Welcome to the Virginia Department of Transportation’s (VDOT) Public Information Meeting on proposed improvements to the Fairfax County Parkway (Route 286). The project will also include an interchange that will consolidate Popes Head Road and the future Shirley Gate Road extension, 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.

Purpose:
Aims to relieve congestion and improve safety

Project Length:
About 5 miles from Ox Road (Route 123) to just north of Lee Highway (Route 29)

Improvements:
Widen the Fairfax County Parkway from four to six lanes from Route 29 to Route 123, build an interchange at Popes Head Road and the future Shirley Gate Road Extension, reconfigure intersections along project limits, improvements to the existing trail in the Fairfax County right of way, and build a new shared-use path to make the trail continuous within the project limits
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 project will also include an interchange that will consolidate Popes Head Road and the future Shirley Gate Road extension, improvements to the existing trail in the Fairfax County Parkway right of way and build 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.

### Project Description

**Estimated Project Cost**

- **Engineering Design:** $14 million
- **Right of Way Acquisition/Utility Relocation:** $32 million
- **Construction:**
  - **Phase 1:** $54.6 million
  - **Phase 2:** $94 million
- **Total Cost:** $194.6 million

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.

### 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 will be initiating an environmental study to evaluate potential impacts from the project to socio-economic, natural and historic resources, including potential traffic noise impacts. VDOT will coordinate the appropriate federal, state and local agencies as part of the environmental review and approval process required during project design.
**Public Information Meeting**

**Fairfax County Parkway Widening**

**Fairfax County**

All meeting times are from 6:30 p.m. to 8:30 p.m.
Presentation starts at 7 p.m.

<table>
<thead>
<tr>
<th>Tuesday, Sept. 25, 2018</th>
<th>Thursday, Sept. 27, 2018</th>
<th>Wednesday, Oct. 3, 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willow Springs Elementary School</td>
<td>Fairview Elementary School</td>
<td>Oak View Elementary School</td>
</tr>
<tr>
<td>5400 Willow Springs School Road</td>
<td>5815 Ox Road</td>
<td>5004 Sideburn Road</td>
</tr>
<tr>
<td>Fairfax, VA 22030</td>
<td>Fairfax Station, VA 22039</td>
<td>Fairfax, VA 22032</td>
</tr>
</tbody>
</table>

**COMMENT SHEET**

Federal Project: STP-5A01 (775), State Project Number: 0286-029-259, P101, UPC: 107937

**All comments are subject to public disclosure.**

Name (optional): ____________________________
Address (optional): ____________________________
Email (optional): ____________________________

1. Which of the following best applies to you?
   
   ____ I live on a street that intersects with Fairfax County Parkway. If so, where? ____________________________
   ____ I live in a neighborhood adjacent to Fairfax County Parkway. If so, where? ____________________________
   ____ I commute on Fairfax County Parkway.
   ____ Other ____________________________

2. Which interchange option do you prefer? Why do you prefer the option selected?
   
   ____ Option 1: Triple Roundabouts
   ____ Option 1A: Triple Roundabouts with Additional Ramps
   ____ Option 2: Split Diamond Interchange
   ____ Option 2A: Quadruple Roundabouts
   ____ Option 2D: Quadruple Roundabouts with Additional Ramps
   ____ Other ____________________________

3. Please provide us with any additional information or suggestions that will assist in the completion of the project.

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

Please leave this comment sheet at the designated location, mail your comments (postmarked October 15, 2018) 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
Fairfax County Parkway (Route 286) Widening Project
Route 29 (Lee Highway) to Route 123 (Ox Road)
State Project No. 0286-029-259, P101; UPC 107937

September 25th, 27th, and October 3rd, 2018
6:30 to 8:30 PM

Public Information Meetings
Purpose of Tonight’s Meeting

- Inform you of where we are in the project process and follow-up of community meetings
- Inform you of updated concepts developed for the proposed interchange with Popes Head Road/Shirley Gate Road Extension and other improvements along the corridor
- Discuss preliminary noise analysis findings
- Answer questions and hear your concerns

Nick Roper, VDOT District Engineer for Project Development
Andy Beacher, VDOT, Project Sponsor
Dana Trone and Regina Herr, WRA, Design Consultant
Alex Nies, MT, Noise 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

Grass Median

Median Barrier
Project Overview

- Widening Fairfax County Parkway (FCP) to provide third lane in each direction
- Improvements to intersections within project limits
- Interchange at Popes Head Road
  - Includes access to future FCPA entrance at Patriot Park and the future extension of Shirley Gate Road
- Upgrades to shared use path
- Other Design Considerations
  - Environmental: NEPA document, noise analysis
  - Right-of-way impacts
Public Outreach

Virginia Department of Transportation

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

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

Fairfax Station
- Noise
- Route 123 interchange improvements
Route 123 (Ox Road) Interchange

Triple Left from SB Fairfax County Parkway to SB Route 123

Three Thru Lanes

Triple Left Turn

Two Lane Off Ramp

Right Turn Lane

LEGEND

PROPOSED PAVEMENT
PROPOSED SHARED USE PATH
PROPOSED CONSTRUCTION
EXISTING SHARED USE PATH
EXISTING RIGHT OF WAY / PROPERTY BOUNDARIES
EXISTING TRAFFIC SIGNAL

Virginia Department of Transportation
Route 123 Interchange Traffic Operations

- Travel times compared along southbound Fairfax County Parkway from Burke Centre Parkway to southbound Route 123 at Chapel Road
- Key Findings
  - 2046 Build condition travel times are similar to existing conditions
  - Significant benefits with added turn/thru lanes

Key Findings:

<table>
<thead>
<tr>
<th>SB FCP at Burke Centre Pkwy to SB Route 123 at Chapel Rd</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minutes</td>
</tr>
<tr>
<td>2046 Build</td>
</tr>
<tr>
<td>Existing</td>
</tr>
<tr>
<td>2046 No Build</td>
</tr>
</tbody>
</table>

[Map of Route 123 Interchange]
Burke Centre Parkway Intersection

- **Right-In/Right-Out**
  - Eliminates existing traffic signal
  - Prohibits all left turn and U-turn movements at Burke Centre Parkway
  - Requires grade separation of pedestrian crossing of Fairfax County Parkway
Shared Use Path Crossing

Project Team is currently evaluating 3 options:

**Option A: Pedestrian Bridge**
- Construct new pedestrian bridge spanning Fairfax County Parkway (FCP) at Burke Centre Parkway
- At grade crossing required at Fairview Woods Drive

**Option B: Railroad Underpass**
- Shared use path adjacent to Norfolk Southern Railroad (NSRR) track crossing underneath FCP
- New shared use path along east side of FCP and crosses Burke Centre Parkway at grade
- Requires approval and easements from NSRR

**Option C: Fairfax Station Underpass**
- Shared use path adjacent to Fairfax Station Road crossing underneath FCP
- New shared use path along east side of FCP and crosses Burke Centre Parkway at grade
- Requires widening of Fairfax Station/NSRR bridge
Ladies End Lane and Nomes Court Intersection

Left-In with Restricted Crossing U-Turn (RCUT)

- Removes left turning movement exiting from Ladies End Lane and Nomes Court
  - Current Ladies End Lane left out movement must turn right and use RCUT or Route 123 interchange to travel north
  - Current Nomes Court left out movement must turn right and use the Popes Head Road interchange to travel south
Popes Head Road and Shirley Gate Road Road Extension
Preliminary Interchange Options (April 2018)

Option 1
Triple Roundabouts

Option 2
Split Diamond

Option 2A
Quadruple Roundabouts
Popes Head Road and Shirley Gate Extension Interchange Option 1A: Triple Roundabouts with Additional Ramps

- Direct access from FCP to Popes Head Road and Shirley Gate Road Extension
- Popes Head Road and Shirley Gate Extension bridges spanning existing Fairfax County Parkway
- Estimated Construction Cost = $61M
Popes Head Road and Shirley Gate Extension Interchange
Option 2: Split Diamond

- Direct access from FCP to Popes Head Road and Shirley Gate Road Extension
- Fairfax County Parkway to be below existing grade; access ramps and crossovers to match existing grade
- Estimated Construction Cost = $69M
Popes Head Road and Shirley Gate Extension Interchange Option 2D: Quadruple Roundabouts with Additional Ramps

- Direct access from FCP to Popes Head Road and Shirley Gate Road Extension
- Popes Head Road and Shirley Gate Extension bridges spanning existing Fairfax County Parkway
- Estimated Construction Cost = $67M
# Popes Head Road and Shirley Gate Extension Interchange Options Comparison

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1A: Triple Roundabouts</th>
<th>Option 2: Split Diamond</th>
<th>Option 2D: Quadruple Roundabouts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides Direct Access between Fairfax County Parkway and Popes Head Road/Shirley Gate Extension</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>Intersection Level of Service (LOS) and delays</td>
<td>☑️</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>Constructability/Maintenance of Traffic</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Safety Improvements</td>
<td>☑️</td>
<td>☐</td>
<td>☑️</td>
</tr>
<tr>
<td>Bike and Pedestrian Accommodations</td>
<td>☐</td>
<td>☑️</td>
<td>☐</td>
</tr>
<tr>
<td>Environmental/Patriot Park Impacts</td>
<td>☐</td>
<td>☐</td>
<td>☑️</td>
</tr>
<tr>
<td>Increase in traffic noise levels</td>
<td>☐</td>
<td>☑️</td>
<td>☑️</td>
</tr>
<tr>
<td>Right of Way Impacts</td>
<td>☐</td>
<td>☐</td>
<td>☑️</td>
</tr>
<tr>
<td>Estimated Construction Cost</td>
<td>$61M*</td>
<td>$69M*</td>
<td>$67M*</td>
</tr>
</tbody>
</table>

**Legend**

- Excellent
- Favorable
- Fair
- Unfavorable
- Poor

*$54.6M in funding available for construction (includes $4M for design)

**Design revisions will be investigated for each option**
Based on public input, features added in Option 1A:

- Ramp northbound Fairfax County Parkway to eastbound Popes Head Road
- Ramp westbound Popes Head Road to northbound Fairfax County Parkway
- Ramp eastbound Popes Head Road to southbound Fairfax County Parkway
Interchange Option 2A and Option 2D Comparison

Option 2A
Estimated Construction Cost: $58 Million

Option 2D
Estimated Construction Cost: $67 Million

Additional features included in Option 2D:
- Direct ramp from Popes Head Road to northbound Fairfax County Parkway
- Direct ramp from westbound Shirley Gate Extension to southbound Fairfax County Parkway
Key Findings

- All five options have acceptable operating conditions
- *Existing*: Popes Head Road motorists have delays of up to 10 minutes to enter FCP (AM peak)
- **2046 Design Year**: 2-3 minutes maximum to travel through the interchange
- No single option is preferred based on traffic operations
Improvements to Northern Section

- Widening ties into existing 6-lane roadway section north of Route 29 Interchange
- Grass median south of Route 29 interchange; concrete median barrier from south of Route 29 interchange north
- Shared Use Path upgrades on east side of Fairfax County Parkway
Fairfax County Parkway Travel Times

2046 No Build Conditions
- No improvements along Fairfax County Parkway
- Southbound travel times are 12 - 13 minutes greater than existing conditions

2046 Build Conditions
- Includes:
  - Fairfax County Parkway widening
  - Popes Head Road interchange
  - Burke Centre Parkway signal removal
- Northbound AM Peak
  - 15 minute travel time savings
- Southbound PM Peak
  - 18 minute travel time savings
- 45 – 50 mph travel speeds
Summary Slide

- Total of 4 new noise barriers considered feasible and reasonable
- One existing barrier replacement on the west side of Fairfax County Parkway between Route 123 and Clara Barton Drive considered feasible and reasonable

Noise Analysis Process
Draft Preliminary Noise Analysis

Fairfax County Parkway at Ladues End Lane and Nomes Court
Draft Preliminary Noise Analysis

Fairfax County Parkway at Popes Head Road and Shirley Gate Extension Interchange
Draft Preliminary Noise Analysis

Fairfax County Parkway at Braddock Road Interchange
Draft Preliminary Noise Analysis

Fairfax County Parkway at Route 29 Interchange
## Project Schedule:

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

### Project Estimate and Budget

<table>
<thead>
<tr>
<th>Project</th>
<th>Preliminary Engineering</th>
<th>Right of Way/Utility Relocation</th>
<th>Construction</th>
<th>Subtotal</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Popes Head Interchange and FCP Widening</td>
<td>Phase 1: $9.7M</td>
<td>Phase 1: $54.6M</td>
<td></td>
<td>$64.3M</td>
<td>$194.6M</td>
</tr>
<tr>
<td></td>
<td>Phase 2: $14M</td>
<td>Phase 2: $22.3M</td>
<td>Phase 2: $94M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smart Scale Budget</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2: $14M</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2: $22.3M</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2: $94M</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total: $116.3M</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

These project costs are estimates and subject to change as the project design is further developed.

### Current Funding Awarded

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
<th>Source</th>
<th>Date Awarded</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1: Popes Head Interchange</td>
<td>$4M</td>
<td>Fairfax County</td>
<td>FY2016</td>
<td>Construction</td>
</tr>
<tr>
<td>Phase 1: Popes Head Interchange</td>
<td>$50.6M</td>
<td>Smart Scale</td>
<td>FY2018</td>
<td>Construction</td>
</tr>
<tr>
<td>Phase 2: FCP Widening</td>
<td>$25.5M</td>
<td>NVTA &amp; RSTP</td>
<td>7/14/2016</td>
<td>Right of Way &amp; Design</td>
</tr>
<tr>
<td>Popes Head Interchange and FCP Widening</td>
<td>$67M</td>
<td>NVTA</td>
<td>6/14/2018</td>
<td>Construction</td>
</tr>
<tr>
<td>Total:</td>
<td>$147.1M</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Recommended Design Features

- Route 123 improvements
- Widening with grass median from Route 123 to Route 29
- Burke Centre Parkway intersection
- Ladies End Lane and Nomes Court intersection
- Widening with concrete median barrier through Route 29 interchange
- Shared use path location

Further Design Required

- Final configuration of interchange
- Shared use path crossing
- Final noise analysis
Questions?

- **Contact Information**

<table>
<thead>
<tr>
<th>Sitaram Kodali, P.E.</th>
<th>Andy Beacher, P.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Manager, VDOT Location and Design</td>
<td>Project Sponsor, VDOT Preliminary Engineering</td>
</tr>
<tr>
<td>4975 Alliance Drive, Fairfax, VA 22030</td>
<td>4975 Alliance Drive, Fairfax, VA 22030</td>
</tr>
<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>
</tr>
<tr>
<td>703-691-6710</td>
<td>703-259-2239</td>
</tr>
</tbody>
</table>

- **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?

Virginia Department of Transportation