

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 **December 23, 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

Primary Contact:

Sitaram Kodali, P.E.

sitaram.kodali@vdot.virginia.gov

Location & Design

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Preliminary Engineering

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TTY/TDD Dial 711



VDOT Virginia Department of Transportation



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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

Design Public Hearing

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.

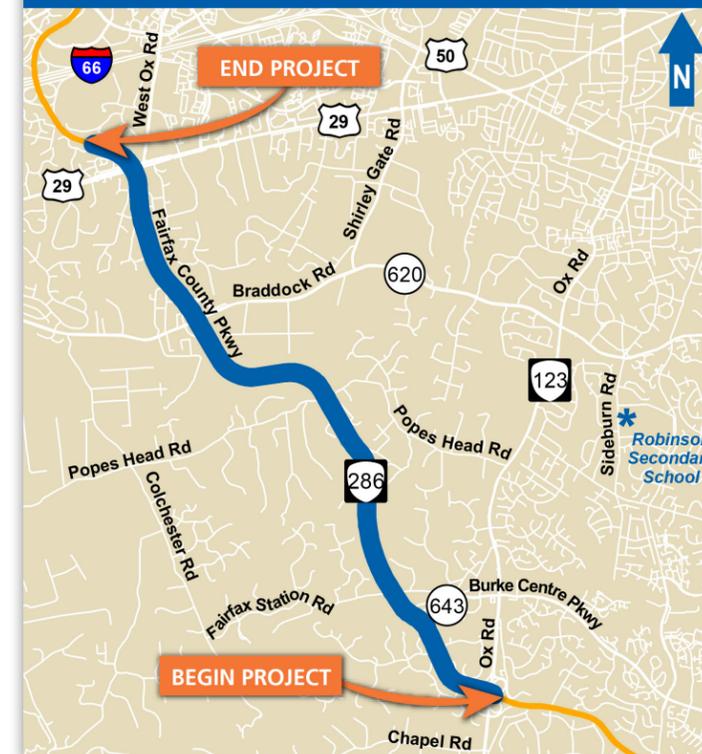
This design public hearing is being held to provide an opportunity for citizens and organizations to

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.

Project Overview



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.

State Project: 0286-029-259, P101; 0286-029-365, B619, B620, UPC: 107937, 111725, Federal: STP-5A01 (775)

Project Description

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.



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.

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.

Anticipated Schedule

Design Public Hearing
Dec. 12, 2019

Comment Period Ends
Dec. 23, 2019

Begin Popes Head Road Interchange Right of Way Acquisition
As early as late 2020

Begin Popes Head Road Interchange Construction
As early as late 2022

Fairfax County Parkway widening construction will begin after the Popes Head Road interchange.

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.



www.VirginiaDOT.org

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

State Project: 0286-029-259, P101; 0286-029-365, B619, B620, UPC: 107937, 111725, Federal: STP-5A01 (775)

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.

Fold Line

Postal Service
will not
deliver without
a stamp

Virginia Department Of Transportation
Northern Virginia District
Mr. Sitaram Kodali, P.E.
4975 Alliance Drive
Fairfax, VA 22030

Fold Line

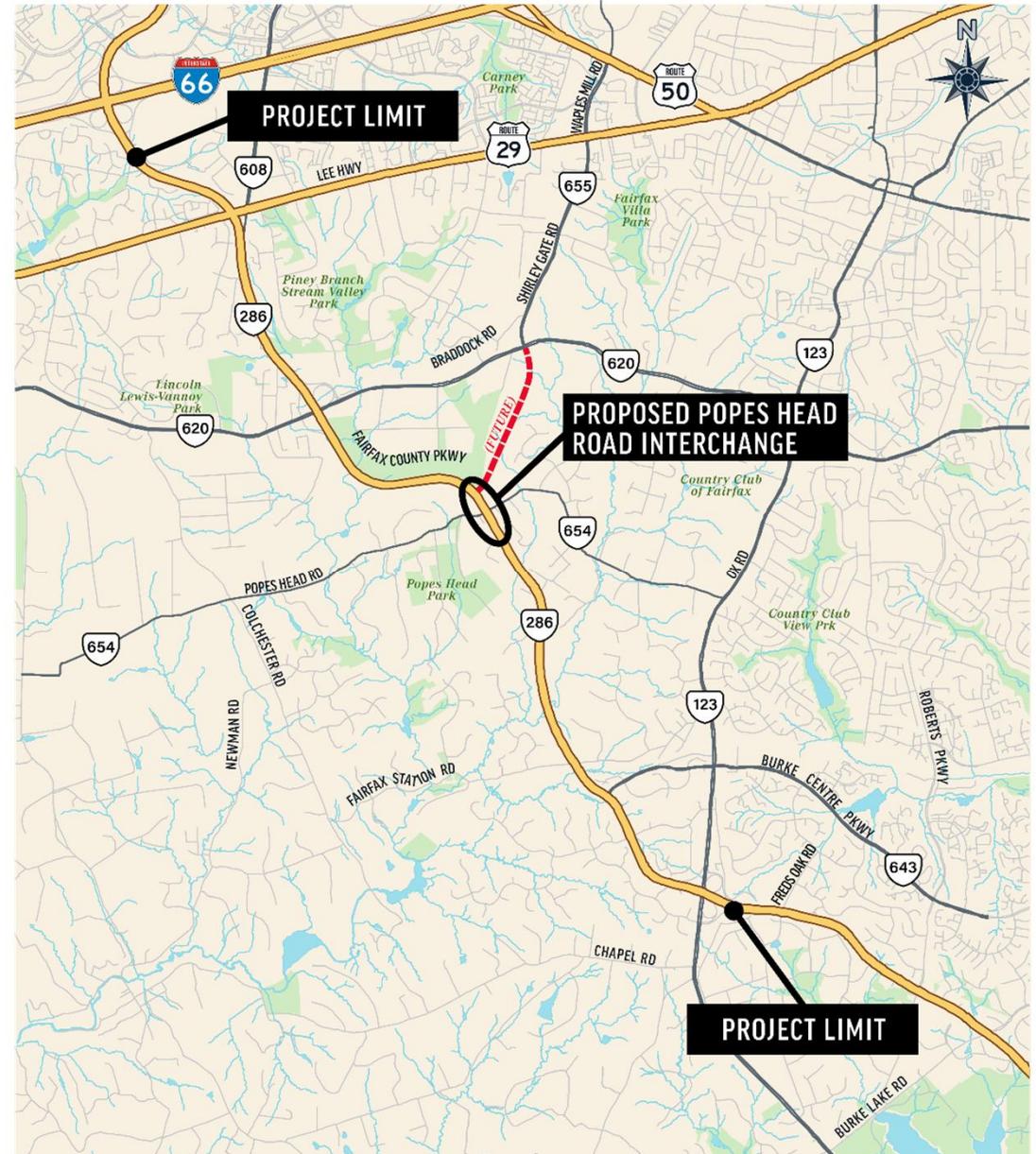


Fairfax County Parkway Widening and Popes Head Road Interchange

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

Tonight's meeting

Public Information Meeting

An opportunity for public input, in a 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

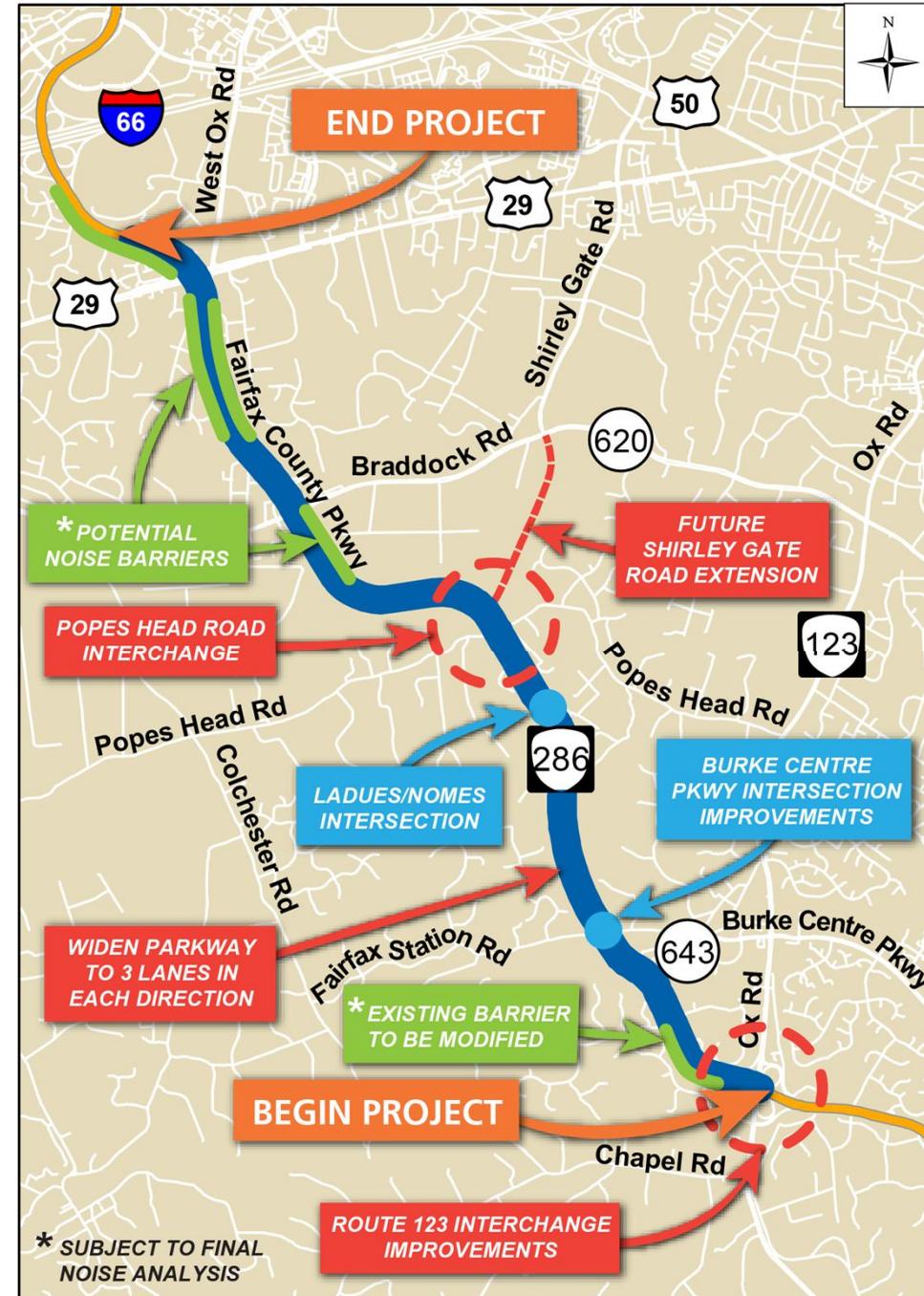
Held for project being developed on an existing alignment

Held after plans are 40% completed and major design features are delineated on the plans and clearly identified



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**



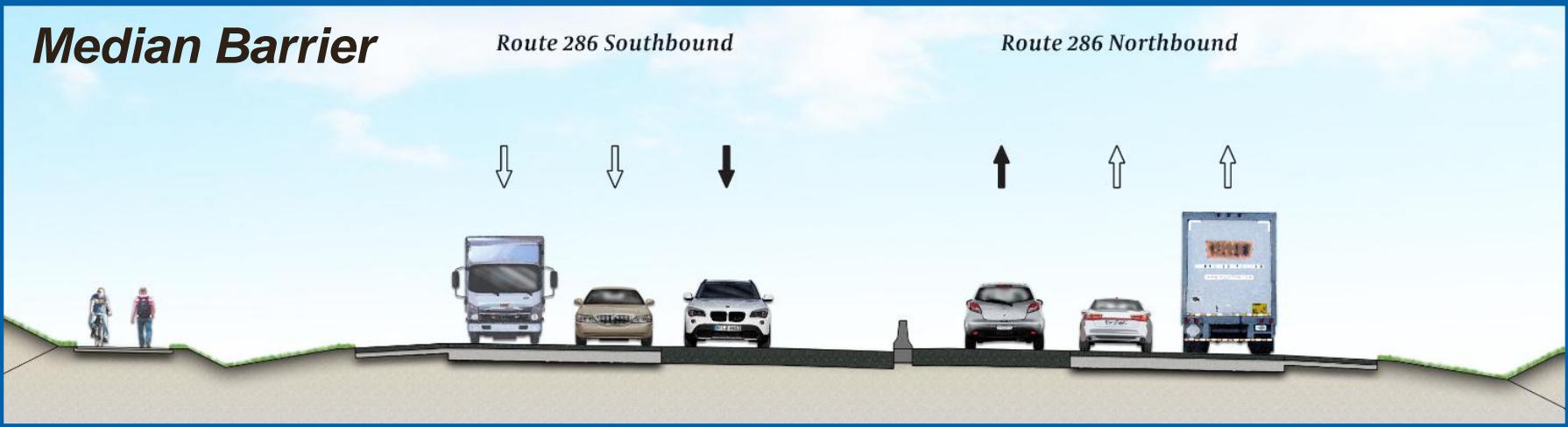
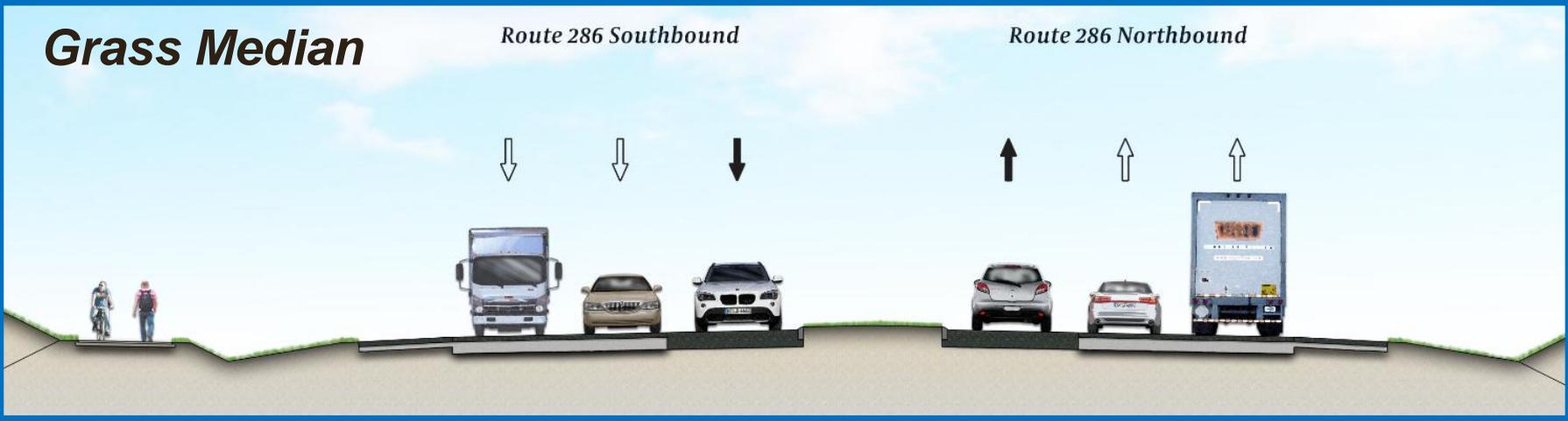
Project Phasing

-  **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)

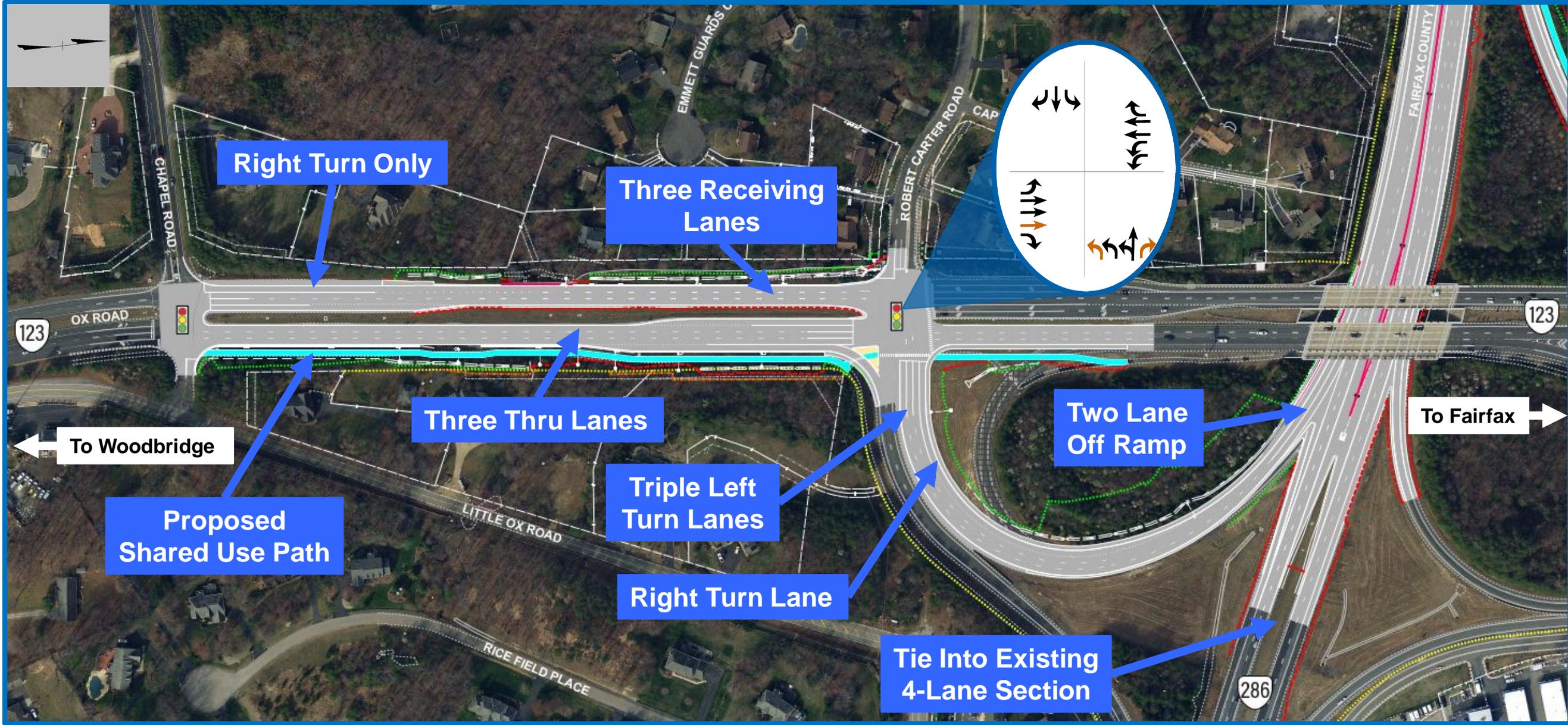


Roadway Widening

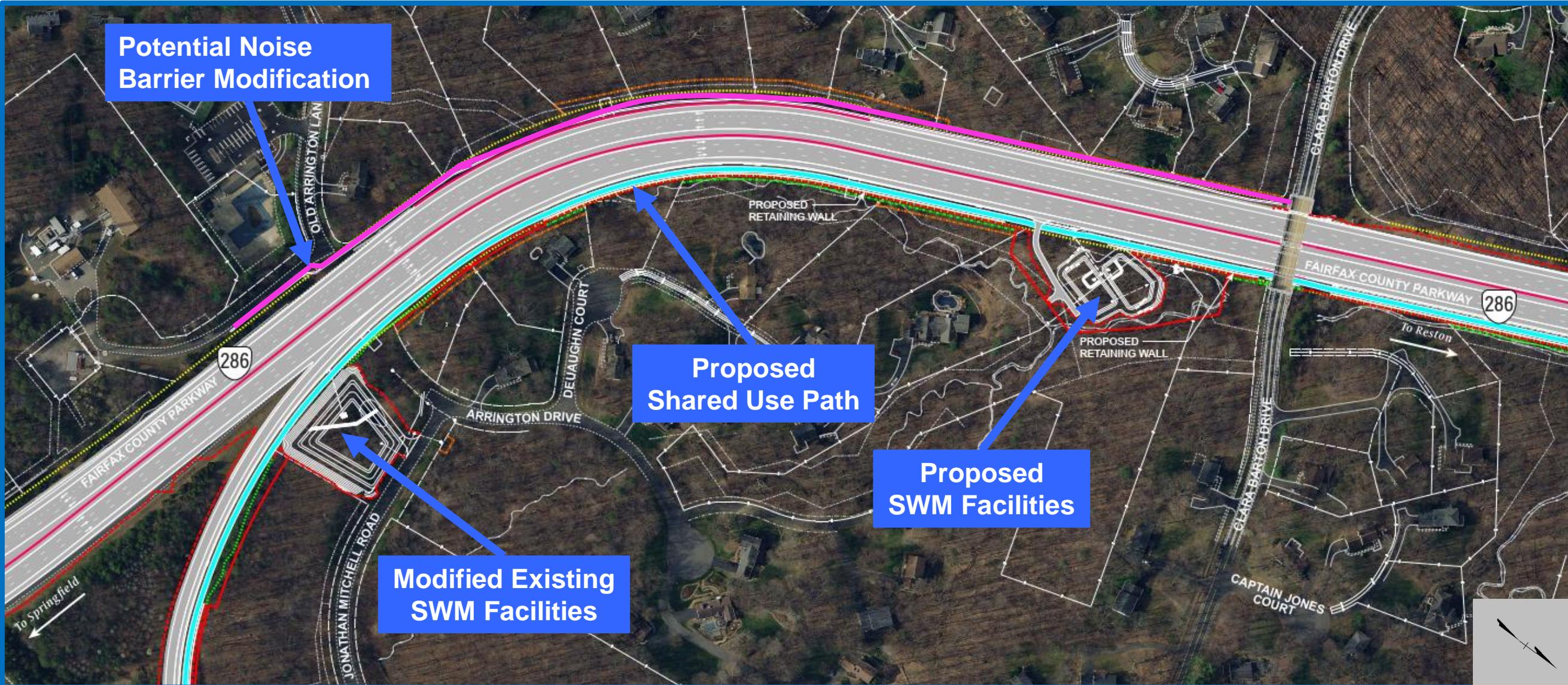
- Widening into Existing Median
- Median Treatment



Route 123 (Ox Road) Interchange



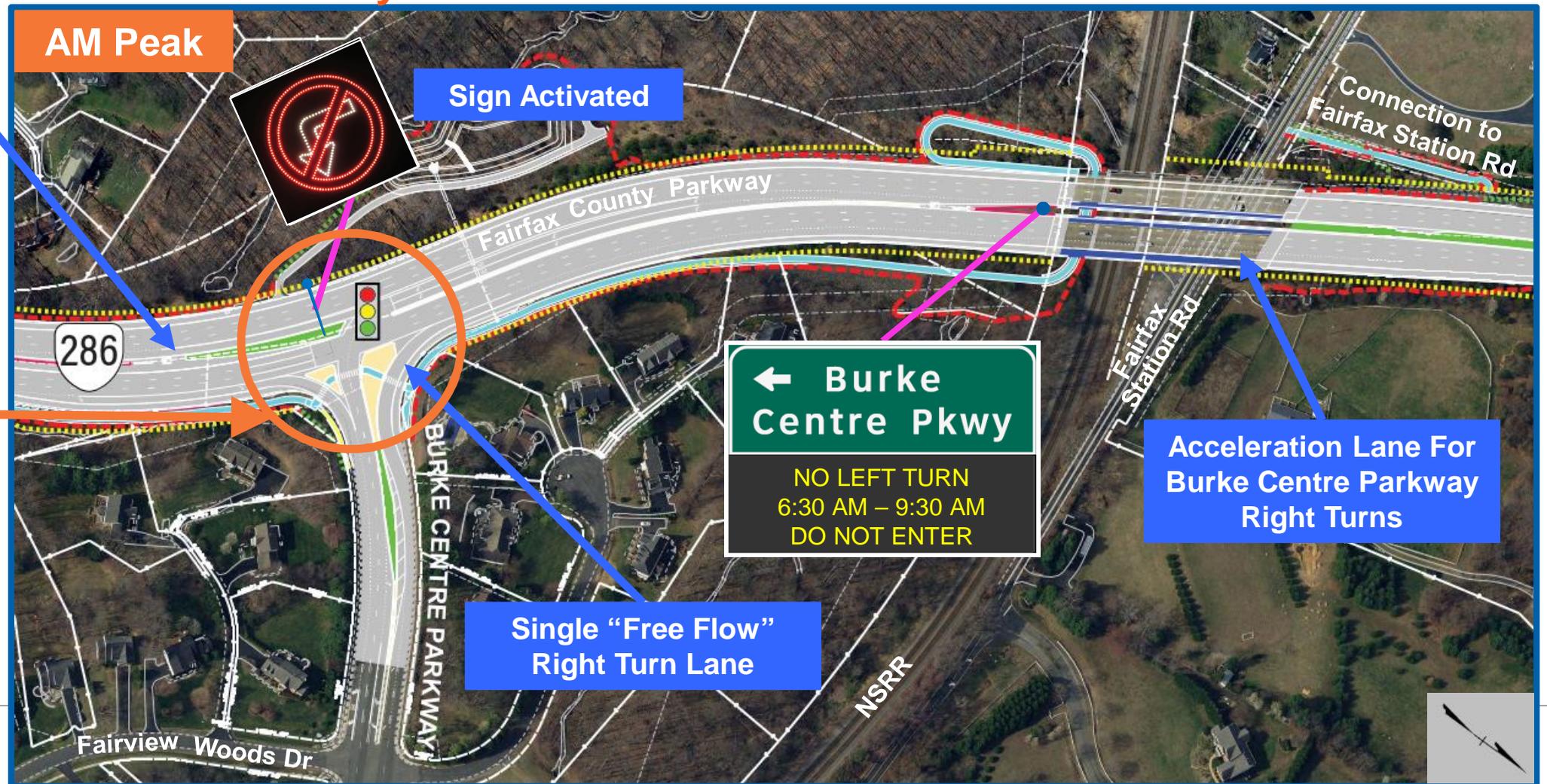
Improvements to Southern Segment of Widening



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**



Acceleration Lane For "Trapped" Left Turns

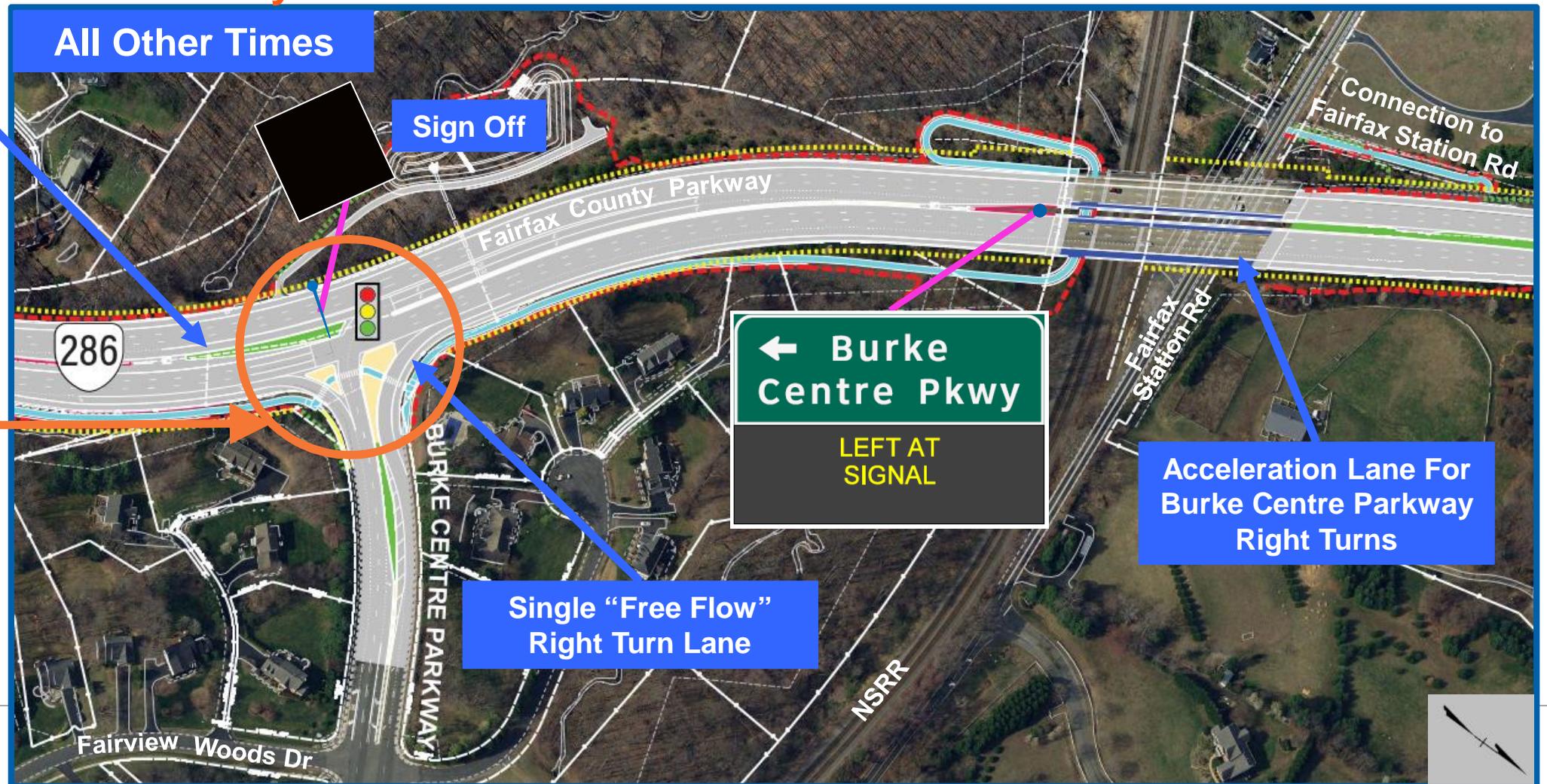


Note: Signing along NB & SB Fairfax County Parkway to be refined during final design

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



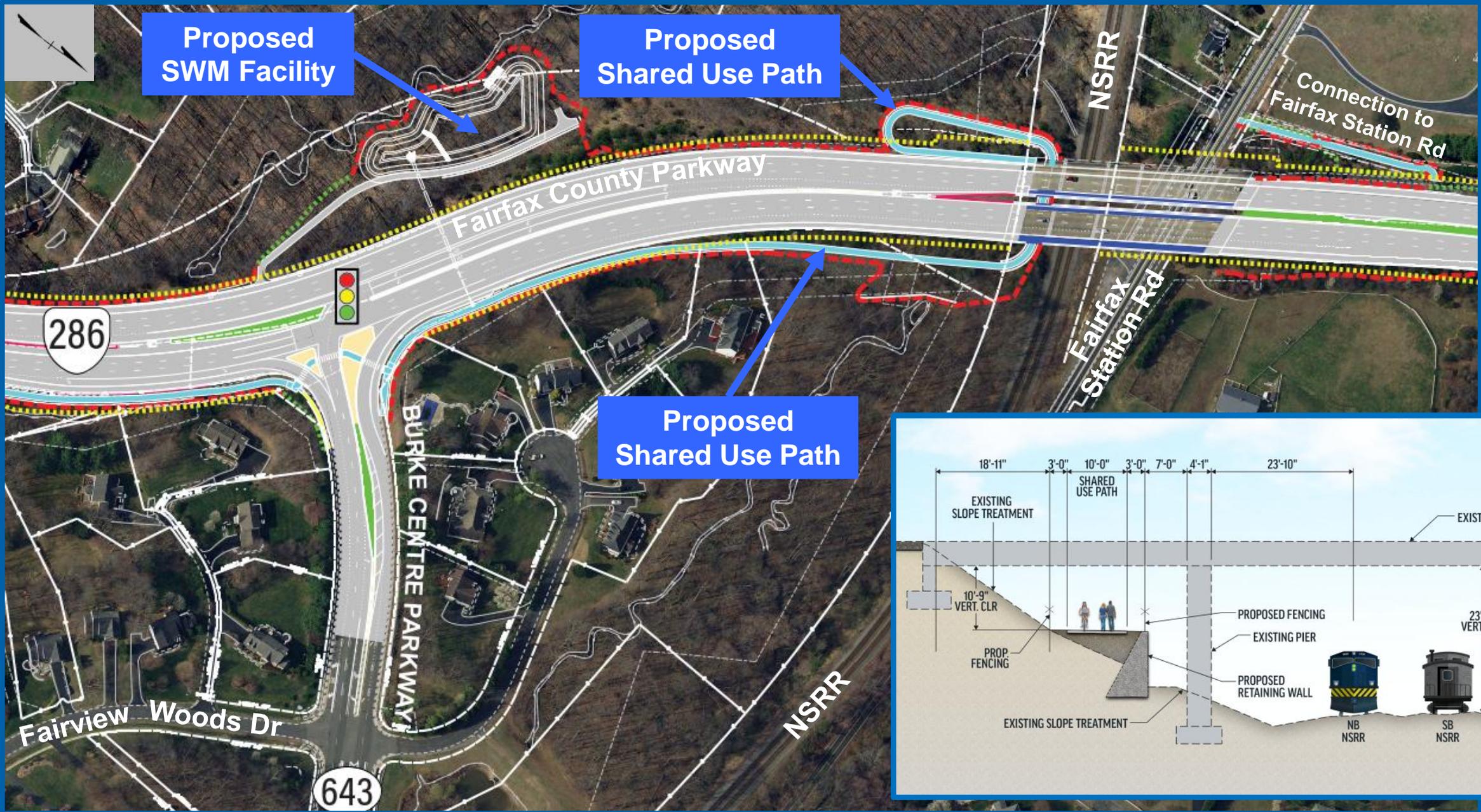
Acceleration Lane For "Trapped" Left Turns



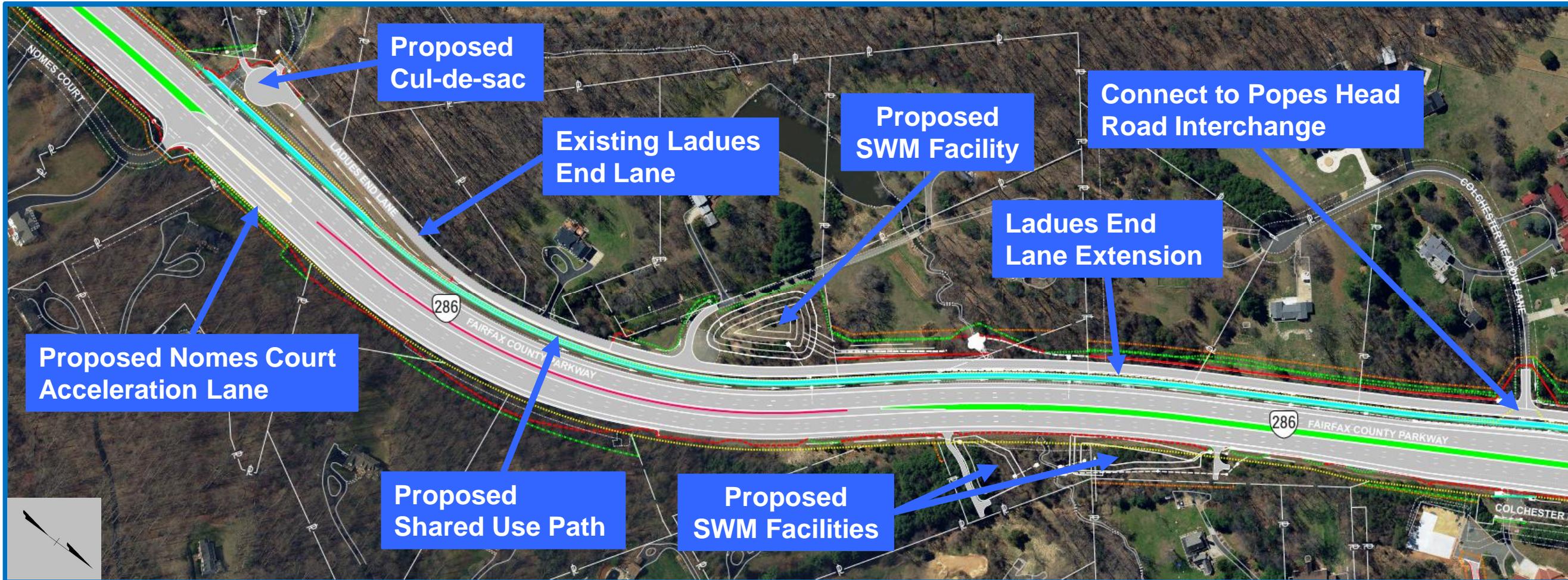
Note: Signing along NB & SB Fairfax County Parkway to be refined during final design



Shared Use Path Crossing

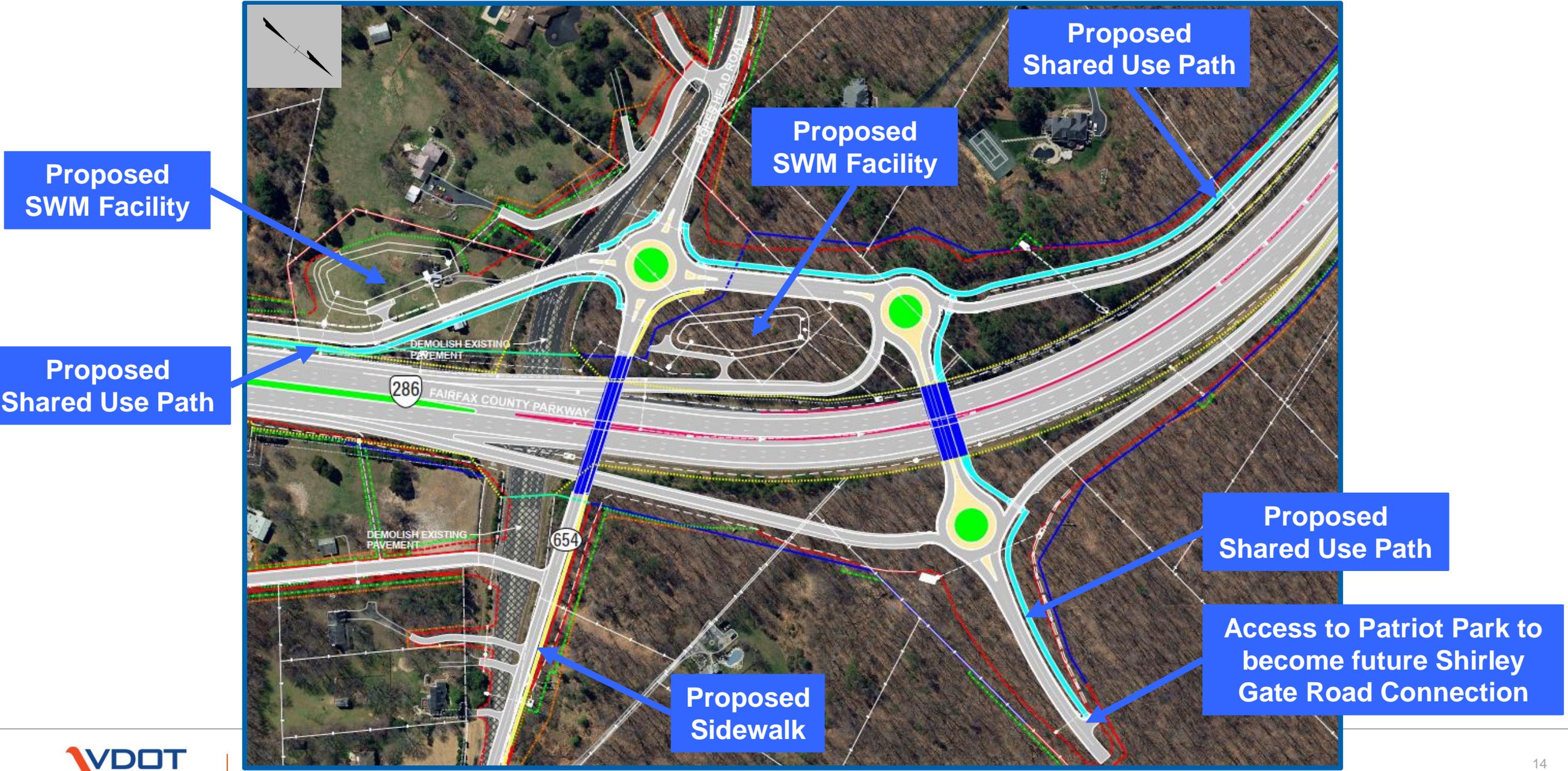


Ladues End Lane Extension



- **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

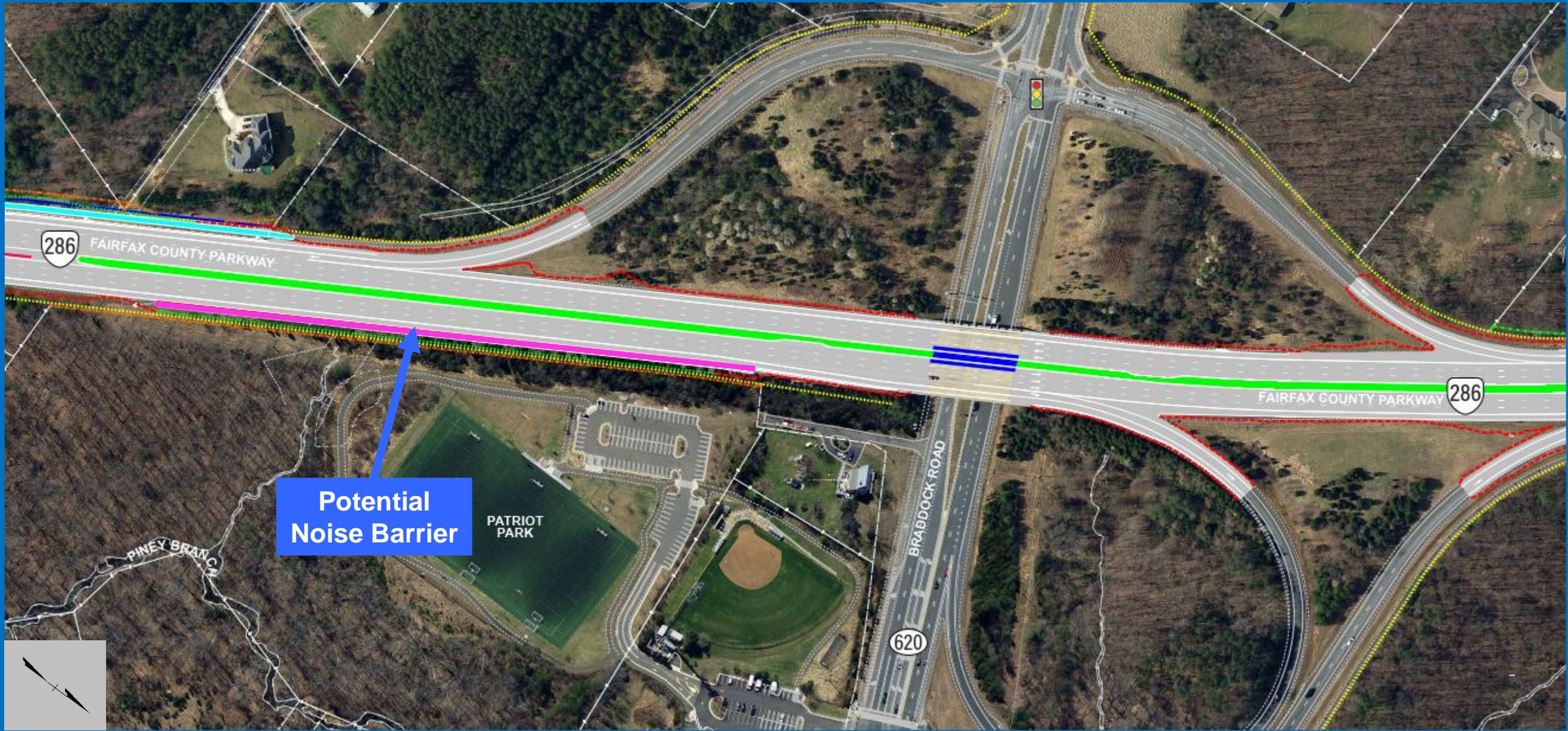


Popes Head Road Interchange

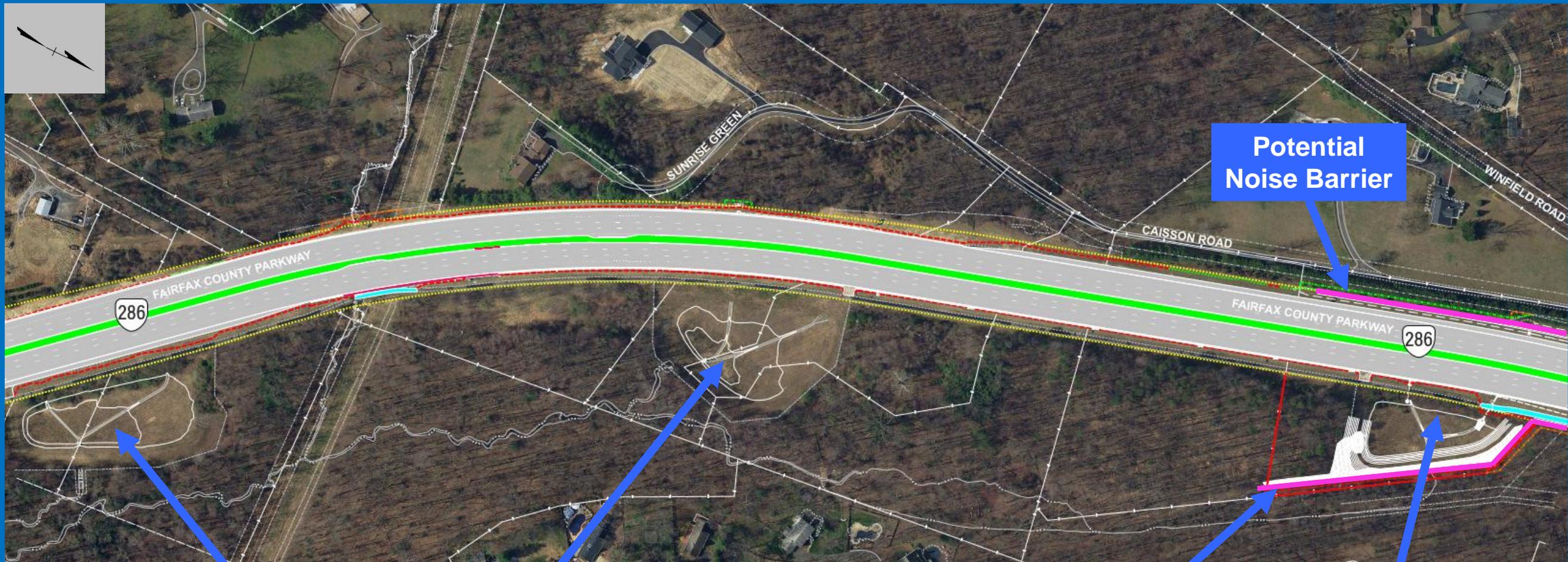
- Efficient traffic operations – maximizes ramp utilization
- Design minimizes conflict points resulting in safer traffic operations
- Least right-of-way impacts to private properties
- Least right-of-way and environmental impacts to Patriot Park
- Least bridge and pavement area to maintain
- Least expensive 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



Improvements to Northern Segment of Widening



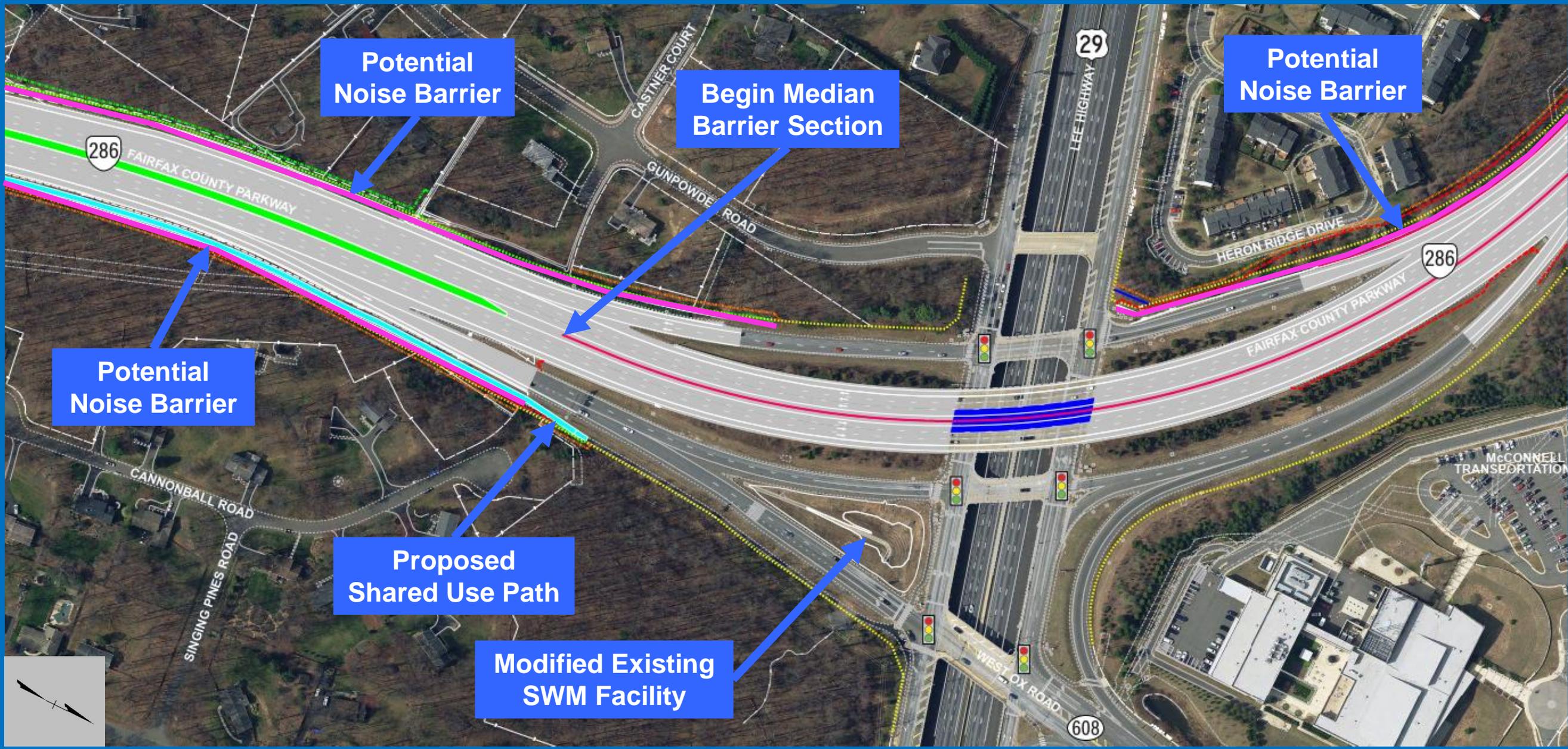
**Modified Existing
SWM Facilities**

**Potential
Noise Barrier**

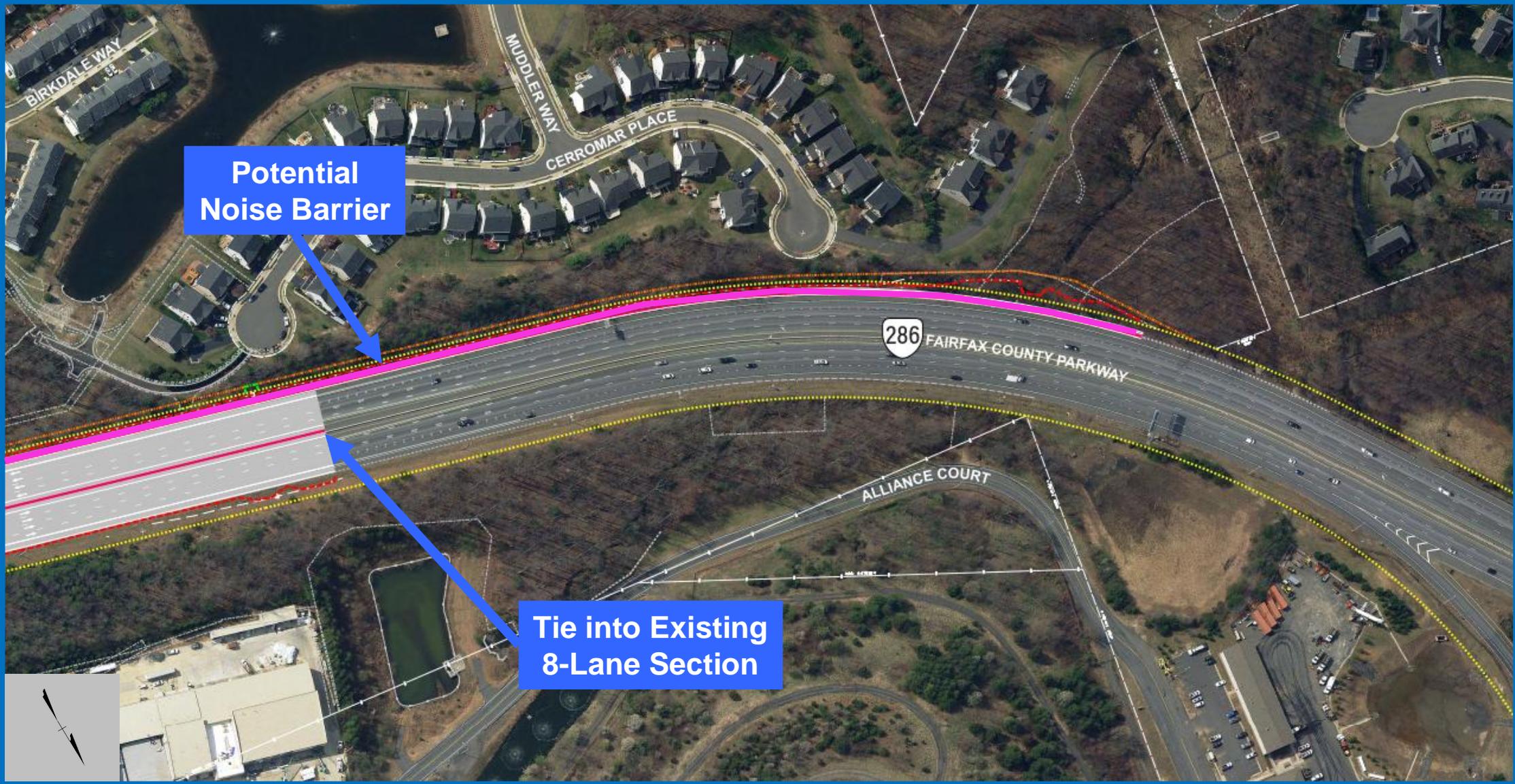
**Potential
Noise Barrier**

**Modified Existing
SWM Facility**

Improvements to Northern Segment of Widening



Improvements to Northern Segment of Widening



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.

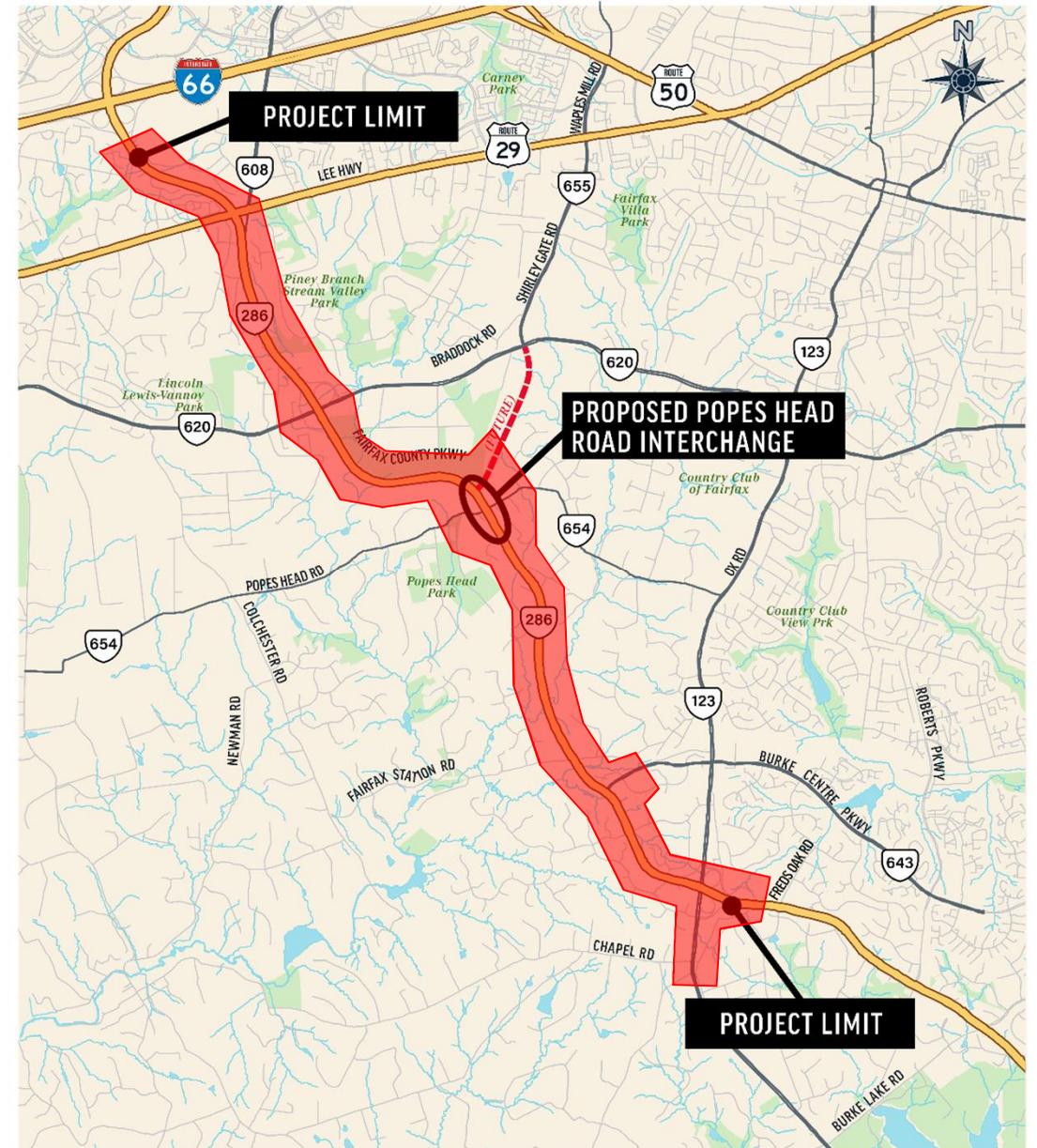


Fairfax County Parkway Northbound approach to Burke Centre Parkway Intersection

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

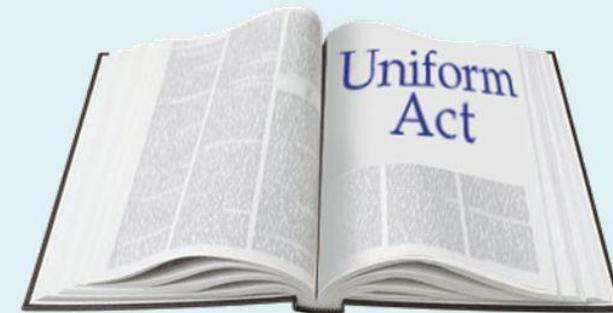
Community Facilities

- None

- These impacts may be reduced as final design is developed

Uniform Act

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646)



Water Resources

Resource	Popes Head Road Interchange	Fairfax County Parkway Widening
Stream	None	6,159 linear feet*
Wetlands	None	0.32 acres*
Floodplains	None	3.33 acres*

*Presence of resource within project limits.



Tributary of Popes Head Creek
Near Burke Centre Parkway

Natural Resources

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.



Threatened and Endangered Species

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



Northern Long Eared Bat

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

Section 4(f) and 6(f) Properties

Section 4(f) – Parks and Historic Sites

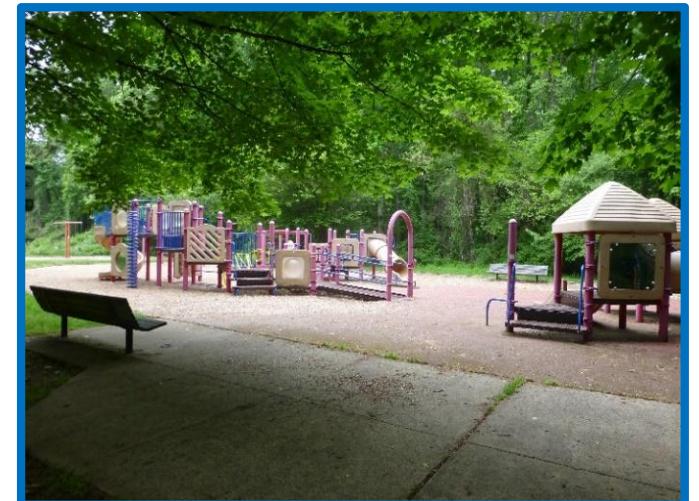
- FHWA intends to make a *de minimis* finding for the Patriot Park, and Popes Head Park

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



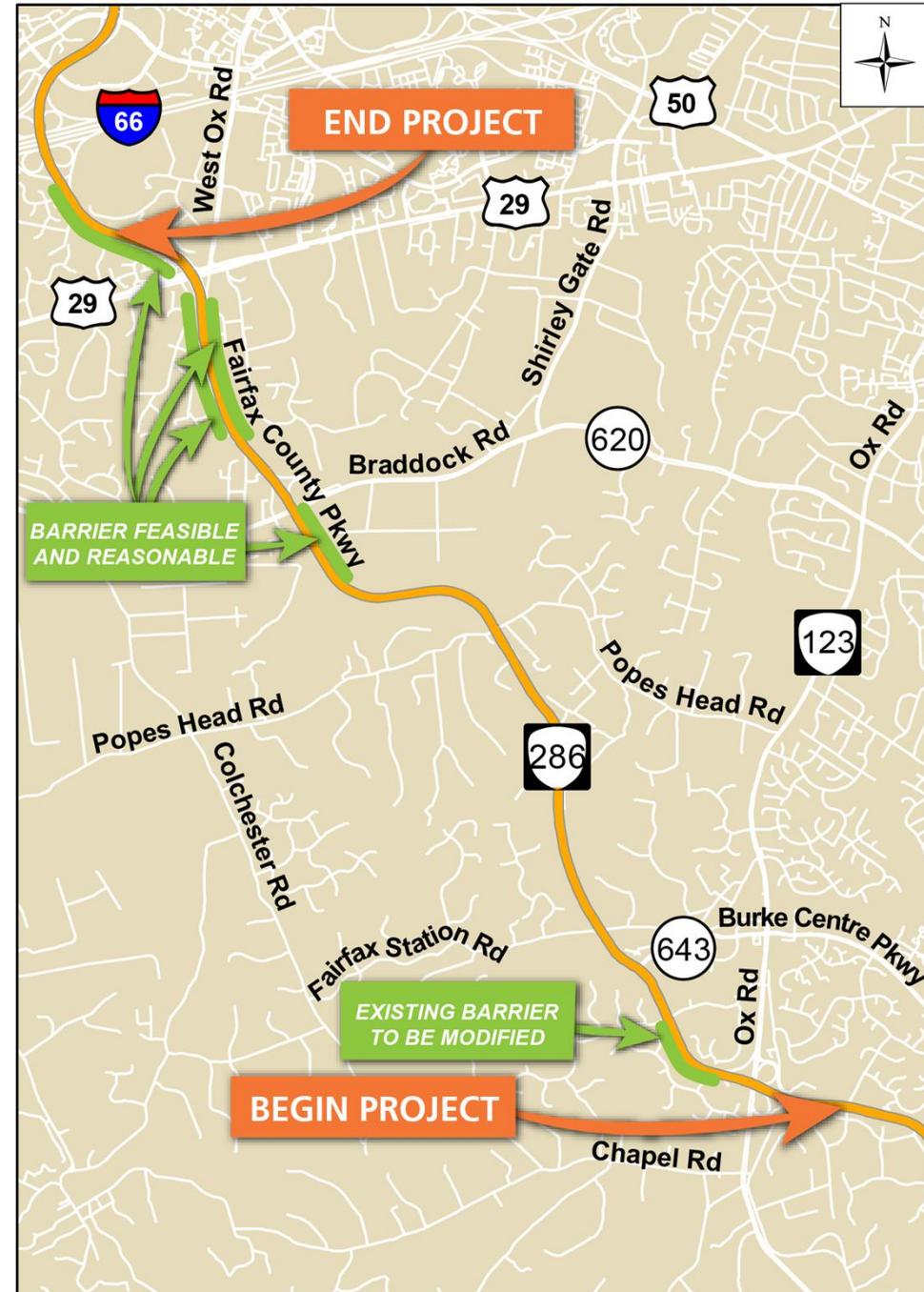
Patriot Park



Popes Head Park

Noise Analysis

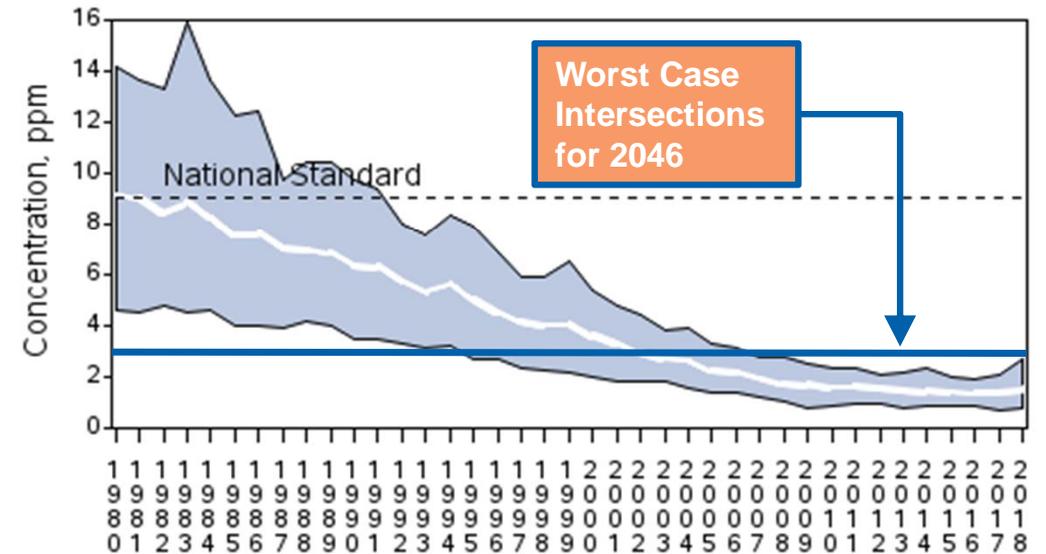
- **Required** to evaluate noise levels on federally funded projects to comply with federal law under the National Environmental Policy Act.
- Where project noise levels are projected to exceed established criteria, VDOT is **required to propose noise mitigation where reasonable and feasible.**
- Sound 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)**

CO Air Quality, 1980 - 2018
(Annual 2nd Maximum 8-hour Average)
National Trend based on 44 Sites



1980 to 2018 : 83% decrease in National Average

National Ambient Air Quality Standards for 1-hour and 8-hour study are 35 parts per million (ppm) and 9 ppm, respectively. Worst case intersections in study area:

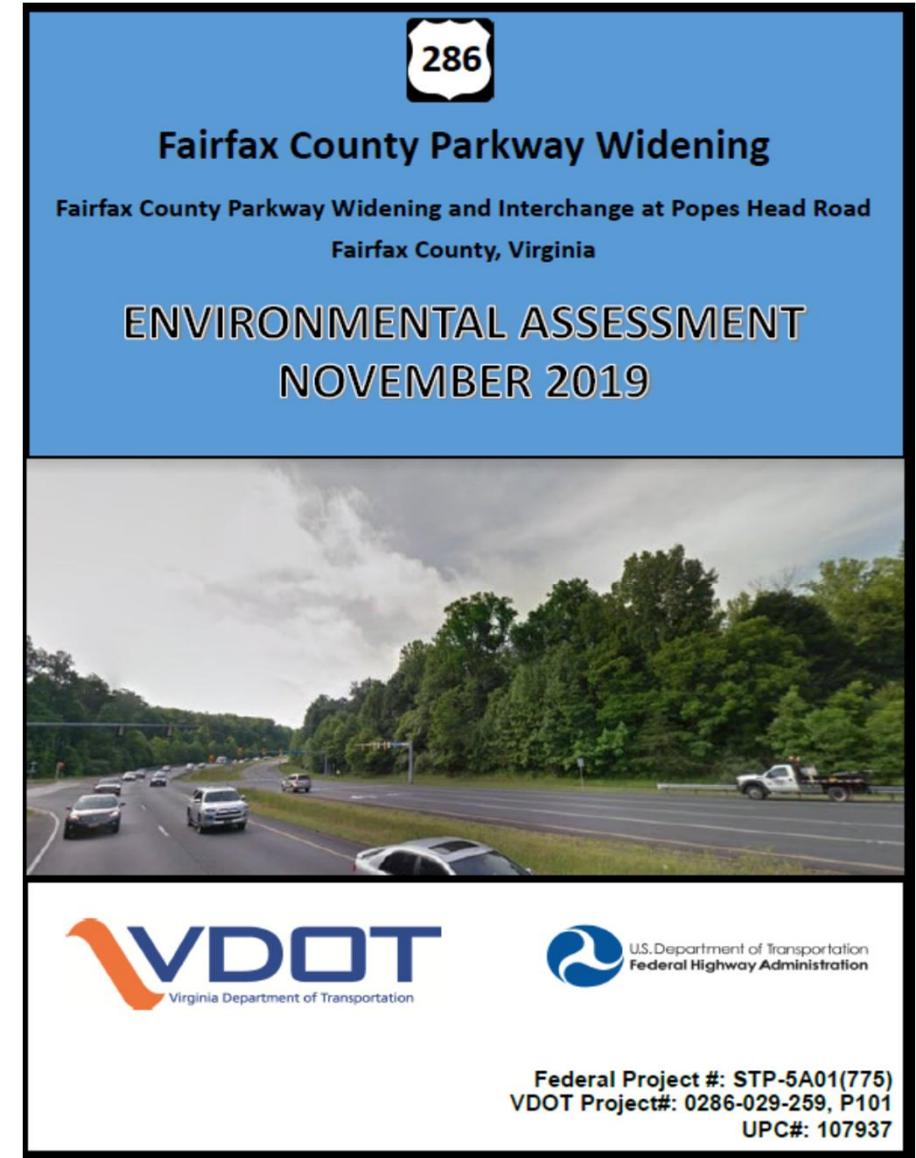
Route 123 & Fairfax County Pkwy SB Ramps/ Robert Carter Rd intersection - 2.9 and 2.4 ppm respectively

Fairfax County Pkwy & Roberts Pkwy/ Karmich St intersection - 2.8 and 2.3 ppm respectively

Source: <https://www.epa.gov/air-trends/carbon-monoxide-trends>, accessed October 7, 2019.

Environmental Assessment

- 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



The cover page features a blue header with a white shield containing the number 286. Below the shield, the text reads: "Fairfax County Parkway Widening", "Fairfax County Parkway Widening and Interchange at Popes Head Road", "Fairfax County, Virginia", "ENVIRONMENTAL ASSESSMENT", and "NOVEMBER 2019". The middle section is a photograph of a multi-lane highway with cars and a truck, bordered by green trees. The bottom section is white and contains the logos for VDOT (Virginia Department of Transportation) and the U.S. Department of Transportation Federal Highway Administration. Project information is listed at the bottom right: "Federal Project #: STP-5A01(775)", "VDOT Project#: 0286-029-259, P101", and "UPC#: 107937".

286

Fairfax County Parkway Widening
Fairfax County Parkway Widening and Interchange at Popes Head Road
Fairfax County, Virginia

ENVIRONMENTAL ASSESSMENT
NOVEMBER 2019

VDOT
Virginia Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

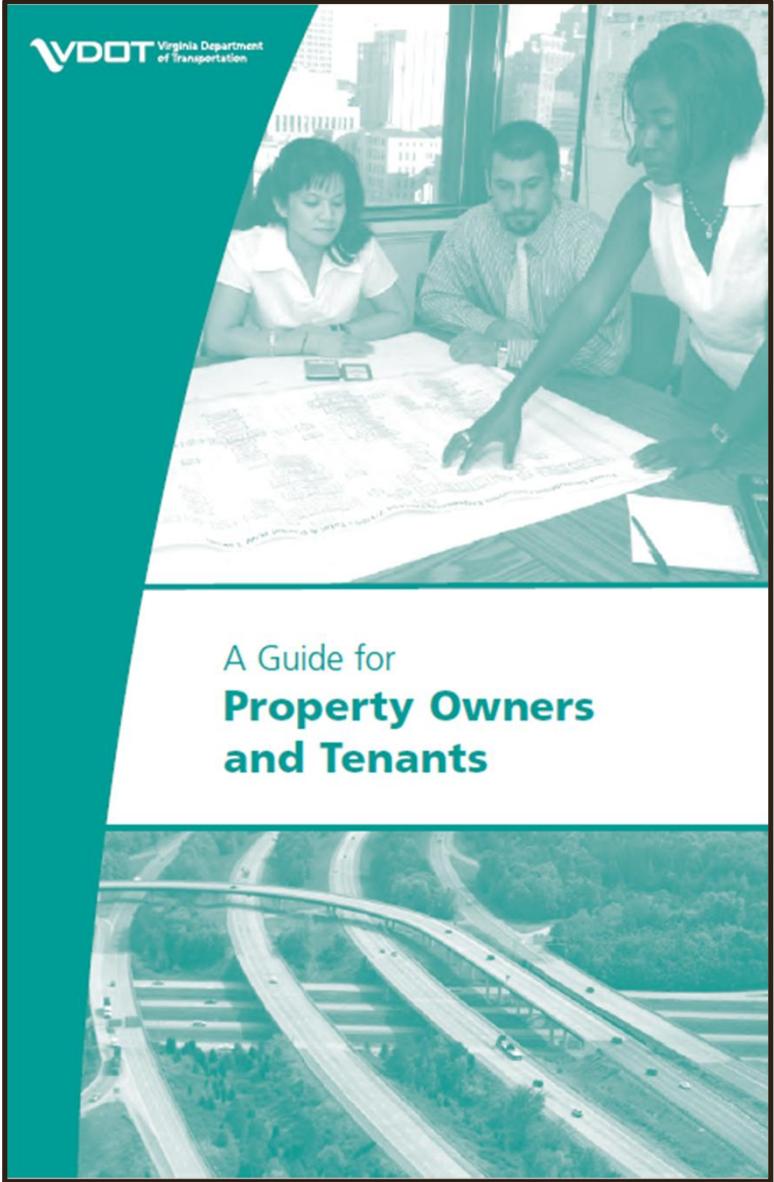
Federal Project #: STP-5A01(775)
VDOT Project#: 0286-029-259, P101
UPC#: 107937

Right of Way Acquisitions and Relocations

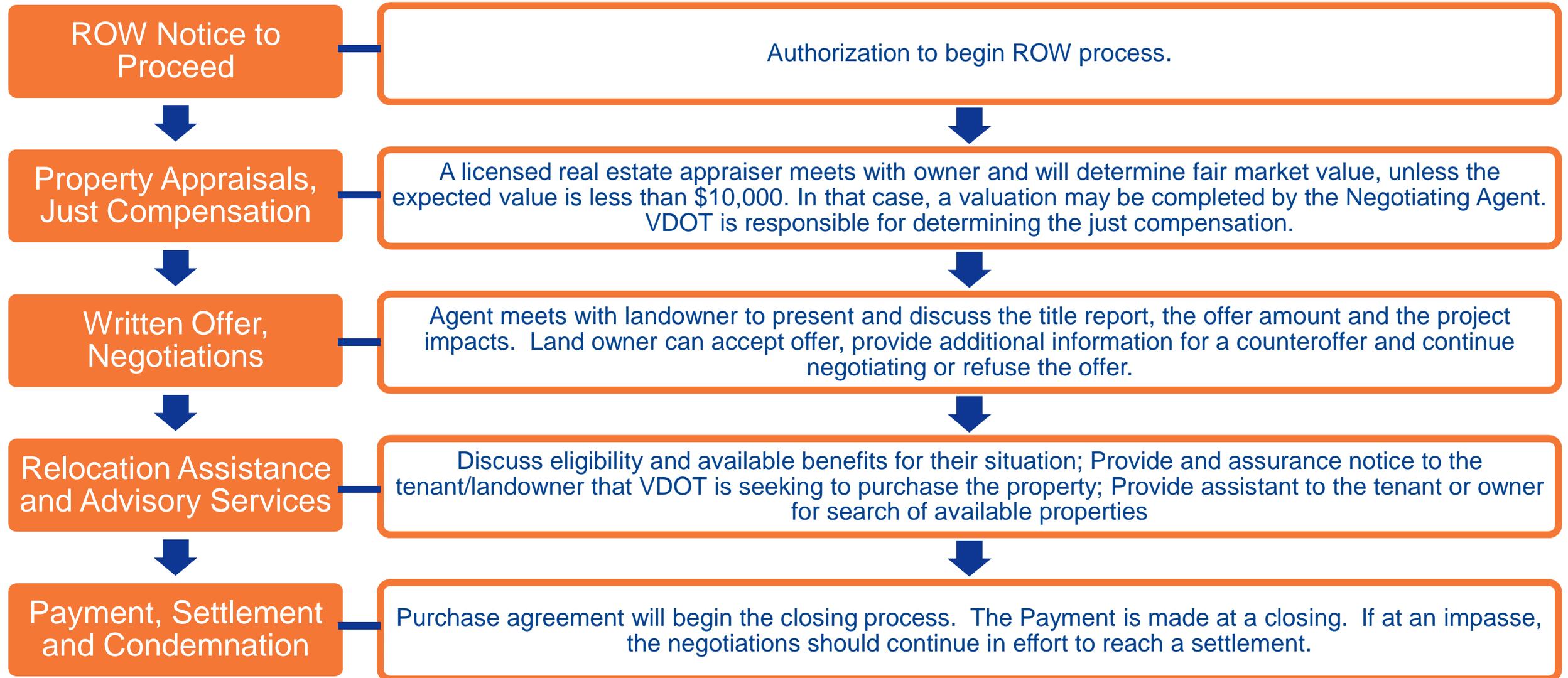
- **Proposed partial or full property acquisitions on 96 parcels**

Project Phase	Property Impacts
Popes Head Road Interchange	39
Fairfax County Parkway Widening Northern Segment	19
Fairfax County Parkway Widening Southern Segment	38

- **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



A Guide for Property Owners and Tenants

http://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

Project Schedules and Estimates



② Widening Northern Segment

Right of Way	\$4.4 M	Late 2021
Construction	\$90.0 M	Target: 2023-25

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

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

Design of the Interchange and Widening is Fully Funded

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

Next Steps

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

Sitaram Kodali, P.E.	Andrew Beacher, P.E.
Project Manager, VDOT Location and Design	Project Sponsor, VDOT Preliminary Engineering
4975 Alliance Drive, Fairfax, VA 22030	4975 Alliance Drive, Fairfax, VA 22030
Sitaram.Kodali@vdot.virginia.gov	Andrew.Beacher@vdot.virginia.gov
703-691-6710	703-259-2239

- **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**