



NORTHERN VIRGINIA DISTRICT

Transportation Update **2023**

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TABLE OF CONTENTS

District Overview

From the District Engineer	4
Executive Staff	5
District Map	6
FY 2023 District Performance	7
Pavement Maintenance	8
Bridge Condition	8
Northern Region Operations	9
Multimodal Programs	12
Locally Administered Projects	15
SMART SCALE	15
CTB Representatives	16

Project Updates

Arlington County	17
Fairfax County	21
Loudoun County	35
Prince William County	39
Megaprojects	41

From the District Engineer

The Northern Virginia District has experienced many milestones in 2023, but the most personal to me is my retirement from the Virginia Department of Transportation after 20 years. To some, two decades can pass by in the blink of the eye; to others, it can be a lifetime. For me, it has been both.

Change is inevitable, change is good, and change is necessary. Over the past 20 years, the Northern Virginia District has seen innumerable changes.

In Fairfax County, changes in Tysons enabled an evolution from a linear shopping destination into a vibrant, multimodal city, filled with places to work, neighborhoods to live, restaurants to eat, and art to experience—all of which can be done without depending on a single-occupancy vehicle. In Loudoun County, the influx of young families is creating new, connected communities while retaining the county's original foundation and essence. In Prince William County, innovative infrastructure is giving residents more time back to maintain a healthy work-life balance. In Arlington County, a transformation is underway to safely integrate longstanding communities with one of the largest companies in the world.

Strong relationships with local agencies have guided transportation projects that are priorities to those communities. An increased investment in engagement with the public has created a two-way dialogue where real-time updates can be delivered into the palm of your hand, public input on projects has greatly increased, and residents can easily see the day-to-day work of VDOT.

A culture of safety permeates across maintenance yards and through office spaces in the district. Staff consistently train themselves and their colleagues in best practices, find inventive ways to bring safety into every aspect of their day, and overall are empowered to make changes to make our workplace safer.

Advancements in technology help to make travel more streamlined. The public have myriad ways to get the get information they need to make the best choices for themselves for getting from point A to point B.

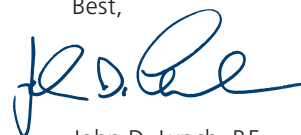
Our VDOT workforce has transformed to more accurately reflect that of our community. Staff from all walks of life work side by side. Unique and varied backgrounds are celebrated, and VDOT's Northern Virginia District is truly a place for you, no matter who you are. Our focus on succession planning has ensured that current VDOT employees can see themselves as lifelong VDOT employees.

The future will bring continued top-quality maintenance of our transportation system, as well as retrofitting and rehabilitation of aging infrastructure. As well, development and construction of creative and innovative transportation projects aimed at increasing community mobility and improved quality of life will be a central focus.

Always remember that our transportation system belongs to all of us. I will leave you with wise words from Anne Frank. "How wonderful it is that nobody need to wait a single moment before starting to improve the world."

Thank you for the last 20 years.

Best,



John D. Lynch, P.E.

Northern Virginia District Engineer

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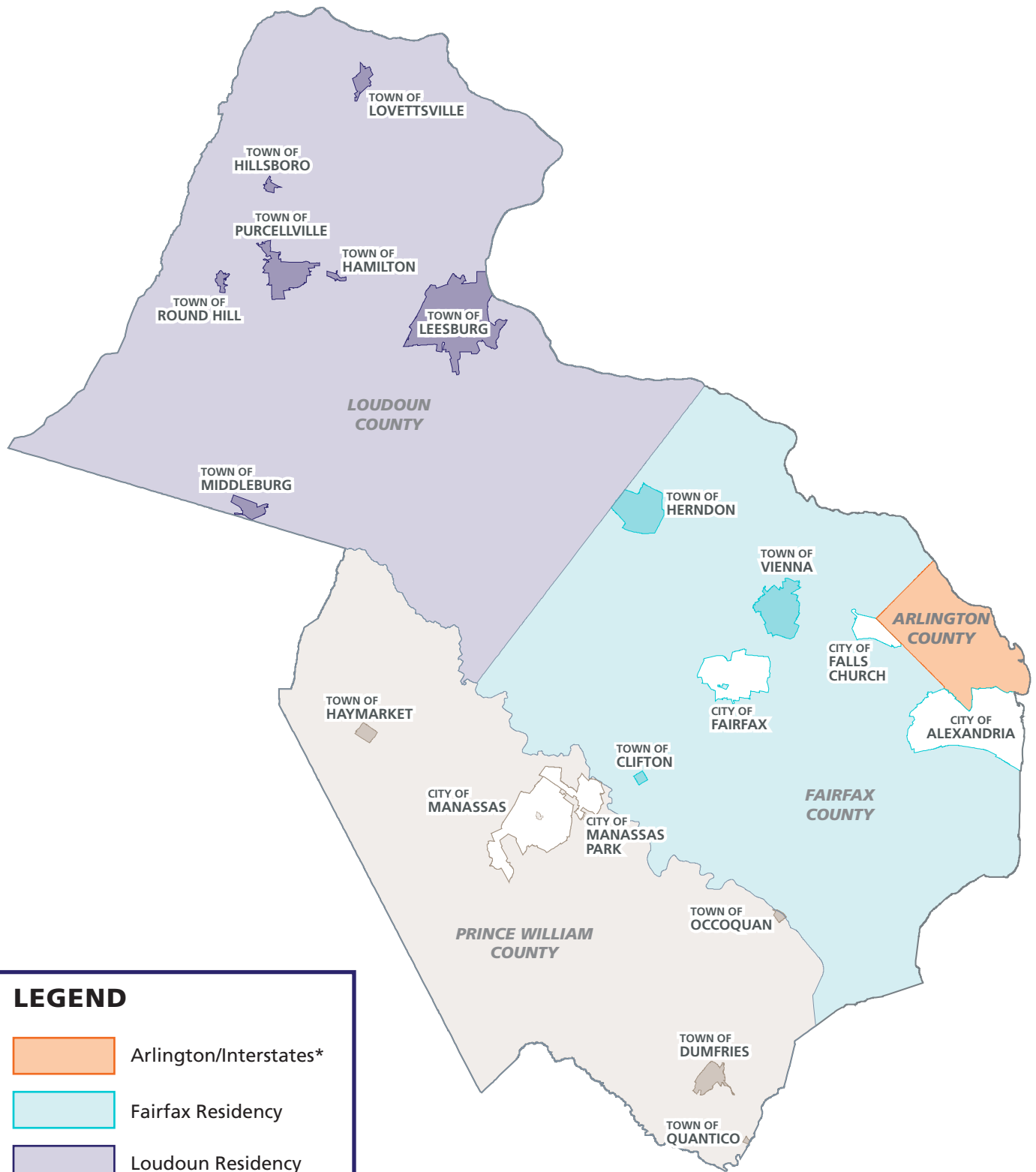
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NORTHERN VIRGINIA
DISTRICT OVERVIEW



LEGEND

- Arlington/Interstates*
- Fairfax Residency
- Loudoun Residency
- Prince William Residency

*Arlington maintains own secondary roads

DISTRICT MAP

FY 2023 District Performance

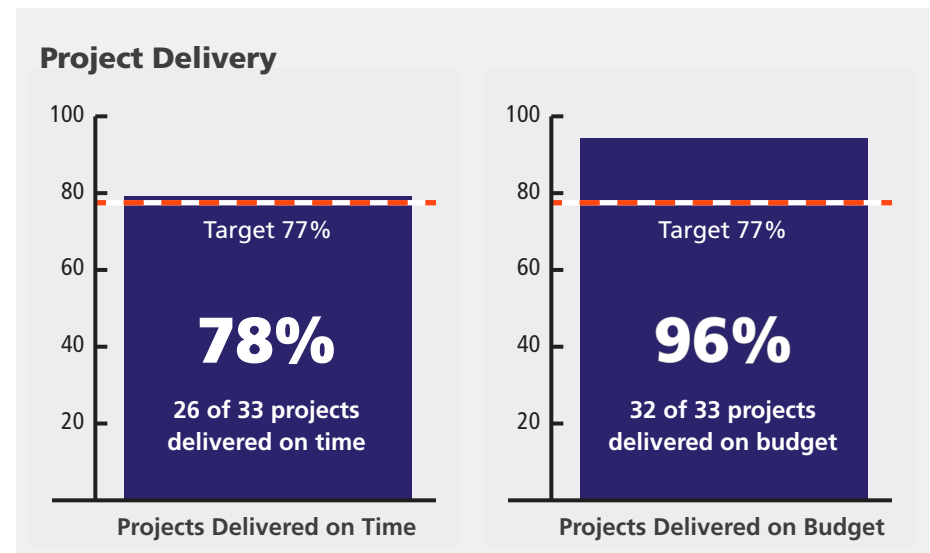
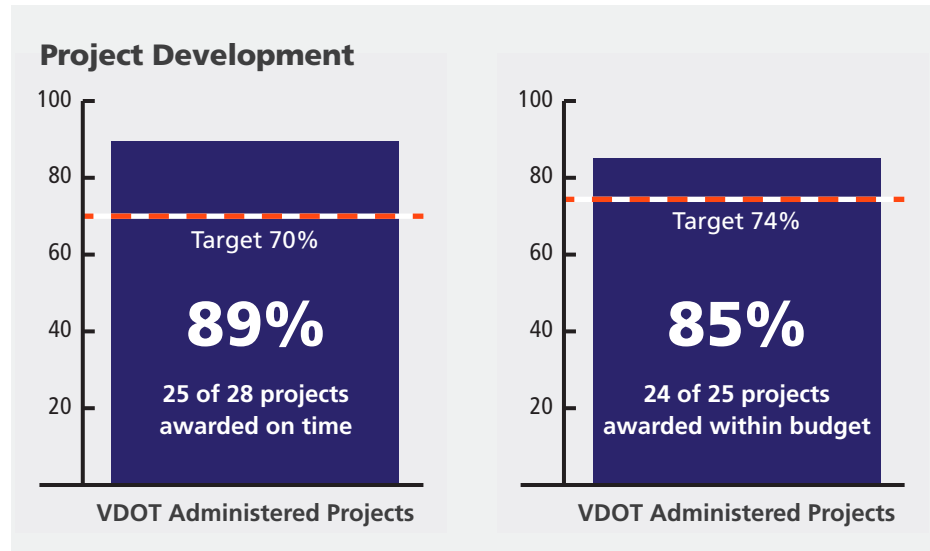
In Fiscal Year 2023, Northern Virginia District posted very good results in developing and delivering its projects, with many important measures exceeding VDOT’s statewide performance goals.

In project development, which measures the progress of projects through the design and right-of-way process toward advertisement for construction, the district awarded 25 of 28 projects on time, for a score of 89 percent. On the financial side, 24 of 25 projects, or 85 percent, were awarded with the estimated cost within the projected budget. This performance for on time and on budget exceeded the statewide targets of 70 and 74 percent, respectively.

VDOT-managed projects also fared well once construction began. The district’s construction team completed 26 of the 33 VDOT-administered projects, or 78 percent, on time and 96 percent on budget. For the past five years, the district averaged an 86 percent on-time completion rate, ahead of the 77 percent statewide target. In the final performance category, the Construction Quality Improvement Program (CQIP), the district scored 92.62 percent, beating the agency benchmark of 91 percent. The CQIP score reflects the quality of the district’s construction program, determined by an independent review of the project’s records and construction activities.

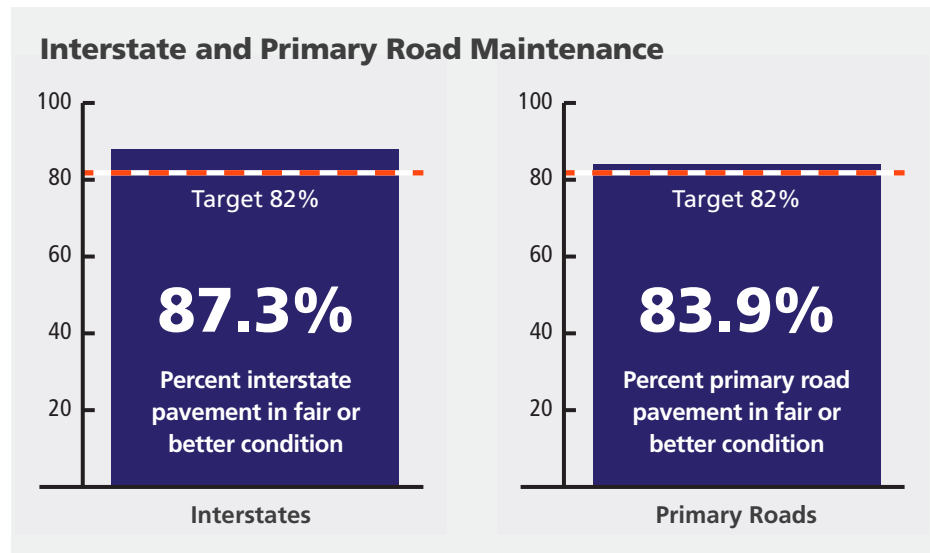
Deputy District Engineer Bill Cuttler, P.E. said of the results, “Our team knows Northern Virginians expect results. We remain committed to design and construct these multimodal projects safely and efficiently to maximize benefits to the public.”

The district’s locally-administered projects, those that are funded by VDOT but managed by a local government with VDOT assistance, continue to improve. Of 33 projects in development across the localities, 27 were awarded on time, or 81%. This represents the best on-time performance by localities since targets were established; moreover, there has been steady improvement over the past five years, resulting in an upward trend. For construction of locally-administered projects, 27 percent were delivered on time, which was below the target of 77 percent. The district continues to focus support to governments participating in the locally-administered project program, with regular and close collaboration to review projects, schedules, and milestones to help meet performance goals.



Pavement Maintenance

The Northern Virginia District has continued to exceed statewide goals for interstates and primary road systems with FY23 ratings of 87.3 and 83.9 percent respectively, exceeding the established goal of 82 percent on interstate and primary roadways. VDOT monitors the condition of those roads, as well as neighborhood streets, unpaved gravel roads, and heavily-traveled routes that connect population centers. For higher-volume secondary roads carrying more than 3,500 vehicles per day, the district's FY23 pavement rating of 78.6 percent in fair or better condition is below the 82 percent target. For lower-volume roads carrying less than 3,500 vehicles per day, the district's secondary road FY23 condition rating of 61.3 percent in fair or better condition exceeds the 60 percent target. The district continues to make strides each year on improving the secondary road system.



2023 Paving Program

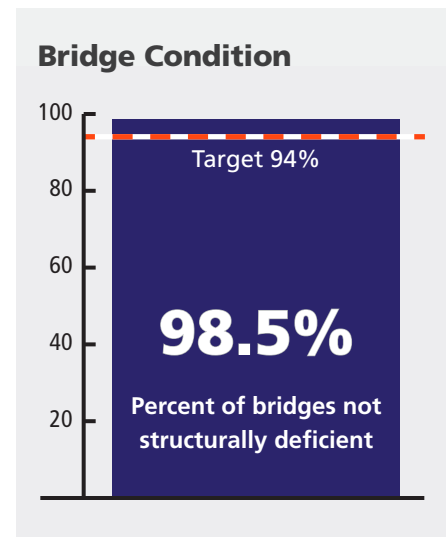
For calendar year 2023, the Northern Virginia District plans to resurface 955 lane miles across the four counties, at a cost of about \$123 million. This equates to an estimated 782,000 tons of asphalt and more than 10,300 tons of latex. More details about the district's 2023 paving program, including a map that shows planned paving locations, status, and contacts, is available at www.virginiadot.org/novapaving.

Bridge Condition

In the Northern Virginia District, VDOT maintains 2,174 bridges and culverts and oversees an additional 247 locality-owned bridges, for a total of 2,421.

The bridge team has consistently and successfully maintained the district's bridge ratings above the agency's target of 94 percent, with 98.5 percent of the districts' bridges rated as sufficient in FY23.

The Northern Virginia District's total bridge deck square footage is more than 16.8 million square feet.



Northern Region Operations (NRO)

Transportation Operations Center (TOC)

The TOC managed 32,853 events to include:

- Crashes: 6,582
- Vehicle fires: 132
- Tractor trailer crashes: 522
- Disabled tractor trailers: 919
- Disabled vehicles: 19,318
- Multiple vehicle crashes: 1,025
- Emergency maintenance calls: 8,328
 - 3,008 were for signal issues
- All other events (brush fire, police activity, etc.): 4,642

Northern Virginia Customer Service Center (CSC)

- The Northern Virginia District CSC processed 43,244 phone calls, emails, texts, and web submissions for maintenance service requests.

Safety Service Patrol (SSP)

- Incident response: 33,732
- Emergency fuel:
 - Vehicles assisted: 1,606
 - Gallons of gasoline: 3,212 (Two gallon average per vehicle)
- Tire changes: 2,940
- Jump starts: 519
- Minor lane clearance: 172 vehicles pushed to reopen lanes
- Miles driven: 1,921,572

Signal Operations Center (SOC)

The Northern Virginia District SFOE manages approximately 1,500 traffic signals in one of the nation's most heavily-congested areas. All signals are proactively monitored using various technologies that include real-time reports from the Central Signal System (CSS), Automated Traffic Signal Performance Measures (ATSPM), and more than 400 CCTV cameras. These new technologies, along with the advanced traffic signal controllers, have made it possible to efficiently manage signals and corridor performance.

In the past year, SFOE coordinated with TOC and responded to major crashes, special events, weather impacts, and work zones, and adjusted signal timings in real-time to mitigate congestion. To facilitate smooth traffic flow, special event timing plans for Independence Day (127 intersections) and the holiday season (232 intersections near 15 major shopping centers) were developed, implemented, and monitored during these events.



Above: Incident Management Coordinators Rodney Frye, John Stafford, and Mike Runnels helped support the transport of wreaths for the annual Wreaths Across America event at Arlington National Cemetery.



Above: An operator monitors roadway incidents across the Northern Virginia District.

Since the migration to the new CSS, SFOE team led the way within VDOT to not only successfully use the technologies, but also coordinated further improvements of many advanced features within the applications that enhanced the user experience for all. In 2022, the Northern Virginia District was the first to use email alerts from CSS for signal health status such as signals on flash and pedestrian constant calls, which significantly reduced the response time for repair. In the past, this was achieved from manual checks or from police or calls from the public. Additionally, SFOE coordinated with the vendor to enhance the capability of the CSS so that turning movement counts could be obtained from the application for all intersections with minimal post-processing. In fall 2022, the SFOE completed step one of the two-step process for configuring all of its intersections into the ATSPM application. That provides a variety of performance measures and daily alerts to help support NOVA District's signal performance and safety-related objectives for vehicles and vulnerable road users.

SFOE reviewed nearly 275 requests for extended lane closures from VDOT maintenance, construction, LAP projects, and permit jobs. Those reviews provide balanced recommendations to minimize impacts to vehicular traffic, while maximizing lane closures for work zones, in an effort to assist project schedules. Each lane closure request was evaluated using current available traffic counts to make informed decisions based on data-driven processes.

SFOE also assisted Traffic Engineering on signal plan reviews during the design stage, which helps to eliminate any potential issues related to signal operations. For construction projects affecting traffic signals, SFOE engineers closely collaborated signal timing reviews with various stakeholders. One project that was monitored was the Balls Ford Road and Prince William Parkway Diverging Diamond Interchange (DDI). Other large-scale projects for which intermediate and final conditions were reviewed include the 66 Express Lanes Outside the Beltway, Route 7 Corridor Improvements, Route 1 Widening, 495 NEXT, and Richmond Highway Bus Rapid Transit (BRT).

SFOE continued to monitor traffic conditions using variety of data sources, including continuous count stations, freeway sensors (VDOT and Express Lanes), signal detectors (approximately 30,000), and probe data. In the northern Virginia region, traffic patterns

have remained steady in a “new normal” condition since 2022. On average, the daily traffic volume was approximately 4.5 percent below pre-2020 levels, a sustained byproduct of hybrid work environments.

Intelligent Transportation Systems (ITS)

- On June 22, 2022, 48 variable speed limit signs (VSL) were activated to enhance safety and reduce crash rates along I-95 northbound between mile markers 115 and 130 in Caroline and Spotsylvania counties, and the City of Fredericksburg. The VSL monitors and adjusts speed limits based on traffic conditions so that drivers gradually reduce speeds during congestion and reduce the risk of crashes during unsafe traffic conditions. Given the success of this VSL system, VDOT plans to deploy additional VSL throughout the Commonwealth. Northern Virginia District’s role in the successful deployment and operation of the VSL was acknowledged with the 2023 Commissioner’s Award for Outstanding Achievement.
- In January 2021, Northern Virginia District began designing the replacement of six critically deficient CCTV camera pole structures on I-66 and I-395 in Arlington and Fairfax counties. In addition to replacing the camera poles and foundations, guardrail was updated in the vicinity of the camera poles to meet VDOT’s current standards. The design also required the existing CCTV camera cabinets and associated networking equipment be reused and maintained during construction, and the existing cameras remain functional until they are migrated to the new poles. This helped to reduce cost and minimized impact to TOC operations and ITS functionality during construction. The project was awarded in summer 2022 and was completed on time in May 2023. It will be used as a model for future similar projects.

Traffic Engineering

- On May 23, 2023, the speed limit on Richmond Highway (Route 1) between Jeff Todd Way/Mount Vernon Memorial Highway and the City of Alexandria southern limits was reduced from 45 mph to 35 mph to optimize safety and operations for pedestrians, bicyclists, drivers, and transit users. The VDOT study team formally recommended lowering the speed limit to 35 mph along the approximately seven-mile stretch of Richmond Highway in the final speed limit study report. The speed limit study began in August 2021 and considered crash rates, incidence of pedestrian/bicycle crashes, and speed-related crashes, among other factors.
- A Road Safety Audit (RSA) is underway along 2.1 miles of Blake Lane/Jermantown Road between Chain Bridge Road and Blenheim Boulevard/Route 29. A multi-disciplinary team conducted a field walk in Dec. 2022 and the pedestrian RSA field review took place in April 2023. Representatives from VDOT, VHB, Fairfax County’s departments of transportation, police, and public schools, CUE Bus, Providence District Supervisor’s office, and the community attended the pedestrian RSA. Refinement of countermeasures, development of planning-level cost estimates, and task force/public outreach meetings were underway over the summer. The final report is scheduled for completion in fall 2023.
- In 2019, the Virginia Commonwealth Transportation Board (CTB) approved VDOT’s Systemic Safety Implementation Plan which identified eight systemic safety countermeasures to be implemented across Virginia. Systemic improvements demonstrated a greater potential crash reduction benefit for lower cost than traditional spot improvement projects. Specific implementation criteria were developed for each of the eight countermeasures. As part of the program, safety improvements completed between July 2022 and June 2023 included 39 unsignalized intersections, 98 signalized pedestrian crossing intersections, 5.79 miles of edgeline rumble strips, 3.18 miles of centerline rumble strips, three flashing yellow arrow intersections, and one high visibility backplate intersection.
- In the next few years, under the Expanded Pedestrian Crossings Program, Northern Virginia District anticipates improving 160 locations along 121 miles of Pedestrian Safety Action Program (PSAP) 3.0 corridors. On average, the improvements at each location are funded for approximately \$100,000 for design and construction. The improvements will take place at a mix of signalized intersections and mid-block/unsignalized locations, where treatments will include pavement marking, signing, and rectangular rapid flashing beacons (RRFB).

Traffic Field Operations

LED Lighting Retrofit Improvements at Roundabouts and Commuter Park and Ride Lots – Our Traffic Field Operations continued implementing energy performance enhancements by replacing 207 existing roadway lights with new, energy-efficient LEDs throughout the Northern Virginia District. The 207 new LEDs were replaced between December 2022 and June 2023, and are located at the following roundabouts and park and ride lots:

- Route 7 and Route 9 – two roundabouts
- US 15 and Route 50 – four roundabouts
- Sydenstricker Road, Gambrill Road, Backlick North, Stringfellow Road, and Lorton Commuter lots

LED lighting is more energy efficient and cost effective than traditional high-pressure sodium (HPS) roadway lighting, while minimizing environmental impacts. Annual energy savings in power distribution utility charges is estimated to be \$9,415 for these 207 roadway lights. Additionally, the upgrades will enable improved safety for drivers and crews due to enhanced visibility and fewer maintenance activities.

Traffic Signal Generator Plug Installation – VDOT's signal technicians installed 396 generator plugs in Fairfax, Loudoun, and Prince William counties between December 2022 and June 2023. The new generator plugs allow local police officers to install generators at these traffic signals in the event of power outages.

Pavement Marking and Sign Maintenance – In FY23, the Northern Virginia District pavement marking crew and sign crew accomplished the following:

- Retraced about 2,936,000 linear feet of pavement marking and 1,440 individual pavement marking symbols
- Installed 4,970 new signs
- Repaired or replaced 11,640 damaged ground-mounted signs
- Life-cycle replacement of seven overhead signs panel

Northern Virginia Multimodal Programs

These programs aim to increase mobility, reduce congestion, and improve air quality through planning and promotion of multimodal transportation options throughout the district. Our team works with local, regional, and state partners to identify effective planning, engineering, and education strategies that aim to increase safety and mobility options for all users.

Major Studies and Projects

Some current studies and projects underway to increase multimodal mobility and access to transit centers, include:

- Route 1 Multimodal Improvements Study in Crystal City
- Vienna Metro Station Bicycle and Pedestrian Improvements
- Loudoun County Metrorail Bicycle and Pedestrian Improvements project
- Collaboration on Fairfax County's Gallows Road Multimodal Study and ActiveFairfax Plan

VDOT staff lead studies each year as part of programs such as Strategically Targeted Affordable Roadway Solutions (STARS) and Project Pipeline. These studies evaluate multimodal safety, operations, and congestion reduction, as well as the best types of bicycle and pedestrian facilities in a study corridor, in coordination with each locality's comprehensive transportation plans and community input. Current study corridor examples include:

- In Arlington County, over two miles of Glebe Road from I-66 to Columbia Pike
- In Prince William County, nearly two miles of Dale Boulevard/Rippon Boulevard from Gideon Drive to Blackburn Road



Above: "Zicla" modular bus platform in the cycle track on Country Creek Road in Fairfax County which provides pedestrians a boarding platform to buses in the vehicular travel lane.

- In Loudoun County, about three miles of Old Ox Road between the Dulles Greenway interchange and Rock Hill Road

Bicycle and Pedestrian Program

VDOT works with local, regional and other state partners on plans and strategies to increase bicycling and pedestrian connectivity and safety for all users. Some highlights include:

- Over 16 miles of new on-road bicycle lanes in 2023 in Fairfax and Loudoun counties
- Many pedestrian safety projects, including installations of rapid flashing beacons for visibility enhancements, and improvements at over 100 signalized and unsignalized pedestrian crossing locations, which incorporated new/upgraded crosswalk markings, most with accessible pedestrian signals and enhanced pedestrian signage
- The VDOT NOVA Bicycle/Pedestrian Network Study, launched in 2023, is working with local jurisdictions and stakeholders to identify planned bicycle/pedestrian infrastructure needs and high-level cost estimates associated with those needs

VDOT works with localities to implement paving and restriping improvements, including bike lanes and crosswalks when feasible. VDOT's paving program has built over 316 miles of bike lanes and shared lanes since 2009.

VDOT participates in many educational and community efforts that focus on increasing safe driver, pedestrian, and cyclist interactions, including the region-wide Street Smart Safety Campaign and Safe Routes to School program. Additionally, VDOT partners with the Virginia Department of Health to provide localities with technical assistance and to conduct pedestrian-focused roadway safety assessments.

Park and Ride Lot Program

VDOT's park and ride lots increase accessibility for commuters to park their vehicles or bicycles and conveniently finish their commute by using non-single occupancy vehicle (non-SOV) transportation modes, like carpool, vanpool, bus, train, bike, or walking. There are 22 VDOT lots in Northern Virginia District and about 13,000 parking spaces for commuters. An interactive, GIS-based NOVA Park and Ride Inventory Map that provides facility information is available to help travelers plan their commutes. VDOT's Park and Ride Program coordinates on facility data, transit options, resident requests, planning studies, and capital projects.

The newest VDOT park and ride lot to open is the Balls Ford lot along I-66, north of Manassas. Accessed via Century Park Drive, the lot features direct access ramps to/from the I-66 Express Lanes, bus bays with bus shelters, kiss and ride and carpool staging loops, and covered bike parking with a shared use path connecting to the lot.

Transportation Demand Management (TDM) Programs

VDOT's TDM program maximizes transportation choices by promoting a comprehensive multimodal network and influencing commuter behavior through strategic outreach efforts and incentivization. By encouraging use of non-SOV travel modes, these programs improve regional congestion, air quality, and quality of life.

The NOVA District provides funding and oversight for the Metropolitan Washington Council of Governments' (MWCOC) Commuter Connections program, a regional network of transportation organizations working to improve commutes in the Washington, D.C. region; and for Clean Air Partners, a public-private partnership with the goal of informing, educating, and motivating individuals, businesses, and governments to take simple actions towards better air quality.

Additionally, the NOVA District meets quarterly and works with local and regional agencies, transit providers, and transportation management associations for coordinated outreach and education efforts. TDM staff also work closely with the Virginia Department of Public Rail and Transportation to manage the Telework!VA program, now a part of ConnectingVA, and transit/TDM studies.

The Regional Multi-Modal Mobility Program (RM3P) is a collaborative and data-driven program to improve safety, reliability, and mobility for travelers in the Northern Virginia and Fredericksburg regions, managed by VDOT's Office of Strategic Innovation. Multimodal staff have provided significant technical support for two of the program's four total program elements:

- Dynamic Incentivization (DI) - DI will be a data-driven system offering the public incentives to modify their travel choices and behaviors in response to real-time travel conditions
- Commuter Parking Information System (CPIS) - CPIS, or SmartParking, will produce real-time, app-based parking availability at park and ride lots

VDOT's TDM program oversees the development and implementation of Transportation Management Plans (TMPs) for Megaprojects, which are required by the Federal Highway Administration (FHWA). TMPs develop strategies that improve public safety, minimize construction-related congestion in and around work zone corridors, and provide information to the public during construction. Program elements include VDOT-funded commuter incentives, enhanced incident response, increased monitoring of impacted local roads, and the timely dissemination of construction-impact information to travelers. VDOT's active TMPs include:

- Transform 66 TMP – Throughout 2023, the TMP has continued to provide support for maintenance of traffic as final construction tasks conclude along the corridor
- I-495 Express Lanes Northern Extension TMP – approved by FHWA in April 2022, this TMP has strategies including vanpool/carpool incentives, telework assistance, public outreach, and support for a pilot bus service from Fairfax County to Montgomery County, MD

Locally Administered Projects

The Northern Virginia District currently has 257 Locally Administered Projects (LAP) in development or delivery across Arlington, Fairfax, Loudoun and Prince William counties, the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and 14 towns. The Northern Virginia District's Local Assistance team also provides oversight to several projects affecting state roadways that are locally, regionally, or federally administered and funded. More than half of the transportation projects in the district are administered by local governments, including:

Arlington County

- Arlington Ridge Road/Mount Vernon Avenue Bridge Reconstruction
- Arlington National Cemetery Defense Access Roads (DAR) Project
- Army Navy Drive Complete Street

Fairfax County

- Route 28 Widening
- Springfield Community Business Center Commuter Parking Garage
- Columbia Pike Complete Street

Loudoun County

- Northstar Boulevard: Evergreen Mills Road (formerly Shreveport Drive) to Route 50
- Route 7 and Route 690 Interchange
- Route 7 and Route 287 Interchange Improvements

Prince William County

- Balls Ford Road Interchange
- Route 28 Bypass
- Neabsco-Potomac Commuter Parking Garage

SMART SCALE Round 6

Round 5 of the SMART Scale funding program ended in June 2023. Northern Virginia District received \$154.4 million for a total of 13 projects. Round 6 of SMART Scale will begin on March 1, 2024, with a pre-application submission and full application submission deadline of August 1, 2024. Currently, the Office of Intermodal Planning and Investment (OIPI) is working with the Commonwealth Transportation Board (CTB) on a comprehensive review of SMART Scale for potential improvements to the processes and policies. An update on the review and potential changes will be presented to the CTB for review and deliberation. A CTB retreat was held in July 2023 to discuss the potential changes under consideration, and a Public Virtual Town Hall meeting is scheduled for



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

November 2023 to gather feedback from the community and stakeholders on the recommended improvements. The final set of recommendations will be adopted by the CTB at their December 2023 meeting for implementation with Round 6. For more information, visit the SMART Scale website at SMARTScale.org.



Throughout the Transportation Update, look for this icon, which identifies projects funded through the SMART Scale prioritization process. For more information, visit <https://smartscale.org>.

Commonwealth Transportation Board

The Commonwealth Transportation Board (CTB) consists of 17 members appointed by the governor and chaired by the Secretary of Transportation. Each of the nine VDOT districts has a representative, plus additional at-large members who represent the state's rural and urban interests. The VDOT Commissioner and the Director of the Virginia Department of Rail and Public Transportation (DRPT) also serve on the CTB.

The board is responsible for managing the third-largest state-maintained highway system in the nation, behind Texas and North Carolina, as well as the other state agencies under the Secretary of Transportation: DRPT, Virginia Passenger Rail Authority, Virginia Port Authority, Department of Aviation,

Virginia Commercial Space Flight Authority, Department of Motor Vehicles, and the Motor Vehicle Dealer Board.

The CTB oversees transportation projects and initiatives for the Commonwealth of Virginia, including the SMART Scale selection process. This is the award-winning, performance-based approach used to select highway improvement projects that will generate the most benefit for tax dollars invested.

The board usually meets on the third Tuesday and Wednesday of the month. Its meetings are live-streamed and can be accessed from the CTB website.

Meet Your CTB Members



Mary Hughes Hynes
*Northern Virginia District
CTB Representative*

Mary Hughes Hynes is an educator, a public servant, and transportation advocate. Hynes started her work in Arlington as an early childhood

professional, working in a number of Arlington nonprofit preschools. She brought that experience to the Arlington School Board where she served for 12 years. Subsequently, she was elected to two terms on the Arlington County Board,

where she focused on transportation, affordable housing, and civic engagement.

Since 2008, Hynes has served on a number of transportation-related boards in Virginia, including the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, the Washington Metropolitan Area Transit Authority, and the Virginia Transit Association.

Governor Terry McAuliffe appointed Hynes to the Commonwealth Transportation Board in 2016.



E. Scott Kasprowicz
*At-Large Urban
CTB Representative*

E. Scott Kasprowicz has an extensive business and public service resume to complement his substantial philanthropic and

private aviation accomplishments. In 1983, he founded Texel Corporation, a privately held communications services company based in Reston, Virginia. Texel became one of the nation's largest private telecommunications services providers and was sold in 1999.

Kasprowicz, an avid conservationist and environmental impact advocate, later served as Deputy Secretary of Transportation under Governor Tim Kaine. He was influential

in numerous planning and development initiatives including the advancement of the Dulles Rail project. Governor Terry McAuliffe appointed Kasprowicz to the CTB in 2014, and reappointed him in 2017.

Kasprowicz presently serves as the vice chairman of AVX Aircraft, a Fort Worth-based aerospace company. In addition, he serves as the chief executive officer of the Rockcrest Group, a commercial and retail property management company headquartered in Chantilly, Virginia.

In 2008, Kasprowicz, an accomplished aviator, became the chief pilot and logistics coordinator for the "Grand Adventure 2008". He directed all planning and logistics activities and piloted a helicopter flight that successfully circumnavigated the globe in 11 days and seven hours, establishing a new absolute world aviation record.

PROJECT UPDATES

ARLINGTON COUNTY ▶▶▶



*Pictured: Under Construction—
I-66 Rosslyn Tunnel Rehabilitation*

Under Construction

21st Street North over I-66 Bridge Rehabilitation

Resurfacing the concrete bridge deck, closing deck joints, repairing concrete piers and abutments, and replacing bearings. The bridge was built in 1980. The project is scheduled for completion in late 2024.

Estimated cost: \$4.1 million

Boundary Channel Drive at I-395 Interchange Improvements

Reducing underutilized roadway capacity on Boundary Channel Drive to construct a twelve-foot-wide westbound shared-use path and an eight-foot-wide eastbound sidewalk. The half-mile shared-use path will create a new link between the Mount Vernon Trail to the Pentagon and Long Bridge Park

by tying into the existing path that parallels the southbound George Washington Memorial Parkway ramp to southbound I-395. Other project improvements include installing roundabouts just west and east of I-395, reconfiguring the ramps between I-395, Boundary Channel Drive and Long Bridge Drive, and adding crosswalks along Boundary Channel Drive and Long Bridge Drive. The project is scheduled for completion in early 2024.

Estimated cost: \$19.6 million

I-66 Rosslyn Tunnel Rehabilitation

Removing the existing tunnel ceiling to improve long-term maintenance; upgrading electrical systems; installing a new fireproofing system; repairing steel beams, abutment, and pier concrete and joints; cleaning and repairing bearings; and replacing the tunnel lighting system. Completion is scheduled for mid-2025.

Estimated cost: \$37.7 million



Above: Under Construction — Boundary Channel Drive at I-395 Interchange Improvements

I-395/Route 1 Southbound Exit 8C Bridge Repairs

Retrofitting and spot painting structural steel, replacing the catcher beam system, reconstructing the deck expansion joint, and installing a preformed joint seal. The bridge was built in 1976 and rehabilitated in 1999. The project is scheduled for completion in fall 2023.

Estimated cost: \$4 million

South Abingdon Street over I-395 Bridge Rehabilitation

Resurfacing the concrete bridge deck, closing deck joints, repairing concrete piers and abutments, adding protective concrete barriers adjacent to piers, extending and adding concrete in-fill walls between piers, and replacing bearings and reconstructing bearing seats. The existing sidewalks on both sides of the bridge will remain and the bridge bike lanes



Above: Under Construction — 21st Street North over I-66 Bridge Rehabilitation

are being restriped as part of the project. The bridge was built in 1970 and rehabilitated in 1994. The project is scheduled for completion in late 2024.

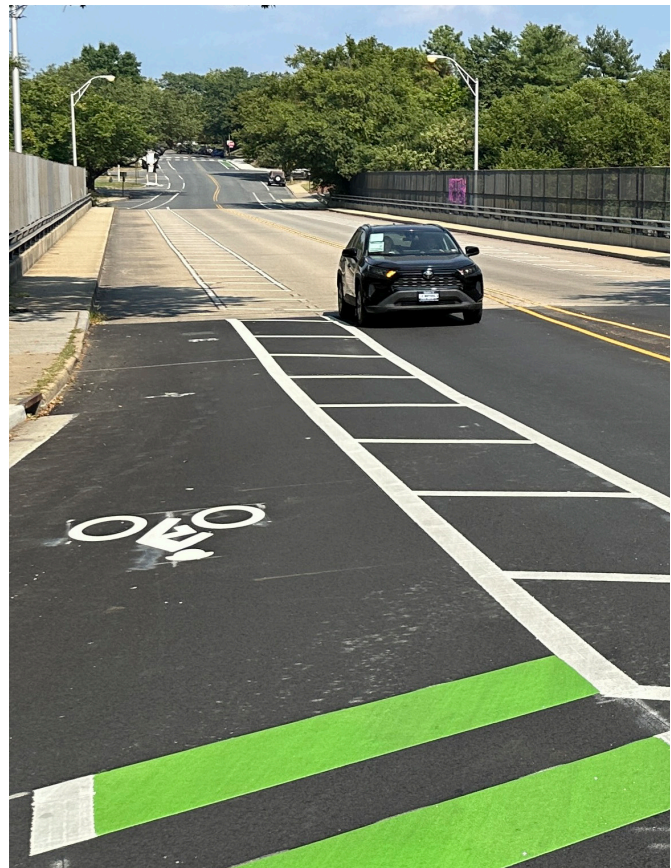
Estimated cost: \$8.2 million

Coming Soon

Parking Garage Repairs over I-66

This project will repair and rehabilitate the three-story parking garage over I-66 between Stafford Street and Quincy Street near Washington-Liberty High School. Improvements include garage platform and ramp repairs with joint replacement, repairs to beams and columns, and partial removal of the elastomeric bearing sheets. The garage was built in 1982. Construction is scheduled to begin in fall 2023.

Estimated cost: \$3.9 million



Above: Under Construction — South Abingdon Street over I-395 Bridge Rehabilitation

Shirlington Circle South Rotary Bridge Rehabilitation

Resurfacing the concrete bridge deck, closing deck joints, repairing and repainting steel beams, adding protective concrete barriers to piers, replacing bearings, and upgrading adjacent guardrails. The bridge was built in 1973 and connects the southbound I-395 collector-distributor lanes and southbound Shirlington Road to North Quaker Lane at the I-395 Exit 6 interchange. Construction is scheduled to begin in fall 2023.

Estimated cost: \$6.8 million

In Design



Arlington Boulevard Safety Improvements

This project will make improvements along nearly a mile of Arlington Boulevard between Glebe Road and Fillmore Street. The improvements include constructing a raised median along Arlington Boulevard, adding eastbound and westbound dedicated left-turn lanes at Irving Street,

upgrading the traffic signal at Irving Street, extending the eastbound and westbound left-turn lanes at Fillmore Street, upgrading the traffic signal at Fillmore Street, extending the eastbound service road to connect existing driveways between South Old Glebe Road and North Jackson Street, extending the westbound service road to connect existing driveways between North Irving Street and North Jackson Street, and reconstructing portions of the shared-use paths on both sides of Arlington Boulevard. As part of the project, the following will be evaluated: potential new lighting between Irving Street and Fillmore Street, on-street parking between Garfield Street and Fenwick Street, and potential bus stop improvements. Construction is scheduled to begin in late 2028.

Estimated cost: \$31.39 million

North Old Glebe Road over North Glebe Road Bridge Replacement

A new bridge with a wider sidewalk on the eastern side and a new sidewalk on the western side will replace the bridge built in 1964. Construction is scheduled to begin in mid-2027.

Estimated cost: \$15 million

Below: Under Construction — I-395/Route 1 Southbound Exit 8C Bridge Repairs



*Pictured: Recently Completed —
Hunter Mill Road over Colvin Run
Bridge Replacement*

PROJECT UPDATES

FAIRFAX
COUNTY



Recently Completed

Burke Lake Road and Shiplett Boulevard Intersection Improvements

Traffic signal upgrades included new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates and signs. Also, drivers on Burke Lake Road now have flashing yellow arrows for left turns to Shiplett Boulevard and Deep Lake Way. Pedestrian improvements included four new crosswalks with Accessible Pedestrian Signals and American with Disabilities Act (ADA) curb ramp upgrades. The project was completed in January 2023.

Estimated cost: \$594,000

Columbia Pike and John Marr Drive Intersection Improvements

Traffic signal upgrades included new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates and signs. Pedestrian improvements included four new crosswalks with Accessible Pedestrian Signals and ADA curb ramp upgrades. The project was completed in February 2023.

Estimated cost: \$570,000

Columbia Pike and Lacy Boulevard Intersection Improvements

Traffic signal upgrades included new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates and signs. Also, drivers on Columbia Pike now have flashing yellow arrows for left turns to Lacy Boulevard and Maple Court. Pedestrians have four new high-visibility crosswalks with Accessible Pedestrian Signals at the intersection, as well as ADA curb ramp upgrades. The project was completed in October 2022.

Estimated cost: \$562,000

Hunter Mill Road over Colvin Run Bridge Replacement

Improved safety and traffic flow by replacing the nearly 50-year-old, weight-restricted, one-lane bridge with a new two-lane bridge that has a median/splitter island separating the two lanes. The project also added automatic detection Rectangular Rapid Flashing Beacons for the Colvin Run Trail crossing and constructed abutments for a future trail bridge. The project was completed in August 2023.

Estimated cost: \$5.2 million

Route 29 Northbound over Cub Run Bridge Rehabilitation

Replaced the concrete deck and bridge rails, installed steel beams, added a walkway with barrier and connected the walkway to the existing sidewalk just north of the bridge, rebuilt the concrete pedestals, replaced the bridge bearings, and repaired cracks. The project was completed in April 2023.

Estimated cost: \$3.6 million

Route 50 and Waples Mill Road Intersection Improvements

Added a second left-turn lane from westbound Route 50 to Waples Mill Road, upgraded the intersection traffic signal, and constructed a new bicyclist/pedestrian crossing with refuge island along the western side of the intersection across Route 50. The project was completed in August 2023.

Estimated cost: \$2.9 million

Tysons/Old Meadow Road Bicycle and Pedestrian Improvements – Phase 1

The first phase of this project constructed a bicycle and pedestrian bridge over I-495 and a 10-foot-wide shared-use path from Tysons One Place and Fashion Boulevard to Old Meadow Road and Provincial Drive via the bridge, providing a new link between the Tysons Corner Center mall and Tysons residential areas east of the Beltway. Phase 1 was completed in November 2022. Final design and construction for Phase 2, which will extend the Old Meadow Road shared-use path



From top: Recently Completed Intersection Improvements— Columbia Pike and Lacy Boulevard, Columbia Pike and John Marr Drive, and Burke Lake Road and Shiplott Boulevard.

by about half a mile from Provincial Drive to Route 123, will occur when additional funding becomes available.

Estimated cost: \$13.4 million

Under Construction

Backlick Road and Leesville Boulevard Intersection Improvements

Traffic signal upgrades include new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates and signs. Also, drivers on Backlick Road will have flashing yellow arrows for left turns to Leesville Boulevard and the office park. Pedestrians will have four new crosswalks with Accessible Pedestrian Signals at the intersection, as well as two new pedestrian islands on Leesville Boulevard. Other pedestrian improvements include ADA curb ramp upgrades and installations. The project is scheduled for completion in fall 2023.

Estimated cost: \$700,000

Duke Street over I-395 Bridge Rehabilitation

Replacing the concrete deck and beams, upgrading the westbound sidewalk to a shared-use path, and widening the eastbound sidewalk. In August 2022, the Duke Street concrete roadway was repaired just west and east of I-395. The overall project is expected to be complete in winter 2023.

Estimated cost: \$16.4 million

Franconia Road and Rose Hill Drive Intersection Improvements

Traffic signal upgrades include new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates, signs, pavement markings and vehicle detectors. Also, drivers on westbound Franconia Road will have a flashing yellow arrow for left turns to Rose Hill Drive. Pedestrian improvements include three new crosswalks with Accessible Pedestrian Signals and ADA curb ramp upgrades. The project is scheduled for completion in fall 2023.

Estimated cost: \$534,000

Below: Under Construction — Backlick Road and Leesville Boulevard Intersection Improvements



Route 7 Corridor Improvements

The Route 7 Corridor Improvements project is enhancing almost seven miles of Route 7 between Reston Avenue and Jarrett Valley Drive, including widening the road from four to six lanes, adding 10-foot wide shared-use paths on both sides and making major intersection improvements along the corridor. Road widening and shared-use path construction continue along 6.9 miles of roadway, and access management improvements at ten signalized and additional unsignalized intersections are in the final stages of completion.

The project has completed all early milestones ahead of schedule, including the opening of a displaced left-turn lane at Lewinsville Road in August 2022, with the permanent intersection alignment scheduled for completion in fall 2023. Work is ongoing in this area to complete the remainder of the Lewinsville Road intersection improvements. At the west end of the project, all six lanes on Route 7 between Riva Ridge Road and Reston Avenue, a distance of 1.6 miles, opened to traffic in October 2022.

The new eastbound and westbound bridges over Difficult Run have opened to traffic, and 7.2 miles of noise barriers are

under construction and nearing completion. A new pedestrian underpass at Colvin Run Mill Park has been built underneath Route 7 to provide access to the natural and historical resources in the park on the south side of the roadway.

The acquisition of right-of-way and easements on over 230 parcels along the corridor has facilitated the work. Utility relocation work continues. With facilities owned by 20 separate utility companies on the project, detailed coordination was required to identify utility corridors that accommodated the roadway widening while limiting impacts to adjacent properties.

The Route 7 Corridor Improvements project is scheduled for completion in mid-2024.

Estimated cost: \$313.9 million

Below: Under Construction — Duke Street over I-395 Bridge Rehabilitation





Above: Under Construction— Route 7 Corridor Improvements. Pedestrian underpass.

Below: Under Construction— Route 7 Corridor Improvements. Leesburg Pike at Reston Parkway.





Above: Under Construction— Route 7 Corridor Improvements. Bridge over Difficult Run.

Below: Under Construction— Route 7 Corridor Improvements. Leesburg Pike at Lewinsville Road.



Route 29 Northbound Bicycle and Pedestrian Improvements

Constructed missing segments of the shared-use path along northbound Route 29 between Vaden Drive and Nutley Street. In order to accommodate the new shared-use path, the Route 29 box culvert over a tributary of Accotink Creek just west of Nutley Street was extended. This project is scheduled for completion in fall 2023.

Estimated cost: \$3.8 million



Route 29 Widening

This project is widening a mile and a half of Route 29 from four lanes to six between Union Mill Road and Buckleys Gate Drive. Shared-use paths are also being added along both sides of Route 29, providing connectivity to trails at the Fairfax County Parkway/West Ox Road interchange. The project is also correcting vertical alignment to improve sight distance. The project is scheduled for completion in spring 2026.

Estimated cost: \$97 million

South Oak Street over Tripps Run Bridge Replacement

This project is replacing the 70-year-old weight-restricted South Oak Street bridge over Tripps Run. The new bridge will not have posted weight restrictions and will feature a concrete foundation, walls, and deck. The project is scheduled for completion in winter 2023.

Estimated cost: \$2.2 million



Spring Street Widening

This project aims to increase vehicular mobility and capacity and improve sidewalk connectivity and safety. The project includes widening about a quarter-mile of Spring Street from just west of Herndon Parkway to Fairfax County Parkway to allow for additional through and turn lanes. Additional turn lanes on Herndon Parkway are also being constructed at the Spring Street intersection. Pedestrian improvements include a new sidewalk along eastbound Spring Street from Sunset Park Drive to Fairfax County Parkway, enhancing existing sidewalks on both sides of Spring Street, and replacing the sidewalk along

Below: Under Construction — South Oak Street over Tripps Run Bridge Replacement



southbound Herndon Parkway. The project also includes a new two-way cycle track along Herndon Parkway that will connect to the Washington & Old Dominion Trail and Sugarland Run Trail. The project is scheduled for completion in late 2024.

Estimated cost: \$22.6 million

Coming Soon

Fairfax County Parkway and Popes Head Road Interchange

Replacing the traffic signal at Fairfax County Parkway and Popes Head Road with an interchange that will include access to the future Shirley Gate Road extension and Patriot Park. The interchange will feature triple roundabouts to allow traffic to flow freely via two new bridges over Fairfax County Parkway. Construction is scheduled to begin in winter 2023.

Estimated cost: \$92.4 million

In Design

Braddock Road Multimodal Improvements

Constructing multimodal and access management improvements along three miles of Braddock Road between Humphries Drive and Ravensworth Road, including the eastbound and westbound Braddock Road ramps to southbound I-495 and a half-mile of Ravensworth Road between Braddock Road and Heritage Drive. The improvements include enhancements at the intersections of Rolling Road, Wakefield Chapel Road/Danbury Forest Drive, and Burke Lake Road, and new and upgraded shared-use paths along both sides of Braddock Road. The project's right-of-way and construction will be done in two phases: Southampton Drive to Ravensworth Road (Phase 1) and Humphries Drive to Southampton Drive (Phase 2). Phase 1 construction is scheduled to begin in fall 2028, while Phase 2's construction start date is to be determined as additional funding becomes available. Estimated project costs continue to be developed as the proposed improvements and preliminary design are refined.

Estimated cost: N/A



From top: Projects In Design — Braddock Road Multimodal Improvements; Compton Road Shared-Use Path; Elden Street Widening and Underground Utilities Duct Bank



From top: In Design — Fairfax County Parkway Widening at Burke Center Parkway.

Compton Road Shared-Use Path

Constructing a 10-foot-wide shared-use path along northbound Compton Road from the Bull Run Special Events Center Access Road to just south of the I-66 bridge, and from just north of the I-66 bridge to a connection with the existing Cub Run Trail. The project also includes installing a separate pedestrian bridge over Cub Run to accommodate the new shared-use path. Construction is scheduled to begin in mid-2027.

Estimated cost: \$9.3 million



Elden Street Widening and Underground Utilities Duct Bank

Replacing the existing overhead utilities along a mile of Elden Street between Monroe Street and Fairfax County Parkway by constructing an underground utilities duct bank. Construction on the duct bank is scheduled to begin in late 2024. The widening project will widen a third of a mile of Elden Street from four lanes to six between Herndon Parkway and Fairfax County Parkway. Other widening project improvements include adding bike lanes from Monroe Street to Herndon Parkway and adding cycle tracks from Herndon Parkway to Fairfax County Parkway that combine the user experience of a separated path with the on-street infrastructure of a conventional bike lane. The project will also replace the box culvert over Sugarland Run with a new bridge to provide better stream flow and reduce potential flooding, pedestrian enhancements, and landscaping and planted medians where feasible. Construction on the widening project is scheduled to begin in mid-2027.

Estimated cost: \$68.9 million

Fairfax County Parkway Widening

This project will widen about five miles of Fairfax County Parkway from four lanes to six between Route 29 and Route 123. The project also includes improving the Route 123 interchange and Burke Centre Parkway intersection and providing a continuous shared-use path within the project limits by constructing the missing segment from Burke Centre Parkway to Route 123. The project is being done in two segments: Nomes Court to Route 29 (north segment) and Route 123 to Nomes Court (south segment). North segment construction is scheduled to begin in mid-2024, while south segment construction is scheduled to begin in mid-2025.

Estimated cost: \$234.3 million

Fox Mill Road and Pinecrest Road Intersection Improvements

Installing a permanent traffic signal (a temporary signal began operating in August 2021), constructing left-turn lanes on northbound and southbound Fox Mill Road, adding four crosswalks, reconstructing sidewalks and curb ramps, constructing an eight-foot-wide walkway and curb ramp at the southeast corner of the intersection, installing curb and gutter, improving drainage, and restriping pavement. Construction is scheduled to begin in early 2026.

Estimated cost: \$6.6 million

Frontier Drive Extension and Braided Ramps

Extending Frontier Drive from its southern terminus at Franconia-Springfield Parkway to Loisdale Road. The project includes a four-lane divided roadway (combination of new construction and improvements to existing Springfield Center Drive) with a shared-use path on both sides, new braided

ramps at the Frontier Drive/Franconia-Springfield Parkway interchange, a new intersection at Metro Access Road with Frontier Drive, and reconfigured sections of the Franconia-Springfield Metro station circulatory road and access to parking garage entrances (all existing access points will be maintained). The construction start date is to be determined as additional funding becomes available.

Estimated cost: \$241.6 million

King Arthur Road over Accotink Creek Bridge Rehabilitation

Replacing the entire bridge deck slab and all supporting steel beams and bearings, widening the bridge sidewalk, replacing pier caps and tops of columns, and repairing exposed concrete of pier columns and abutments. The bridge was built in 1964, its beams repainted in 1975, and its deck resurfaced in 1994. Construction is scheduled to begin in early 2027.

Estimated cost: \$9.4 million

Below: In Design — King Arthur Road over Accotink Creek Bridge Rehabilitation



Newington Road and Cinder Bed Road Intersection Improvements

Installing a permanent traffic signal with flashing yellow arrows from northbound Newington Road to the Gunston Industrial Park and southbound Newington Road to Cinder Bed Road, adding four crosswalks with Accessible Pedestrian Signals, and upgrading ADA curb ramps. Construction is scheduled to begin in late 2024.

Estimated cost: \$740,000

Post Forest Drive and Random Hills Road Shared-Use Paths

The sidewalk along the south side of Post Forest Drive will be upgraded to a 10-foot-wide shared-use path from just west of Black Ironwood Drive to Random Hills Road. To accommodate the 10-foot-wide shared-use path, Post Forest Drive will be restriped without bike lanes, curb and gutter will be modified as needed, and the bus shelter on eastbound

Post Forest Drive just past Black Ironwood Drive will be moved or replaced. Post Forest Drive east of Random Hills Road will be restriped to align with the new road configuration. The existing sidewalk along the east side of Random Hills Road will be upgraded to a 10-foot-wide shared-use path from Post Forest Drive to the existing shared-use path just beyond the Monument Drive overpass. Improvements at Post Forest Drive and West Ox Road include adding crosswalks along the north and west sides of the intersection and enhancing ADA curb ramps. Improvements at Post Forest Drive and Random Hills Road include adding a crosswalk along the north side of the intersection and enhancing ADA curb ramps. Construction is scheduled to begin in early 2025.

Estimated cost: \$8.8 million

Richmond Highway Corridor Improvements

Widening three miles of Richmond Highway (Route 1) from four lanes to six between Jeff Todd Way and Sherwood Hall Lane. The project also includes adding separate two-way

Below: In Design — Post Forest Drive and Random Hills Road Shared-Use Paths



cycle tracks and ADA-accessible sidewalks on both sides of the road; reserving median width to accommodate Fairfax County's future dedicated bus-only lanes; improvements at several key intersections; replacing the bridges over Dogue Creek, the North Fork of Dogue Creek and Little Hunting Creek; realigning Sacramento Drive to align with Cooper Road; and realigning Buckman Road to align with Mohawk Lane. The project, currently in right-of-way acquisition, is being done in two phases: Jeff Todd Way to just north of Frye Road (Phase 1), and just north of Frye Road to Sherwood Hall Lane (Phase 2). Phase 1 construction is scheduled to begin in early 2027 and Phase 2 construction is scheduled to begin in late 2027.

Estimated cost: \$466 million

Rolling Road Widening – Phase 2

The second phase of this project will widen about a mile and a half of Rolling Road from two lanes to four with a raised median, shared-use path and sidewalk between Viola Street and Kenwood Avenue. A new traffic signal will be constructed at Greeley Boulevard and the existing signal at Barnack Drive will be upgraded. Phase 2 also includes access management and stormwater improvements. Phase 2 utility relocation is now occurring with construction scheduled to begin in late 2024. Phase 1 of the project, which added turn lanes, upgraded the traffic signal, and made pedestrian improvements at the Rolling Road and Old Keene Mill Road intersection, was completed in November 2021.

Estimated cost: \$78.4 million

Route 29 Southbound Shared-Use Paths

Constructing a 10-foot-wide shared-use path along southbound Route 29 between O'Day Drive and Stone Road and upgrading the existing sidewalk along southbound Route 29 to a 10-foot-wide shared-use path between the Newgate Shopping Center and Trinity Parkway/Machen Road. Construction is scheduled to begin in late 2028.

Estimated cost: \$6.9 million

Springvale Road over Piney Run Bridge Replacement

This project is being deferred until additional funding is identified, or additional funding sources become available. VDOT will continue to monitor the condition of the existing bridge and make repairs until its replacement can be fully developed. The one-lane, weight-restricted bridge was built in 1965 and rehabilitated in 2000, with several short-term improvements made since.

Estimated cost: N/A

Telegraph Road at Hayfield Road

VDOT is continuing to work with Fairfax County to identify transportation improvements that could be implemented in the area of the Telegraph Road and Hayfield Road intersection.

Estimated cost: N/A

Vienna Metro Station Bicycle and Pedestrian Improvements

Construction of nearly a mile of interim bicycle improvements on Sutton Road, Country Creek Road, and Virginia Center Boulevard, including bike lanes; a two-way cycle track along eastbound Country Creek Road/Virginia Center Boulevard; green-painted cycle track crossing markings and two "Zicla" modular bus platforms in the cycle track which provide pedestrians a boarding platform to buses in the vehicular travel lane. These interim improvements are scheduled for completion in fall 2023. Final improvements include constructing shared-use paths along Blake Lane and Sutton Road from the I-66 bridge to Country Creek Road; bringing the two-way cycle track to sidewalk-level by implementing a "road diet" along eastbound Country Creek Road/Virginia Center Boulevard from Sutton Road to the Metro North Parking Lot entrance; consolidating and relocating bus stops for improved transit access; realigning the I-66 westbound ramp to Country Creek Road; modifying the traffic signals at the intersections of Sutton Road and Blake Lane, Country Creek Road and the ramp from westbound I-66, and Country Creek Road and Vaden Drive; and installing new pavement



Above: In Design — Walker Road over Piney Run Bridge Replacement

markings and signs. Construction on the final improvements is scheduled to begin in late 2025.

Estimated cost: \$10.5 million

Walker Road over Piney Run Bridge Replacement

This project will replace the weight-restricted Walker Road bridge over Piney Run. The one-lane bridge is limited to vehicles under 10 tons and is prone to flooding during major storms. It was originally built in 1932 with rolled steel beams and a timber deck and was similarly reconstructed in 1978. The new bridge will be two lanes with a sidewalk on the southbound side. Also, the opening beneath the bridge will be increased and the banks protected with rock to better withstand flooding. Construction could begin as soon as early 2025.

Estimated cost: \$8.3 million

*Pictured: Recently Completed —
John G. Lewis Memorial
Bridge Rehabilitation*

John G Lewis
Memorial Bridge

PROJECT UPDATES

LOUDOUN
COUNTY ▶▶▶▶

Recently Completed

John G. Lewis Memorial Bridge Rehabilitation

This project rehabilitated the historic truss bridge that carries Featherbed Lane over Catoctin Creek. The project improvements included installing the existing truss above a new steel beam and timber deck bridge, adding a new bridge pier, and upgrading the bridge railings. The bridge was originally built in 1889 on the Leesburg & Alexandria Turnpike (current Route 7) over Goose Creek to replace a bridge destroyed by flooding. In 1932, the bridge was dismantled and moved to its current location. The rehabilitation project was completed in February 2023.

Estimated cost: \$5.1 million

Piggott Bottom Road over Branch of Catoctin Creek Bridge Replacement

The Piggott Bottom Road bridge over Branch of Catoctin Creek dating to 1932 was replaced with a slightly longer and higher

bridge to better withstand flooding. The new bridge also has precast concrete beams to reduce long-term maintenance. The project was completed in May 2023.

Estimated cost: \$2.2 million

Under Construction

Route 7/George Washington Boulevard Overpass

This project is extending George Washington Boulevard from Research Place south to Russell Branch Pkwy via a new bridge over Route 7. The quarter-mile George Washington Boulevard extension will be a four-lane road/bridge with a shared-use path along one side and a sidewalk along the other. The project is scheduled for completion in mid-2024.

Estimated cost: \$30.1 million

Below: Recently Completed — Piggott Bottom Road over Branch of Catoctin Creek Bridge Replacement



In Design

Loudoun County Metrorail Bicycle and Pedestrian Improvements

This project will construct missing segments in the bicycle and pedestrian network within two miles of the Loudoun Gateway and Ashburn Metrorail stations. The improvements include sidewalks or shared-use paths along Shellhorn Road, Wynnridge Drive/Claude Moore Drive, Ashburn Village Boulevard, Waxpool Road, Old Ox Road, Prentice Drive, Pacific Boulevard, Smith Switch Road and Loudoun County Parkway. Pedestrian improvements will also be made at the intersections of Ashburn Village Boulevard and Shellhorn Road, Farmwell Road and Ashburn Village Boulevard, and Farmwell Road and Smith Switch Road. Construction on the Old Ox Road shared-use path project will start in spring 2024 at an estimated cost of \$5 million. Construction on the remaining projects is scheduled to begin in 2025.

Estimated cost: \$27 million

Route 7 and Route 9 Eastbound Ramp Extension

This project will extend the acceleration lane from Route 9 onto eastbound Route 7 to make it easier for drivers to merge into traffic from the ramp. Construction is scheduled to begin in early 2025.

Estimated cost: \$2.7 million

Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road

Constructing a new interchange at the Route 15 Bypass intersections of Edwards Ferry Road and Fort Evans Road, including new crosswalks and sidewalks along the Route 15 Bypass and a new shared-use path along westbound Fort Evans Road. The construction start date is to be determined as additional funding becomes available.

Estimated cost: \$183.5 million



From top: Projects In Design — Loudoun County Metrorail Bicycle and Pedestrian Improvements; Route 7 and Route 9 Eastbound Ramp Extension; Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road



Route 50 Corridor Improvements

VDOT is continuing to work with Loudoun County to identify transportation improvements that could be implemented along Route 50 between Gum Spring Road/Arcola Boulevard and Tall Cedars Parkway.

Estimated cost: N/A

Route 50 over Goose Creek Bridge Replacement

This project will replace the Route 50 bridge over Goose Creek that was built in 1954. The project includes corrosion-resistant steel to reduce long-term maintenance, as well as aesthetic treatment of the bridge parapets and rails that will pay homage to the surrounding historic area. Two lanes will remain along the new bridge with wider shoulders in each direction. The construction start date is to be determined.

Estimated cost: \$16.6 million

St. Louis Road over Goose Creek Bridge Rehabilitation

Replacing the concrete beams with steel beams, replacing the concrete deck, and repairing piers. The bridge was built in 1969. Construction is scheduled to begin in early 2024.

Estimated Cost: \$4.3 million

Village of Lucketts Safety Improvements

Making improvements along Route 15 in the Village of Lucketts, including adding new sidewalks, enhancing the pedestrian crossing adjacent to the northern Lucketts Elementary School entrance, striping a new crosswalk with pedestrian signals at the Stumptown Road intersection, and modifying the right-turn lane to Lucketts Road. Construction is scheduled to begin in early 2025.

Estimated cost: \$3.9 million

Below: In Design — Village of Lucketts Safety Improvements



PROJECT UPDATES

PRINCE WILLIAM COUNTY ▶▶▶



*Pictured: In Design —
I-95 Southbound over Neabsco
Creek Bridge Replacement*

Recently Completed

I-95 Southbound Auxiliary Lane

Created an auxiliary lane on southbound I-95 between the ramp from southbound Route 123 and the ramp to westbound Prince William Parkway by converting a mile and a half of shoulder to a travel lane. The auxiliary lane aims to make it easier for drivers to merge into and out of traffic. The project also provided a new paved shoulder, relocated noise walls, replaced impacted roadway lighting, installed three new cantilever overhead signs, installed new stormwater drainage, installed or upgraded guardrails, and built new retaining walls. The project was completed in July 2023.

Estimated cost: \$23.7 million

Under Construction

I-95 over Powells Creek Bridge Rehabilitation

The northbound and southbound I-95 general purpose lanes bridges over Powells Creek were built in 1963, repaired in 1976 and widened in 1981 and 1996. The improvements include repairing steel beams and concrete abutments, piers, and columns; replacing bearings; closing deck joints; repainting the bridges; and resurfacing the northbound bridge deck. The project is scheduled for completion in mid-2024.

Estimated cost: \$8.5 million

In Design

I-95 and Route 123 Interchange Improvements

The anticipated improvements include replacing the northbound Route 123 loop ramp to southbound I-95 with a signalized left-turn to the southbound Route 123 ramp to southbound I-95, widening the southbound Route 123 ramp to southbound I-95 from one to two lanes, moving the Route 123 and I-95 Express Lanes ramp intersection slightly south, realigning the southbound I-95 ramp to northbound Route 123, adding a shared-use path along northbound Route 123

from Annapolis Way to Devil's Reach Road, and repairing and replacing the deck of the southbound I-95 bridge over Occoquan Road. Construction is expected to begin in 2025.

Estimated cost: \$76 million

I-95 Southbound over Neabsco Creek Bridge Replacement

This project will replace the southbound I-95 general purpose lanes bridge that was built in 1963, repaired in 1977, widened in 1983, repaired in 1991 and repaired again in 2016. An emergency abutment slope repair was done in 2015. Construction is scheduled to begin in mid-2027.

Estimated cost: \$51.4 million

Route 28 Innovative Intersections

This project will implement innovative intersection improvements along Route 28 between Manassas Drive and Spruce Street. The Route 28 intersections at Maplewood Drive and Browns Lane will be converted to restricted crossing u-turns (RCUT) and a median crossover with a bulb-out constructed between Birch Street and Spruce Street to facilitate u-turns. Other project improvements include extending the southbound Route 28 left turn/u-turn lane at Blooms Quarry Lane; installing concrete medians between Spruce Street and Browns Lane, and reconstructing medians between Browns Lane and Manassas Drive; adding and reconstructing sidewalks with grass buffers along southbound Route 28 between Spruce Street and Old Centreville Road, and along northbound Route 28 between Blooms Quarry Lane and Browns Lane; constructing and upgrading curb ramps; striping new crosswalks; and enhancing drainage and stormwater management. Construction is scheduled to begin in late 2027.

Estimated cost: \$24.5 million

PROJECT UPDATES

MEGAPROJECTS



Pictured: I-66 at Route 50 Interchange



95 Express Lanes Opitz Boulevard Ramp

This project is constructing a south-facing, reversible ramp between the 95 Express Lanes and an expanded Opitz Boulevard (Route 2000) bridge. The ramp will be built in the existing median between the southbound I-95 general purpose lanes and the 95 Express Lanes. In addition, the existing slip ramp from the southbound I-95 general purpose lanes to the southbound 95 Express Lanes just beyond Opitz Boulevard will be relocated to just south of the Dale Boulevard (Route 784) interchange. Construction began in fall 2022. The slip ramp relocation is scheduled to occur in late 2023/early 2024, followed by the new ramp opening in fall 2024.

Estimated cost: \$69.7 million

495 Express Lanes Northern Extension

In its second year of construction as of March 2023, work continues to advance on the 495 Express Lanes Northern Extension (495 NEXT) project. This initiative will reduce congestion and provide more reliable travel, improve safety and minimize cut-through traffic in residential communities, and support new transit services. The 495 NEXT project includes:

- Building an approximately two-and-a-half-mile extension of the 495 Express Lanes from near the Dulles Corridor to the George Washington Memorial Parkway
- Creating additional express lanes access at the Dulles Toll Road and Dulles Access Road interchange, and the George Washington Memorial Parkway interchange
- Constructing new bridges to replace existing I-495 crossings to include sidewalks and trail connections for bicyclists and pedestrians
- Adding four miles of new bicycle and pedestrian facilities including a path that is parallel to I-495
- Incorporating accommodations for extensions to tie into a future, new American Legion Bridge
- Providing funding for new American Legion Bridge bus service connecting Virginia and Maryland

VDOT is working with Transurban on the 495 NEXT project, with Transurban responsible for the project's financing, design, construction, maintenance and operations. Financial close was reached on February 28, 2022 with Transurban securing financing for the \$660 million project.

Construction activities are visibly underway throughout the corridor, with the new extended express lanes scheduled to open in late 2025 and final project completion occurring in 2026.

I-66 Outside the Beltway

The 66 Express Lanes Outside the Beltway from I-495 (the Capital Beltway) to University Boulevard at Route 29 in Gainesville opened ahead of schedule in 2022. The westernmost section of the lanes opened in September 2022, followed by the remainder of the corridor in November 2022.

The overall I-66 Outside the Beltway project is one of the nation's largest public-private partnership projects, as well as one of the Commonwealth's largest highway improvement initiatives. The 22.5-mile stretch of express lanes and other project improvements have transformed I-66 into an expanded, multimodal facility with new choices and enhancements already benefitting the nearly 200,000 vehicles traveling on I-66 each day in its busiest areas.

As of August 2023, more than 1 million trips have occurred every month on the 66 Express Lanes Outside the Beltway, with an average of 7,300 high occupancy vehicle toll-free trips each day and 1,200 toll-free transit bus trips per day on weekdays. There has been time savings for users on both the express and general purpose lanes.

The 66 Express Lanes provide direct connections at major interchanges that have been rebuilt along the I-66 corridor including Route 28, Route 50, Route 123, and I-495, as well as first-time connections to the Vienna-Fairfax/GMU Metrorail Station. New ramps also allow access between the express lanes and new commuter parking lots (built as part of the project) at University Boulevard in Gainesville and Century Park Drive in Manassas.

Additionally, the project is providing new and expanded commuter bus service along the I-66 corridor operated by Fairfax County's Connector and Potomac and Rappahannock Transportation Commission's Omniride, adding new access to employment and activity centers in Washington, D.C. and across Northern Virginia.

Other important milestones achieved in 2023 include opening the first sections of the 66 Parallel Trail in Vienna and Oakton. In total, the project is completing 11 miles of new shared-use path that will comprise the backbone of the 66 Parallel Trail

between Dunn Loring and Centreville in Fairfax County. Trail sections will continue to open through 2023.

Final project elements are scheduled to be completed in 2023.

VDOT is working with I-66 Express Mobility Partners (EMP), a consortium of private developers Cintra, Meridiam and APG, under a 50-year agreement signed in November 2016, with EMP responsible for the project's financing, design, construction, maintenance and operations. I-66 Express Mobility Partners is providing approximately \$3.7 billion worth of project benefits including \$2.3 billion for design and construction costs, \$500 million for immediate transportation needs adjacent to the I-66 corridor, \$800 million over the 50-year agreement for transit service in the corridor, and \$350 million in future payments for additional projects in the I-66 corridor.

495 Southside Express Lanes Study

VDOT, in cooperation with the Federal Highway Administration (FHWA) and other federal, state, and local agencies in Virginia and Maryland, is conducting an environmental study, to evaluate transportation improvements for the 11-mile southern section of I-495 (Capital Beltway), from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince George's County, Maryland.

This study is evaluating transportation improvements that would potentially extend and provide continuity of the express lanes system on I-495, provide additional travel choices, reduce congestion, improve travel reliability, enhance safety, and provide consistency with local and regional plans.

The 495 Southside Study was identified in the Commonwealth Transportation Board's adopted I-95 Corridor Improvement Plan as an area for additional study and is included in VDOT's current Six-Year Improvement Program (SYIP), as well as in the National Capital Region's Visualize 2045 Constrained Long Range Plan (CLRP) as of June 2021.

This study is being coordinated with and informed by a Transit and Transportation Demand Management Study completed by the Virginia Department of Rail and Public Transportation (DRPT) in 2023 and coordinated with Maryland.

Improvement options under consideration for 495 Southside would keep commitments made to preserve space across the

Woodrow Wilson Memorial Bridge for transit (HOV/express bus/rail transit lane) in the future.

Public information meetings were held in spring 2022 in Virginia and Maryland, and additional information meetings are scheduled for fall 2023 to provide in-progress study updates and seek input. Recommendations from the 495 Southside Study will be presented at public hearings anticipated to occur in summer 2024, with completion of the study scheduled in late 2024.

I-95 Bi-Directional Study

VDOT is conducting a feasibility study to add capacity and 24/7 reversible tolling on the 95 Express Lanes south of the Franconia-Springfield Parkway. The 95 Express Lanes are reversible and currently switch directions depending on time of day. Project development, environmental study, and procurement scopes and timelines are under development. VDOT is working on this initiative with Transurban, the private operator of the 95 Express Lanes.

A special thank you to our county partners and the Northern Virginia Transportation Authority for the continued support and coordination on regional transportation projects.



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