Dolley Madison Boulevard Corridor Study

June 13, 2019

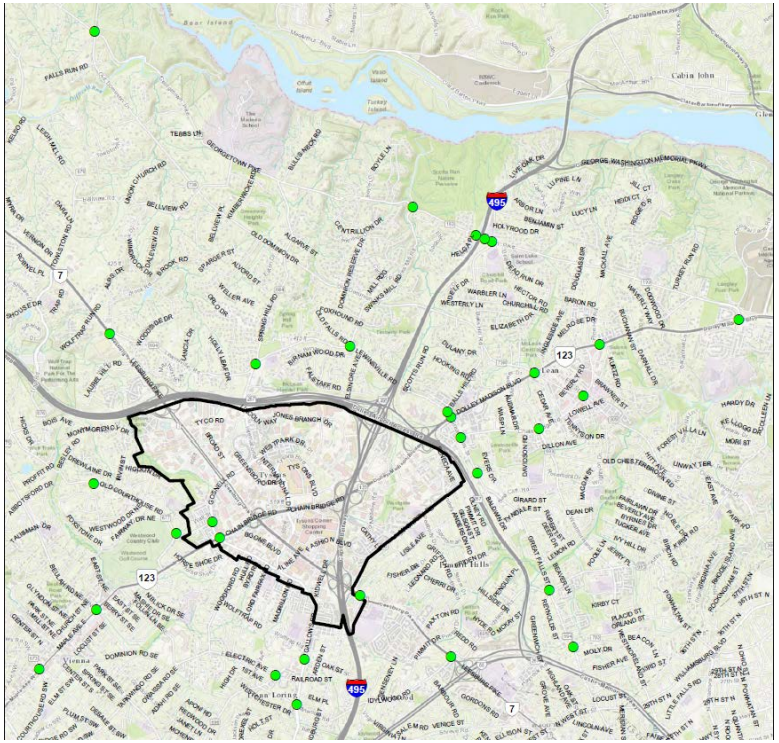
Gregg L. Steverson
Fairfax County Department of Transportation

Agenda

- Background (How we got here)
- Existing Conditions
- Short-Term Corridor Improvement Concepts/Analysis
- Interchange Improvement Concepts/Analysis
- Conclusions/Next Steps
- Questions/Comments

Background

- Tysons Neighborhood Study
  - Evaluated 30 intersections in the area surrounding Tysons to provide potential future mitigations
  - Two main intersections along the Dolley Madison Corridor
    - Great Falls/Lewinsville
    - Old Dominion
  - Initial analyses showed the need for significant long-term improvements at these locations



Background

Questions!

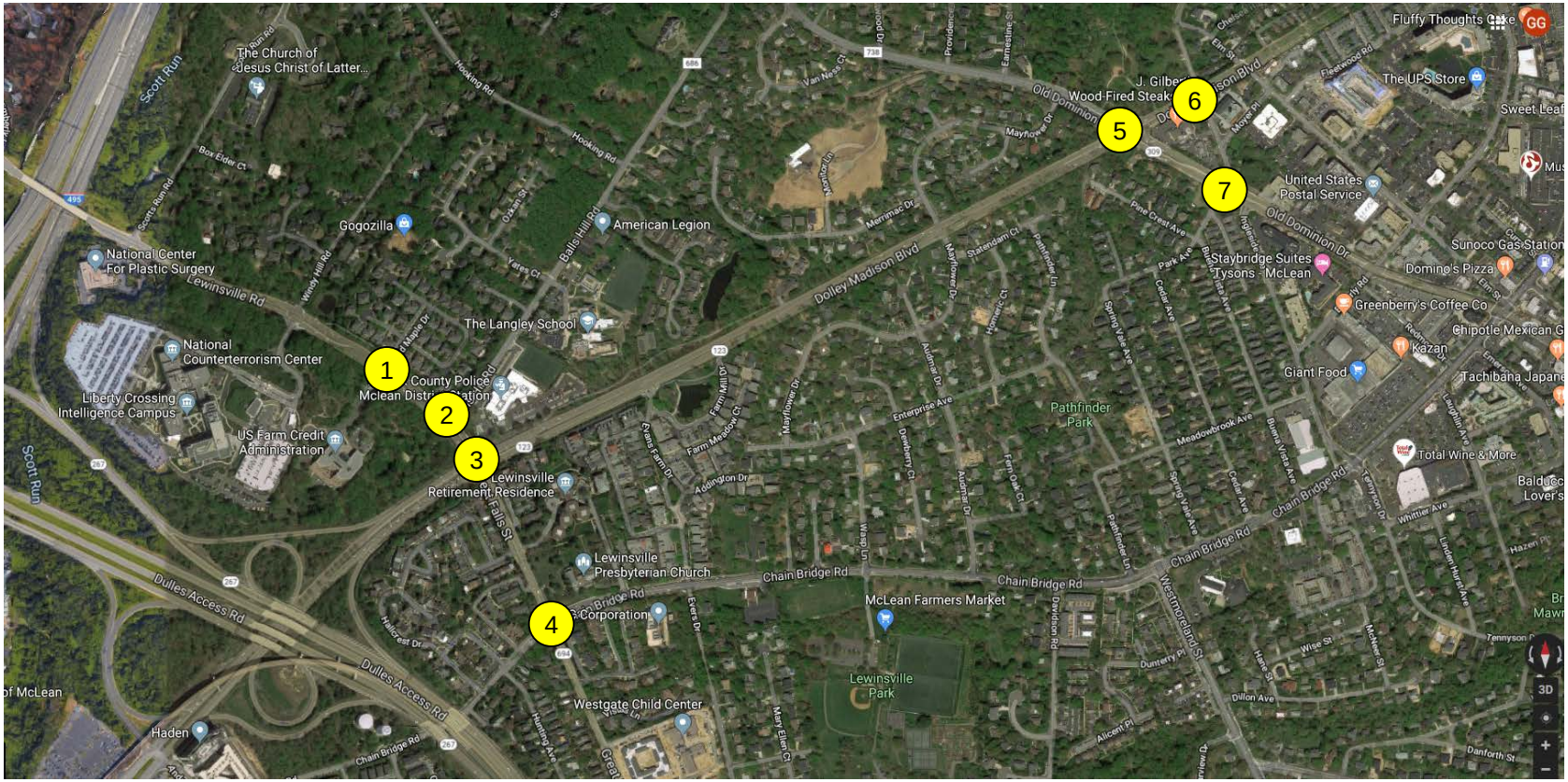
- Can we provide short-term improvements that provide benefits now and into the near future (~ 10 years in the future)?
- Do the conditions at one intersection contribute to conditions at one or more of the other locations along the corridor?
- What are the community thoughts about either providing short-term improvements or providing longer-term interchange improvements?

Background

- Dolley Madison Corridor Study
  - Four Neighborhood Study Intersections
    - Dolley Madison Boulevard and Great Falls Street/Lewinsville Road
    - Dolley Madison Boulevard and Old Dominion Drive
    - Chain Bridge Road and Great Falls Street
    - Lewinsville Road and Balls Hill Road
  - Other Intersections
    - Dolley Madison Boulevard and Ingleside Avenue
    - Old Dominion Drive and Ingleside Avenue
    - Lewinsville Road and Old Maple Drive/Farm Credit Drive was later added once a concept was included that made changes to that location

Note: Dolley Madison Boulevard and Anderson Road was initially included but not studied for improvements, as it was an overlap location with the Route 123 Modified Intersection Treatment Study

Existing Conditions

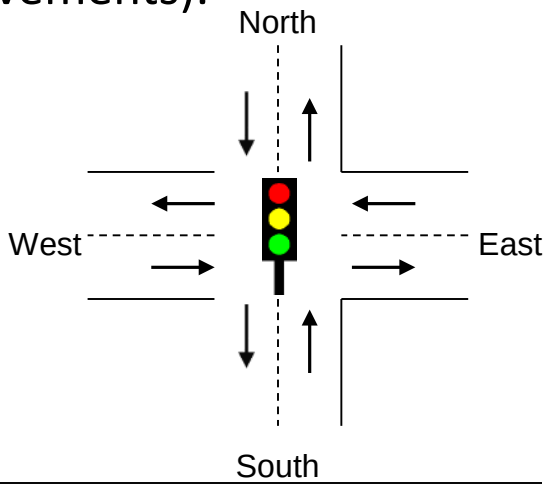


Existing Conditions

How We Evaluate Conditions

- Level of Service and Delay
  - Level of Service (LOS) is a qualitative measure that describes how intersections operate using the familiar “school grade” designation (A through F).
  - Level of Service is based upon the average delay that vehicles experience at a given intersection (includes all movements).

Signalized Intersection Delay and LOS			
A	≤10 sec	**D**	**35–55 sec**
B	10–20 sec	E	55–80 sec
C	20–35 sec	F	>80 sec



Existing Conditions

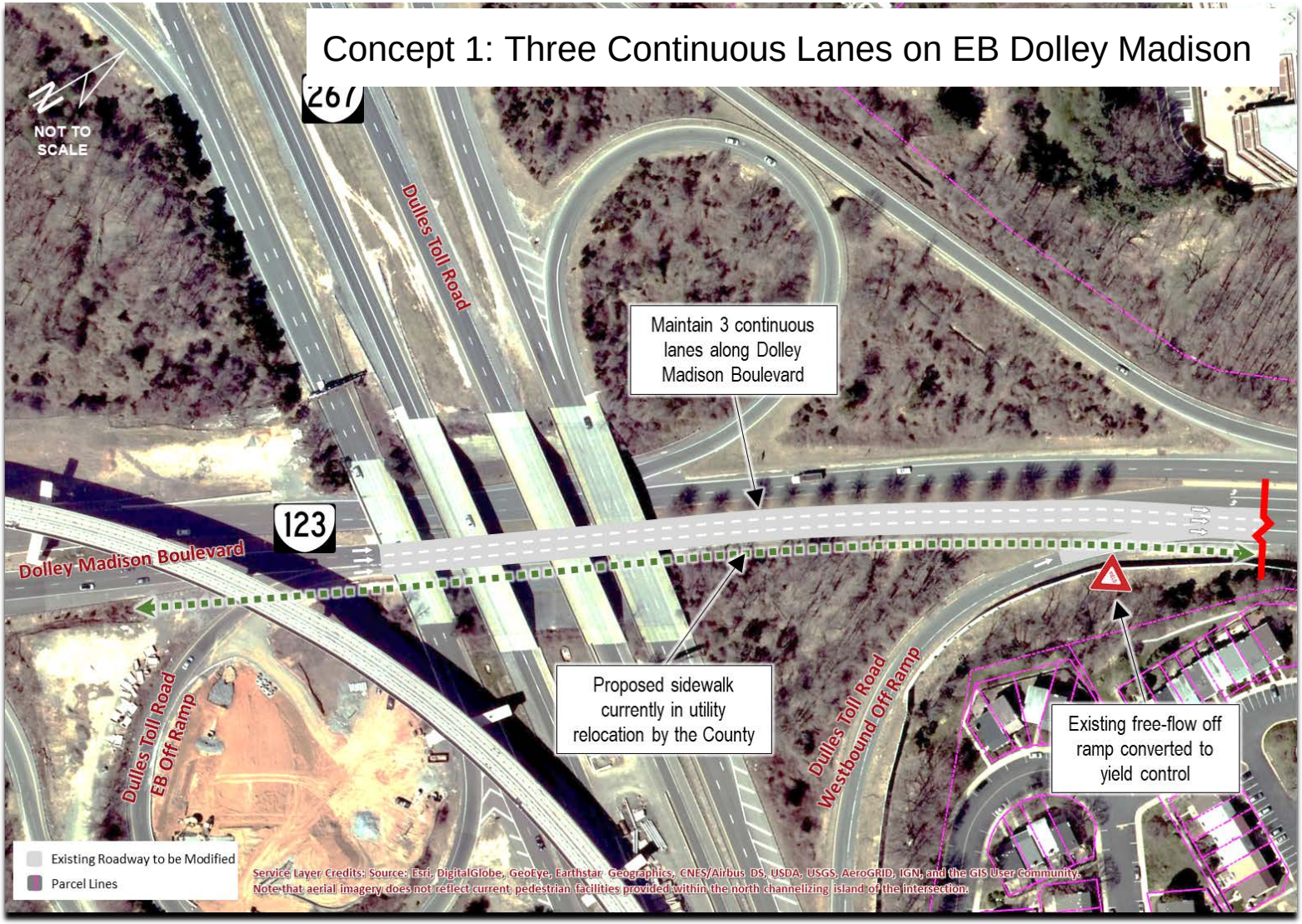
Int. #	Intersection	Existing (AM)	Existing (PM)
1.	Lewinsville/Old Maple*	N/A	N/A
2.	Lewinsville/Balls Hill	38.6 (D)	70.5 (E)
3.	Dolley Madison/Great Falls/Lewinsville	86.7 (F)	115.3 (F)
4.	Great Falls/Chain Bridge	35.1 (D)	91.1 (F)
5.	Dolley Madison/Old Dominion	36.9 (D)	41.4 (D)
6.	Dolley Madison/Ingleside	2.0 (A)	11.0 (B)
7.	Ingleside/Old Dominion	1.2 (A)	2.6 (A)

* Lewinsville/Old Maple was not initially part of this analysis, but because a concept required changes to the intersection, it was added for analysis under the proposed concepts.

Short-Term Corridor Improvement Concepts

- **Reminder**: Address existing conditions, but also can be helpful in the short-to-near term (10 or so years into the future)
- Focused on turn lanes, traffic signals, markings – not interchange concepts – attempting to minimize private property impacts
- "Short-term" Future Conditions based on 2027 traffic forecasts (including developments in the surrounding areas)

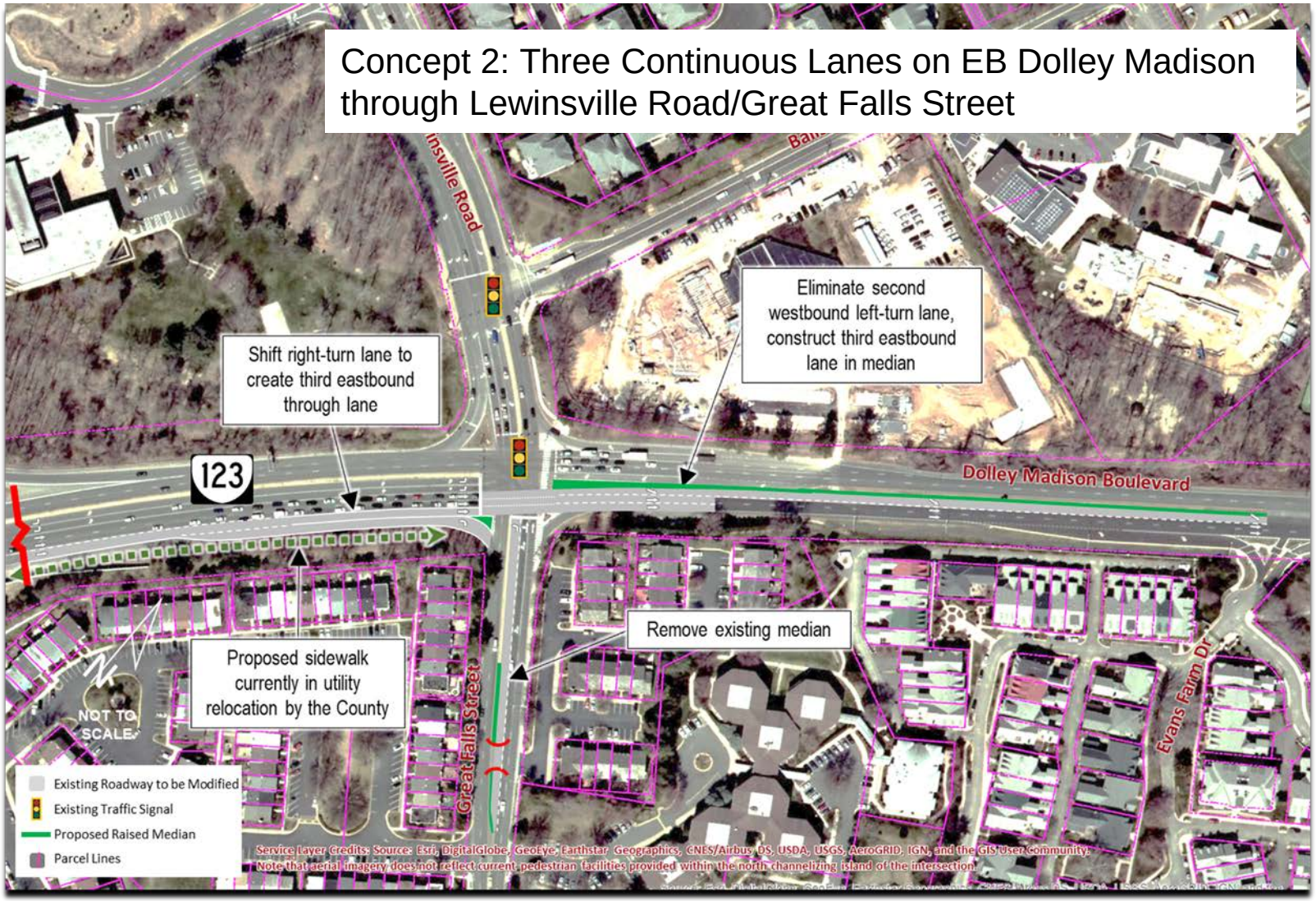
- Five basic concepts were initially developed
  - Not all concepts need to be implemented, but the fewer concepts implemented, the less likely improved traffic conditions are to be achieved
- ***Each concept has benefits and drawbacks***


Concept 1: Three Continuous Lanes on EB Dolley Madison
NOT TO SCALE
267
Dulles Toll Road
Maintain 3 continuous lanes along Dolley Madison Boulevard
123
Dolley Madison Boulevard
Dulles Toll Road EB Off Ramp
Proposed sidewalk currently in utility relocation by the County
Dulles Toll Road Westbound Off Ramp
Existing free-flow off ramp converted to yield control
Existing Roadway to be Modified
Parcel Lines
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community.
Note that aerial imagery does not reflect current pedestrian facilities provided within the north channelizing island of the intersection.

Short-Term Corridor Improvement Concepts

Concept 1: Three Continuous Lanes on EB Dolley Madison

- Benefits:
  - Gaining an additional eastbound through lane on Dolley Madison
  - Avoids lane merge east of EB Toll Road off ramp
- Drawbacks:
  - Trees within the median (and the median) would be removed
  - Free flow merge conditions from WB Toll Road off-ramp to NB Dolley Madison becomes a Yield condition
  - Could create traffic bottleneck around Great Falls/Lewinsville intersection

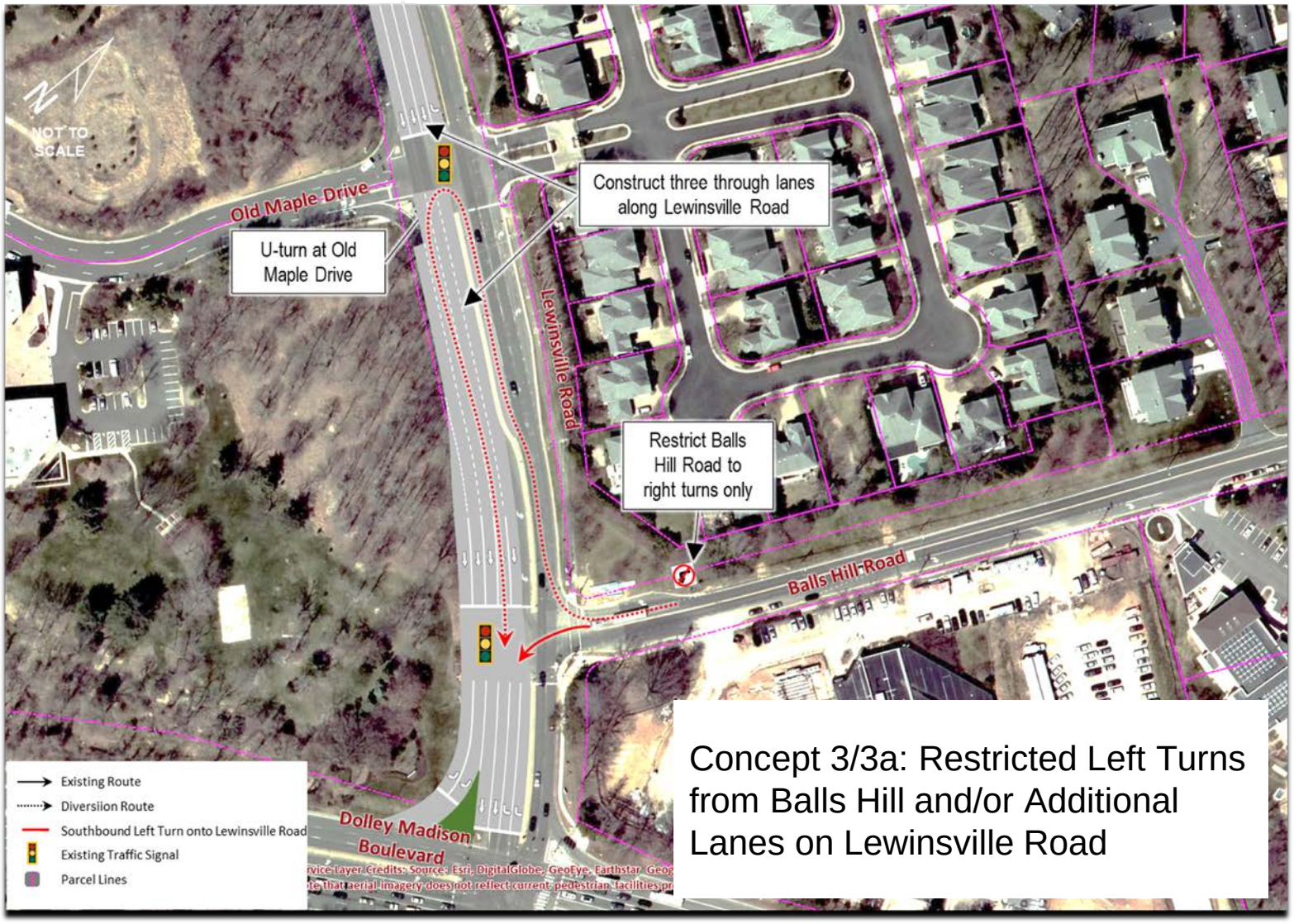

Concept 2: Three Continuous Lanes on EB Dolley Madison through Lewinsville Road/Great Falls Street
Lewinsville Road
Shift right-turn lane to create third eastbound through lane
Eliminate second westbound left-turn lane, construct third eastbound lane in median
123
Dolley Madison Boulevard
Remove existing median
Proposed sidewalk currently in utility relocation by the County
Great Falls Street
Evans Farm Dr
NOT TO SCALE
Existing Roadway to be Modified
Existing Traffic Signal
Proposed Raised Median
Parcel Lines
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Note that aerial imagery does not reflect current pedestrian facilities provided within the north channelizing island of the intersection.

Short-Term Corridor Improvement Concepts

Concept 2: Three Continuous Lanes on EB Dolley Madison through Lewinsville Road/Great Falls Street

- Benefits:
  - Gaining an additional eastbound through lane on Dolley Madison through the Lewinsville/Great Falls intersection
- Drawbacks:
  - Losing the second WB left turn lane from Dolley Madison
  - Creates lane merge/potential bottleneck east of Great Falls/Lewinsville

This concept only makes sense if the previous concept (concept 1) is also implemented



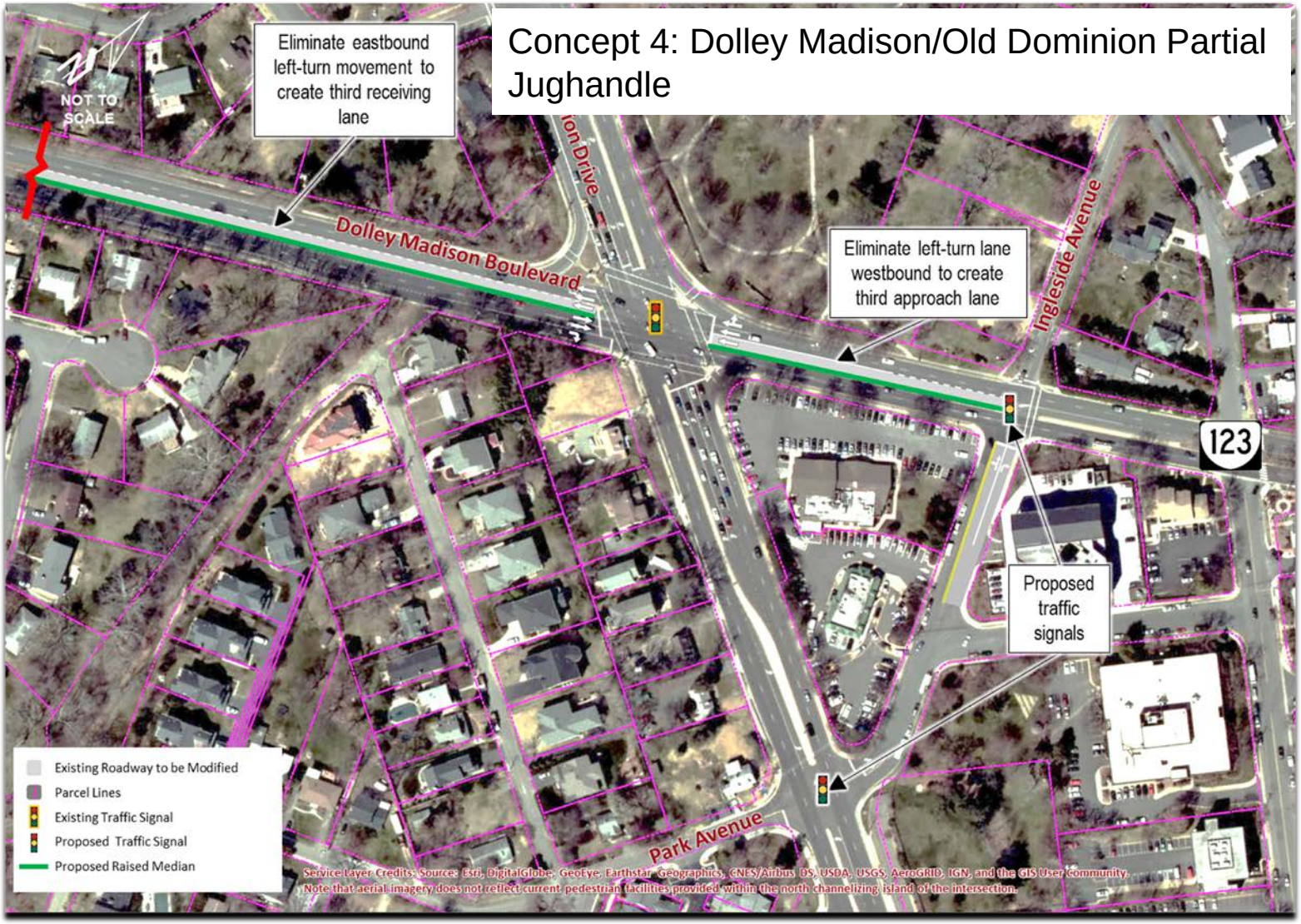
Concept 3/3a: Restricted Left Turns from Balls Hill and/or Additional Lanes on Lewinsville Road

Short-Term Corridor Improvement Concepts

Concept 3/3a: Restricted Left Turns from Balls Hill Road and/or Additional Lanes on Lewinsville Road

- Benefits:
  - Allows for additional through lane capacity on Lewinsville Road
  - Allows for additional stacking on Lewinsville Road
  - Simplifies Balls Hill/Lewinsville intersection conflicts and spacing issues with Dolley Madison/Lewinsville
- Drawbacks:
  - Traffic rerouted out of Balls Hill
  - Removal of one of the left turn lanes into Farm Credit Drive
  - Removal of some areas of median space

Concept 4: Dolley Madison/Old Dominion Partial Jughandle



Short-Term Corridor Improvement Concepts

Concept 4: Dolley Madison/Old Dominion Partial Jughandle

(Includes Signals at Dolley Madison/Ingleside and Ingleside/Old Dominion)

- Benefits:
  - Number of signal phases reduced at Old Dominion/Dolley Madison; more green time available for other movements
  - Allows for an additional WB through lane at the intersection
- Drawbacks:
  - Aforementioned WB through lane would drop shortly after the intersection
  - Challenging access for properties on west side of Old Dominion
  - Rerouted traffic through potential unfamiliar traffic patterns

Concept 5: Exclusive Left-Turn Lanes at Lewinsville Road/Great Falls Street

Short-Term Corridor Improvement Concepts

Concept 5: Exclusive Left-Turn Lanes at Lewinsville Road/Great Falls Street

- Benefits:
  - Allows for removal of “split phase,” thus allowing for concurrent left turns and a more efficient traffic signal timing structure
- Drawbacks:
  - Potential ROW needs (south side of Dolley Madison)
  - Addition of median on Great Falls may be needed, which would block access to apartments

Short-Term Improvements Analysis

- Each of the five concepts was combined into one network and analyzed based on the following criteria:
  - Level of Service
  - Delay
  - Queuing

Short-Term Improvements Analysis

How We Evaluate Conditions (Part 2)

- Queuing
  - Queuing measures the average distance (in feet) vehicles are stacked leading from an approach to an intersection over the period being analyzed.

AM Peak Analysis Results

Dolley Madison Boulevard Corridor Study

Average Queue Length*

AM Peak Hour

2017 Existing
2027 Build
2027 No-Build

N

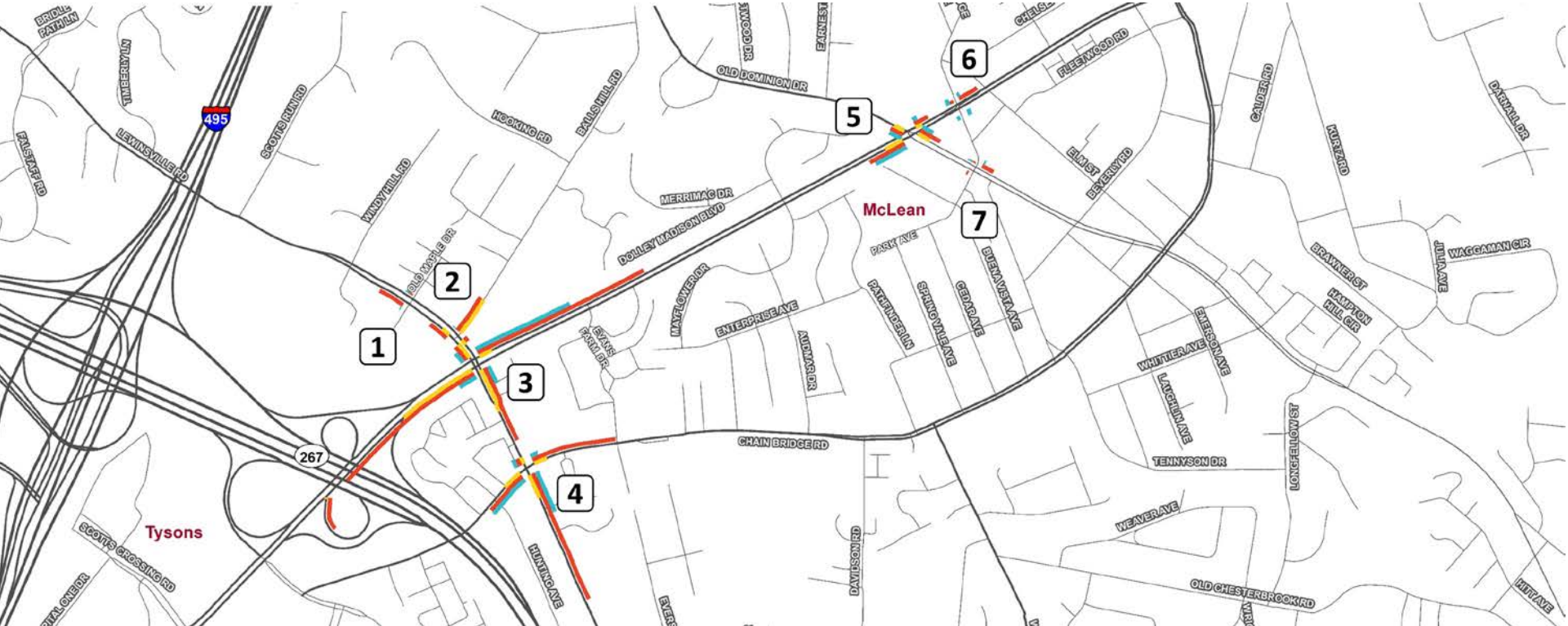
0 0.125 0.25 0.5 Miles

*queue lengths less than 50 feet not displayed

VICINITY MAP

Intersection Level of Service and Delay (sec/veh)

No.	2017 Existing	2027 No-Build	2027 Build
1	N/A	7.1 (A)	4.6 (A)
2	38.6 (D)	37.8 (D)	4.6 (A)
3	86.7 (F)	119.8 (F)	78.1 (E)
4	35.1 (D)	71.9 (E)	61.0 (E)
5	36.9 (D)	43.8 (D)	42.2 (D)
6	2.0 (A)	2.9 (A)	10.1 (B)
7	1.2 (A)	1.4 (A)	7.8 (A)



AM Peak Analysis Results

Dolley Madison Boulevard Corridor Study

Average Queue Length*
AM Peak Hour

2017 Existing
2027 Build
2027 No-Build

N

0 0.125 0.25 0.5 Miles

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Intersection Level of Service and Delay (sec/veh)

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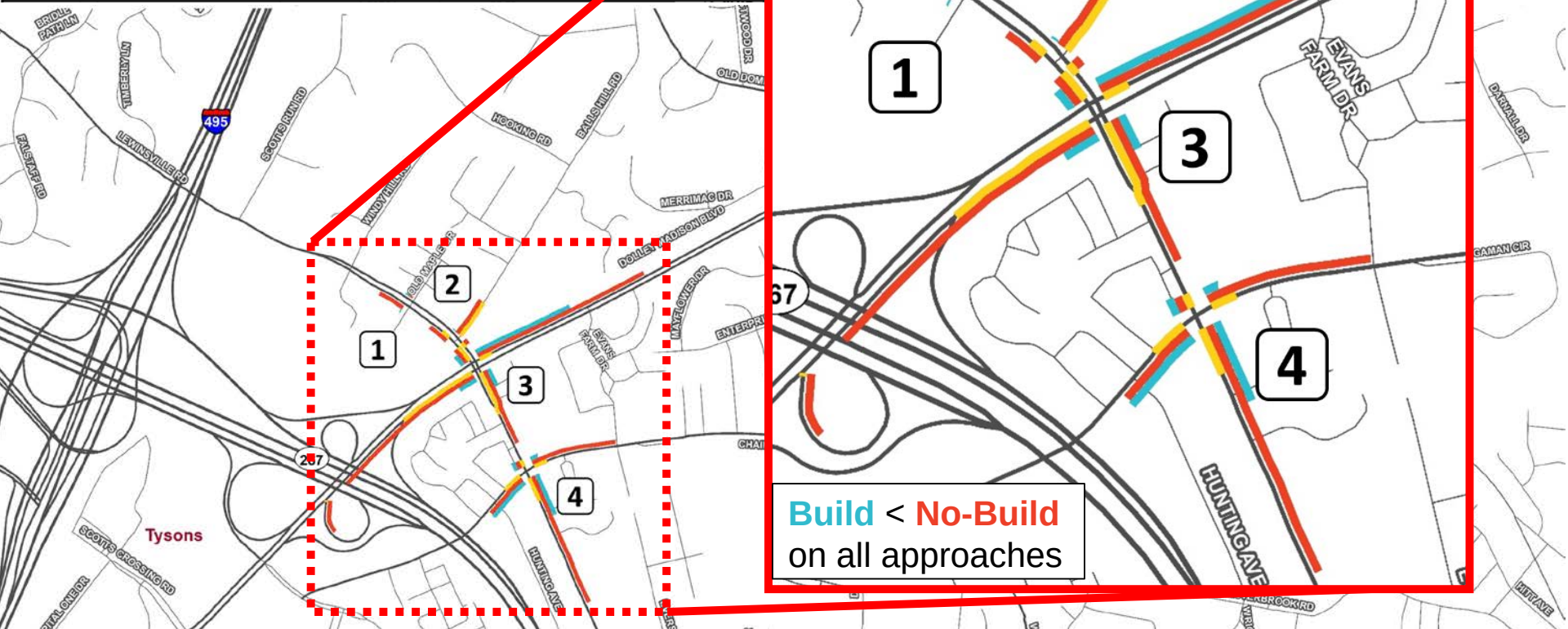
2	38.6 (D)	37.8 (D)	4.6 (A)
3			
5			
6			
7			



PM Peak Analysis Results

Dolley Madison Boulevard Corridor Study

Average Queue Length*

PM Peak Hour

2017 Existing
2027 Build
2027 No-Build

N

0 0.125 0.25 0.5 Miles

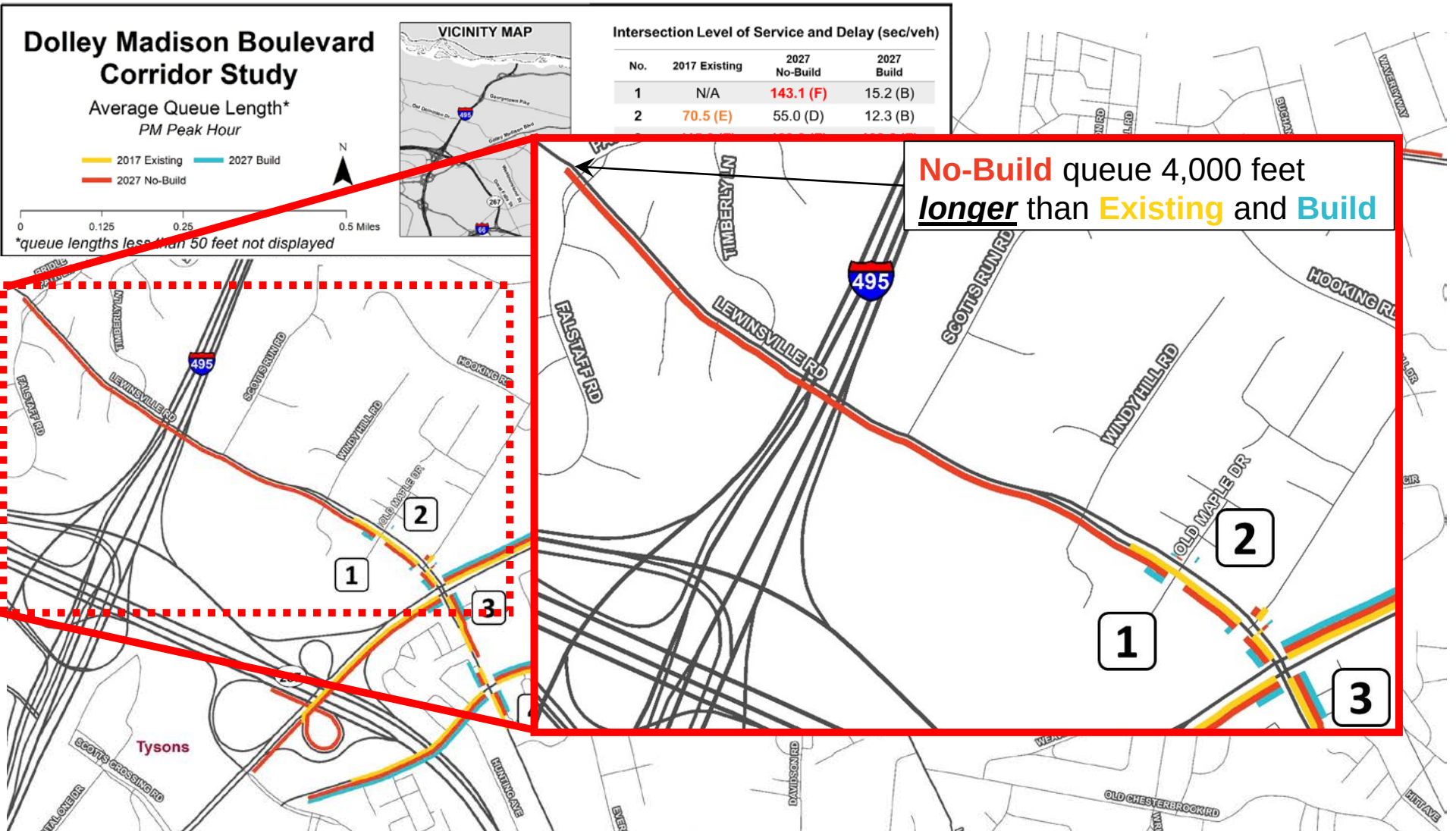
*queue lengths less than 50 feet not displayed

VICINITY MAP

Intersection Level of Service and Delay (sec/veh)

No.	2017 Existing	2027 No-Build	2027 Build
1	N/A	143.1 (F)	15.2 (B)
2	70.5 (E)	55.0 (D)	12.3 (B)
3	115.3 (F)	189.9 (F)	138.6 (F)
4	91.1 (F)	105.6 (F)	107.0 (F)
5	41.4 (D)	62.1 (E)	83.6 (F)
6	11.0 (B)	233.5 (F)	102.6 (F)
7	2.6 (A)	214.2 (F)	241.5 (F)

PM Peak Analysis Results



PM Peak Analysis Results

Build and **No-Build** > 4,000 feet;
Existing < 1,500 feet

Dolley Madison Boulevard Corridor Study

Average Queue Length*
PM Peak Hour

2017 Existing
2027 Build
2027 No-Build

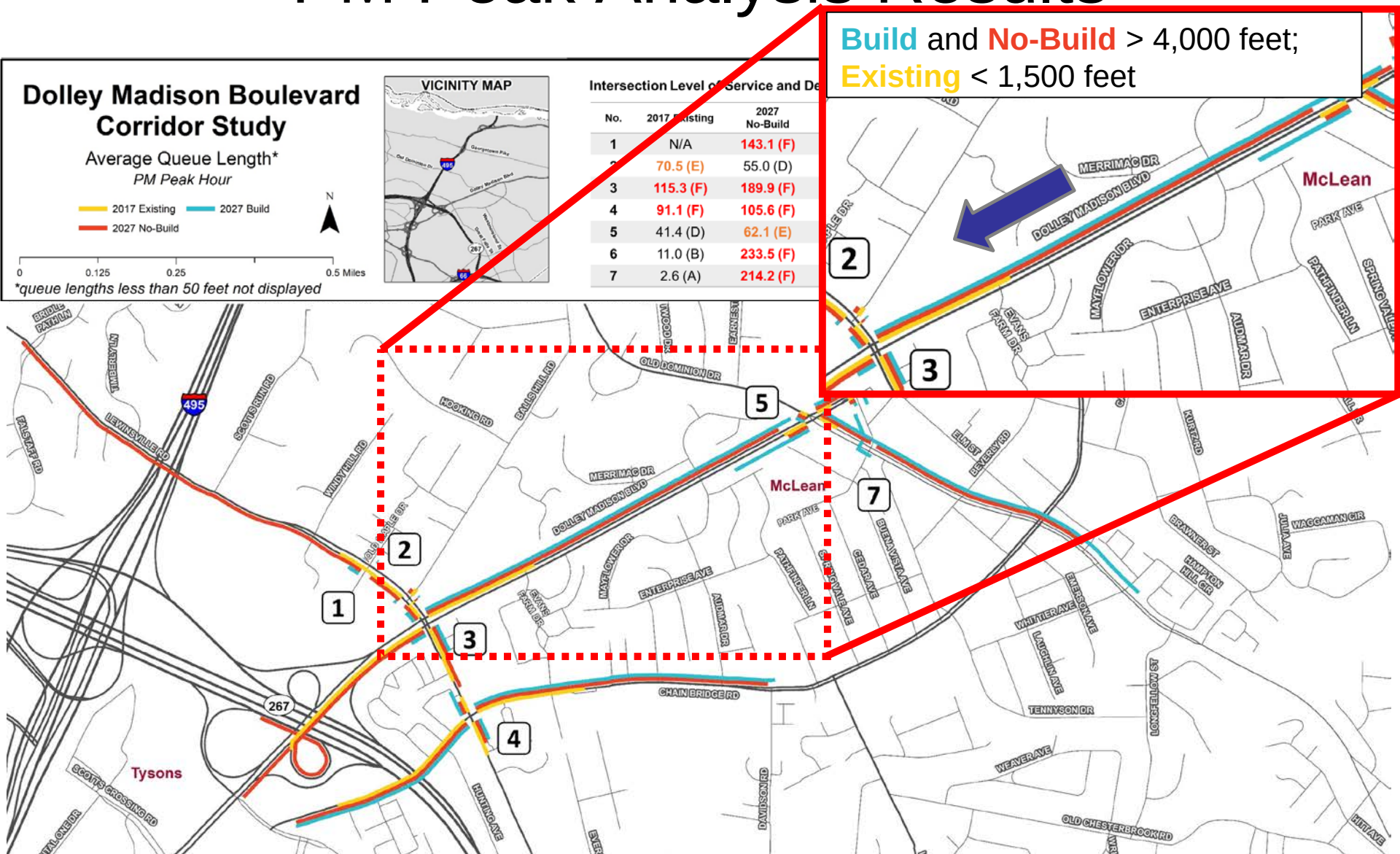
0 0.125 0.25 0.5 Miles

*queue lengths less than 50 feet not displayed

VICINITY MAP

Intersection Level of Service and Delay

No.	2017 Existing	2027 No-Build
1	N/A	143.1 (F)
2	70.5 (E)	55.0 (D)
3	115.3 (F)	189.9 (F)
4	91.1 (F)	105.6 (F)
5	41.4 (D)	62.1 (E)
6	11.0 (B)	233.5 (F)
7	2.6 (A)	214.2 (F)



PM Peak Analysis Results

Dolley Madison Boulevard Corridor Study

Average Queue Length*

PM Peak Hour

2017 Existing
2027 Build
2027 No-Build

N

0 0.125 0.25 0.5 Miles

*queue lengths less than 50 feet not displayed

VICINITY MAP

Intersection Level of Service and Delay (sec/veh)

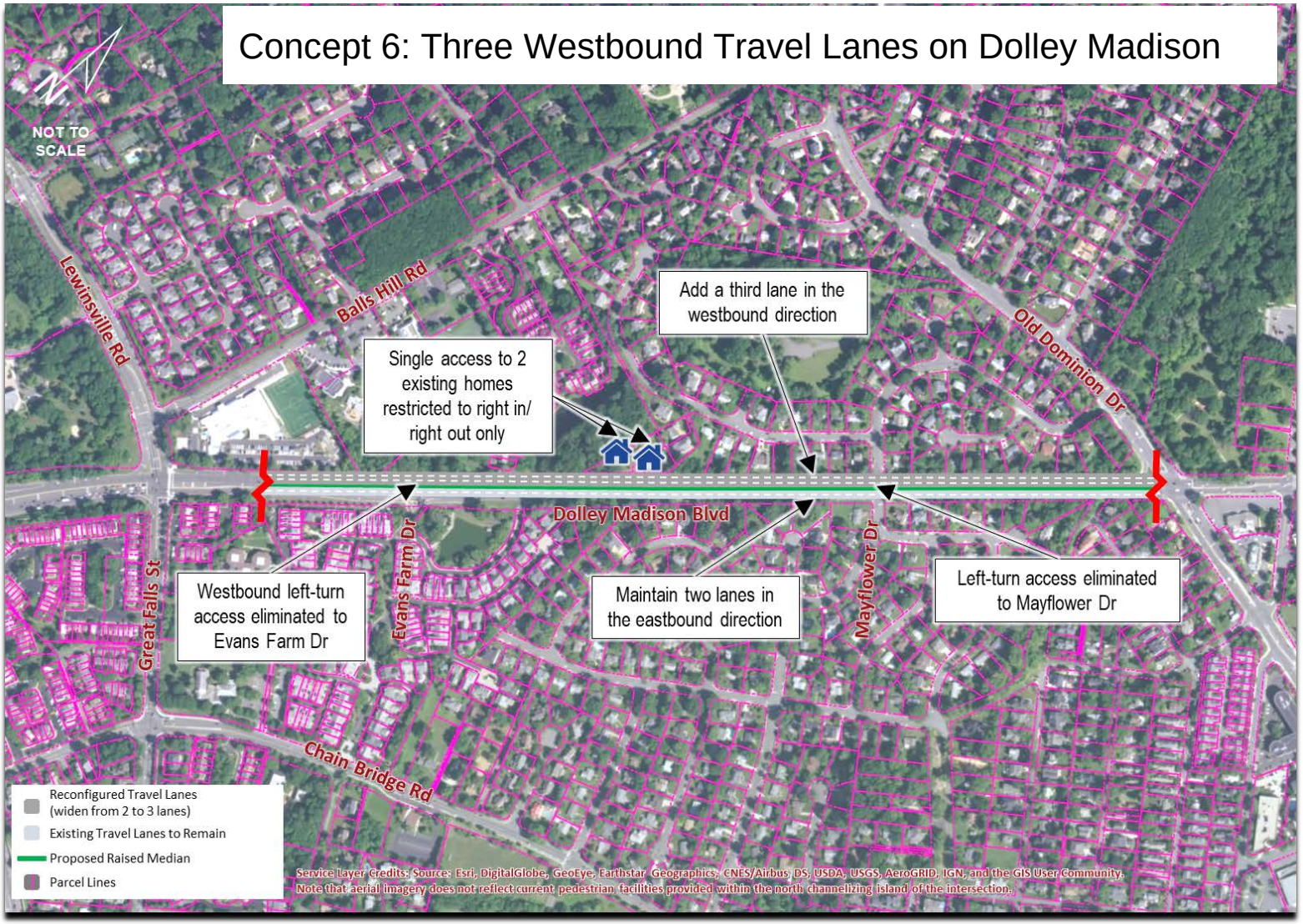
No.	2017 Existing	2027 No-Build	2027 Build
1	N/A	143.1 (F)	15.2 (B)
2	70.5 (E)	55.0 (D)	12.3 (B)
3	115.3 (F)	189.9 (F)	138.6 (F)
4	91.1 (F)	105.6 (F)	107.0 (F)
5	41.4 (D)	62.1 (E)	83.6 (F)
6	11.0 (B)	233.5 (F)	102.6 (F)
7	2.6 (A)	214.2 (F)	241.5 (F)

No-Build > 5,700 feet;
Build ~ 2,800 feet;

Short-Term Improvements Analysis

Observations

- AM Peak conditions can be mitigated to LOS E – queues can be generally minimized on most or all approaches.
- PM Peak conditions have a number of concerns, even when all scenarios are implemented.
  - Poor levels of service and heavy queuing at a number of locations
  - 2027 PM Peak operations indicate significant queues occur westbound along Dolley Madison, even with all scenarios included
    - Those queues create “spillback” and can cause queuing even at other intersections
    - An additional concept was considered to mitigate these operational issues


Concept 6: Three Westbound Travel Lanes on Dolley Madison
NOT TO SCALE
Lewinsville Rd
Balls Hill Rd
Old Dominion Dr
Add a third lane in the westbound direction
Single access to 2 existing homes restricted to right in/ right out only
Dolley Madison Blvd
Great Falls St
Evans Farm Dr
Mayflower Dr
Westbound left-turn access eliminated to Evans Farm Dr
Maintain two lanes in the eastbound direction
Left-turn access eliminated to Mayflower Dr
Chain Bridge Rd
Reconfigured Travel Lanes (widen from 2 to 3 lanes)
Existing Travel Lanes to Remain
Proposed Raised Median
Parcel Lines
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community.
Note that aerial imagery does not reflect current pedestrian facilities provided within the north channelizing island of the intersection.

Short-Term Corridor Improvement Concepts

Concept 6: Three Westbound Travel Lanes on Route 123

- Benefits:
  - Additional through lane for westbound Dolley Madison
  - Significantly reduces queues and delays
- Drawbacks:
  - Restricted left access (no lefts in or out) for a number of locations

PM Peak Analysis Results

Dolley Madison Boulevard Corridor Study

Average Queue Length*

PM Peak Hour

2017 Existing
2027 Build
2027 No-Build
2027 Build Alt

N

0 0.125 0.25 0.5 Miles

*queue lengths less than 50 feet not displayed

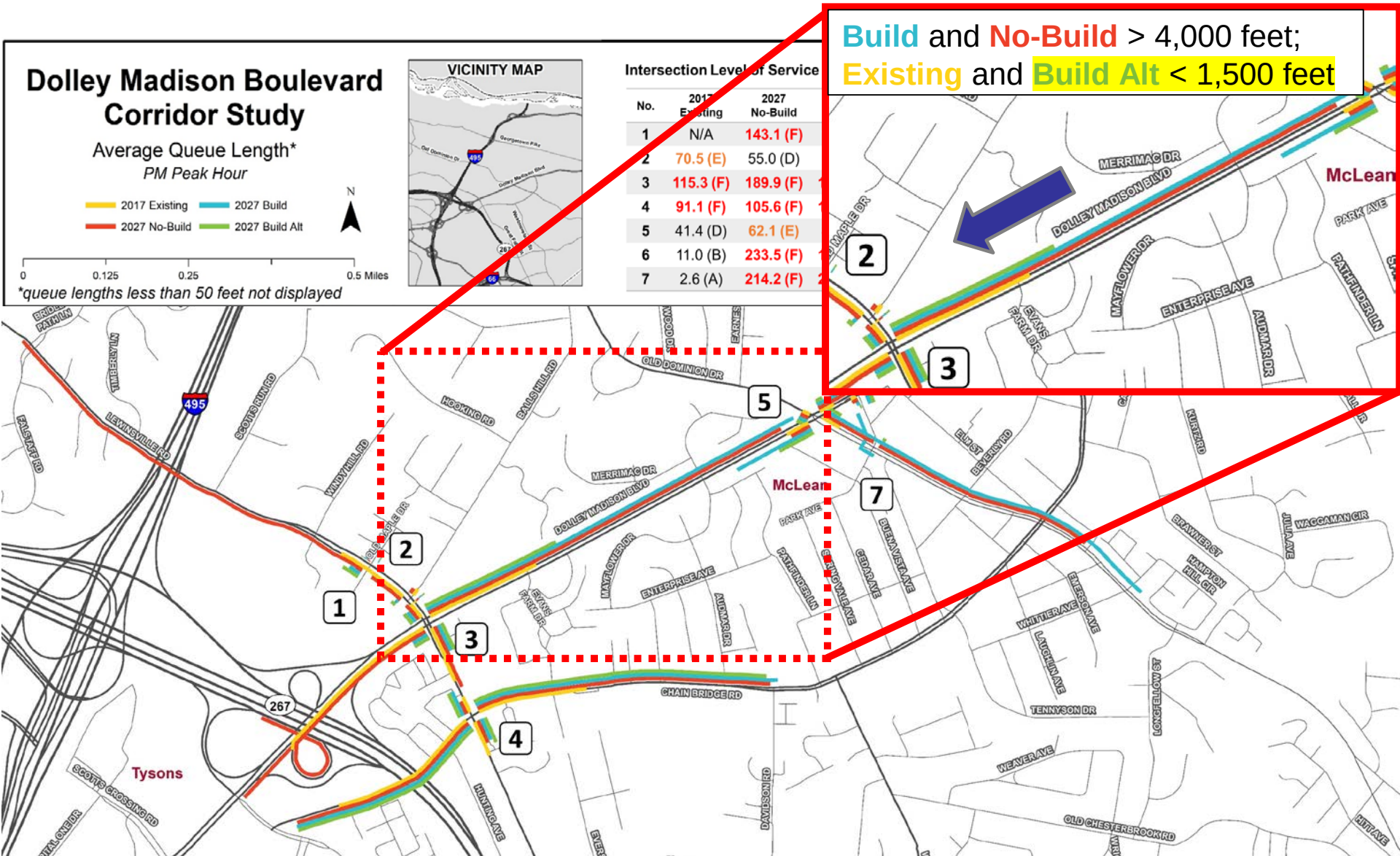
VICINITY MAP

Intersection Level of Service and Delay (sec/veh)

No.	2017 Existing	2027 No-Build	2027 Build	2027 Build Alt
1	N/A	143.1 (F)	15.2 (B)	16.3 (B)
2	70.5 (E)	55.0 (D)	12.3 (B)	15.0 (B)
3	115.3 (F)	189.9 (F)	138.6 (F)	93.6 (F)
4	91.1 (F)	105.6 (F)	107.0 (F)	108.4 (F)
5	41.4 (D)	62.1 (E)	83.6 (F)	39.6 (D)
6	11.0 (B)	233.5 (F)	102.6 (F)	14.6 (B)
7	2.6 (A)	214.2 (F)	241.5 (F)	12.9 (B)

County of Fairfax, Virginia

PM Peak Analysis Results



PM Peak Analysis Results

Dolley Madison Boulevard Corridor Study

Average Queue Length*

PM Peak Hour

2017 Existing
2027 Build
2027 No-Build
2027 Build Alt

N

0 0.125 0.25 0.5 Miles

*queue lengths less than 50 feet not displayed

VICINITY MAP

Intersection Level of Service and Delay (sec/veh)

No.	2017 Existing	2027 No-Build	2027 Build	2027 Build Alt
1	N/A	143.1 (F)	15.2 (B)	16.3 (B)
2	70.5 (E)	55.0 (D)	12.3 (B)	15.0 (B)
3	115.3 (F)	180.9 (F)	138.6 (F)	93.6 (F)
4	91.1 (F)	105.6 (F)	107.0 (F)	108.4 (F)
5	41.4 (D)	62.1 (E)	83.6 (F)	39.6 (D)
6	11.0 (B)	230.5 (F)	102.6 (F)	14.6 (B)
7	2.6 (A)	214.2 (F)	241.5 (F)	12.9 (B)

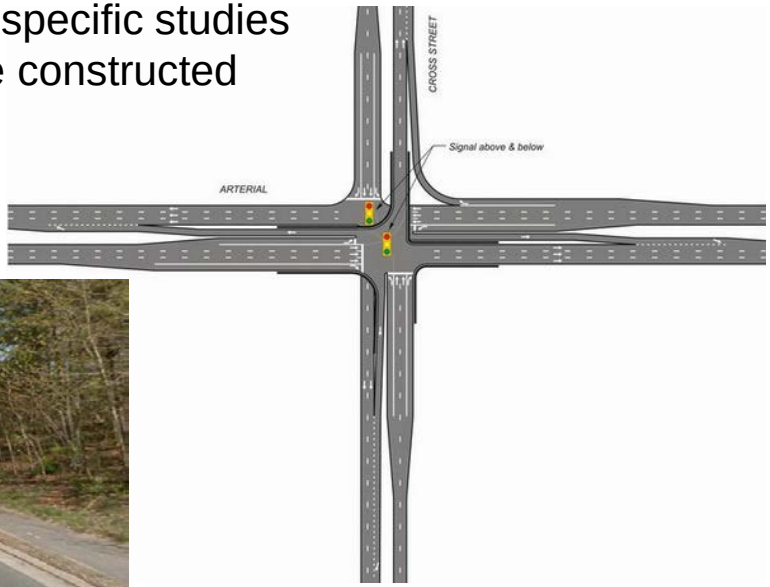
No-Build > 5,700 feet;
Build ~ 2,800 feet;
Build Alt < 200 feet

Interchange Improvement Concepts

- Short-term improvement concepts mitigate many operational challenges (when implemented together)
- Significant delays will remain at Dolley Madison and Lewinsville Road/Great Falls Street (PM Peak)
- Analysis considered 2027 forecasts (short-term); growth beyond 2027 could worsen delays and congestion
- For comparison purposes, interchange concepts were evaluated at two locations:
  - Dolley Madison and Lewinsville Road/Great Falls Street
  - Dolley Madison and Old Dominion Drive

Interchange Improvement Concepts

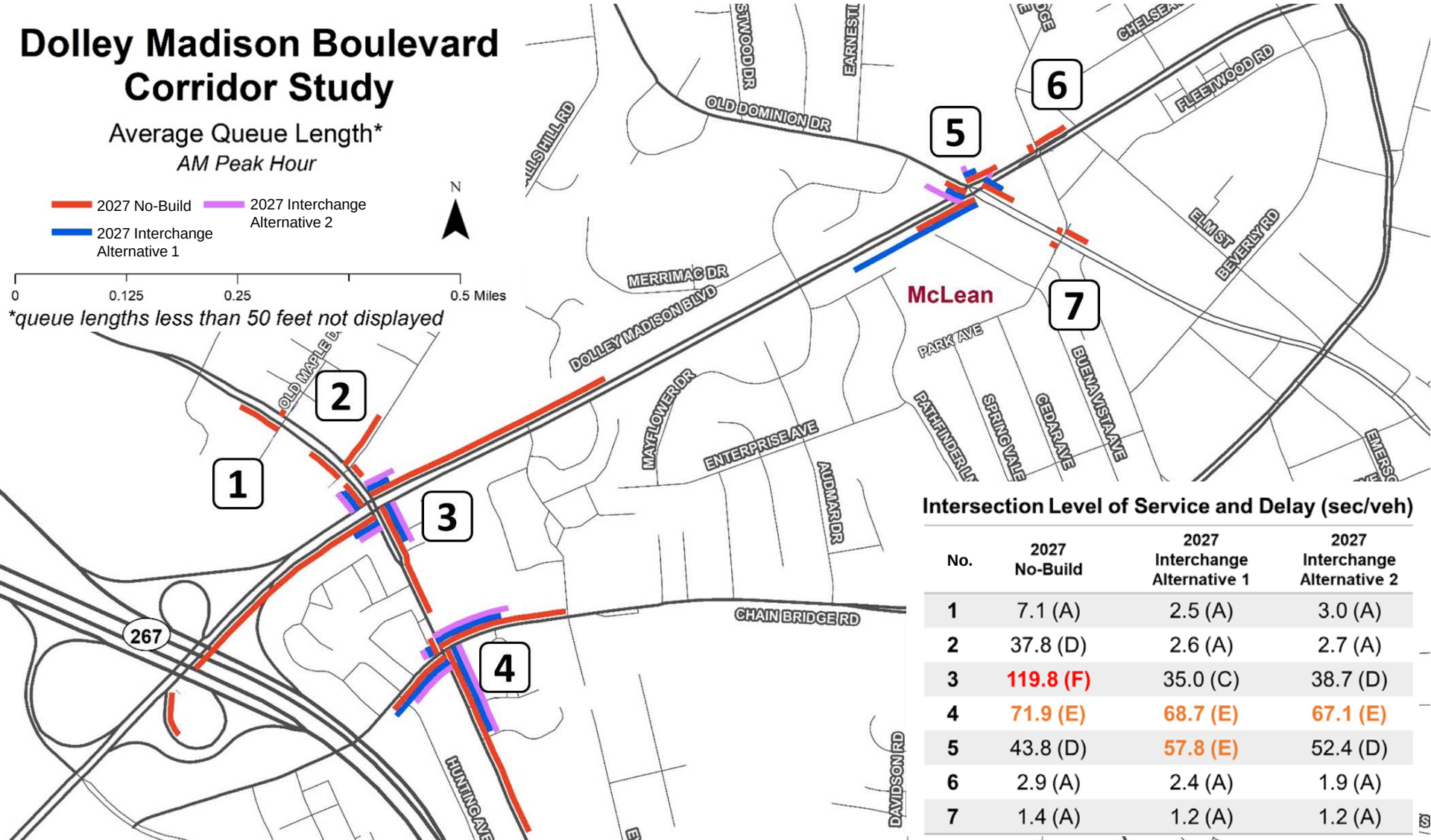
- For this Exercise: Interchanges are Interchangeable
  - There are many types of interchanges, but this analysis was designed just to analyze ***the idea*** of one, not identify a specific concept
  - If an interchange is desired, there would be specific studies to decide what type of interchange would be constructed



Interchange Improvement Concepts

- Comparison of three scenarios:
  - No-Build (No changes at either intersection)
  - Alternative 1 (Interchange at Lewinsville/Great Falls with No-Build at Old Dominion)
  - Alternative 2 (Interchanges at both locations)

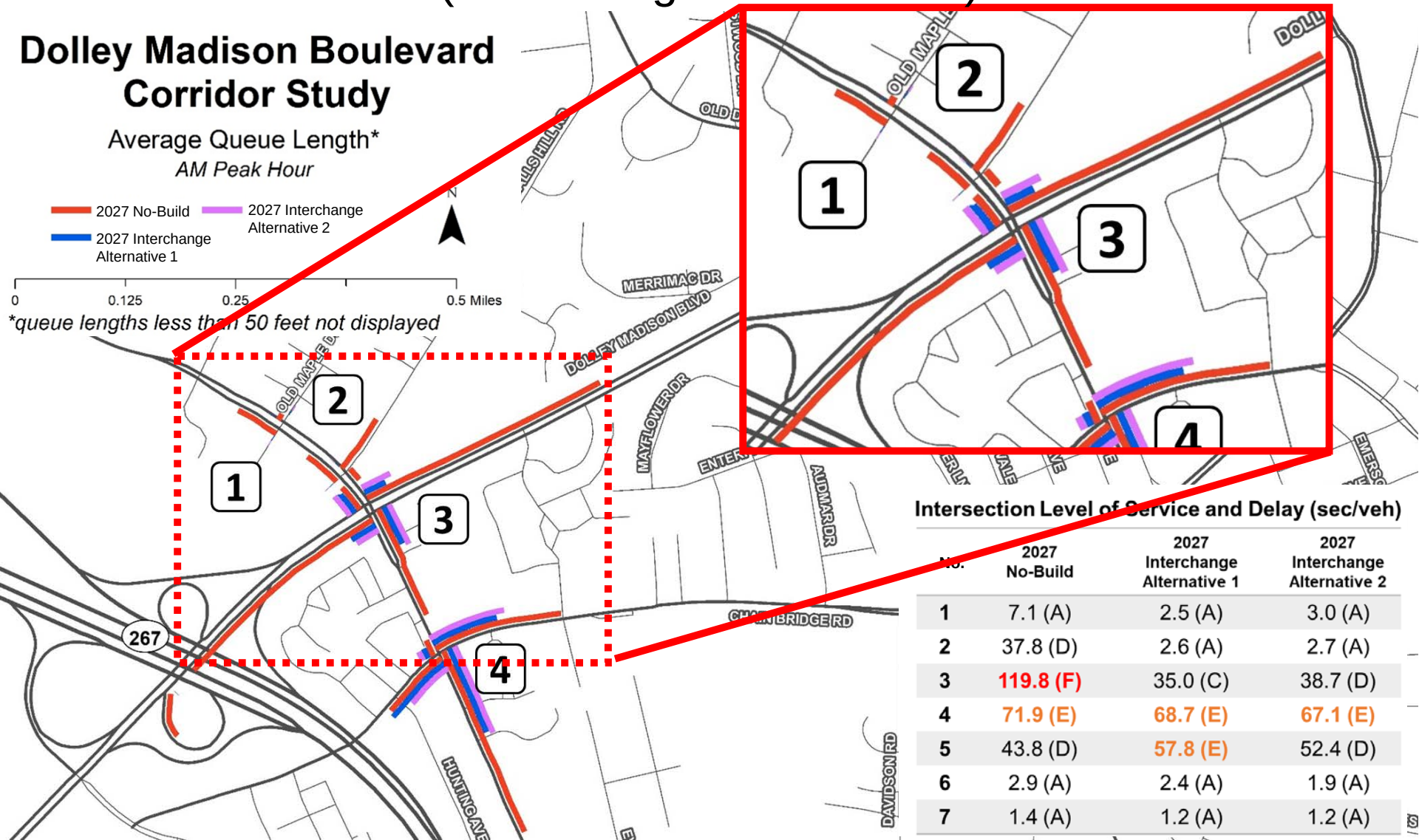
AM Peak Analysis Results (Interchange Alternatives)



Intersection Level of Service and Delay (sec/veh)

No.	2027 No-Build	2027 Interchange Alternative 1	2027 Interchange Alternative 2
1	7.1 (A)	2.5 (A)	3.0 (A)
2	37.8 (D)	2.6 (A)	2.7 (A)
3	119.8 (F)	35.0 (C)	38.7 (D)
4	71.9 (E)	68.7 (E)	67.1 (E)
5	43.8 (D)	57.8 (E)	52.4 (D)
6	2.9 (A)	2.4 (A)	1.9 (A)
7	1.4 (A)	1.2 (A)	1.2 (A)

AM Peak Analysis Results (Interchange Alternatives)



Intersection Level of Service and Delay (sec/veh)

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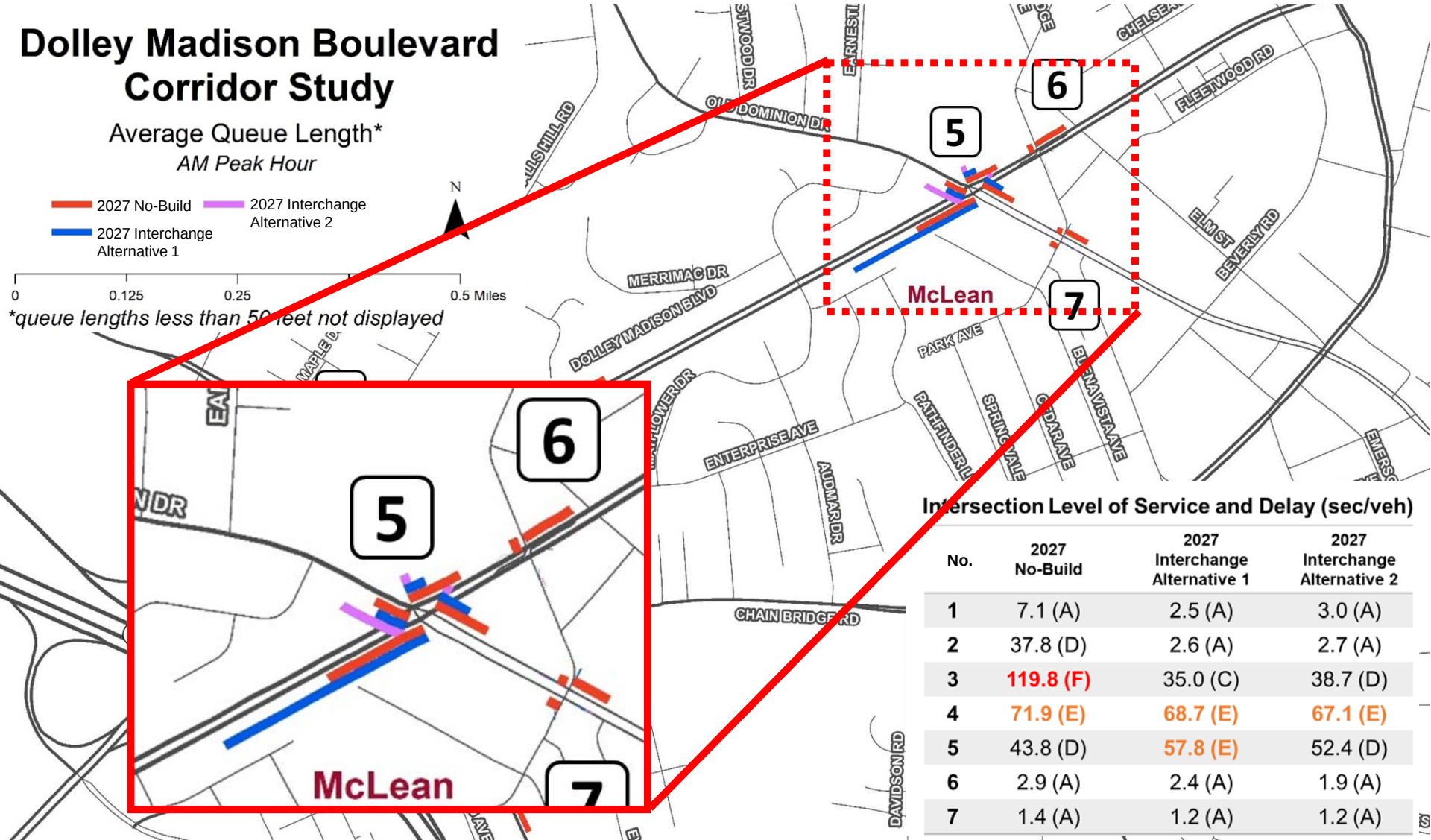
2	37.8 (D)	2.6 (A)	2.7 (A)
3	119.8 (F)	35.0 (C)	38.7 (D)
4	71.9 (E)	68.7 (E)	67.1 (E)
5	43.8 (D)	57.8 (E)	52.4 (D)
6	2.9 (A)	2.4 (A)	1.9 (A)
7	1.4 (A)	1.2 (A)	1.2 (A)

AM Peak Analysis Results (Interchange Alternatives)



Intersection Level of Service and Delay (sec/veh)

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4	71.9 (E)	68.7 (E)	67.1 (E)
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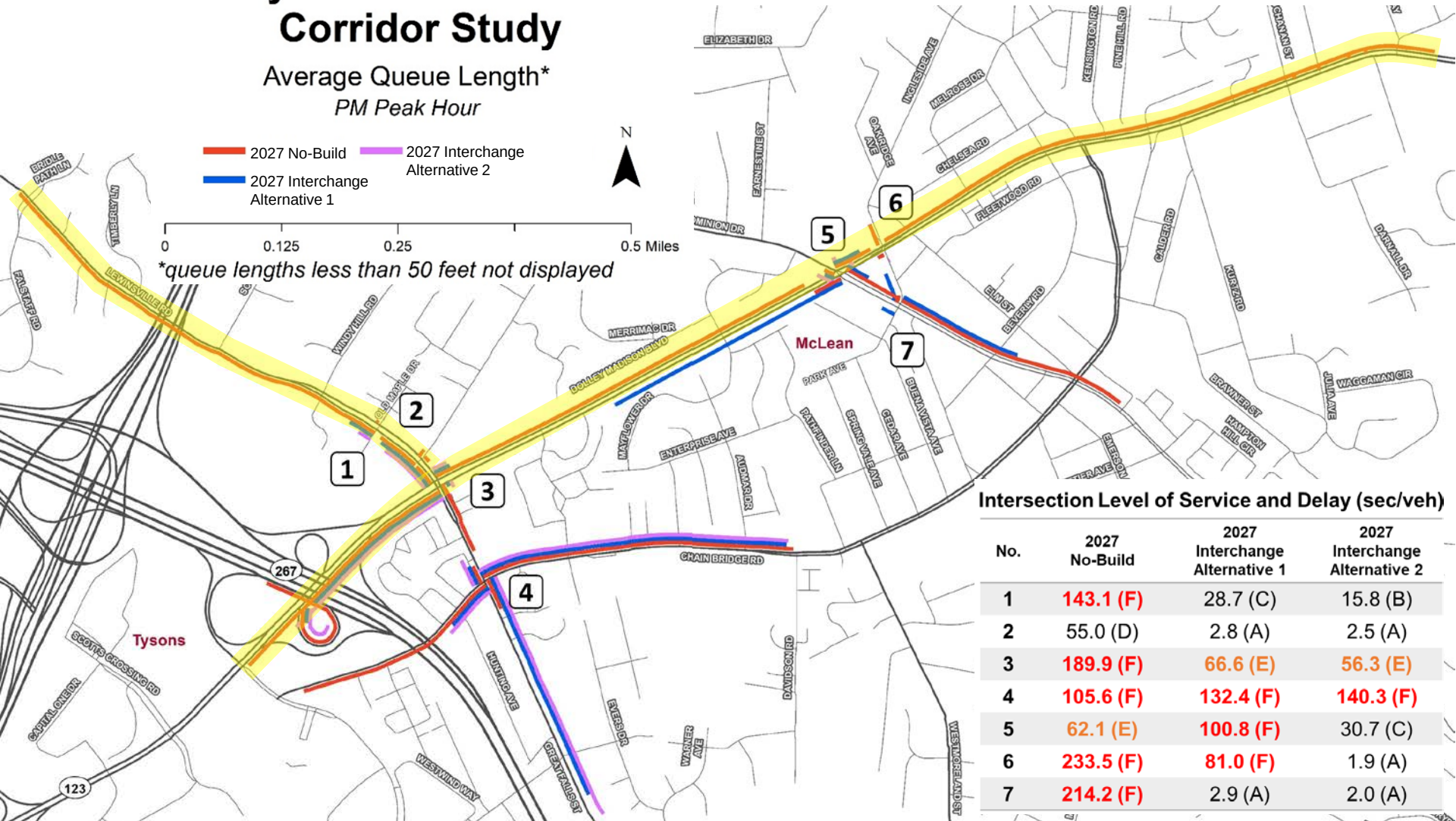
6	2.9 (A)	2.4 (A)	1.9 (A)
7	1.4 (A)	1.2 (A)	1.2 (A)

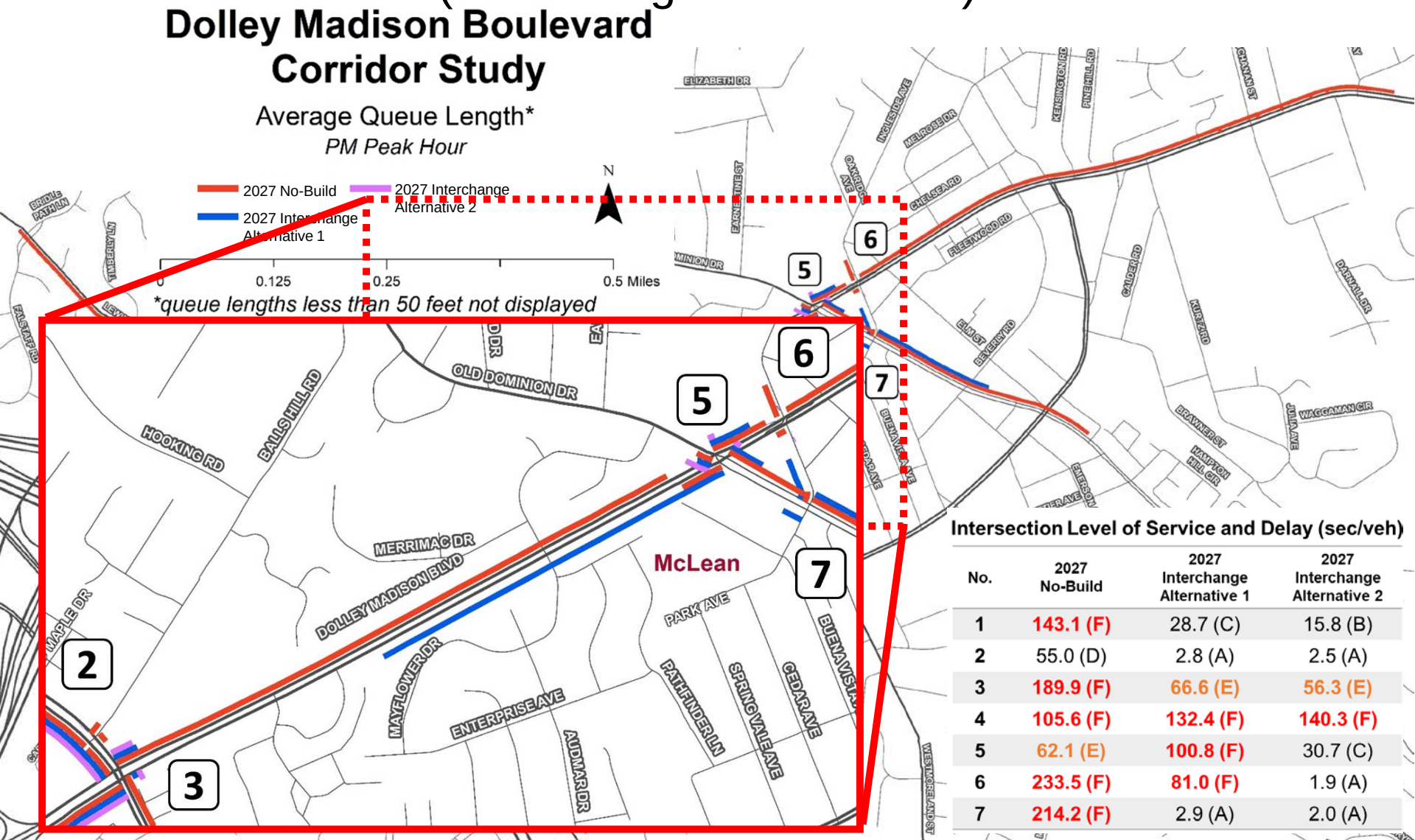
PM Peak Analysis Results (Interchange Alternatives)



Intersection Level of Service and Delay (sec/veh)

No.	2027 No-Build	2027 Interchange Alternative 1	2027 Interchange Alternative 2
1	143.1 (F)	28.7 (C)	15.8 (B)
2	55.0 (D)	2.8 (A)	2.5 (A)
3	189.9 (F)	66.6 (E)	56.3 (E)
4	105.6 (F)	132.4 (F)	140.3 (F)
5	62.1 (E)	100.8 (F)	30.7 (C)
6	233.5 (F)	81.0 (F)	1.9 (A)
7	214.2 (F)	2.9 (A)	2.0 (A)

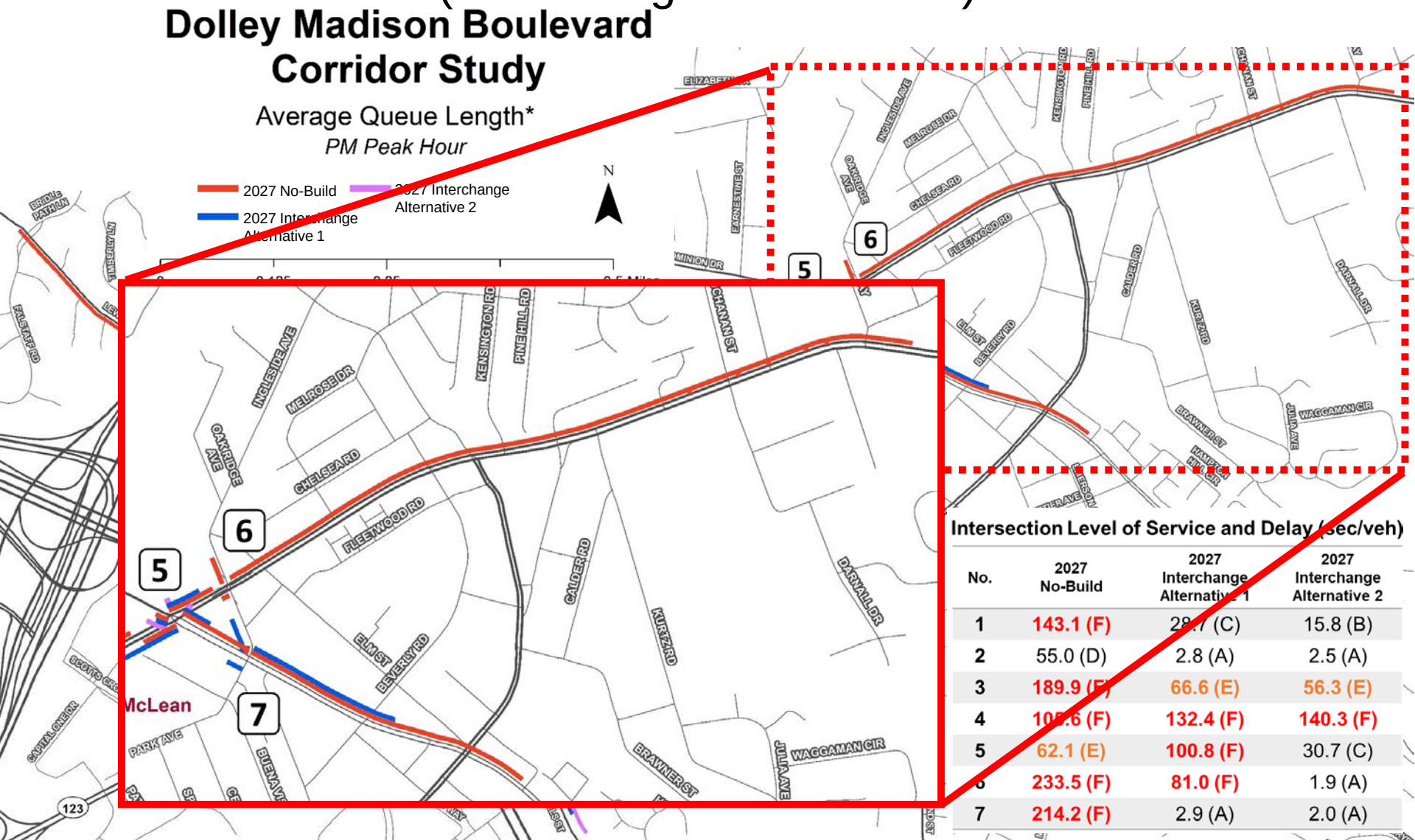
PM Peak Analysis Results (Interchange Alternatives)



Intersection Level of Service and Delay (sec/veh)

No.	2027 No-Build	2027 Interchange Alternative 1	2027 Interchange Alternative 2
1	143.1 (F)	28.7 (C)	15.8 (B)
2	55.0 (D)	2.8 (A)	2.5 (A)
3	189.9 (F)	66.6 (E)	56.3 (E)
4	105.6 (F)	132.4 (F)	140.3 (F)
5	62.1 (E)	100.8 (F)	30.7 (C)
6	233.5 (F)	81.0 (F)	1.9 (A)
7	214.2 (F)	2.9 (A)	2.0 (A)

PM Peak Analysis Results (Interchange Alternatives)



Intersection Level of Service and Delay (sec/veh)

No.	2027 No-Build	2027 Interchange Alternative 1	2027 Interchange Alternative 2
1	143.1 (F)	28.7 (C)	15.8 (B)
2	55.0 (D)	2.8 (A)	2.5 (A)
3	189.9 (F)	66.6 (E)	56.3 (E)
4	105.6 (F)	132.4 (F)	140.3 (F)
5	62.1 (E)	100.8 (F)	30.7 (C)
6	233.5 (F)	81.0 (F)	1.9 (A)
7	214.2 (F)	2.9 (A)	2.0 (A)

Conclusions (AM Peak)

Int. #	Intersection	Existing	No-Build	Short-Term Build	Interchange Alt. 1	Interchange Alt. 2
1.	Lewinsville/Old Maple*	N/A	7.1 (A)	4.6 (A)	2.5 (A)	3.0 (A)
2.	Lewinsville/Balls Hill	38.6 (D)	37.8 (D)	4.6 (A)	2.6 (A)	2.7 (A)
3.	Dolley Madison/Great Falls/Lewinsville	86.7 (F)	119.8 (F)	78.1 (E)	35.0 (C)	38.7 (D)
4.	Great Falls/Chain Bridge	35.1 (D)	71.9 (E)	61.0 (E)	68.7 (E)	67.1 (E)
5.	Dolley Madison/Old Dominion	36.9 (D)	43.8 (D)	42.2 (D)	57.8 (E)	52.4 (D)
6.	Dolley Madison/Ingleside	2.0 (A)	2.9 (A)	10.1 (B)	2.4 (A)	1.9 (A)
7.	Ingleside/Old Dominion	1.2 (A)	1.4 (A)	7.8 (A)	1.2 (A)	1.2 (A)

* Lewinsville/Old Maple was not initially part of this analysis, but because a concept required changes to the intersection, it was added for analysis under the proposed concepts.

Conclusions (PM Peak)

Int. #	Intersection	Existing	No-Build	Short-Term Build	Short-Term Build Alt.	Interchange Alt. 1	Interchange Alt. 2
1.	Lewinsville/Old Maple*	N/A	143.1 (F)	15.2 (B)	16.3 (B)	28.7 (C)	15.8 (B)
2.	Lewinsville/Balls Hill	70.5 (E)	55.0 (D)	12.3 (B)	15.0 (B)	2.8 (A)	2.5 (A)
3.	Dolley Madison/Great Falls/Lewinsville	115.3 (F)	189.3 (F)	138.6 (F)	93.6 (F)	66.6 (E)	56.3 (E)
4.	Great Falls/Chain Bridge	91.1 (F)	105.6 (F)	107.0 (F)	108.4 (F)	132.4 (F)	140.3 (F)
5.	Dolley Madison/Old Dominion	41.4 (D)	62.1 (E)	83.6 (F)	39.6 (D)	100.8 (F)	30.7 (C)
6.	Dolley Madison/Ingleside	11.0 (B)	233.5 (F)	102.6 (F)	14.6 (B)	81.0 (F)	1.9 (A)
7.	Ingleside/Old Dominion	2.6 (A)	214.2 (F)	241.5 (F)	12.9 (B)	2.9 (A)	2.0 (A)

* Lewinsville/Old Maple was not initially part of this analysis, but because a concept required changes to the intersection, it was added for analysis under the proposed concepts.

Conclusions/Next Steps

- Short-term improvements do create benefits when provided together
  - AM Peak conditions are generally mitigated and can sustain a 10 year horizon
  - However, PM Peak conditions still have numerous concerns
  - PM Peak conditions can be substantially improved with additional westbound through lane on Dolley Madison (although impacts to median breaks would create rerouting of traffic)
- Interchange concepts improve conditions along Dolley Madison above the short-term improvements
  - AM Peak conditions are not substantially improved, because they were not that bad with the short-term improvements
  - PM Peak conditions; however, are significantly improved – more interchanges, higher benefit, but also higher impacts
- We need to continue to look at Great Falls/Chain Bridge intersection

Next Steps

- Solicit feedback from the community (Survey: Responses by July 15th)
  - Short-term improvements or interchange improvements?
  - Which short-term improvements are you comfortable with and which are unacceptable?
- Take feedback and generate a “recommended” short-term solution to test
  - Does that recommended solution provide enough benefit?
- Community meeting – fall/winter (tentative)
- Decide upon a direction (short-term or interchange solutions) for further evaluation (feasibility)

Questions/Comments

Visit Our Webpage – Please Provide Feedback
https://www.fairfaxcounty.gov/transportation/study/dolley-madison-corridor

Project Manager: Gregg Steverson
gregg.steverson@fairfaxcounty.gov