

PROJECT SCHEDULE

Project Scoping	Complete
Data Collection	Complete
Alternatives Development / Public Information Meeting	Complete
Environmental Assessment / Public Hearing	WE ARE HERE
Final Decision on the Environmental Assessment by FHWA	Early 2018

NEXT STEPS

- Study team review of public comments.
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- FHWA Decision.

THANK YOU

Thank you for taking the time to review the materials presented at this public hearing. Your comments are valuable and greatly appreciated. Fairfax County will carefully consider all comments received at this meeting and during the comment period.

You may leave your comments in the box provided at tonight's meeting. You may also record your comments orally at the designated recording station.

If you are not ready to provide your comments tonight, written comments or comments submitted via the project website or email must be postmarked or sent electronically **no later than November 18, 2017**:

By Mail: Audra K. Bandy, P.E.
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By Email: audra.bandy@fairfaxcounty.gov

FOR PROJECT UPDATES

Please visit Fairfax County's project website, <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>

Fairfax County Department of Transportation (FCDOT) ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). To request this information in an alternate format, contact FCDOT at 703-877-5600, TTY 711.



SOAPSTONE CONNECTOR

November 8, 2017

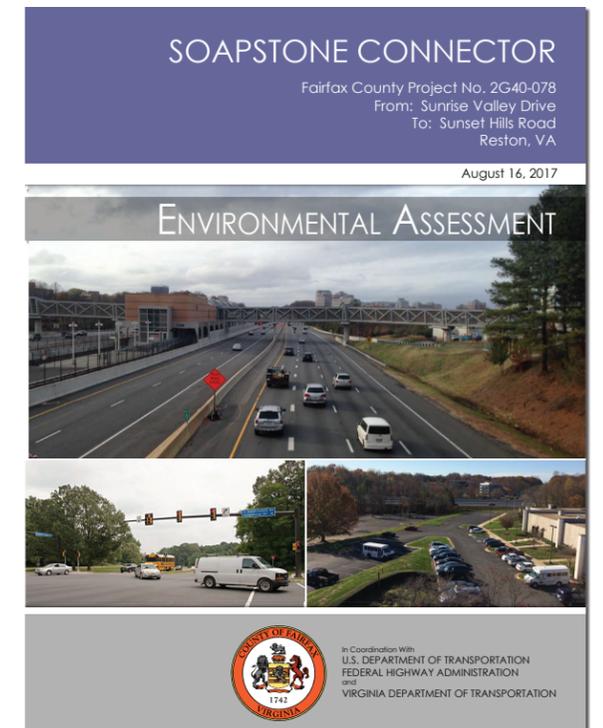
PUBLIC HEARING

WELCOME!

PROJECT OVERVIEW

Fairfax County, in coordination with the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA), is completing the Environmental Assessment (EA) for the Soapstone Connector to improve traffic operations on Wiehle Avenue and enhance multimodal access in the vicinity of the Wiehle-Reston East Metrorail Station. The following tasks were conducted as part of the EA:

- Characterized existing conditions in the study area and identified transportation problems and needs. An extensive traffic count program was conducted to evaluate existing operations and traffic forecasts were prepared for the design year of 2046 to assess future conditions.
- Identified and evaluated the effectiveness of alternatives to improve mobility, capacity, and other travel conditions on Wiehle Avenue and in the vicinity of the Wiehle-Reston East Metrorail Station.
- Studied the impacts of alternatives on human, cultural, and natural resources.
- Complied with the National Environmental Policy Act (NEPA) and other regulatory programs, such as the National Historic Preservation Act.



PURPOSE AND NEED

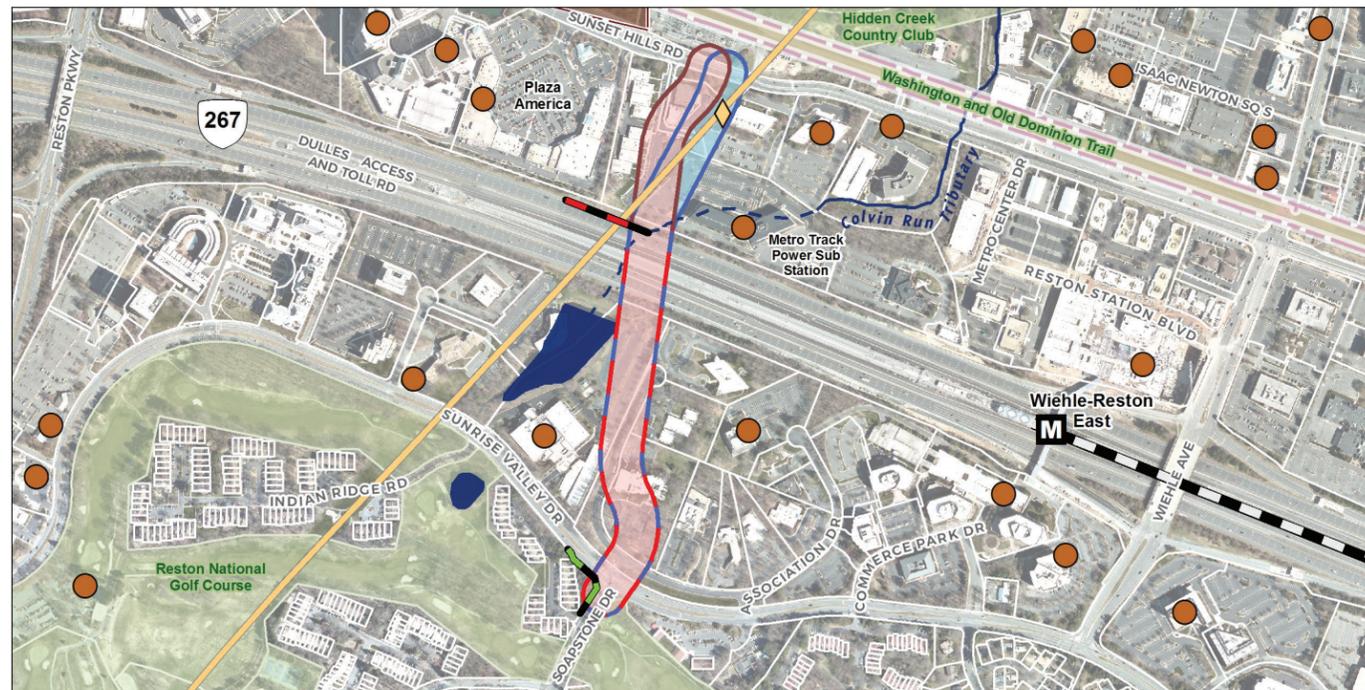
Purpose:

- The purpose of the project is to provide additional multimodal capacity on a new north-south alternative in order to mitigate congestion on Wiehle Avenue.

Need:

- The project will address:
 - Inability of Wiehle Avenue to accommodate current and forecasted traffic demand.
 - Delays on Wiehle Avenue at the intersections with Sunset Hills Road and Sunrise Valley Drive.
 - Lack of direct access for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue.
 - Lack of connectivity for pedestrians and bicyclists to the Wiehle-Reston East Metrorail Station, from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.

ENVIRONMENTAL RESOURCES WITHIN STUDY AREA



SUMMARY OF ENVIRONMENTAL IMPACTS

Environmental consequences are reported in the EA for the No Build Alternative and Build Alternatives 1 and 2 within the study area, which includes the lands that would be directly impacted by the proposed Soapstone Connector as well as adjacent lands that would be indirectly impacted by the construction and operation of the new roadway. The table below quantifies potential direct impacts and some of these resources are shown in the adjacent figure.

Category	Impacts within 200-foot-wide Corridor		
	No Build ¹	Alternative 1	Alternative 2
Total Area (acres)	0	13.0	12.9
Businesses Displaced (no.)	0	2	2
Section 4(f) Property (acres)	0	0	0
Historic Properties Within Area of Potential Effects (no.)	0	1 ²	1 ²
Stream Crossings (no.)	0	1	1
Length of Streams (linear feet)	0	259	278
Wetlands (acres)	0	0	0
Floodplains (acres)	0	0	0
Forest Area (acres)	0	0	0
Natural Heritage Resources (Conservation Sites and Stream Conservation Units)	0	0	0
Federally Listed Threatened or Endangered Species Identified by the US Fish & Wildlife Service that may be affected by the Proposed Project (no.)	0	1	1
Hazardous Material Sites of Recognized Environmental Concern (no.)	0	2	2
Agricultural and Forestal District Land Used (acres)	0	0	0
Prime and Unique Farmland (acres)	0	0	0
Violations of National Ambient Air Quality Standards (no.)	0	0	0
Noise Receptors Impacted Without Mitigation (no.)	--	7 (6 residential outdoor use areas and the playground of a day care center)	7 (6 residential outdoor use areas and the playground of a day care center)

- The No Build Alternative includes several planned and programmed transportation projects, as described further in the EA. These projects may impact resources included in this table. However, the exact nature and extent of impacts of these future projects are unknown and reporting them would be speculative. Regardless, any such impacts would occur for the Build Alternatives as well, so the relative outcome of effects for comparing the alternatives, as shown in this table, would be no different.
- The Virginia Department of Historic Resources (VDHR) concurred in January 2017 that the Soapstone Connector project would have no adverse effect on historic properties.