



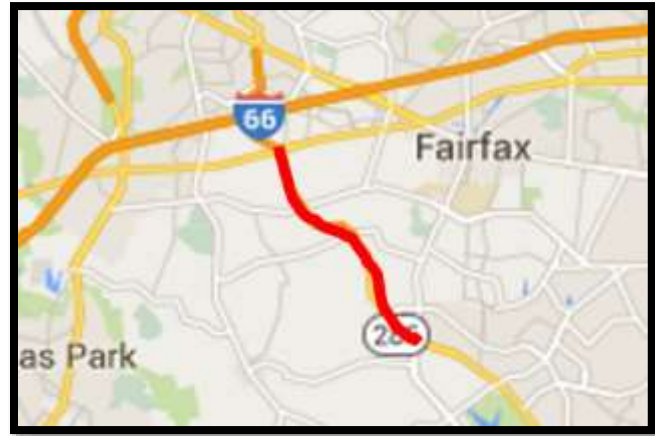
Project Description Form – 5D

Basic Project Information

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Route 286 Fairfax County Parkway Widening: Route 123 to Route 29

Project Location: Ox Road (Route 123) to ~ 2,000 feet north of Lee Highway (Route 29)



Project Description: The project provides for the widening of Route 286 from Route 123 to 2,000 feet north of Route 29 from four lanes (divided) to six lanes (divided). This improvement will provide or improve pedestrian and bicycle amenities including a major paved trail on the east side and major paved regional trail on the west side. Conceptual design assumes that all existing lanes will be salvaged and that 12 feet of pavement will be added to the inside median and two feet will be added to the outside. The additional lanes will also allow the accommodation of future HOV lanes as designated on the County’s Transportation Plan. Intersection improvements and access management will be considered in the design.

The project provides for some improvements the intersection of Fairfax County Parkway, Popes Head Road and Shirley Gate Extension. The section of the project also includes shared use paths, bicycle accommodations, and future connection to Shirley Gate Road to the northeast.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:**
- **Environmental Work:**
- **Design:** 1/2016 - 1/2018
- **Right of Way Acquisition:** 1/2018 - 1/2019
- **Construction:** 7/2018 - 6/2021
- **Capital Asset Acquisitions:**
- **Other:**

Project Analysis Summary*

NVTA Quantitative Score	49.22		Rank	9
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.37	hours saved/\$	Rank	8
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.33	hours saved/\$	Rank	6

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTA FY2017 Funds: \$10,000,000

Total Cost to Complete Project: \$82,400,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering		\$10,000,000 (NVTA FY2015-16)	\$10,000,000 (FY2016 – FY2018)
Environmental Work		(included in engineering)	(included in engineering)
Design		(included in engineering)	(included in engineering)
Right of Way Acquisition	\$10,000,000 (FY2018 – FY2019)	\$1,900,000 (NVTA and/or HB 2 future request)	\$11,900,000 (FY2018 – FY2019)
Construction		\$60,500,000 (NVTA and/or HB 2 future request)	\$60,500,000 (FY2019 – FY2021)
Capital Asset Acquisitions			
Other			
TOTAL	\$10,000,000	\$72,400,000	\$82,400,000

Project Impacts

What regional benefit(s) does this project offer? This project will focus upon widening of the 4-lane sections of the Fairfax County Parkway with the highest traffic volumes. The portion of the Fairfax County Parkway between Route 123 (Ox Road) and Route 29 (Lee Highway) is currently experiencing the highest peak hour traffic loads for 4-lane sections of the Parkway. These peak hour volumes exceed 3300 and 3000 vehicles per hour in the AM and PM peak hours, respectively. The expanded capacity of this section of roadway will help address the increasing travel demand between populations in southern Fairfax County/eastern Prince William County and the employment centers in the 28 and Dulles Corridors in western Fairfax County/eastern Loudoun County. This project is a vital first step in potentially providing a viable alternative for I-495 commuters.

How will the project reduce congestion? Significant queues are experienced northbound in the AM and in both the northbound and southbound directions in the PM. The additional through lanes and the conversion of the at-grade intersection with Popes Head Road into a grade separation with Popes Head and the Shirley Gate Road extension is expected to reduce delays along this stretch of the Parkway by as much as 50 percent by 2040.

How will the project increase capacity? The project will increase capacity by adding two additional lanes on Fairfax County Parkway (one in each direction) from Route 123 (Ox Road) to Route 29 (Lee Highway).

How will the project improve auto and pedestrian safety? Crash statistics along the Fairfax County Parkway are high at at-grade intersections where rear-end crashes are frequent. Within the limits of this project, crashes are particularly high at the Burke Centre Parkway intersection and at the signalized intersections at the Braddock Road interchange. In addition, there have been high numbers of 'angle' crashes at the Popes Head at-grade intersection. It is expected that these high crash locations will be improved with the advent of the grade-separation at Popes Head and at other intersections with the signal retiming and upgrades in geometrics.

How will the project improve regional connectivity? This project will improve regional connectivity to multiple regional activity clusters but will have the most direct influence upon the Fairfax Center/City of Fairfax cluster. However, significant improvements to capacity and connectivity will also be prevalent for the Potomac Mills/Woodbridge cluster on the south and to the North and South Dulles Areas and to the Dulles Corridor on the north. This project is a necessary component to provide high priority bus service on the Parkway, also a TransAction 2040 project.

How will the project improve bicycle and pedestrian travel options? This improvement will provide or improve pedestrian and bicycle amenities including a major paved trail on the east side and major paved regional trail on the west side.

How will the project improve the management and operation of existing facilities through technology applications? N/A

Additional Information in Support of This Project

Fairfax County Parkway Corridor Improvement Study -

http://www.virginiadot.org/projects/northernvirginia/fairfax_county_parkway.asp

