- Virginia Department of Transportation: VDOT conducted the location study and hired consultants to prepare environmental documentation, performed geotechnical studies, cultural resource evaluations, wetland determinations, public relations, aerial photography, and surveying. VDOT also prepared an Environmental Assessment (EA) to document economic, social and environmental impacts, to support permit applications and to comply with requirements of federal funding.
- Federal Highway Administration (FHWA): FHWA provides federal oversight to VDOT on National Highway System routes, such as Route 1. FHWA has approval authority for all environmental documents and must approve any alternative to address problems along the corridor. The Draft EAs for Projects A, B and C, were signed by the FHWA on February 20, 2003, January 10, 2003, and March 28, 2003, respectively. After completion of the EAs, the FHWA issued Findings of No Significant Impact (FONSI) for Project A on March 19, 2007, and for Project B on May 28, 2004.
- US Route 1 Steering Committee: The Steering Committee was initially established by VDOT for an earlier Corridor Study mandated by HJR 256 (1994), and HJR 21 (1996) (see Appendices A and B), and was reconvened to ensure the Route 1 Location Study team was responsive to the needs and concerns of citizens along the corridor. The Committee membership consisted of key state and local officials from Fairfax and Prince William Counties.

VDOT's website maintains a number of documents related to each project along the corridor. These include: public hearing transcripts, maps, environmental findings, plan drawings, and reports on each segment. They may be accessed at the following link:

http://isyp/development/dev_documents.asp?project_id=18857&county_code=&description=&district_code=9&location_code=&location_type=C&residency_code=&road_system_code=&route=0001&state_job_number=&town_code=&upc=#

BACKGROUND

A previous corridor study performed in response to HJR 256 (1994) and HJR 21 (1996) provided the basis for the Centerline Study. HJR 256 directed the Virginia Department of Transportation (VDOT) to perform a complete and comprehensive study of the Route 1 corridor. The original corridor study was initiated in response to concerns about increased travel demand in the corridor and a need to ensure coordinated revitalization efforts in Prince William and Fairfax Counties. Steering, Technical, and Citizens Advisory Committees were established to guide the study effort. The goals of the study were to:

- Increase safety
- Increase traffic capacity
- Facilitate bicycle and pedestrian movement
- Improve aesthetics
- Increase transit usage
- Promote economic redevelopment

It was anticipated that the study would span over a period of 18 to 24 months to complete. Therefore, HJR 21 (1996) continued the Centerline Study, and required VDOT to provide interim and final reports in 1997 and 1998. House Document (HD) 64 (1997), the interim report, identified problems in the corridor, which included discontinuous service roads, roadside traffic hazards, non-standard design features, traffic bottlenecks, and an undesirable image of the corridor due to poor appearance and obsolete development patterns. The study also made low-cost recommendations to ameliorate conditions, such as improvements to traffic signals, bus and pedestrian services, and implementing enhanced maintenance paving programs. HD 64 is accessible at the following website:

[http://leg2.state.va.us/dls/h&sdocs.nsf/By+Year/HD641997/\\$file/HD64_1997.pdf](http://leg2.state.va.us/dls/h&sdocs.nsf/By+Year/HD641997/$file/HD64_1997.pdf).

HD 46 (1998), the final Centerline Study report, determined that, despite many positive qualities along the Route 1 corridor (such as attractive historic sites and unique recreational areas), transportation system improvements were necessary to address capacity and safety problems, meet future travel demands, and help revitalize the corridor. The Corridor Study goals are addressed with these physical features for Route 1:

- One additional through lane in each direction, and additional turn lanes at intersections where required to increase traffic capacity.
- An added median where one currently does not exist to improve safety and provide a green area to improve aesthetics.
- A continuous multi-purpose trail constructed to facilitate bicycle and pedestrian movement. Supplemental sidewalks constructed in residential and commercial areas to further facilitate pedestrian movements. Improved pedestrian movement would also help increase transit usage.

HD 46 is accessible at the following website:

[http://leg2.state.va.us/dls/h&sdocs.nsf/By+Year/HD461998/\\$file/HD46_1998.pdf](http://leg2.state.va.us/dls/h&sdocs.nsf/By+Year/HD461998/$file/HD46_1998.pdf). Following submission of HD 46 to the General Assembly, HJR 217 and SJR 121 were passed by the legislature in March 1998 (see Appendices C and D).

Prior to initiating the study mandated in 1998 by HJR 217 and SJR 121, a change occurred in the type and scope of the study to be conducted. The original corridor study was divided into seven segments, and HJR 217 and SJR 121 directed VDOT to study the three most congested sections (II, IV, and VII) in a prioritized Centerline Study. However, the FHWA and the Route 1 Steering Committee decided jointly that a Location Study for the entire Route 1 Corridor would be of more benefit to the corridor users. A Location Study, while still relatively preliminary in design, includes alternative alignments, an environmental document, delineation of proposed right of way, order of magnitude cost estimates, continual public participation, a formal public hearing and culminates with approval by the Commonwealth Transportation Board (CTB).

The study began in September 1999 and is now complete.

LOCATION STUDY

The 27-mile corridor (see Appendix E) was divided into three separate study segments: Project A (Stafford County line to Route 123), Project B (Route 123 to Armistead Road), and Project C (Belvoir Woods Parkway to the Capital Beltway). Separate Draft Environmental Assessment documents were prepared, and separate Location Public Hearings were held for each project. On April 15, 2004, the CTB selected a Centerline Location for Project B, and on July 15, 2004, the CTB selected a Centerline Location for Project A (See Appendices F and G). The selection of the Centerline Location for Project C is pending completion of a transit study requested in SJR 59 (2006). This joint resolution requested the Department of Rail and Public Transportation (DRPT) to conduct a study for improved public transportation services to Fort Belvoir in Fairfax County and the Marine Corps Base at Quantico in Prince William and Stafford Counties, but made performance of the study contingent on funding being provided in the state Appropriation Act.

SUPPLEMENTAL STUDIES

VDOT hired consulting firm P. B. Americas, Inc., to complete draft reports on Project A, B, and C that served as separate studies providing greater detail to the upgrading and improving of 27.3 miles of Route 1 in Northern Virginia.

The four goals of the proposed transportation improvements are to:

- Reduce traffic congestion
- Improve safety
- Facilitate economic development
- Enhance pedestrian access and safety

Factors such as location, public input and alternatives considered and selected are briefly discussed below. For greater detail on topics such as traffic data and design features, consult the

individual project studies located in the project files at the following link:

http://isyp/development/dev_documents.asp?FALCON_SESSION_ID=&PROJECT_ID=18857&FormFalcon_Page=2#.

Project A

Location

Project A is located in Prince William County, as shown in Appendix E. It begins at the Stafford County line (just south of the Russell Road interchange), then proceeds northward approximately 11.4 miles along the existing Route 1 alignment, and ends at the Route 123 interchange at Woodbridge (proposed under a separate project). The project generally would consist of widening the existing four-lane undivided highway to a six-lane divided highway.

Alternatives Considered

Initially, the Location Study Alignment was based on the centerline of the existing road, and then adjusted where possible to avoid and minimize adverse effects on parks, neighborhoods, historic properties, and other resources. Several localized alignment or design options were considered through areas with sensitive environmental or community resources. These options generally involved slight shifts of the alignment for short distances or variations in design features at intersecting roads. The No-build Alternative, which would leave the road in its existing configuration (i.e., four lanes undivided), also was considered. This alternative was not compatible with statewide, regional, or local transportation plans and would not meet the needs discussed in the Project A report. The Project A report can be accessed from the following link: http://isyp/development/dev_documents.asp?FALCON_SESSION_ID=&PROJECT_ID=18857&FormFalcon_Page=2#.

The Build Alternatives that were evaluated are described below:

- Location Study Alignment - establishes the centerline of the proposed widening mostly along the centerline of existing Route 1.
- Locust Shade Park Option 1 - entails shifting the centerline of the road to the east for a distance of approximately 10,000 feet to avoid use of land in the County-owned Locust Shade Park.
- Triangle Option 1 - entails a westward shift of the alignment for a distance of approximately 3,550 feet to limit impacts to the east side of the road through Triangle.
- Triangle Option 2 - entails an eastward shift of the alignment for a distance of approximately 2,680 feet to limit impacts to the west side of the road through Triangle.
- Brady's Hill Option 1 - consists of realigning the south end of Main Street at Dumfries with Brady's Hill Road to achieve a perpendicular crossing of Route 1.
- Dumfries Option 1 - entails flattening the curve of Route 1 for a distance of approximately 1,400 feet to reduce impacts to the Triangle Shopping Center.
- Possum Point Option 1 - entails realigning the north end of Main Street in Dumfries with Possum Point Road to achieve a perpendicular crossing of Route 1.

- Civil War Option 1 - developed to avoid potential encroachments onto a Civil War earthworks site before the boundaries of the site were confirmed. Subsequent research and coordination with the Virginia Department of Historic Resources established the boundaries of the site well outside the Area of Potential Effects of the project. This option also avoids displacement of a major communications tower. This option entails shifting the alignment to the east for a length of approximately 3,650 feet.
- Dale Boulevard Option 1 - consists of constructing a grade-separated interchange by raising Route 1 to overpass Dale Boulevard (Route 784) and adding interchange exit and entrance ramps.

Public Input

Information was made available to the public in various forms for the Route 1 Location Study. A website dedicated to the Route 1 Location Study which is accessible to the general public is maintained at <http://www.virginiadot.org/projects/studynova-rt1.asp>. A project mailing list was compiled from property records, to ensure that affected parties would be apprised of project progress. Newsletters were distributed to the project mailing list and to libraries along the corridor in January 2002 and February 2003, and were also posted on VDOT's website at: <http://www.virginiadot.org/projects/studynova-rt1.asp>. Bulk quantities were also provided to Steering Committee members for their use and distribution.

In addition, meetings were held with the Project A stakeholders (officials from Prince William County, Marine Corps Base Quantico, Dumfries Town Council, and businesses located east of Graham Street) during the course of the study. The Location Public Hearing for Project A of the Route 1 Corridor Location Study was held at Potomac High School on March 25, 2003 in Woodbridge, VA. The transcript of the public hearings is accessible from the following link: <http://isyp/isyp/docs/18857/Study%20A%20PH%20Transcript.pdf>. Results are summarized below:

- The attendance sheet contained 130 signatures. Oral comments were received from seven citizens. Written comments were received from 51 citizens. Of the written comments received regarding the overall Location Study, 12 indicated overall support for the project objective to widen and improve Route 1 in Prince William and Fairfax Counties, 11 indicated support if it included their suggested modifications, eight did not support the overall project objective and 20 did not indicate a preference.
- Of the written comments received specifically regarding Project A, 19 support widening the Project A section, 19 supported the widening if it included their suggested modifications, 11 did not support the widening of the corridor and two did not indicate a preference.
- The Project A comment sheet also asked respondents to indicate a preference regarding the alignment options proposed throughout the Project A section. The alignment preferences indicated in the written comments are summarized in Table 1.3.1 of the Project A report.
- Of the oral comments received, one person indicated general support for the widening of Route 1 in Prince William County; the others providing oral comments commented on specific features of the proposed roadway cross section and/or a particular alignment option in the corridor and did not indicate an overall preference for the widening.

- Of those citizens commenting on the roadway cross-section, three were opposed to the planned center median and two requested additional median breaks.
- Of those commenting who identified an alignment preference, three expressed support for the Location Study Alignment at the Route 1/Main Street North/Possum Point Road intersection. No preferences for other alignment options were given.

On June 19, 2003, a Route 1 Location Study Steering Committee meeting was held to select the options to be recommended as part of the Build Alternative. The following options were selected:

- Locust Shade Park Option 1
- Brady's Hill Option 1
- Dumfries Option 1 (additionally, in Dumfries, between Graham Park Road and Possum Point Road, the typical section depicting how the road will look after construction was narrowed by 13 feet by reducing the landscaped areas on both sides to 2.5 feet)
- Possum Point Option 2 (a modified version of Option 1 developed after the Public Hearing that minimizes impacts to adjacent parcels)
- Dale Boulevard Option 2 (provide diamond type interchange instead of partial cloverleaf)

Project B

Location

Project B is located in Prince William and Fairfax Counties, as shown in Appendix E. It begins at Route 123 at Woodbridge, then proceeds northward approximately 3.3 miles along the existing Route 1 alignment, and ends at Armistead Road (Route 748). The project generally would consist of widening the existing four-lane undivided highway to a six-lane divided highway.

Alternatives Considered

Initially, the Location Study Alignment was based on the centerline of the existing road, and then adjusted where possible to avoid and minimize adverse effects on parks, neighborhoods, historic properties, and other resources. At the northern end of the project, an alternative alignment option, Lorton Option 1 was considered. The No-build Alternative, which would leave the road in its existing configuration (i.e., four lanes undivided) also was considered. This alternative was not compatible with statewide, regional, or local transportation plans and would not meet the needs discussed in the Project B report. The Project B report can be accessed at the following link:

http://isyp/development/dev_documents.asp?FALCON_SESSION_ID=&PROJECT_ID=18857&FormFalcon_Page=2#.

The Build Alternatives that were evaluated are described below:

- Location Study Alignment - establishes the centerline of the proposed widening mostly along the centerline of existing Route 1.
- Lorton Option 1 - shifts the centerline of the proposed widening slightly to the west from the CSX Railroad overpass to Armistead Road to avoid impacts to the Lower Potomac Park and reduce impacts to nearby residential areas.

Public Input

Information was made available to the public in various forms for the Route 1 Location Study. A website dedicated to the Route 1 Location Study which is accessible to the general public is maintained at <http://www.virginiadot.org/projects/studynova-rt1.asp>. A project mailing list was compiled from property records, to ensure that affected parties would be apprised of project progress. Newsletters were distributed to the project mailing list and to libraries along the corridor in January 2002 and February 2003 and were also posted on VDOT's website at: <http://www.virginiadot.org/projects/studynova-rt1.asp>. Bulk quantities were provided to Steering Committee members for their use and distribution.

Meetings were held with the Project B stakeholders (officials from Prince William and Fairfax Counties), as well as other local elected officials. A location public hearing for Project B was held at Gunston Elementary School in Lorton on March 12, 2003. The transcript of the public hearing is accessible from the following link:

<http://isyp/isyp/docs/18857/Study%20B%20PH%20Transcript.PDF>. Results are summarized below:

- The attendance sheet contained 51 signatures. No oral comments were received. Written comments were received from eight citizens, including one whose comments were actually for project 0123-076-F29, C501.
- Of the 7 written comments received for the project, six indicated overall support for the project objective to widen and improve Route 1 in Prince William and Fairfax Counties and one did not comment; six supported widening the Study B corridor and one did not comment; five supported the Lorton Option B, one did not have a preference and one supported the Location Study Option.

On June 19, 2003, a Route 1 Location Study Steering Committee meeting was held to select the options to be recommended as part of the Build Alternative. Lorton Option 1 was selected as part of the Build Alternative.

Project C

Location

Project C is located in Fairfax County, as shown in Appendix E. It begins at Belvoir Woods Parkway just north of Telegraph Road (Route 611), then proceeds northward approximately 10.5 miles along the existing Route 1 alignment, and ends at the Capital Beltway (I-95/I-495) interchange. The project generally would consist of widening the existing four-lane undivided highway to a six-lane divided highway south of Mount Vernon Highway and widening the

existing six-lane undivided highway to an eight-lane divided highway north of Mount Vernon Highway.

Public Input

Information was made available to the public in various forms for the Route 1 Location Study. A website dedicated to the Route 1 Location Study which is accessible to the general public is maintained at <http://www.virginiadot.org/projects/studynova-rt1.asp>. A project mailing list was compiled from property records, to ensure that affected parties would be apprised of project progress. Newsletters were distributed to the project mailing list and to libraries along the corridor in January 2002 and February 2003 and were also posted on VDOT's website at: <http://www.virginiadot.org/projects/studynova-rt1.asp>. Bulk quantities were also provided to Steering Committee members for their use and distribution.

Meetings were held with the Project C stakeholders (officials from Fairfax County, Fort Belvoir, National Trust for Historic Preservation/ Woodlawn Plantation, Gum Springs Historical Society, and the Mount Vernon Council of Citizens' Associations (MVCCA)) during the course of the study, as well as local public officials. The Location Public Hearing for Project C of the Route 1 Location Study was held on April 29, 2003 in the Mount Vernon High School in Alexandria, VA. Results are summarized below:

- The attendance sheet contained 342 signatures. Oral comments were received from 13 citizens. Written comments were received from 427 citizens.
- Of the written comments received regarding the overall Location Study, 85 indicated overall support for the project objective to widen and improve Route 1 in Prince William and Fairfax Counties, 34 indicated support if it included their suggested modifications, 27 did not support the overall project objective and the remainder did not indicate a preference.
- Of the written comments received specifically regarding Project A, 27 support widening the Project A section, 88 supported the widening if it included their suggested modifications, 36 did not support the widening of the corridor and the remainder did not indicate a preference.

Alternative Selected

The selection of a Centerline Location for Project C was not made by the Steering Committee. Following the public hearing, the Steering Committee voted to examine a transit way that would be within the median, and concluded that the northern portion of the project north of Mount Vernon Highway should not be widened to eight lanes. The Steering Committee resolved to postpone any approval of a centerline until the completion of a transit study. This decision was made based on the following that took place at the final Steering Committee Meeting on June 23, 2004:

- Per FHWA input, transit was outside the Route 1 Location Study scope. In order to consider transit, the No-Build alternative would have to be selected. Discussions with FHWA indicated that they might accept a six-lane Build Alternative for the six-mile

section between Belvoir Woods Parkway and Buckman Road/Mount Vernon Memorial Highway and a No-Build alternative for the four-mile section between Buckman Road/Mount Vernon Memorial Highway and Huntington Avenue.

- The Committee agreed to the following resolution regarding Project (Study) C: Select the Build Alternative between Belvoir Woods Parkway and Belvoir Road and No-Build from Belvoir Road to Huntington Avenue if allowed by FHWA. Otherwise, select No-Build for all of Project (Study) C.

After the Steering Committee meeting, FHWA clarified that it can not accept a combination of Build Alternative and No-Build Alternatives within Project C. The transit study supported by the Steering Committee, which was the subject of SJR 59 (2006), has thus far not been funded. As a result of the above, no final recommendations for Project C have been made to CTB for approval. Fairfax County has revised its Countywide Comprehensive Plan to show only six lanes in the northern portion of Project C, from Mount Vernon Highway to the Capital Beltway. The Project C report can be accessed at the following link:

http://isyp/development/dev_documents.asp?FALCON_SESSION_ID=&PROJECT_ID=18857&FormFalcon_Page=2#.

CENTERLINE STUDY RESULTS

HJR 217/SJR 121 (1998) requested centerline recommendations related to the three most congested and most densely populated segments (II, IV, and VII) of the seven segments as defined in the Route 1 Corridor Study that preceded the Location Study. For the purposes of the Location Study, these segments were combined to form the three Project Studies that were conducted, and shown in Appendix E. The centerline recommendations broken down by Segment and Project Study discussed above are shown below:

Project A

Segment I – Stafford County Line to Joplin/Fuller Road (Route 619)

- Typical Section – 55 mph design speed. Six 12 ft. lanes, 16 ft. median, 10 ft. asphalt trail. 119 ft. right of way from County line to the power line easement, 134 ft. right of way from power line easement to Fuller/Joplin Road.
- Alignment – Shift centerline east as required to avoid impacts to Locust Shade Park

Segment II – Joplin/Fuller Road (Route 619) to Dumfries Road

- Typical Section – 45 mph design speed. Four 12 ft. lanes, two 15 ft. lanes to accommodate bicycles, 16 ft. median, 10 ft. asphalt trail, six ft. sidewalk. 140 ft. right of way except between Graham Park Road and Possum Point Road where it is narrowed to 127 ft.
- Alignment – Maintain existing centerline except flattening the curve of Route 1 for approximately 1,400 ft. to reduce impacts to the Triangle Shopping Center. Realign the north end of Main Street in Dumfries with Possum Point Road to achieve a perpendicular crossing of Route 1. Realign the south end of Main Street at Dumfries with Brady's Hill Road to achieve a perpendicular crossing of Route 1.

Segment III – Dumfries Road to Dale Boulevard (Route 784)

- Typical Section – 45 mph design speed. Four 12 ft. lanes, two 15 ft. lanes to accommodate bicycles, 16 ft. median, 10 ft. asphalt trail, six ft. sidewalk. 140 ft. right of way.

- Alignment – Maintain existing centerline. Construct a grade-separated interchange by raising Route 1 to overpass Dale Boulevard (Route 784) and adding interchange exit and entrance ramps.

Segment IV – Dale Boulevard (Route 784) to Route 123 Interchange

- Typical Section – 45 mph design speed. Four 12 ft. lanes, two 15 ft. lanes to accommodate bicycles, 16 ft. median, 10 ft. asphalt trail, six ft. sidewalk. 140 ft. right of way.
- Alignment – Maintain existing centerline. Construct a grade-separated interchange by raising Route 1 to overpass Dale Boulevard (Route 784) and adding interchange exit and entrance ramps.

Project B

Segment V – Route 123 Interchange to Armistead Road

- Typical Section – From Furnace Road to Annapolis Way: 55 mph design speed. Four 12 ft. lanes, two 15 ft. lanes to accommodate bicycles, 16 ft. median, 10 ft. asphalt trail, six ft. sidewalk. 150 ft. right of way.
- Typical Section – From Hassett Street to Armistead Road: 45 mph design speed. Four 12 ft. lanes, two 15 ft. lanes to accommodate bicycles, 16 ft. median, 10 ft. asphalt trail, six ft. sidewalk. 140 ft. right of way.
- Alignment – Shift the centerline of the proposed widening slightly to the west from the CSX Railroad overpass to Armistead Road to avoid impacts to the Lower Potomac Park and reduce impacts to nearby residential areas.

Project C

Segment VI – Belvoir Woods Parkway to Mount Vernon Memorial Highway (Route 235)/ Old Mill Road (Route 619)

- No Typical Section or Alignment Recommendations were made.

Segment VII – Mount Vernon Memorial Highway (Route 235)/ Old Mill Road (Route 619) to Alexandria City line

- No Typical Section or Alignment Recommendations were made.

CURRENT STATUS

Thus far, no funds have been allocated for Route 1 construction projects in the FY'10-15 VDOT Six-Year Improvement Plan. However, Prince William County has established two county bond-funded projects that will impact the Project A part of this corridor. The northern project from Neabsco Mills Road to Featherstone Road (corresponding to Project A, parts of Segments III and IV) is in the design phase. After the county-funded design is completed, the project will be suspended pending identification of funding sources for further work. Prince William County's intent was to use a combination of bond funding and Metropolitan Planning Organization (MPO) funding, but an alternate funding plan has not been developed. The southernmost project from Brady's Hill to Joplin Road (corresponding to Project A, part of Segment II) is in the right of way phase and will proceed to construction using county bond funds.

On July 13, 2009, the Fairfax County Board of Supervisors approved \$3 million for a Route 1 highway expansion design for six lanes and a median and turnaround lane for a two-mile section of Route 1 beginning at Route 235 south to the Fairfax county parkway, to include the section of Route 1 that runs through Fort Belvoir. The county estimates completion of an upgraded Route 1 for this segment in five to six years. A transit analysis for the 7.4-mile segment of Route 1 from north of Route 235 to the Beltway has not yet been funded.

APPENDIX A – HJR 256

HOUSE JOINT RESOLUTION NO. 256

Requesting the Virginia Department of Transportation to study the U.S. Route 1 corridor in Fairfax County and Prince William County.

Agreed to by the House of Delegates, March 10, 1994

Agreed to by the Senate, March 8, 1994

WHEREAS, U.S. Route 1 is the prime north-south highway serving a substantial portion of interstate, commuter, and local traffic in Fairfax County between the Prince William County line and the Alexandria City boundary, and is the only direct alternative or emergency diversion route for Interstate Route 95; and

WHEREAS, U.S. Route 1 is continually impacted by industrial, commercial, and residential growth that creates conditions detrimental to providing an effective or efficient transportation facility; and therefore is fraught with congestion, poor access, limited serviceability, and safety problems; and

WHEREAS, continued growth in the corridor will increase the ineffectiveness of the facility, lead to further endangerment of the traveling public, degeneration of socioeconomic vitality, and eventual deterioration of the corridor's potential revenue-producing capacity; and

WHEREAS, several items, occurring or planned, will continue that scenario including (i) development in the Belmont Bay area (Prince William County) of over 140 acres with a potential of almost 1,500 residential units, and up to 2.2 million square feet of nonresidential use; (ii) expansion of Fort Belvoir's scope and mission in accordance with the Base Realignment and Closure Act (BRAC), increasing the work force, dependent housing, personal and personnel services for active and retired government employees in the region, thereby increasing the demands on the already strained transportation infrastructure; (iii) development of the Engineer Proving Grounds (EPG), an 840-acre tract in a unique government and private enterprise partnership, with potential for up to 4,000 dwelling units and 10.5 million square feet of commercial and office and approximately 4,000 residential units at buildout; (iv) completion of the Fairfax County Parkway (VA 7100) from I-95 to U.S. Route 1, providing direct connection of the U.S. Government-related operations and services at the EPG and the service-oriented facilities at Fort Belvoir; and (v) reconstruction or replacement of the Woodrow Wilson Bridge, and improvements to the I-95 (Capital Beltway) at the northern terminus of U.S. Route 1 in Fairfax County; and

WHEREAS, the capability of U.S. Route 1 to act as an efficient transportation corridor is directly related to the ability of the region to present viable business and housing opportunities to potential developers, ensuring a continuing and stable revenue base; and

WHEREAS, the Clean Air Act and its Amendments (CAAA), and the State Implementation Plan (SIP) legislate specific criteria for emissions reductions, especially in an identified non-

attainment area, directing a Corridor Study and Alternatives Analysis of any transportation improvement projects; and

WHEREAS, U.S. Route 1 is included in the National Highway System (NHS) of the International Surface Transportation Efficiency Act (ISTEA), it is not included in the Strategic Highway Network (STRAHNET) category, pending a study of its existing and proposed capabilities; and

WHEREAS, a complete and comprehensive study has never been carried out for the entire U.S. Route 1 corridor; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Virginia Department of Transportation (VDOT) be requested to study the U.S. Route 1 corridor in Fairfax County and Prince William County. VDOT is requested to pursue every avenue for funding availability through the U.S. Department of Transportation, and the Regional Metropolitan Planning Organization. The study should be modeled after the "Beltway Study" and provide a series of immediate near-term and long-term recommendations; and, be it

RESOLVED FURTHER, That the study be conducted using the input and participation of the Fairfax and Prince William County Boards of Supervisors, and the citizen input and participation model of the I-95/395/495 Interchange and Woodrow Wilson Bridge studies; and, be it

RESOLVED FINALLY, That the Department complete its study in time to present its findings and recommendations to the Governor and the 1996 Session of the General Assembly in compliance with the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX B – HJR 21

HOUSE JOINT RESOLUTION NO. 21

Requesting the Virginia Department of Transportation to continue its study of the U.S. Route 1 corridor in Fairfax and Prince William Counties.

Agreed to by the House of Delegates, February 8, 1996

Agreed to by the Senate, February 29, 1996

WHEREAS, U.S. Route 1 is the prime north-south highway serving a substantial portion of interstate, commuter, and local traffic in Fairfax County and Prince William County between the Stafford County line and the Alexandria City boundary, and is the only direct alternative or emergency diversion route for Interstate Route 95; and

WHEREAS, House Joint Resolution No. 256 (1994) requested the Virginia Department of Transportation (VDOT) to study the U.S. Route 1 corridor in Fairfax County and Prince William County; and

WHEREAS, VDOT has advertised for consultant services, gone through the selection process, negotiated with the selected consultant to arrive at an acceptable contract, and signed the consultant agreement; and

WHEREAS, it will take the consultant 18 to 24 months to complete this work on the study; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Virginia Department of Transportation be requested to continue its study of the U.S. Route 1 corridor in Fairfax County and Prince William County.

The Department shall complete its work in time to submit an interim report to the Governor and the 1997 Session of the General Assembly and its findings and recommendations in a final report to the Governor and the 1998 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX C – HJR 217

HOUSE JOINT RESOLUTION NO. 217

Requesting the Department of Transportation to conduct a prioritized centerline design study of the U.S. Route 1 Corridor in Fairfax and Prince William Counties.

Agreed to by the House of Delegates, March 12, 1998

Agreed to by the Senate, March 10, 1998

WHEREAS, the Department of Transportation, pursuant to House Joint Resolution No. 256 (1994) and House Joint Resolution No. 21 (1996), has completed a comprehensive study of the U.S. Route 1 Corridor in Fairfax and Prince William Counties; and

WHEREAS, the U.S. Route 1 Corridor Study has been conducted under the policy guidance of a steering committee consisting of state and local elected officials from Fairfax and Prince William Counties; and

WHEREAS, the steering committee received guidance from a technical committee consisting of state and local government, professional staff, and qualified individuals from the business and civic communities; and

WHEREAS, the steering committee received extensive public comment and participation through newsletters, public information meetings, informal meetings with citizens and interested groups, and public actions by the local governing bodies of Fairfax and Prince William Counties and the Town of Dumfries; and

WHEREAS, the Dumfries Town Council and the Boards of Supervisors for Fairfax and Prince William Counties have each endorsed the recommended plan; and

WHEREAS, the steering committee for the Corridor Study has endorsed the recommended plan for the improvement of the U.S. Route 1 Corridor within these two counties; and

WHEREAS, the steering committee has recommended a centerline design study of the recommended plan as the next step in the improvement of the Corridor in Fairfax and Prince William Counties; and

WHEREAS, a centerline design study would identify the rights-of-way required by the recommended improvements to U.S. Route 1 while minimizing impacts to property owners and tenants adjacent to U.S. Route 1, and to residents of the Corridor in general; and

WHEREAS, the Corridor Study isolated and defined seven distinct segments based on the nature, character, and purpose of each segment and warranted special action; and

WHEREAS, Segments II, IV, and VII were the most congested, most populated, and contained the most businesses, and are the least likely segments to pose environmental, historical, or

archaeological impacts, but have the greatest effect on the economic vitality and quality of life in the corridor; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Department of Transportation be requested to conduct a prioritized centerline design study of the U.S. Route 1 Corridor in Fairfax and Prince William Counties. The Department shall give priority to Segments II, IV, and VII and project funding for the conduct of a centerline design study of these segments; and, be it

RESOLVED FURTHER, That the results of the centerline design study, with the recommendations for prioritization and funding for improvements, including the centerline design study for the remaining segments, by the Department be returned to the Governor and the General Assembly at the earliest possible date in compliance with the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX D – SJR 121

SENATE JOINT RESOLUTION NO. 121

Requesting the Virginia Department of Transportation to conduct a prioritized centerline design study of the U.S. Route 1 Corridor in Fairfax and Prince William Counties.

Agreed to by the Senate, March 13, 1998

Agreed to by the House of Delegates, March 12, 1998

WHEREAS, the Virginia Department of Transportation, pursuant to House Joint Resolution No. 256 (1994) and House Joint Resolution No. 21 (1996), has completed a comprehensive study of the U.S. Route 1 Corridor in Fairfax and Prince William Counties; and

WHEREAS, the U.S. Route 1 Corridor Study (the Corridor Study) has been conducted under the policy guidance of a steering committee consisting of state and local elected officials from Fairfax and Prince William Counties; and

WHEREAS, the steering committee received guidance from a technical committee consisting of state and local government, professional staff, and qualified individuals from the business and civic communities; and

WHEREAS, the steering committee received extensive public comment and participation through newsletters, public information meetings, informal meetings with citizens and interested groups, and public actions by the local governing bodies of Fairfax and Prince William Counties and the Town of Dumfries; and

WHEREAS, the Dumfries Town Council and the Boards of Supervisors for Fairfax and Prince William Counties have each endorsed the recommended plan; and

WHEREAS, the steering committee for the Corridor Study has endorsed the recommended plan for the improvement of the U.S. Route 1 Corridor (the Corridor) within these two counties; and

WHEREAS, the steering committee has recommended a centerline design study of the recommended plan as the next step in the improvement of the Corridor in Fairfax and Prince William Counties; and

WHEREAS, a centerline design study would identify the rights-of-way required by the recommended improvements to U.S. Route 1 while minimizing impacts to property owners and tenants adjacent to U.S. Route 1, and to residents of the Corridor in general; and

WHEREAS, the corridor study isolated and defined seven distinct segments based on the nature, character, and purpose of each segment and warranted special action; and

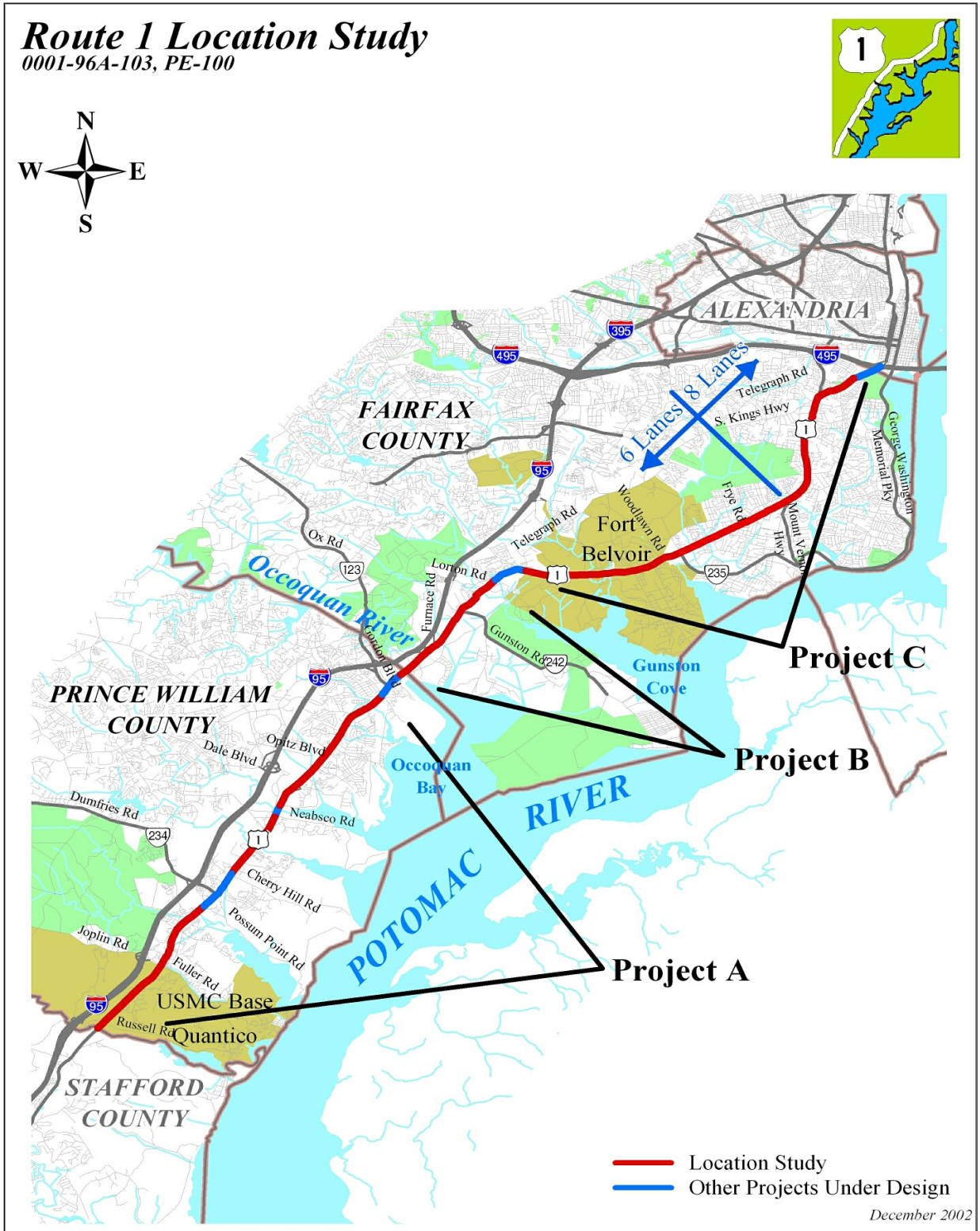
WHEREAS, Segments II, IV, and VII were the most congested, most populated, and contained the most businesses, and are the least likely segments to pose environmental, historical, or

archaeological impacts, but have the greatest effect on the economic vitality and quality of life in the Corridor; now, therefore be it

RESOLVED by the Senate, the House of Delegates concurring, That the Virginia Department of Transportation be requested to conduct a prioritized centerline design study of the U.S. Route 1 Corridor in Fairfax and Prince William Counties. The Department shall give priority to Segments II, IV, and VII of the Corridor and project funding for the conduct of a Centerline Design Study of these segments; and be it

RESOLVED FURTHER, That the results of that centerline design study, with the recommendations for prioritization and funding for improvements, including the centerline design study for the remaining segments, by the Department be returned to the Governor and the General Assembly at the earliest possible date as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX E – Map of Corridor



APPENDIX F – Study A Approval Resolution



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

WHITTINGTON W. CLEMENT
CHAIRMAN

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 15, 2004

MOTION

Made By: Mr. Bailey Seconded By: Mr. Martin

Action: Motion Carried with 1 Abstention [Ms. Hanley, due to incomplete filing with Secretary of Commonwealth's Office]

Title: Location Approval:
Route 1 - Study A
In Prince William County and the Town of Dumfries

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board a Location Public Hearing was held in the Potomac High School in the Town of Dumfries, Virginia on March 25, 2003 between 5:00 p.m. and 8:00 p.m. for the purpose of considering the proposed location of Route 1, Study A, from the Stafford County line to Route 123 (Gordon Boulevard) interchange in Prince William County and the Town of Dumfries; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED that the location of this project be approved in accordance with the plan as proposed and presented at the said Location Public Hearing by the Department's Engineers with the following modifications:

- Prince William/Stafford County Line to Joplin Road/Fuller Road - Locust Shade Option 1;
- Joplin Road/Fuller Road to C Street - The centerline option;
- C street to North of Main Street (south end) – Brady's Hill Option 1;

- North of Main Street (south end) to Graham Park Road/Curtis Drive – Dumfries Option 1;
- Graham Park Road/Curtis Drive to Possum Point Road – Reduction of the typical section for these limits, provide a median break between Graham Park Road and Williamstown Drive, provide access between Main Street and Dr. David Cline Lane via Acts Lane, and restrict through trucks on Main Street. (This recommendation is based on coordination with the Town of Dumfries).
- Main Street (north end) to Possum Point Road – Possum Point Option 2;
- Dale Boulevard/Rippon Boulevard intersection – Dale Boulevard Option 2.

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APPENDIX G – Study B Approval Resolution



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

WHITTINGTON C. CLEMENT
CHAIRMAN

Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 15, 2004

MOTION

Made By: Mr. Klinge Seconded By: Ms. Connally Action: Motion Carried

Title: Location Approval
Route 1 Location Study B
In Prince William & Fairfax Counties

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Study Public Hearing was held at the Gunston Elementary School in Lorton, Virginia on Wednesday, March 12, 2003 between 5:00 p.m. and 8:00 p.m. for the purpose of considering the proposed location of Route 1 Location B, in Prince William and Fairfax County, from Gordon Boulevard (Route 123) Interchange project in Woodbridge to Armistead Road (Route 748), in Lorton, State Project 0001-96A-103, P100; Federal Project: STP-96A(008) and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED that the location for this project be approved as proposed and presented at the Location Study Public Hearing by the Department utilizing the Lorton Option 1 that shifts the alignment from the centerline to the west in the area of the CSX Railroad overpass to Armistead Road.

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