



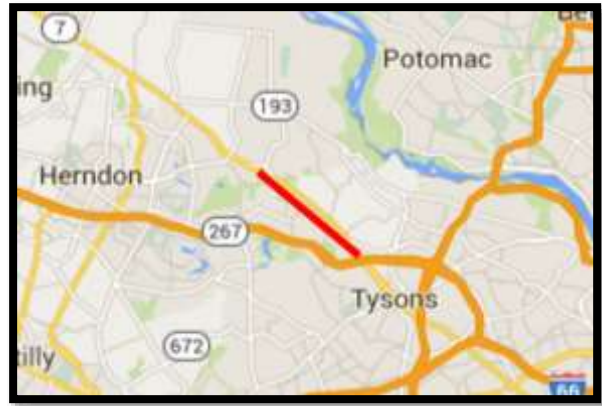
Project Description Form – 1S

Basic Project Information

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive

Project Location: Colvin Forest Drive to Jarrett Valley Drive



Project Description: Widen Route 7 from four to six lanes between Colvin Forest Drive and Jarrett Valley Drive, improve intersections and add bicycle and pedestrian facilities. This project aims to increase capacity, decrease congestion and improve safety along a 3.6-mile segment of Route 7 between Jarrett Valley Drive and Colvin Forest Drive, and includes:

- Widening from four to six lanes.
- Intersection improvements along the corridor, with careful focus on community access.
- A 10-foot shared-use path on both sides of Route 7, with connections to local trails.

As of 2011, this section of Route 7 carried up to 54,000 vehicles a day, and is expected to carry up to 86,000 vehicles a day by 2040. Widening this high-volume road has been part of Fairfax County's Comprehensive Plan for many years, and is an important improvement to link northern and western Fairfax with the county's planned revitalization of Tysons.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:**
- **Environmental Work:**
- **Design:** Scoping/preliminary design (2014 to Sept 2016), Detailed/final design (Sept 2016 to Feb 2020)
- **Right of Way Acquisition:** Land acquisition (Mar 2018 to Feb 2020); Utility relocation (Late 2018 to Jul 2020)
- **Construction:** Jan 2021 to Dec 2022
- **Capital Asset Acquisitions:**
- **Other**

Project Analysis Summary*

NVTA Quantitative Score	66.24	Rank	2
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.21	hours saved/\$	Rank 12
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.18	hours saved/\$	Rank 11

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTA FY2017 Funds: \$10,000,000

Total Cost to Complete Project: \$135,900,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering		\$2,400,000 (RSTP)	\$2,400,000 (FY2016 – FY2020)
Environmental Work		(included in engineering)	(included in engineering)
Design		(included in engineering)	(included in engineering)
Right of Way Acquisition	\$10,000,000 (Late FY2017 - FY2020)	\$17,000,000 (RSTP)	\$27,000,000 (FY2017 – FY2020)
Construction		\$4,331,000 (RSTP) \$102,169,000 (HB2 and/or NVTA future request)	\$106,500,000 (FY2021 – FY2023)
Capital Asset Acquisitions			
Other			
TOTAL	\$10,000,000	\$125,900,000	\$135,900,000

Project Impacts

What regional benefit(s) does this project offer? As of 2011, this section of Route 7 carried up to 54,000 vehicles a day, and is expected to carry up to 86,000 vehicles a day by 2040. Widening this high-volume road has been part of Fairfax County's Comprehensive Plan for many years, and is an important improvement to link northern and western Fairfax with the county's planned revitalization of Tysons.

How will the project reduce congestion? The widening of the roadway increases the vehicular capacity of the roadway itself. The addition of bicycle and pedestrian facilities will provide alternate commuting and travel modes into and out of Tysons, and help reduce vehicular congestion. In addition, the widening will also improve level of service on the facility, reduce auto vehicle miles travelled. The application of access management on this Route 7 project places a focus on the location, spacing, and design of intersections, entrances, median openings, and traffic signals. Each of these creates "conflict points" where vehicles have to stop or slow, thus disrupting the flow of traffic. The more conflict points a roadway has, the more it experiences traffic congestion and crashes. Reducing the number of conflict points and their adverse impact on roadway operations and public safety will come through better management of access to Route 7. With access management motorists spend less time in traffic, increase fuel efficiency, air pollution is reduced, and commuting times are lessened.

How will the project increase capacity? The project will increase capacity by adding two additional lanes on Route 7 (one in each direction) for approximately 3.6 miles between Jarrett Valley Drive and Colvin Forest Drive.

How will the project improve auto and pedestrian safety? The application of access management on this Route 7 project places a focus on the location, spacing, and design of intersections, entrances, median openings, and traffic signals. Each of these creates "conflict points" where vehicles have to stop or slow, thus disrupting the flow of traffic. The more conflict points a roadway has, the more it experiences traffic congestion and crashes. Reducing the number of conflict points will improve safety for both motorists and pedestrians. In addition, this project will provide multi-use trails on both sides of Route 7 which will further improve safety for pedestrians.

How will the project improve regional connectivity? The project will improve access between the four Tysons Activity Centers and points west. Further, widening this high-volume road has been part of Fairfax County's Comprehensive Plan for many years, and is an important improvement to link northern and western Fairfax with the county's planned revitalization of Tysons.

How will the project improve bicycle and pedestrian travel options? The roadway widening work includes adding 10 foot wide shared-use paths on both sides of the road. These improvements will improve safety and expand mobility for cyclists and pedestrians, all in conformity with Fairfax County's Comprehensive Plan.

How will the project improve the management and operation of existing facilities through technology applications? N/A

Additional Information in Support of This Project

VDOT Project Page - http://www.virginiadot.org/projects/northernvirginia/route_7_widening_-_reston_ave_to_dtr.asp

