



County of Fairfax, Virginia

Giles Run Connector Road

Laurel Hill Adaptive Reuse Area to Laurel Crest Drive



South County Federation Meeting
June 14, 2016



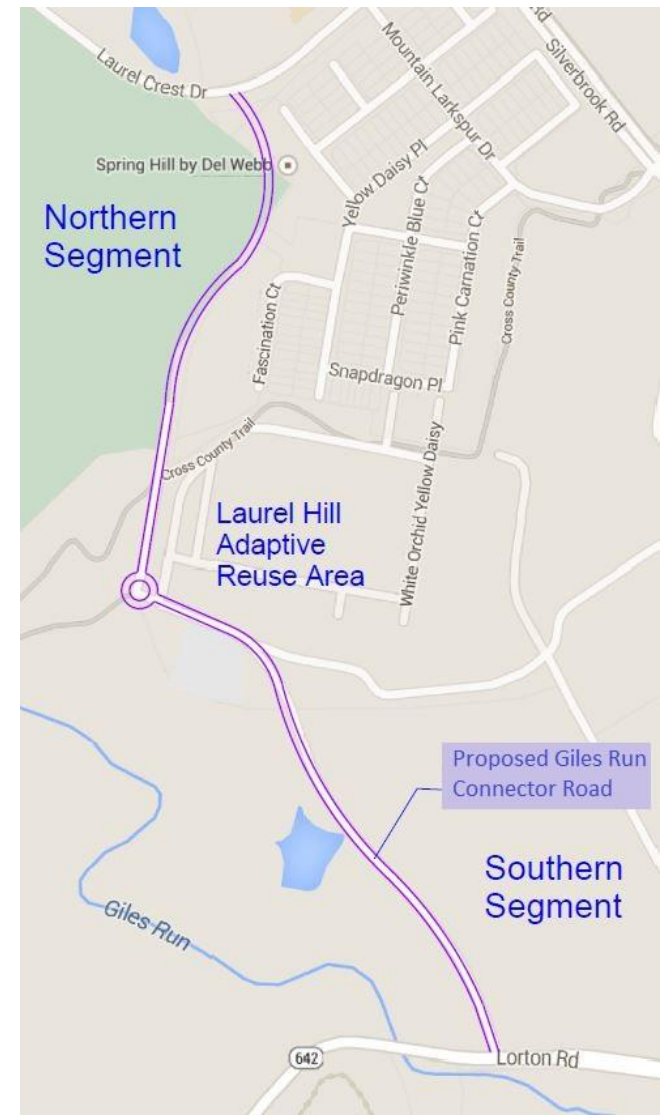
History

- Connector road included in the Laurel Hill Comprehensive Plan amendment adopted by the Board of Supervisors in 1998.
- Planned to serve both as a collector road as well as an access to the new Laurel Hill Park.
- Intended function was to interconnect planned public facilities and land uses to be located to the north (including existing school facilities, golf course, and the adaptive reuse site now undergoing redevelopment) with the planned Laurel Hill Park and land uses located to the south.
- Park Authority has dedicated R-O-W for future road
- Originally anticipated that the Park Authority would fund the northern segment.



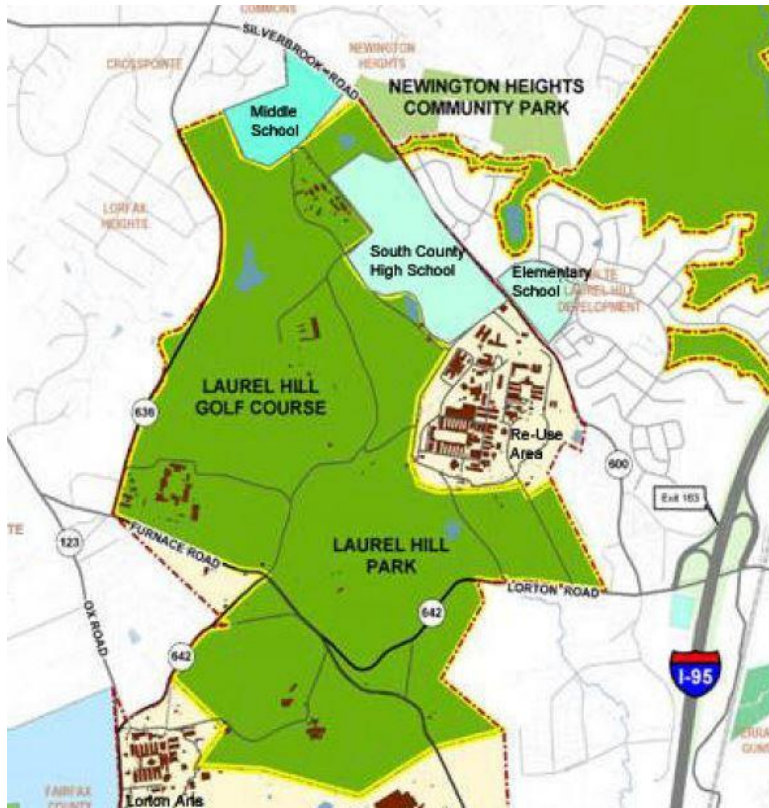
History

- Northern Segment
 - Laurel Hill Adaptive Reuse Area to Laurel Crest Drive
 - No current funding for implementation
- Southern Segment
 - Laurel Hill Adaptive Reuse Area to Lorton Road
 - Funded for construction, and preliminary design is underway





History

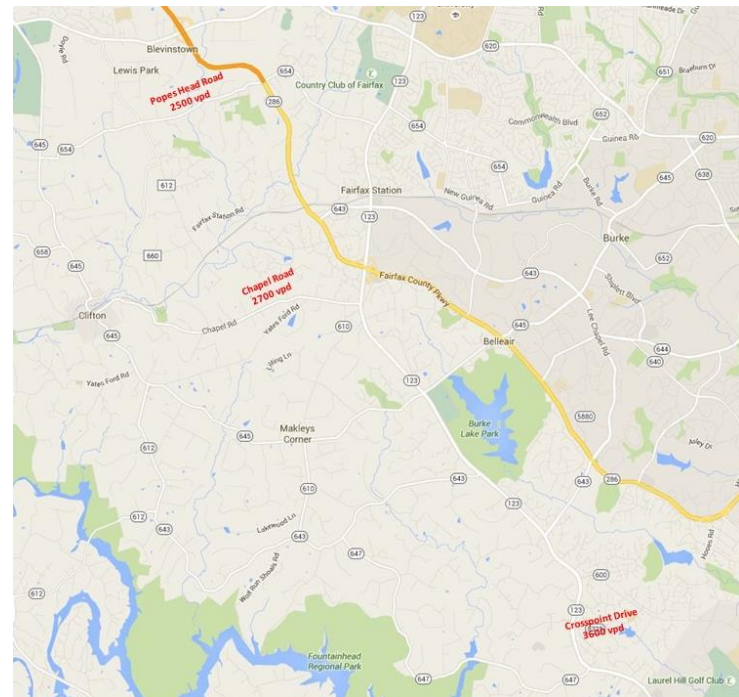


- The Fairfax County Park Authority dedicated the right-of-way for the northern segment of the connector road as part of the Laurel Hill Golf Course site plan approval
- The Park Authority was originally expected to construct the northern segment with the golf course



Traffic

- Expected volume = 2,000 to 3,000 vehicles per day (VPD), local roadway sized volumes
- Comparison Roads
 - Popes Head Road between Clifton Road and Fairfax County Parkway = 2,500 VPD
 - Chapel Road between Clifton Road and Route 123 = 2,700 VPD
 - Crosspointe Drive between Route 123 and Silverbrook Road = 3,600 VPD





Traffic

- Projected 2030 traffic volumes indicate peak period delays of over 600 seconds at the Silverbrook Road/Lorton Road intersection even with 3rd southbound left turn lane on Silverbrook Road
- Majority of increased future traffic volumes result from background traffic generated by growth outside immediate area
- Additional congestion with no alternative options will impede trips for local residents



Benefits

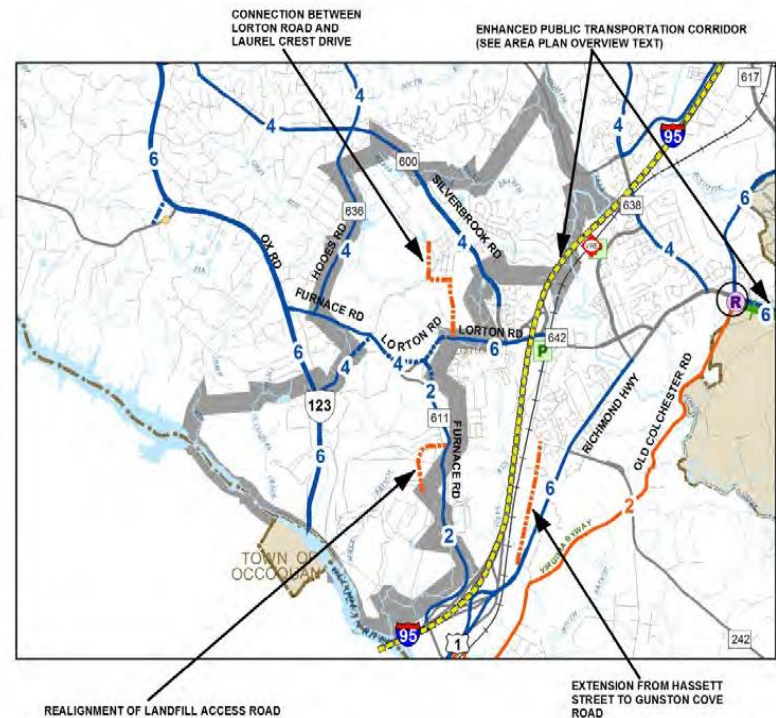
- Expands connectivity for pedestrians, bicyclists, and drivers
- Provides local connection between the areas south of Lorton Road to destinations to the north:
 - South County High School, Laurel Hill Elementary School, and South County Middle School
 - Laurel Hill Golf Course
 - Laurel Hill Adaptive Reuse Area
- Provides alternative to the Lorton Road and Silverbrook Road intersection for local trips



Benefits

- Provides better school access, including pedestrians and bicyclists
- To and from Lorton Road and Laurel Hill Adaptive Reuse Area without having to use Laurel Crest Drive and Silverbrook Road
- Allows northbound traffic from Laurel Hill site to be split over multiple access points
- Assists Fire and Rescue access for the schools, residential areas, or the golf course in the event the Silverbrook/Lorton intersection is heavily congested

LP1 - LAUREL HILL COMMUNITY PLANNING SECTOR





Conceptual Design

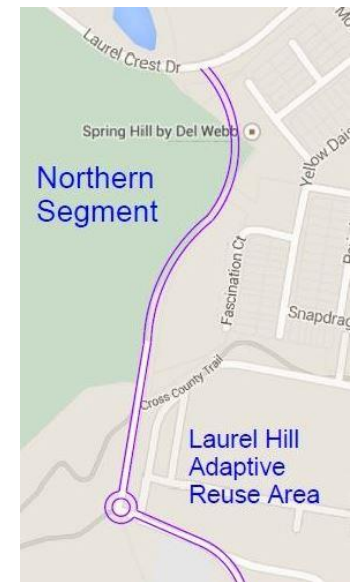
- Consideration of adjacent properties, including golf course, residential development, and schools.
- Minimize impacts while meeting standards
- Lowered roadway profile and added screening vegetation and to reduce visual and noise impacts





Conceptual Design

- Context Sensitive Design – low speed local roadway
- Expected volume = 2,000 to 3,000 vehicles per day (local roadway sized volumes)
- Lower Speeds
 - Designed for and posted at 25 MPH speed limit
 - Roundabout at Laurel Hill site
 - Curves to slow traffic





Conceptual Design

- Used grade and landscaping to minimize aesthetic and physical impacts
 - Lowered roadway profile to reduce visual and noise impacts, including use of retaining walls with architectural treatments
 - Significant vegetation added through landscaping
 - Use of berms





Conceptual Design

- Included shared-use path on eastern side of roadway for neighborhood connectivity to local destinations and recreational facilities



- Shared-use path connects to Cross County Trail
- No plans to advance the design and construction.

Giles Run Connector Road



Section A-A



Section B-B

Conceptual Plan



Deciduous trees



Flowering trees



Evergreen trees



Shrubs

Giles Run Connector Road



Section





Other South County Projects

- Lorton Road Widening
 - Construction is 63% complete
 - Anticipated completion is December 2016
- Lorton Road and Silverbrook Road - 3rd Left Turn Lane from Silverbrook Southbound to Lorton Eastbound
 - Project to has been scoped and study to be completed in Summer 2017 after completion of Lorton Road Widening project
- Lorton Road and Silverbrook Road – 2nd Right Turn Lane from Lorton Westbound to Silverbrook Northbound
 - Will be evaluated with project to add the 3rd Left Turn Lane.



Route 1 Widening (Occoquan River to Pohick Road)

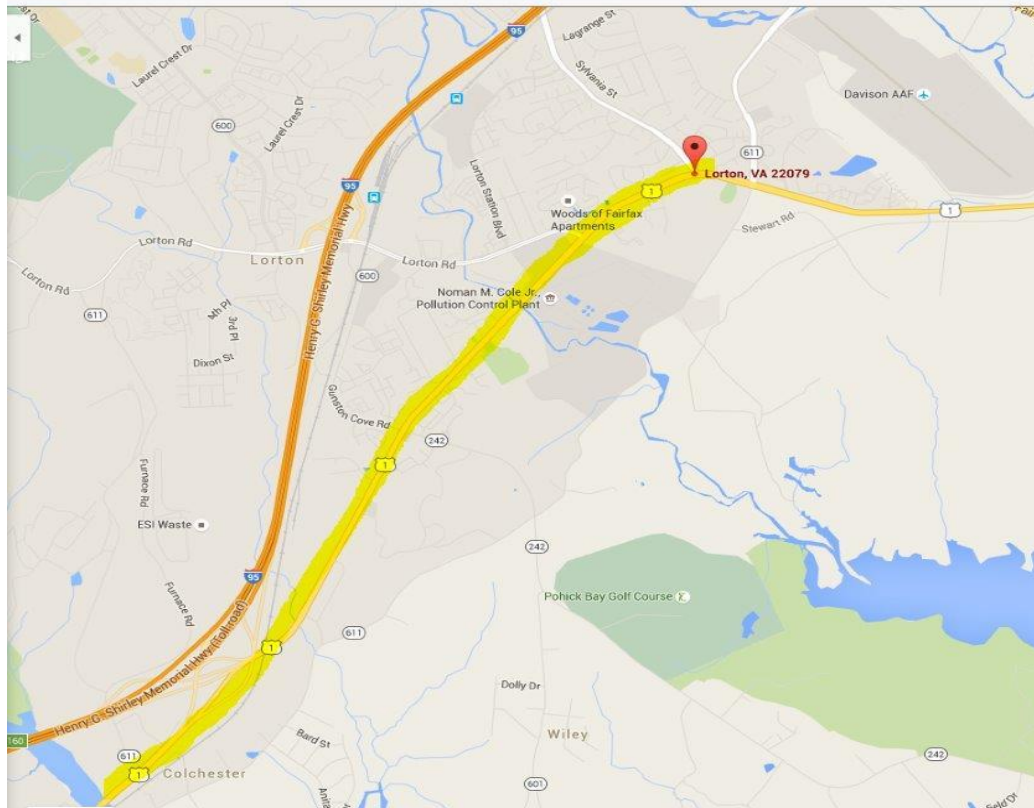
- Establish typical section for corridor which will include: six travel lanes, curb and gutter, shared use path on both sides of the road, on-road bike lanes and R-O-W reservation to support future Bus Rapid Transit (BRT).
- Evaluate impacts on adjacent property along Route 1 from the northern approach of the Occoquan River Bridge to Pohick Road and develop conceptual horizontal and vertical layouts.
- Develop preliminary environmental document and cost estimates.

The existing six-lane segment of Route 1 from Pohick Road to Telegraph Road will be evaluated for inclusion of on-road bike lanes only.

Completion of the Study is anticipated in 2017.



Route 1 Project Map





Questions?