



FY 2015-16 PROJECT DESCRIPTION FORM (1N)

Basic Project Information

Submitting Agency: Town of Herndon

Project Title: East Elden Street Improvements and Widening Project (1N)

Project Type (check one):
Roadway () Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA State Route 606 and Route 6656; NVTA Corridor Number 1 (Dulles / VA 7 Corridor) and NVTA Corridor Number 5 (Fairfax County Parkway Corridor).

1. Project Description: East Elden Street Improvements and Widening Project is 1.0 mile in length and is located between Monroe Street and the Fairfax County Parkway. The scope of this project is to widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway, continuing as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street, and then transitioning to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.

The purpose of this project is to relieve peak-hour congestion by increasing roadway capacity via an additional lane for each direction between Herndon Parkway and Fairfax County Parkway interchange and to provide for dedicated turning lanes at each major intersection, while also improving safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations. The town has prepared a concept design to determine the right-of-way needed for roadway improvements and, since year 2000, has subsequently acquired applicable street dedication and easements to accommodate significant sections of the planned East Elden Street improvements.

2. Requested NVTA Funds: \$10.4 Million

3. Phase(s) of Project Covered by Requested NVTA Funds: Right-of-Way / Utility phase

4. Total Cost to Complete Project: \$30,902,000 Million

5. Project Milestone - Study Phase: Town prepared design study/concept completed.

6. Project Milestone - Preliminary Engineering (30% Design): PE 30% Design completed by VDOT. VDOT's Location & Design Public Hearing scheduled for summer 2015.



7. Project Milestones - Final Design: Start of Final Design (February 2017).

8. Project Milestones - Right-of-Way: ROW acquisitions completed (December 2018).

9. Project Milestone - Construction: Start of Construction (Spring 2019).

10. Project Milestone – Mass Transit Vehicle Acquisition: N/A

11. Is Project in Transaction 2040:

Yes (X) No ()

Listed in TransAction 2040 under NVTA Corridor 1 (Dulles / VA 7)

12. Project in 2010 CLRP: Yes; 2010 CLRP ID number: 1925 (VDOT's UPC #: 50100)

13. Project Leverages other Funding:

- Local (X) = \$ 389,000 (TEA-21 High-Priority Funds, local match)
- State (X) = \$ 1,378,000 (RSTP, Urban Formula Funds)
- Federal (X) = \$ 4,734,000 (RSTP, Urban Formula Funds)
- Other: = n/a
- TOTAL = \$ 6,501,000



Stated Benefits

What Regional benefit(s) does this project offer?

East Elden Street is a major arterial that serves both local and regional traffic and is a significant link in the local and regional transportation network. East Elden Street is a critical town arterial (37,000 VPD to 40,000 VPD) for commuter traffic and a functional component of the region's multimodal transportation system. Elden Street is the town's major commercial corridor and is a primary state route providing connectivity between Herndon, its environs and the surrounding roadway network to include: Centreville Road (Route 228), Fairfax County Parkway (Route 286), Baron Cameron Avenue (Route 606), Route 28 and the Dulles Toll Road (Route 267). The project is anticipated to serve four Fairfax Connector transit routes providing access to the future Herndon Station of Dulles Metrorail Silver Line as well as regional intermodal connectivity for Herndon and surrounding area, Dulles Airport, Dulles Corridor and beyond. And, the project is to include improved pedestrian and bike connectivity to Northern Virginia's W&OD Regional Trail, the town's Folly Lick / Van Buren Trail as well as the county's Sugarland Run Trail; all of which will provide inter-modal pedestrian and bike access to the northside pedestrian facility of the future Herndon Station of Dulles Metrorail Silver Line.

How does the project reduce congestion?

The project will reduce traffic congestion, facilitate vehicular access to and from the Fairfax County Parkway, and increase the efficiency of the East Elden Street / Herndon Parkway intersection. Several key access management and congestion relief measures are as follows:

- Section 1: transition East Elden Street between Monroe Street and Van Buren Street from four-lanes undivided to the proposed four-lane divided section. The Elden / Van Buren intersection is to include dedicated left-turn lane capacity improvements.
- Section 2: widen East Elden Street from four-lanes undivided to four-lanes divided between Van Buren Street and Herndon Parkway with a raised median to include streetscape and median enhancements. This section is also to include dedicated left-turn lane capacity improvements.
- Section 3: widen East Elden Street by adding one lane in each direction between Herndon Parkway and Fairfax County Parkway resulting in right-turn movement onto adjacent commercial/office land uses while accommodating vehicle throughput and future traffic volume during peak commuting hours. The Elden / Herndon Parkway intersection will provide turning lane capacity improvements to include an extended, dedicated right-turn lane onto northbound Herndon Parkway and to continue a dedicated left-turn lane onto southbound Herndon Parkway.

Lastly, the project is to encourage less reliance on vehicle travel by providing multi-modal circulation alternatives for pedestrians, bicyclists, and transit riders for local and regional destinations. The project is to include bike lanes, transit stop improvements and pedestrian enhancements along with pedestrian / bike connectivity to local and regional trails; all in a concerted effort to encourage non-vehicle usage and consequently reduce congestion.



How does project increase capacity? (Mass Transit Projects only) N/A

How does project improve auto and pedestrian safety?

Proposed improvements will increase overall auto and pedestrian safety, while also improving safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations. Specific safety measures include:

- Implement access management and median controls along the Elden Street commercial corridor between Van Buren Street and Herndon Parkway;
- Improve signalized intersections along East Elden Street to include a proposed new intersection pedestrian crossing with a high-intensity activated crosswalk at a high volume commercial driveway entrance at K-Mart plaza;
- Improve safety for the traveling public and transit users to include enhanced facilities for pedestrians and cyclists (ie. ADA accessible wide sidewalks / curb cuts, paver crosswalks, pedestrian crossing / refuge islands, pedestrian / audio signalization, curb radius reduction, bus stop / bus shelter improvements as well as proposed dedicated bike lanes);
- The project is to incorporate flood mitigation measures to resolve significant Sugarland Run flooding at the roadway section between Herndon Parkway and Fairfax County Parkway. VDOT's design is to elevate the roadway to accommodate an upgraded and larger capacity bridge culvert structure.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

