



Construct Interchange at Route 7 and Battlefield Parkway

Project Description

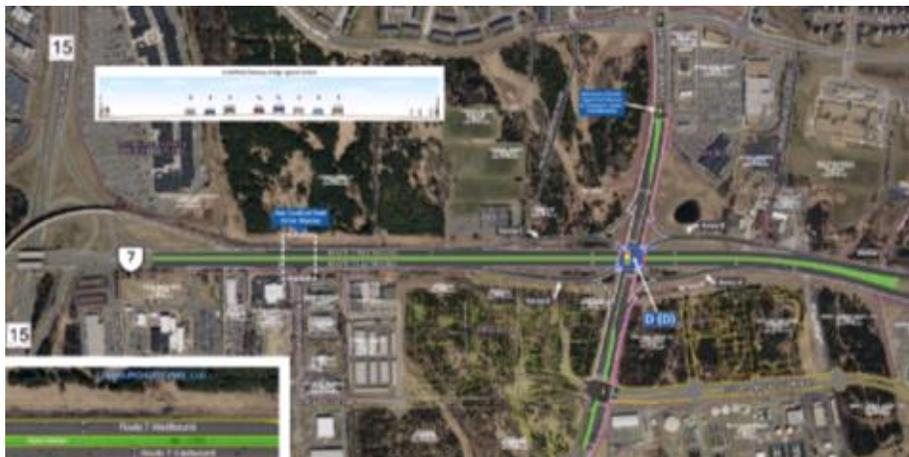


This project includes development of a grade-separated interchange between East Market Street (Route 7) and Battlefield Parkway in Leesburg. The project will also convert the existing signalized intersection at East Market Street and Cardinal Park Drive to an unsignalized right-in/right-out intersection. At completion of this project and other projects either planned or under construction, all traffic signals will be eliminated from Route 7 for a 38-mile segment between Algonkian Parkway and Berryville. The purpose of the project is to relieve congestion, improve traffic operations, improve safety, improve pedestrian access, and to allow Route 7 to function as a limited access corridor within the Town in accordance with the Town Plan. The project was originally included in the 1986 Leesburg Town Plan, and continues to be in the Town Plan today. The project is also included in the Town's Capital Improvement Program, the Loudoun Countywide Transportation Plan, the Loudoun County Capital Improvement Program, VDOT's Six-Year Improvement Program, and the National Capital Region Transportation Planning Board's 2016 Amendment to the Constrained Long Range Plan (CLRP).

Reference Number: 2018-054-2
TransAction ID: 193
Submitting Jurisdiction/Agency: Town of Leesburg
Location: See map below.
Requested NVTA Funds: \$25,000,000
Previous NVTA Funds Received: \$33,000,000
Total Cost to Complete Project: \$58,000,000

The Route 7 corridor carries inter-state and intra-state traffic from the west and north to employment corridors and activity centers in the Dulles area and Washington, D.C. metropolitan area. The corridor routinely experiences severe congestion, especially during afternoon peak periods. VDOT, in cooperation with the Town of Leesburg and Loudoun County, is preparing an Interchange justification report (IJR) for the project (Attachment 2 – Draft Interchange Justification Report). As part of the IJR, traffic forecasts and traffic analyses were performed (see Chapters 6 – Traffic Volumes and Chapter 7 – Traffic Analysis of the IJR). The traffic analysis concluded that the proposed interchange will improve operations along Route 7 based on corridor travel times, speeds, densities, vehicle throughputs, and arterial intersection operation results. In addition to improving motorized vehicle operations, this project will also improve pedestrian and bicycle access and connectivity. There currently is a missing link in the sidewalk / shared use path system along Battlefield Parkway that establishes a barrier that prevents pedestrians and bicyclists from safely crossing Route 7. Earlier this year, the Town established a trail network along Battlefield Parkway. Because of this missing link, bicyclists riding along Battlefield Parkway must travel nearly two miles further to cross Route 7 at River Creek Parkway. The proposed interchange will provide a grade-separated crossing of Route 7 for bicyclists and pedestrians.

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work	X	X	X	X				
Right of Way Acquisition				X				
Construction		X	X	X	X	X		

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work		\$2,000,000 (NVTA 70%)	\$2,000,000
Right of Way Acquisition*			
Construction	\$25,000,000	\$31,000,000 (NVTA 70%)	\$56,000,000
TOTAL:	\$25,000,000	\$33,000,000	\$58,000,000

Note: Right of Way expenses are included in the Design costs.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	30.70
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	21
TransAction Project Rating:	71.12
TransAction Project Rating Rank:	16

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- Reduce congestion and delay experienced by commuters and local residents on a daily basis.
- Improve access to jobs for commuters from points north and west traveling to employment centers further east.
- Improve travel time reliability by reducing congestion experienced during peak periods.
- Improve the multimodal transportation system by eliminating barriers to pedestrians and bicyclists who desire to cross Route 7 and travel between residential areas and commercial centers. Also improves access to the W&OD Regional trail for residents living north of Route 7.
- Reduce air pollution by reducing congestion.
- Improve safety by separating higher speed through traffic from slower speed local roads.

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.