



Northern Virginia District

# Transportation Update

FALL 2022



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**From the District Engineer**

We have all heard the phrase “culture of safety” used and overused across multiple industries and work spaces. There is nothing inherently wrong with the phrase, but when it comes to describing VDOT, it just doesn’t quite fit.

In VDOT’s Northern Virginia District, safety transcends culture, and instead is the core foundation of an altruistic workforce. Care, concern, and responsibility for community is at the heart of everything we do. After all, Northern Virginia is not simply a community that we serve, but one that we are a part of.

For this first time, the Northern Virginia District was the winner of the VDOT Safety Excellence Award Program (SEAP) Cup this year. The yearly internal statewide competition is based on district-wide staff training, facility safety inspections, and staff-initiated safety ideas and videos. In the past year, our OSHA reportable rate, the percentage of injury or illness reported to OSHA, dropped from 3.37 to 1.65 percent. Also, our lost days, the number of days employees stay out of work after an injury or illness, plummeted from 355 to 19.

Where the end result of our projects is top of mind, it doesn’t supersede safety. Every step of the process of projects in development, design, and construction takes into account the safety of all users of our transportation system—not only in the present, but well into the future. Every new project is designed with multimodal facilities, including a brand-new pedestrian bridge over the Beltway in Tysons, and 11 miles of multi-use paths adjacent to I-66 that are set to open this winter.

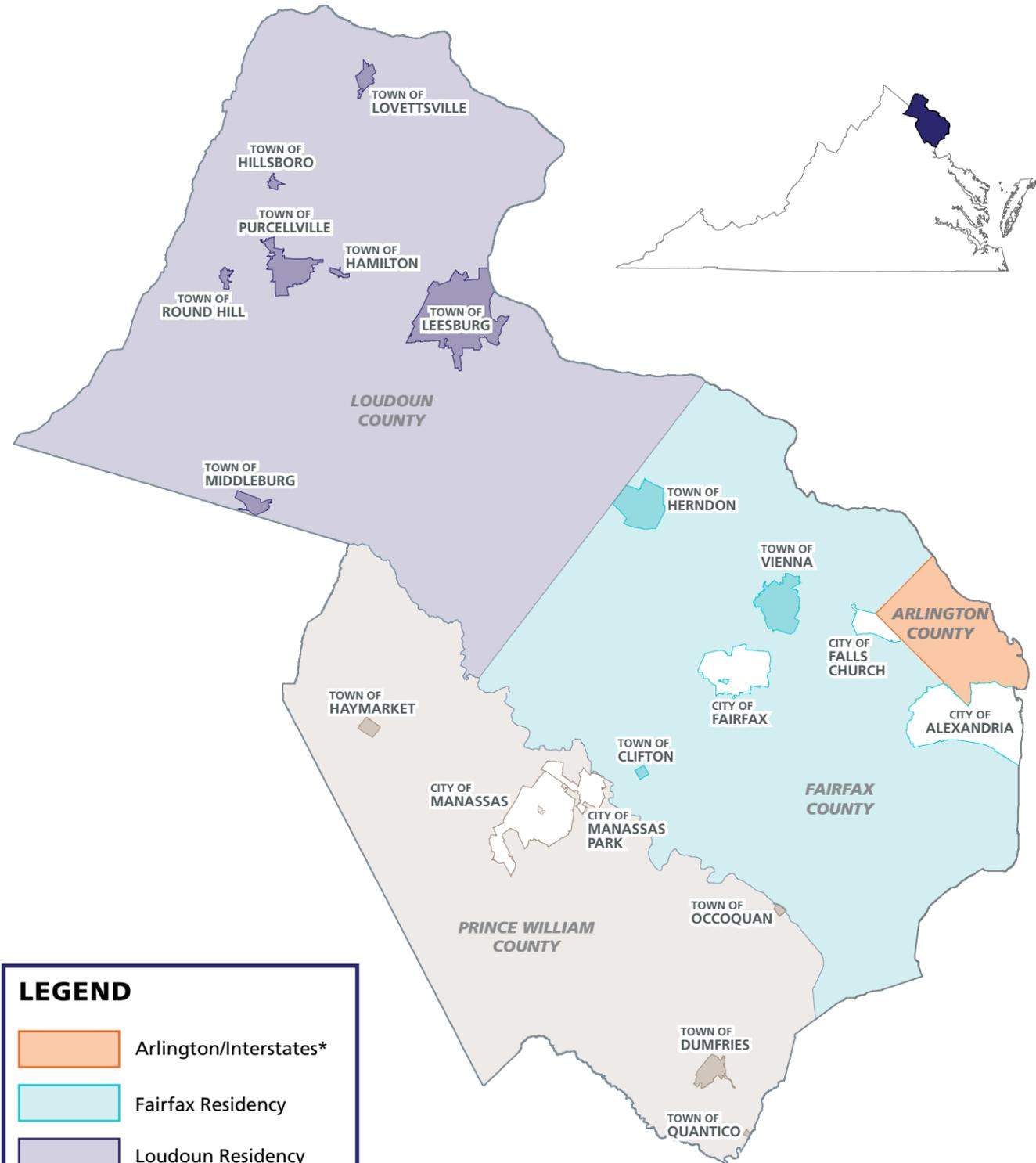
We’re also retrofitting old infrastructure with a focus on safety. Many systemic pedestrian safety improvements, including connecting sidewalks, crosswalk installation and enhancements, pedestrian signal upgrades that make it faster and easier to cross a street, rapid flashing beacons for visibility enhancements, and a pedestrian hybrid beacon have been installed.

The Northern Virginia District has also been a key player in Fairfax County’s “Take a Moment” pedestrian safety awareness campaign. Multiple Fairfax County agencies and Board offices, along with VDOT, partnered together to develop a community campaign intended to keep every user of our transportation system safe by consolidating the collective might of dozens of communications channels for this important message.

In this update, you will read more about our FY 2022 accomplishments as well as what is upcoming for the Northern Virginia District in FY 2023— all with a focus on safety, because actions speak louder than words.

Best,

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



DISTRICT MAP

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# 2022

# SEAP CUP



## **Northern Virginia District Wins the 2022 Safety Excellence Award Program Cup!**

The yearly statewide competition is based on district-wide staff training, facility safety inspections, and staff-initiated safety ideas and videos. In addition, Northern Virginia District also won the award for the best office video.

This is the first year that Northern Virginia District has won the cup, but our commitment to safety ensures that it will not be the last.

## FY 2022 District Performance

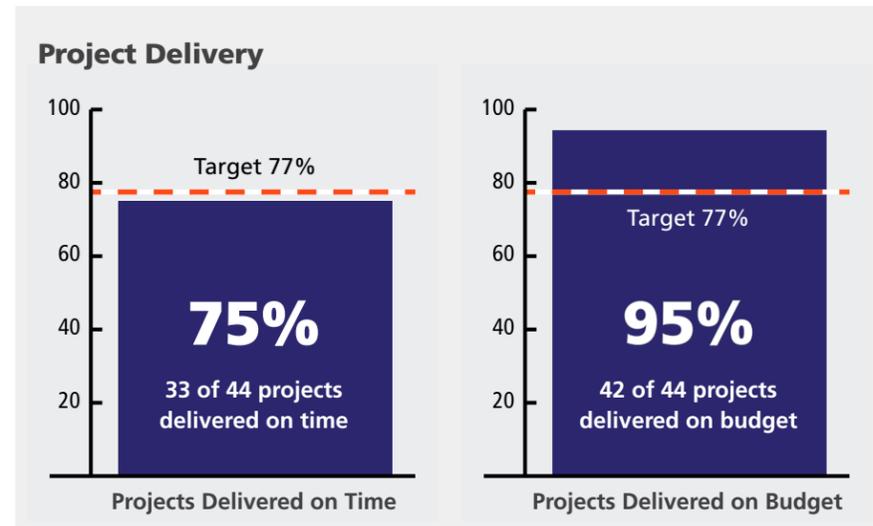
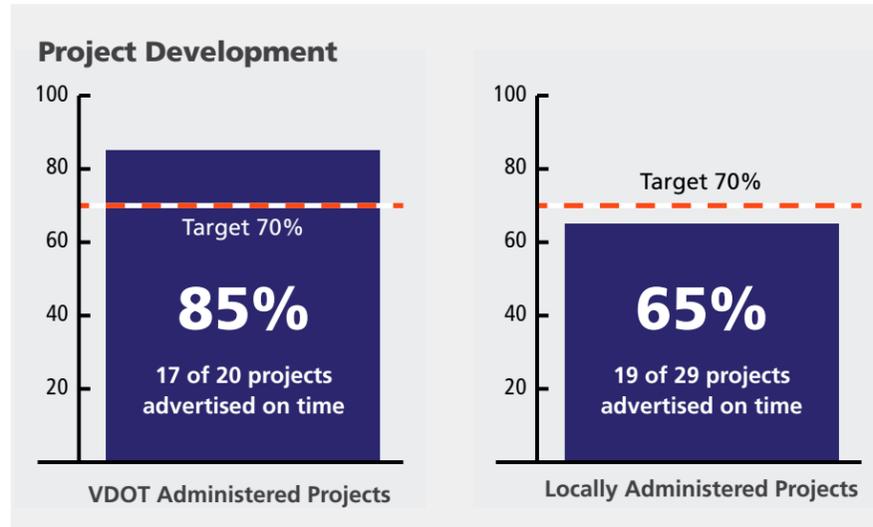
In Fiscal Year 2022, Northern Virginia District posted very good results in developing and delivering its projects, with many important measures exceeding VDOT's statewide performance goals.

In project development, which measures the progress of projects through the design and right-of-way process toward advertisement for construction, the district awarded 17 of 20 projects on time, for a score of 85 percent. On the financial side, 18 of 20 projects, or 90 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 33 of 44 VDOT-administered projects, or 75 percent, on-time and 95 percent on budget. Of the 44 projects, 43 percent finished ahead of schedule, saving the public 413 days of construction-related delays. For three of the past four years the district has completed at least 90 percent of our construction projects on-time, (92.5 percent in 2019, 90.6 percent in 2020, and 97 percent in 2021), ahead of the 77 percent statewide target. In the final performance category, the Construction Quality Improvement Program (CQIP), the district scored 92.6 percent, beating the agency benchmark of 91 percent. The CQIP score is a reflection of 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 works hard to achieve strong performance and quality customer service. We recognize how important our work is to millions in northern Virginia and we want to help it grow stronger and better connected."

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 29 projects in development across the localities, 19 were awarded on time, falling just shy of meeting the 70 percent goal. For construction of locally-administered projects, 48 percent were delivered on



time, which was below the target of 77 percent. Although targets were not met, the performance of locally-administered projects has improved nearly 30 percent over the last several years. 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 FY22 ratings of 90 and 84 percent respectively, exceeding the established goal of 82 percent on interstate and primary roadways.

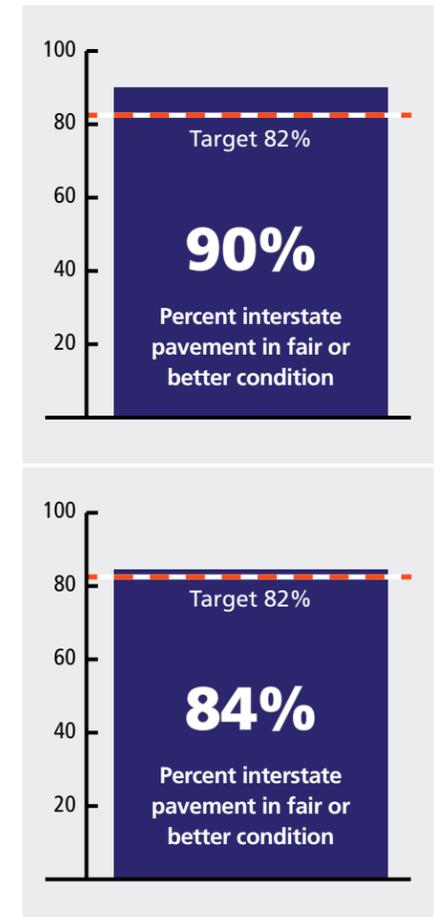
In 2020, VDOT began rating pavement conditions on secondary roads based on the traffic volumes they carry. VDOT monitors the condition of those roads, which include neighborhood streets and unpaved gravel roads as well as heavily-traveled routes that connect population centers.

For higher-volume secondary roads carrying more than 3,500 vehicles per day, the district's FY22 pavement rating of 75 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 FY22 condition rating of 57 percent in fair or better condition is below the 60 percent target. The district continues to make strides each year on improving the secondary road system.



Above: Centreville Farms Road in Fairfax County.



## 2022 Paving Program

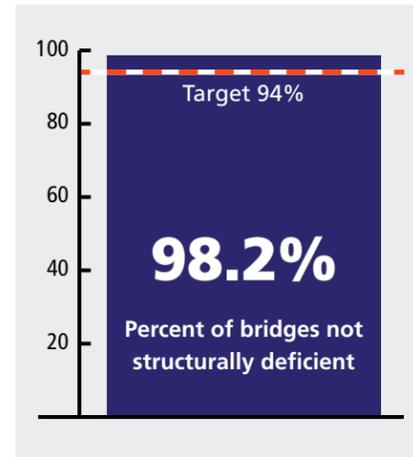
For calendar year 2022, the Northern Virginia District plans to resurface 1,039 lane miles across the four counties, at a cost of about \$114.2 million. This equates to an estimated 800,000 tons of asphalt and more than 11,800 tons of latex. More details about the district's 2022 paving program, including a map that shows planned paving locations, status, and contacts, is available at [www.virginiadot.org/novapaving](http://www.virginiadot.org/novapaving).

## Bridge Condition

In Northern Virginia, VDOT maintains 2,159 bridges and culverts, and oversees an additional 245 locality-owned bridges, for a total of 2,404. That's more than 18 percent of the state's bridge deck square footage. Keeping all of these bridges in good condition is the responsibility of the district's structure and bridge section, a diverse team including engineers, designers, inspectors, and maintenance field crews.

The team actively inspects and monitors bridges on all state roads throughout Northern Virginia, and helps plan and design for crossings that are due to be rehabilitated or replaced, to ensure they will serve the traveling public for many years to come. Bridge maintenance crews are also one of many VDOT groups on the front lines during emergencies such as severe weather or crashes, where bridges may be closed, damaged, in need of debris removal, inspection, or even plans for emergency repairs.

In Northern Virginia District, the bridge team has consistently and successfully maintained the district's bridge ratings above the agency's target of 94 percent, with 98.2 percent of the district's bridges rated as sufficient in FY21.



## Northern Region Operations

### Transportation Operations Center (TOC)

TOC managed 39,801 traffic incidents and emergency events, including:

- Emergency maintenance calls: 3,611
- Crashes: 7,383
- Vehicle fires: 166
- Tractor-trailer crashes: 646
- Disabled tractor-trailers: 1,931
- Disabled vehicles: 21,943
- Multi-vehicle crashes: 1,100

### Northern Virginia Customer Service Center (CSC)

- Handled 36,703 calls for service and emergencies

### Safety Service Patrol (SSP)

- Incident response: 40,477 incidents on Northern Virginia interstates.
- Emergency fuel: 1,595 vehicles, averaging two gallons each, for a total of 3,190 gallons.
- Tire changes: Performed 2,863 tire changes for stranded drivers.
- Jump starts: Provided 521 jump starts to drivers in need.
- Lane clearance: Conducted 232 vehicle pushes to quickly reopen lanes.



Above: Under Construction — Tysons-Old Meadow Road Bicycle and Pedestrian Improvements

### Incident Management Coordinators (IMC)

In order to reduce the response and investigation time, the team purchased two crash reconstruction scanners that are used to map out specific crash sites.

### Signal Operations Center (SOC)

In fall 2021, Northern Region Operations (NRO) completed one of its largest undertakings in recent years for arterial operations and migrated all of its signals into a new statewide Central Signal System (CSS-KITS). Nearly half of the Commonwealth's 1,500+ traffic signals, in one of the nation's most heavily-congested areas, are managed by NRO. Since NRO was the first to initiate and complete the deployment and integration of the CSS, it led the way in terms of lessons learned for other districts.

In response to major traffic crashes, work zones, and special and weather events, SOC staff adjusted signal timings in real-time in an effort to mitigate traffic congestion caused by lane closures and detours.

Engineers continued to monitor and adjust signal timing, restored typical time of day timing plans on most of the corridors, and developed and implemented special timing plans for schools and major construction projects.

The SOC team developed and implemented special holiday timing plans for 200 signals around the region's major shopping centers during the 2021 holiday season, helping to alleviate traffic congestion.

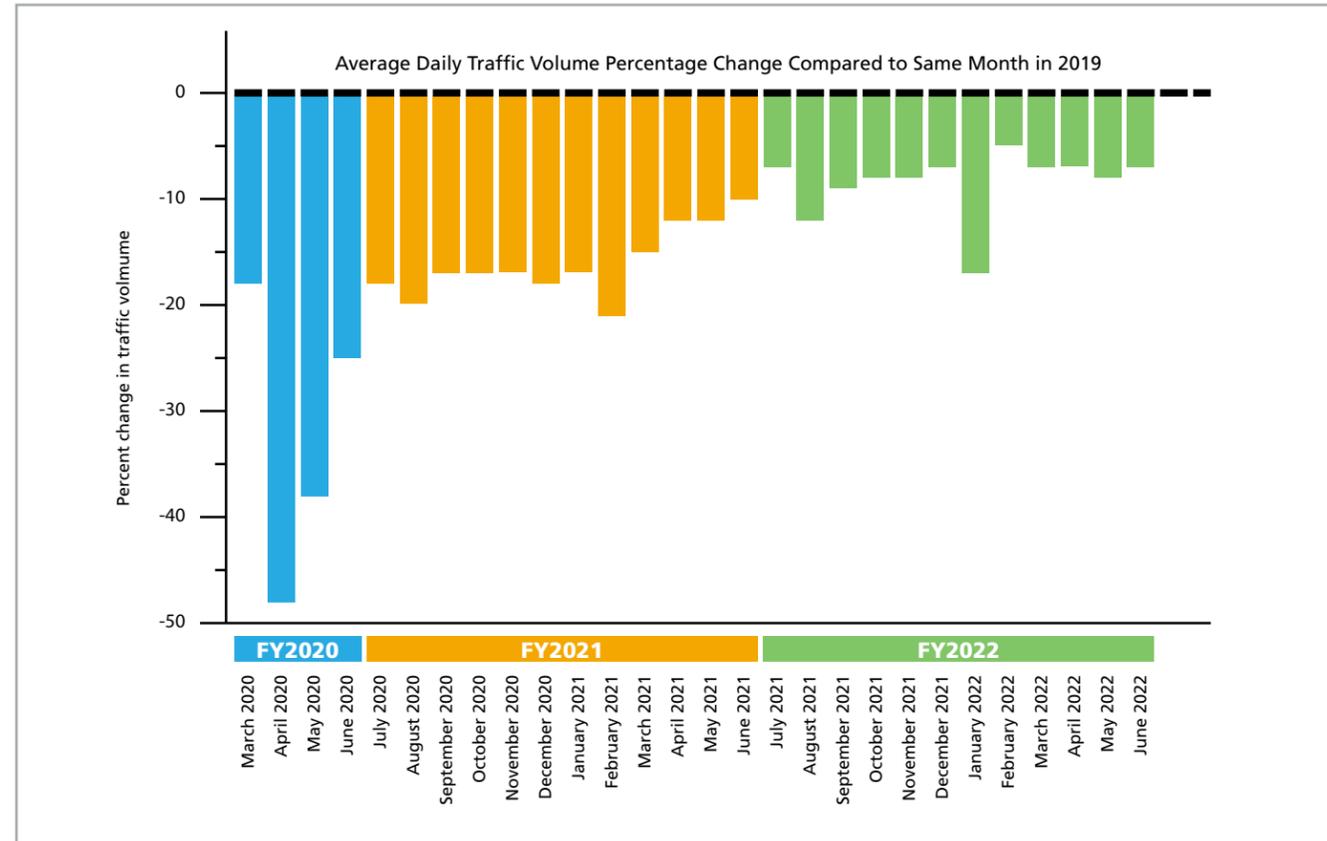
Automated Traffic Signal Performance Measures (ATSPM), one of the statewide technology initiatives for operations, was piloted in NRO and is anticipated to include more signals. With approximately 700 signals integrated into ATSPM, engineers can use a suite of performance measures, data collection, and data analysis tools to support objectives and performance-

based approaches to traffic signal operations, maintenance, management and design to improve the safety, mobility, and efficiency of signalized intersections for all users.

### Post-COVID Traffic Patterns

Overall, traffic volumes are near pre-pandemic levels along most Northern Virginia roadways.

The graphs illustrate changes in traffic volumes in 2021 and 2022, as compared with 2019 pre-pandemic levels.



### Traffic Engineering

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 this program, safety improvements completed between July 2021 and June 2022 included:

- 61 High-Visibility Backplates intersections
- 81 Flashing Yellow Arrow intersections
- 27 Signalized Pedestrian Crossing intersections
- 29 Unsignalized Intersections
- 37 Curve Delineation segments

To learn more information about the systemic safety initiatives and view maps of each countermeasure, please visit:

<https://vdot.maps.arcgis.com/apps/MapSeries/index.html?appid=811732158c604926a4096664cbacf3c7>.



Above: Qisheng Hou, Signal Operations Engineer, works at MPSTOC and monitors traffic signals using KITS and ATSPM. The SOC responded to 1,647 signal-related inquiries from residents and elected officials in FY 2022.

## SMART SCALE Round 5



The fifth round of the SMART Scale funding program is currently underway. The deadline for the localities to submit the funding applications was 5 p.m. Aug. 1. 412 full applications were submitted statewide, with total funding request of \$7.66 billion and total cost of \$9.37 billion. Statewide out of the 412 applications, 301 are for highway projects, 106 for bicycle/pedestrian projects, four for bus transit and one for rail transit.

Northern Virginia District received 38 full applications, with total funding request of \$1.82 billion and total cost

of \$2.62 billion. Out of the 38 applications for Northern Virginia District, 26 applications are for highway projects, 11 applications for bicycle/pedestrian facilities and one for bus transit.

Application validation and scoring is currently underway. The scores will be presented to the Commonwealth Transportation Board (CTB) at the January 2023 CTB meeting.



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>.

## Locally Administered Projects

The Northern Virginia District currently has 215 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 effecting 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](#)  
(VDOT performs oversight)
- [Army Navy Drive Complete Street](#)

### Fairfax County

- [Richmond Highway Bus Rapid Transit \(BRT\)](#)  
(VDOT performs oversight)
- [Route 28 Widening](#)  
(VDOT performs oversight)
- [Springfield Community Business Center Commuter Parking Garage](#)

### 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](#)

## Virtual Public Involvement

VDOT has worked with the Federal Highway Administration to develop processes to ensure continued public involvement during the development of construction and maintenance projects while also keeping the public and our employees safe.

Throughout COVID-19, public information meetings and public hearings have been conducted using technology and tools that allow staff to provide the information online or in an appropriately distanced situation. The options include "virtual" meetings with the information presented by an online platform. Comments can be provided to project teams via a chat function, online comment form, emailing the project team, an in-person hearing with appointments, or the number of people in the room limited to ensure social distancing.

Public involvement, input, and feedback are essential to all VDOT projects in development and construction. VDOT is also using other opportunities to provide information to stakeholders, including local government meetings, homeowner association briefings, one-on-one meetings with property owners and residents, and distribution of project information to the public via various online tools.

VDOT remains committed to ensuring opportunities for public involvement and comments on our projects, and we will make modifications to our public involvement processes in the future as conditions may warrant.

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



## 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.

### Bicycle and Pedestrian Highlights

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:

- Nearly 20 miles of new on-road bicycle lanes in 2022 in Fairfax, Loudoun, and Prince William counties.
- Many systemic pedestrian safety improvements, including crosswalk installation and enhancements, pedestrian signal upgrades that make it faster and easier to cross a street, rapid flashing beacons for visibility enhancements, and a pedestrian hybrid beacon have been installed.
- Collaboration on over 30 studies and plans in 2022 focused on bicycle and pedestrian safety and connectivity in Northern Virginia District.

VDOT's paving program has built over **280 MILES** of bike lanes and shared lanes since 2009.

There are many projects in scoping, design, or construction, especially to increase access to transit centers. Highlights include:

- Plan Langston Boulevard - Arlington County's Comprehensive Corridor Plan for Route 29
- Post Forest Drive and Random Hills Road Shared-Use Paths in Fairfax County
- Vienna Metro Station Bicycle and Pedestrian Improvements in Fairfax County
- Loudoun County Metrorail Bicycle and Pedestrian Improvements

VDOT is also leading many studies as part of its Strategically Targeted Affordable Roadway Solutions (STARS) program. These studies evaluate multimodal safety 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.

VDOT works with localities to implement paving and restriping improvements, including bike lanes and crosswalks when feasible.

VDOT participates in many education and outreach efforts that focus on increasing safe driver, pedestrian and bicyclist interactions, including the region-wide Street Smart Safety Campaign and Safe Streets for All Program in Fairfax County. VDOT also partners with localities to find innovative solutions to improve pedestrian and bicyclist safety in the state, including participation as a judge and stakeholder in Fairfax County's Innovation Challenge Pilot Program.

### Park and Ride Lots

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 – carpool, vanpool, bus, train, bike, or walking. There are 22 VDOT lots in northern Virginia and about 13,000 parking spaces for commuters. The program manages facility data, works with transit providers and assists with requests related to maintenance and permits. The program also provides technical assistance to studies and projects that are planning or designing new facilities.

The Northern Virginia Park and Ride Assessment Study was completed in late 2021. The study assessed northern Virginia's existing park and ride facilities and future park and ride needs with input from localities and regional stakeholders. The final

report contains park and ride facility information for northern Virginia, an assessment of current needs, a future technology and mobility vision, and an overview of planning and funding processes. The assessment included the development of an interactive GIS-based NOVA Park and Ride Inventory Map that makes park and ride lot information easily available to commuters in northern Virginia to help them plan their commutes. The map contains information including total spaces available, cost to park, transit and bike connections, and more.

### Transportation Demand Management (TDM)

VDOT's TDM program maximizes transportation choices by providing a complete and comprehensive multimodal network and influencing commuter behavior through strategic outreach efforts and incentivization to encourage non-SOV travel modes. The Northern Virginia District works closely with local and regional agencies, transit providers, and Transportation Management Associations (TMAs) for coordinated outreach efforts to educate the public of commuter choices. Northern Virginia District TDM staff have collaborated on a number of notable efforts in 2022 at the local, state, and regional level, including:

- Regional Multi-modal Mobility Program (RM3P) Dynamic Incentivization (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. The incentives will be offered by regional agencies and third-party providers
- Fairfax County's Richmond Highway BRT
- Route 1 Multimodal Improvements Study
- Expansion of Commuter Connections IncentTrip App

VDOT's TDM program oversees the development and implementation of Transportation Management Plans (TMPs) for projects as required by FHWA. TMPs develop the strategies that will be used to improve public safety, minimize construction related congestion within work zones and along the surrounding roadway network, and provide reliable information to residents, businesses, local governments, and travelers during construction. Program elements include VDOT-funded commuter incentives, enhanced incident response in work zones to clear lanes quickly, increased monitoring of local roads impacted by traffic changes during construction, and the timely dissemination of construction impact information to travelers. VDOT's active TMPs include:

- Transform 66 TMP— Throughout 2022, the Transform 66 TMP has continued to provide support to assist with congestion relief during construction along the corridor.
- 95 Express Lanes Northern Extension TMP — Approved by FHWA in April, the I-495 TMP identifies a range of current and potential multimodal solutions that could be implemented to reduce congestion, improve trip reliability and regional connections, and enhance existing and planned multimodal mobility and connectivity throughout construction.

Below: A new signalized pedestrian crosswalk and flexible delineator posts at Fort Hunt Road and Sherwood Hall Lane in Fairfax County.



## 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 Port Authority, Department of Aviation, Virginia

Commercial Space Flight Authority, Department of Motor Vehicles, and the Motor Vehicles 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 Kasprovicz**  
At-Large Urban  
CTB Representative

E. Scott Kasprovicz 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.

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

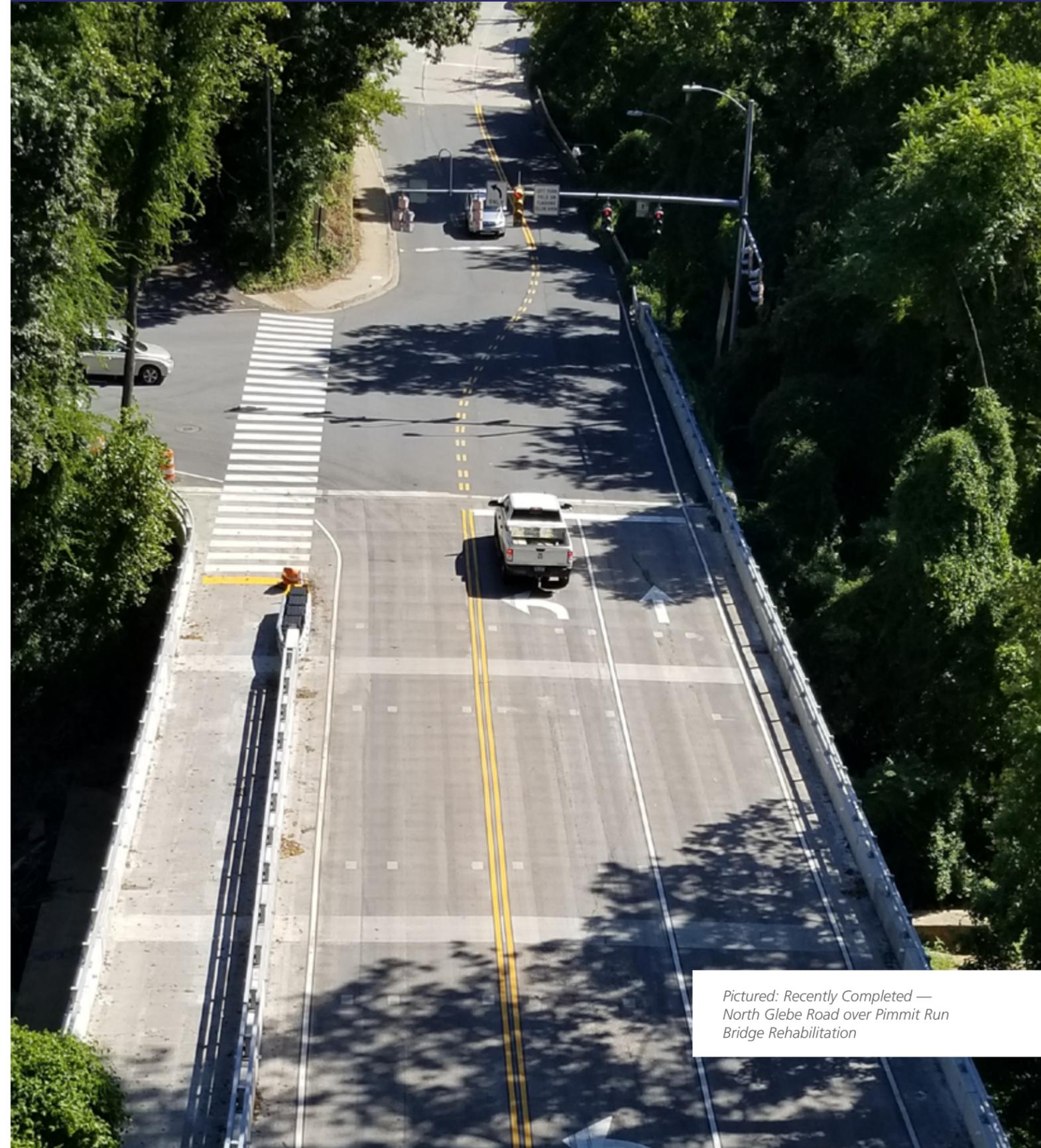
influential in numerous planning and development initiatives including the advancement of the Dulles Rail project. Governor Terry McAuliffe appointed Kasprovicz to the CTB in 2014, and reappointed him in 2017.

Kasprovicz 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, Kasprovicz, 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: Recently Completed — North Glebe Road over Pimmit Run Bridge Rehabilitation*

## Recently Completed

### North Glebe Road over Pimmit Run Bridge Rehabilitation

Improvements to the North Glebe Road (Route 120) bridge over Pimmit Run included replacing the deck and beams; repairing, waterproofing and providing corrosion protection to abutments and piers; replacing barriers and railings along the bicycle and pedestrian connections to trails; and upgrading guardrails and drainage. The project was completed in November 2021.

Estimated cost: \$7.6 million

## Under Construction

### Boundary Channel Drive at I-395 Interchange Improvements

Reducing Boundary Channel Drive from four lanes to two in order to construct an 8-foot-wide eastbound sidewalk and a 12-foot-wide westbound shared-use path, installing roundabouts just west and east of I-395, reconfigure the ramps between I-395 and Boundary Channel Drive and adding crosswalks. The project is also adding a new shared-use path linking the Mount Vernon Trail to Long Bridge Park. The project is scheduled for completion in fall 2023.

Estimated cost: \$19.6 million

### I-66 Rosslyn Tunnel Rehabilitation

This project is 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 in summer 2025.

Estimated cost: \$37.1 million

## In Design

### 21st Street North over I-66 Bridge Rehabilitation

This project will rehabilitate the 21st Street North bridge over I-66. The project includes resurfacing the concrete bridge deck and closing deck joints, repairing concrete pier and abutments and replacing bearings. The bridge was originally built in 1980. The project is in the design phase with construction anticipated to begin in summer 2023.

Estimated cost: \$3.4 million

### Route 1 Southbound over the 395 Express Lanes, I-395 Northbound and Route 110 Northbound Bridge Repairs

This project is repairing the southbound Route 1 bridge over the 395 Express Lanes, northbound I-395 and northbound Route 110. The repairs are being done in two phases and include retrofitting and spot painting structural steel, and replacing the catcher beam system and strip seal at the pin and hanger joint. Phase 1 was completed in July 2022 and Phase 2 is scheduled to begin in spring 2023.

Estimated cost: \$3.7 million

### Shirlington Circle South Rotary Bridge Rehabilitation

This project will rehabilitate the Shirlington Circle south rotary bridge over I-395. The bridge was originally 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. The project includes resurfacing the concrete bridge deck and closing deck joints, repairing concrete piers and abutments, repairing and repainting steel beams, adding protective concrete barriers adjacent to piers, replacing bearings and upgrading guardrails adjacent to the bridge. The project is in the design phase with construction anticipated to begin in late 2023

Estimated cost: \$6 million

### South Abingdon Street/34th Street over I-395 Bridge Rehabilitation

This project will rehabilitate the South Abingdon Street/34th Street South bridge over I-395. Preliminary design plans include resurfacing the concrete bridge deck and 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. The existing bike lanes and sidewalks on the bridge will remain. The bridge was originally built in 1970 and rehabilitated in 1994. Construction is expected to begin in summer 2023.

Estimated cost: \$10.5 million

### Parking Garage Repairs over I-66 between Stafford Street and Quincy Street

The project will repair and rehabilitate the three-story parking garage over eastbound and westbound 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 project is in the design phase with construction anticipated to begin in fall 2023.

Estimated cost: \$2.7 million

Below: Under Construction— I-66 Rosslyn Tunnel Rehabilitation





*Pictured: Under Construction— Eastbound Route 7 bridge over Difficult Run as part of Route 7 Corridor Improvements project*

## Recently Completed

### Alban Road over Accotink Creek Bridge Repairs

Removed all deteriorated concrete and repaired with new concrete and reinforcing steel. The bridge was closed in mid-August with the bridge reopening to traffic and project completed in early September 2022.

Estimated cost: \$850,000

### King Street over I-395 Bridge Rehabilitation and Pedestrian Improvements

The pedestrian improvements included widening the King Street (Route 7) median sidewalk from four to eight feet between 30th Street South and Menokin Drive, and adding a Pedestrian Hybrid Beacon crossing at westbound King Street and 30th Street South. The rehabilitation of the King Street bridge over I-395 included repairing and resurfacing the concrete deck, painting steel beams and adding safety fences to the parapet walls. The project was completed in December 2021.

Estimated cost: \$14.2 million

### Old Keene Mill Road and Rolling Road Intersection Improvements

This project constructed a second left-turn lane from northbound Rolling Road (Route 638) to westbound Old Keene Mill Road (Route 644), created a dedicated right-turn lane to eastbound Old Keene Mill Road, striped four higher-visibility crosswalks, replaced pedestrian signals with ones that are ADA compliant and accessible, replaced the traffic signal to accommodate the new turn lanes and reconstructed the median along Rolling Road just south of Old Keene Mill Road. The project was completed in November 2021.

Estimated cost: \$5.2 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 American with Disabilities Act (ADA) curb ramp upgrades and installations. The project is scheduled for completion in summer 2023.

Estimated cost: \$700,000

### Burke Lake Road and Shiplett Boulevard Intersection Improvements

Traffic signal upgrades include new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates and signs. Also, drivers on Burke Lake Road have flashing yellow arrows for left turns to Shiplett Boulevard and Deep Lake Way. Pedestrian improvements include four new crosswalks with Accessible Pedestrian Signals and American with Disabilities Act (ADA) curb ramp upgrades. The project is scheduled for completion later this fall.

Estimated cost: \$594,000

### Columbia Pike and John Marr Drive Intersection Improvements

Traffic signal upgrades include new mast arm poles, foundations, wiring, electrical equipment, high-visibility signal backplates and signs. Pedestrian improvements include four new crosswalks with Accessible Pedestrian Signals and American with Disabilities Act (ADA) curb ramp upgrades. The project is scheduled for completion later this fall.

Estimated cost: \$700,000

## Columbia Pike and Lacy Boulevard Intersection Improvements

Traffic signal upgrades include 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 is scheduled for completion later this fall.

Estimated cost: \$579,000

## Duke Street over I-395 Bridge Rehabilitation

Replacing the Duke Street (Route 236) bridge over I-395 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 2023/24.

Estimated cost: \$16.5 million

## Hunter Mill Road over Colvin Run Bridge Replacement

Replacement of the weight-restricted one-lane bridge with a two-lane bridge separated by a median/splitter island and an improved trail crossing south of the bridge. The project is also constructing abutments for a new trail bridge, which will be built by Fairfax County at a future date. The project is scheduled for completion in spring 2023.

Estimated cost: \$5.2 million



## 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 realignment activities continue along 7.2 miles of roadway, and access management improvements at 10 signalized and additional unsignalized intersections are in progress.

Of note, the new Lewinsville Road intersection with a displaced left turn movement opened in August 2022, achieving a project milestone approximately two months ahead of schedule. Work is ongoing in this area to complete the remainder of the Lewinsville Road intersection improvements. The project is also on track to complete another milestone ahead of the scheduled date of October 25, 2022 by opening all six lanes on Route 7 to traffic between Riva Ridge Road and Reston Avenue, a distance of 1.6 miles.

A new eastbound bridge over Difficult Run has been opened to traffic, with both eastbound and westbound vehicles temporarily using the new bridge to allow crews to remove the remainder of the old bridge. Construction of the new westbound Route 7 bridge over Difficult Run will begin later in 2022 and continue to summer 2023. A new pedestrian underpass at Colvin Run Mill Park has been built underneath Route 7.

All of the necessary right-of-way and easements have been acquired from over 230 parcels along the corridor. Utility relocation work continues, with 20 separate utilities on the project that require relocation for the roadway widening and improvements to occur.

The Route 7 Corridor Improvements Project is scheduled for completion in summer 2024.

Estimated cost: \$313.9 million

## Route 29 Northbound over Cub Run Bridge Rehabilitation

Replacing the concrete deck and bridge rails; installing steel beams; adding a walkway with barrier and connecting the walkway to the existing sidewalk just north of the bridge; rebuilding the concrete pedestals; replacing the bridge bearings; and repairing cracks. The project is scheduled for completion in spring 2023.

Estimated cost: \$3.8 million

*Pictured: Recently Completed intersection improvements at Old Keene Mill Road and Rolling Road*



## Tysons/Old Meadow Road Bicycle and Pedestrian Improvements

Construction of a pedestrian and bicycle bridge over I-495 (Capital Beltway) 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. The project is scheduled for completion later this fall.

Estimated cost: \$13.4 million

## Coming Soon

### 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 American with Disabilities Act (ADA) curb ramp upgrades. Construction is expected to begin later this fall.

Estimated cost: \$534,000

### Route 29 Northbound Bicycle and Pedestrian Improvements

This project will connect the northbound Route 29 shared-use path between Vaden Drive and Nutley Street. In order to accommodate the new shared-use path, the Route 29 culvert over the tributary of Accotink Creek will be extended just west of Nutley Street. Construction is expected to begin later this fall.

Estimated cost: \$3.4 million

### **S** Route 29 Widening

This project will widen 1.5 miles of Route 29 from four to six lanes between Union Mill Road and Buckleys Gate Drive. Shared-use paths will also be added and improved along both sides of Route 29, providing connectivity to trails at

the Fairfax County Parkway/West Ox Road interchange. The project will also correct vertical alignment to improve sight distance. Construction is scheduled to begin in spring 2023 with completion expected in spring 2026.

Estimated cost: \$97 million

### Route 50 and Waples Mill Road Intersection Improvements

A second left-turn lane from westbound Route 50 to Waples Mill Road will be added and the traffic signal upgraded at the intersection. Construction is expected to begin later this year.

Estimated cost: \$2.6 million

### **S** Spring Street Widening

This project will widen 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 will also be constructed at the Spring Street intersection. The project will also connect the new Herndon Metro station to the Washington and Old Dominion Trail via a new sidewalk and 8-foot-wide cycle track along northbound Herndon Parkway. Other 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 southbound Herndon Parkway. Construction is scheduled to begin later this fall.

Estimated cost: \$22.6 million

## In Design

### **S** Braddock Road Multimodal Improvements

The first phase of this project design will make multimodal improvements to improve safety and operations along two miles of Braddock Road between Humphries Drive and Wakefield Chapel Road. Preliminary design plans and proposed innovative intersection improvements



Clockwise from top left: Projects Coming Soon — Franconia Road and Rose Hill Drive Intersection Improvements; Route 29 Northbound Bicycle and Pedestrian Improvements; Route 50 and Waples Mill Road Intersection Improvements; Route 29 Widening

include constructing a signalized restricted crossing U-turn at Braddock Road and Danbury Forest Drive to allow for left turns from Braddock Road onto Danbury Forest Drive and right-in and right-out turns at Danbury Forest Drive along eastbound Braddock Road. Also, adding a signalized median U-turn intersection to allow for eastbound Braddock Road drivers to make a U-turn in order to access Wakefield Chapel Road. Bicycle and pedestrian improvements include constructing new and upgraded shared-use paths along both sides of Braddock Road with connections to existing neighborhood sidewalks and building a pedestrian overpass just west of Burke Lake Road. Design approval for the first phase and second phase (from east of Wakefield Chapel Road to Ravensworth Road) is expected in 2023.

Estimated cost: \$73.8 million

### Compton Road Shared-Use Path

This project will construct a 10-foot-wide shared-use path along northbound Compton Road (Route 658) 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 widening the Compton Road bridge over Cub Run to accommodate the new shared-use path.

\*The portion under the I-66 bridge will be completed by the Transform 66 Outside the Beltway project.

Estimated cost: \$7.9 million

**S Elden Street Widening  
in the Town of Herndon**

This project aims to reduce traffic congestion, improve safety and access from Monroe Street to the Fairfax County Parkway (FCP). The project will add one through lane between Herndon Parkway and Laurel Way before FCP. It also includes access management control between Van Buren Street and Herndon Parkway and improvements to signalized intersections along E. Elden Street within the project limits. Additional improvements include adding bike lanes from Monroe Street to Herndon Parkway, and adding cycle tracks from Herndon Parkway to FCP.

Estimated cost: \$44.7 million

**S Fairfax County Parkway  
Widening and Popes Head Road  
Interchange**

**Popes Head Road Interchange**

Plans to replace the traffic signal at Fairfax County Parkway (Route 286) and Popes Head Road (Route 654) with an interchange and triple roundabouts, including access to the future Shirley Gate Road extension and Patriot Park, are being further developed and refined. Right-of-way work is ongoing and expected to be completed in spring 2023. Construction is scheduled to begin in summer 2023.

**Fairfax County Parkway Widening**

Plans to widen about five miles of Fairfax County Parkway from four lanes to six between Route 29 (Lee Highway) and Route 123 (Ox Road) are being further developed and refined, with additional funding sources being evaluated as they become available. For the section of Fairfax County Parkway between Route 29 and Nomes Court,

*Below: In Design — Rolling Road Widening*



right-of-way work is scheduled to begin in fall 2023 and construction is scheduled to begin in 2025.

Estimated cost: \$323 million

**Fox Mill Road and Pinecrest Road  
Intersection Improvements**

A temporary traffic signal was installed this summer at the intersection of Fox Mill Road and Pinecrest Road. This project will upgrade the traffic signal, construct left turn lanes on northbound and southbound Fox Mill Road, add four crosswalks, reconstruct sidewalks and curb ramps, and construct an 8-foot-wide walkway and curb ramp at the southeast corner of the intersection. Construction is anticipated to begin in 2024.

Estimated cost: \$5.7 million

**Frontier Drive Extension**

This project will extend Frontier Drive from its southern terminus at Franconia-Springfield Parkway to Loisdale Road via the area around the Franconia-Springfield Metro station, TSA building, and GSA complex. Preliminary design plans include a four-lane divided road for the Frontier Drive extension, a shared-use path on one side of the road and a sidewalk on the other, 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 Metro station circulatory road and access to parking garage entrances. A design public hearing was held summer 2022.

Estimated cost: \$221.7 million

**Post Forest Drive and Random  
Hills Road Shared-Use Paths**

Preliminary design plans include upgrading the sidewalk along the south side of Post Forest Drive to a 10-foot-wide shared-use path from just west of Black Ironwood Drive to Random Hills Road, and upgrading the sidewalk along the east side of Random Hills Road 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 West Ox Road and Post Forest

Drive include new crosswalks along the north and west sides of the intersection and enhanced ADA curb ramps, while improvements at Post Forest Drive and Random Hills Road include a new crosswalk along the north side of the intersection and ADA curb ramp upgrades.

Estimated cost: \$9.2 million

**Richmond Highway Corridor  
Improvements**

This project will widen about three miles of Richmond Highway (Route 1) in two phases: Jeff Todd Way to just north of Frye Road (Phase 1), and then just north of Frye Road to Sherwood Hall Lane (Phase 2). Design plans include widening the road from four to six lanes, adding separate two-way cycle tracks and sidewalks on both sides of the road, and reserving the median width necessary to accommodate Fairfax County's future Bus Rapid Transit (BRT) plans for dedicated bus-only lanes. Other improvements include enhancing several key intersections along the corridor, such as Mount Vernon Memorial Highway, Russell Road and Mount Vernon Highway, and replacing several bridges along Route 1. Four public information meetings were held in 2017 and 2018 and a design public hearing was held in spring 2019. Construction could begin as early as 2025 and is expected to take about four years to complete.

Estimated cost: \$464 million

**Rolling Road Widening**

This project will widen Rolling Road from two to four lanes with a raised median between Viola Street and Old Keene Mill Road, including access management improvements, stormwater improvements, traffic signal upgrades, and a shared-use path/sidewalk for bicyclists and pedestrians. The project will be completed in two phases, Phase 1 between Kenwood Avenue and Old Keene Mill Road includes intersection improvements and Phase 2 between Viola Street to Kenwood Avenue includes widening the road. Construction on Phase 1 was completed in November 2021 and construction on Phase 2 is anticipated to begin in 2024.



From top: Projects In Design — Braddock Road Multimodal Improvements; Richmond Highway Corridor Improvements; Springvale Road over Piney Run Bridge Replacement

**Phase 1 - Construction completed November 2021**  
Cost: \$5.2 million

**Phase 2 - In Design**  
Estimated cost: \$75.4 million

### Springvale Road over Piney Run Bridge Replacement

The bridge was built in 1965 and rehabilitated in 2000. It is currently limited to vehicles less than 15 tons. Several recent short-term improvements include repairing and reinforcing the substructure with transverse and diagonal braces. In the interim, VDOT will continue to monitor the condition of the existing bridge and make repairs until its replacement can be fully developed. At this time, the project is being deferred until additional funding is identified or additional funding sources become available.

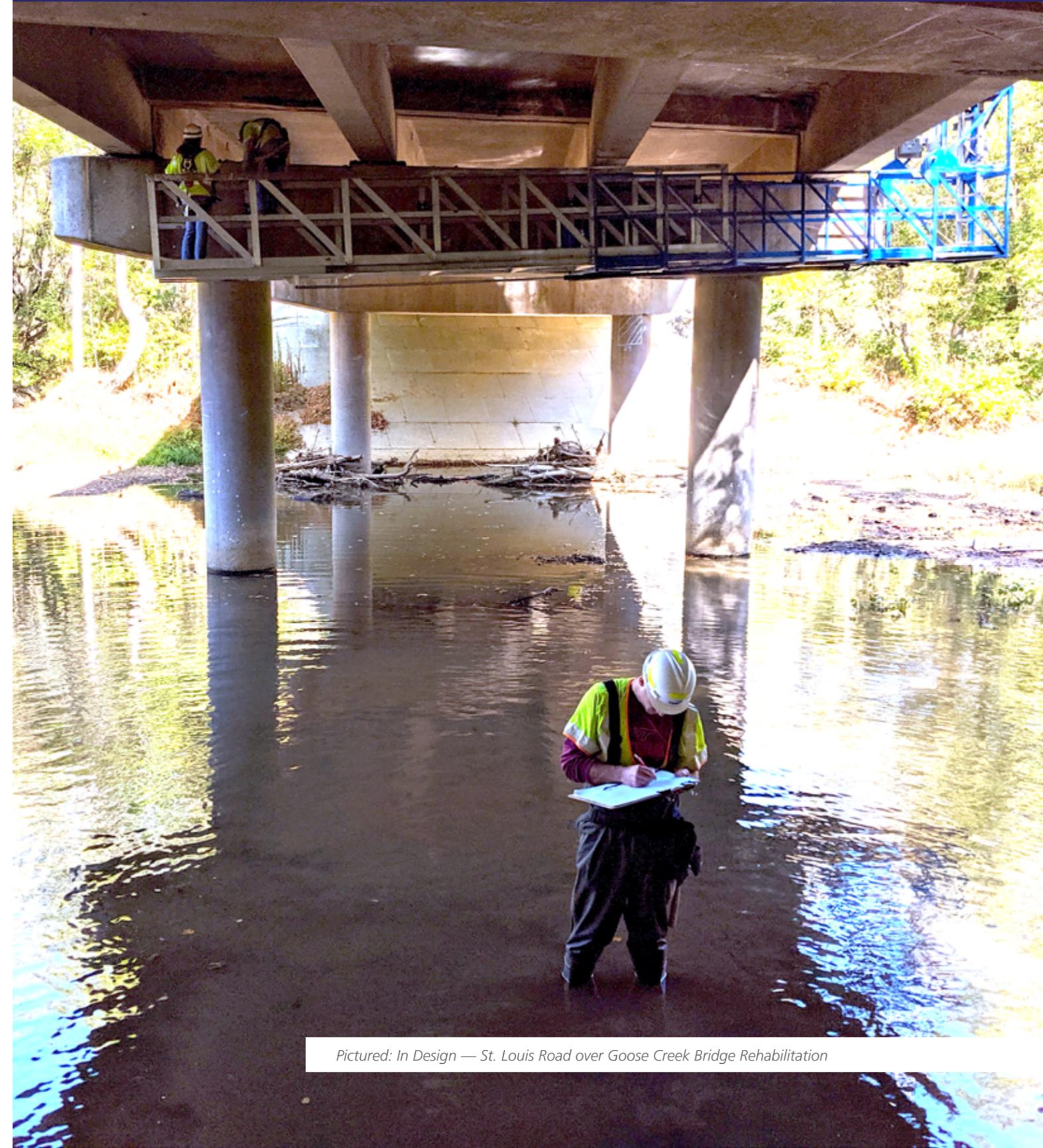
Estimated cost: \$5 million

### Vienna Metro Station Bicycle and Pedestrian Improvements

Short-term and long-term improvements include creating a separated two-way cycle track on eastbound Country Creek Road/Virginia Center Boulevard between Sutton Road and the Vienna Metro station's Metro North Parking Lot entrance by restriping and installing flex posts or concrete barriers. Long-term improvements include constructing shared-use paths along Blake Lane and Sutton Road from the I-66 bridge to Country Creek Road, and implementing a road diet along Country Creek Road/Virginia Center Boulevard. Construction on the short-term improvements is set to start in fall 2022 and construction on the long-term improvements in 2024.

Short-term estimated cost: \$1 million

Long-term estimated cost: \$9.2 million



Pictured: In Design — St. Louis Road over Goose Creek Bridge Rehabilitation

## Recently Completed

### Route 7 and Battlefield Parkway Interchange

Construction of a grade-separated interchange, a shared-use path and a sidewalk along Battlefield Parkway, addition of auxiliary lanes on Route 7, addition of second left turn lanes from southbound Battlefield Parkway and northbound River Creek Parkway to Fort Evans Road as well as the removal of the signal at Route 7 and Cardinal Park Drive. The project was completed in November 2021.

Estimated cost: \$77.3 million

## Under Construction

### John G. Lewis Memorial Bridge Rehabilitation

Rehabilitation of the historic truss bridge that carries Featherbed Lane over Catoctin Creek. The existing bridge is being installed above a new beam and timber deck and new bridge pier with upgraded railings. The project is scheduled for completion this winter.

Estimated cost: \$4.9 million

### Piggott Bottom Road over Branch of Catoctin Creek Bridge Replacement

The Piggott Bottom Road bridge over Branch of Catoctin Creek dating to 1932 is being replaced with a slightly longer and higher bridge to better withstand flooding.

The new bridge will also have precast concrete beams to reduce long-term maintenance. Construction is set for completion later this fall.

Estimated cost: \$2.3 million

### Route 7/George Washington Boulevard Overpass

This project is extending George Washington Boulevard (Route 1050) 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: \$29 million

## 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 future Loudoun Gateway (Route 606) and Ashburn Metrorail stations. The improvements include sidewalks or shared use paths along Shellhorn Road, Ashburn Village Boulevard, Route 606, Prentice Drive, Pacific Boulevard, Smith Switch Road, and Loudoun County Parkway. Pedestrian improvements will also be made at several intersections, including Farmwell Road and Smith Switch Road. A virtual design public hearing was held in May 2021 and the right-of-way phase is expected to begin in 2023.

Estimated cost: \$34 million

### Route 7 and Route 9 Eastbound Ramp Extension

This project will extend the acceleration lane from Route 9 into eastbound Route 7. The project focuses to make it easier for drivers to merge into traffic from the ramp.

Estimated cost: \$2.2 million

Below: Recently Completed Interchange at Route 7 and Battlefield Parkway.



From top: Projects Under Construction — John G. Lewis Memorial Bridge Rehabilitation; Piggott Bottom Road Bridge Replacement; Route 7/George Washington Boulevard Overpass

### Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road in the Town of Leesburg

This project will construct a new interchange at the Route 15 Bypass intersections of Edwards Ferry Road and Fort Evans Road, including new crosswalks, sidewalks and shared-use paths. The project is a hybrid-single point urban interchange to improve traffic operations and allow Route 15 to function as a free-flow limited access facility at Edwards Ferry Road and Fort Evans Road in the Town of Leesburg. Preliminary Engineering began in 2015 with design approval in May 2019.

Estimated cost: \$181 million

### Route 50 Corridor Improvements in Fairfax and Loudoun Counties

This project will construct improvements at the intersections of Route 50 and Loudoun County Parkway and Route 50 and Pleasant Valley Road in Loudoun County. Work includes adding new turn lanes and the extension of existing turn lanes, as well as associated drainage improvements. These improvements were recommended as part of a Loudoun County-led study of 18 signalized intersections along Route 50 between Stone



Above: In Design — Route 50 Bridge over Goose Creek Bridge Replacement.

Springs Boulevard in Loudoun County and Centreville Road/Walney Road in Fairfax County. Construction is anticipated to begin in 2024.

Estimated cost: \$10.7 million

### Route 50 over Goose Creek Bridge Replacement

This project will replace the Route 50 (John S. Mosby Highway) bridge over Goose Creek. The project includes corrosion-resistant steel to reduce long-term maintenance, and an 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. Construction is anticipated to begin in summer 2024.

Estimated cost: \$8 million

### St. Louis Road over Goose Creek Bridge Rehabilitation

This project will rehabilitate the St. Louis Road (Route 611) bridge over Goose Creek. The project includes replacing the concrete beams with steel beams, replacing the concrete deck and repairing piers. Construction is anticipated to begin in 2024.

Estimated cost: \$3.7 million

### Village of Lucketts Safety Improvements

This safety improvements project along Route 15 within the Village of Lucketts includes adding a new sidewalk, pedestrian crossing improvements adjacent to the northern Lucketts Elementary School entrance, a new crosswalk with pedestrian signals at the Route 15 and Stumptown Road intersection and modification of the right turn lane to Lucketts Road. Right-of-way acquisition is scheduled to begin in fall 2023 and construction is anticipated to begin in fall 2024.

Estimated cost: \$3.9 million



Pictured: In Design — I-95 and Route 123 Interchange Improvements

## Recently Completed

### Sudley Manor Drive and Seymour Road Traffic Signal

Installed a new traffic signal at the intersection as well as four accessible pedestrian signal crossings, Americans with Disabilities Act (ADA) curb ramp upgrades, and flashing yellow arrows for left turns from Sudley Manor Drive to Seymour Road and Gambriel Drive. The project was completed in March 2022.

Estimated cost: \$660,000

## Under Construction

### I-95 Southbound Auxiliary Lane

Creation of an auxiliary lane on southbound I-95 from Route 123 (Gordon Boulevard) to the Prince William Parkway (Route 294) by converting a mile and a half of existing shoulder to a travel lane. The project is also providing a new paved shoulder, relocating noise walls as needed, replacing impacted roadway lighting, installing or upgrading guardrails and building new retaining walls. The project is scheduled for completion later this fall.

Estimated cost: \$23.7 million



Above: Under Construction— I-95 Southbound Auxiliary Lane

## Coming Soon

### I-95 over Powells Creek Bridge Rehabilitation

The northbound and southbound I-95 bridges over Powells Creek, originally built in 1963, will be rehabilitated to improve safety and extend the overall life of the bridges. The improvements include repairing steel beams and concrete abutments and piers, closing deck joints and repainting the bridges. Construction is scheduled to start in spring 2023.

Estimated cost: \$9.1 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

## PROJECT UPDATES MEGAPROJECTS ▶▶▶▶



Pictured: Under Construction — I-66 outside the Beltway, Beam lift at Route 28

## 95 Express Lanes/ Opitz Boulevard Ramp

This project will construct 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 is expected to begin later this fall.

Estimated cost: \$69.7 million

## 495 Express Lanes Northern Extension Project

In March 2022, construction kicked off 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-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, followed by a groundbreaking event held on March 14, 2022. Construction activities are ramping up, as the

project's design is being refined and finalized. The new extended express lanes are scheduled to open in 2025.

## I-66 Outside the Beltway Project

Express lanes are being built along 22.5-miles of I-66 outside the Beltway from I-495 (the Capital Beltway) to University Boulevard at Route 29 in Gainesville. The project includes:

- Reconstruction and/or improvements to 12 interchanges
- Construction of more than 18 miles of new bicycle and pedestrian trails including a path adjacent to I-66 and across I-66 bridges
- Building of two new park and ride lots with more than 3,200 new commuter parking spaces and direct access to the express lanes.

In its fifth year of construction as of 2022, the I-66 outside the Beltway project is one of the Commonwealth's largest highway improvement initiatives.

This project corridor carries nearly 200,000 vehicles per day in its busiest stretches. Milestones achieved in 2022 include the early opening of the first section of 66 Express Lanes on September 10, 2022, providing early benefits to travelers including new and smoother lanes, better reliability and new connections. The new western section opened to all traffic toll-free initially, allowing drivers to benefit from the additional capacity, become familiar with the new express lanes and access points, and open an E-ZPass account, if needed. Tolling and high occupancy vehicle (HOV) rules went into place in September 2022.

Construction will continue in the I-66 corridor in fall 2022, with the remaining 13 miles of express lanes on schedule to open at the end of 2022. When the entire 66 Express Lanes corridor is open, drivers will need to have three or more occupants to qualify as an HOV and travel the express lanes for free. This change from HOV-2+ to HOV-3+ will apply across the entire I-66 corridor between Route 15 in Haymarket and the Washington, D.C. line - including I-66 Express Lanes located inside and outside the Beltway.

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



*Pictured: Under Construction —  
I-66 outside the Beltway,  
Route 28 Interchange*



From top: Under Construction — Toll gantry; Route 28 interchange; Recently opened west end

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 (495 Southside Study)

VDOT, in cooperation with the Federal Highway Administration (FHWA) and other federal, state and local agencies in Virginia and Maryland, began an environmental study in January 2022, to evaluate transportation improvements on the 11-mile southern section of I-495 (Capital Beltway), from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, 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 being conducted by the Virginia Department of Rail and Public Transportation (DRPT) and coordinated with Maryland.

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



Above: Under Construction — I-66 Outside the Beltway, I-495 interchange  
Below: Under Construction — I-66 Outside the Beltway, Vaden Drive bridge



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

