Welcome to the Virginia Department of Transportation’s (VDOT) design public hearing 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 Route 123 interchange and Burke Centre Parkway intersection, and a new shared-use path from Burke Centre Parkway to Route 123. We look forward to your active participation.

This design public hearing 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 information and NEPA process 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.

A court reporter is present at tonight’s meeting to take your comments.

Purpose:
Aims to reduce congestion and improve safety and accessibility

Project Length:
About five miles from Route 29 (Lee Highway) to Route 123 (Ox Road)

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 Route 123 interchange and Burke Centre Parkway intersection, and construct the missing shared-use path segment from Burke Centre Parkway to Route 123.
This project aims to reduce congestion and improve safety and accessibility for drivers, bicyclists and pedestrians 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 Route 123 interchange and Fairfax County Parkway/Burke Centre Parkway intersection, and providing a continuous shared-use path within the project limits by constructing the missing segment from Burke Centre Parkway to Route 123.

The preferred design option for the Popes Head Road interchange incorporates three roundabouts that aims to have traffic flow freely via two new bridges over Fairfax County Parkway.

**Design Features**

**Popes Head Road and Shirley Gate Road Extension Interchange – Triple Roundabouts**
- Removes 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.

**Burke Centre Parkway Intersection Modifications**
- Provides a free flowing right-turn lane and acceleration lane from westbound Burke Centre Parkway to northbound Fairfax County Parkway.
- Reconfigures the intersection to make westbound Burke Centre Parkway right-turn only and restrict left-turns from southbound Fairfax County Parkway onto Burke Centre Parkway during morning peak periods only.

**Route 123 Interchange Modifications**
- Adds a second exit lane from southbound Fairfax County Parkway to Route 123, adds a third left-turn lane onto southbound Route 123, and adds a third northbound lane on Route 123 between Little Ox Road and Fairfax County Parkway.
- Removes free flowing right-turn lane from southbound Fairfax County Parkway to northbound Route 123 to eliminate the weave of traffic within the interchange and provide a signal protected crossing of the ramp.

**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.

**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 Popes Head interchange is fully funded and the widening is partially funded. 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 VDOT Civil Rights at 703-259-1775.

**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.
Design Public Hearing
Fairfax County Parkway Widening and Popes Head Road Interchange
Fairfax County
Thursday, December 12, 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

COMMENT SHEET


All comments are subject to public disclosure.

Name: ________________________________
Address: ________________________________
Neighborhood: ________________________________
Email: ________________________________

1. Do you support the project? If no, why?

2. Do you have any comments about the Environmental Assessment as required by the National Environmental Policy Act (NEPA)?

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

4. How did you hear about this meeting?
   _____ Newspaper   _____ Postcard Mailer   _____ Email   _____ Social Media   _____ Website   _____ Other: ________________________________

Please leave this comment sheet at the designated location, mail your comments (postmarked December 23, 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
Fairfax County Parkway Widening and Popes Head Road Interchange

Route 29 (Lee Highway) to Route 123 (Ox Road)
State Project: No. 0286-029-259, P101; 0286-029-365
UPC: 107937, UPC 111725; Federal: STP-5A01 (775)

December 12, 2019
6:30 to 8:30 PM

Design Public Hearing
Tonight’s Meeting Agenda

- Project Objectives and Overview
- Roadway and Bicycle/Pedestrian Improvements
- Environmental Assessment
- Right of Way Acquisition
- Phasing, Schedule, and Funding
- Comments and Questions

Nicholas Roper, VDOT District Engineer for Project Development
Andrew Beacher, VDOT Project Sponsor
John Maddox, WRA, Design Consultant
Anissa Brown, VDOT Environmental Manager
Sitaram Kodali, VDOT Design Project Manager
# Public Involvement

## Public Information Meeting
- An opportunity for public input, in an informal setting, on the ongoing development of project information
- Influences the course of preliminary studies
- Allows data to be gathered and evaluated to allow development of feasible alternatives

## Design Public Hearing
- An opportunity for public input, in a formal setting, prior to commitment to specific design features
- Held for project being developed on an existing alignment
- Held after plans are 40% completed and major design features are delineated on the plans and clearly identified

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**Tonight’s meeting**
Project Overview

- Widening of Fairfax County Parkway from four lanes to six lanes
  - Route 123 to north of Route 29
  - Approximately 5.5 miles
- Safety improvements
- Congestion relief
- Intersection improvements
- Interchange at Popes Head Road
  - Provide access to future Patriot Park development and the future extension of Shirley Gate Road
- Continuous shared use path
- Potential noise barriers
- Utility relocations
- Stormwater management
Project Phasing

Phase 1
Popes Head Road and Shirley Gate Road Interchange

Phase 2
Fairfax County Parkway Widening Northern Segment
(Approximately 3.5 miles)

Phase 3
Fairfax County Parkway Widening Southern Segment
(Approximately 2 miles)
Roadway Widening

- Widening into Existing Median
- Median Treatment
Route 123 (Ox Road) Interchange

- Three Thru Lanes
- Triple Left Turn Lanes
- Right Turn Lane
- Three Receiving Lanes
- Right Turn Only
- Two Lane Off Ramp
- Tie Into Existing 4-Lane Section

Proposed Shared Use Path
To Woodbridge
To Fairfax
Potential Noise Barrier Modification

Proposed Shared Use Path

Modified Existing SWM Facilities

Proposed SWM Facilities
Burke Centre Parkway Intersection

**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

Note: Signing along NB & SB Fairfax County Parkway to be refined during final design.

Acceleration Lane For “Trapped” Left Turns

AM Peak

Sign Activated

Single “Free Flow” Right Turn Lane

Acceleration Lane For Burke Centre Parkway Right Turns

Fairfax County Parkway

**NO LEFT TURN**

6:30 AM – 9:30 AM

DO NOT ENTER

AM Peak
Burke Centre Parkway Intersection

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

Note: Signing along NB & SB Fairfax County Parkway to be refined during final design.
Shared Use Path Crossing

**Proposed SWM Facility**

**Proposed Shared Use Path**

Virginia Department of Transportation

Proposed SWM Facility

Proposed Shared Use Path
Ladues 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
Popes Head Road Interchange

Proposed SWM Facility

Proposed Shared Use Path

Access to Patriot Park to become future Shirley Gate Road Connection

Proposed Sidewalk
Popes Head Road Interchange

- 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 from residents along Popes Head Road east of Fairfax County Parkway
Improvements to Northern Segment of Widening

Potential Noise Barrier
Improvements to Northern Segment of Widening

Potential Noise Barrier

Modified Existing SWM Facilities

Potential Noise Barrier

Modified Existing SWM Facility
Improvements to Northern Segment of Widening

- Potential Noise Barrier
- Begin Median Barrier Section
- Proposed Shared Use Path
- Modified Existing SWM Facility
- Potential Noise Barrier
Improvements to Northern Segment of Widening

Potential Noise Barrier

Tie into Existing 8-Lane Section
Environmental Assessment

National Environmental Policy Act (NEPA)

- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise ordinances
- U.S. Department of Transportation Act of 1966; Section 4(f)
- Section 106 of the National Historic Preservation Act
- Contaminated materials and substances
- Endangered Species Act
- Coastal Zone Management Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order
- Patuxent Research Refuge Executive Order
- Floodplain Management Executive Order
- Federal Flood Risk Management Executive Order
- Limited English Proficiency Executive Order
- Military Construction and Appropriations Act
- State Environmental Laws
- Local Environmental Laws
Environmental Assessment

NEPA Significance

Pursuant to NEPA, the determination of impact significance requires considerations of both context and intensity (40 CFR § 1508.27)

- Context: The affected environment in which the proposed action would take place.

- Intensity: The severity of a proposed action’s impact on the environment.
Environmental Assessment

Purpose and Need Summary

Accommodate Travel Demand –
To accommodate existing and future travel demand at peak travel hours, reducing congestion and increasing corridor accessibility and mobility.

Improve Safety –
To improve traffic safety and operations along Fairfax County Parkway.
Environmental Study Area

Environmental Assessment Topics

- Environmental Justice
- Water Resources
- Threatened and Endangered Species
- Cultural Resources
- Hazardous Materials
- Section 4(f) and 6(f) Properties
- Noise Analysis
- Indirect Effects and Cumulative Impacts
- Air Quality
Potential Relocations

Residential Parcels
• 3 single family homes

Commercial Relocations
• None

Community Facilities
• None

• These impacts may be reduced as final design is developed
### Water Resources

<table>
<thead>
<tr>
<th>Resource</th>
<th>Popes Head Road Interchange</th>
<th>Fairfax County Parkway Widening</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stream</td>
<td>None</td>
<td>6,159 linear feet*</td>
</tr>
<tr>
<td>Wetlands</td>
<td>None</td>
<td>0.32 acres*</td>
</tr>
<tr>
<td>Floodplains</td>
<td>None</td>
<td>3.33 acres*</td>
</tr>
</tbody>
</table>

*Presence of resource within project limits.

*Image: Tributary of Popes Head Creek Near Burke Centre Parkway*
Example at Popes Head Creek

The proposed improvements over Popes Head Creek contain 2.34-acres of floodplain and 179-linear feet of stream within the project limits. However, the design currently does not indicate that any of the improvements will permanently adversely/negatively impact Popes Head Creek or its floodplain by way of physically altering them. A structure exists there today.

With practical avoidance and minimization incorporated into the design, any natural resources that are determined to be directly impacted by the project, as previously described, will be coordinated with respective regulatory agencies in accordance with Federal and State regulations prior to construction to acquire any necessary permits or approvals.
Endangered Species Act:

- One federally-listed threatened or endangered species, Northern Long Eared Bat (Myotis septentrionalis), of potential effect could be present within the project vicinity.
- Actions: If presence is identified, actions will include:
  - Additional absence/presence surveys
  - Time of Year Restriction for tree clearing
Cultural Resources

Archaeological Resources
• No historic properties affected

Historic Architecture Resources
• No historic properties affected

Area of Potential Effect (APE)
• Over 1,900 Shovel Test Pits performed within project limits
  • Searched for artifacts or other cultural resources

Shovel Test Pits in Grids Spaced Every 25 to 50 Feet
Hazardous Materials

- No Recognized Environmental Concerns (RECs) were identified during field studies
- Potential Naturally Occurring Asbestos (NOA)
- Best Management Practices will be implemented
- Based on the 2016 Road and Bridge Specifications
Section 4(f) and 6(f) Properties

Section 4(f) – Parks and Historic Sites

- FHWA intends to make a *de minimis* finding for the Patriot Park, and Popes Head Park

Section 6(f) – Land and Water Conservation Sites

- Section 6(f) resources are not present
- Popes Head Park – Nike Launcher Site is a nearby Federal Lands to Parks Program (FLTP) Site which is treated with a process similar to Section 6(f); however, there are no impacts to the Site
Required to evaluate noise levels on federally funded projects to comply with federal law under the National Environmental Policy Act.

Where project noise levels are projected to exceed established criteria, VDOT is required to propose noise mitigation where reasonable and feasible.

Sound Barriers will be constructed only if the people who are directly benefited vote for them as part of the survey conducted after the final noise study is completed.

Noise Analysis

- Computer model calibrated to existing conditions
- Based on design year traffic volumes (2046)
- Worst hour – 8 AM for Fairfax County Parkway
Air Quality

- Project would not cause or contribute to a new violation of the National Ambient Air Quality Standards (NAAQS)
  - **Air Quality Pollutants Studied:**
    - Project is in a region that meets the Carbon Monoxide (CO) NAAQS
    - Mobile Source Air Toxics (MSATs) emissions in the study are likely to be lower in the future in nearly all cases due to EPA’s national control programs
  - The project is included in the currently conforming FY 2019-2024 Transportation Improvement Plan (TIP) and 2045 Long Range Transportation Plan (LRTP)

A draft of this document is currently available for review and comment through December 23, 2019

As part of the NEPA public involvement process, your comments are important, and will help to ensure the community has the opportunity to provide feedback.
Right of Way Acquisitions and Relocations

- Proposed partial or full property acquisitions on 96 parcels

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Property Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Popes Head Road Interchange</td>
<td>39</td>
</tr>
<tr>
<td>Fairfax County Parkway Widening Northern Segment</td>
<td>19</td>
</tr>
<tr>
<td>Fairfax County Parkway Widening Southern Segment</td>
<td>38</td>
</tr>
</tbody>
</table>

- These impacts may change as final design is developed; utility easements are not shown at this time
- Each property acquisition is unique and is discussed on a case-by-case basis after Right of Way Notice To Proceed
- Relocation assistance for occupants in impacted buildings will be provided per federal regulations by Right of Way relocation agents after initiation of negotiations
### Right of Way Process Overview

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROW Notice to Proceed</strong></td>
<td>Authorization to begin ROW process.</td>
</tr>
<tr>
<td><strong>Property Appraisals, Just Compensation</strong></td>
<td>A licensed real estate appraiser meets with owner and will determine fair market value, unless the expected value is less than $10,000. In that case, a valuation may be completed by the Negotiating Agent. VDOT is responsible for determining the just compensation.</td>
</tr>
<tr>
<td><strong>Written Offer, Negotiations</strong></td>
<td>Agent meets with landowner to present and discuss the title report, the offer amount and the project impacts. Land owner can accept offer, provide additional information for a counteroffer and continue negotiating or refuse the offer.</td>
</tr>
<tr>
<td><strong>Relocation Assistance and Advisory Services</strong></td>
<td>Discuss eligibility and available benefits for their situation; Provide and assurance notice to the tenant/landowner that VDOT is seeking to purchase the property; Provide assistant to the tenant or owner for search of available properties</td>
</tr>
<tr>
<td><strong>Payment, Settlement and Condemnation</strong></td>
<td>Purchase agreement will begin the closing process. The Payment is made at a closing. If at an impasse, the negotiations should continue in effort to reach a settlement.</td>
</tr>
</tbody>
</table>

A Guide for Property Owners and Tenants  
Project Schedules and Estimates

② Widening Northern Segment
- Right of Way: $4.4 M, Late 2021
- Construction: $90.0 M, Target: 2023-25

① Interchange at Popes Head Road
- Right of Way: $9.7 M, Late 2020
- Construction: $73.3 M, Late 2022-24

③ Widening Southern Segment
- Right of Way: $5.4 M, Target: 2023-24
- Construction: $93.0 M, Target: 2025-26

Shirley Gate Road Extension (Fairfax County DOT)
- Design: $2.5 M, Underway
- Right of Way: $12.1 M/$15.9 M, Target: 2024
- Construction: $21.0 M, Target: 2026

Legend
- xx = Amount Funded
- xx = Additional Funding Needed
- Target = Feasible if Fully Funded

Design of the Interchange and Widening is Fully Funded
Next Steps

- Public Comment Period (December 23, 2019)
- Design Approval: Mid 2020
- Contact Information

<table>
<thead>
<tr>
<th>Sitaram Kodali, P.E.</th>
<th>Andrew 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