

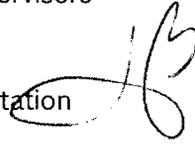


# County of Fairfax, Virginia

## MEMORANDUM

DATE: August 21, 2015

TO: Members, Board of Supervisors

FROM: Tom Biesiadny, Director  
Department of Transportation 

FILE: 3-5 (SE 2014-MV-073)

SUBJECT: Discussion of the Intersection of Terminal Road and Fairfax County Parkway in Response to a Motion by Supervisor Hyland to Address Transportation Issues Related to SE 2014-MV-073

REFERENCE: SE 2014-MV-073; Superior Concrete Materials, Inc.  
Land Identification Map: 99-3 ((01)) 16A

On July 28, 2015, as part of his consideration of the subject Special Exception application, Supervisor Hyland raised several questions about the intersection of Terminal Road and Fairfax County Parkway. Specifically, Supervisor Hyland asked questions about the timing of potential improvements to the intersection as well as its operational characteristics. In response to these questions, FCDOT offers the following.

FCDOT and VDOT have evaluated the operational and safety circumstances in the vicinity of the Terminal Road and Fairfax County Parkway intersection to determine a scope of improvements and has recommended the following actions.

- A VDOT safety improvement on the southbound lanes of Fairfax County Parkway approaching Terminal Road will result in the construction of an additional lane of traffic through the intersection. This improvement is intended to address safety issues on I-95 and the offramp to Fairfax County Parkway to eliminate ramp queuing on the I-95 mainline. This project is currently in design.
- FCDOT is undertaking a corridor study for short-term improvements to this segment of Fairfax County Parkway. Regarding the intersection, a recommendation proposes to add a left turn lane on eastbound Terminal Road approaching the Fairfax County Parkway intersection to increase vehicle storage capacity.

If the corridor improvements are initiated, the timing is outlined below.

1. Funding has not been identified for the projects. Staff continues to seek funding for the project.

2. When funding is obtained, it will be four years to complete project scoping, design, right-of-way acquisition, utility modifications, and construction.

Regarding the operational characteristics of the intersection of Terminal Road and Fairfax County Parkway, the following information is provided.

- o The applicant provided a trip generation assessment of the proposed use based on Institute of Transportation Engineers (ITE) rates. This analysis estimates that approximately 200 daily trips will be generated by the batching plant with estimates of 25 AM peak hour trips and 30 PM peak hour trips.
- o The applicant indicates that their expected delivery times will be outside the peak hours to avoid product deterioration if drivers are delayed by heavy traffic. They indicate the plant will be in operation 24 hours a day. The site trips would be expected to be spread over a longer period of the day. Therefore, the peak hour trip rates described above are likely to be less than the ITE average.
- o The current overall level of service (LOS) for the intersection as determined during the Fairfax County Parkway Corridor Study is 'C' in the AM and 'D' in the PM. The LOS is based upon the delay in seconds per vehicle. The eastbound approach of Terminal Road has an LOS of 'F' in the AM and 'E' in the PM.
- o The signal timing for the intersection and the percentage of heavy trucks on Terminal Road have a direct effect on signal operation. The signal maximizes throughput on Fairfax County Parkway as it carries a much higher volume of traffic. The slow startup movement of trucks on Terminal Road does not allow for the passage of many vehicles during the green phase.

MAD/LAH

cc: Edward L. Long, Jr., County Executive  
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