



FY 2015-16 PROJECT DESCRIPTION FORM (1L)

Basic Project Information

Submitting Agency: Loudoun County/Town of Leesburg

Project Title: Route 7 (East Market Street)/Battlefield Parkway Interchange (1L)

Project Type (*check one*):

Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Dulles/VA 7/NVTA Corridor 1

1. **Project Description:** The purpose of the Route 7 (East Market Street)/Battlefield Parkway Interchange is to improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg Corporate Limits.
2. **Requested NVTA Funds:** FY 15 = \$2,000,000 FY16 = \$11,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Final Design
4. **Total Cost to Complete Project:** \$58,000,000
5. **Project Milestone -Study Phase:** Start of Study - July 2015
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE August 2016
7. **Project Milestones -Final Design:** Start of Final Design December 2017
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed July 2018
9. **Project Milestone – Construction:** Start of Construction July 2019
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction N/A
11. **Is Project in Transaction 2040:**
Yes (X) No ()
12. **Project in 2010 CLRP:** N/A



13. Project Leverages other Funding:

- Local ()
- State ()
- Federal ()
- Other: All NVTA Funding



Stated Benefits

- **What Regional benefit(s) does this project offer?** Route 7 (East Market Street)/Battlefield Parkway Interchange will eliminate the last two (2) traffic signals on Route 7 within the Town of Leesburg. The project will improve capacity and reduce congestion. It is in Corridor #1 of the TransAction 2040 Plan, and carries inter-state traffic and intra-state traffic coming from the West and the South to the employment corridors and activity centers in the Dulles area and the Metropolitan region.
- **How does the project reduce congestion?** The Route 7 Corridor continues to be one of Northern Virginia's worst bottlenecks. This intersection is travelled by approximately 80,000 vehicles per day, is well over capacity and offers travelers an extremely poor Level of Service "F". Route 7 between Algonkian Parkway and East Market Street is planned to be limited access. All at-grade access points have either transitioned to grade-separated interchanges or are in the planning stages and are funded for grade separation. This is the last interchange in the corridor to make the entire corridor fully limited access.
- **How does project increase capacity? (Mass Transit Projects only)** N/A
- **How does project improve auto and pedestrian safety?** The grade-separated project is clearly of significant regional importance which will help connect major employment population centers in Loudoun County and the region in Virginia's fastest growing and most economically vibrant communities. The interchange will help pedestrians and bicycles cross Route 7 safely by providing a bike trail connection to residential and commercial/retail areas of Town.
- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (1M)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Route 7 Bridge Widening over Dulles Toll Road 1M

Project Type (*check one*):

Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA 7, Corridor 1 - Dulles/VA 7

- 1. Project Description:** This design/build project will widen Route 7 from four lanes to six lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The requested funding will cover an existing shortfall and fully fund the project, which is ready to go to construction. The decks of the two existing bridges over Dulles Toll Road (DTR) will be replaced and widened in the middle to accommodate one extra lane on each side of the bridges. A 14 foot wide shared-use path will be built for pedestrians and bikes to travel in each direction. The proposed grade of the bridges over DATR will be raised to meet the standard vertical clearance requirement of 16' 6". The widening work will require some additional right of way and temporary construction easements.
- 2. Requested NVTA Funds:** \$13,900,000. Funds will be utilized during the construction phase of the project. This request will fully fund the project.
- 3. Phase(s) of Project Covered by Requested NVTA Funds:** Construction
- 4. Total Cost to Complete Project:** \$34,400,000.00
- 5. Project Milestone -Study Phase:** Start of Study - Late 2011
- 6. Project Milestone -Preliminary Engineering (30% Design):** Start of PE - Late 2011
- 7. Project Milestones -Final Design:** Start of Final Design - Notice to Proceed to Design-Build team in spring 2015; Construction begins in Fall 2015; Construction ends in late summer 2017
- 8. Project Milestones -Right-of-Way:** ROW acquisitions completed - Fall 2015
- 9. Project Milestone – Construction:** Start of Construction -- Notice to Proceed to Design-Build team in spring 2015; Construction begins in fall 2015; Construction ends in late summer 2017
- 10. Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A



11. Is Project in Transaction 2040:

Yes (X) No ()

12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)

- Local ()
- State (X)
- Federal (X)
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**
The project will replace the two bridges carrying Route 7 over the Dulles Toll Road in Corridor 1 - Dulles/VA 7, as well as widen bridges to accommodate an additional lane of traffic and shared-use paths on each bridge. Route 7 serves as a major link to employment, retail, and the Metrorail Silver Line). Route 7 carries annual average daily traffic volumes of 53,000 to 60,000 vehicles per day. The much needed bridge upgrade will provide improved vertical clearance, replace outdated infrastructure, and add capacity improvements.
- **How does the project reduce congestion?**
The widening of the bridge increases the vehicular capacity of the bridge itself and the associated ramps at the interchange. The addition of bicycle and pedestrian facilities will provide alternate commuting and travel modes into and out of Tysons, and help reduce vehicular congestion.
- **How does project increase capacity? (Mass Transit Projects only)** N/A
- **How does project improve auto and pedestrian safety?**
The project would include grade-separated, 14-foot-wide shared-use paths to tie into future planned trails, thereby enhancing both vehicular and pedestrian safety.
- **List internet links below to any additional information in support of this project:**
http://www.virginiadot.org/projects/northernvirginia/route_7_over_dulles_airport_toll_road.asp





FY 2015-16 PROJECT DESCRIPTION FORM (1N)

Basic Project Information

Submitting Agency: Town of Herndon

Project Title: East Elden Street Improvements and Widening Project (1N)

Project Type (*check one*):

Roadway () Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA State Route 606 and Route 6656; NVTA Corridor Number 1 (Dulles / VA 7 Corridor) and NVTA Corridor Number 5 (Fairfax County Parkway Corridor).

1. Project Description: East Elden Street Improvements and Widening Project is 1.0 mile in length and is located between Monroe Street and the Fairfax County Parkway. The scope of this project is to widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway, continuing as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street, and then transitioning to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.

The purpose of this project is to relieve peak-hour congestion by increasing roadway capacity via an additional lane for each direction between Herndon Parkway and Fairfax County Parkway interchange and to provide for dedicated turning lanes at each major intersection, while also improving safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations. The town has prepared a concept design to determine the right-of-way needed for roadway improvements and, since year 2000, has subsequently acquired applicable street dedication and easements to accommodate significant sections of the planned East Elden Street improvements.

2. Requested NVTA Funds: \$10.4 Million

3. Phase(s) of Project Covered by Requested NVTA Funds: Right-of-Way / Utility phase

4. Total Cost to Complete Project: \$30,902,000 Million

5. Project Milestone - Study Phase: Town prepared design study/concept completed.

6. Project Milestone - Preliminary Engineering (30% Design): PE 30% Design completed by VDOT. VDOT's Location & Design Public Hearing scheduled for summer 2015.



7. Project Milestones - Final Design: Start of Final Design (February 2017).
8. Project Milestones - Right-of-Way: ROW acquisitions completed (December 2018).
9. Project Milestone - Construction: Start of Construction (Spring 2019).
10. Project Milestone – Mass Transit Vehicle Acquisition: N/A
11. Is Project in Transaction 2040:
Yes (X) No ()
Listed in TransAction 2040 under NVTA Corridor 1 (Dulles / VA 7)
12. Project in 2010 CLRP: Yes; 2010 CLRP ID number: 1925 (VDOT's UPC #: 50100)
13. Project Leverages other Funding:
 - Local (X) = \$ 389,000 (TEA-21 High-Priority Funds, local match)
 - State (X) = \$ 1,378,000 (RSTP, Urban Formula Funds)
 - Federal (X) = \$ 4,734,000 (RSTP, Urban Formula Funds)
 - Other: = n/a
 - TOTAL = \$ 6,501,000



Stated Benefits

What Regional benefit(s) does this project offer?

East Elden Street is a major arterial that serves both local and regional traffic and is a significant link in the local and regional transportation network. East Elden Street is a critical town arterial (37,000 VPD to 40,000 VPD) for commuter traffic and a functional component of the region's multimodal transportation system. Elden Street is the town's major commercial corridor and is a primary state route providing connectivity between Herndon, its environs and the surrounding roadway network to include: Centreville Road (Route 228), Fairfax County Parkway (Route 286), Baron Cameron Avenue (Route 606), Route 28 and the Dulles Toll Road (Route 267). The project is anticipated to serve four Fairfax Connector transit routes providing access to the future Herndon Station of Dulles Metrorail Silver Line as well as regional intermodal connectivity for Herndon and surrounding area, Dulles Airport, Dulles Corridor and beyond. And, the project is to include improved pedestrian and bike connectivity to Northern Virginia's W&OD Regional Trail, the town's Folly Lick / Van Buren Trail as well as the county's Sugarland Run Trail; all of which will provide inter-modal pedestrian and bike access to the northside pedestrian facility of the future Herndon Station of Dulles Metrorail Silver Line.

How does the project reduce congestion?

The project will reduce traffic congestion, facilitate vehicular access to and from the Fairfax County Parkway, and increase the efficiency of the East Elden Street / Herndon Parkway intersection. Several key access management and congestion relief measures are as follows:

- Section 1: transition East Elden Street between Monroe Street and Van Buren Street from four-lanes undivided to the proposed four-lane divided section. The Elden / Van Buren intersection is to include dedicated left-turn lane capacity improvements.
- Section 2: widen East Elden Street from four-lanes undivided to four-lanes divided between Van Buren Street and Herndon Parkway with a raised median to include streetscape and median enhancements. This section is also to include dedicated left-turn lane capacity improvements.
- Section 3: widen East Elden Street by adding one lane in each direction between Herndon Parkway and Fairfax County Parkway resulting in right-turn movement onto adjacent commercial/office land uses while accommodating vehicle throughput and future traffic volume during peak commuting hours. The Elden / Herndon Parkway intersection will provide turning lane capacity improvements to include an extended, dedicated right-turn lane onto northbound Herndon Parkway and to continue a dedicated left-turn lane onto southbound Herndon Parkway.

Lastly, the project is to encourage less reliance on vehicle travel by providing multi-modal circulation alternatives for pedestrians, bicyclists, and transit riders for local and regional destinations. The project is to include bike lanes, transit stop improvements and pedestrian enhancements along with pedestrian / bike connectivity to local and regional trails; all in a concerted effort to encourage non-vehicle usage and consequently reduce congestion.



How does project increase capacity? (Mass Transit Projects only) N/A

How does project improve auto and pedestrian safety?

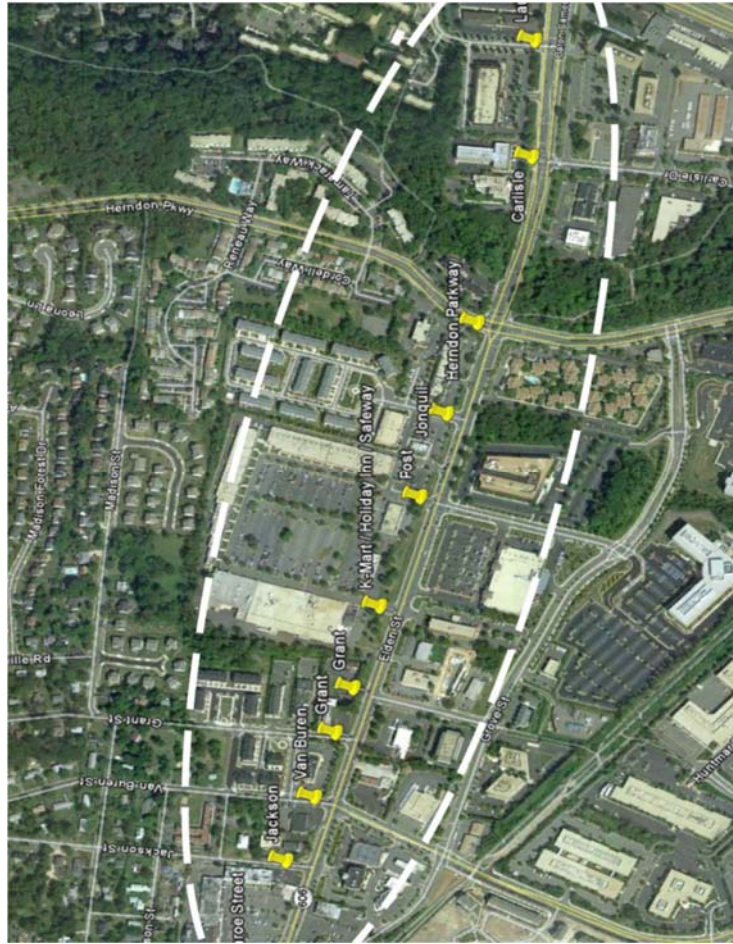
Proposed improvements will increase overall auto and pedestrian safety, while also improving safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations. Specific safety measures include:

- Implement access management and median controls along the Elden Street commercial corridor between Van Buren Street and Herndon Parkway;
- Improve signalized intersections along East Elden Street to include a proposed new intersection pedestrian crossing with a high-intensity activated crosswalk at a high volume commercial driveway entrance at K-Mart plaza;
- Improve safety for the traveling public and transit users to include enhanced facilities for pedestrians and cyclists (ie. ADA accessible wide sidewalks / curb cuts, paver crosswalks, pedestrian crossing / refuge islands, pedestrian / audio signalization, curb radius reduction, bus stop / bus shelter improvements as well as proposed dedicated bike lanes);
- The project is to incorporate flood mitigation measures to resolve significant Sugarland Run flooding at the roadway section between Herndon Parkway and Fairfax County Parkway. VDOT's design is to elevate the roadway to accommodate an upgraded and larger capacity bridge culvert structure.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia





FY 2015-16 PROJECT DESCRIPTION FORM (1P)

Basic Project Information

Submitting Agency: Loudoun County/Town of Leesburg

Project Title: New Grade-Separated Interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass (1P)

Project Type (*check one*):
Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Dulles/VA7/Corridor 1

1. **Project Description:** The project consists of development a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested. Route 15 services as a major commuter route, and there are numerous large retail developments in the area that generate significant traffic volumes. Also, currently there is a large volume of pedestrian traffic, which crosses the bypass between the residential areas inside the bypass and the commercial development outside the bypass.
2. **Requested NVTA Funds:** FY16 = \$1,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Preliminary Design
4. **Total Cost to Complete Project:** \$50,000,000
5. **Project Milestone -Study Phase:** Start of Study July 2014
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE August 2016
7. **Project Milestones -Final Design:** Start of Final Design July 2018
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed January 2019
9. **Project Milestone – Construction:** Start of Construction July 2022
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction N/A
11. **Is Project in Transaction 2040:**
Yes (X) No ()

1 New Grade-Separated Interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass 1P



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)

- Local (X)
- State (X)
- Federal (X)
- Other: Proffers



Stated Benefits

- **What Regional benefit(s) does this project offer?** Route 15 Bypass is part of the National Highway System. Access to Route 15 Bypass is seen as critical for trucking-intensive industries located in this corridor and activity centers in Northern Virginia including pass-through interstate traffic from Maryland/West Virginia/Pennsylvania heading to the Metro Washington Area. This heavily travelled corridor serves as a major access to several large retail centers and to the Leesburg premium Outlet Shopping Mall which attracts traffic from adjoining states.
- **How does the project reduce congestion?** The existing Route 15 Bypass/Edwards Ferry Road intersection is inadequate for current demands and for planned growth in the Northeast area of Leesburg and frequently operates at Level of Service "F". This interchange will separate regional National Highway System Traffic from local traffic and reduce congestion and improve safety along Edwards Ferry Road for local traffic.
- **How does project increase capacity? (Mass Transit Projects only)**
N/A
- **How does project improve auto and pedestrian safety?** Will include a pedestrian walkway over the Route 15 Bypass. Currently, the Town provides a free bus to carry the approximately 200 pedestrians a day that cross the Route 15 Bypass. This interchange will provide a better and safer route for pedestrian traffic in the Northeast area of Leesburg.
- **List internet links below to any additional information in support of this project:**



FY 2015-16 PROJECT DESCRIPTION FORM (1Q)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Innovation Center Metrorail Station (1Q)

Project Type (*check one*):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA 28 (Sully Road, Corridor 3) and VA 267 (Dulles Toll Road, Corridor 1)

1. **Project Description:** The Metropolitan Washington Airports Authority, in cooperation with the Washington Metropolitan Area Transit Authority, is constructing a 23.1 mile extension of the Metrorail system in the growing Dulles Corridor area of Northern Virginia. The Metropolitan Washington Airports Authority is constructing the Metrorail line in two phases; Phase 1, the extension to Wiehle Avenue, has already been constructed and is now open for revenue operation and Phase 2, the Extension to Dulles Airport/Route 772, is currently undergoing design and construction. Innovation Center Metrorail Station is one of the three stations being constructed in Fairfax County as part of Phase 2. The station will include pavilion entrances, covered pedestrian bridges, dual elevators and escalators, and bicycle accommodations.
2. **Requested NVTA Funds:** \$28,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Construction
4. **Total Cost to Complete Project:** \$89,000,000
5. **Project Milestone -Study Phase:** November 2011 - Preliminary Engineering; April 2012 – Environmental Assessment
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - November 2013
7. **Project Milestones -Final Design:** Start of Final Design - June 2014
8. **Project Milestones -Right-of-Way:** January 2016
9. **Project Milestone – Construction:** Start of Construction - Construction for Dulles Rail Phase II has already started, and is scheduled for completion by summer 2018.



10. Project Milestone – Mass Transit Vehicle Acquisition: N/A

11. Is Project in Transaction 2040:

Yes (X) No ()

12. Project in 2010 CLRP: Yes. CLRP, ID #1981

13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The Innovation Center Metrorail Station provides access to the Silver Line extension of the rail system from Washington DC, to and beyond the Dulles International Airport. In addition to the station itself, the facility will include a separate parking garage with bus bays, kiss-and-ride spaces, and bicycle lockers.

This station provides rail and bus travel options throughout the Washington DC metropolitan region, including two states and the District of Columbia.

- **How does the project reduce congestion?**

The project removes single-occupant vehicle (SOV) trips from the highly congested roadways, provides a connection to air, rail and bus travel modes, as well as promotes carpooling.

- **How does project increase capacity? (Mass Transit Projects only)**

Innovation Metrorail Station is one of three new stations in Fairfax County being constructed as part of Phase 2 of the Silver Line. As such, it provides access to the additional capacity in the corridor provided by the Silver Line.

- **How does project improve auto and pedestrian safety?**

By reducing congestion on the roadways, the project will increase safety for both vehicles and pedestrians by reducing vehicle conflicts.

- **List internet links below to any additional information in support of this project:**

<http://www.fairfaxcounty.gov/fcdot/silverline/>

<http://www.dullesmetro.com/about/phase-2.cfm.html>

<http://www.metwashairports.com/380.htm>



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia





FY 2015-16 PROJECT DESCRIPTION FORM (1R)

Basic Project Information

Submitting Agency: Loudoun County

Project Title: Acquisition of Buses (1R)

Project Type (*check one*):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Corridor 1

1. **Project Description:** Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro. In FY2015, park and ride lot projects will be completed in the rapidly growing areas of Dulles South, Dulles Town Center, and the Ashburn area. Additional buses will be required to serve these lots and provide the frequency and capacity to meet the demand for connecting transit service to the Silver Line Metrorail stations.
2. **Requested NVTA Funds:** \$1,860,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Acquisition of four transit buses.
4. **Total Cost to Complete Project:** \$1,860,000 (New supporting Park and Ride lots are funded from other sources.)
5. **Project Milestone -Study Phase:** Start of Study - Completed
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - Completed
7. **Project Milestones -Final Design:** Start of Final Design N/A
8. **Project Milestones -Right-of-Way:** ROW acquisitions – Completed
9. **Project Milestone – Construction:** Start of Construction – N/A
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Summer 2015
11. **Is Project in Transaction 2040:**
Yes (X) No ()
12. **Project in 2010 CLRP:** N/A



13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other: Proffered and NVTA approved funding

Stated Benefits

- **What Regional benefit(s) does this project offer?**

By removing single occupancy vehicles from already congested corridors, vehicle throughput is improved and air quality is improved.

- **How does the project reduce congestion?**

This project removes single occupancy vehicles during peak travel times from the highly congested corridors of Route 50, Route 606, Route 28 and the Dulles Toll Road by offering a transit alternative to access the Silver Line of the Metrorail system.

- **How does project increase capacity? (Mass Transit Projects only)**

An additional bus provides more passenger capacity, and allows additional park and ride lots to be opened in Loudoun County. And, additional buses provide improved frequency of service, which decreases the wait time and make the transit option more attractive as a commuting choice.

- **How does project improve auto and pedestrian safety?**
- **List internet links below to any additional information in support of this project:**