



APPLICATION #: FFX-138

Application Status: Accepted

Date Submitted: 07/28/2023

Local Priority: 4

1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

18 - Seven Corners Ring Road Improvements

1.2: Secondary TransAction IDs

1.3: What is the primary TransAction corridor segment in which this project is physically located?

6-3 I-66/US 29/US 50/Orange Silver Line - I-495 to Potomac River

1.4: What other TransAction corridor segments is this project physically located in?

1.5: Project Title

Seven Corners Ring Road Improvements

1.6: Project Subtitle

Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road

1.7: Primary Supported Mode

Roadway

1.8: Secondary Supported Modes

Bike and Pedestrian, Intersection/Interchange

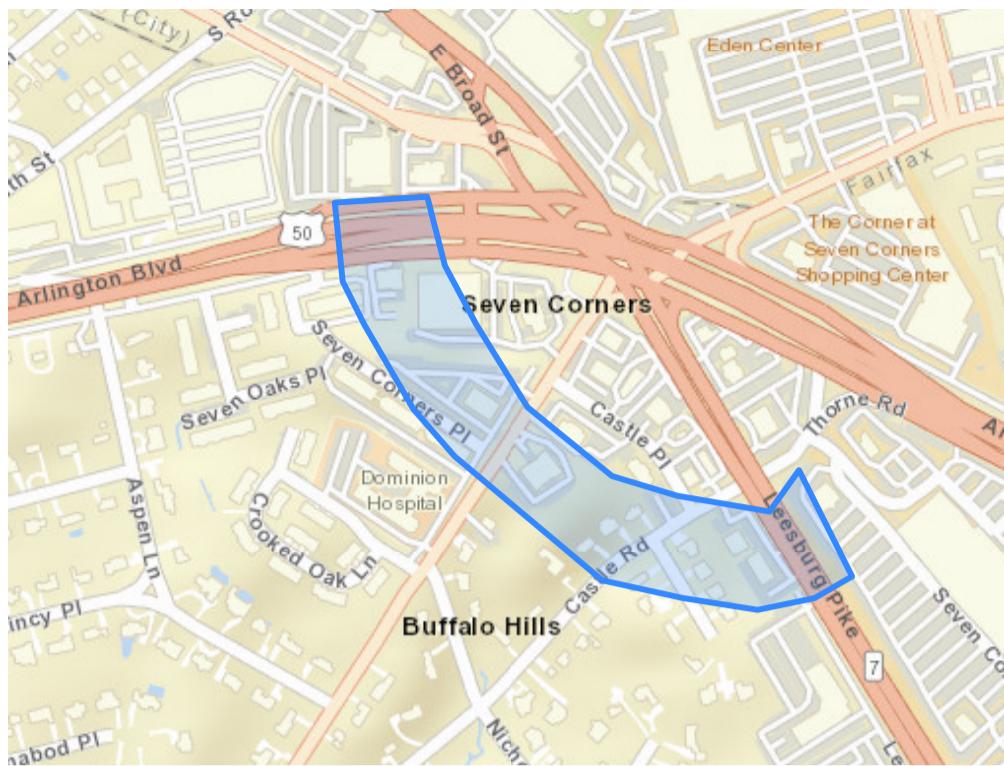
1.9: Project Description

The existing Seven Corners Interchange is a confusing confluence of major roads (Arlington Blvd (Route 50), Leesburg Pike (Route 7), and Wilson Blvd/Sleepy Hollow Road), multiple signalized intersections, extremely limited pedestrian facilities and no bicycle facilities. The interchange causes high levels of congestion, long periods of vehicular delay and safety concerns for pedestrians, bicyclists and transit users. The proposed "Ring Road" concept will help move traffic around the interchange area, converting the section of Route 7 where it crosses over Route 50 into a one-way couplet, and closing some of the Seven Corners roads such as Hillwood Avenue to increase capacity for the other connections. Phase 1A, Segment A of the Seven Corners Ring Road Improvements project includes the construction of a portion of the Seven Corners "Ring Road" from Arlington Blvd (Route 50) Westbound Ramp to the intersection of Castle Place and Sleepy Hollow Road with travel lanes, a bi-directional cycletrack, and parking lanes. Reducing potential conflicts between motorists and pedestrians in the Seven Corners interchange will significantly enhance safety for all modes of transportation. The improvements will also facilitate access to transit, reduce congestion, and improve regional sustainability in one of the region's Equity Emphasis Areas.

1.10: Project Location Text

Arlington Boulevard (Route 50) Westbound Ramp to Route 7 (see map)

1.11: Project Location Map



[Leaflet](#) | Tiles © Esri — Source: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

1.12: Local Priority

4

1.13: Does this project support Metro or VRE core capacity?

No

1.14: Project URL

<https://www.fairfaxcounty.gov/transportation/study/seven-corners>

2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study	N/A	N/A
Design/Engineering/Environmental	FY2026	FY2029
ROW and Utilities	FY2028	FY2030
Construction	FY2030	FY2032
Asset Acquisition	N/A	N/A

2.2: Potential Delay Risk Factors

There are no known risk factors at this time.

2.3: For Design-Build project, estimated date for funding verification

3: COST AND FUNDING

3.1: Total Cost by Phase and Fiscal Year

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2026	\$0.00	\$1,063,039.40	\$0.00	\$0.00	\$0.00	\$1,063,039.40
FY2027	\$0.00	\$1,063,039.40	\$0.00	\$0.00	\$0.00	\$1,063,039.40
FY2028	\$0.00	\$1,063,039.40	\$25,239,239.18	\$0.00	\$0.00	\$26,302,278.58
FY2029	\$0.00	\$1,063,039.40	\$25,239,239.18	\$0.00	\$0.00	\$26,302,278.58
FY2030	\$0.00	\$0.00	\$25,239,239.18	\$17,573,513.96	\$0.00	\$42,812,753.14
FY2031	\$0.00	\$0.00	\$0.00	\$17,573,513.96	\$0.00	\$17,573,513.96
FY2032	\$0.00	\$0.00	\$0.00	\$17,573,513.96	\$0.00	\$17,573,513.96
Totals	\$0.00	\$4,252,157.60	\$75,717,717.54	\$52,720,541.88	\$0.00	\$132,690,417.02

3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2028	\$0.00	\$52,157.60	\$25,239,239.18	\$0.00	\$0.00	\$25,291,396.78
FY2029	\$0.00	\$0.00	\$25,239,239.18	\$0.00	\$0.00	\$25,239,239.18
FY2030	\$0.00	\$0.00	\$25,239,239.18	\$15,486,513.96	\$0.00	\$40,725,753.14
FY2031	\$0.00	\$0.00	\$0.00	\$15,486,513.96	\$0.00	\$15,486,513.96
FY2032	\$0.00	\$0.00	\$0.00	\$15,486,513.96	\$0.00	\$15,486,513.96
Totals	\$0.00	\$52,157.60	\$75,717,717.54	\$46,459,541.88	\$0.00	\$122,229,417.02

3.3: Other Secured Funding Sources

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$4,252,158	\$75,717,718	\$52,720,542	\$0	\$132,690,417
NVTA Funds Applied	\$0	\$52,158	\$75,717,718	\$46,459,542	\$0	\$122,229,417
RSTP			\$0	\$5,161,000		\$5,161,000
NVTA 30%		\$0		\$1,100,000		\$1,100,000
Previous NVTA 70%		\$4,200,000				\$4,200,000
Total Other	\$0	\$4,200,000	\$0	\$6,261,000	\$0	\$10,461,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

3.4: Other Sources Applied for But Not Yet Secured

N/A

3.5: Other Sources under consideration for applying for any gap remaining

The County will consider applying for funding through Virginia's Smart Scale, future NVTA SYP, and/or federal funding sources as appropriate/needed.

4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

The Seven Corners Transportation Study, Phase II (November 2014), identified that most of the intersections at the Seven Corners Interchange operate at level of service E or F during peak periods, due to the convergence of several regional commuting corridors at a single point. The proposed Ring road concept will help move traffic around the interchange area, converting the section of Route 7 where it crosses over Route 50 into a one-way couplet, and closing some of the Seven Corners roads such as Hillwood Avenue to increase capacity for the other connections. The Ring Road and new overcrossings would be able to accommodate forecasted traffic volumes and the new interchange ramp terminals would not operate at capacity or experience substantial queuing. The Seven Corners Phasing Study (June 2023) evaluated and determined the order of implementation for the previously recommended transportation improvements. The project would accommodate BRT with direct connection from Route 7 to Roosevelt Boulevard (and thus the East Falls Church Metrorail Station) which would also help with circulator service to/from the station. The project would provide multiple opportunities for improvements to local bus service, integration with other modes, and coordination with other transit service in the Seven Corners area.

4.2: What congestion problem does the project address and how will it reduce congestion?

The project will address reliability and congestion issues on portions of Route 50 by improving the Seven Corners Interchange. The Seven Corners area serves as a critical east/west and north/south junction for Northern Virginia. Three major regional commuter routes, Arlington Blvd (Route 50), Leesburg Pike (Route 7), and Wilson Boulevard/Sleepy Hollow Road, pass through this area. By addressing the function of the roadways that intersect this interchange, a significant chokepoint in the region can be improved. As a parallel facility to I-66 and major regional commuter route, improvements to the interchange have the potential to alleviate some reliability and congestion issues on portions of I-66.

4.3: Provide current and forecasted traffic/ridership data with and without the project.

	COUNT	YEAR	SOURCE/EXPLANATION
Data For: Existing facility	Current		See Attachment 4.3-Forecasted Volumes.
Data Type: AADT	Future Without Project		
Data Frequency: AM Peak	Future With Project		

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

The project will address severe congestion issues on Route 7 and Route 50 at the Seven Corners Interchange by improving access to and within the Seven Corners Activity Center as well as provide access to/between other centers, such as Tysons, Annandale, and Ballston. A key objective of the Seven Corners Ring Road is to increase connectivity with more roads in the area and ultimately simplify the Seven Corners Interchange. The project will also improve connectivity around the localities surrounding Seven Corners, including Fairfax County, the City of Falls Church, and Arlington County, as well as those trying to travel to and from the District of Columbia.

4.5: How will the project improve integration between modes & systems?

When the Seven Corners interchange is fully completed, it will enhance access of buses and personal vehicles to existing transit, bus stops, and Park and Ride lots by providing safe and reliable Bus Rapid Transit (BRT) along Route 7 from Mark Center to Tysons, via the East Falls Church Metrorail Station as provided for in Envision Route 7 project. In addition, the project will help improve access to businesses around the project area, increasing access to jobs, employees, markets and destinations. The project will create or enhance bicycle and pedestrian facilities in the area, which will enhance the safety of pedestrians who presently attempt to cross either north to south or east to west. Bicyclists will also be provided a facility that is physically separated from both the roadway and the sidewalk, which will improve safety.

4.6: Is safety the primary purpose of this project?

No

4.7: How will the project improve safety?

N/A

4.8: What synergies exist between this project and other projects **your jurisdiction/agency** is applying for this SYP update cycle?

None currently

4.9: What synergies exist between this project and other projects **other jurisdictions/agencies** is applying for this SYP update cycle?

None currently.

4.10: What synergies exist between this project and other projects previously approved for NVTA regional revenues?

The Authority approved \$4.2 million for Preliminary Engineering for this project in its FY 2022-2027 Program. Additional funding will further advance this vital project. Additionally, NVTA funded NVTC's Envision Route 7 Study in FY 2024, which has recommended Bus Rapid Transit (BRT) to run 11 miles, mostly in a dedicated lane, between the Spring Hill Metrorail Station in and the Mark Center, leaving Route 7 briefly to connect to the East Falls Church Metrorail Station. The improvements to Seven Corners, coupled with the Route 7 proposal will expand travel options, enhance connections to Seven Corners, while reducing greenhouse gas emissions and traffic congestion.

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions).

The signals within project area will be coordinated and synchronized with the existing signal timing philosophy of the surrounding areas.

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing.

N/A

5: OTHER INFORMATION

5.1: Is this project included in the current CLRP?

Yes

5.2: Title of the project in CLRP

US 50 (Seven Corners Interchange)

5.3: CLRP ID

CEID 3477

5.4: Project VDOT UPC Number, if existing

T17486

5.5: Project DRPT Number, if existing

5.9: List internet links to any additional information in support of this project

<http://www.fcrevit.org/baileys/7cornersTransStudyDocsarchive.html> <https://www.fairfaxcounty.gov/planning-development/sites/planning-zoning/files/assets/complan/area1/baileys.pdf>

5.6: Is this project included in the current TIP?

Yes

5.7: Title of the project in TIP?

Construction: Safety/ITS/Operational Improvements

5.8: TIP ID

Grouped Project

6: ATTACHMENTS

Attachments

File Name: Seven Corners Phase 1 Concept Sketch.pdf

Attachment Type: Project sketch

Date Added: 07/11/2023

https://novagateway.org/Home/GetFile/602?attachment_type=Attachments

File Name: Seven Corners - Cost_Estimate_Workbook (CEWB).xlsm

Attachment Type: Detailed cost estimates

Date Added: 07/24/2023

https://novagateway.org/Home/GetFile/685?attachment_type=Attachments

File Name: Section 4.3 Seven Corners Forecasted Volumes.xlsx

Attachment Type: Other

Date Added: 07/28/2023

https://novagateway.org/Home/GetFile/746?attachment_type=Attachments

7: CERTIFICATIONS

7.1: Submitter Agreed to all Terms if project is approved for funding:

- ✓ Commit all necessary operations/maintenance funds
- ✓ Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.
- ✓ Provide a monthly status report on project progress to NVTA staff
- ✓ Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
- ✓ Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included
- ✓ Provide NVTA with appropriate insurance certification and keep the certificates up to date
- ✓ Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing
- ✓ Coordinate with NVTA staff before finalizing any third party administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
- ✓ Adhere to all relevant NVTA Policies.

7.2: Staff Point of Contact

Name: Noelle Dominguez
Title: Chief - Coordination and Funding Division
Email: noelle.dominguez@fairfaxcounty.gov
Phone: 703-877-5665

7.4: Digital Signature

Noelle Dominguez
7.5: Date
07/28/2023

7.3: PIO Point of Contact

Name: Robin Geiger
Title: Head of Communications
Email: Robin.Geiger@fairfaxcounty.gov
Phone: 703-877-5602

RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

File Name: FY2024-2029 SYP County Resolution.pdf

https://novagateway.org/Home/GetFile/421?attachment_type=PrimaryResolutions

Supporting - Signed copy of Board/Council resolution in support of the application

Clarification Requests

Active Request Pending

Request Details

Date requested: 7/28/2023 2:05:23 PM

Request Notes

Hi! We don't need a clarification on the information provided within the application itself, but the summary page notes, in the SPA status, that an SPA has been initiated for this application, which is incorrect. Can that status be updated in the PIMMS system?

Response notes