PUBLIC INFORMATION MEETING
MONDAY, NOVEMBER 6, 2017
MOUNT VERNON HIGH SCHOOL
8515 OLD MT. VERNON ROAD, ALEXANDRIA, VA 22309

Amanda Baxter, VDOT, Special Projects Development Manager
William Dunn, PE, VDOT, Design Project Manager
John McDowell, PE, RK&K, Director - Transportation

UPC 107187 Richmond Highway Corridor Improvements
Today’s Meeting

- Coordination with EMBARK
- Project Overview
- Project Schedule
- Intersection Improvement Options
- Preliminary Noise Analysis
- Right of Way Process
- Public Outreach
Embark Richmond Highway is an initiative focused on creating a multimodal future for Richmond Highway Corridor where residents, workers, and visitors can walk, bike, or drive to the places they want to go. The components of the Embark Richmond Highway project include:

- Fairfax County-led components of EMBARK are providing the vision for the design of the widening of Richmond Highway from Jeff Todd Way to Napper Road.
- Coordination between state and local agencies occurs at project progress meetings and during informal discussions and mini-workshops.
- VDOT maintains Richmond Highway and makes final decisions considering the positions of its partners and the public.
- Fairfax County Board of Supervisors will be asked to provide endorsement of this project.
Project Overview

- Widening of Richmond Highway (US Route 1) from four lanes to six lanes
  - Jeff Todd Way to Napper Road
  - Approximately 3 miles
- Safety Improvements
- Congestion relief
- Intersection Improvements
- Median reservation for future Bus Rapid Transit (BRT)
- Sidewalks and separate bicycle path on both sides of road
- Three Bridge Replacements
- Potential noise walls
- Utility relocations
The intent of this exhibit is to depict the configuration of elements within the Proposed right-of-way. For clarity, potential landscaping is not depicted.
We are here - November 6, 2017

Calendar Schedule

- **Environmental (NEPA)**
  - NEPA Scoping Studies
  - Draft EA
  - FONSI

- **Road & Bridge Design**
  - Preliminary Design
  - Detailed Design
  - Design Approval

- **Right of Way & Utilities**
  - Public Information Meetings
  - ROW Acquisition
  - Utility Relocation

- **Construction**
  - NTP
  - Construction

= Milestones

**List of Milestone Events**

<table>
<thead>
<tr>
<th>Activities</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Information Meeting #1</td>
<td>April 2017</td>
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<tr>
<td>Release Environmental Assessment</td>
<td>Late 2017</td>
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<td>Public Information Meeting #2</td>
<td>Late 2017</td>
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<tr>
<td>Public Hearing</td>
<td>Mid 2018</td>
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<tr>
<td>FHWA Record of Decision and Design Approval</td>
<td>Late 2018</td>
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<tr>
<td>Final Design</td>
<td>Late 2018</td>
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<tr>
<td>Right of Way Acquisition and Utility Relocations</td>
<td>Mid 2019</td>
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<tr>
<td>Begin Construction</td>
<td>Early 2023</td>
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<td>Project Open to Traffic</td>
<td>2026</td>
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Richmond Highway Widening
Mount Vernon Memorial Highway to Napper Road

<table>
<thead>
<tr>
<th>Route 1 Widening ($ in Millions)</th>
<th>Need</th>
<th>Available Funding</th>
<th>Request</th>
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<tbody>
<tr>
<td>Project Estimate</td>
<td>215.0</td>
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<td>Current project estimate</td>
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<tr>
<td>RSTP</td>
<td>27.1</td>
<td>Allocated by NVTA</td>
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<tr>
<td>Revenue Sharing</td>
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<td>Sourced from State Revenue Sharing funds</td>
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<tr>
<td>Regional NVTA</td>
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<td>Sourced from Regional NVTA funds</td>
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<tr>
<td>Funding Gap</td>
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<td>171.0</td>
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<tr>
<td>Total</td>
<td>215.0</td>
<td>44.0</td>
<td>171.0</td>
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Possible ways to address $171M funding gap:

- NVTA regional, additional federal RSTP funds or state programs, local revenues, and developer contributions
Sacramento Drive / Cooper Road - Traditional

- Routine turning movements – through, left and right turns
- Four or more signal phases

- Higher wait time for side street traffic
- High right of way cost – Sacramento Drive is realigned through a section of Woodlawn Center (part of Fairfax County Comprehensive Plan)

Future planned BRT station
Sacramento Drive / Cooper Road - Traditional

- Routine turning movements – through, left and right turns
- Four or more signal phases

- Higher wait time for side street traffic
- High right of way cost – Sacramento Drive is realigned through a section of Woodlawn Center (part of Fairfax County Comprehensive Plan)

**Intersection Level of Service (Based on per vehicle delay)**

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
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<tbody>
<tr>
<td>Side Streets</td>
<td>F</td>
<td>F</td>
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</tbody>
</table>
Sacramento Drive / Cooper Road - Superstreet

- No left turns permitted from side streets. U-turns and right turns when oncoming traffic is stopped
- Safety improved – fewer conflicting movements
- Two phase signals – less time required for signal changes

Future Planned BRT Station

Lower wait time for side streets
- Lower right of way cost – Sacramento Dr is not realigned
Interception Level of Service (Based of per vehicle delay)

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Sacramento Drive / Cooper Road - Superstreet

- No left turns permitted from side streets. U-turns and right turns when oncoming traffic is stopped
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- Two phase signals – less time required for signal changes

Comment form question:
1. What design concept do you prefer at Sacramento Drive and Cooper Road, traditional or superstreet? Why?
Buckman Road / Government Center

- Eliminates hazardous intersection near Radford Avenue
- Roundabout to facilitate traffic flow
- Cul-de-sac for U-turns and property access

- Buckman Road realigned to allow full intersection at Mohawk Lane
- Impacts Government Center Parking - to be addressed
Buckman Road / Government Center

- Eliminates hazardous intersection near Radford Avenue
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Buckman Road/Mt. Vernon Highway - Traditional

- Routine turning movements – through, left and right turns
- Four or more phase signal
- Least intersection right of way required
- Higher wait time for side street traffic
- Longer pedestrian wait times
Buckman Road/Mt. Vernon Highway - Traditional

- Routine turning movements – through, left and right turns
- Four or more phase signal

Intersection Level of Service (Based of per vehicle delay)

- AM Peak Hour
  - D
  - E

- PM Peak Hour
  - C
  - F

- Side Streets

- Higher wait time for side street traffic
- Longer pedestrian wait times
Buckman Road/Mt. Vernon Highway – Superstreet

- No left turns permitted from side streets. U-turns and right turns when oncoming traffic is stopped. Through movements are prohibited
- Moderate right of way required

- Two phase signals – less time required for signal changes
- Shorter pedestrian wait times
Buckman Road/Mt. Vernon Highway – Superstreet

- No left turns permitted from side streets. U-turns and right turns when oncoming traffic is stopped. Through movements are prohibited.
- Moderate right of way required.

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- Two phase signals – less time required for signal changes
- Shorter pedestrian wait times
Buckman Road/Mt. Vernon Highway – Jughandle

- No left turns permitted at main intersection – drivers must proceed straight and loop around to travel in either direction
- Most right of way required at intersection

- Two phase signals – less time required for signal changes
- Shorter pedestrian wait times
Comment form question:
2. What design concept do you prefer at Buckman Road and Mount Vernon Highway – traditional, superstreet or jughandle? Why?
Buckman / Mt. Vernon
NEW - Jughandle Intersection Operations

- Eastbound Buckman to Southbound Route 1
- Eastbound Buckman to Northbound Route 1
- Westbound Mt. Vernon to Southbound Route 1
- Southbound Route 1 to Eastbound Mt. Vernon
- Northbound Route 1 to Westbound Buckman
- Northbound Route 1 to Eastbound Mt. Vernon
Required to evaluate noise levels on federally funded projects to comply with federal law under the National Environmental Policy Act

Where project noise levels are projected to exceed established criteria, VDOT is required to propose noise mitigation

Sound Barriers will be constructed only if the people who are directly benefited vote for them

Noise Analysis

- Preliminary and Final
- Computer model calibrated to existing conditions
- Based on design year traffic volumes (2045)
- Loudest hour – 3 PM for Richmond Highway
Example – Sound Barrier Voting

Voting for Barrier G12

<table>
<thead>
<tr>
<th>Color</th>
<th># of Benefited Receptors</th>
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<tbody>
<tr>
<td>Yellow</td>
<td>8</td>
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<tr>
<td>Blue</td>
<td>1</td>
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</table>

Only benefited receptors vote

- Yellow - Impacted and Benefited is weighted as a 5
- Blue - Benefited but not impacted is weighted as a 3
- Green – Not Benefited and not impacted – Do not vote
- Rentals – Owner and renter votes
- Voting occurs during Final Design 2019 - 2022
Preliminary Noise Analysis

• NB Rte. 1 – Barriers 1P, 6P, 7P – 1,009’
• SB Rte. 1 – Barriers 11P, 12P – 1,004’
• Approximately 6.5% of total project length
• Aesthetic treatments may be considered
Right-of-Way Acquisition

*Each property impact is unique*

Further design details are needed to determine full right of way impacts

Right of way acquisition process to begin after detailed design – anticipated in mid-2019

Meetings with individual property owners

Right of Way representatives will be at each public meeting
How to Provide Comments

- **At Tonight’s Public Information Meeting:**
  - Submit written comments on the comment sheet
  - Provide oral comments during the question and answer session following the formal presentation

- **Mail:**
  - Mail written comments to VDOT, attention William Dunn, VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030

- **Email:**
  - Email your comments or questions to RichmondHighway@vdot.virginia.gov

- **Online:**
  - Submit your comments via the online comment form, available at www.virginiadot.org/richmondhighway

Please reference “Richmond Highway Corridor Improvements” in subject line of all correspondence – Response Deadline December 6, 2017
Questions?