



FY 2015-16 PROJECT DESCRIPTION FORM (5B)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Fairfax County Parkway Improvements 5B

Project Type (*check one*):

Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Corridor 5 - VA Route 286

1. **Project Description:** A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering. Participation with the Virginia Department of Transportation (VDOT) needed. The limits of study/design include:

- Widening (Lee Chapel to Rolling Rd) - 4 to 6 Lanes, in TransAction 2040;
- Widen (VA 123 to Lee Chapel) - 4 to 6 Lanes; in TransAction 2040;
- Widen (US 29 to VA 123) - 4 to 6 Lanes; in CLRP;
- Widen (Dulles Toll Road to West Ox Road) - 4 to 6 Lanes; in CLRP, and
- Widen (West Ox Rd to Rugby Rd) - 4 to 6 Lanes; in CLRP

The study is expected to identify approaches to provide improved multimodal facility by developing:

- Multimodal vision (suitable for Comprehensive Plan Amendment consideration)
- Short-term phased and prioritized improvements
- Long-term phased and prioritized improvements
- Conceptual drawings of recommended improvements
- Assessment of right-of-way impacts (if any)
- Capital and operational cost estimates

2. **Requested NVTA Funds:** \$10,000,000 for study, EA/FONSI, and Preliminary Engineering (PE).
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Study, EA/FONSI, and PE
4. **Total Cost to Complete Project:** \$396,100,000
5. **Project Milestone -Study Phase:** Start of Study - May 2014
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE -TBD
7. **Project Milestones -Final Design:** Start of Final Design – TBD



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8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - TBD
9. **Project Milestone – Construction:** Start of Construction - TBD
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A
11. **Is Project in Transaction 2040:**
Yes (X) - segments No ()
12. **Project in 2010 CLRP:** Yes, segments; CLRP ID #2106
13. **Project Leverages other Funding:** (please state amount)
 - Local (X)
 - State (X)
 - Federal ()
 - Other:

NVTA funds will supplement over \$2M in local and state funding currently allocated to the project to advance study, EA/FONSI, and Preliminary Engineering.



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The study will identify deficiencies such as the need for additional lanes, possible HOV lanes, possible interchanges to replace failing signalized intersections, and possible increased turning lanes as needed. Short and long term projects will improve safety and reduce congestion on a heavily traveled regional corridor, which provides short and long distance travel within Fairfax County and also provides connections to other major routes including I-66, I-95, the Dulles Toll Road, and Route 7. The project will also improve multi-modal travel by adding or improving pedestrian/bicycle facilities.

- **How does the project reduce congestion?**

Current ADT ranges from 40,000 to 73,000, for a level of service of approx. D to F. There are traffic signals along the facility, so some segments operate at failing LOS during peak periods.

The study and subsequent environmental assessment and Preliminary Engineering will:

- Assess current traffic operations and person trip mobility
- Identify possible short-term, low-cost mitigation measures to address current problem locations
- Identify deficiencies and develop a range of cost-effective potential long-term solutions including those that provide significant congestion relief, such as:
 - Transportation system management, including an assessment of: managed lanes (including HOV lanes and analysis of HOV lanes as either inside or outside lanes of the Parkway); advanced traffic management; and congestion pricing/tolling, including HOT lanes
 - Interchanges where justified
 - Enhanced public transportation measures (express bus, BRT or other recommendations identified from Fairfax County's Countywide Transit Network Study)
 - A combination of measures.

The study and subsequent project(s) will identify and implement intersection, interchange, capacity, and safety improvements. Additional lanes or improved intersections will also improve transit operations in the corridor as well. Constructing missing links in the pedestrian/bicycle network will help to reduce motorized vehicle congestion as well.

- **How does project increase capacity? (Mass Transit Projects only)**

N/A

- **How does project improve auto and pedestrian safety?**

By adding capacity and reducing congestion, the project reduces the occurrence of vehicular conflicts. By improving intersections, eliminating signals, and providing interchanges, vehicle conflicts are reduced. Missing links and improvements to existing shared-use paths are included in the project scope, which will help improve pedestrian safety.

- **List internet links below to any additional information in support of this project:**

This project is included in the Fairfax County Comprehensive Transportation Plan:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/>



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FY 2015-16 PROJECT DESCRIPTION FORM (5C)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Rolling Road Widening (Old Keene Mill Road to Franconia Springfield Parkway) 5C

Project Type (*check one*):

Roadway (X) Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): VA 638 (Rolling Road) and VA 286 (Fairfax County Parkway, Corridor 5)

1. **Project Description:** Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities. The Virginia Department of Transportation (VDOT) has allocated \$7.5 million through FY 2019. This project will be administered by VDOT under project number UPC 5559.
2. **Requested NVTA Funds:** \$10,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Preliminary Engineering/Design, and Right of Way
4. **Total Cost to Complete Project:** \$35,200,000
5. **Project Milestone -Study Phase:** Start of Study - 1998
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - January 2010
7. **Project Milestones -Final Design:** Start of Final Design - FY 2016
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - TBD
9. **Project Milestone – Construction:** Start of Construction - TBD
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction - N/A
11. **Is Project in Transaction 2040:**
Yes (X) No ()



12. Project in 2010 CLRP: CLRP ID #1936

13. Project Leverages other Funding: (please state amount)

- Local ()
- State (X) \$0.5 million previously allocated
- Federal (X) \$2.0 million previously allocated
- Other: The \$10,000,000 in regional funds requested of NVTA will serve as local cash match to FY 2016 state Revenue Sharing funds for which Fairfax County has applied.



Stated Benefits

- **What Regional benefit(s) does this project offer?**

This project provides additional capacity on a highly congested north-south corridor that provides travel within and between major arterials in Fairfax County, including Franconia Springfield Parkway, Old Keene Mill Road, and Fairfax County Parkway (Corridor 5 - Fairfax County Parkway [VA 286]), as well as employment hubs like EPG and Fort Belvoir. The current Average Daily Traffic Count of 21,000 vehicles puts this facility at a Level of Service (LOS) F which is very congested for secondary roadway conditions.

- **How does the project reduce congestion?**

The project will provide additional travel lanes, signals and turn lanes for vehicles on the heavily congested corridor. Expansion to 4 lanes would improve the facility from LOS F to LOS B.

- **How does project increase capacity? (Mass Transit Projects only)**

- **How does project improve auto and pedestrian safety?**

By adding capacity and reducing congestion, adding a raised median and upgrading or adding traffic signals, the project reduces the occurrence of vehicular conflicts and provides safe passage for pedestrians. The shared-use path on the west side and sidewalk along east side of Rolling Road will provide safe routes to local schools.

- **List internet links below to any additional information in support of this project:**

This project is in conformance with the Fairfax County Comprehensive Transportation Plan: [Fairfax County Comprehensive Plan 2013 Edition \(as amended*\) - Fairfax County, Virginia](#)



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