

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 **Dec. 11, 2017**.

Mail comments to Mr. Hamid Misaghian at the address below or email **meetingcomments@vdot.virginia.gov**. Please include "Rolling Road 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

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TTY/TDD Dial 711



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Public Information Meeting

Rolling Road Widening Project Fairfax County

Thursday, Nov. 30, 2017

6:30 p.m. to 8:30 p.m.

Rolling Valley Elementary School

6703 Barnack Drive, West Springfield, VA 22152

Public Information Meeting

Welcome to the Virginia Department of Transportation's (VDOT) Public Information Meeting on proposed improvements to Rolling Road (Route 638). 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.

Project Overview



Purpose:

Reduce congestion, enhance safety for all users, and improve access to points east and west while planning to meet future traffic demands

Project Length:

Just north of Fairfax County Parkway to Old Keene Mill Road

Improvements:

Widen Rolling Road from two to four lanes between Viola and Old Keene Mill Road, providing turn lanes, including pedestrian and bicycle accommodations

State Project: 0638-029-156, P104, R204, C504 / UPC: 5559 / Federal Project: STP-5401 (691)

Project Description

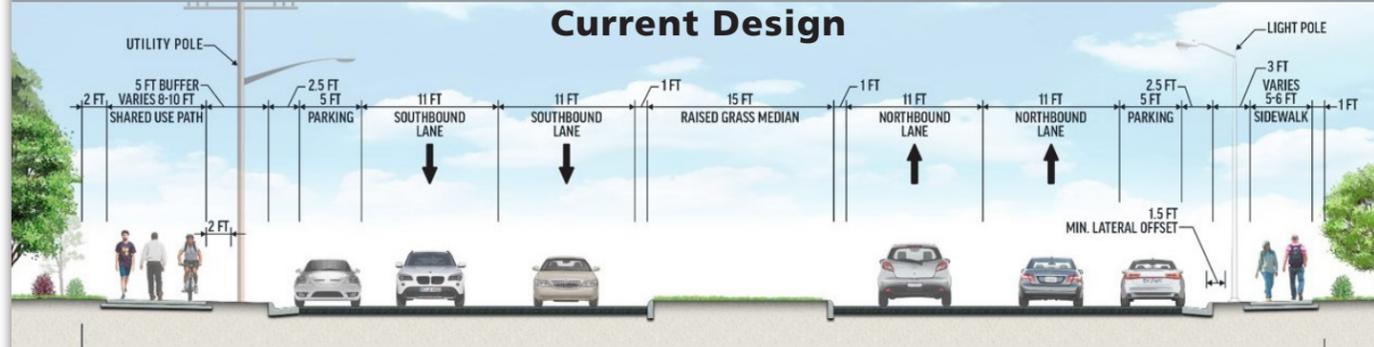
This project aims to reduce congestion and improve safety by widening Rolling Road (Route 638) from two to four lanes between Viola Street and Old Keene Mill Road to provide roadway continuity from both the south and north directions. This project also includes a shared-use path to increase safety for non-motorized users.

Over the last several months the project team has worked with Fairfax County to consider alternative design options, including the possibility of undergrounding overhead utilities. The option including undergrounding overhead

utilities was evaluated based on feasibility, potential property impacts, cost and schedule. This option is no longer being pursued due to cost concerns.

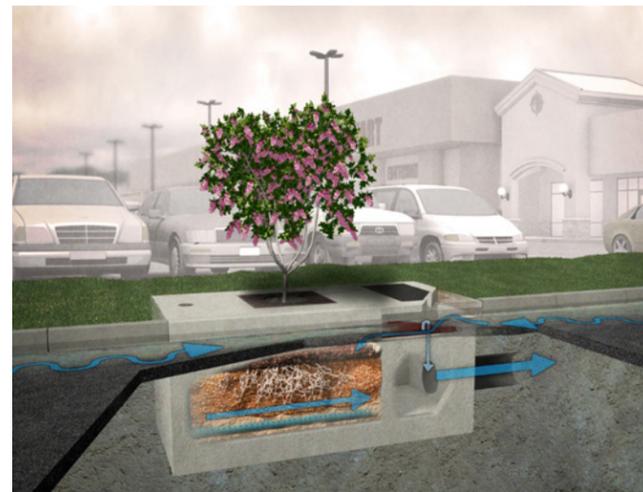
The project team continues to move forward with the current preliminary design plans and recommended typical section as seen below. Feedback on pedestrian and bicycle facilities is being gathered at tonight's meeting. A design public hearing will take place early next year with additional opportunities for public input.

Typical Section



Stormwater Management

VDOT is required by law to control and treat stormwater runoff from our roadways. Regulations took effect in 2014 that set a higher standard for both water quality (control of pollutants) and water quantity (control of erosion and flooding). As a result, more stormwater management treatment facilities are required on roadway construction projects. In a constrained corridor such as Rolling Road, there is often limited space to design an adequate stormwater management plan. The current design relies on tree box filters as seen in the rendering. This stormwater management system works to collect the main point of runoff at the curb. The runoff is then directed through underground infiltration cells located beneath the shared-use path or sidewalk. These facilities allow the project to meet both the water quality and quantity requirements while minimizing the impact to property owners.



Example of a potential tree box stormwater filtration system.

Estimated Project Cost

Engineering Design: **\$5.9 million**

Right of Way Acquisition/Utility Relocation: **\$17.4 million**

Construction: **\$28.3 million**

Total Cost: **\$51.6 million**

Anticipated Schedule

Comment Period Ends **Dec. 11, 2017**

Design Public Hearing **Early 2018**

Approve Design **Mid 2018**

Begin Construction **Early 2023**

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's Civil Rights Division at 703-259-1775 or TTY/TDD 711.

Environmental Review

Pursuant with the requirements of the National Environmental Policy Act and 23 CFR 771, the Federal Highway Administration (FHWA) approved a Categorical Exclusion (CE) for this project in D2006. Consistent with 23 CFR 771.129(c), a reevaluation of the 2006 CE is presently underway to assess any new information and to update supporting technical studies based on the current project design. Copies of the updated Preliminary Noise Analysis Technical Report will be available for review at tonight's meeting. VDOT environmental staff will also be available to address any questions regarding the reevaluation process.

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.

Understanding the Noise Displays

MODELED RECEPTORS



Impacted 5 or 6 dBA
Insertion Loss



Impacted 7 dBA or more
Insertion Loss



Impacted but NOT
benefitted



Benefitted but NOT
Impacted



NOT Benefitted NOT
Impacted

POTENTIAL BARRIERS



Feasible and
Reasonable



Not Feasible

What is a receptor?

A discrete or representative location of a noise sensitive area(s), for any of the land uses listed in Table 1 of the Federal Noise Regulations. (23 CFR Part 772); typical receptors for this project include residential yards, parks, schoolyards and cemeteries. A single residential home with a backyard is typically one receptor.

What is considered impacted?

For residential areas to be considered impacted, and therefore warrant noise abatement evaluation, the property must experience either of the following conditions: projected 2040 design year traffic noise levels should be 66 dB(A) or greater, or projected 2040 traffic noise levels should be greater than existing noise level by 10 dB(A) or more.

What is considered benefitted?

A benefitted receptor will receive at least 5 dB(A) of reduction in noise from constructed noise walls, while not exceeding the "reasonable" factor in noise abatement design goals.

What does feasible mean?

A noise wall is considered feasible if it reduces noise by 5 dB(A) or more for at least 50% of the impacted receptors.

In addition, the noise wall must also be able to be physically constructed and maintained based on site conditions, topography, location of utilities, drainage facilities, and accessibility.

What does reasonable mean?

A noise wall is considered reasonable if the total surface area of a proposed wall is less than or equal to 1600 square feet per benefitted receptor.

At least one of the impacted receptors must obtain a noise reduction of 7 dB(A) from the proposed noise wall based on 2040 design year noise levels as projected in the computer noise model.

Understanding the Noise Displays



Monitoring Site



66 dB(A) Contour



Common Noise Environment (CNE) Boundary



500 ft Boundary from Edge of Pavement (EOP)

What is a monitoring site?

Monitoring sites are used to measure existing noise levels in order to validate the noise computer model.

What is the significance of 66 dB(A)?

66 dB(A) is the noise level at which abatement consideration is warranted for residential areas, schools, places of worship, cemetery, parks. The noise level equivalent to 66 dB(A) is the loudness in which two people can hold a conversation standing at 3 feet apart without needing to raise their voices.

What is the Common Noise Environment (CNE) Boundary?

A CNE is a group of receptors that are exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features. Generally, common noise environments occur between two secondary noise sources, such as interchanges, intersections, or cross-roads.



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COMMENT SHEET State Project: 0638-029-156, P104, R204, C504 / UPC: 5559 / Federal Project: STP-5401 (691)

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 Rolling Road. If so, what is the closest cross street to your home: _____
I live in a neighborhood adjacent to Rolling Road, please name the community: _____
I commute on Rolling Road.
Other _____

2. As a pedestrian or bicyclist what facility width do you prefer? Select one choice from each category below.

Sidewalk: 5-foot-wide _____ 6-foot-wide _____ No Preference _____

Shared-Use Path : 8-foot-wide _____ 10-foot-wide _____ No Preference _____

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 _____ Social Media _____ Website _____ Other _____

Fold Line

Postal Service
will not
deliver without
a stamp

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