

Commonwealth Transportation Board

Fairfax County Parkway Memorandum of Agreement

December 13, 2007

Fairfax County Parkway MOA

History of the Springfield Bypass/ Fairfax County Parkway

Mid-1970's – Springfield Bypass appears in Fairfax County's Comprehensive Plan

1984 – Springfield Bypass Final EIS selected alignment for new 35 mile long corridor from Route 7 to U.S. 1.

1987 - First section (Route 50 to I-66) opened to traffic. Renamed Fairfax County Parkway

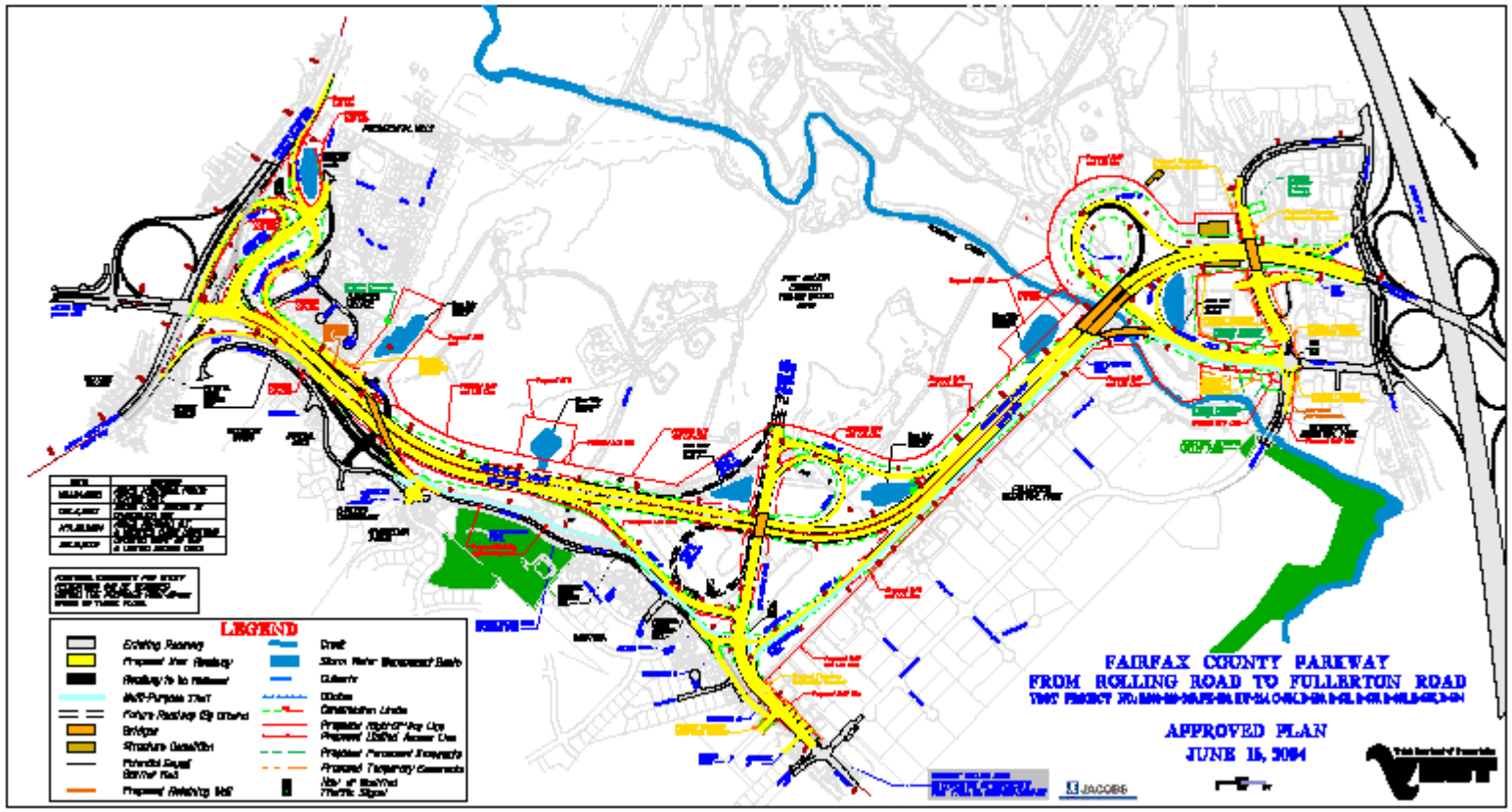
1987 to 2001 – Remaining sections built except for 1.5 miles through Army's Engineering Proving Grounds (EPG)

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Fort Belvoir



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History of the Fairfax County Parkway, continued

2003 – Environmental Assessment of the EPG segment approved for public availability

2004 – A finding of No Significant Impact was issued by FHWA

2004 – Amendment to the EA was submitted by VDOT and approved by FHWA

2004 – VDOT issues RFQ for design-build proposals

2005 – Design-Build process placed on hold by VDOT due to environmental contamination within the Parkway right of way on EPG

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History of the Fairfax County Parkway, continued

2006 – VDOT cancels design-build solicitation due to Army's delay in remediating contaminated soil to EPA standards

2006 – Congress approves legislation authorizing the Army or FHWA to construct the Parkway project and provide the Army $4.88 million to construct a replacement building and security barrier using funds provided by the Commonwealth.

2007 – FHWA requires a Re-evaluation of Environmental Assessment and FONSI because of the land use changes proposed at EPG. FHWA-EFLHD agrees to perform the Re-evaluation.

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Fairfax County Parkway Project (UPC 4700) Status

- FHWA-EFLHD is expected to complete the EA Re-evaluation by the end of the year
- CTB has allocated $114.7 million
- VDOT has expended approximately $10 million on preliminary design and acquisition of one key property
- FHWA-EFLHD cost estimate is $174 million

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VDOT Responsibilities Under Fairfax County Parkway MOA

- Provide Six Year Program allocations ($114.7 million minus expenditures) and other funds that may be appropriated, to the Federal Highway Administration
- Perform environmental investigations and response on properties off of EPG
- Acquire right of way for all non-Federal properties located off EPG
- Accept a roadway easement or fee simple interest from the Army on EPG property necessary to maintain the Parkway
- Approve final design plans, design/build documents and completed construction
- Maintain the Parkway after construction is complete

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Army's Responsibilities Under Fairfax County Parkway MOA

- Provide the necessary right of way for the construction of the Parkway through EPG
- Limit the number of personnel at EPG to 8,500 until future transportation improvements are agreed upon
- Pay for environmental response for any discovery of MEC, petroleum or hazardous substances on EPG property
- Pay for all costs associated with modifications or additions to VDOT's Parkway project necessary to accommodate the Fort Belvoir BRAC action
- Pursue implementation of five roadway projects that provide additional access into EPG

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FHWA's Responsibilities Under Fairfax County Parkway MOA

- Identify and pursue all available funding for the Parkway Project and interchange improvements at I-95 and Franconia-Springfield interchanges with the Parkway.
- Prepare a project finance plan acceptable to VDOT prior to the transfer of funds from VDOT to FHWA
- Complete the final design and construction of the Parkway Project
- Obtain all required environmental permits

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FHWA's Proposed Parkway Project Schedule

