



## FY 2015-16 PROJECT DESCRIPTION FORM (2C)

### Basic Project Information

Submitting Agency: Loudoun County

Project Title: Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd. (2C)

Project Type (*check one*):

Roadway (  ) Transit (  )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA Route 607 / NVTA Corridor 2

1. **Project Description:** This project provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project identified by Loudoun County transportation staff as a primary Tier 1 corridor, necessary for countywide connectivity and is recommended as an essential road connection to provide connectivity to the planned metro rail stations. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way and associated turn lanes and shared use path.

Loudoun County Parkway (VA Route 607/VA Route 606) is a major north-south corridor that, when completed will facilitate much greater access in a large portion of the Dulles Community due primarily to an additional road connection across the Broad Run. A portion of this remaining segment is proffered to be completed in conjunction with adjacent development in the area. The segment of Loudoun County Parkway which follows the existing Route 606 alignment is planned to be widened to an eight-lane roadway; HOV operations will be considered for the final two lanes of this segment. Loudoun County Parkway (VA Route 606) currently continues south from US Route 50 to Braddock Road (VA Route 620), and is planned to be widened from its existing four lanes to a six-lane roadway. South of Braddock Road (VA Route 620), Loudoun County Parkway (VA Route 606) is planned to continue as an ultimate six-lane roadway into the Transition Policy Area and Fairfax County.

2. **Requested NVTA Funds:** \$31,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Design, Right of Way Acquisition, Construction
4. **Total Cost to Complete Project:** \$51,000,000
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 - June 2015
8. **Project Milestones -Right-of-Way:** ROW acquisitions - Completed December 2014
9. **Project Milestone – Construction:** Start of Construction - April 2016
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A
11. **Is Project in Transaction 2040:**  
Yes (  )                      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?**

In 2013 the Loudoun County Department of Transportation and Capital Infrastructure (DTCI) completed a review of the missing links in the Countywide Transportation Plan (CTP) network and prepared a priority plan for completing the missing links over the next six years. The Figure attached to this application "Tier 1 Corridors" shows the hierarchy of roadways for improving north south and east west travel through the county. Four North-South Tier 1 corridors evolved from this process: (1) Route 15, (2) the VDOT North South Corridor of Statewide Significance (CSS), which includes the Bi-County Parkway, Northstar Boulevard (VA Route 659 Relocated), and Belmont Ridge Road (VA Route 659), (3) Loudoun County Parkway (VA Route 607), and (4) Route 28. As shown in the figure, two of these corridors contained "missing links": Northstar Boulevard (south of Braddock Road to Prince William County and from US 50 to Evergreen Mills Road) and Loudoun County Parkway (south of Braddock Road and between Old Ox Road and Creighton Road). Completing these missing links in the Tier 1 Corridors has become a top priority in Loudoun County's Capital Improvement Program and supported by a significant financial investment by the County. NVTA 70% funds presents Loudoun County with an optimum opportunity to support economic growth and address increased access to the Dulles International Airport area; link growing activity centers and residential areas in eastern Loudoun County and Prince William County, and provides new access from I-95 and Prince William County to Dulles International Airport and the area surrounding the airport.

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

The benefits from improved transportation systems in the Tier 1 corridor will provide travel time savings, congestion relief, and improved overall access and mobility for all users of the transportation system.

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

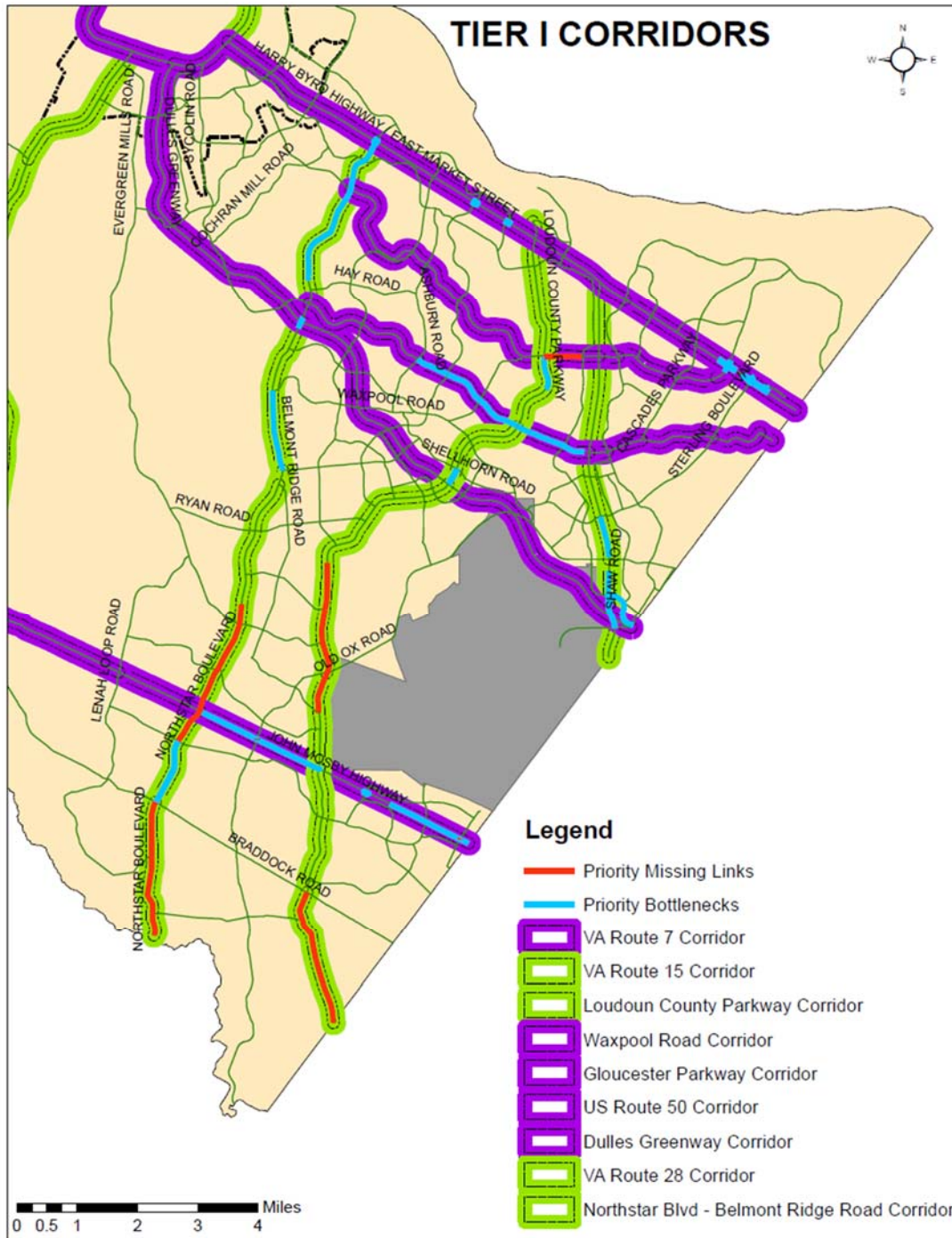
N/A

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

The project improves auto safety by constructing a more direct N-S route through the County which takes motorists off rural roads not designed to carry the large volumes of cars, trucks and school buses they currently have to accommodate on only one N-S corridor in this portion of the County. The project will provide additional trails and sidewalks alongside Loudoun County Parkway in accordance with the County's Countywide Transportation Plan (CTP).



- List internet links below to any additional information in support of this project: N/A





## FY 2015-16 PROJECT DESCRIPTION FORM (2D)

### Basic Project Information

Submitting Agency: Loudoun County

Project Title: Belmont Ridge Road (VA Route 659) - Turo Parish Road to Croson Ln (2D)

Project Type (*check one*):

Roadway (  ) Transit (  )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA Route 659 and NVTA Corridor 2

1. **Project Description:** This project was one of the unfunded projects previously submitted by Loudoun County for FY 2014 funding. This project provides funding to design and reconstruct Belmont Ridge Road from Truro Parish Road to Croson Lane, increasing the overall capacity of Belmont Ridge Road. The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization. The project is a regional north-south corridor connection and is significant as it is identified as a segment of the North/South Corridor of Statewide Significance (CoSS).
2. **Requested NVTA Funds:** \$19,500,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Design, Construction
4. **Total Cost to Complete Project:** \$35,863,000
5. **Project Milestone -Study Phase:** Start of Study – N/A
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE – N/A/
7. **Project Milestones -Final Design:** Start of Final Design - April 2014
8. **Project Milestones -Right-of-Way:** ROW acquisitions - Completed
9. **Project Milestone – Construction:** Start of Construction - July 2017
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction- N/A
11. **Is Project in Transaction 2040:**  
Yes (  ) No (  )

1 Belmont Ridge Road (VA Route 659) - Turo Parish Road to Croson Ln (2D)



12. Project in 2010 CLRP: N/A

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

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



## Stated Benefits

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

Belmont Ridge Road (VA Route 659) is a critical north-south corridor along the western boundary of the Ashburn Community. Currently, Belmont Ridge Road (VA Route 659) is largely a two-lane rural road from VA Route 7 south to the future intersection with Croson Lane (VA Route 645), just north of the Brambleton development.

Two small segments of four-lane divided roadway corridor have been constructed just north and south of the Dulles Greenway (VA Route 267) interchange in conjunction with adjacent developments. The segment from VA Route 7 to Gloucester Parkway will be under construction in 2014 and from Gloucester Parkway to Hay Road in 2016. The project is significant as it is a segment of the State identified North/South Corridor of Statewide Significance. This project also provides direct access to the Greenway relieving traffic from Route 7 going into the Tyson's area.

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

The widening from 2 to 4 lanes will reduce congestion for both commuters and school related traffic as Belmont Ridge Road is a primary route for both types of trips. The widening will also help relieve congestion at the intersections along the corridor and improve the operation and safety of the corridor. The operations of several intersections are hampered due to the volume of heavy trucks and the gradient, particularly at Route 7. Traffic has increased from about 1400 vehicles per day (vpd) in 1995 to almost 13,000 vpd in 2011. Traffic is projected to double by 2032 with up to 11% of the traffic in the form of heavy trucks. The project addresses current and future traffic volumes and ongoing developments along the corridor.

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

N/A

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

The project provides mixed-use trails and sidewalks alongside Belmont Ridge in accordance with the County's Countywide Transportation Plan (CTP). The trails will connect with the grade separated W O&D Regional Trail being constructed in another segment on Belmont Ridge Road. The project upgrades a rural sub-standard two-lane roadway to modern safety standards.

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



## Northern Virginia North-South Corridor Master Plan

