



County of Fairfax, Virginia

---

# FAIRFAX COUNTY PARKWAY

## Town Hall Meeting

### October 23, 2012

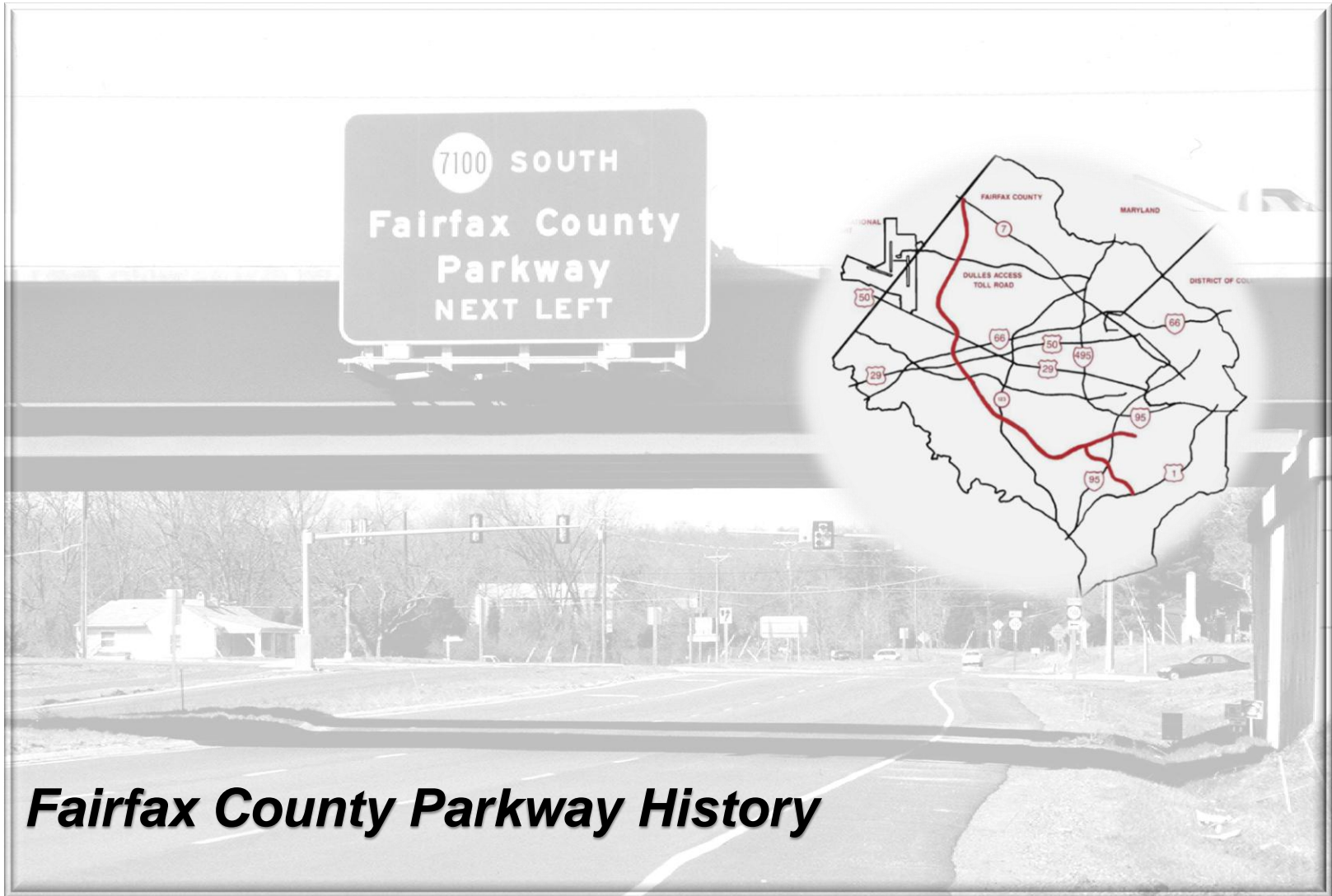
---

Department of Transportation





# County of Fairfax, Virginia



## ***Fairfax County Parkway History***





## ***Planning began 50 years ago***

**1960s**



***Washington's Regional Transportation Plan  
Recommends improved north/south travel***

***Construct Capital Beltway and outer beltway***

***Outer beltway concept deleted due to political and  
environmental concerns***



**1975**

***“PLUS Plan” approved by Fairfax County Board of Supervisors***

***Transportation element identifies need for a new roadway to accommodate growing travel demands between:***

***existing radial highways (7, Dulles Toll Road, 50, etc.)***

***emerging and planned growth centers***

***Intra-county connector, NOT outer beltway***



***1975-1979 Alternatives and concept alternatives evaluated by citizen committee, staff, & Virginia Department of Transportation (VDOT)***

***Freeway vs. Arterial characteristics & trade-offs***

***1979 Draft Environmental Impact Statement (EIS) issued by VDOT...alternatives continue to be evaluated***

***1984 Final EIS approved by Federal Highway Administration (FHWA). Design begins***





***1985 Fairfax County commits \$90 million in bonds to fund the Springfield Bypass/Metro Spur***

***1986 Design public hearings held***

***1987 First segment opens to traffic***

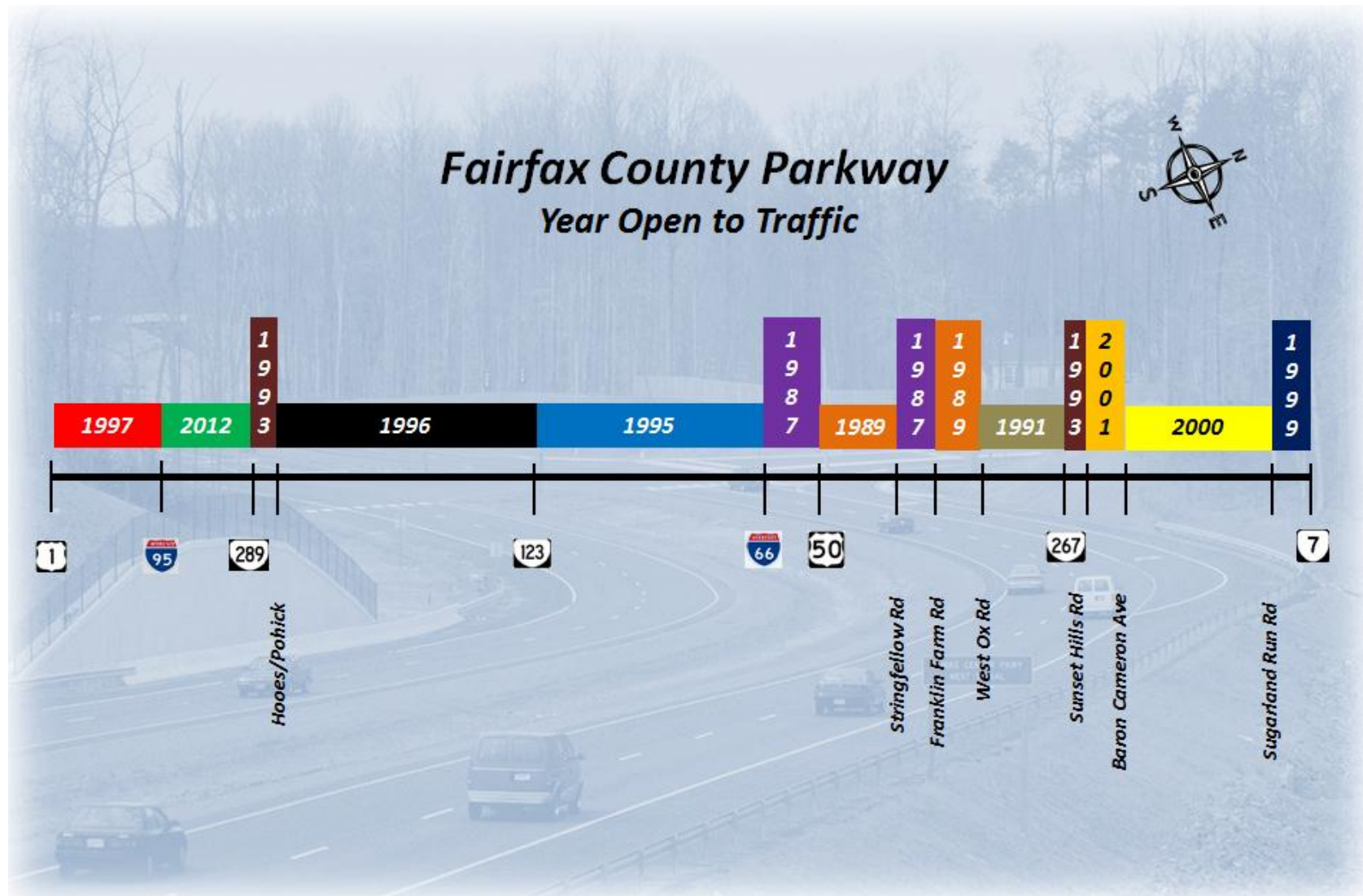
***Fair Lakes US Route 50 to I-66***

***Designed, funded, & constructed by Fair Lakes developers***

***1987 – 2012 Twenty Five + construction contracts awarded***



# County of Fairfax, Virginia





## ***Fairfax County Parkway Design Criteria***





***FHWA, VDOT, & Fairfax County agree on design criteria***

***A new multi-lane divided arterial roadway, 35 miles in length including both the Springfield Bypass and Spur***

***Design Year = 2005***

***Limited/Controlled Access***

***4 and 6 lane divided roadway***

***Multi-use trail integrated into design including equestrian facilities***

***Variable right of way -mostly accommodates 6-lane section  
69 points of access***

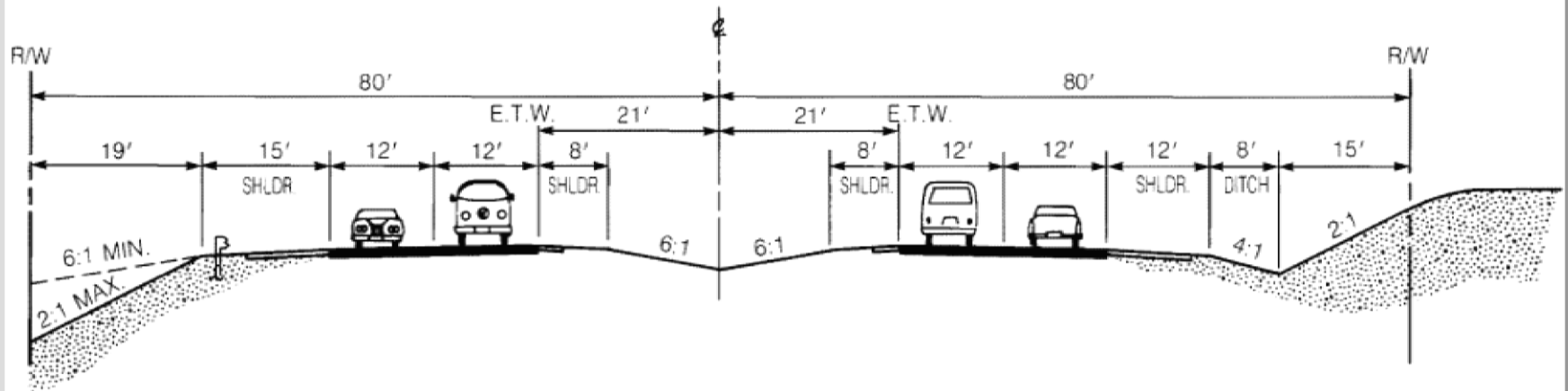
***16 grade separated interchanges***

***53 at-grade intersections (33 signalized)***



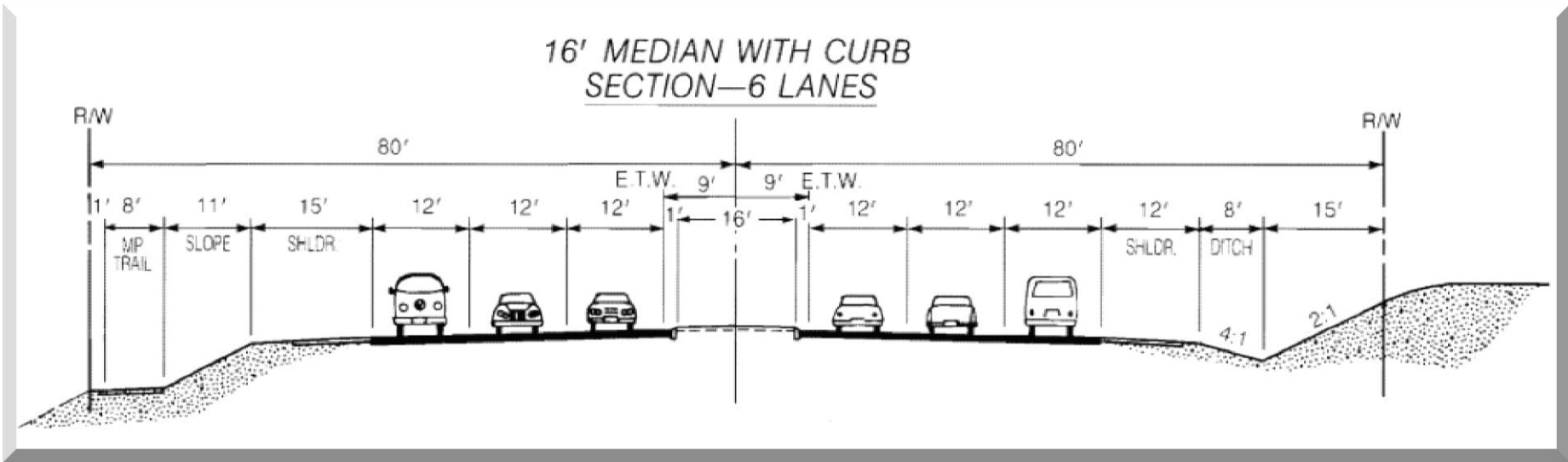
## 42' MEDIAN WITHOUT CURB TANGENT SECTION

### TYPICAL SECTION—4 LANES

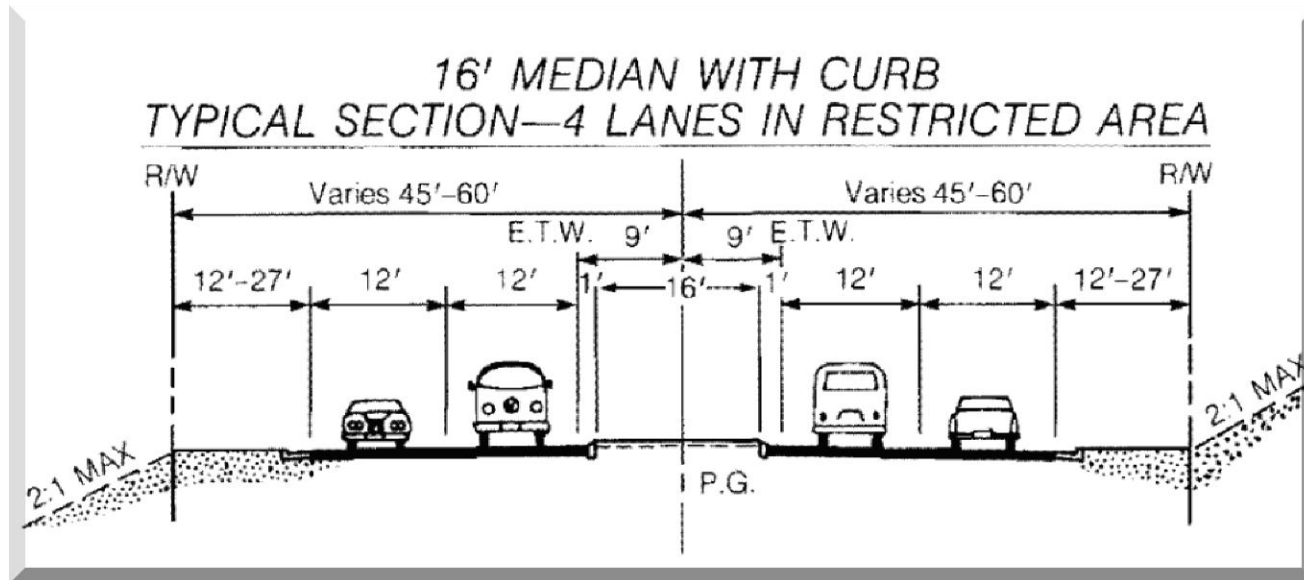


***Outside lanes constructed first. Future widening occurs inside using median***





***Ultimate section – 6 travel lanes with 16ft median***

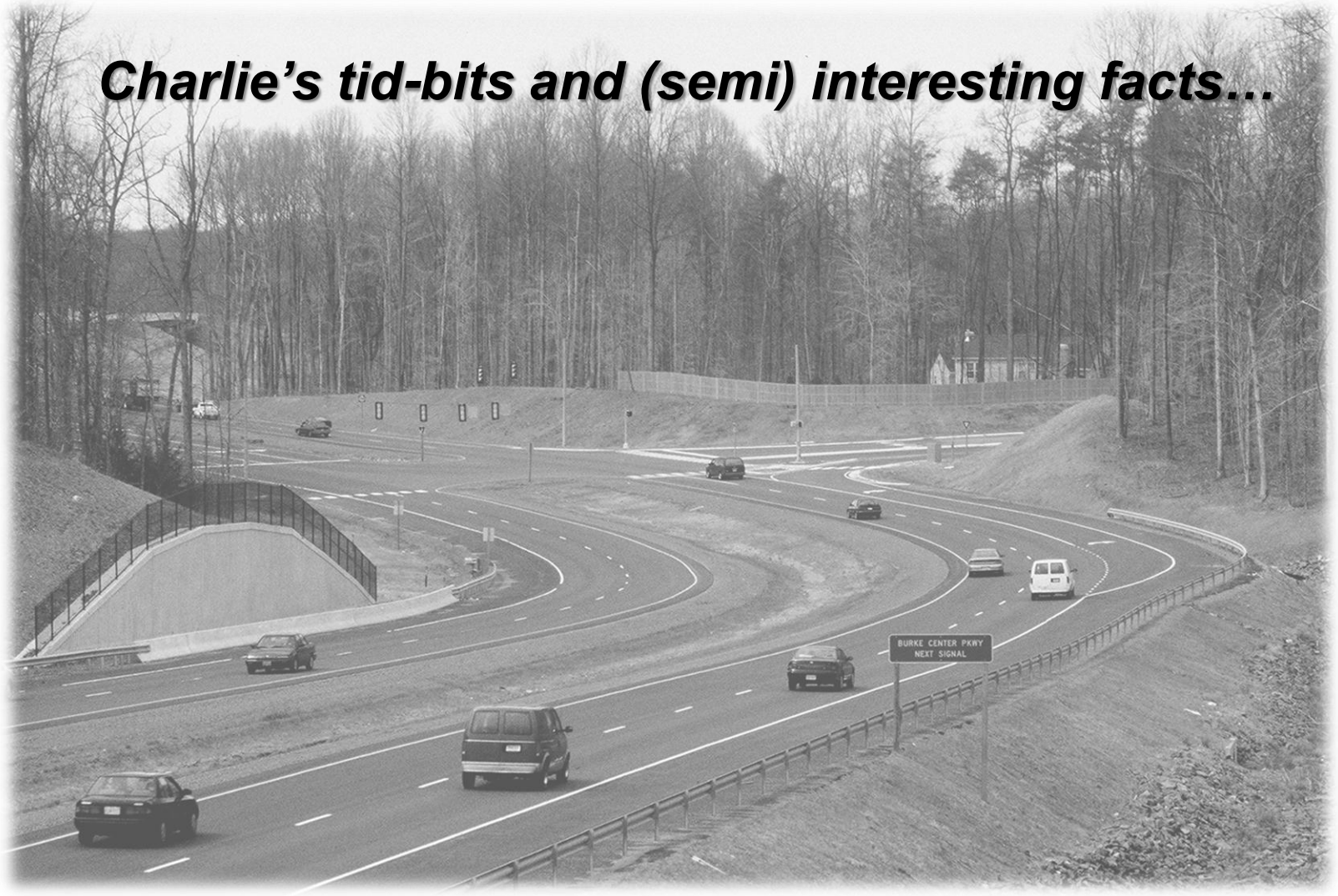


***Restricted section – 4 travel lanes with 16ft median  
Orange Hunt-South Run Segment***





## ***Charlie's tid-bits and (semi) interesting facts...***





## ***Hearings resulted in access changes:***

- ***Popes Head Park alignment eliminated***
- ***Fairfax Station connector deleted***
- ***Clara Barton Dr. bridge added, access deleted***
- ***Burke Center Parkway extended from 123 to Parkway***
- ***Ironmaster Dr. cul de sac***
- ***Freds Oak Road...open, closed, open, closed, open***
- ***many more...Public Hearings do make a difference!***





***Seven acre wetlands bank created as part of project***

***Two wild life migration under-passes constructed***

***Initiated a tree replacement program with Fort Belvoir***

***First project in Commonwealth to initiate 3<sup>rd</sup> party noise wall financing***

***33 of 35 miles completed by 2002, the last two mile segment (Fort Belvoir - Engineering Proving Ground) is nearing completion***



## County of Fairfax, Virginia

---



**Noise Wall  
Fairfax Station**

**Wood Duck House  
Wetlands Creation**







### ***Reclassification***

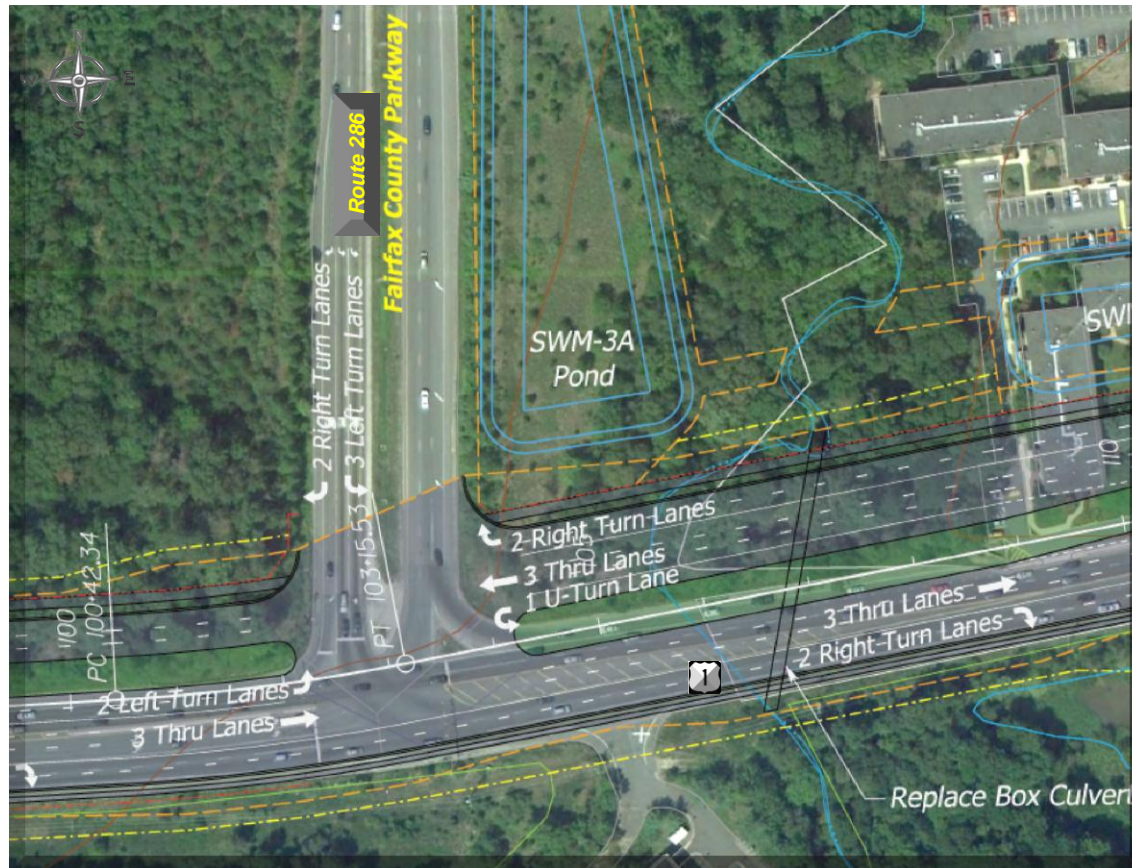
- *The Fairfax County Parkway, from Route 1 to Route 7 (32-miles), carries between 22,000 and 83,000 vehicles per day.*
- *The Commonwealth Transportation Board on February 15, 2012 approved the reclassification of the Parkway to a primary road making it eligible for new funding and maintenance priorities*
- *As a primary road, route is eligible to receive federal funding for paving, guardrail, bridge improvements and other projects. Federal funding typically covers 80 percent of the cost to maintain interstates and primary roads, with the remaining 20 percent coming from state funds.*
- *The new designation required a new route number for the Parkway as secondary roads are numbered 600 and above, and primary roads numbered 1-599. Only the route number has changed; the name of the road will not.*







## *Proposed Improvements with U.S. Route 1 Widening Project*

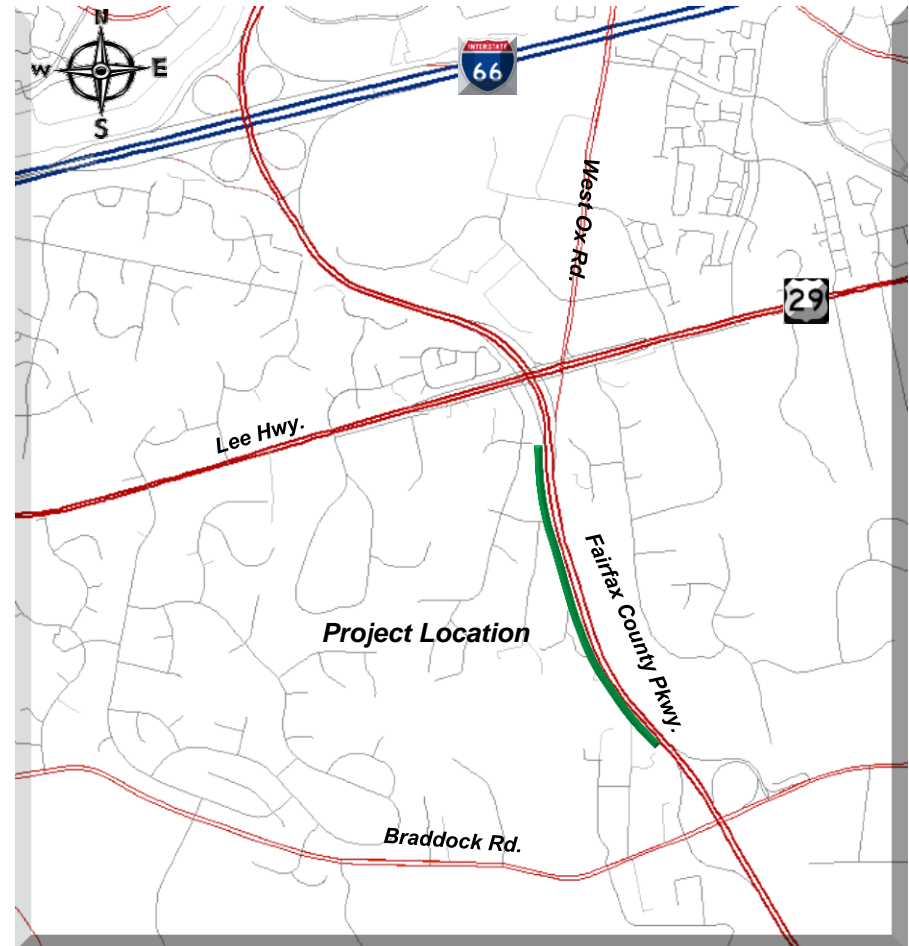


*Triple left turn from southbound Parkway to north U.S. Route 1.  
Two right turn lanes from southbound Parkway to south U.S. Route 1.*



## ***Project Under Design***

*Southbound Fairfax County Parkway between U.S. Route 29 and Braddock Road. Construct a third lane estimated completion date (subject to change) May 2014.*





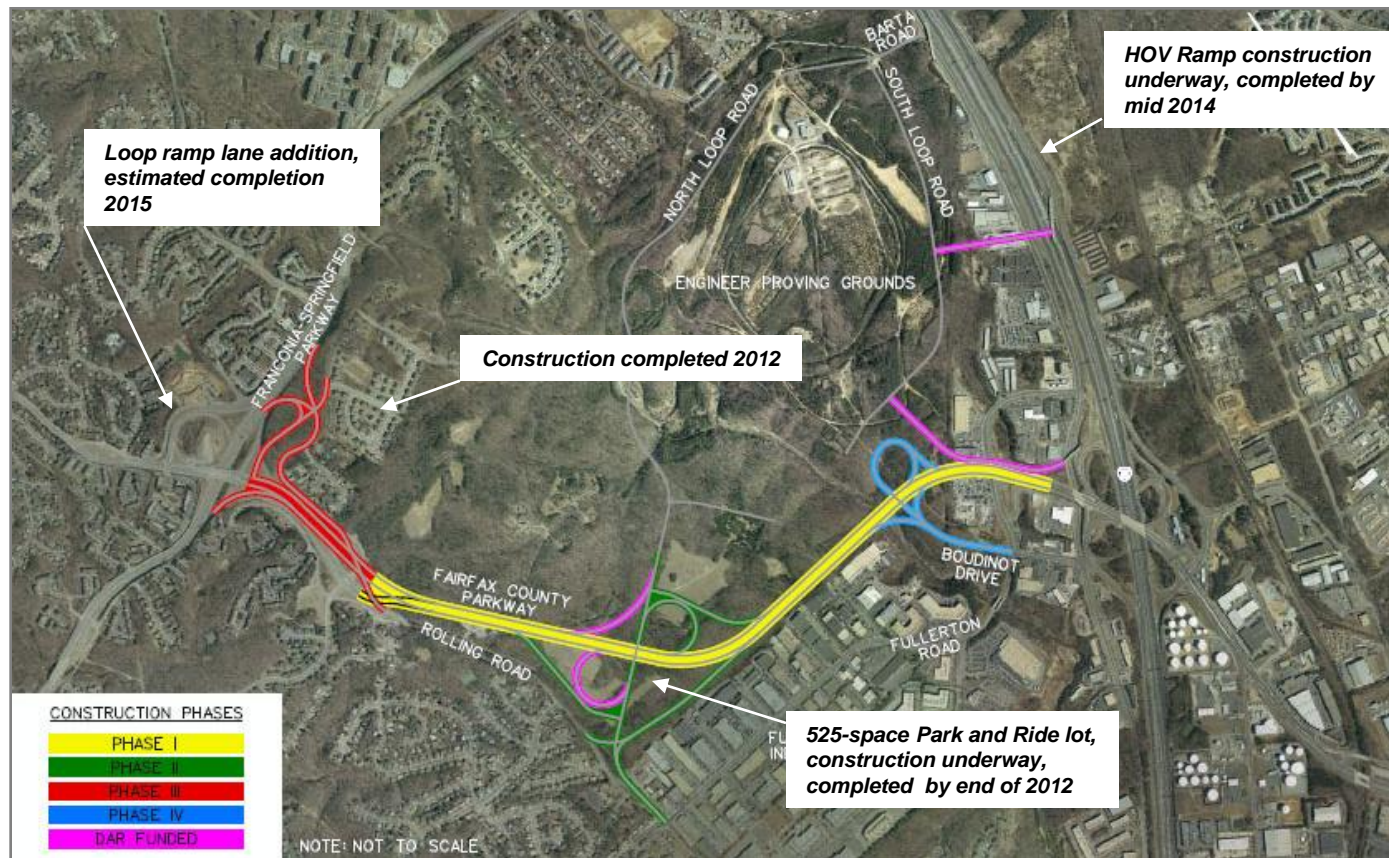
## ***Projects Under Construction***







## Fairfax County Parkway Phasing Defense Access Roads (DAR) Ramps





- **Fairfax County Parkway**

- *Funded by VDOT (\$198 M)*
- *Stimulus (\$ 72 M)*
- *Mainline opened to traffic in Sept. 2010*
- *Final Phase completed July, 2012*

- **I-95/Fort Belvoir North HOV Ramp**

- *Funded by Department of Defense (\$36 M)*
- *Construction underway*
- *Completion anticipated late 2014*

- **Fairfax County Parkway Commuter Lot (Saratoga Park & Ride lot)**

- *Funded by regional CMAQ funds (\$4.6 M)*
- *Construction underway*
- *Completion anticipated late 2012*

- **Fairfax County Parkway Loop Ramp at Rolling Road**

- *Funded by VDOT (\$14 M)*
- *Preliminary design underway*
- *Design-build anticipated to begin late 2013*

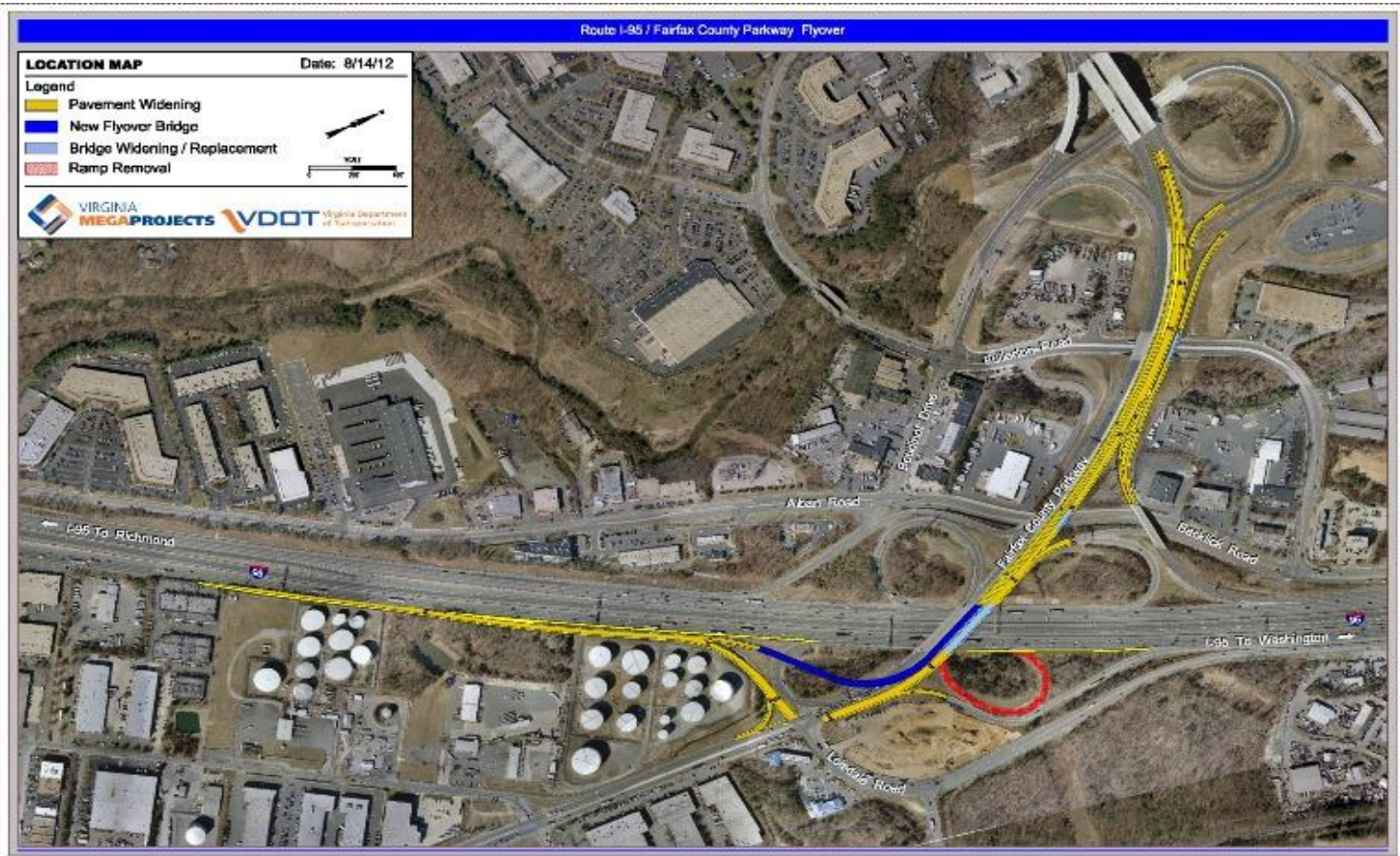
## ***Fort Belvoir North Road Improvements***







## ***Proposed I-95 Northbound Flyover to the Fairfax County Parkway***







## ***I-95 Flyover Ramp***

- *This project consists primarily of a flyover directional ramp from I-95 northbound to Fairfax County Parkway westbound and eastbound. It will require widening of multiple bridges and constructing the directional ramp (bridge), over 1500 feet in length. Alternatives are under evaluation at the scoping level.*
- *This project is funded in the Six-Year Program (SYP) and currently under design. Currently, neither right-of-way or construction funding are available*



## ***Fairfax County Parkway/Fair Lakes Parkway (FLAKES)***

### **Schedule:**

*As of end of September, 2012 the project is 74.5% complete*

### **Budget:**

*Construction Expenditures: \$32.6 M for 74.1% of contract*

*Federal Stimulus (\$40.8 M)*

### **Anticipated Milestones:**

#### **Recently Achieved:**

*Traffic switched onto the new ramps, on schedule, in November, 2011. Since that time construction of the elevated portion of the Fairfax County Parkway within the interchange, including the two new bridges, has proceeded.*

#### **Near Future to be Achieved:**

*By December, 2012, Fairfax County Parkway traffic is to be re-routed over the new bridge overpasses at Fair Lakes Parkway and Monument Dr. If work continues at its current pace, the traffic may be re-routed as early as the first week of November., ahead of schedule.*



### **General Project Information:**

**[http://www.virginiadot.org/projects/northernvirginia/fairfax\\_county\\_parkway-fair\\_lakes.asp](http://www.virginiadot.org/projects/northernvirginia/fairfax_county_parkway-fair_lakes.asp)**



## Recently Completed Project

*Double left turns now allowed from Route 29 onto southbound Parkway to help reduce PM congestion.*







## ***Planned Project***

*I-95 Loisdale off ramp to the Parkway will have two lanes at the traffic signal where there is only one now. Will help reduce AM I-95 ramp backup.*





## Conceptual Project

*Additional southbound through lane on the Parkway between Loisdale Road and Terminal Road to reduce Parkway congestion that backs up the I-95 off ramps in the morning.*





## ***Safety Projects***

***A safety study to evaluate locations along the Fairfax County Parkway where motorists are crossing the medians, was completed in November 2010.***

***The entire section of the Parkway was studied, excluding the Fair Lakes Parkway section due to a pending construction project.***

***Analyzed crashes from 2007 through 2009***

***Identified locations for median barriers (17,000 feet)***

***VDOT prepared a project and solicited bids in the spring of 2012***

***Not a single contractor submitted a bid***

***VDOT is reviewing other methods to get the barriers built***

***Funding \$1.4 M – Federal Safety Funds***





# ***Maintenance & Resurfacing***



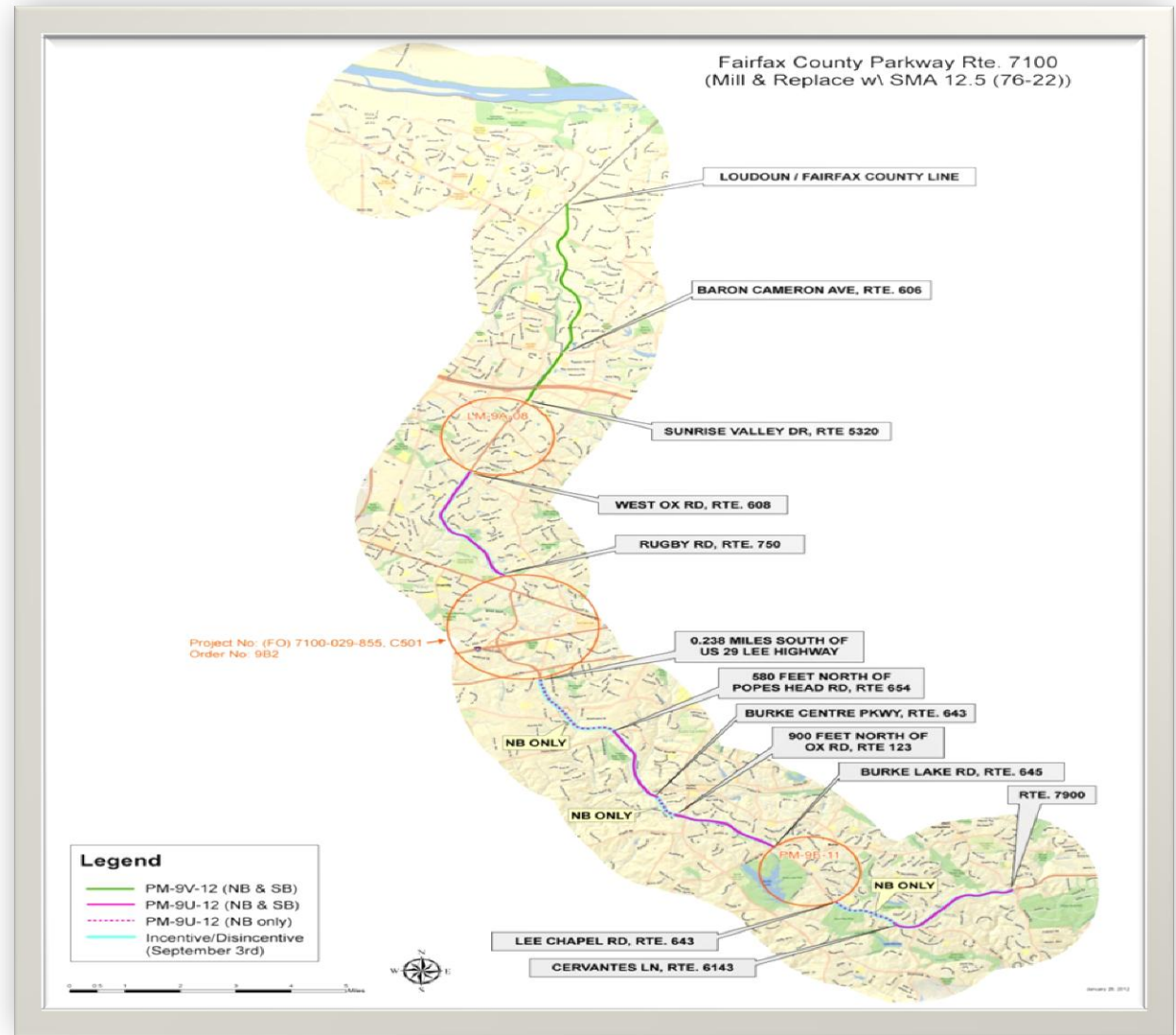
## ***Maintenance & Resurfacing***

- ***All paving south of I-66 is complete; some pavement markings are yet to be completed.***
- ***All paving and striping north of Sunrise Valley Drive to Fairfax/Loudoun County line is complete.***
- ***All paving from Rugby Road to West Ox is complete (quiet pavement pilot); some pavement markings, shoulder and punch list work remain.***
- ***Throughout corridor, detailed cleanup will take place over next few weeks, with contract completion date of December 3, 2012.***



# Maintenance & Resurfacing

## Fairfax County Pkwy (2012)







## ***Fairfax County Parkway Trail***

### **General Maintenance Overview**

- *Total Trail Length = 26.6 miles*
- *Area of improvement needed:*
  - ❖ *Resurfacing*
  - ❖ *Ramps installation/replacement*  
*(Detectable Warning Surfaces/ADA/Realignment)*
  - ❖ *Signage installation/replacement*
  - ❖ *Removal of tripping hazards*
  - ❖ *Improve Sight Distance*
  - ❖ *Pavement Markings installation/replacement*
  - ❖ *Handrail/Guardrail installation/replacement*
  - ❖ *Trimming of overgrown vegetation*





## ***The Transit Development Plan***

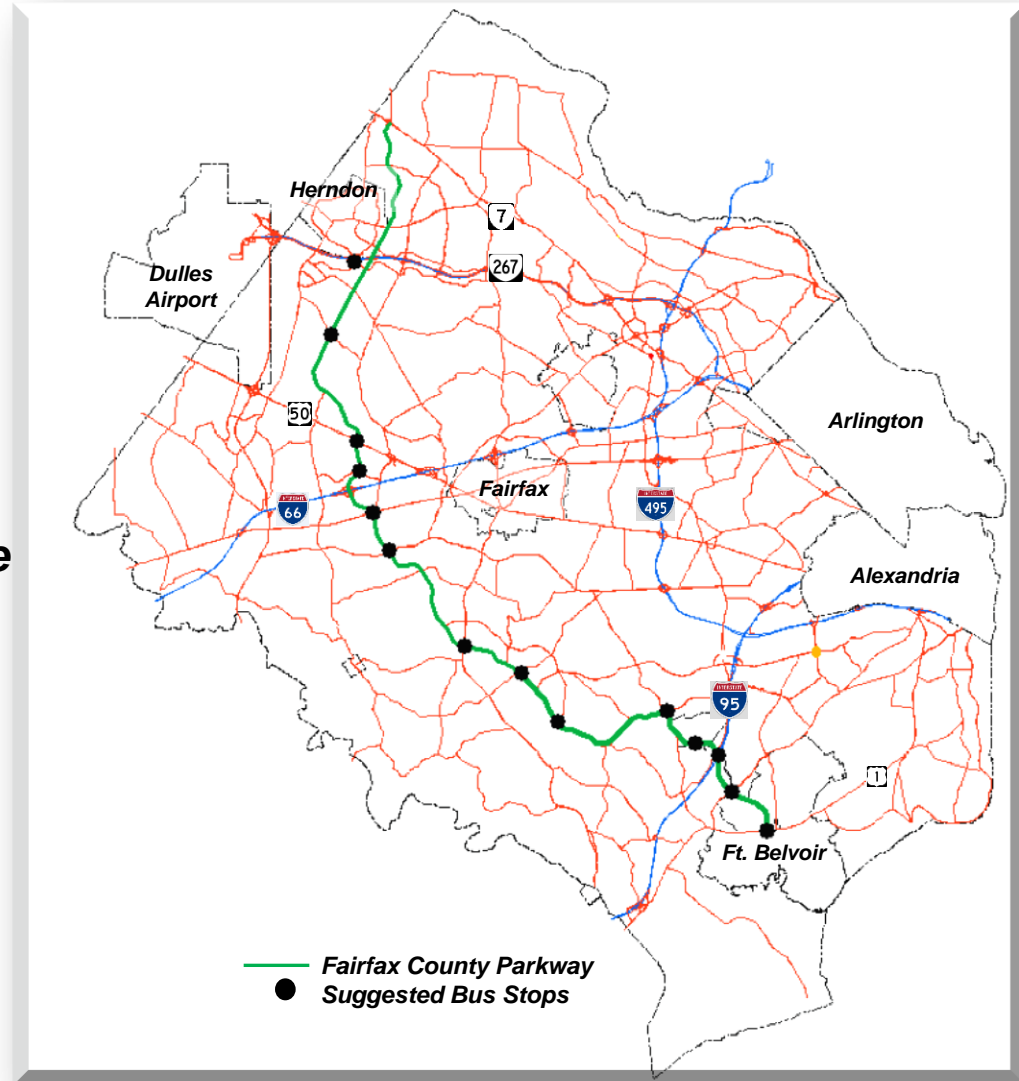
***Fairfax County's 10-year financially unconstrained plan for bus service.***

- ***Review all bus routes operated by (Fairfax Connector) or paid for (Metrobus) by the County, and recommend changes to improve performance and/or to address known or likely increases in demand.***
- ***Propose new bus routes to address known or likely increases in demand.***
- ***Identify capital needs to support existing and proposed routes.***



## Transit Development Plan

**Recommendations include implementation of enhanced bus service in the Fairfax County Parkway corridor between Herndon-Monroe Park-and-Ride / Herndon Metrorail Station and Fort Belvoir. The plan suggests an additional 13 intermediate stops along the route.**







## ***Comprehensive Plan***

- ***6 Lanes (3 per direction) for entire length***
- ***4 Future Interchanges (not including ones under construction)***
  - ***Route 1***
  - ***Kingman***
  - ***Popes Head Road***
  - ***McLearen Road***
- ***HOV designation from Route 7 to Rolling Road***

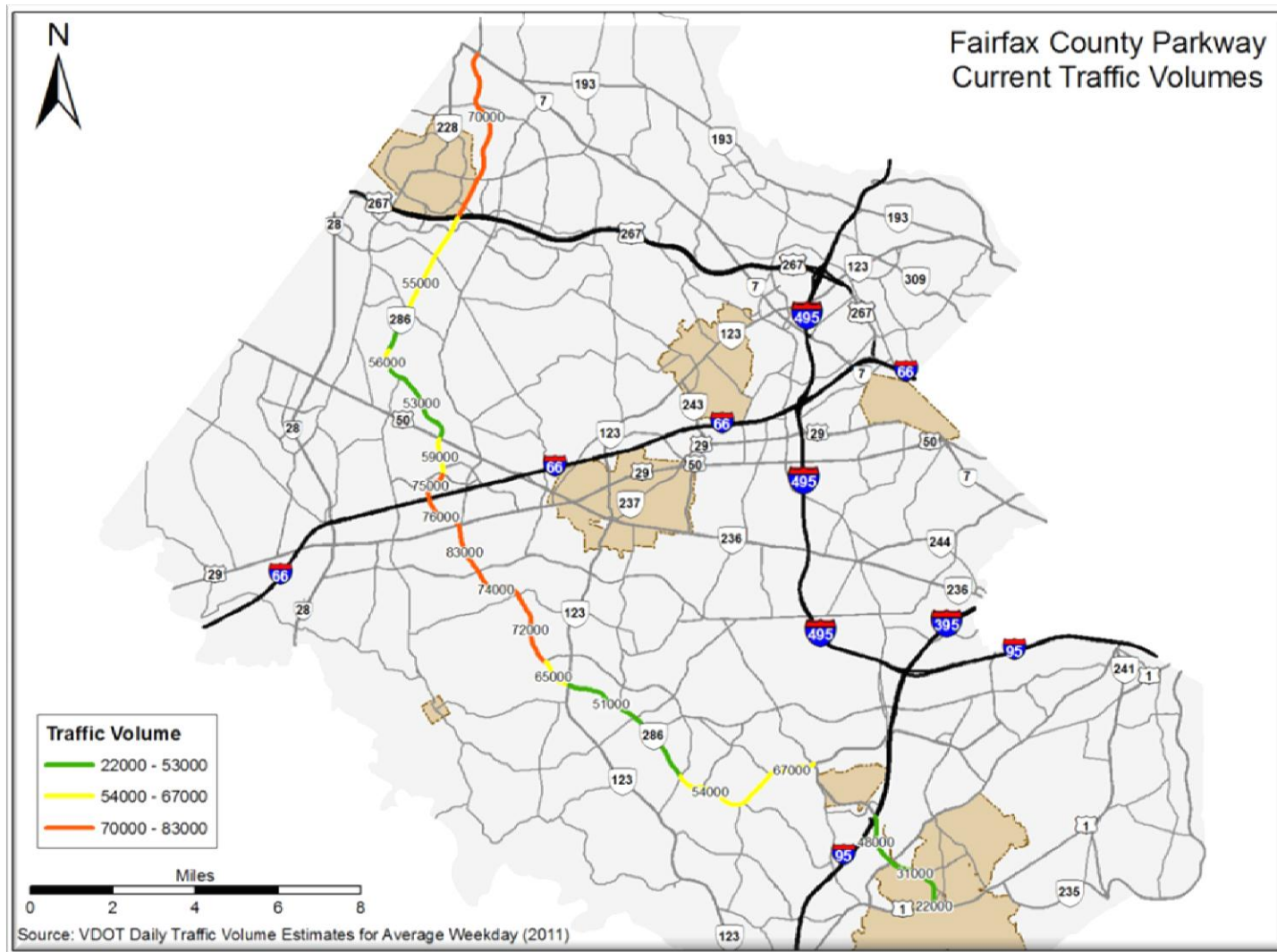


## ***Countywide Transit Network Study***

- ***Establish most effective way to serve County's need to accommodate planned growth***
- ***Evaluate network of Enhanced Public Transportation Corridors in Comprehensive Plan***
- ***Develop high quality transit network to meet future travel demand***
- ***Identify appropriate modes and station locations, as well as right-of-way impacts***
- ***Focus is on networks rather than individual corridors***



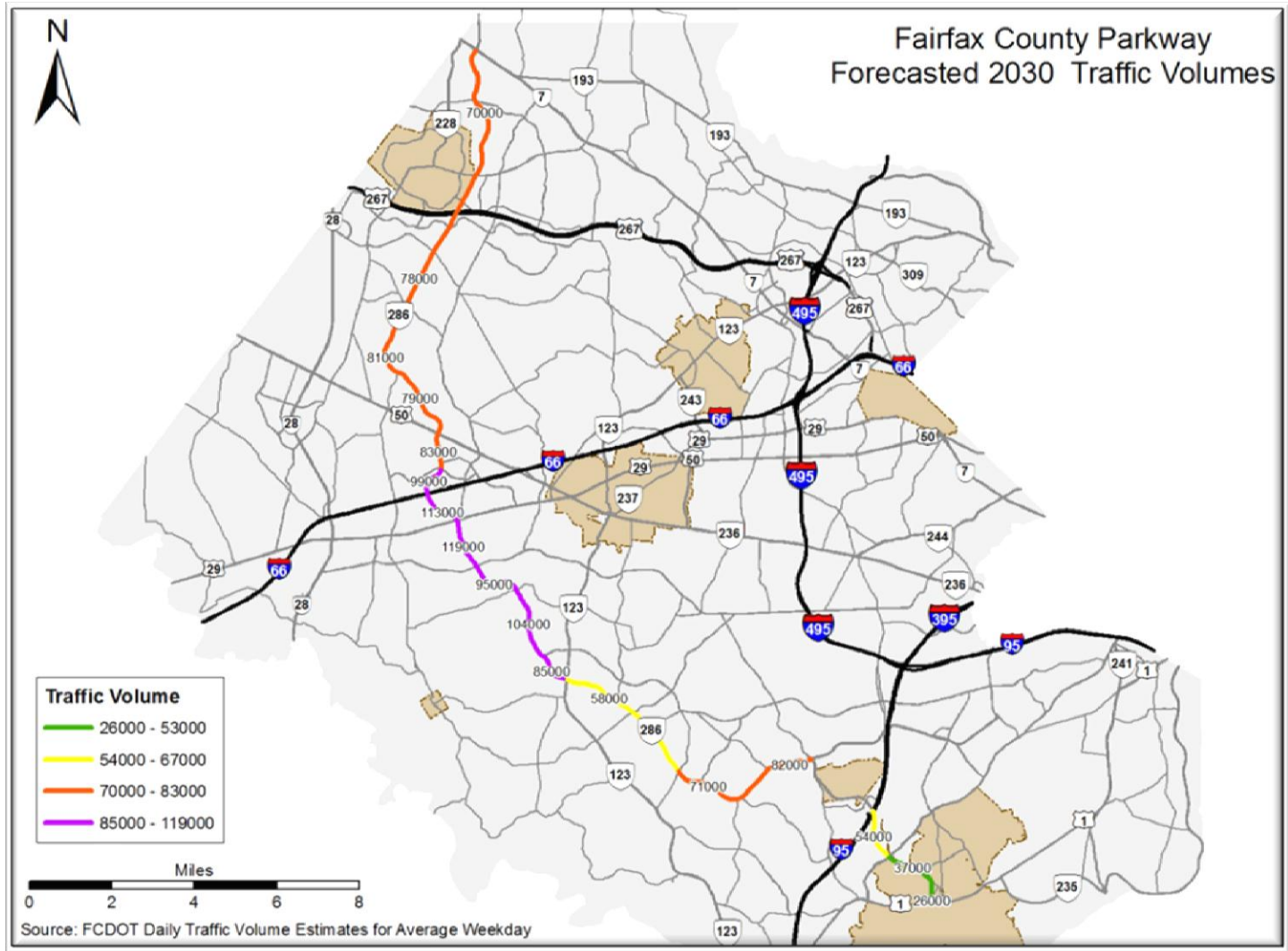
# County of Fairfax, Virginia







# County of Fairfax, Virginia





## ***Funding Challenges***

### ***Fairfax County's Ten Year Transportation Needs and Revenues (FY 2012-FY 2021)***

***\$8.1 billion in needs***

***-\$5.1 billion in anticipated revenues from existing sources***

***\$3.0 billion deficit (Ten Year Total)***

***\$300 million per year***





## ***Categories of Projects within the Needs***

- ***Base Realignment and Closure (BRAC) Commission changes***
- ***Tysons Improvements***
- ***Comprehensive Plan Improvements (interchanges, widening, including Parkway)***
- ***Transit Operating and Capital Improvements***
- ***Activity Center Improvements (Richmond Highway, Annandale, Bailey's Crossroads, Reston, Springfield, McLean, etc.)***
- ***Bicycle and Pedestrian Projects***
- ***Does NOT include additional funding for highway maintenance or major Metrorail extensions.***
- ***Developed a Benefit Cost Analysis tool to help prioritize projects.***





## ***Countywide Dialogue on Transportation Funding***

***Choices: Include funding for transportation or further reduce expectations***

***Would the public consider raising additional revenues for transportation?***

***Which revenue sources would be most acceptable?***

***20 different revenue sources described***

***Website: [www.fairfaxcounty.gov/fcdot/cdot](http://www.fairfaxcounty.gov/fcdot/cdot)***

***Information about revenue sources, example projects, list of funded projects, congestion maps***

***9 public meetings;***

***On-line survey (1,725 responses)***



## ***Countywide Dialogue on Transportation Funding***

### **Conclusions**

- ***There is general support for addressing the problem***
- ***Support for maintaining control of local dollars***
- ***Most revenue options favored will require General Assembly action***
- ***Validates County's legislative position on transportation funding***
- ***Effort has been helpful in better informing the public about the transportation funding problem***



## ***Possible Next Steps***

- ***Study innovative treatments and spot improvements to improve capacity (e.g. additional southbound lane from Rt. 29 to Braddock Road)***
- ***Conduct further analysis of interchange and intersection improvements***
  - ***Popes Head Road***
  - ***Sunrise Valley Drive / Dulles Toll Road***
  - ***Terminal Road / Loisdale Road***
- ***Study alternatives for implementing HOV Lanes***





## **Questions or recommendations?**

**The presentation will be available online at:**

**<http://www.fairfaxcounty.gov/springfield/events.htm>**

**Follow up questions can be sent to  
[Springfield@fairfaxcounty.gov](mailto:Springfield@fairfaxcounty.gov)**