Welcome to the Virginia Department of Transportation’s (VDOT) public hearing on proposed improvements at the intersection of Jefferson Davis Highway and Gordon Boulevard. We look forward to your active participation.

This public hearing is being held to provide an opportunity for citizens and organizations to give VDOT comments and suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All oral and written comments received on this project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

VDOT staff will address questions and concerns raised as a result of this meeting before the project is presented to VDOT’s Chief Engineer for consideration.

**Purpose**

Relieve congestion, improve safety, and provide bicycle and pedestrian accommodations.

**From**

- 0.512 miles south of Occoquan Road

**To**

- 0.114 miles north of Annapolis Way

**Total length**

- 1.245 Miles

**Improvements**

Provide an interchange at the intersection of Routes 1 and 123 and widen both roads from four lanes to six lanes. Route 123 will be extended over the CSXT tracks to connect with Belmont Bay Drive. Sidewalks and shared-use paths along Routes 1 and 123 will provide bicycle and pedestrian access to the community and to the Woodbridge VRE/Amtrak Station.

**Project Area**

[Map of the project area]

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Contact Information
This project proposes to widen both Routes 1 and 123 from four to six lanes, build Route 123 over Route 1 and the CSX railroad, and make several other improvements to improve traffic flow.

Route 1 will be widened between Mary’s Way and the Occoquan River, and Route 123 will be widened from Route 1 to just east of the I-95 interchange.

The new Route 1/123 interchange will separate through traffic and connect Route 123 to the Belmont Bay Drive east of the railroad. Express Drive will also be raised to connect to the new Route 123/Belmont Bay Drive. Signalized intersections on Route 1 at Route 123 and Annapolis Way will be eliminated. The signal at Route 1 and Occoquan Road will remain, and traffic operations will be improved by adding additional through and turn lanes on both roads.

Some additional features include:
- Raised grass medians on Routes 1 and 123
- A new Route 1 bridge at Marumsco Creek
- Ten-foot shared-use path and six-foot sidewalk on Routes 1 and 123

These improvements will allow Routes 1 and 123 to operate at acceptable service levels through 2036.

The project also includes enhanced access to the Woodbridge VRE/Amtrak Station for vehicles, bicycles and pedestrians. It also constructs an important segment of the Potomac Heritage National Scenic Trail, from the Route 123/Annapolis Way intersection to the Belmont Bay community.

Route 1 currently carries about 35,000 vehicles per day and Route 123 carries about 21,000. Projected volumes for 2036 are 75,000 vehicles per day on Route 1 and 36,000 on Route 123.

### Estimated Project Cost

- **Preliminary Engineering:** $8 million
- **Right of Way:** $99 million
- **Construction (Phase I):** $35 million
- **Construction (Phase II):** $94 million

This cost is subject to change as development of the project is in early design stages.

There is currently funding in VDOT’s Six-Year Improvement Program for preliminary engineering and partial right of way acquisition. Additional funding for remaining right of way and construction is not programmed at this time.

### Alternative B

- **Tight urban diamond interchange** (Dawson Beach Road partial access at Route 1)
- **Phase 1 construction widening of Route 1** to six lanes

### Right of Way

Displays at this meeting show the right of way that may be needed as the project is currently proposed. As design is further developed, additional easements and right of way may be required beyond what is shown on the preliminary plans. Property owners will be informed of the exact locations of the easements during the right of way acquisition process and prior to construction.

The proposed construction will require purchase of approximately 20 acres of right of way. Approximately 41 businesses, one non-profit organization and two families are being impacted with this project. No farms are being impacted.

Information on right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: A Guide for Property Owners and Tenants.” Copies of this brochure are available here from a right of way agent.