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 November 18, 2019.

Send comments to Mr. Sitaram Kodali at the address below or email meetingcomments@vdot.virginia.gov. Please reference “Fairfax County Parkway Widening” in the subject line.

Project information shared at this meeting will be available online at www.virginiadot.org/projects and at VDOT’s Northern Virginia Office.

Contact Information

<table>
<thead>
<tr>
<th>Primary Contact:</th>
<th>Location &amp; Design</th>
<th>4975 Alliance Drive Fairfax, VA 22030</th>
<th>703-691-6710</th>
</tr>
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<tr>
<td>Sitaram Kodali, P.E.</td>
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<tr>
<td><a href="mailto:sitaram.kodali@vdot.virginia.gov">sitaram.kodali@vdot.virginia.gov</a></td>
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<th>Andrew Beacher, P.E.</th>
<th>Preliminary Engineering</th>
<th>4975 Alliance Drive Fairfax, VA 22030</th>
<th>703-259-2239</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:andrew.beacher@vdot.virginia.gov">andrew.beacher@vdot.virginia.gov</a></td>
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<th>Brian Costello</th>
<th>Right of Way &amp; Utilities</th>
<th>4975 Alliance Drive Fairfax, VA 22030</th>
<th>703-259-2986</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:brian.costello@vdot.virginia.gov">brian.costello@vdot.virginia.gov</a></td>
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<tr>
<th>Jennifer McCord</th>
<th>Communications</th>
<th>4975 Alliance Drive Fairfax, VA 22030</th>
<th>703-259-1779</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:jennifer.mccord@vdot.virginia.gov">jennifer.mccord@vdot.virginia.gov</a></td>
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Public Information Meeting

Fairfax County Parkway Widening
Fairfax County

Wednesday, November 6, 2019
6:30 p.m. to 8:30 p.m.
Presentation starts at 7 p.m.

James W. Robinson, Jr. Secondary School
5035 Sideburn Road
Fairfax, VA 22032

Welcome to the Virginia Department of Transportation’s (VDOT) public information meeting on proposed plans to widen 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, 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. 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 reduce congestion and improve safety and accessibility

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

Improvements:
Widen Fairfax County Parkway from four to six lanes between Route 29 and Route 123, build an interchange at Popes Head Road and the future Shirley Gate Road Extension, improve 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 aims to reduce congestion and improve safety and access by widening 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, 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.

The preferred design option for the Popes Head Road interchange incorporates triple roundabouts that will allow traffic to flow freely via two new bridges over Fairfax County Parkway. Tonight’s meeting is being held to obtain feedback from the community about the preferred design option for the Popes Head Road interchange and preliminary design options for the Fairfax County Parkway widening.

Popes Head Road and Shirley Gate Road Extension Interchange

Triple Roundabouts (Preferred Design Option)
- Aims to improve safety and reduce congestion by removing the signalized intersection
- Provides direct access to the future Shirley Gate Road Extension and Patriot Park with connections to the realigned Popes Head Road
- Allows traffic to flow without traffic signals, includes two new bridges over Fairfax County Parkway

Project Description

Estimated Project Cost

Preliminary Engineering: $14 million
Right of Way Acquisition/Utility Relocation: $19.5 million
Construction:
  Popes Head Interchange: $73.3 million
  Widening: $183 million
Total Cost: $290 million

These project costs are estimates and subject to change as the project design is further developed. Currently the interchange is fully funded and widening is partially funded.

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

Fairfax County Parkway widening construction will be determined as additional funding becomes available.

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 VDOT Civil Rights at 703-259-1775.

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 in this brochure.

Environmental Review

In compliance with the National Environmental Policy Act (NEPA) and 23 CFR Parts 771 and 772, an Environmental Assessment (EA) (which includes a Preliminary Noise Analysis) was prepared and approved by the Federal Highway Administration (FHWA) for public availability. Pursuant to the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on historic properties is also included in the EA. In accordance with 23 CFR 774, notice is given of the FHWA’s intent to issue Section 4(f) de minimis impact findings with respect to the project’s use of Patriot and Popes Head Parks.
**Public Information Meeting**

**Fairfax County Parkway Widening**

**Fairfax County**

**Wednesday, November 6, 2019**

6:30 p.m. to 8:30 p.m.  
Presentation starts at 7 p.m.

James W. Robinson, Jr. Secondary School  
5035 Sideburn Road  
Fairfax, VA 22032

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**COMMENT SHEET**

Federal Project: STP-SA01 (775), State Project Number: 0286-029-259, P101, UPC: 107937

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

Name: ____________________________

Address: ____________________________

Neighborhood: ____________________________

Email: ____________________________

1. Do you have any concerns about the preferred design option?

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

3. How did you hear about this meeting?

   ____ Newspaper   ____ Postcard Mailer   ____ Email   ____ Social Media   ____ Website   ____ Other: ____________________________

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Please leave this comment sheet at the designated location, mail your comments (postmarked November 18, 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
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

November 6, 2019
6:30 to 8:30 PM

Public Information Meeting
Tonight’s Meeting Agenda

- Project Objectives and Overview
- Discuss Project Updates
- Provide Project Schedule Update
- Questions and Answers

Nicholas Roper, VDOT District Engineer for Project Development
Andrew Beacher, VDOT, Project Sponsor
John Maddox, WRA, Design Consultant
Sitaram Kodali, VDOT, Design Project Manager
Project Objectives and Overview

- 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 continuous shared use path for pedestrians and bicyclists
Public Outreach

- First Public Information Meeting (Dec. 7, 2017)
- Fall 2018 Public Information Meetings (Sept. 25, Sept. 27, and Oct. 3, 2018)
- Public Information Meeting (Jan. 7, 2019)
- Tonight’s Public Information Meeting (Nov. 6, 2019)
Increase in Construction Costs

Significant Regional Projects ≈ $100M or more

- **Silver Line PH II, $2.7 Billion**
- **Silver Line PH I, $2.9 Billion**
- **Inter County Connector, $2.38 Billion**
- **I-495 HOT, $1.4 Billion**
- **I-95/395 Express, $925 Million**
- **I-66/Rte 29 Interchange, $212M**
- **I-395 X, $336M**
- **RTE 7 CIP, $312 Million**
- **MD Toll Lanes, $9 Billion**
- **Purple Line, $5.6 Billion**
- **Capital Crossing, $200 Million**
- **Frederick Douglass Bridge, $441 Million**
- **Arlington Memorial Br, $235 Million**
- **I-66 ITB,$125 Million**
- **I-66 OTB, $3.7 Billion**
- **Rte 28 PW to 29, $90M**
- **Northstar Blvd, $98M**
- **Richmond Hwy & BRT, $1B**
- **FFX CO PKWY, $250M**
- **I-495 NEXT, $500M**
- **I-95–WWB X, $500M**
- **Virginia Department of Transportation**

National Highway Construction Cost Index (NHCCI) 2.0
Popes Head & Shirley Gate Interchange
Development & Delivery Options

• Current market trends point to increasing construction costs
• Unprecedented number of projects > $100 million are currently underway in the DC Metro region & the last two design-build projects were over budget
• Conventional design-bid-build will be less expensive but it will take 1.5 additional years
• Decision – use Design-Bid-Build
Project Phasing

**Phase 1**
Popes Head Road and Shirley Gate Road Interchange

**Phase 2**
Fairfax County Parkway Widening
Northern Segment
(Approx. 4 miles)

**Phase 3**
Fairfax County Parkway Widening
Southern Segment
(Approx. 2 miles)
Project Updates

• Median Treatment
• Burke Centre Parkway Intersection Modifications
• Popes Head Road Interchange Options
  • Including Ladues End Lane Extension
• Project Schedule
• Project Estimate and Funding
Burke Centre Parkway Intersection

Options presented at January 2019 public information meeting

- Overwhelming majority supported retaining ability to turn left from Fairfax County Parkway onto Burke Centre Parkway

Over 350 responses received

Option A: Right-In/Right-Out Only

Option B: Allow All Turning Movements Except Prohibit Left Turns from Burke Centre Parkway
Option C: Time of Day Left-Turn Restriction

- **AM Peak**: Right-In/Right-Out Only
- **PM Peak/Off Peak**: Allow All Turning Movements Except Prohibit Left Turns from Burke Centre Parkway

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**Burke Centre Parkway Intersection – Preferred Alternative**

**Sign Activated**

**Median for Emergency Vehicles**

**Acceleration Lane for "Trapped" Left Turns**

**Single Free-Flow Right-Turn Lane**

**Acceleration Lane for WB Burke Centre Parkway Right Turns Extended Across Bridge**

**Signing Along NB & SB Fairfax County Parkway to be Refined During Final Design**
Option C: Time of Day Left-Turn Restriction

- **AM Peak**: Right-In/Right-Out Only
- **PM Peak/Off Peak**: Allow All Turning Movements Except Prohibit Left Turns from Burke Centre Parkway
Fairfax County Parkway Trail – North of Burke Centre Pkwy
Two-Way Pedestrian and Bike Counts

- Data collected for one week during summer of 2019
- 144 total pedestrians / bicyclists observed
  - 18 (12%) pedestrians / 126 (88%) bicyclists
  - 60 (42%) northbound / 84 (58%) southbound
Shared Use Path Crossing

Shared Use Path Connection to Fairfax Station Rd
Popes Head Road Interchange

- Option 1 (Triple Roundabouts) shown as preferred option at January 7, 2019 Public Information Meeting
- June 2019 Project Team directed to investigate additional interchange options
  - Evaluated two options that provided direct access to Popes Head Road in addition to Shirley Gate Road extension
  - Evaluated phasing of interchange construction
Estimated Construction Cost: $71.1M
Popes Head Road & Shirley Gate Road Road Interchange Option 1C

Estimated Construction Cost: ~$92M

Ramps from and to Fairfax County Pkwy from Popes Head Road bridge over FCP - intersection on PHR with ramps
Ability to phase construction for Option 1C

Construct Popes Head Road portion of interchange as Phase 1 (orange)
High-level Construction Cost Estimate: $76M

Construct Shirley Gate Road extension portion of interchange as Phase 2 (light blue)
High-level Construction Cost Estimate: $30M (assuming constructed 5 years after Phase 1)
Popes Head Road & Shirley Gate Road Road Interchange Option 2E

Estimated Construction Cost: ~$87M

Shirley Gate and roundabouts shifted approx. 150’ North

New bridge

New ramp from NB Fairfax County Pkwy to Shirley Gate
Ability to phase construction for Option 2E

Construct Popes Head Road portion of interchange as Phase 1 (orange)
High-level Construction Cost Estimate: $63M

Construct Shirley Gate Road extension portion of interchange as Phase 2 (light blue)
High-level Construction Cost Estimate: $32M (assuming constructed 5 years after Phase 1)
Staff Recommendation - Option 1

Why Staff Recommends Option 1

- Most efficient traffic operations – maximizes ramp utilization
- Design minimizes conflict points resulting in safer traffic operations
- Least right-of-way impacts to private properties
- Least right-of-way and environmental impacts to Patriot Park
- Least bridge and pavement area to maintain
- Least expensive option / best value of public funds invested
- Support by most property owners directly impacted by the footprint of the interchange
- Support for Option 1 from residents directly along Popes Head Road east of Fairfax County Parkway
Ladies End Lane Extension

- Improved Safety
- Improved Traffic Operations
  - Elimination of Direct Access
- Cost Effective due to elimination of the Restricted Crossing U-Turn (RCUT)

- Increased Property Impacts
- Mitigation Strategies
  - Revised Stormwater Management
## Project Schedule

### Interchange at Popes Head Road
- **Right of Way**: $9.7 M, Late 2020
- **Construction**: $73.3 M, Late 2022-24
- **Target**: 2023-25

### Widening Northern Segment
- **Right of Way**: $4.4 M, Late 2021
- **Construction**: $44.3 M, Target: 2023-25
- **Total**: $45.7 M, Target: 2023-25

### Widening Southern Segment
- **Right of Way**: $5.4 M, Target: 2023-24
- **Construction**: $93.0 M, Target: 2025-26

### Shirley Gate Road Extension
- **Design**: $4 M, Underway

### Legend
- \( xx \) = Amount Funded
- \( xx \) = Additional Funding Needed
- Target = feasible if fully funded

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Design of the Interchange and Widening is fully funded.
Next Steps

- Public Comment Period
- Public Hearing: Winter 2019/2020
- Design Approval: Mid 2020
- Proceed to Right of Way and Construction phases
Questions?

- **Contact Information**

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