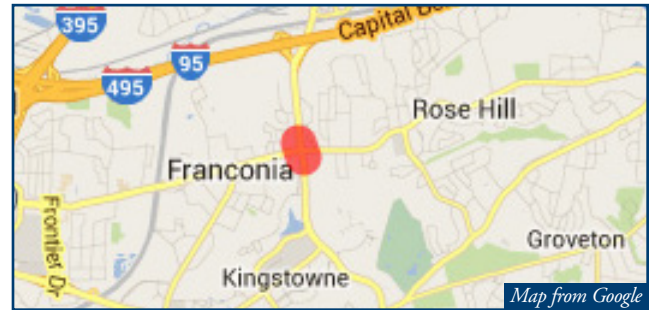




# Project Description Form — 7A

## Basic Project Information

- 1. **Submitting Agency:**  
Fairfax County
- 2. **Project Title:** Franconia/S. Van Dorn Interchange
- 3. **Project Type:**  
 Roadway  Multimodal  Transit
- 4. **Project Description/Scope:** Design of Franconia/South Van Dorn Interchange. Preliminary design and environmental documentation were completed in 2009, but require updating and revisions since the completion of I-495/Route 1 and I-495/Telegraph Road Interchanges. Project includes pedestrian and bicycle facilities.
- 5. **Route (if applicable)/Corridor:**  
Route 644 / Route 613 / Corridor 7
- 6. **Total Project Cost:** \$84,000,000
- 7. **Total Funds Required:** \$20,000,000
- 8. **Phase/s of Project Covered by Funding:** Design, ROW, and a portion of Construction.



- 9. **Project Milestones (by phase, include all phases):**  
• Design Start: FY 2014
- 10. **In TransAction 2040 plan?**  
 Yes  No  
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- 11. **In CLRP, TIP or Air Quality Neutral?**  
No.
- 12. **Leverages Sources:**  
 Local  State  Federal  
 Other (please explain)  
\$4,500,000 in Secondary Road funds were allocated for the project, but it was put in inactive status until the completion of the Beltway interchanges

PROJECT ANALYSIS			
<b>Tier I</b> <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail	<b>Tier III Congestion Reduction Relative to Cost:</b>		
<b>Tier II</b> 5 out of 8 points	<i>Plan</i> <input type="checkbox"/> CLRP <input checked="" type="checkbox"/> TA2040 only	<i>Rating</i> <input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low	

# Stated Benefits

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- 1. What regional benefit/s does this project offer?** The interchange would provide direct access to the I-495 Capital Beltway and Woodrow Wilson Bridge, which connects to two states and Washington DC.
- 2. How does the project reduce congestion?** The project provides grade-separated turning movements, which improves traffic flow in the thru lanes as well as at turning movements. In the existing condition, all four of the approaches experience heavy turning movements at existing dual-left turn lanes. The project includes pedestrian/bicycle facilities with access to transit, reducing SOV on the regional roadways.
- 3. How does the project increase capacity?** (*Mass transit projects only*) N/A
- 4. How does the project improve auto and pedestrian safety?** By grade-separating the roads, the project will reduce conflicts between vehicles. By providing signalized pedestrian and bicycle facility crossings, the project will increase intersection safety for pedestrians and bicyclists and reduce conflicts with vehicles.
- 5. List internet address/link to any additional information or documentation in support of project benefits.** (*Optional*)

The project is in conformance with the Transportation element of the Fairfax County Comprehensive Plan: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/>

## 6. Project Picture/Illustratives



*Southbound South Van Dorn Street*



*Westbound Franconia Road*