



County of Fairfax, Virginia

Route 28 Widening

Prince William County / Fairfax County Line to Route 29

“Pardon Our Dust” Meeting

James Beall, PE – Fairfax County Department of Transportation
Joseph Fragale, PE, DBIA – Shirley Contracting Company, LLC

**Virtual
October 27, 2020**





Introductions

- District Supervisors
 - Sully District – Supervisor Kathy Smith
 - Springfield District – Supervisor Pat Herrity
- Fairfax County Department of Transportation (FCDOT)
- Virginia Department of Transportation
- Shirley Contracting Company, LLC / Dewberry Engineers Inc.





Asking Questions

- ✓ Use the Q&A Function
- ✓ Questions may be held so that everyone can participate
- ✓ Unanswered questions will be addressed post-meeting
- ✓ Phone participants with questions will be called on after the presentation
- ⊗ Do not use the Chat function
- ⊗ This meeting will focus only on the Fairfax County portion of the project



Purpose

To update project status, provide information to the community on the Design Features, Construction Phasing, and Schedule of the proposed widening of Route 28 from the Prince William/Fairfax County Line to Route 29.

Please note: The purpose of this meeting is to discuss the Fairfax County Route 28 widening project. Fairfax County plans to hold separate meetings in the future regarding Prince William County's plans for Route 28 Improvements. The meeting on October 27, 2020, is not intended to address the improvements or alignment alternative(s) that Prince William County has proposed.





Agenda

- Project Overview
- Design Enhancements
- Noise Barrier
- Right-of-Way
- Construction Sequence and Schedule
- Public Comment/Questions





Project Overview

Route 28 Widening and Reconstruction:

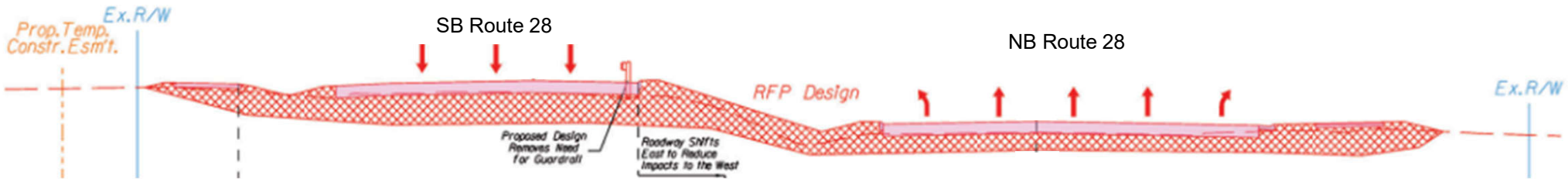
- Total Project Budget = \$78,782,000 (PE, RW, Construction, Inspection, Administration, etc.)
- Construct an additional through lane in each direction (three lanes in each direction) from just north of the bridge over Bull Run to the Route 29 Interchange
- Reconstruct sub-standard crest vertical alignment on SB Route 28 to meet current standards
 - SB Route 28 between Compton Road and Bradenton Drive
 - SB Route 28 just south of New Braddock Road
- Include Shared Use Paths
 - Both Sides of Route 28
 - Short Section of Sidewalk on SB side between Upperridge Drive and Machen Road due to Right-of-Way constraints



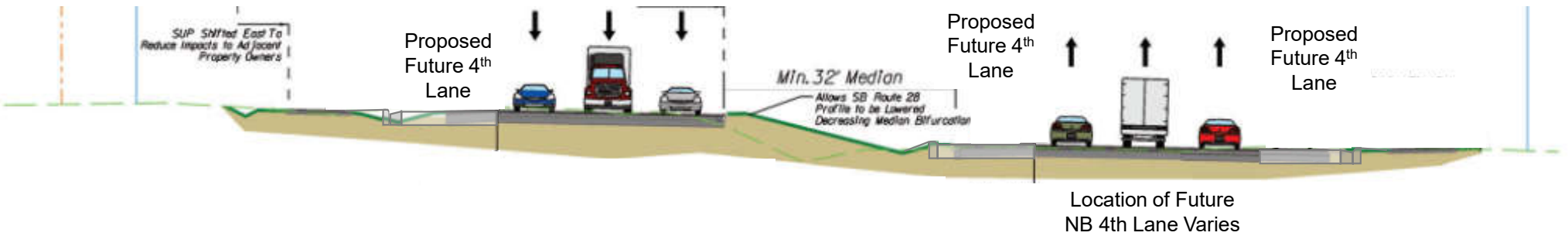


Typical Sections

Original Design

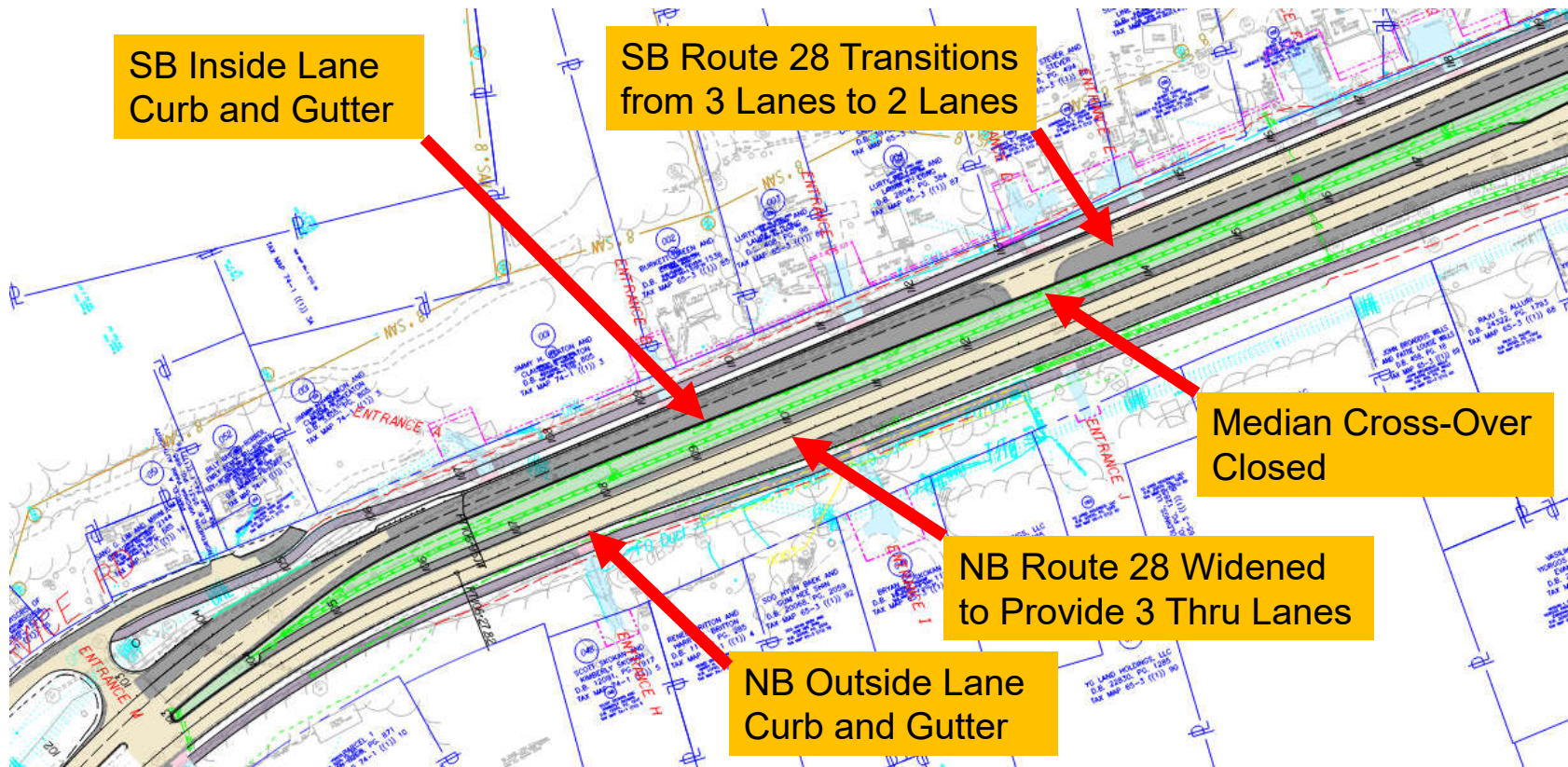


Design Enhancement Southern Terminus to Old Mill Rd/Green Trails Intersection



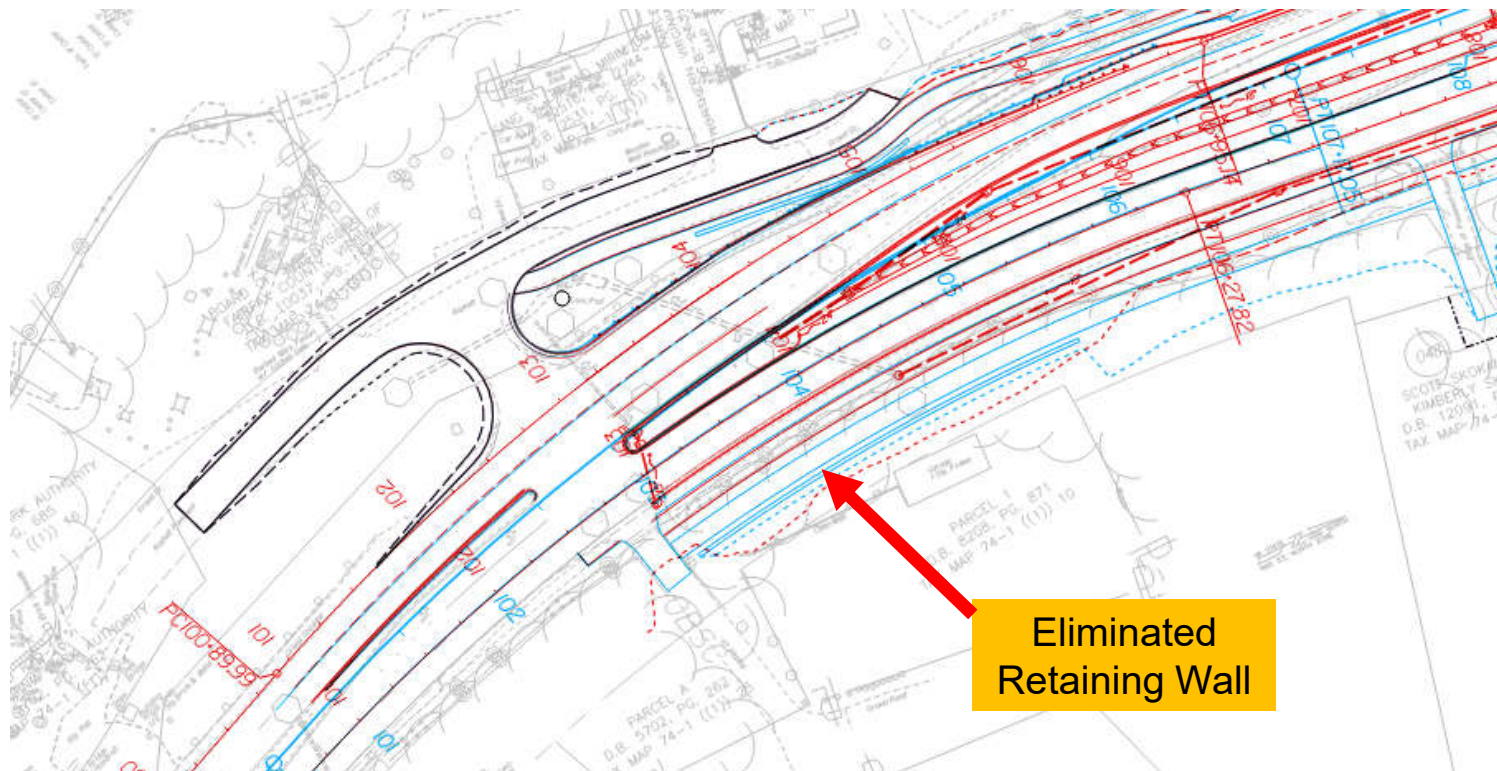


Project Overview – Rt. 28 South of Compton





Design Enhancement Eliminated Retaining Wall – South of Compton Road

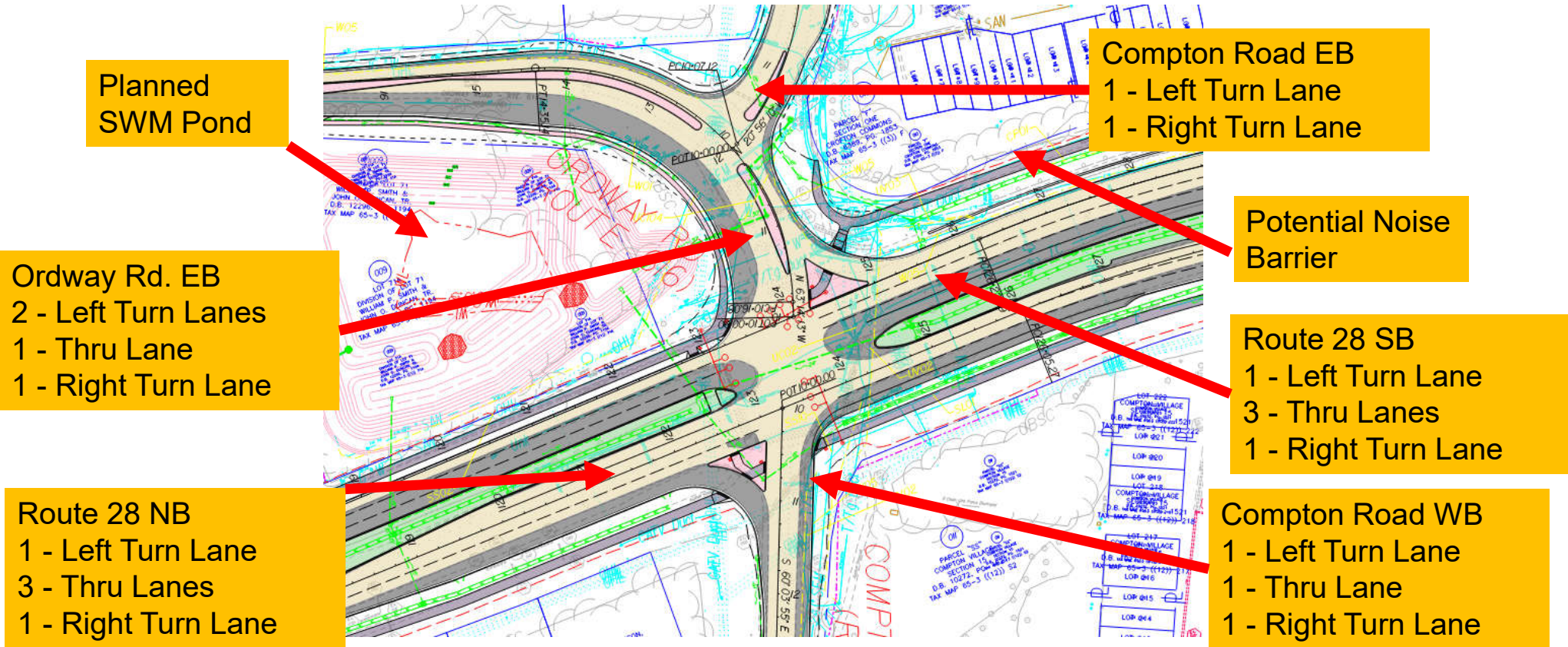


Eliminated Retaining Wall





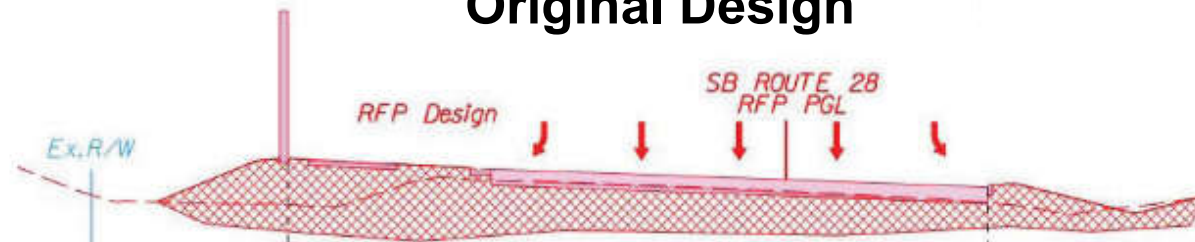
Project Overview – Rte. 28/Compton/Ordway



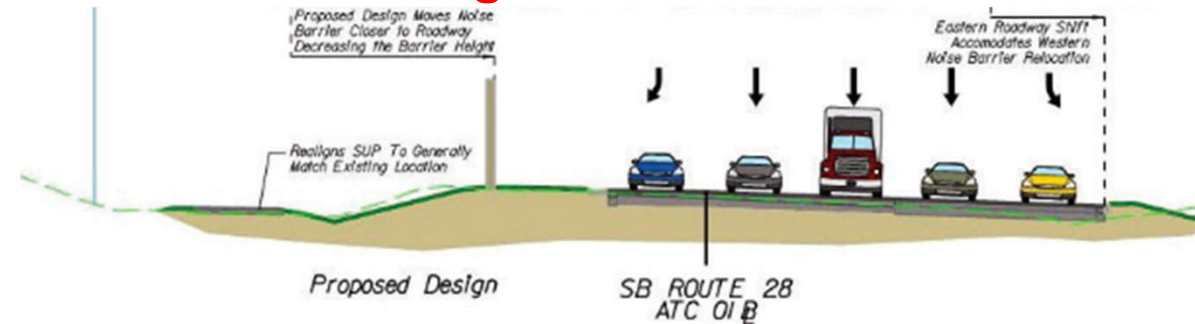


Noise Barrier along SB Route 28 Approx. 600' South of Bradenton Drive to Ordway / Compton Intersection

Original Design



Design Enhancement





Project Overview – Bradenton Drive

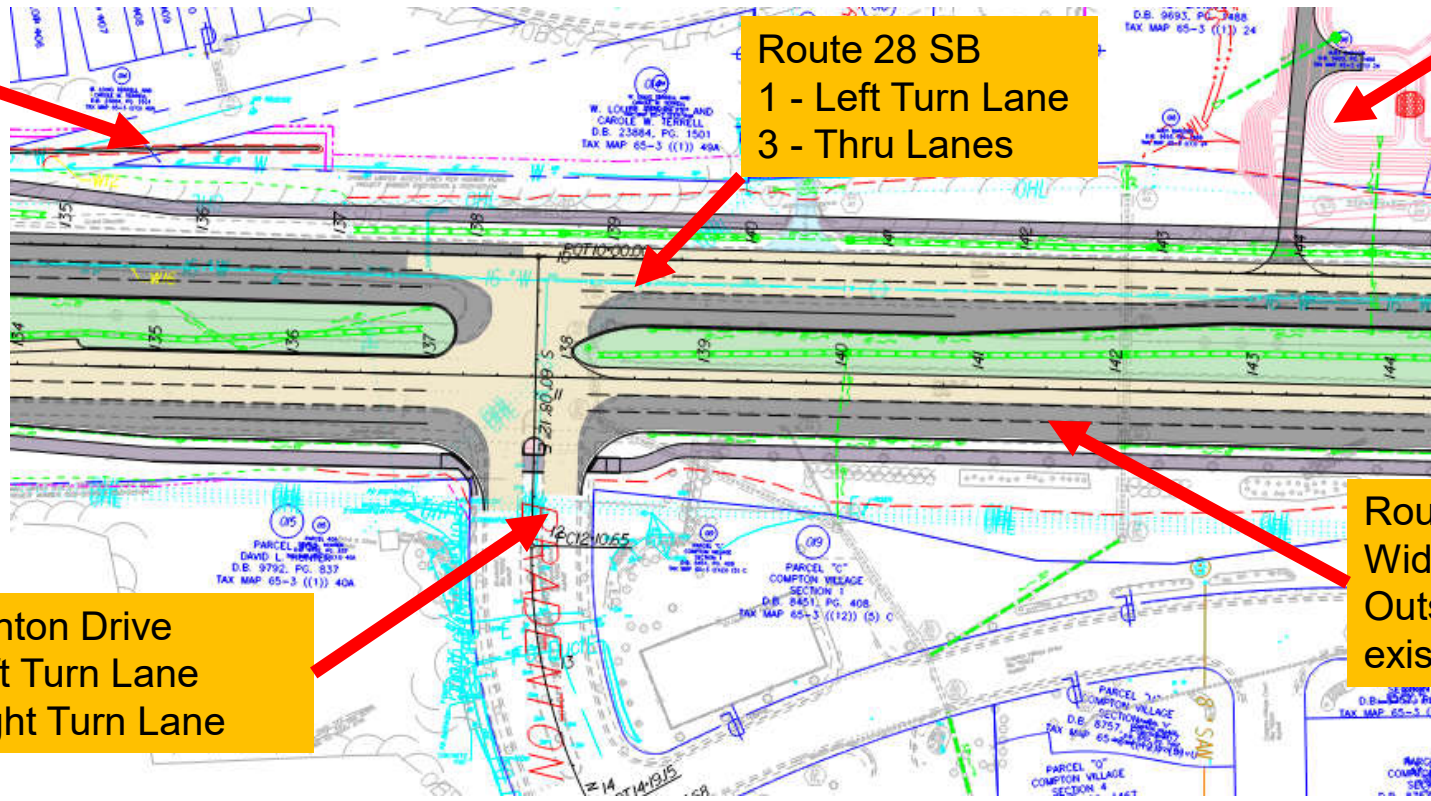
Potential Noise Barrier

Route 28 SB
1 - Left Turn Lane
3 - Thru Lanes

Planned SWM Pond

Bradenton Drive
1 - Left Turn Lane
1 - Right Turn Lane

Route 28 NB
Widened to the Outside within existing RW





Project Overview – Old Mill/Green Trails

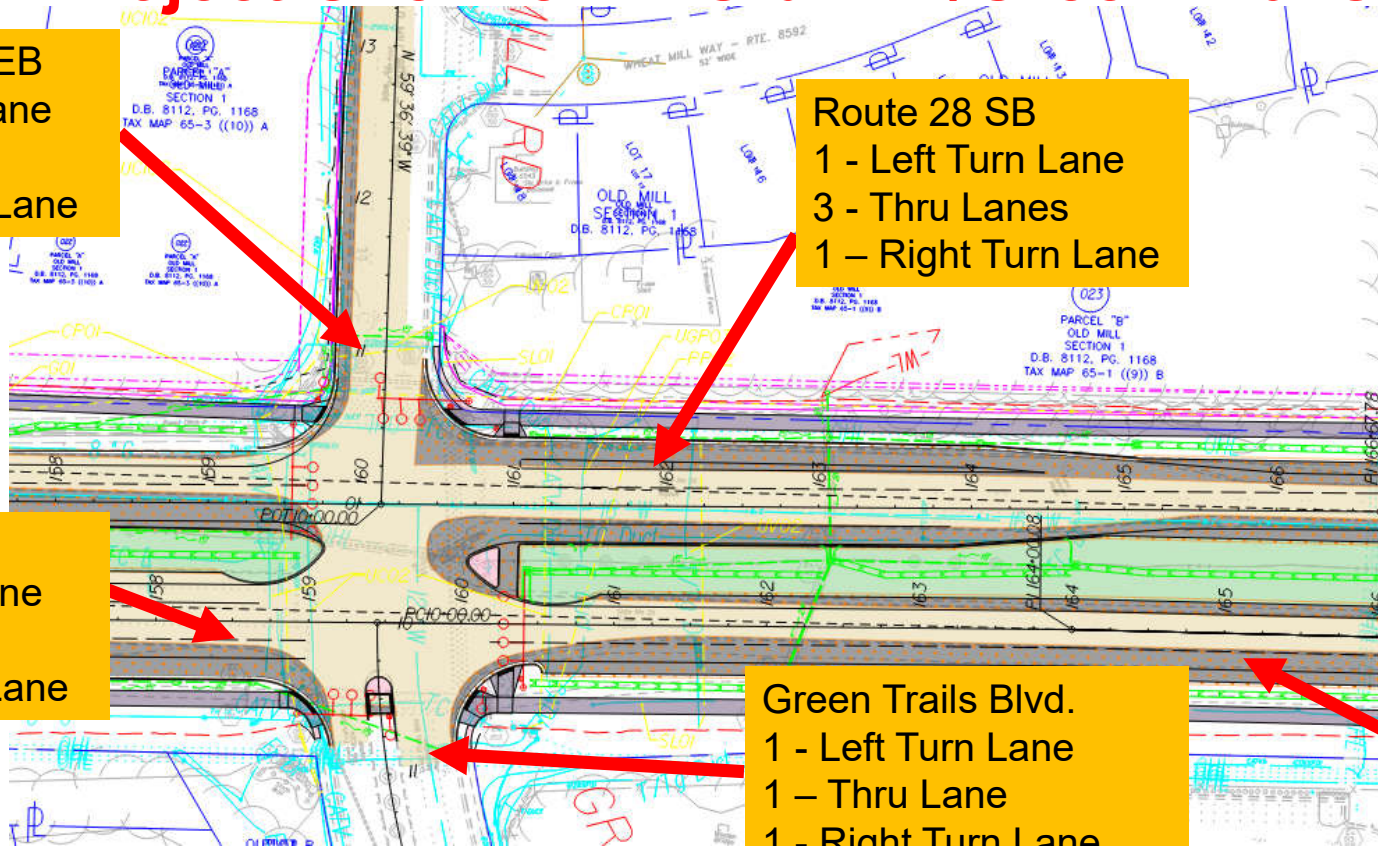
Old Mill Road EB
 1 – Left Turn Lane
 1 – Thru Lane
 1 – Right Turn Lane

Route 28 SB
 1 - Left Turn Lane
 3 - Thru Lanes
 1 – Right Turn Lane

Rte. 28 NB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane

Green Trails Blvd.
 1 - Left Turn Lane
 1 – Thru Lane
 1 - Right Turn Lane

Route 28 NB
 Widened to the
 outside within
 existing ROW





Project Overview – Darkwood Drive Area

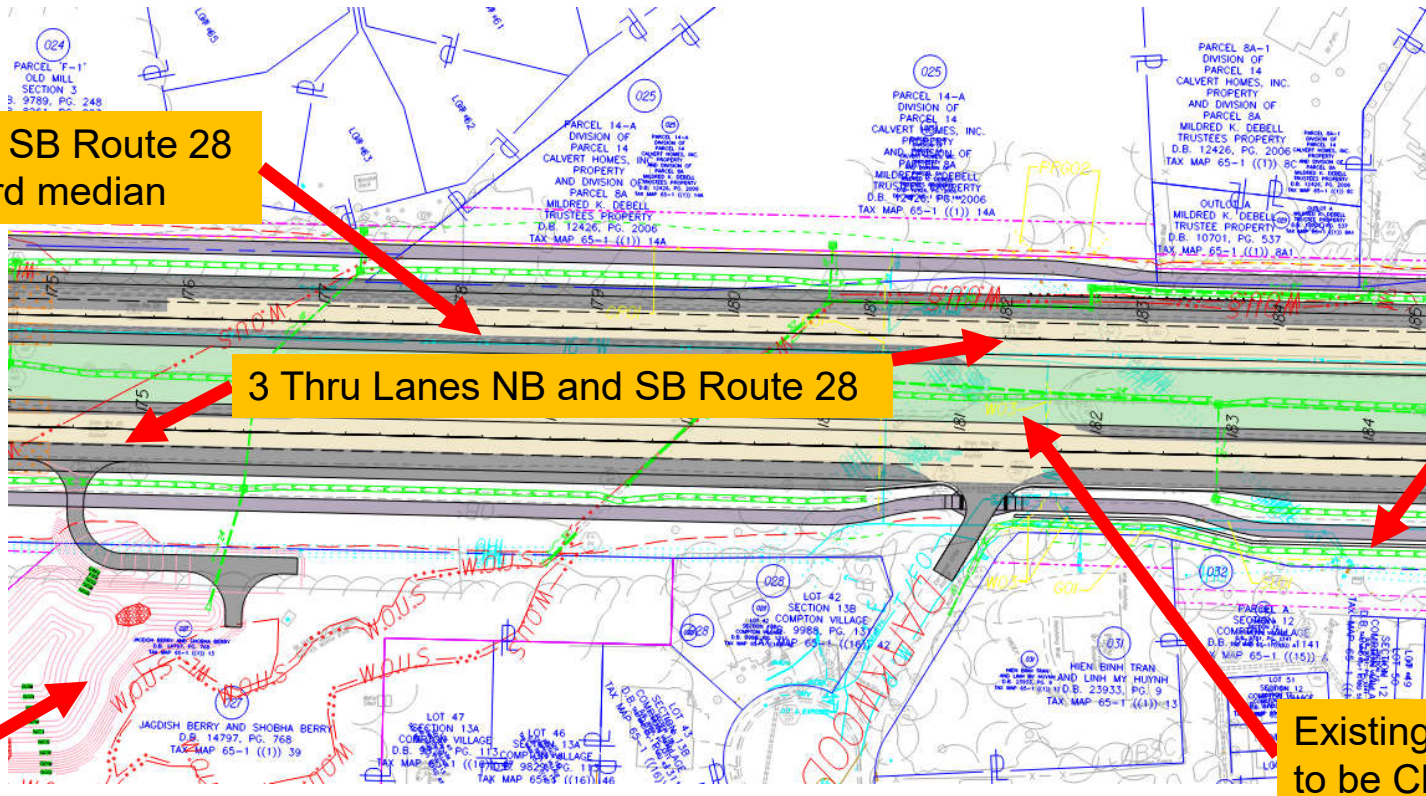
Centerline of SB Route 28
Shifted toward median

3 Thru Lanes NB and SB Route 28

Potential Noise Barrier

Planned SWM Pond

Existing Median Break to be CLOSED





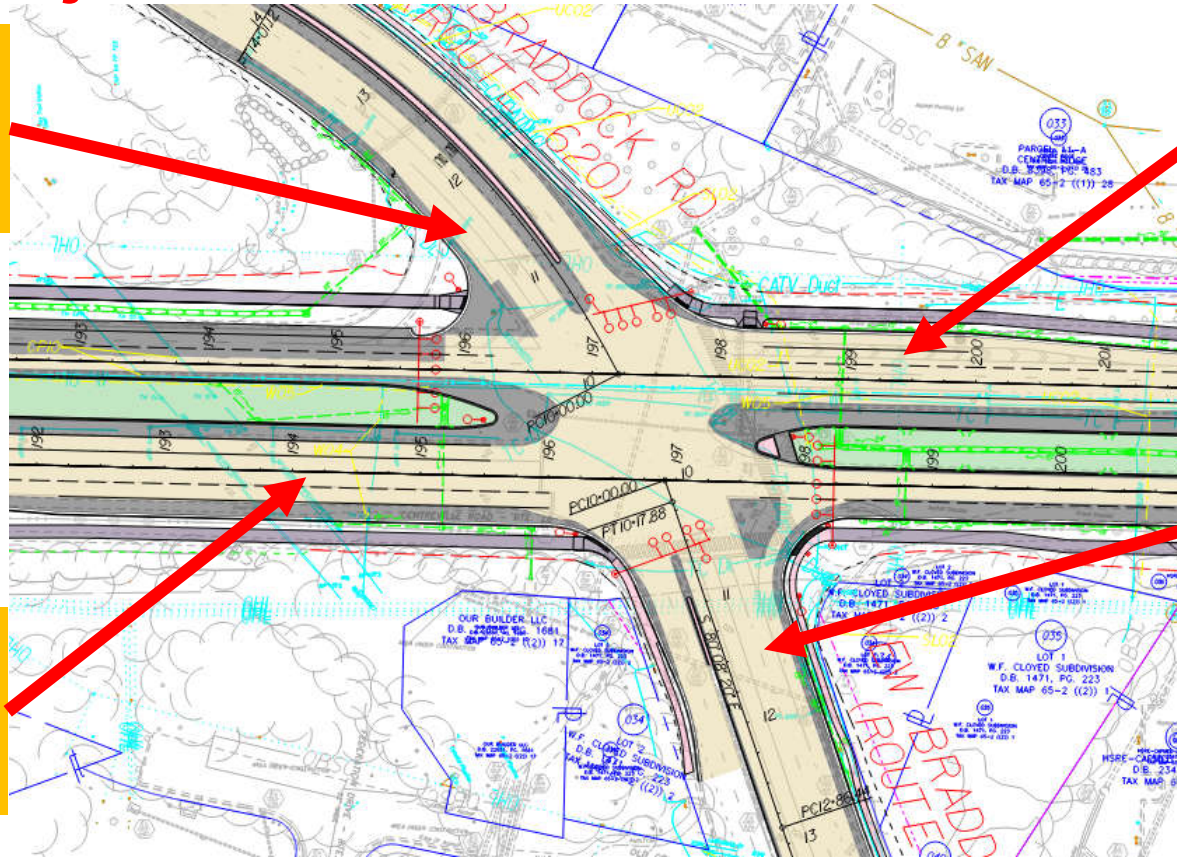
Project Overview – New Braddock Road

New Braddock Rd EB
 2 – Left Turn Lanes
 2 – Thru Lanes
 1 – Right Turn Lane

Route 28 SB
 2 – Left Turn Lanes
 3 – Thru Lanes
 1 – Right Turn Lane

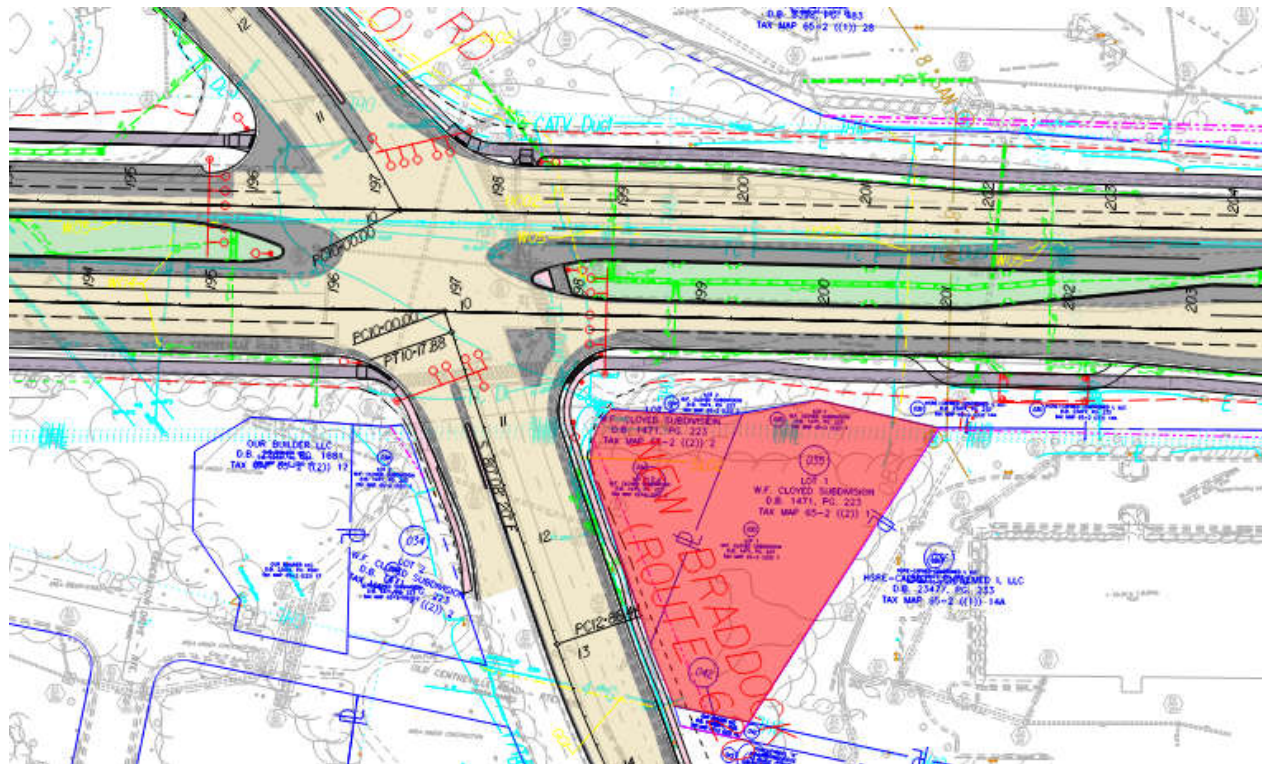
Route 28 NB
 2 – Left Turn Lanes
 3 – Thru Lanes
 1 – Right Turn Lane

New Braddock Rd WB
 3 – Left Turn Lanes
 2 – Thru Lanes
 1 – Right Turn Lane





Design Enhancement
Eliminated SWM Pond at New Braddock Road
Replaced with 3 Underground Detention Facilities to be Placed in Existing RW

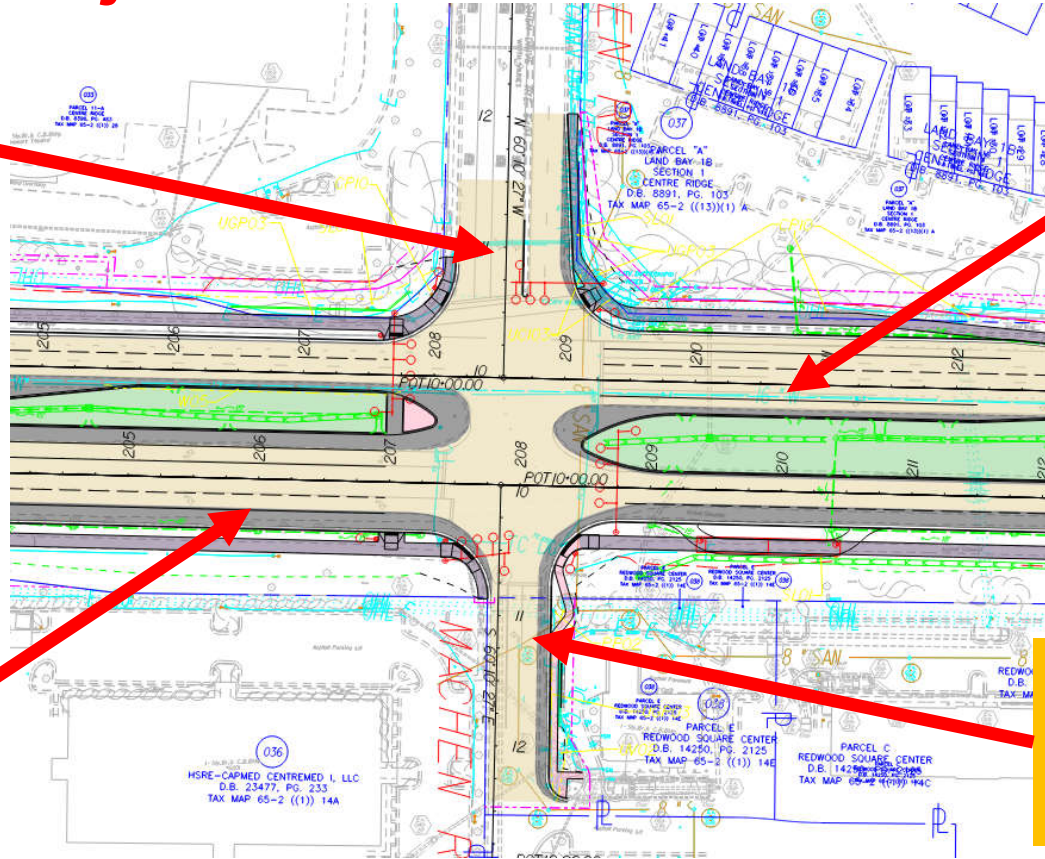




Project Overview – Machen Road

Machen Rd EB
2 – Left Turn Lanes
1 – Thru Lane
1 – Right Turn Lane

Route 28 SB
1 – Left Turn Lane
3 – Thru Lanes
1 – Right Turn Lane



Route 28 NB
2 – Left Turn Lanes
3 – Thru Lanes
1 – Right Turn Lane

Machen Rd WB
1 – Left Turn Lane
1 – Thru Lane
1 – Right Turn Lane



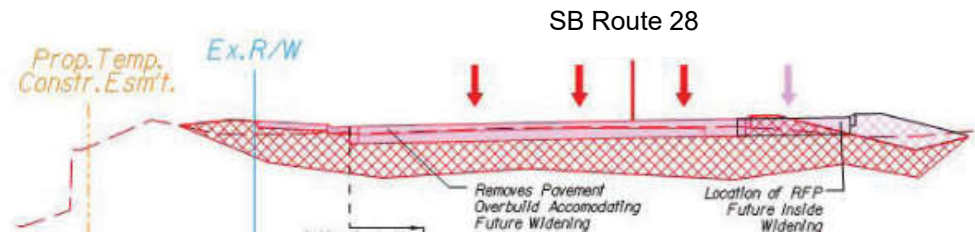


Design Enhancement Eliminated Retaining Wall – Machen Rd (West of Rt 28)

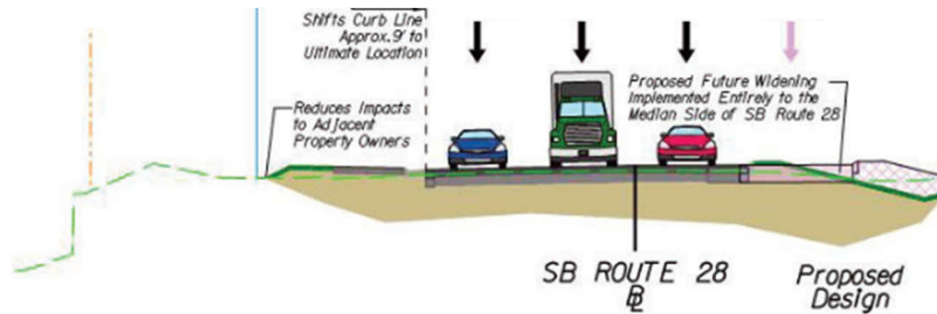




Original Design Route 28 South Bound (North of Machen Road)



Design Enhancement





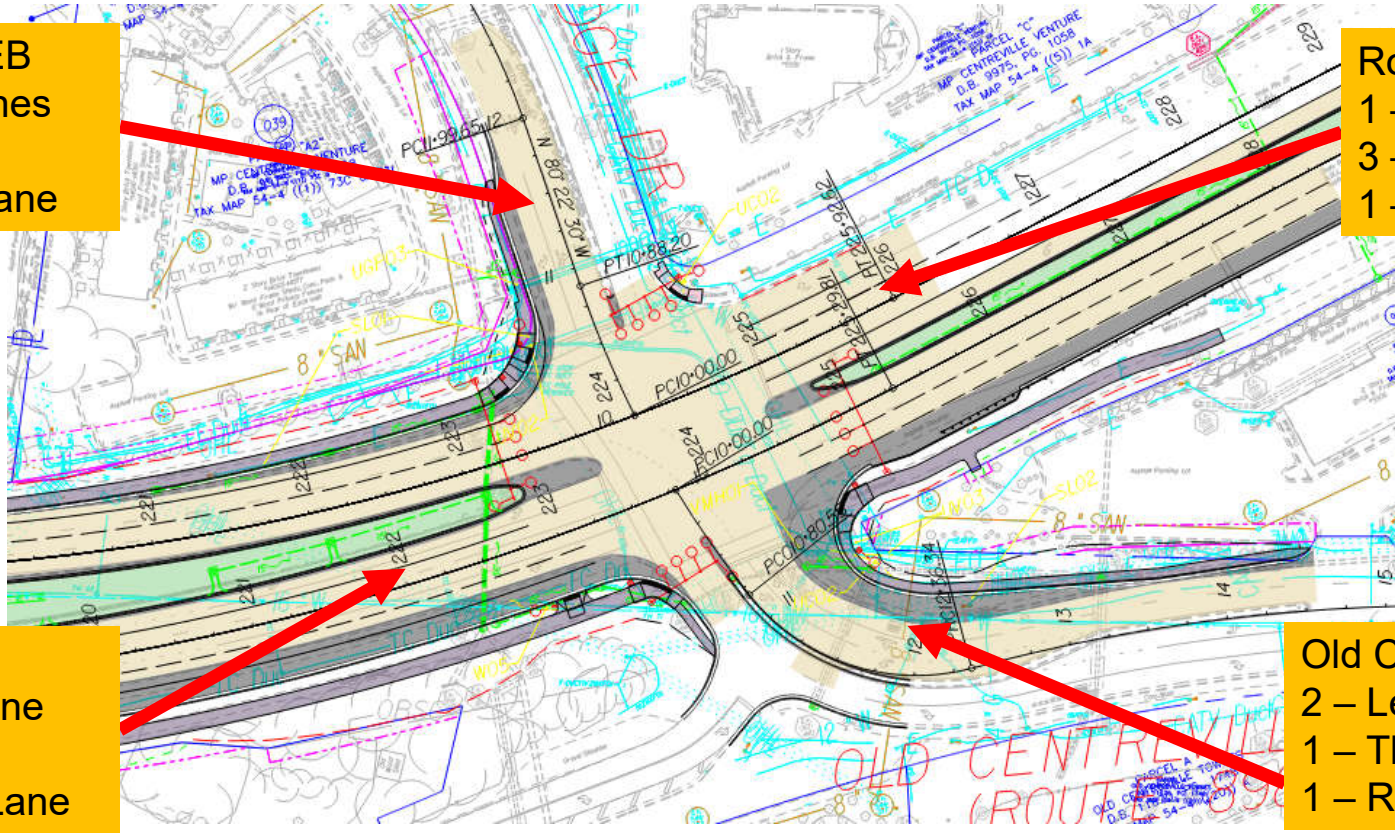
Project Overview – Old Centreville/Upperridge

Upperridge Rd EB
 2 – Left Turn Lanes
 1 – Thru Lane
 1 – Right Turn Lane

Route 28 SB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane

Route 28 NB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane

Old Centreville Rd WB
 2 – Left Turn Lanes
 1 – Thru Lane
 1 – Right Turn Lane





Noise Barriers

- As required by Federal law, a preliminary noise impact analysis was conducted as part of the NEPA process per VDOT Noise Policy.
- Where project noise levels are projected to exceed established criteria, FCDOT is *required to propose noise mitigation*.
- Sound Barriers will be constructed *only* if the people who are directly benefitted vote in favor of them.
- Noise Analysis
 - Computer model calibrated to existing conditions (Pre-COVID).
 - Based on design year traffic volumes (2040) with future 8-lanes.
 - Loudest hour – AM or PM on Route 28.





Summary of Preliminary Noise Analysis and Results

- Currently, 26 noise-sensitive receptors (e.g., residences, etc.) experience “noise impacts” defined as approaching (within 1 dBA) or exceeding the Noise Abatement Criteria (67 dBA (Leq)) during the loudest hour of the day.
- By 2040, it is anticipated that the number of impacted receptors will increase to 68.
- All proposed Sound Barriers must be “Reasonable and Feasible” per VDOT Noise Barrier Policy.



Summary of Preliminary Noise Analysis and Results

- 10 Sound Barriers were evaluated based on VDOT's five criteria of reasonableness and feasibility:
 1. Acoustically effective by reducing levels at impacted receptors by at least 5 dBA.
 2. Possible to design and construct the barrier (Feasible).
 3. Face of barrier cannot be larger than 1600 sq. ft. per benefited receptor (Reasonable).
 4. At least one receptor achieves a 7 dBA reduction.
 5. Most owners or residents of benefited receptors favor the barrier.

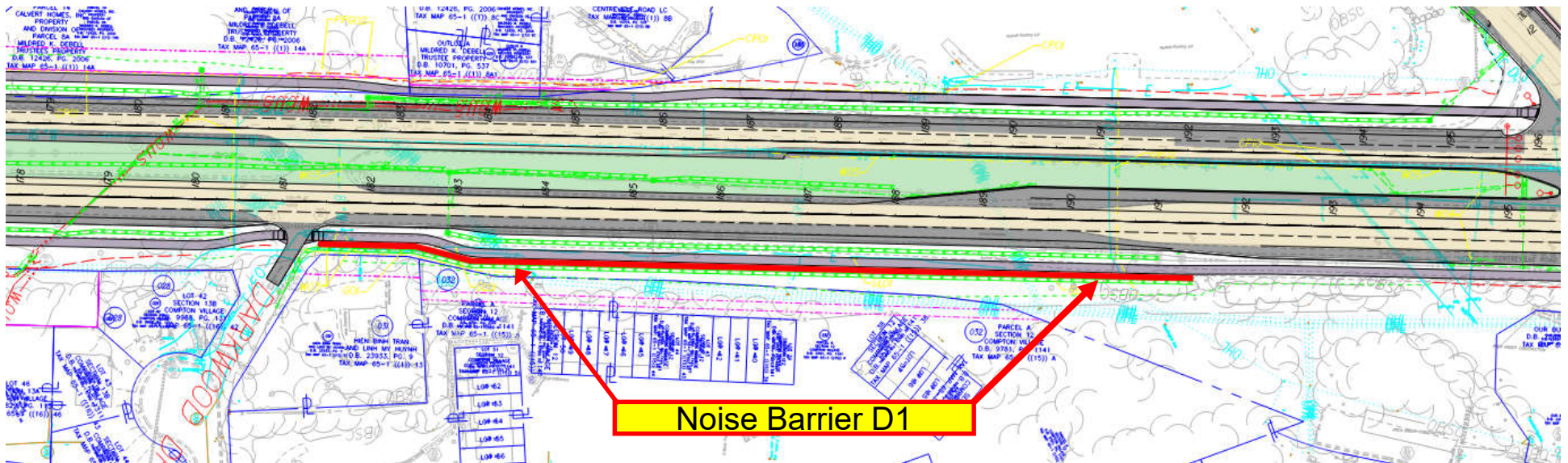


Summary of Preliminary Noise Analysis and Results

- Two barriers were found to meet the first four criteria and are undergoing further evaluation:
 - A. Barrier D1 - East side of Route 28 between New Braddock Road and Darkwood Drive.
 - B. Barrier I - West side of Route 28 north of Compton Road.

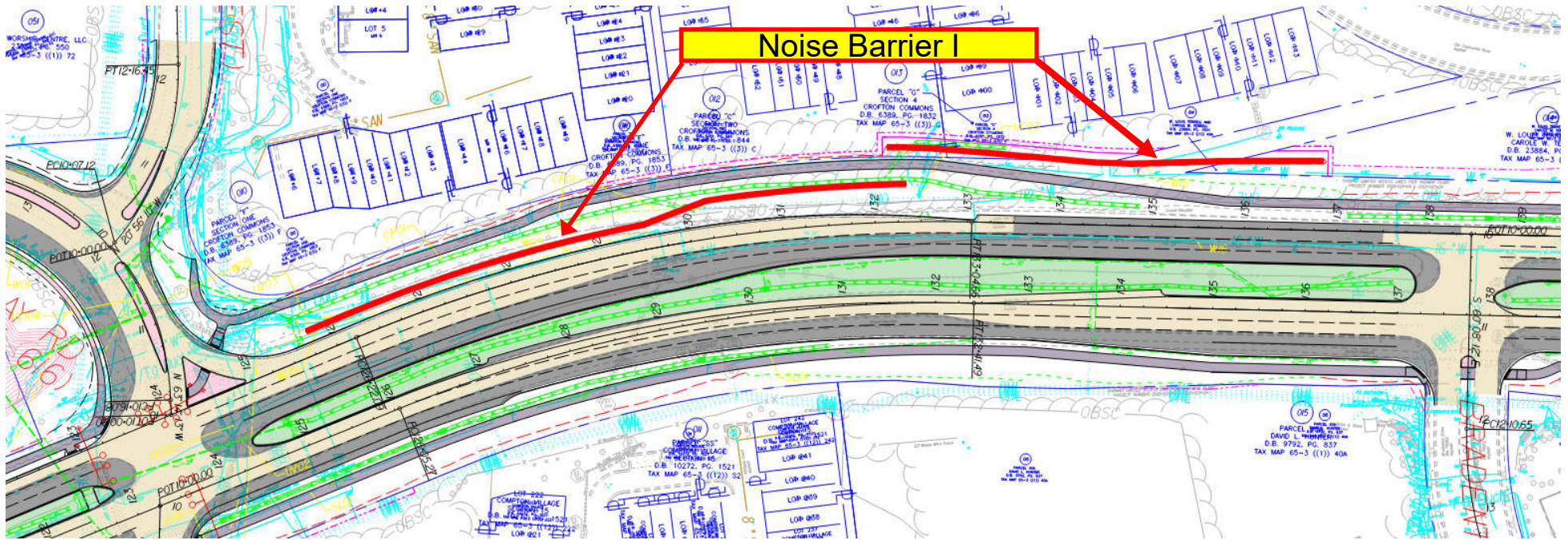


Noise Barrier D1 - NB Route 28 Between Darkwood Drive and New Braddock Road





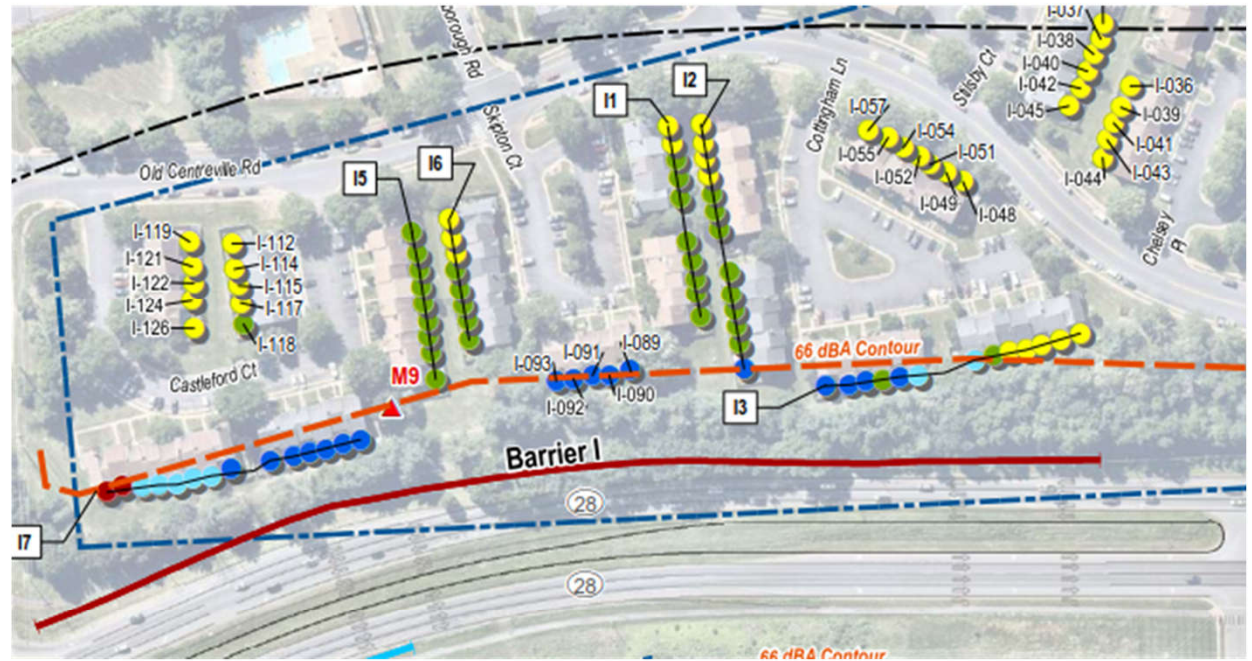
Noise Barrier I - SB Route 28 Between Bradenton Drive and Ordway Road





Criterion 5: Noise Barrier Voting – Barrier I

Color	No. of Benefited Receptors
Blue	24
Green	33



Blue receptor – impacted and benefited: each vote weighted as 5

Green receptor – not impacted but benefited: each vote weighted as 3

Yellow receptor – Not impacted and not benefited: do not vote

Both owners and renters can vote



Final Noise Analysis

- Final Noise Analysis and Design of the Barriers, including exact location, length, height, architectural treatment, etc., will be performed by the Design-Build Contractor under supervision of FCDOT, VDOT and FHWA.
- Once Final Noise Analysis is complete including barrier location, height, length, and impacted receptors identified, Design-Build Contractor will contact benefited receptors (property owners and/or tenants) to start the voting process. Those eligible to vote will also be able to vote on the architectural treatment/style of the noise barrier.



Estimated ROW Requirements Based Upon Preliminary 6-Lane Plans

	Number of Parcels		
	Total Affected	ROW and Easements	Easements Only
Route 28 Roadway	46	19	27
Stormwater Management Ponds	4	4 (3 Total Acquisitions)	0
Total Parcels	50	23	27

No demolition or removal of residential or commercial structures.

Utility relocations may require additional easements

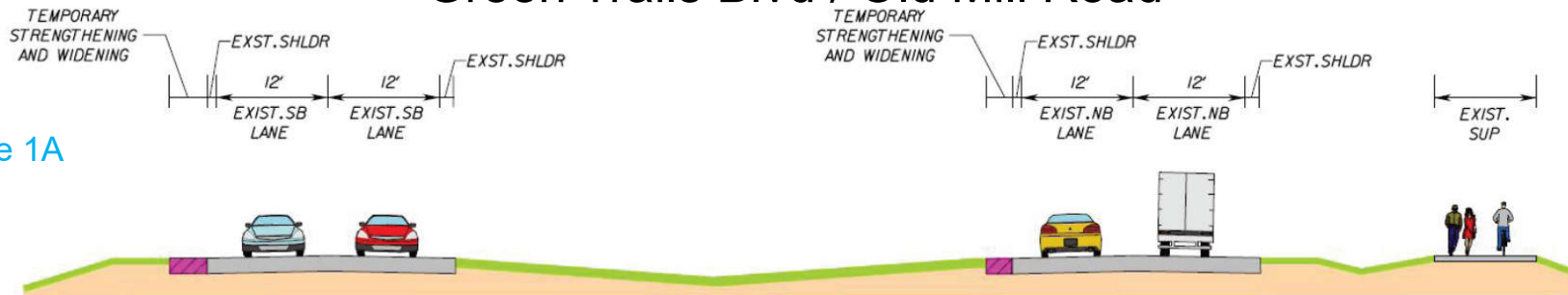
Design Enhancement – Eliminated Fee Simple Acquisitions ~ 6.0 Acres for SWM Pond
 Reduced Fee Simple Acquisitions ~ 0.1 Acres for SB Route 28



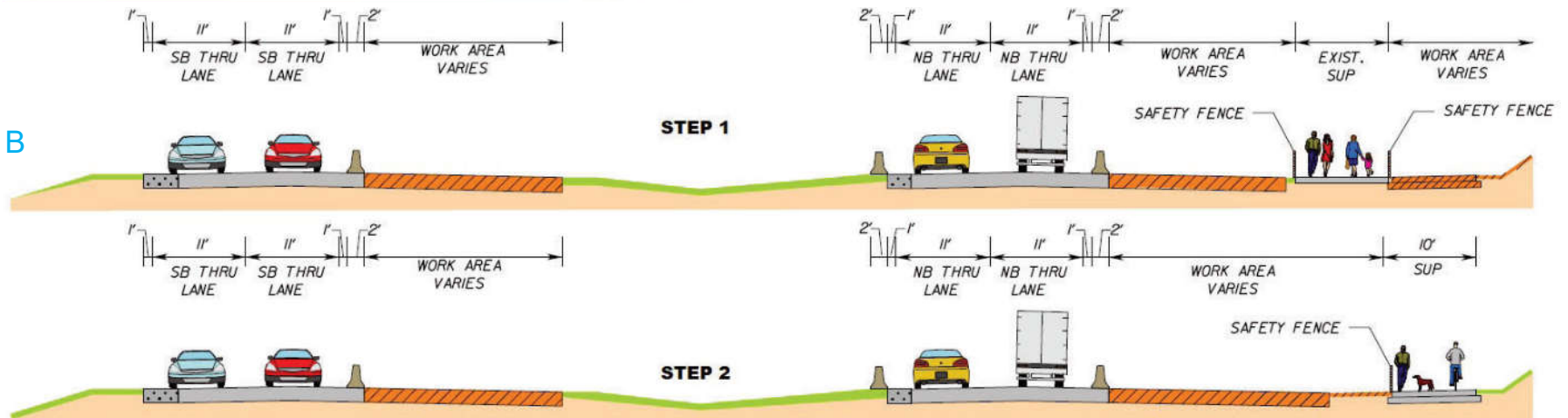
County of Fairfax, Virginia

Area 1 Construction Sequence – Southern Terminus to Green Trails Blvd / Old Mill Road

Stage 1A



Stage 1B

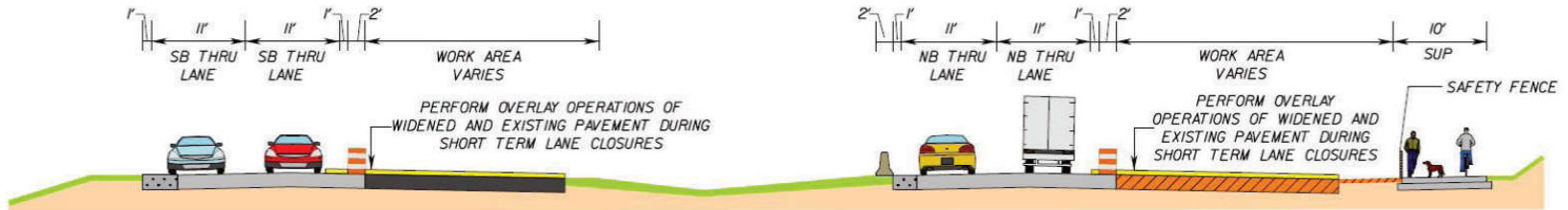




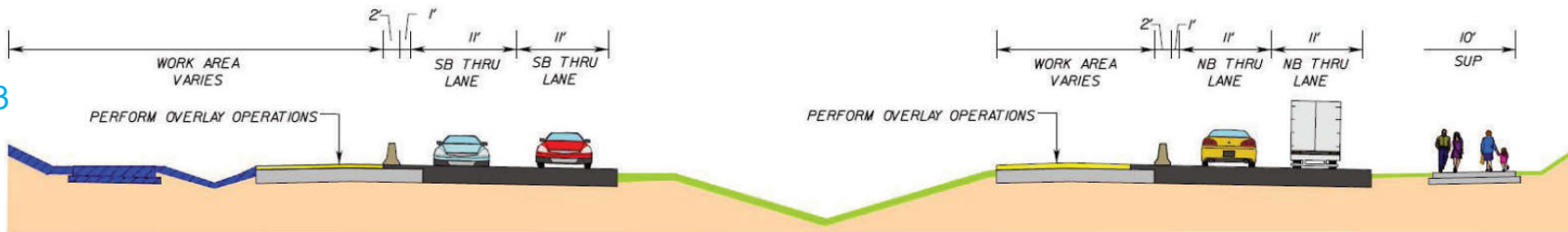
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Area 1 Construction Sequence – Southern Terminus to Green Trails Blvd / Old Mill Road

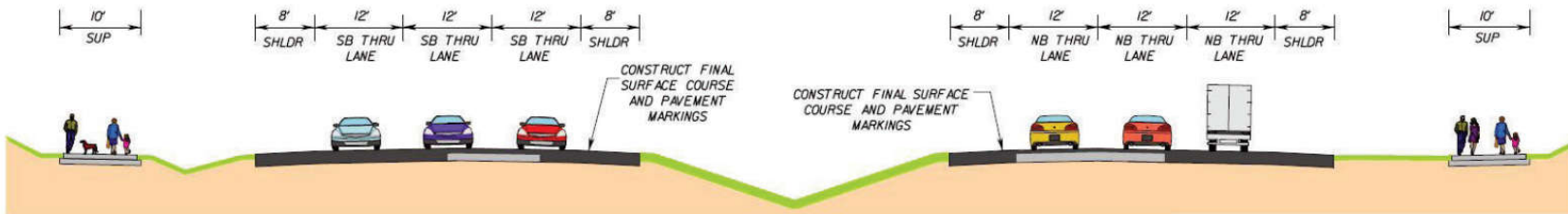
Stage 2



Stage 3



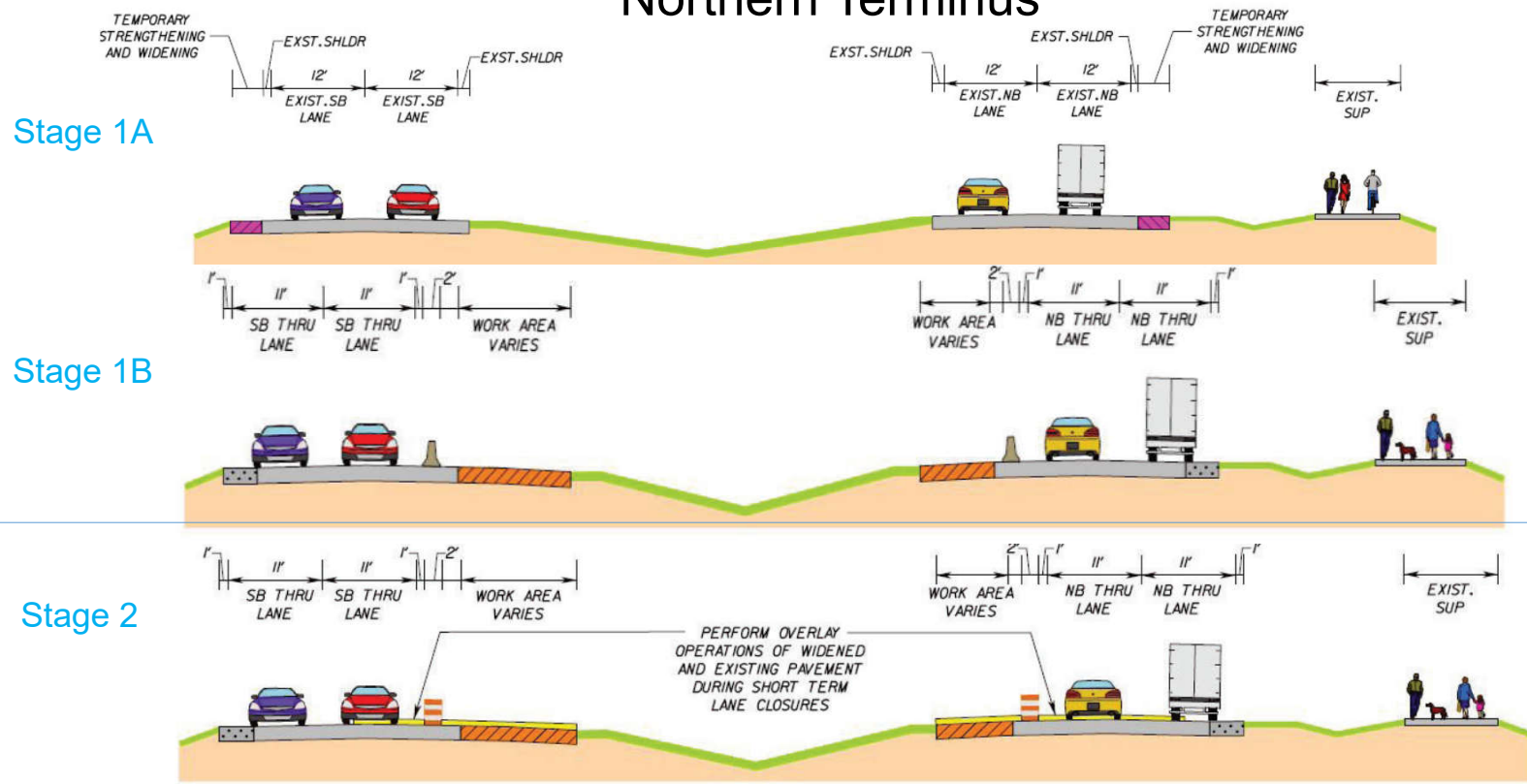
Stage 4





County of Fairfax, Virginia

Area 2 Construction Sequence – Green Trails Blvd / Old Mill Road to the Northern Terminus

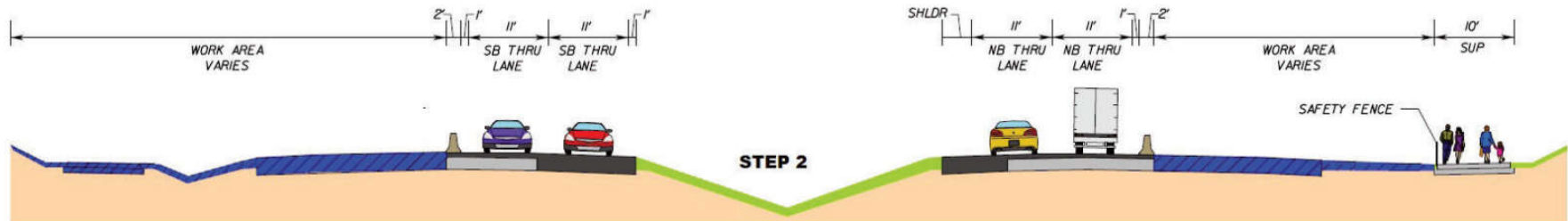
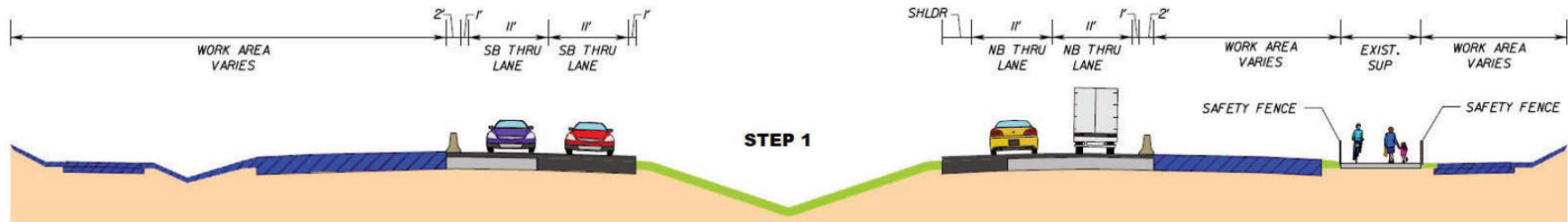




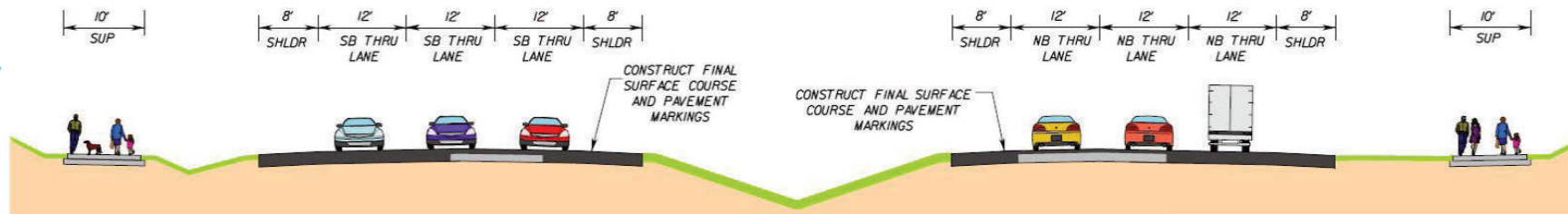
County of Fairfax, Virginia

Area 2 Construction Sequence – Green Trails Blvd / Old Mill Road to the Northern Terminus

Stage 3



Stage 4





Design-Build Schedule (6 Lane Design)

- **Design Public Hearing – September 23, 2019**
- **Final Environmental (NEPA) Document – October 30, 2019**
- **Award Design Build Contract - May 26, 2020**
- **Notice to Proceed to D-B Contractor – June 15, 2020**
- **Advanced Temporary Traffic Control Plan – July 31, 2020 (Under Review)**
- **Roadway Plans (60% Complete) – October 12, 2020 (Under Review)**
- **Start ROW Acquisition (Total Acquisitions) – November 2020**
- **Start Temporary Roadway Widening – Approx. Dec. 1, 2020**
- **Start Permanent Roadway Widening – Spring/Summer 2021**
- **Substantial Construction Completion – Spring 2023**
- **Final Construction Completion – Summer 2023**





What to Expect During Construction

- Work hours are set by VDOT and Fairfax County.
 - **Night work is likely.**
- Contractor must maintain pedestrian and vehicular traffic and signals during construction.
- No lane closures will be allowed during peak travel hours.
- Weekend work anticipated.

Roadway	Single Lane Closures	Temporary 20 Minute Complete Stoppages
Route 28 NB and SB New Braddock Road (Route 620)	Mon - Thurs	
	9:30 AM - 3:00 PM	
	10:00 PM - 5:00 AM (Next Day)	
	Friday	
	9:30 AM - 2:00 PM	Monday - Sunday
	10:00 PM - 9:00 AM (Sat)	
	Saturday	
10:00 PM - 8:00 AM (Sun)		
Sunday		
10:00 PM - 5:00 AM (Mon)		
Connecting Roadways	Mon - Thurs	
	9:30 AM - 3:30 PM	
	9:00 PM - 5:00 AM (Next Day)	
	Friday	
	9:00 AM - 2:00 PM	All other road's hours
	10:00 PM - 9:00 AM (Sat)	
	Saturday	
9:00 PM - 9:00 AM (Sun)		
Sunday		
10:00 PM - 5:00 AM (Mon)		





Project References

Website will be updated monthly or as more information/data becomes available.

- <https://www.fairfaxcounty.gov/transportation/projects/route28-widening>

Project Contacts:

Fairfax County Department of Transportation – Jim Beall, P.E. (703-887-5673)

james.beall@fairfaxcounty.gov

Shirley Contracting Company, LLC - Joseph R. Fragale, P.E., DBIA (703-898-5885)

joe.fragale@shirleycontracting.com

Thank You!





Public Comments/ Questions

Please provide comments by Friday, November 13, 2020

To submit comments, questions or feedback, please contact FCDOT:

- **Online via red feedback form link at the bottom of the project website**
<https://www.fairfaxcounty.gov/transportation/projects/route28-widening>
- **In writing to: FCDOT, Attn: Route 28 Widening Feedback, 4050 Legato Road, Suite 400, Fairfax, VA 22033**
- **By phone:703-877-5673, TTY 711**





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