VTCA NORTHERN VIRGINIA DIALOGUE
VDOT MEGAPROJECTS PROGRAM

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Virginia Department of Transportation

November 7, 2019
Megaprojects Program – Northern Virginia

395 Express Lanes Project
- $475 million public-private partnership between VDOT and Transurban
- Design-Build led by Lane Construction
- $15 million annual transit investment

Transform 66 Outside the Beltway
- $2.3 billion public-private partnership between VDOT and I-66 Express Mobility Partners (Cintra, Meridiam)
- Design-Build led by FAM Construction (Ferrovial Agroman, Allan Myers)
- $3.7 billion in transportation improvements

Transform 66 Inside the Beltway Eastbound Widening
- $85.7 million Design-Build Contract led by Lane Construction

I-495 Northern Extension Project
- VDOT-led Environmental Assessment of 495 Express Lanes extension
- Framework agreement for public-private partnership between VDOT and Transurban

Dulles Corridor Metrorail Extension Phase 2
- VDOT working with Metropolitan Airports Authority to implement $5.7 billion 23-mile Metrorail Silver Line Extension
Northern Virginia Regional Express Lanes Network

- 90+ mile express lanes network by late 2022
- 54 miles in service
  - I-95, I-495, I-66 Inside the Beltway
- 41 miles under construction
  - I-395 Northern Extension
  - I-66 Outside the Beltway
  - I-95 to Fredericksburg
- 3 miles under study
  - I-495 Northern Extension
- Three independent operators
Opening November 17/18 | I-395 Express Lanes

- 395 Express Lanes eight-mile extension from near Edsall Road to Washington, D.C. line scheduled to open November 17, 2019
- Converted two existing HOV lanes to three High Occupancy Toll (HOT) lanes, including traffic control, pavement modifications, structures, signage, pavement markings, and lighting
- Reconstructed Eads Street interchange area to improve operations
- Provided new reversible ramps separating Pentagon and Crystal City traffic
- Improved Pentagon Reservation’s South Parking Lot; opened new bus-only travel lanes and reconfigured slug line in May 2019
- Construction continues on widening of I-395 South (Duke Street to Edsall Road) and building new noise walls
- Final project completion summer 2020

I-395/95 Commuter Choice Program

- Annual transit payment by Transurban to the Commonwealth: $15 million first year; increase 2.5% annually per agreement terms
- Agreement with NVTC and PRTC for implementation
- Projects operational on Toll Day One
Construction Update

• Project is on schedule for a November opening

• Express Lanes more than 90% complete at end of September

• ITS equipment and tolling and traffic management system is installed and testing is ongoing

• After service commencement work will continue on the Express Lanes, sound walls, and the Duke to Edsall 4th general purpose lanes

• Post service commencement work on the Express Lanes will take place in non-peak hours
Eads Street Interchange

Ramp closed. If traveling from D.C., to get to regular lanes, exit via earlier ramp near Boundary Channel Dr.

Reversible lanes end. North of this point, NB & SB lanes are 24/7.
Eads Street Slugging E-ZPass Guidelines

Sluggers go free to DC on the 395 Express Lanes

Starting November, sluggers going to the Pentagon and Pentagon City should use their E-ZPass® Flex and follow these steps:

1. Travel with your passengers and Flex set to HOV ON, like you normally do, before exiting at Eads St to drop off passengers; switch your Flex to HOV OFF mode.

2. Hop back on the Lanes using the Eads St ramp and travel the rest of the way for free.
Pentagon Transit Hub
Purpose and Need

- Address existing and future transportation problems
- Improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner
- Enhance transportation safety and travel reliability
Two Express Lanes (convert existing HOV lane & add one lane)
• 22.5 miles (two lanes in each direction) alongside general purpose lanes from I-495 to Gainesville
• HOV-3+ and buses travel free
• Non-HOV tolled
• Congestion-based tolls (similar to other express lanes in region)
• Converting HOV-2+ to HOV-3+ by 2022, consistent with the region’s CLRP

Three regular lanes
• Open to all traffic
• No tolls
• Ramp-to-ramp connections between interchanges (auxiliary lanes)
• Safety, interchange and operational improvements

New transit service and other multimodal improvements
• Two new park and ride lots providing 3,200+ parking spaces
• Transportation Demand Management (TDM) strategies
• Bicycle and pedestrian trail and improvements including 11 miles of new trails
Flexible barrier with buffer, median for potential future transit (with auxiliary lanes, if needed)
Express Mobility Partners

- Equity Investors
  - Cintra Global LTD, Meridiam Infrastructure North American Fund II
- Design-Build Contractors
  - Ferrovial Agroman US Corp, Allan Myers VA, Inc. (FAM Construction)

**Project Cost:** $2.3 billion construction project

**Other Benefits to the Commonwealth**

- $500M now available for additional improvements to the I-66 Corridor
- $600M in anticipated public subsidy returned for other projects
- $800M in transit subsidy
- $350M in future I-66 Corridor improvements

**Late 2022:** Express Lanes scheduled for completion

*Two new express lanes alongside regular lanes in each direction will look similar to existing I-495 Express Lanes*

*Flexible barrier with buffer, median for potential future transit (with auxiliary lanes, if needed)*
Project Roadmap

- **December 2017**: Early Construction Activity
- **Spring 2018**: Starting Spring 2018 ROW Acquisition
- **October 2019**: Construction Ramp Up
- **November 2019**: Results of Noise, Environmental, and Traffic Analyses
- **November 2020**: Design Public Hearings
- **2021**: Route 28 Signalization (Phased Removal of 4 Traffic Signals from Route 28)
- **December 2022**: Express Lanes Open
- **Summer 2020**: WMATA Planned Shutdown of Metro Orange Line
- **Today**: Park and Ride Milestone (960 Spaces near Gainesville)
The 22-mile long project corridor has been broken into three segments

- Each segment has a design and construction management team from EMP/FAM and VDOT
- Each segment has weekly construction meetings
- Construction is occurring across all three segments simultaneously to achieve 2022 delivery
- Disciplines and specialties (traffic, environmental, utilities, outreach, etc.) span all three segments

Weekly project management and “hot topics” meetings for VDOT, EMP, FAM
More than 4,000 spaces being added in Gainesville (University Boulevard), Manassas (Balls Ford), and Fairfax (Monument Drive)

- University Blvd (2,000+ spaces) and Balls Ford lots (1,100+ spaces) will have Express Lanes access to/from the east
- Monument Drive garage (800+ spaces) being built by Fairfax County DOT using concession fee funds
- Lots include bus bays, kiss-and-ride areas, and covered bicycle racks

Construction Update:

- 1,040 spaces opened Oct. 7 at University Boulevard as an “early milestone” to support commuters
- OmniRide commuter bus service to DC began Oct. 28 with more than 200 vehicles daily
- Remaining spaces will open prior to Express Lanes opening in 2022
TRANSFORM 66 OUTSIDE the Beltway

Multimodal Solutions - 495 to Haymarket
Balls Ford Park and Ride Lot

- 230 spaces expected to open December 2018
- Full project completion expected
- Access from Heathcote Blvd
- Features:
  - Two Bus Bays and Two Bus Shelters
  - Bicycle Racks and Lockers
  - Kiss-and-Ride (Drop-off) Area
  - Parking Management System

OmniRide working through its process to add direct service to Rosslyn-Ballston corridor
Route 28 Interchange and Corridor Improvements

- Add 4th lane from I-66 Interchange to Westfields Blvd
- Remove 4 traffic signals along Route 28 between E.C. Lawrence Park and Route 29
- Extend Poplar Tree Road to connect with Stonecroft Blvd. – Summer 2020
- Construct new E.C. Lawrence Park access road – open Fall 2019
- Reconnect Braddock Road and Walney Road with overpass over Route 28 – Fall 2020
Route 28 Interchange is a “mini-Mixing Bowl” adding Express Lanes access, removing traffic signals, and making new connections to Braddock and Walney Roads

Construction Update:

• Bridge girder installation continues

• New access road being built for E.C. Lawrence Park from Stonecroft Blvd as part of traffic signal removal

• Girder installation upcoming for new Poplar Tree Road bridge over Route 28

• Numerous traffic shifts and changes required during construction
Route 123 Interchange

- Redesign of Route 123 interchange
- Adding Express Lane access ramps to/from the east/west
- New corridor shared-use path along the westbound side of I-66 connects through interchange to the to be built George Snyder Trail in City of Fairfax to the south
  - Shared-use path grade separated through interchange
Vienna/Fairfax-GMU Metrorail Station will be a multi-modal hub with expanded access for carpool, commuter bus, cyclists, and pedestrians

- Adding Express Lanes access to and from the west at Vaden Drive
- Shared-use path and other new facilities for cyclists and pedestrians
- C-D road on I-66 East being eliminated

Construction Update:

- Vaden Drive bridge closed in October 2019 for 10 months
- Full closure shortens construction time for replacement bridge from 24 months to 12 months
- Traffic detoured to Nutley Street
- Demolition of old bridge underway
Interchange will be rebuilt with a “double roundabout” and a partial cloverleaf to improve safety and incorporate a shared-use path

Construction Update:

• Clearing has occurred around the interchange and along portions of I-66

• Early construction activity out of roadway on pedestrian box culverts for shared use path – early 2020

• Major construction activities on hold until nearby Vaden Drive bridge re-opens
Gallows Road bridge is being rebuilt and Gallows Road will be realigned slightly to the east

- Wider bridge will transition from six lanes south of I-66 to four lanes north of I-66, with room for future additional lanes
- Shared-use path for cyclists and pedestrians
- Demolition to occur over two phases while maintaining traffic on Gallows Road

WMATA Traction Power Substation at Dunn Loring Metrorail station to remain in place; design changed to build eastbound lanes within existing footprint

Construction Update:
- Gallows Road north abutment is almost complete
- Continued work on center pier next to Dunn Loring Metro platform and south abutment
- Waterline relocation upcoming
Adding six new ramps to provide direct connections between general purpose and express lanes on I-66 and I-495

Construction Update:
- Daytime pile driving
- Embankments
- Construction of bridge foundations and piers
Construction
• Over $600 million for Disadvantaged Business Enterprises (DBE) and Small, Woman, and Minority (SWAM) owned businesses
• 75% of new project hires: local, veterans.
• FAM Construction LLC, certified as a Virginia Values Veterans (V3) Certified Business.

Operational – Reduced Hours of Congestion

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</tbody>
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Reduced Hours of Congestion:
- 2014 Existing: 10,42% (37%) congestion
- 2040 No-Build: 7,29% (29%) congestion
- 2040 Build: 5,21% (21%) congestion
Economic Impact: By the Numbers
$2.3 B through December 2022

- 12 interchanges
- 63 bridges and overpasses
- 3.1 million tons of asphalt
- 57 million pounds of steel
- 300+ pieces of heavy equipment
- 2.2 million square feet of sound wall
- 2.3 million square feet of retaining wall
- 4,000 new park and ride spaces
- 18+ miles of new bike trail

- 1938 field personnel (2138 project personnel)*
- 2.7 Million Man Hours with No Lost Time *

*as of October 31, 2019
• Transform 66-Outside the Beltway Developer/Contractor (DC) project team is committed to engaging DBE and SWaM certified companies to help meet or exceed the project 15% DBE and 27% SWaM goals.

• As of October 31st, the project has awarded 105 DBE subcontracts and 66 SWaM subcontracts either directly or indirectly (first and second tier).

• Current project totals are:
  • DBE $128,572,204 (8.47% towards the 15% DBE goal of $227,265,118.05)
  • SWaM $53,212,530 (3.52% towards the 27% SWaM goal of $409,077,212.49)

• Questions? Contact Ninfa Etheridge, FAM Diversity Contract Compliance Manager at netheridge@fam66.us or dbeinfo@fam66.us.
Upcoming Contracting Opportunities with FAM Construction

**Material Supply**
- Bearing Assemblies
- Expansion Joints
- Signs
- H-Piles
- Lime cement
- Shoring for excavation
- Aggregate Processing Equipment
- Gantries for Signage
- Gantries for ITS
- Steel girders
- HDPE

**Subcontractors**
- Utility relocation
- Soil Stabilization with Lime & Cement
- Drainage
- MSE Walls
- P&P Retaining Walls
- CIP Gravity Walls
- Sound Walls
- Cast-in-place Box Culverts
- Support of Excavation Walls (SOE)
- Soldier Piles
- Drilled Shafts
- Pile driving
- Bridge Construction
- Bridge deck grooving
- Steel girders installation (erectors)
Projects must:

- Benefit the toll facility user (Virginia Code)
- Be federally eligible
- Meet one of the project improvement goals
  - Move more people
  - Enhance transportation connectivity
  - Improve transit service
  - Reduce roadway congestion
  - Increase travel options
- Be selected and recommended by NVTA
- Be approved by the Commonwealth Transportation Board
Within Transform 66 Project Construction Limits:

- Widen Jermantown Road Bridge to 4 lanes: *Construction underway*
- Widen Monument Drive Bridge to add pedestrian facility: *Design underway to determine cost*
- Widen Poplar Tree Road Bridge to 4 lanes: *Construction underway*
- Expand I-66 Median Replace I-66 Bridge over US 29: *Design complete. Construction startup underway*

Transit Improvement Projects:

- Commuter Parking Garage and Transit Station at Fairfax Corner: *Design-build procurement underway*
- East Falls Church Metrorail Station Bus Bay Expansion: *Design to begin Spring 2020*
- PRTC Western Bus Maintenance and Storage Facility: *Construction underway*
- VRE Manassas Line Capacity Expansion and real-time traveler information project: *Projects underway*

Pedestrian Improvement Projects:

- Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: *Underway*
- George Snyder Trail from Route 123 to Route 50 at Draper Drive: *Design underway*
- Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: *Design underway*

Roadway Projects:

- US 50 and Waples Mill Road intersection improvements: *Design underway*
- Balls Ford Road widening from Groveton Road to Route 234 Business: *Design-build procurement underway*
- Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: *Design underway*
- Route 29 Widen 1.5 miles: *Design underway (June 10, 2019 Public Hearing)*
I-66 Inside the Beltway

Eastbound Widening
- Adding a lane to I-66 East from Dulles Connector Road (Route 267) to Fairfax Drive Exit 71 (Open fall 2020)
- Half of project work on inside/median (by Metro) now complete, with work beginning on right side
- Noise wall construction started this fall

I-66 Eastbound Direct Access to Metro (West Falls Church Metro Station)
- I-66/Route 7 Interchange improvements that will allow direct access from I-66 East to the West Falls Church Metro Station (Open fall 2021)
- Construction to begin summer/fall 2020

W&OD Trail Bridge Over Lee Highway
- Building a bridge over Lee Highway for W&OD Trail (Open fall 2020)
- Bridge girder installation completed last week
- Trail detour in place
In Development | I-495 NEXT

• Three-mile northern extension of Express Lanes from Dulles Toll Road to vicinity of American Legion Bridge
• In January, Governor and Secretary of Transportation announced agreement with Transurban to invest more than $1 billion along I-95 & I-495
• VDOT’s Environmental Assessment includes study of potential direct connections to George Washington Memorial Parkway. Traffic and environmental studies expected to be complete in early 2020
• To be closely coordinated/compatible with Maryland plans
Scope of Study

Project Elements

- NEPA environmental assessment – build vs. no-build
- Traffic analysis
- Preliminary engineering
  - Engineering-level survey
  - Functional plan set
- Traffic and revenue study
- Evaluation of procurement methods
Scope of Study
Traffic Analysis

- Operational and safety analysis
  - I-495 & Dulles Toll Road mainlines
  - Parallel arterials within study corridor
- Traffic and Transportation Technical Report
- Interchange Justification Report
- Comparison of one build alternative versus no-build alternative
  - 2025 opening year
  - 2045 design year
Agency Stakeholder Coordination

- Fairfax County Department of Transportation
- Fairfax County Park Authority
- Federal Highway Administration
- Maryland Department of Transportation
- Metropolitan Washington Airports Authority
- Metropolitan Washington Council of Governments
- National Park Service
- Northern Virginia Transportation Authority
- Virginia Department of Rail and Public Transportation
- Capital Beltway Express, LLC (Transurban)
- Others TBD
Next Steps

- Continue collaboration with Maryland
- Complete studies
- Develop plan for implementation