



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

January 8, 2026

Mr. Marc Dreyfuss, AICP
Entitlement Team Leader | Site Analysis Section
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

Re: Oakton AT&T Rezoning (RZ 2023-PR-00020) - Supplemental Analysis

Dear Mr. Dreyfuss:

We have completed our review of the supplemental analysis submitted on October 20th related to the Oakton AT&T rezoning application (RZ/FDP-2023-PR-00020). This analysis was requested to screen Innovative Intersection alternatives, including what was proposed by the Applicant team as a Quadrant Roadway (QR) concept.

The VDOT Junction Screening Tool (VJuST) was used in the supplemental analysis, which is a tool to screen a multitude of intersection configurations. Only two intersection configurations were analyzed, a QR and a roundabout, which is not a comprehensive assessment. The analysis concluded that a QR configuration would perform better than the roundabout. However, VDOT staff has determined that the proposed configuration is not a QR (Innovative Intersection) as explained below. Furthermore, VDOT has overall concerns related to the proposed off-site transportation improvements.

VDOT District staff had noted that if the proposed mitigation was determined to be an “Innovative Intersection”, then review by the VDOT Central Office (Innovative Intersection Committee) may be needed. Since District staff does not concur with the study results, the following guidance is provided for moving forward with the review process:

Innovative Intersection Determination

Upon further examination of the Quadrant Roadway (QR) preliminary design drawings, VDOT has determined that the proposed configuration does not meet the criteria of a QR for the reasons

listed below. As a result, the intersection configuration is not considered an Innovative Intersection and review at the VDOT Central Office level will not be required.

- **Left-turn restrictions:** Per the Road Design Manual Appendix A3, a QR configuration prohibits all left turns at the primary intersection. The proposed layout prohibits left turns only from Jermantown Road.
- **Signal phasing:** One of the key operational benefits of QR designs is a reduction in number of signal phases to two (2) phases at the primary intersection. The proposed configuration does not achieve this since the left turns from Chain Bridge Road will not be prohibited.
- **Number of intersections:** FHWA guidance states that a QR consists of one (1) main intersection and two (2) secondary intersections. While the proposed transportation improvements include realigning Rosehaven Street and Rose Forest Dr to create only two (2) secondary intersections, this would require the acquisition of right of way by exercising eminent domain. Private developers do not have the authority to exercise eminent domain and, as a result, the realignment might not be feasible and might never be implemented. The current configuration of Rosehaven Street and Rose Forest Drive is not compatible with QR operations.

Significant Operations/Design Challenges

The subject rezoning application presents several significant challenges that appear to have not been considered yet. These challenges may affect the final site plan and ultimate mitigation implemented.

- **Limited Access:** The reconfigured Intersection 3 at Chain Bridge Road and Rose Forest Drive / White Granite Drive may require a Limited Access Control Change (LACC). If so, then a LACC request would need to be submitted for review and approval to the Commonwealth Transportation Board (CTB) before the proposed geometric changes could be implemented.
- **Access Management Spacing Standards:** The reconfigured Intersection 3 does not meet the Minimum Spacing Standards for Accesses Near Interchange Areas on Multilane Roadways (Appendix F – the *VDOT Road Design Manual*).
- **Queue Spillback:** The operational analysis shows northbound queues at Intersection 3 at Chain Bridge Road and Rose Forest Drive / White Granite Drive spilling back to the I-66 ramp, indicating that this alternative may not provide meaningful operational improvement but rather shifts queues and delays from one location to another.

- **Alternatives Analysis:** The extent to which alternative solutions were considered is currently unclear. The Supplemental Analysis dated October 17, 2025, states that the Applicant team worked closely with FCDOT to study several different intersection configurations. These assessments have not been shared with VDOT. An alternative that maximizes the operations/capacity at Intersection 5 and along Chain Bridge Road should be included as one of the several alternatives to be shared with VDOT.
- **Eminent Domain:** Eminent domain is required to implement off-site transportation improvements, including realigning Rosehaven Street. Given that exercising eminent domain is not guaranteed, alternative mitigation for an indeterminate interim condition shall be identified. Removing left turns from Jermantown Road without any guaranteed mitigation is not prudent nor in the best interest of the traveling public.
- **Turn Lane Removals:** Any warranted turn lane that is proposed to be removed must be carefully evaluated. The proposed removal of the dedicated eastbound right turn lane at both Rose Forest Drive/Chain Bridge Road and Jermantown Road/Chain Bridge Road could be problematic and needs further analysis.

Next Steps

VDOT has outlined the following next steps to provide guidance to the Applicant team:

- **Alternatives Analysis:** Provide an analysis of alternatives that have been considered including the basis of elimination. One of the alternatives should assume the operations/capacity of Intersection 5 is maximized (additional turn lanes, removing split-phase operation, etc.). Signal phasing/timing improvements at all signalized intersections along Chain Bridge Road within the study area is also recommended to enhance corridor operations. In addition, as the draft proffers are currently written, many of the proposed off-site transportation improvements might not actually be implemented (require eminent domain; require traffic signals be warranted/justified; etc). Since these improvements might not be implemented, interim conditions shall be analyzed and alternative/interim mitigation proposed. For example, there is a real possibility that the left turns on Jermantown will be removed as part of the development project, but then nothing else will be constructed that would help compensate for those lost movements. Please include these elements in the TIA.
- **Design Waiver and Access Management Exception Requests:** Identify all necessary design waivers and Access Management Exceptions. Since the proposed configuration of Intersection 5 is not considered an “Innovative Intersection”, any turn lane removal would require a design waiver. Design waivers are required where warranted turn lanes are not provided or where the geometric standards in the VDOT Road Design Manual (RDM) are not met. In addition, all new and relocated median crossovers on roadways

Mr. Marc Dreyfuss, AICP

January 8, 2026

Page 4 of 4

designated as Arterial Preservation Network (APN) (i.e. Route 123 – Chain Bridge Road) require approval from the State Location & Design Engineer. All necessary Design Waiver and Access Management Exception requests should be submitted for review during the entitlement phase. Approval is not guaranteed, so designing “to-standards” is strongly encouraged.

- **Resubmit Rezoning Design Plan:** The rezoning plans should be resubmitted for review once VDOT confirms that the TIA conforms with 24VAC30-155.

Thank you again for your continued coordination. We look forward to working with Fairfax County and the Applicant team on this community enhancement opportunity. Please contact me should you have any questions.

Sincerely,

Joseph Webb, P.E.

Area Land Use Engineer

NOVA District - Fairfax/Arlington

Cc: Gregg Steverson, P.E., PTOE, Director, FCDOT
Jeffrey Hermann, AICP, Site Analysis and Transportation Planning Division, Division Chief, FCDOT
Gregory Fuller, Jr., Site Analysis Section, Chief, FCDOT
Steven Welch, Assistant District Administrator, VDOT
Tom Folse, P.E., PTOE, District Traffic Engineer, VDOT
Tim Belcher, P.E., Assistant District Location & Design Engineer, VDOT