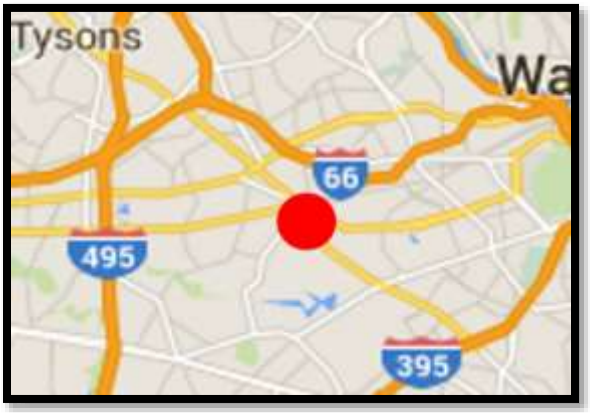
Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Project Description Form – 6U

Basic Project Information

Submitting Jurisdiction/Agency: Fairfax County
Project Title: Seven Corners Ring Road Improvements

Project Location: Castle Pl/Arlington Blvd to Castle Pl/Sleepy Hollow



Project Description: The existing Seven Corners Interchange is a confusing confluence of major roads (Arlington Blvd (Route 50), Leesburg Pike (Route 7), and Wilson Boulevard/Sleepy Hollow Road), multiple signalized intersections, extremely limited pedestrian facilities, and no bicycle facilities. Due to the confluence of so many regional commuting corridors at a single point, most of the intersections at the Seven Corners Interchange operate at level of service E or F during peak periods. The interchange causes high levels of congestion, long periods of vehicular delay and safety concerns for pedestrians, bicyclists and transit users. After a two-year community consultation process, the Fairfax County Board of Supervisors adopted an updated Comprehensive Plan for the Seven Corners area that includes a concept for a new Seven Corners Interchange. This project application is to design and acquire right of way for the first phase of the new Seven Corners Interchange, the ring road around the southwest side of the interchange (from Route 50 west of the interchange to Sleepy Hollow Road at Castle Court). This project is a necessary component of the TransAction 2040 project, "Widen US 50 to 6 lanes between eastern city limit of the City of Fairfax and the Arlington County line."

Project Milestones

Project Milestones by Project Phase:

- **Engineering:** January 2017-December 2021
- **Environmental Work:** (included in engineering)
- **Design:** (included in engineering)
- **Right of Way Acquisition:** January 2019-June 2021
- **Construction:** January 2022-December 2025
- **Capital Asset Acquisitions:** January 2022-December 2025
- **Other:**

Project Analysis Summary

NVTA Score			Rank
Congestion Reduction Relative to NVTA Cost		hours saved/$ million	Rank
Congestion Reduction Relative to Total Cost		hours saved/$ million	Rank

Project Cost

Requested NVTA FY2017 Funds: $5,000,000

Total Cost to Complete Project: $52,100,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering	$2,750,000 (FY2017 – FY2021)		$2,750,000 (FY2017 – FY2021)
Environmental Work	(included in engineering)		(included in engineering)
Design	(included in engineering)		(included in engineering)
Right of Way Acquisition	$2,250,000 (FY2019 – FY2021)	$27,750,000 (HB 2 and/or NVTA future request)	$30,000,000 (FY2019 – FY2021)
Construction		$19,350,000 (HB 2 and/or NVTA future request)	$19,350,000 (FY0022 – FY2025)
Capital Asset Acquisitions			
Other			
TOTAL	**$5,000,000**	**$47,100,000**	**$52,100,000**

Project Impacts

What regional benefit(s) does this project offer? The Seven Corners area serves as a critical east/west and north/south junction for Northern Virginia. Three major regional commuter routes pass through this area. In addition, because I-66 is HOV only during peak periods, many commuters use Route 50 to commute from Virginia to Washington DC. By addressing the function of the roadways that intersect this interchange, a significant chokepoint in the region can be improved. The reduced congestion will enhance air quality and improve the economic prospects of the businesses surrounding the project area. Furthermore, it will enhance access to adjacent activity centers at Bailey's Cross Roads, in Alexandria, and Falls Church. This project is one part of a larger transportation redevelopment plan that promises to transform the entire Seven Corners area.

How will the project reduce congestion? A key objective of the Seven Corners Ring Road is to increase connectivity with more road connections and ultimately to simplify the Seven Corners Interchange. Since the first portion of the ring road is in the southwest quadrant of the intersection, this initial improvement will enhance connectivity for Arlington Boulevard (Route 50) traffic, as well as traffic on Route 7 between Seven Corners and Baileys Crossroads. As the Routed 50/ Route 7 intersection itself is reconstructed in a later phase of the project, the ring road will maintain traffic through the area during construction. On completion of the entire project the ring road will enhance connectivity between the major roads at the intersection as well as to local land uses. Furthermore, the improvements will create a friendlier environment for pedestrians and bicycles, which is designed to reduce the number of vehicle trips.

How will the project increase capacity? The new roadway will serve to connect the slower speed local road network with a higher speed facility (i.e., Route 50) and will accommodate pedestrian and bicycle travel. Additionally, Fairfax County has identified Leesburg Pike (from the City of Alexandria to Tysons) as a corridor in need of higher capacity transit service. Preliminary recommendations indicate Bus Rapid Transit (BRT) or Light Rail Transit Service (LRT), and either system would benefit from improvements to the Seven Corners Interchange.

How will the project improve auto and pedestrian safety? The project will create bicycle and pedestrian facilities where there currently are none. The proposed facilities will enhance the safety of pedestrians who presently attempt to cross either north to south or east to west. Bicyclists will be provided a facility that is physically separated from both the roadway and the sidewalk.

How will the project improve regional connectivity? The project is located within and provides greater mobility through the Seven Corners Activity Center to points east and west. The Seven Corners area is an important transit point for the Northern Virginia region. By improving the roadway network and intersections in the area, this project will enhance access to activity centers along Route 7 (e.g. Bailey's Cross Roads and the City of Falls Church) and Route 50 (e.g. downtown Washington DC).

How will the project improve bicycle and pedestrian travel options? The project will improve bicycle and pedestrian travel options by creating bicycle and pedestrian facilities where currently none exist. These improvements will mitigate unsafe, hazardous conditions that currently exist for pedestrians and bicyclists.

How will the project improve the management and operation of existing facilities through technology applications? The reconfigured interchange would include an upgraded traffic signalization system.

Additional Information in Support of This Project

Seven Corners Community Business Center Study: http://www.fairfaxcounty.gov/dpz/sevencorners/
Comprehensive Plan Amendment for Seven Corners:
http://www.fcrevit.org/baileys/download/Seven%20Corners%20Executive%20SummaryREDUCED.pdf