



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 09, 2020

MOTION

Made By: Mr. Rucker, Seconded By: Mr. Malbon
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes for the 10-foot Asphalt Trail along Route 289 (Franconia-Springfield Parkway) from Route 7060 (Spring Village Drive) to Route 1135 (Ridgeway Drive) Fairfax County, Virginia

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on July 16, 1987, the CTB approved the major design features of Route 289 (Franconia-Springfield Parkway). In accordance with the statutes of the Commonwealth of Virginia and the policies of the CTB, Design Public Hearings were held between October 7 and November 20, 1986, in various locations in Fairfax County for the purpose of considering the proposed design of Springfield Bypass from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir) in Fairfax County, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, State Highway Project R000-029-249, PE-103, PE-104, PE-105, PE-106; Federal Project M4501; and

WHEREAS, Fairfax County Project 2G40-088-066 (the “Project”) provides for the construction of a 10-foot Trail along Route 289 from Route 7060 (Spring Village Drive/Bonnie Mill) to Route 1135 (Ridgeway Drive) to include upgrading existing curb ramps at the intersection of Route 289 and Route 7060, adding pedestrian signals crossing Spring Village Drive, and upgrading the Fairfax Connector bus stop loading pad at the intersection; and

WHEREAS, the construction of a 10-foot trail along Route 289 requires a break of the limited access line, on the westbound side, shown on the Limited Access Line Exhibit and the Limited Access Control Points Stations and Offsets Table (attached). The Project also requires the approval to maintain a Fairfax Connector bus stop, in its current location, adjacent to the westbound Franconia-Springfield Parkway (Rt.289) right turn lane to Spring Village Drive (Rte 7060); and

WHEREAS, a Notice of Willingness for Public Comment (“Willingness”) was posted on September 24, 2020, in *The Washington Post- VA Local Living* and the *Connection – Fairfax County South Edition* and September 25, 2020, in the *El Tiempo Latino* for the proposed locations of the limited access break, and allowed public input to be collected concerning the request. The Willingness expired on October 13, 2020, with two (2) comments received in favor of the proposed limited access control changes (LACCs); and

WHEREAS, proper notice of Willingness was given in advance, and all were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; and

WHEREAS, the economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, VDOT’s Northern Virginia District has reviewed the traffic analysis report completed July 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, The proposed Project is funded and administered by Fairfax County and is not expected to require any federal permits; therefore, a project review in compliance with the National Environmental Policy Act or the State Environmental Review Process is not required. In accordance with 24 VAC 30-401-20, the Project has been carefully reviewed to evaluate the potential for any environmental impacts using an Environmental Inventory process. The Environmental Analysis document (EQ-112) was reviewed and signed by the Northern Virginia District on August 20, 2020; and

WHEREAS, the proposed Project is located within a non-attainment area for ozone. The Project would not add, remove, or relocate roadway capacity or transit services and therefore does not require either a qualitative or quantitative project-level air quality analyses, consistent with VDOT policy and guidance. Furthermore, the Project is intended to enhance non-motorized transportation and improve access to existing transit facilities. The Project will not have an adverse impact on air quality; and

WHEREAS, the proposed project is in the County of Fairfax and is supported by a letter from the Director of Transportation, Fairfax County Department of Transportation dated August 19, 2020.

WHEREAS, the Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, the VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, the VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table.

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the proposed 10' asphalt path be permitted to break the limited access line as shown on the attached exhibit.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

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CTB Decision Brief
Proposed Limited Access Control Changes
Route 289 (Franconia-Springfield Parkway Trail) from Route 7060 (Spring Village Drive)
to Route 1135 (Ridgeway Drive)
Project 2G40-088-066
UPC# NA
Fairfax County, Virginia

Issues: The area designated as limited access previously approved for the Springfield Bypass (Route 289), from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir), needs to be modified to allow pedestrian and bicyclist access from the community served by Ridgeway Drive (Route 1135) to the existing trail located adjacent to the intersection of Route 289 and Spring Village Drive/Bonniemill Lane (Route 7060). The existing trail is located within the current limited access limits for the roadway. The proposed 10-foot asphalt trail will need to break the limited access control line. Additionally, permission is requested to maintain the bus stop, in its current location, along the westbound right turn lane to Route 7060. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- The design of Route 289, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, was approved by resolution of the CTB dated July 16, 1987, the plans for which include the boundaries of the area designated as limited access.
- The design of Route 289 included a temporary entrance of the limited access line at the intersection of Route 289 and Route 7060 that is to be closed at the time an interchange is built at Neuman Street (Route 1220).
- The design of Route 289 did not exclude pedestrian and bicyclist access within the limited access limits by including an asphalt trail within the limited access limits.
- The design of Route 289 included a marked pedestrian crossing at the intersection of Route 289 and Route 7060.
- In 1998 the intersection of Route 289 and Route 7060 was signalized by developer project 9501-SP-001-2 to include pedestrian signals at the existing crosswalk.
- There is an existing Fairfax Connector bus stop, located within the project limits, which does not appear to have prior CTB approval for placement within the Limited Access Roadway. It is unknown when the bus stop was established. The stop currently serves 7 riders per day and is scheduled for 19 stops in the AM commuting hours and 21 stops in the PM commuting time period. The bus that services this location can stop outside of the flow of traffic. The project proposes no changes to current bus stop configuration for the area.
- Based on Traffic Analysis Report no pedestrian or bicycle crashes were reported at this intersection. Additionally, there are no sections within the vicinity of the study area identified as “Potential Safety Improvements” for 2018, a rating used by VDOT to identify locations where an engineering review for possible mitigating counter measures should be considered.
- Fairfax County Project **2G40-088-066 (the “Project”)** provides for the construction of a 10-foot asphalt trail along Route 289 from Route 7060 to Route 1135 to include upgrading existing ADA ramps at the intersection of Route 289 and Route 7060. These improvements will require

permission to break the limit access, as shown on the Limited Access Line Exhibits and the Plan view.

- A Notice of Willingness for Public Comment (“Willingness”) was posted on September 24, 2020, in *The Washington Post- VA Local Living* and the *Connection – Fairfax County South Edition* and September 25, 2020, in the *El Tiempo Latino* for the proposed locations of the limited access break, and allowed public input to be collected concerning the request. The Willingness expired on October 13, 2020.
- Proper notice of the Willingness was given in advance, and all were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- VDOT’s Northern Virginia District has reviewed the traffic analysis report completed July 2020, by WRA and found that it adequately addresses the impacts from the Project and the proposed limited access control changes (LACCs).
- The proposed Project is funded and administered by Fairfax County and is not expected to require any federal permits; therefore, a project review in compliance with the National Environmental Policy Act or the State Environmental Review Process is not required. In accordance with 24 VAC 30-401-20, the Project has been carefully reviewed to evaluate the potential for any environmental impacts using an Environmental Inventory process. The Environmental Analysis document (EQ-112) was reviewed and signed by VDOT’s Northern Virginia District on August 20, 2020.
- The proposed Project is located within a non-attainment area for ozone. The Project would not add, remove, or relocate roadway capacity or transit services and therefore does not require either a qualitative or quantitative project-level air quality analyses, consistent with VDOT policy and guidance. Furthermore, the Project is intended to enhance non-motorized transportation and improve access to existing transit facilities. The Project will not have an adverse impact on air quality.
- The proposed Project is in the County of Fairfax and is supported by a letter from the Director of Transportation, Fairfax County Department of Transportation dated August 19, 2020.
- VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the Franconia Springfield Parkway corridor in Fairfax County continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way, previously approved by the CTB on July 16, 1987.

Action Required by CTB: The *Code of Virginia* § 3.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Franconia Springfield Parkway Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were two (2) emailed comments received as a result of Posting of the Willingness for the Project. The two (2) comments received were in favor of the proposed LACCs.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Stephen C. Brich, P.E.
COMMISSIONER

December 1, 2020

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
The Honorable Mary H. Hynes
The Honorable Alison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Route 289 (Franconia-Springfield Parkway)

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Fairfax County for a break in the limited access control on the westbound side of Route 289 (Franconia-Springfield Parkway) for the construction of a 10-foot trail along Route 289 from Route 7600 (Spring Village Drive/Bonnie Mill) to Route 1135 (Ridgeway Drive) to include upgrading existing curb ramps at the intersection of Route 289 and route 7600 and adding pedestrian signals crossing Spring Village Drive. The Department's staff has determined there will be minimal impact on the operation to Route 289 (Franconia-Springfield Parkway) and that the proposed LACCs are appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations, and determined that approving the limited access control changes will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer

Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1958

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard G. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$14,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.884 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,435.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,100.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 681; 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 8, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

7/16/87

Moved by Mr. Guiffre, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, Design Public Hearings were held between October 7 and November 20, 1986 in various locations in Fairfax County for the purpose of considering the proposed design of the Springfield Bypass from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir), in Fairfax County, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, State Project R000-029-249, PE-103, PE-104, PE-105, PE-106; Federal Project M-5401(), and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded, and

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed,

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's engineers along alternatives that do not adversely impact Pope's Head Park, Burke Lake Park, South Run Park or Huntsman Park unless Federal approval is obtained with the following modifications:

7/16/87

1. provide a grade separation with no access at Pinecrest Road,
2. provide an additional one way, northbound access only to the Fair Oaks Hospital,
3. eliminate access to Fairfax Station Road,
4. provide access for the extension of the Burke Center Parkway,
5. provide a grade separation with no access at Clara Barton Drive,
6. shift ramp alignment in the southwest quadrant of the Rolling Road interchange to reduce impacts on the adjacent community, and
7. provide minor adjustments where prudent and feasible to minimize or eliminate individual concerns; and

BE IT FURTHER RESOLVED, that the Springfield Bypass, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board be designated as a limited access highway as presented at the said hearing with modifications as included herein.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Bacon, that

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways as recommended by the Department of Conservation and Historic Resources after providing the opportunity for public hearings; and

WHEREAS, the staffs of the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Routes 601, 676, and 614 in Albemarle County from U.S. Routes 29/250 to the Community of Owensville where Route 601 changes to 676 then to 614 and extends to the intersection with Route 810 at the Community of White Hall, substantially meets the adopted criteria for Virginia Byways; and



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

August 19, 2020

Mr. Stephen Bates, Chief
Location & Design
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Project No.: 2G40-088-066
Franconia-Springfield Parkway Trail
Limited Access Line Modification Request

Mr. Bates: *Steve*

The Fairfax County Department of Transportation is currently advancing the design of a new pedestrian facility adjacent to Franconia-Springfield Parkway, which will require a modification of the limited access line for this roadway. The project is proposed on the northeast quadrant of the Franconia-Springfield Parkway intersection with Spring Village Drive. The new trail will provide a connection between the Cross County Trail, currently located at this intersection, to the neighborhoods east of Ridgeway Drive. The Cross County Trail is located within the public right-of-way adjacent to the Franconia-Springfield Parkway; however, the proposed trail will break the current limited access line as shown on the attached plan. Additionally, Fairfax County is requesting permission to maintain the existing bus stop, in its current location, along the westbound right turn lane to Spring Village Drive.

In accordance with Virginia Administrative Code 24 VAC 30-401-20, Fairfax County requests the assistance of the Virginia Department of Transportation to obtain CTB approval for a limited access line modification for the subject project. If you have any questions, please contact Mark VanZandt at mark.vanzandt@fairfaxcounty.gov or call him at 703-877-5745.

Sincerely,

Tom Biesiadny
Director

G:\Capital-Projects\PDD-TDB\2G40-088-066 Franconia Springfield Trail\Limited Access Line\CTB

cc: Mark E. VanZandt, Section Chief, Transportation Design Division, FCDOT
Galappa Madhusudhan, Project Manager, Transportation Design Division, FCDOT
Noelle Dominguez, Legislative Liaison, FCDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

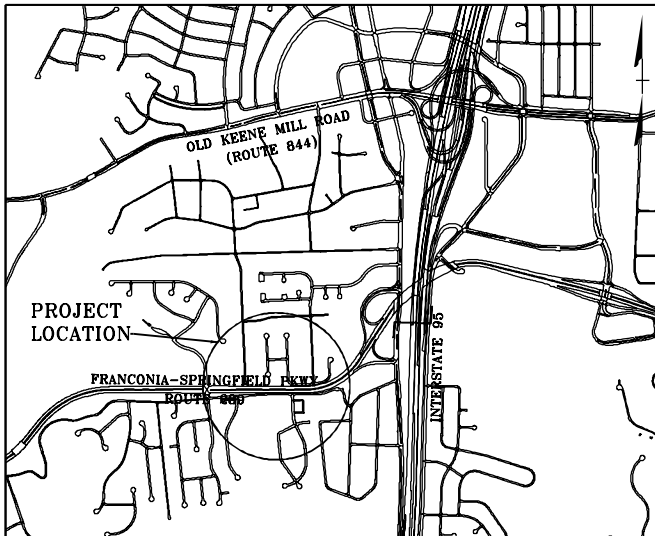


Franconia-Springfield Parkway Trail:
 Spring Village Drive to Ridgeway Drive
 Project No - 2G40-088-066

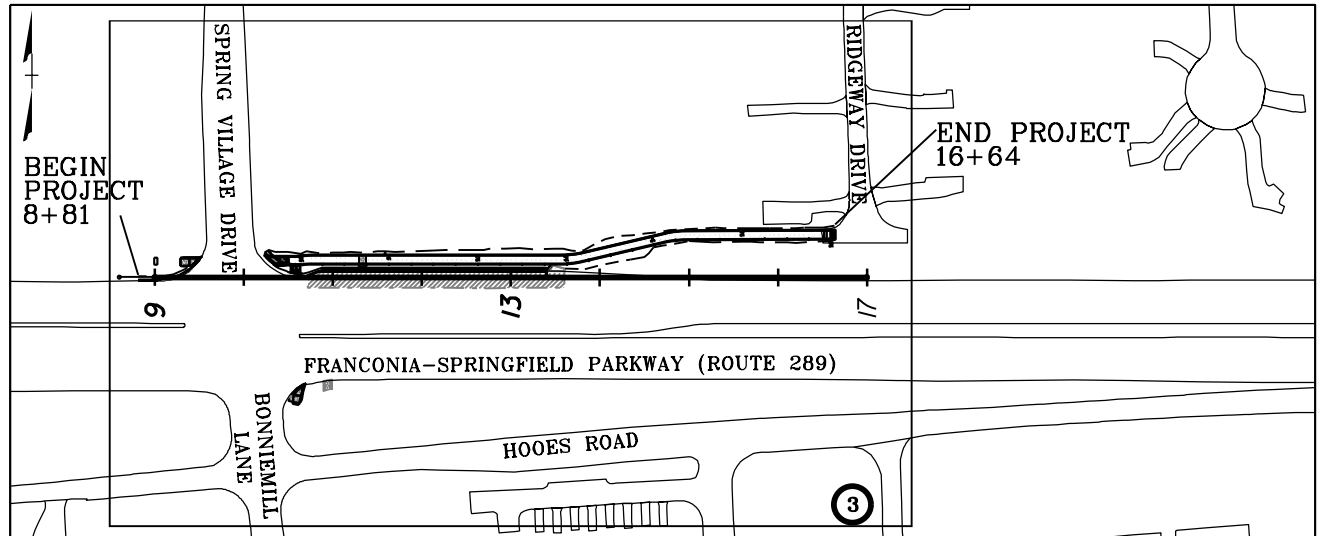
Proposed Limited Access Break			
Begin		End	
Station		Station	
12+54.15	N 6964262.1375	12+54.96	N 6964240.4333
	E 11854877.9722		E 11854878.7723
	Off. 36.10 LT		Off. 14.40 LT

FRANCONIA-SPRINGFIELD PARKWAY TRAIL: SPRING VILLAGE DRIVE TO RIDGEWAY DRIVE VICINITY MAP PROJECT NO. 2G40-088-066

PROJECT VICINITY MAP

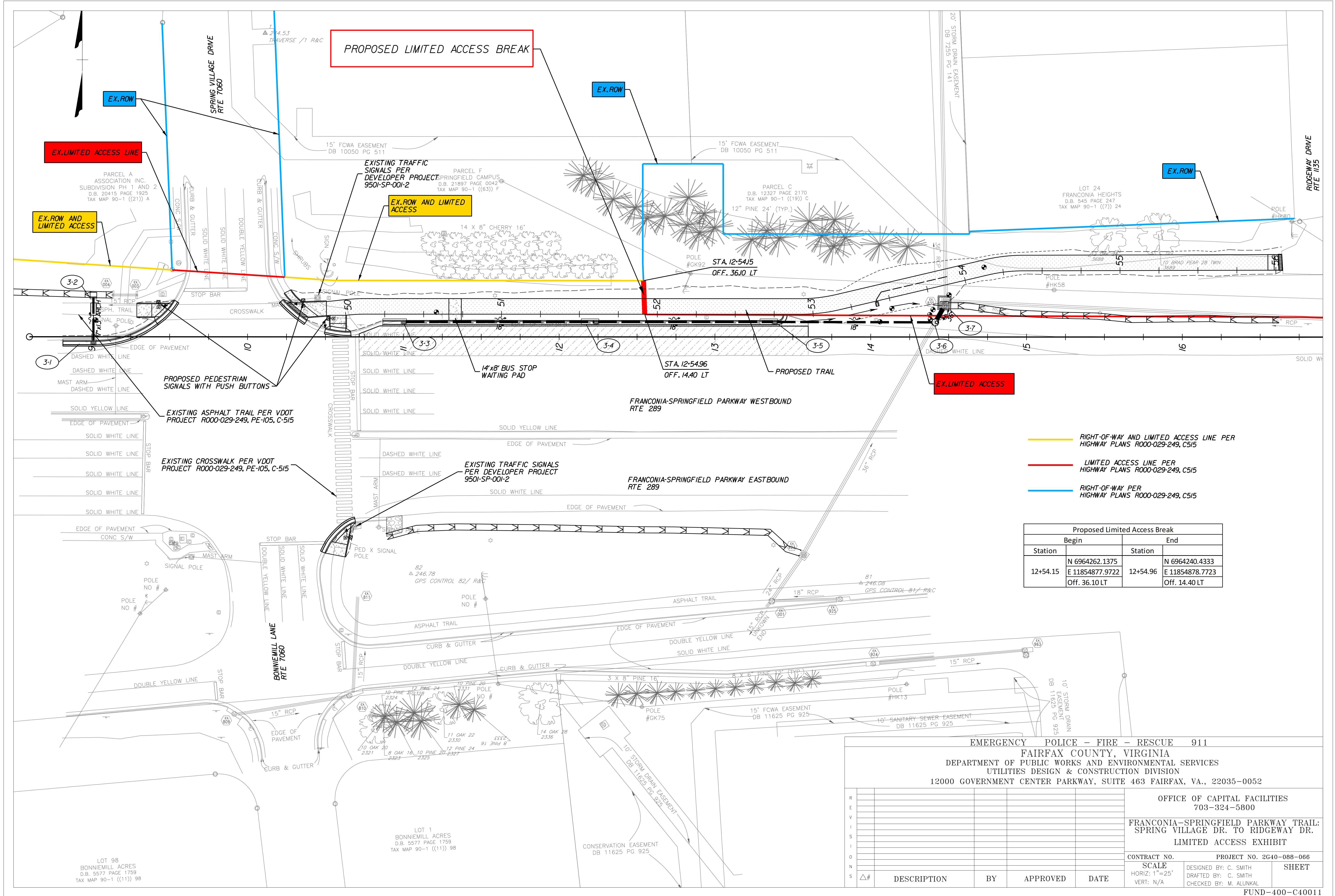


PROJECT LOCATION MAP



DISTRICT NAME: LEE

TAX MAP: 90-1



— RIGHT-OF-WAY AND LIMITED ACCESS LINE PER HIGHWAY PLANS R000-029-249, C515
— LIMITED ACCESS LINE PER HIGHWAY PLANS R000-029-249, C515
— RIGHT-OF-WAY PER HIGHWAY PLANS R000-029-249, C515

Proposed Limited Access Break			
Begin		End	
Station		Station	
12+54.15	N 6964262.1375	12+54.96	N 6964240.4333
	E 11854877.9722		E 11854878.7723
	Off. 36.10 LT		Off. 14.40 LT

EMERGENCY POLICE - FIRE - RESCUE 911
 FAIRFAX COUNTY, VIRGINIA
 DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES
 UTILITIES DESIGN & CONSTRUCTION DIVISION
 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052

OFFICE OF CAPITAL FACILITIES 703-324-5800	
FRANCONIA-SPRINGFIELD PARKWAY TRAIL: SPRING VILLAGE DR. TO RIDGEMAY DR. LIMITED ACCESS EXHIBIT	
CONTRACT NO.	PROJECT NO. 2G40-088-066
SCALE	DESIGNED BY: C. SMITH
HORIZ: 1"=25'	DRAFTED BY: C. SMITH
VERT: N/A	CHECKED BY: M. ALUNKAL
	SHEET

Δ#	DESCRIPTION	BY	APPROVED	DATE