



County of Fairfax, Virginia

Discussion of Converting Roads from the Secondary System to the Primary System

Board Transportation Committee

May 6, 2014



Follow up from the Board Transportation Committee meeting of February 4, 2014

1. Answer question about funding advantages as a result of Braddock Road being converted to a primary road.
2. Clarify whether the designation of a primary road affect land development cases?
3. Evaluate other secondary roads suggested to be studied for conversion to the primary system.
 - Old Keene Mill Road
 - Air and Space Museum Parkway



Funding advantages of Braddock Road being converted to a primary road.

- Primary roads are given priority over secondary roads for maintenance and construction funding.
- Primary construction funding is approved by the Commonwealth Transportation Board (CTB). Secondary construction funding is approved by the Board of Supervisors.

Other Considerations

- On Primary roads - the Commonwealth Transportation Board CTB approves final project configuration.
- On Secondary roads – final project configuration is approved by the Board of Supervisors.



Does the designation of a primary road affect land development cases?

- Roadway design criteria is based on roadway speeds and traffic volumes.
- Primary roads that are designated as National Highway System (NHS) routes may have different design criteria requirements than other primary or secondary routes.



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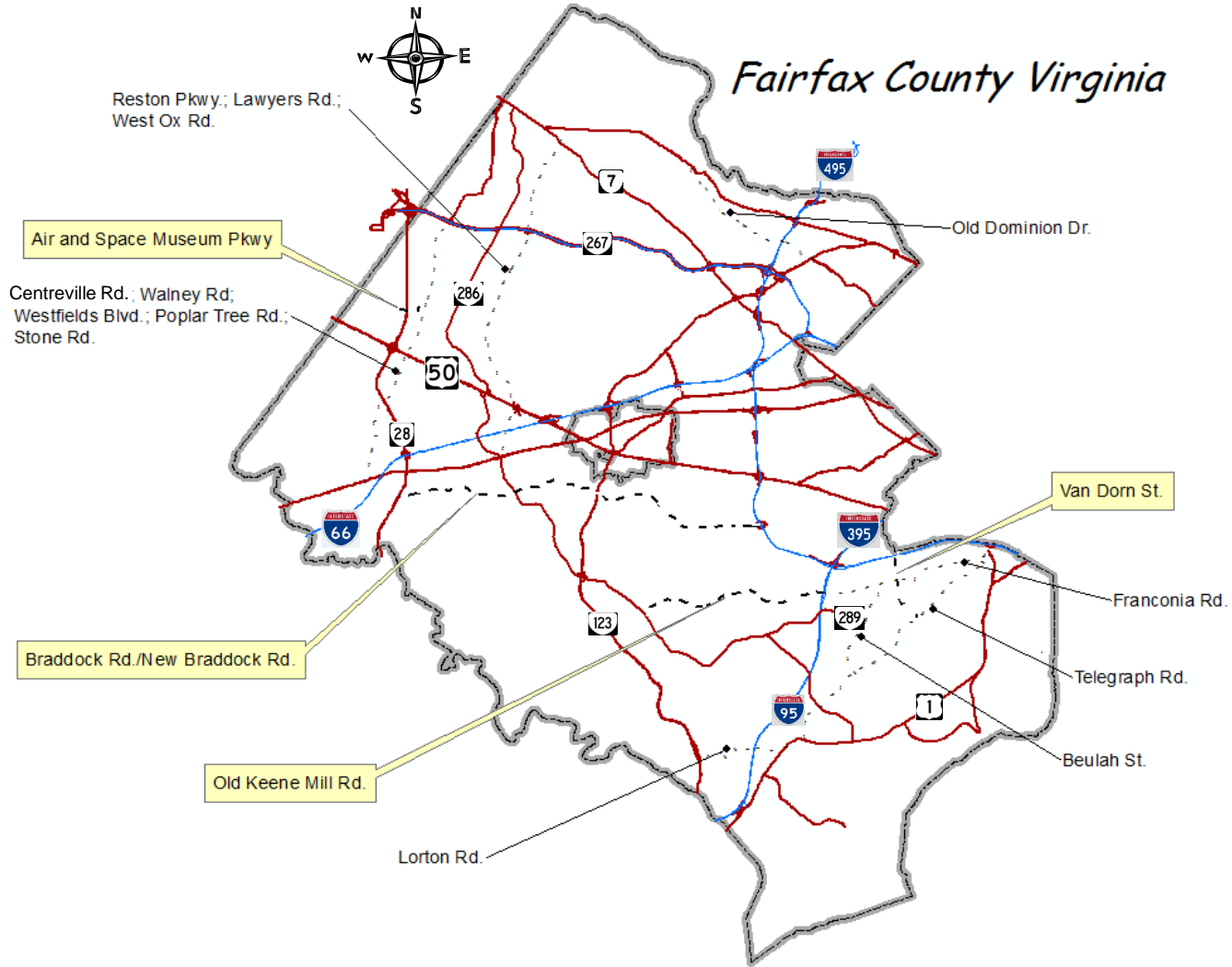
Staff was asked to evaluate Old Keene Mill Road and the Air and Space Museum Parkway for possible conversion to the primary system. Van Dorn Street was evaluated by VDOT independently.

| Roadway Characteristics | | VDOT's Revised Criteria CTB Approved February 2013 | | | | | | | | | | Meets a Majority of VDOT's Criteria |
|-------------------------------|--|--|-----------------|--|---|-------------------------------|--|--|-------------------------------|---|-------|-------------------------------------|
| | | Must Meet a Majority of the Criteria Below | | | | | | | | | | |
| Road Name | Section | Length (mile) | Number of Lanes | Must Connect to a Primary or Interstate Highway | Serves as a link between activity centers not already linked by a Primary or Interstate | Minimum traffic of 10,000 VPD | Minimum of tractor trailer/bus volume of 200 per day | Functionally Classified as an Arterial | Designated as part of the NHS | Meets Current Standards for lane and shoulder width | | |
| Braddock Road | Fr: I-495 To: Rte 123 | 5.9 | 4 to 6 | YES | YES * | YES | YES | YES | NO | NO | YES * | |
| Braddock Rd./New Braddock Rd. | Fr: Rte 123 To: Rte 28 | 6.9 | 4 | YES | YES | YES | YES | YES | NO | YES | YES | |
| Old Keene Mill Road | Fr: I-95 To: Rte 286 | 6.2 | 4 to 8 | YES | NO | YES | YES | NO | NO | NO | NO | |
| Air and Space Museum Parkway | Fr: Entrance to Air and Space Museum To: Wall Road | 1 | 2 to 4 | YES | NO | NO | NO | NO | NO | YES | NO | |
| Van Dorn Street | From City Limits of Alexandria to Telegraph Road | | | Independently reviewed by the Virginia Department of Transportation - does meet criteria | | | | | | | | YES |

* Braddock Road only serves as a link between Fairfax City and Centreville activity centers.



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- If the Board decides to convert roads from the Secondary to Primary system a letter to VDOT is required.
- VDOT limits the number of lane miles that can be converted to 50 miles or less statewide per year.



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QUESTIONS / DISCUSSION