



2023 OVERVIEW

VTCA Dialogue with the Northern Virginia District

John D. Lynch, P.E. Northern Virginia District Engineer

November 13, 2023

Safety Message

Leadership Behaviors Which Reduce Injuries/Incidents

Leadership behaviors can play a significant role in reducing injuries in various settings, such as offices, construction sites, maintenance job sites, or shops. Effective leaders can promote a culture of safety, enforce safety protocols, provide proper training and resources, encourage open communication about safety concerns and lead by example in following safety guidelines.



Safety Message

- **G** Spend time with your team members and help them identify problems before they arise.
- Don't turn a blind eye to safety, even when you are running behind your schedule and under pressure.
- **□** Regularly discuss ways to improve safety.
- □ Make sure to praise and reward safety behavior.



- □ Welcome and listen when your employees report safety problems and incidents.
- **Gamma** Educate your employees on the importance of safety.

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Safety Message

□ Provide constructive feedback for unsafe behaviors.

□ Be fair and don't allow double standards.

□ Often visit your workplace/job sites and observe your employees' safe behaviors.

□ Engage your employees in solving safety problems.

□ Continually encourage employees to work safely.

□ Talk about your beliefs on the importance of safety.



District Leadership



Deputy District

Engineer



John Lynch, P.E. District Engineer



Monica Bhatia Deputy District Administrator

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Virginia Department of Transportation



NOVA District

VTCA Dialogue with the Northern Virginia District

Bill Cuttler, P.E. Northern Virginia Incoming District Engineer

November 13, 2023



NOVA Project Delivery Update

VTCA Dialogue with the Northern Virginia District

Jorge Garcia , P.E. Northern Virginia Project Controls Section Manager

November 13, 2023

VDOT NOVA Construction FY2024 Stats



\$1M \$1M 100% \$90M 12 \$87M 9 \$3M 21 G 33 of 33 100% 100% 0% Total 23 \$236M 10 \$4M 33 \$240M On-Budget (Green + Yellow) (Target : 77% of Projects Complete Delivery Phase On-Time) (Target : 85% of Projects Complete Delivery Phase On-Budget)



10 \$4M 33 \$240M

Total

23 \$236M

NOVA Overall 82% On-Time



22 of 33

On-Time

(Green + Yellow)

0%

Recent Successes



Featherbed Bridge over Catoctin Creek

I-95 Auxiliary Lane





Recent Successes (cont.)



Hunter Mill Rd. over Colvin Run





Wrapping Up



Route 7/ George **Washington Boulevard**

2023 Paving Schedules (November 17, 2023)



Duke Street over I-395



On-Going Work Route 7 Widening











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On-Going Work (cont.) Rosslyn Tunnel Rehab and CCTV







On-Going Work (cont.) Boundary Channel







On-Going Work (cont.) Route 29 Widening









On-Going Work (cont.) I-95 at Route 123 in Woodbridge



Pilot Progressive Design-Build project

Project Scope

Reconfigure SB exit/entrance ramps Modify existing traffic signals Access management improvements Bike, pedestrian and transit enhancements Bridge rehab at I-95 SB over Occoquan Road

☑ Completed Phase 1A Validated GMP

Starting Phase 1B Design to 60% complete Reduce risk with borings, etc.

Move on to Phase 2 with GMP or Take Exit Ramp

Upcoming Work

Popes Head Interchange FFX Co Parkway Widening Northern Segment FFX Co Parkway Widening Southern Segment Rolling Road Widening 2024 Paving Program





2023 PROJECT DEVELOPMENT UPDATE

Northern Virginia District

Nicholas J. Roper, PE District Project Development Engineer

November 2023

NOVA District Project Development Summary Current Status





Project Development Dashboard



Project Development Dashboard - Trends



VDOT Admin – steady state for On Time/On Budget, mid 80s

Local Admin – significant On Time improvement; positive On Budget improvement but at a slower rate



Consulting Opportunity – Braddock Rd and Old Lee Improvements – EOIs NOW thru Nov 30



- 'S' curve: realigns existing roadway to address crashes and stuck trucks
- Adds shared use path connection along south side of Braddock Road

- Braddock/Old Lee intersection: adds signal control plus 1,100-foot "jughandle" lane to serve existing EB left turns and 200' SB right turn lane
- Shared use path continues along Braddock Road to Old Lee Road



Consulting Opportunity – Route 7 Widening for BRT Spring 2024



Scope • Rte 7 in Tysons Corner from Rte 123 to I-495

- Relocate GP lanes
- Add Shared-use
 Paths
- Widen median for future BRT

EstimatePE\$ 5.2MRW\$29.2MCN\$44.1MTotal\$78.5M

Schedule Construction in 2030

Contracting Opportunity – Fairfax County Parkway

- Fairfax County Parkway is the District's "Main Effort" in late 2023-2024
- 3 separate contracts with \$292M in total construction
- All 3 contracts under construction in 2024



Popes Head Road and Shirley Gate Road Interchange

- \$89.2M; fully funded
- Advertised as design-bid-build in June 2023
- Low bid \$49M -- @ \$8M less than the design estimate
- Awarded in Oct 2023

Phase 2

Fairfax County Parkway Widening

- Northern Segment (Approximately 4 miles)
- \$110.9M; fully funded
- · Final design underway & right of way initiated
- Advertise as design-bid-build in January 2024

Phase 3

Fairfax County Parkway Widening

- Southern Segment (Approximately 2 miles)
- \$128.8M for final design, right of way and construction; fully funded
- Design-Build delivery
- Procurement underway RFP released October 12, 2023





Contracting Opportunity – Rolling Road Widening 2 to 4 Ln

- Located between Old Keene Mill Rd and Fairfax County Parkway approximately 3 miles west of Springfield VA
- 1.4 mile widening from 2 to 4 lanes
- Dense residential neighborhood with 3 distinct design segments
- Oldest project in NOVA District ⇒ design began in 1986!!!
- Construction phase estimated at \$43 Million
- Advertisement scheduled in May 2024





Segment Two - Birmingham Lane to Barnack Drive



Segment Three - Barnack Drive to Old Keene Mill Road





Contracting Opportunity – Sterling Boulevard (Loudoun County)

- Extension of Sterling Boulevard from Pacific Boulevard to its connection with Moran Road (Route 634)
- Four-lane urban major connector with divided median, associated turn lanes, a shared used path on one side of the road and a sidewalk on the other.
- Improved access to the Loudoun Gateway Metrorail Station and connect with Shellhorn Road.
- Scheduled for ad in March 2024
- Construction estimate: \$15.7M



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Cost Estimating - Selecting Contingency

- Cost Estimating Manual provides guidance on selecting contingency from a range of values how do you evaluate risk and choose?
- NOVA Power-Bi Report developed to assess historical performance to help identify risk
 associated with typical projects in the early stages of project development





NOVA District Award vs. Pre-scoping Estimate FY18-FY23

VDOT & LAP Projects

AwardRange	Avg CN A:P%	Project Count
<1M	115.75%	92
1-5M	145.34%	76
5-10M	148.61%	18
10-20M	250.74%	9
20M+	145.78%	20

	OT
37.41%	
Avg CN A:P%	
	AD

•	Data includes	215 pro	jects a	warded -	VDOT	& LAP
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- CN = Total Construction Estimate, not just bid/award
- Conventional project development no paving projects
- Good performance—115.75% —on projects with CN Award
 \$1M
- Struggle with projects in the \$10M to \$20M range 250.7%
- Estimate at Award for projects ≥ \$1M typically approaches 150% of the pre-scoping estimate
- But also need to look at the scope of work . . .

	AwardRange	Avg CN A:P%	Project Count	
	<1M	92.32%	33	
	1-5M	135.28%	38	
	5-10M	105.05%	12	
	10-20M	238.30%	4	
1	20M+	142.47%	7	
1				



AwardRange	Avg CN A:P%	Project Count
<1M	128.86%	59
1-5M	155.39%	38
5-10M	235.73%	6
10-20M	260.70%	5
20M+	147.56%	13





NOVA District Estimating Assessment FY18-FY23



⇒ Does not mean that contingencies of 50% to 100%, or more, should be used, but certain types of projects have more risk than others and this should be considered when selecting contingency



Use of Contingency – Cost Estimating Workbook (CEWB)



Erosion and Sediment Control - Successes

Recent Successes

- Limits of Disturbance (LOD) now shown in ESC plans.
- Drainage areas are shown in ESC plans.
- EOR involved during construction to address field revisions and modifications to the ESC plans.





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Erosion and Sediment Control – Improvement Needed

Areas of Focus for Continuous Improvement

- Eliminate the use of check dams as perimeter controls
- Design sediment traps (max. 3 acres) and sediment basins (3+ acres) as required based on drainage area
- Establish ESC plan <u>phases</u> that reflect the anticipated sequence of construction

The goal for designers should be to develop ESC Plan phases based on the sequence of construction with perimeter controls that can also remain in place for as long as possible during construction to minimize plan changes

Complete constructability reviews of the ESC plans to ensure controls can be implemented per plan

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####
Quality Assurance

Search VirginiaDOT.org

About 2,180 results (0.18 seconds)

VIRGINIA DEPARTMENT OF TRANSPORTATION Minimum ...

- www.virginiadot.org > resources > APD Docs > APD Office Page * File Format: PDF/Adobe Acrobat
- tor
 - Jul 5, 2018 ... Quality Assurance and Quality Control of Design and Field Changes ... Builder", shall implement a Quality Assurance and Quality Control Plan (QA/ ...

Quality Assurance

www.virginiadot.org > business > locdes > guality_assurance



The Quality Management Assurance and Compliance section is responsible for maintaining a statewide Quality Assurance program in a manner that will effectively

Standards, Policies, Procedures and Quality Assurance

www.virginiadot.org > business > locdes > standards policies procedur. Oct 14, 2012 ... Policy Documents Minimum R/W Required 33.1-72. STI

Standards, Policies, Procedures and Quality Assurance Staff



www.virginiadot.org > business > locdes > standards policies procedur. Dec 14, 2012 ... Need Help? 800-FOR-ROAD ... 1401 E. Broad St. ... This website includes hyperlinks to sites neither controlled nor sponsored by VDOT or the ...

Standards, Policies, Procedures and Quality Assurance www.virginiadot.org > business > locdes > roadway_and_traffic_design



Aug 19, 2013 ... Technical Resources - Circular Methodology For The Development and Inclusion of Crash Modification · Designing Roads that Guide Drivers to ...

Standards, Policies, Procedures and Quality Assurance www.virginiadot.org > business > locdes > ldppg

Standards | Policies & Procedures | Quality Assurance Theron Knouse, P.E.

VDDT

Over 2,100 "hits" on public website – definition of Quality Assurance (QA) depends on who you are and what you do

- Project Development
 - CO L&D: QA Section is responsible for processes that improve the quality of preliminary engineering plans throughout the plan development process
 - NOVA District: QA is a high-level spot check looking at conformance with standards, constructability, past public concerns, and owner maintenance items
 - Designer: Two levels of QA
 - Ensure that Quality Control-checking of design elements-is being performed. That can be as simple as a looksee at every drawing to ensure that checker's initials are present
 - Higher level is a review of deliverables to VDOT, preferably by skilled senior staff, that's intended to ensure that errors or miscues are avoided \Rightarrow NOVA staff are concerned, from submittals over the past several years, that this type of review by consultants is overlooked

Route 7 Corridor Improvements – Relocation of Colvin Run



MAINTENANCE PROGRAMS UPDATE

VTCA Dialogue with the Northern Virginia District

Lauren Mollerup, P.E., CCM Northern Virginia District Maintenance Engineer

November 13, 2023

Maintenance and Operations



FY24 Maintenance and Operations Budget

Bridges	\$32.8M
Emergency & Incident Mgmt	\$73M
Facility & Other	\$29.7M
Pavement	\$103.4M
Routine Maintenance	\$54M
Traffic & Safety	\$34.2M
VITAL	\$0.5M
Total NOVA M&O Budget FY24	\$327.6M



Pavements – Inventory (Lane Miles)



Pavement Rating – Critical Condition Index



Paving Progress

Data Date 10/20/2023

2023 Lane Mile Plan and Progress

District	Completed LM	Planned LM	% Complete
Culpeper	493.91	512.49	96.4%
Salem	697.31	729.32	95.6%
Richmond	895.49	1067.48	83.9%
Bristol	554.21	683.51	81.1%
Northern Virginia	786.77	1105.55	71.2%
Lynchburg	311.23	448.21	69.4%
Staunton	382.48	598.40	63.9%
Fredericksburg	503.96	817.84	61.6%
Hampton Roads	293.70	520.32	56.4%
Total	4,919.05	6483.12	75.9%

Paving Progress

Contract Completion Progress

District	FY24 Contracts	# On-Time	% On-Time
Staunton	23	23	100.0%
Salem	24	24	100.0%
Richmond	23	23	100.0%
Northern Virginia	28	28	100.0%
Lynchburg	10	10	100.0%
Hampton Roads	13	13	100.0%
Fredericksburg	21	21	100.0%
Culpeper	8	8	100.0%
Bristol	23	23	100.0%
Total	173	173	100.0%

Lane Miles Progress Summary





2023 Statewide Paving Status Map

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Pavements – Statewide Condition

Data Date

2023 Pavement Summary

Pavement Condition

Percent of Pavement Rated Sufficient

● Interstate % ● Primary >= 3500 % ● Primary < 3500 % ● Secondary >= 3500 % ● Secondary < 3500 %



Pavement Condition by District

Target Bristol Culpeper Fredericksburg Hampton Roads Lynchburg Northern Virginia Richmond Salem Staunton Statewide

Interstate %	82.0%	83.2%	86.9%	95.3%	82.2%		87.3%	91.2% 9	90.1%	86.5%	87.6%
Primary >=3500 %	82.0%	90.2%	84.1%	72.6%	84.5%	82.8%	83.9%	83.7% 8	35.8%	85.7%	83.4%
Primary < 3500 %	75.0%	85.6%	81.9%	85.3%	75.8%	76.5%	77.2%	78.0% 7	76.5%	81.3%	80.2%
Secondary >= 3500 %	82.0%	88.3%	58.5%	62.7%	68.4%	87.7%	78.6%	68.1% 9	91.4%	83.0%	75.1%
Secondary < 3500 %	60.0%	57.4%	61.0%	50.2%	68.1%	67.3%	61.3%	57.5% 5	55.1%	70.7%	60.5%



2023 - PAVING SUMMARY

In 2023, we have 27 contracts underway

- 2 Interstate Plant Mix
- 3 Primary Plant Mix, 1 Primary Latex and
- 17 Secondary Plant Mix, 2 Secondary Latex/ 2 Secondary Slurry

2023 Paving Summary

System	Lane Mile	Awarded \$	Total Contracts
Interstate	25	7.6	2
Primary	98	15.6	4
Secondary	831	97.1	21
PEUPC		3	
Total	954	123.3	27



2024 – PLANNED PAVING SUMMARY

In 2024, we will advertise 29 contracts

- 2 Interstate Plant Mix
- 5 Primary Plant Mix, 1 Primary Latex and 1 Primary Concrete Patching
- 16 Secondary Plant Mix, 2 Secondary Latex/ 2 Secondary Slurry

2024 Paving Summary

System	Lane Mile	Total Contracts
Interstate	44	2
Primary	178	7
Secondary	629	20
Total	851	29



Structures Inventory





Rating – General Condition Rating (GCR)

Condition Category	General Condition Rating (GCR)	Description
Good	9	Excellent
	8	Very Good
	7	Good
Fair	6	Satisfactory
	5	Fair
	4	Poor
Poor (Structurally	3	Serious
Denciency	2	Critical
	1	Imminent Failure
	0	Failed





Examples of Good, Fair, and Poor Bridges



NOVA District S&B Dashboard Summary



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Currently In Construction (Excluding County and Locality Owned)

	Project	Est. Cost	Estimated Comp letion	Contractor
1	Route 236 over I-395 Rehab & Widening	\$15M	12/2023	Martins Construction
2	I-95 over Powell's Creek Rehab	\$8.5M	8/2024	Martins Construction
3	I-66 Parking Garage Repairs	\$3.9M	10/2024	Martins Construction
4	21 st Street over I-66 Rehab	\$4M	9/2024	Ft. Myer Construction
5	S. Rotary @ Shirlington over I-395 Rehab	\$5.5M	6/2025	Martins Construction
6	I-66 Rosslyn Tunnel Ceiling Removal	\$34M	6/2025	Ft. Myer Construction
7	Rte.1 over Rte. 110 & I-395 Pin and Hanger Bridge Repairs	\$3.5M	10/2023	Ft. Myer Construction
8	I-495 NB On-Call Bridge Rehab	\$5.2M	12/2023	Martins Construction
V	DOT Virginia Department of Transportation			51

Currently In Construction (Excluding County and Locality Owned)

	Project	Est. Cost	Estimated Co mpletion	Contractor
9	Bridge Recoating/Painting in Loudoun Co (3 Bridges)	\$1.8M	12/2023	Titan Industrial Services, Inc
10	Bridge Recoating - I-395 in Arlington Co (3 Bridges)	\$3M	12/2023	Olympus Painting Contractors, Inc
11	34 th St. over I-395 Rehab	\$7.5M	12/2024	FT MYER Const.
12	St. Louis Road over Goose Creek	\$3.8M	5/2025	TBD



Preliminary Engineering (Design Phase)

	Project	Est. Cost	Const. Ad Date	Prime Consultant
9	DTR EB over Rte. 123 Superstructure Replacement	\$7.7M	TBD	Hardesty & Hanover
10	I-66 over NSRR Superstructure/Bridge Replacement	TBD	TBD	TBD
11	Old Colchester over Pohick Creek	\$13.9M	8/2027	HNTB
12	Rte. 792 (Thomas Ave.) over Sugarland Run Replacement	\$7M	TBD	TBD
13	Springvale Road over Piney Run Replacement (On Hold)	\$3M	TBD	In-house / Consultants
14	N. Glebe Road & Old Dominion Dr. over Yorktown Blvd Superstructure Replacement	\$15M	TBD	WSP

Preliminary Engineering (Design Phase)

	Project	Est. Cost	Const. Ad Date	Prime Consultant
1	Fairfax Co Pkwy/Rte.29 Retaining Walls Repair	\$8M	TBD	WRA
2	Rte. 681 (Walker Road) over Piney Run Replacement (Funding Shortfall)	\$5M	8/2024	HNTB
3	Rte. 50 over Goose Creek Replacement (Fauquier Co.) (On Hold - Funding Shortfall)	\$9.5M	TBD	AECOM / ALA
4	I-95 SB over Neabsco Creek Replacement	\$51.4M	TBD	Hardesty & Hanover
5	DW Bridge Rehab/Repairs (5 Bridges)	\$7M	6/2025	WSP
6	Dry Mill Rd over W&OD Trail Rehab	\$2.7M	5/2024	WRA
7	Bridge Recoat (3 Bridges – Arlington Co.)	\$7.9M	1/2024	In House
8	Old Glebe Rd. over N Glebe Rd Replacement	TBD	TBD	HDR

Preliminary Engineering (Design Phase)

	Project	Est. Cost	Const. Ad Date	Consultant
15	King Arthur over Accotink Creek Rehab.	\$9.5M	12/2026	Moffatt Nichol
16	DW Bridge Rehab/Repairs (5 Bridges)	\$7M	6/2025	WSP
17	Reston Pkwy over DATR Bridge Collision Damage Repairs	\$2.4M	2024	MWAA/JMT
18	Bridge Recoat – I-395 Bridges (3) Arlington Co	\$7.9M	1/2024	In-House
19	Bridge Recoat - Rte 7 Flyover Bridge Loudoun Co	\$1.6M	1/2024	In-House
20	I-95 over Accotink Cr – Abut. Slope Repairs	\$1.3M	2/2024	Hardesty & Hanover
21	CSX Rail over Newington Replacement	TBD	TBD	Kimley-Horn for VPRA

Preliminary Engineering (Design Phase)

	Project	Est. Cost	Const. Ad Date	Consultant
22	Sherrow Ave over Tripps Run (Locality Bridge)	\$5.2M	8/2026	HNTB
23	I-395 – Bridge Repairs/Close Joints (5 Bridges Arlington Co,)	\$5.5M	2/2024	In House / WRA
24	I-395 Ramp CA over Rte. 27 & Joyce St Bridge Rehab	\$8.3M	4/2027	JACOBS
25	I-495 Ramp E-N over DATR Bridge Rehab	TBD	4/2027	JACOBS
26	Bridge Recoat – 4 Bridges Districtwide	\$7.3M	5/2026	In-House
27	Bridge Recoat – 2 Bridges Fairfax Co	\$3M	5/2026	In-House
28	Rte. 28 over Bull Run Rehab/Replacement	TBD	TBD	HDR

Enterprise Asset Management System





TOTAL LANE MILES

Total lanes miles: 14,198 Interstate: 802

- **Primary:** 1,687
- Secondary: 11,634
- Gravel: 573
 - Frontage: 75
- Total subdivision
 streets: 17,246

18 maintenance headquarters

- Arlington:1
- Fairfax: 9
- Loudoun: 4
- Prince William: 4



2023-2024 Snow Removal

Materials at start of season:

- Salt: 120,000 tons
- Sand: 25,000 tons
- Brine: 250,000 gallons

Pieces of equipment:

• 3,500 (mostly contracted)

Stay Informed and Connected



THANK YOU





DISTRICT TRAFFIC OPERATIONS

VTCA Dialogue with the Northern Virginia District

Kamal Suliman Northern Virginia District Traffic Operations Director

November 13, 2023

Northern Virginia Traffic Operations Organization





Focus on Safety for All Roadway Users

- Vienna Metro Interim Two-Way Cycle Track
- RRFB Installations & partnership with localities
- Annual Repaying Program



Focus on Safety for All Roadway Users

- Route 1 Speed Limit Study reduced the speed limit from 45 MPH to 35 MPH along approximately seven miles
- Route 7 Speed Limit study reduced the speed limit from 40 mph to 35 MPH in Culmore/ Bailey's Crossroads
- Blake Lane Road Safety Audit (RSA) study underway on about 2.1 miles



Route 1 Speed Limit Study Recommendations

VHSIP Systemic Signalized Ped Crossings Program Status & Progress to Date



As of 9/30/23

Improving Congestion in NoVA

- Focus on Work Zone Support to Projects
 - Extended lane closures requests
 - 275 reviews in FY23
 - Provides balanced recommendations to minimize impacts to traffic while maximizing lane closures
 - Repurposed FTE assigned to SFOE
- Incident Management Coordinator Program
 - Support regional partners through collaborative initiatives that include regional grant funded assets (e.g., evacuation support trailers, etc.)
 - Continually look for innovative and unique ways and approaches to TIM
- RWIS Weather Station Upgrades



Signal and Freeway Operations

- Manage and Operate 1,500+ Traffic Signals
- Arterial and Corridor Traffic Management
 Non-recurring Congestion management:
 - Incidents, Work Zones, Special Events, Other Major Events (Weather) *Recurring Congestion management*:
 - Signal timing optimization program: an ongoing effort for over 25 years
 - Before and After evaluation, Recommendations for operations/geometric improvements
- Signal and Freeway Management Applications
 - ATSPM: 100% of intersections configured and 62% active
 - Monitor traffic conditions using CCTV (a total of 420+ CCTV and portable CCTV): relocate PCCTV to locations that real-time monitoring is needed to access conditions
 - Ramp Metering System (RMS): 22 ramp meters on I-66 and I-395
- Traffic Operations Support to Projects





NoVA District Signal System Initiatives Overview (as of 7/28/2023)





Maintenance & Environmental Stewardship

- Retraced 76 miles of pavement markings using thermoplastic markings
 - About 9% of 880 miles total retraced YTD in FY24
- Currently testing 120-volt signal cabinet with solar power at TFO testbed
- Retrofitted 207 lights with LEDs at Roundabout and Commuter Park & Ride Lots in FY23
- Rolling Valley Park & Ride lot upgrade project currently in progress





ITS Project Upgrades



UPC 116483 – Loudoun County DMS & CCTV



Use of Color on DMS Signs



UPC 120343 – #SS DMS & Lane Control Signals on the approaches to the Rosslyn Tunnel
Northern Virginia Express Lanes Network Expansion

Leesburg / Leisure World MARYLAND Rockville Aspen Hi CASCADE Riverdale Parl South Riding Flags / Conklin Schoe 66 Express Lanes - Outside The B Catharpia Bailey's Fairfax Suitland-Silver Hil leight Kings Park Wes Alexandria Fairfax Station Manassas Nokesvill Lake Ridg 95 Express Lanes CHARLES ans Road Waldo ARYLAND Indian Head St Charles White Plains

Lighting to be maintained by Dominion Energy at new park and ride lot at University Blvd in Gainesville (2,000 spaces)

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Megaprojects Update

VTCA Dialogue with the Northern Virginia District

Michelle Shropshire, P.E., DBIA Acting Director Virginia Department of Transportation

November 13, 2023

Northern Virginia Regional Express Lanes Network

- More than 90-mile Express Lanes network in Northern Virginia
- 94 miles in service
 - I-95, I-395, I-495, I-66 Inside the Beltway, I-66 Outside the Beltway
- 3 miles under construction
 - I-495 Northern Extension (2.5 miles to be in service late 2025)
 - I-95 Express Lanes/Opitz Boulevard Ramp (to be in service Fall 2024)
- Under study
 - I-495 Southside Express Lanes
 - o I-95 Bi-Directional Study
- Three independent operators





66 Express Lanes Opening

Express Lanes opened ahead of schedule in 2022

- First 9 miles opened Sept. 12
- Remaining 13 miles opened Nov. 22 Ribbon cutting held on Nov. 29







Transform 66 Project – Final Completion

- Complete final work elements and punch list items
- Open remaining segments of 66
 Parallel Trail in October 2023
- Working to close environmental permits





First Trail Segment Opening - May 17, 2023



Virginia Department of Transportation

66 Express Lanes Performance - Transit and Carpooling



HOV3+ and motorcycles travel toll-free Average 7,000 HOV trips/day in May 2023



Bus transit travel

toll free

An average of 1,200 transit trips (Fairfax Connector and Omniride/PRTC) benefit from free trips in 66 Express OTB every workday



Annual funding for enhanced transit in I-66 corridor

\$800 million over the concession term, paid out annually to support additional transit in corridor



Schools benefit from safe

travel option

23 Fairfax County Public School bus routes using 66 Express OTB, safely transporting 400 students twice a day

495 Express Lanes Northern Extension Project (495 NEXT)

- Approx. \$660 million, 2.5-mile extension of 495 Express Lanes from Dulles Corridor interchange to George Washington Memorial Parkway (GWMP) near the American Legion Bridge
- Public-private partnership project between VDOT and Transurban through 2087





VDOT

495 ExpressLanes

495 NEXT Construction Update

Under construction, on track to be completed in 2026

Current Activities Include:

- Utility relocation work, grading, drainage installation and retaining wall construction
- Progressing on new Beltway bridges at Live Oak Drive, Georgetown Pike and Old Dominion Drive
- Construction underway on new and replacement noise walls

Major Milestones:

- Late 2024/Early 2025: Complete construction of new outside lanes
- **Mid-2025:** Complete installation of new noise walls
- Late 2025: Complete construction of new inside lanes and open new Express Lanes
- Early 2026: Complete new bike-pedestrian trail

Footprint of the wider future Beltway as viewed from the Old Dominion Drive overpass looking north.



Building new noise wall along northbound I-495 between Old Dominion Drive and Georgetown Pike.



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95 Express Lanes Opitz Boulevard Ramp Project

- \$69.7 million project under design
- Constructing south-facing, reversible ramp from Opitz Boulevard bridge to 95 Express Lanes
- Provide sidewalk along the north side
 of Opitz Boulevard bridge
- Relocate existing slip ramp from southbound I-95 general purpose lanes to south of Dale Boulevard
- VDOT working with Transurban to implement
- Construction began October 2022
- Ramp scheduled to open summer/fall 2024; final project completion late 2024



Rendering of Proposed Improvements



I-495 Southside Express Lanes Study

- Environmental study to potentially extend Express Lanes system on southern section of I-495 (Capital Beltway)
- Study Area: 11 miles of the southern section of I-495 (Capital Beltway) Springfield interchange from (I-95/I-395/I-495) in Fairfax County, VA to the MD 210 interchange in Prince George's County, MD
- Coordinating with Federal Highway Administration (FHWA), Maryland Department of Transportation State Highway Administration (MDOT SHA) and other state and local agencies in VA and MD







Virginia Department of Transportation



I-495 Southside Study Process & Schedule





I-495 Southside Study Preliminary Alternative Concepts

Alternative Concept	Description
No-Build	Existing conditions; required by NEPA
Transportation System Management/ Transportation Demand Management (TSM/TDM)	Potential solutions include ramp metering, extension of acceleration/deceleration lanes, and active traffic management
Part-Time Shoulder Use	Use of existing shoulder as a travel lane during peak periods
Standalone Transit	New dedicated transit alignment
Transit TSM/TDM	New bus routes, adjacent park and ride lots
1 General Purpose Lane	Add one general purpose lane in each direction on I-495
2 General Purpose Lanes	Add two general purpose lanes in each direction on I-495
1 Express Lane	Add one buffer-separated express lane in each direction on I-495
2 Express Lanes	Add two buffer-separated express lanes in each direction on I-495
2 Reversible Express Lanes	Add two barrier-separated reversible express lanes in median of I-495





2 Express Lanes Preliminary Alternative Concept Long-term preservation of future transit (i.e. rail)



I-495: Woodrow Wilson Memorial Bridge

* Should Future Transit (i.e. rail) be Provided by Others

Representative typical sections for illustrative purposes only.





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I-95 Bi-Directional Study

- VDOT, with Transurban, currently conducting feasibility study to add capacity and 24/7 reversible tolling on 95 Express Lanes between Franconia-Springfield Parkway and Opitz Boulevard (or points south)
- Next steps:
 - Initiate environmental study
 - Establish preliminary scope, schedule, budget
 - Coordinate project development
 - Initiate outreach



Consulting Opportunities

Potential Procurements

- I-95 Bi-Directional
 - Program management and support services
 - Procurement to start early 2025
- 495 Southside Express Lanes
 - Program management and support services
 - Procurement to start TBD

