Welcome to the Virginia Department of Transportation’s (VDOT) public information meeting on proposed plans to widen and make other improvements to about five miles of the Fairfax County Parkway (Route 286) between Route 29 (Lee Highway) and Route 123 (Ox Road). The project includes widening from four to six lanes, an interchange that will consolidate Popes Head Road and the future Shirley Gate Road extension, modifications to intersections within the project limits, improvements to the existing trail in the Fairfax County right of way, and construction of a new shared-use path to make the trail continuous within the project limits. We look forward to your active participation.

This public information meeting is being held to provide an opportunity for citizens and organizations to give VDOT comments and/or suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them. VDOT representatives are present to discuss the project and answer your questions. A comment sheet is included in this brochure and your input is encouraged. All written comments received on this project will be reviewed by the design team.

Get Involved
VDOT representatives will review and evaluate information received as a result of this meeting. Please fill out the comment sheet provided in this brochure if you have any comments or questions. You may leave the sheet or any other written comments in the comment box, or mail/email your comments. Comments must be postmarked, emailed or delivered to VDOT by Jan. 22, 2019.

Contact Information
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TTY/TDD Dial 711

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Project Description

This project aims to reduce congestion and improve safety by widening the Fairfax County Parkway (Route 286) from four to six lanes between Route 29 (Lee Highway) and Route 123 (Ox Road). The proposed project design also includes an interchange at Popes Head Road and the future Shirley Gate Road extension and connection to Patriot Park, improvements to the existing trail in the Fairfax County Parkway right of way and construction of a new shared-use path to make the trail continuous within the project limits.

This project will be implemented as part of a phased approach based on funding availability.

- Phase 1: Popes Head Road and Shirley Gate Road Interchange
- Phase 2: Fairfax County Parkway Widening

Tonight’s meeting is being held to obtain feedback from the community about preliminary design options.

Popes Head Road and Shirley Gate Road Extension Interchange

Rendering of Option 1: Triple Roundabouts (Preferred)

- Aims to improve safety and reduce congestion by removing the signalized intersection
- Provides direct access to Shirley Gate Road Extension and Patriot Park with connections to realigned Popes Head Road
- Includes roundabouts that allow traffic to flow without traffic signals and two new bridges over Fairfax County Parkway

Estimated Project Cost

<table>
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<tr>
<th>Item</th>
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<tr>
<td>Engineering Design</td>
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<td>Right of Way Acquisition/Utility Relocation</td>
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<td>Construction</td>
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<td>Phase 2</td>
<td>$94 million</td>
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<td>Total Cost</td>
<td>$194.6 million</td>
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These project costs are estimates and subject to change as the project design is further developed.

The project is being financed with federal, state and local funds, including Smart Scale and Northern Virginia Transportation Authority funding.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Mr. Sitaram Kodali at 703-691-6710 or TTY/TDD 711.

Right of Way

Preliminary right of way impacts presented on the displays are conceptual in nature and may change as the design is refined. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: Guide for Property Owners and Tenants.” Copies of this brochure are available here from VDOT personnel. After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

Environmental Review

In cooperation with the Federal Highway Administration (FHWA) and in accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771, VDOT has initiated an environmental study to evaluate potential impacts from the project to socio-economic, natural and historic resources, including potential traffic noise impacts. VDOT is currently coordinating with appropriate federal, state and local agencies as part of the environmental review and approval process required during project design. The environmental study, when approved for public availability by FHWA, will be made available for review and comment at the future public hearing meeting.

Anticipated Schedule

- Public Information Meetings: Jan. 7, 2019
- Comment Period Ends: Jan. 22, 2019
- Design Public Hearing: Mid 2019
- Design Approval: Mid 2019
- Depending on the delivery method, Phase 1 construction could begin in early 2020.
- Phase 2 construction will be determined as additional funding becomes available.

This project will be implemented as part of a phased approach based on funding availability.

- Phase 1: Popes Head Road and Shirley Gate Road Interchange
- Phase 2: Fairfax County Parkway Widening

Tonight’s meeting is being held to obtain feedback from the community about preliminary design options.
All comments are subject to public disclosure.

Name: ____________________________________________
Address: ____________________________________________
Neighborhood: ____________________________________________
Email: ____________________________________________

1. Which option do you prefer at the intersection of Fairfax County Parkway and Burke Centre Parkway?
   ____________________________________________
   ____ Option A: Right-In/Right-Out only
   ____ Option B: Allow all turning movements except prohibit Left Turn from Burke Centre Parkway
   ____ Other ____________________________________________

2. Which option do you prefer for the proposed interchange at Fairfax County Parkway and Popes Head Road?
   ____________________________________________
   ____ Option 1 (Preferred): Triple Roundabouts
   ____ Option 1A: Modified Triple Roundabouts with Additional Ramp
   ____ Other (Please describe) ____________________________________________

3. If feasible and within the project budget, do you support removing the curve (small hill) on Popes Head Road west of the Fairfax County Parkway between Revercomb Court and Quiet Brook Road?
   ____________________________________________
   ____ Yes
   ____ No

4. How did you hear about this meeting?
   ____________________________________________
   ____ Newspaper  ____ Mailer  ____ Social Media  ____ Website  ____ Other: ____________________________________________

Please leave this comment sheet at the designated location, mail your comments (postmarked January 22, 2019) to the addressee on the reverse side, or email to meetingcomments@vdot.virginia.gov. Please include “Fairfax County Parkway Widening” in the email subject line.
Postal Service will not deliver without a stamp

Virginia Department Of Transportation
Northern Virginia District
Sitaram Kodali, P.E.
4975 Alliance Drive
Fairfax, VA 22030
Tonight’s Meeting Agenda

- Project overview
- Discuss outstanding design elements
  - Interchange at Popes Head Road / Shirley Gate Road Extension
  - Popes Head Road Curve Improvements
  - Burke Centre Parkway Intersection
- Provide project schedule update
- Answer questions and hear your concerns

Nick Roper, VDOT District Engineer for Project Development
Andy Beacher, VDOT, Project Sponsor
John Maddox, WRA, Design Consultant
Sitaram Kodali, VDOT, Design Project Manager
Project Objectives

- Reduce recurring congestion along the corridor
- Provide access to future Patriot Park development and the future extension of Shirley Gate Road
- Improve safety at crash “hot-spots”
- Provide multimodal accommodations for pedestrians and bicyclists
Public Outreach

- **First Public Information Meeting (December 7, 2017)**
  - Attended by 226 people
  - Received 120 written comments

- **Ten individual meetings with Homeowners Associations/Civic Associations**
  - Attended by a total of 395 people
  - Received a total of 150 written comments

- **Popes Head Road Community Public Meeting**
  - Attended by 77 people
  - Received 24 written comments

- **Fall 2018 Public Information Meetings (Sept. 25, Sept. 27, and Oct. 3, 2018)**
  - Attended by a total of 231 people
  - Received a total of 201 written comments
Public Outreach

Virginia Department of Transportation

Buckner Forest
- Noise
- Shared Use Path

Cannon Ridge / Cannon Forest / Vannoy Acres
- Noise
- Shared Use Path

Communities on west side of Route 286 along Popes Head Road
- Noise
- Popes Head Road and Shirley Gate Road Extension Interchange

Fairview Woods
- Noise
- Burke Centre Parkway intersection modification
- Route 123 interchange improvements
- Shared Use Path

Fairfax Station
- Noise
- Route 123 interchange improvements

The Ridges of Glendilough and Popes Head View
- Noise
- Popes Head Road and Shirley Gate Road Extension interchange
- Shared Use Path

Colchester Meadow
- Noise
- Access
- Popes Head Road and Shirley Gate Road Extension interchange

Ladies End Lane / Nomes Court
- Noise
- Access
- Stormwater Management

Burke Centre Conservancy
- Burke Centre Parkway intersection modification
- Route 123 interchange improvements
Popes Head Road Interchange

- Provide access to future development of Patriot Park and accommodate the future extension of Shirley Gate Road
- Studied over 10 interchange concepts
- Target construction cost is $47+/- million to stay within total project budget of $64 million

**Preferred Option**

- Option 1: $46.8M
- Option 1A: $53.1M
- Option 2: $68.1M
- Option 2A: $50.7M
- Option 2D: $54.1M

Option 2 is the Preferred Option.
Shirley Gate Road Extension at Patriot Park Entrance

Cost Savings

FCPA intends to revise its Master Plan in mid-2019 and believes construction could be underway by 2022.

Interim concept for opening year 2022 is for the park entrance to connect with parking for a wildlife interpretive area and trailhead.

Shirley Gate Road Extension Conceptual Design Underway
Option 1: Triple Roundabouts

- Minimizes traffic delays with roundabouts
- Maintains continuous route for Popes Head Road
- Popes Head Road roundabout provides traffic calming for this Virginia Byway
Interchange Option 1 and Option 1A Comparison

Option 1: Triple Roundabouts
Estimated Construction Cost: $46.8 million

Option 1A: Triple Roundabouts with Additional Ramps
Estimated Construction Cost: $53.1 million

Ramp to FCP SB
- 74 vehicles/hr
- $2.0M est’d cost
- ~30 sec. time savings

Ramp to PHR EB
- 8 vehicles/hr
- $2.15M est’d cost
- ~1 min. time savings

Ramp to SGE & FCP NB
- 430 vehicles/hr
- $2.15M est’d cost
- ~15 sec. time savings
Option 1: Triple Roundabouts  
Estimated Construction Cost: $46.8 million

Option 1A Modified: Triple Roundabouts with Additional Ramp – potential bid option  
Estimated Construction Cost: $48.95 million

Ramp to SGE & FCP NB
- 430 vehicles/hr  
- $2.15M est’d cost  
- ~15 sec. time savings
Please provide your feedback

2. Which option do you prefer for the proposed interchange at Fairfax County Parkway and Popes Head Road?
   — Option 1 (Preferred): Triple Roundabouts
   — Option 1A: Modified Triple Roundabouts with Additional Ramp
   — Other (Please describe)
Popes Head Road Curve Realignment

Potential bid option
- Located west of Fairfax County Parkway from proposed project limit to Quiet Brook Road
- Reconstruction of substandard road curvature
- Estimated cost = $2M
Please provide your feedback

3. If feasible and within the project budget, do you support removing the curve (small hill) on Popes Head Road west of the Fairfax County Parkway between Revercomb Court and Quiet Brook Road?
   — Yes
   — No
Burke Centre Parkway Intersection

- Right-in / Right-out Only presented as recommended option at fall 2018 public information meetings
- Met with Burke Centre Conservancy Community (12/13/2018)
  - Most attendees opposed Right-in / Right-out Only option
  - Numerous requests for flyover ramp for SB Fairfax County Parkway left to EB Burke Centre Parkway
  - Community concerns about impact on businesses along Burke Centre Parkway
  - Improvements to Roberts Parkway
Burke Centre Parkway Intersection – Existing Conditions

- Congestion on NB Fairfax County Parkway approaching Burke Centre Parkway during AM peak hour
- Crash “hot spot” along the Fairfax County Parkway corridor
- Existing shared use path crossing of Fairfax County Parkway
- Burke Centre Parkway serves Burke Centre residents and commuters avoiding Fairfax County Parkway congestion
### Existing Northbound Fairfax County Parkway Speeds

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**Burke Centre Parkway Intersection**
- Lowest travel speeds along NB Fairfax County Pkwy (AM peak)
- NB AM peak hour queues extend up to 2 miles (beyond Freds Oak Road)

**Time of Day**
- Travel Direction
Existing Southbound Fairfax County Parkway Speeds

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- **Lowest travel speeds along SB Fairfax County Pkwy (PM peak) approaching Popes Head Road**
- **SB PM peak hour queues extend up to 2.5 miles (beyond Route 29)**

SB Fairfax County Parkway approaching Popes Head Road (PM Peak) – Average travel speeds range from 15 – 30 MPH

**Burke Centre Parkway Intersection**
- **Highest crash frequency along FCP**
- **Crash rate is more than 6 times greater than other similar roads in Northern VA**
- **103 total crashes over 5 years including 44 involving injuries**
- **70 rear end crashes and 21 angle crashes**
Burke Centre Parkway Intersection

**Option A: Right-In/Right-Out Only**

- Eliminates existing traffic signal
- Prohibits all left turn and U-turn movements at Burke Centre Parkway
Burke Centre Parkway Intersection

Option B: Allow All Turning Movements Except Prohibit Left Turns from Burke Centre Parkway

- Retains existing traffic signal
- Prohibits left turns from Burke Centre Parkway
Burke Centre Parkway Intersection
Option A Right-In/Right-Out Only

- Daily traffic volumes-reassignment of southbound Fairfax County Parkway left turns to Burke Centre Parkway to alternate routes
Burke Centre Parkway Intersection
Option A
Right-In/Right-Out Only

- Daily traffic volume changes resulting from removal of left turns to and from Burke Centre Parkway
Southbound Fairfax County Parkway Travel Times – Left Turn to Burke Centre Parkway and Alternate Routes

**AM Peak Hour**

- Existing: 8.1 minutes
- 2046 No Build: 14.9 minutes (+6.8 minutes)
- 2046 Build - Option B: 7.6 minutes
- 2046 Build - Option A - using Route 123: 8.6 minutes
- 2046 Build - Option A - using Roberts Parkway: 9.2 minutes

**PM Peak Hour**

- Existing: 14.1 minutes
- 2046 No Build: 24.0 minutes (+9.9 minutes)
- 2046 Build - Option B: 7.9 minutes
- 2046 Build - Option A - using Route 123: 9.4 minutes (−4.7 minutes)
- 2046 Build - Option A - using Roberts Parkway: 10.0 minutes (−4.1 minutes)

**+XX - Difference compared to existing conditions**
## Northbound Fairfax County Parkway Travel Times – WB Right Turn from Burke Centre Parkway

### AM Peak Hour

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<th>Minutes</th>
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-3.1 - Difference compared to existing conditions

### PM Peak Hour

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<th>2046 Build - Option B</th>
<th>2046 Build - Option A</th>
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</table>

+3.0 - Difference compared to existing conditions
2046 AM Peak Hour Northbound FCP Speeds

**Option A: Right-In/Right-Out Only**

- Roberts Pkwy
- New Rd
- Freds Oak Rd
- Route 123
- Burke Centre Pkwy
- Nomes Ct/ Ladues End Ln
- Popes Head Rd
- Braddock Rd

**Option B: Allow All Turning Movements Except Prohibit Left Turn from Burke Centre Parkway**

- Roberts Pkwy
- New Rd
- Freds Oak Rd
- Route 123
- Burke Centre Pkwy
- Nomes Ct/ Ladues End Ln
- Popes Head Rd
- Braddock Rd

**Speed Color Scale (mph)**

- 20
- 30
- 40
- 50
- 60
Fairfax County Parkway Travel Times

2046 No Build Conditions
- No improvements along Fairfax County Parkway
- Southbound travel times are 13 - 14 minutes greater than existing conditions

2046 Build Conditions
- Includes:
  - Fairfax County Parkway widening
  - Popes Head Road interchange
  - Burke Centre Parkway improvements
- Northbound AM Peak
  - 14-15 minute travel time savings
- Southbound PM Peak
  - 19-20 minute travel time savings
Option A: Right-In/Right-Out Only

- Improves safety at a crash “hot-spot” by removing the existing signal at Burke Centre Parkway
- Provides free flow traffic operations along Fairfax County Parkway
- Reroutes traffic to other roadways serving Burke Centre – improvements needed at intersection of Roberts Parkway and Fairfax County Parkway

Option B: Allow All Turning Movements Except Prohibit Left Turn from Burke Centre Parkway

- Maintains the existing signal and does not address the crash “hot-spot”
- Reduces but does not eliminate congestion along the Fairfax County Parkway (northbound queues will extend to Route 123 interchange)
- Maintains access to Burke Centre Parkway from southbound Fairfax County Parkway
Burke Centre Parkway Intersection Grade Separation

Southbound FCP Flyover Ramp to Eastbound BCP

- Would eliminate existing traffic signal and continue to provide southbound Fairfax County Parkway access to eastbound Burke Centre Parkway
- Would prohibits left turns from Burke Centre Parkway and right turns from northbound Fairfax County Parkway

Challenges:

- Interchange is not included in Fairfax County Comprehensive Plan
- Flyover is not included in the current scope of the widening project
- Estimated flyover cost of $20M to $30M
- Estimated peak hour traffic volume of 500 vehicles per day in 2046

Due to relatively low traffic volume served by the flyover ramp and high cost, it is recommended to be eliminated from further consideration for the widening project.
1. Which option do you prefer at the intersection of Fairfax County Parkway and Burke Centre Parkway?
   — Option A: Right-In/Right-Out only
   — Option B: Prohibit left turns from Burke Centre Parkway
   — Other ________________________________

3. Which option do you prefer for the proposed interchange at Fairfax County Parkway and Popes Head Road?
   — Option 1: Preferred: Triple Roundabouts
   — Option 1A: Modified 4-way roundabout with additional ramp
   — Other (Please describe) ________________________________

4. How did you hear about this meeting?
   — Newspaper ________________________________
   — Mailer ________________________________
   — Social Media ________________________________
   — Website ________________________________
   — Other ________________________________
Stormwater Management (SWM) Strategy

Water Quality
- Reduction of pollutants from stormwater runoff

Water Quantity
- Reduction of the amount and speed of stormwater runoff released to minimize flood damage and erosion of natural stream channels

Locations of proposed SWM ponds shown on displays
VDOT is considering using a design-build procurement method that includes options:

- Contractor provides a price proposal for the project’s base scope.
- Contractor also provides a price for option(s) that could be included in the contract if funding is or becomes available.

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<tr>
<th>Base Scope</th>
<th>Options</th>
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<tbody>
<tr>
<td>Option 1</td>
<td>Ramp from westbound Popes Head Road to northbound Fairfax County Parkway</td>
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## Project Schedule:

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<th>Milestones</th>
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<td>Public Information Meeting</td>
<td>December 7, 2017</td>
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<tr>
<td>Begin Noise Study</td>
<td>January 2018</td>
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<tr>
<td>Public Outreach Meetings</td>
<td>January – April 2018</td>
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<td>Draft Preliminary Noise Study Completion</td>
<td>Mid 2018</td>
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<td>Public Information Meetings</td>
<td>September 2018 – January 2019</td>
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<td>Public Hearing</td>
<td><strong>Mid 2019</strong></td>
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<td>Design Approval</td>
<td>Mid 2019</td>
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<td>Phase 1 Construction – Popes Head Road/Shirley Gate Road Interchange</td>
<td><strong>Late 2019/Early 2020</strong></td>
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<td>- Award Design Build Contract/Begin Construction</td>
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<tr>
<td>- Completion of Construction</td>
<td>Late 2022</td>
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<tr>
<td>Phase 2 Construction – Fairfax County Parkway Widening including Burke Centre Parkway intersection improvements and Route 123 interchange</td>
<td>To be determined as additional funding becomes available</td>
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# Estimated Project Cost and Funding

## Project Estimate and Budget

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<th>Construction</th>
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<td>Phase 2: $14M</td>
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These project costs are estimates and subject to change as the project design is further developed.

## Current Funding Awarded

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Northern Virginia Transportation Authority (NVTA) is the regional transportation planning and funding body.
## Questions?

### Contact Information

<table>
<thead>
<tr>
<th>Sitaram Kodali, P.E.</th>
<th>Andy Beacher, P.E.</th>
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<tbody>
<tr>
<td>Project Manager, VDOT Location and Design</td>
<td>Project Sponsor, VDOT Preliminary Engineering</td>
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<tr>
<td>4975 Alliance Drive, Fairfax, VA 22030</td>
<td>4975 Alliance Drive, Fairfax, VA 22030</td>
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<tr>
<td><a href="mailto:Sitaram.Kodali@vdot.virginia.gov">Sitaram.Kodali@vdot.virginia.gov</a></td>
<td><a href="mailto:Andrew.Beacher@vdot.virginia.gov">Andrew.Beacher@vdot.virginia.gov</a></td>
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<tr>
<td>703-691-6710</td>
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### Email Comments to:
- meetingcomments@vdot.virginia.gov
- Please include “Fairfax County Parkway Widening” in the subject line

### Project information for this meeting is available online at:
- www.virginiadot.org/projects
- VDOT’s Northern Virginia Office
Comments and Questions?