



## FY 2015-16 PROJECT DESCRIPTION FORM (7B)

### Basic Project Information

Submitting Agency: Fairfax County

Project Title: South Van Dorn Street and Franconia Road Interchange 7B

Project Type (*check one*):

Roadway (X)    Transit ( )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA 613 (S. Van Dorn Street) and VA 644 (Franconia Road), Corridor 7 (I-495 Beltway)

1. **Project Description:** Design of Franconia/South Van Dorn Interchange. Preliminary design and environmental documentation are complete, but requires updating and revisions since the completion of I-495/Route 1 and I-495/Telegraph Road Interchanges. Project includes pedestrian and bicycle facilities. Requested funding includes updating previous work and recommending interim improvements.
2. **Requested NVTA Funds:** \$4,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Preliminary engineering and update of environmental analysis.
4. **Total Cost to Complete Project:** \$139,500,000
5. **Project Milestone -Study Phase:** Start of Study - FY 2016
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - FY 2017
7. **Project Milestones -Final Design:** Start of Final Design - To be Determined (TBD)
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - TBD
9. **Project Milestone – Construction:** Start of Construction - TBD
10. **Project Milestone – Mass Transit Vehicle Acquisition:** 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 (X)
- State ( )
- Federal ( )
- Other:



## Stated Benefits

- **What Regional benefit(s) does this project offer?**  
The interchange would provide direct access to the I-495 Capital Beltway and Woodrow Wilson Bridge, which connects to two states and Washington DC. It also improves access to Metrorail.
- **How does the project reduce congestion?**  
The project provides grade-separated turning movements, which improves traffic flow in the thru lanes, increasing capacity of the intersection and reducing congestion. The project will also provide pedestrian and bicycle access and improved roadway access to transit and Metrorail, reducing SOV on the regional roadways.
- **How does project increase capacity? (Mass Transit Projects only )**  
N/A
- **How does project improve auto and pedestrian safety?**  
By grade-separating the roads, the project will reduce conflicts between vehicles. By providing signalized pedestrian and bicycle facilities, the project will increase safety for pedestrians and bicyclists.
- **List internet links below to any additional information in support of this project:**  
The project is in conformance with the Fairfax County Comprehensive Transportation Plan: [Fairfax County Comprehensive Plan 2013 Edition \(as amended\\*\) - Fairfax County, Virginia](#)



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*





## FY 2015-16 PROJECT DESCRIPTION FORM (7C)

### Basic Project Information

Submitting Agency: City of Alexandria

Project Title: Duke Street Transit Signal Priority

Project Type (*check one*):

Roadway ( ) Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 236 (7C)

1. **Project Description:** This project will design, install and implement a transit vehicle signal priority system on Route 236, Duke Street, in Alexandria. Onboard equipment will be installed on the buses in the Alexandria Transit DASH fleet that operate on the Duke Street corridor. In addition traffic signal field equipment will be installed and replaced along the route. The project is within NVTA Corridor 7.
2. **Requested NVTA Funds:** \$190,000 in FY15-FY16 NVTA 70% funds is being requested.
3. **Phase(s) of Project Covered by Requested NVTA Funds:** This covers the project design and implementation.
4. **Total Cost to Complete Project:** \$250,000
5. **Project Milestone -Study Phase:** N/A
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE October 2015
7. **Project Milestones -Final Design:** Start of Final Design January 2016
8. **Project Milestones -Right-of-Way:** No Right-of-way is required for this project
9. **Project Milestone – Construction:** Start of Construction - August 2016
10. **Project Milestone – Mass Transit Vehicle Acquisition:** 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 ( )
- Federal ( )
- Other:

## Stated Benefits

- **What Regional benefit(s) does this project offer?**  
This project benefits the region by providing reliable transit service along the Duke Street Corridor. This corridor is a major commuting corridor that is not served by any other forms of mass transit except for bus service. Overall, this project will improve the efficiency of traffic flow in the Duke Street corridor.
- **How does the project reduce congestion?**  
This project reduces congestion by encouraging roadway users to use transit service rather than single occupant vehicles by improving the reliability of transit service.
- **How does project increase capacity? (Mass Transit Projects only )**  
This project increases the throughput of buses along the Duke Street, which could lead to operating additional buses in a more efficient and effective manner along the corridor.
- **How does project improve auto and pedestrian safety?**  
This project will improve the efficiency of traffic flow in the Duke Street corridor.
- **List internet links below to any additional information in support of this project:**  
None at this time