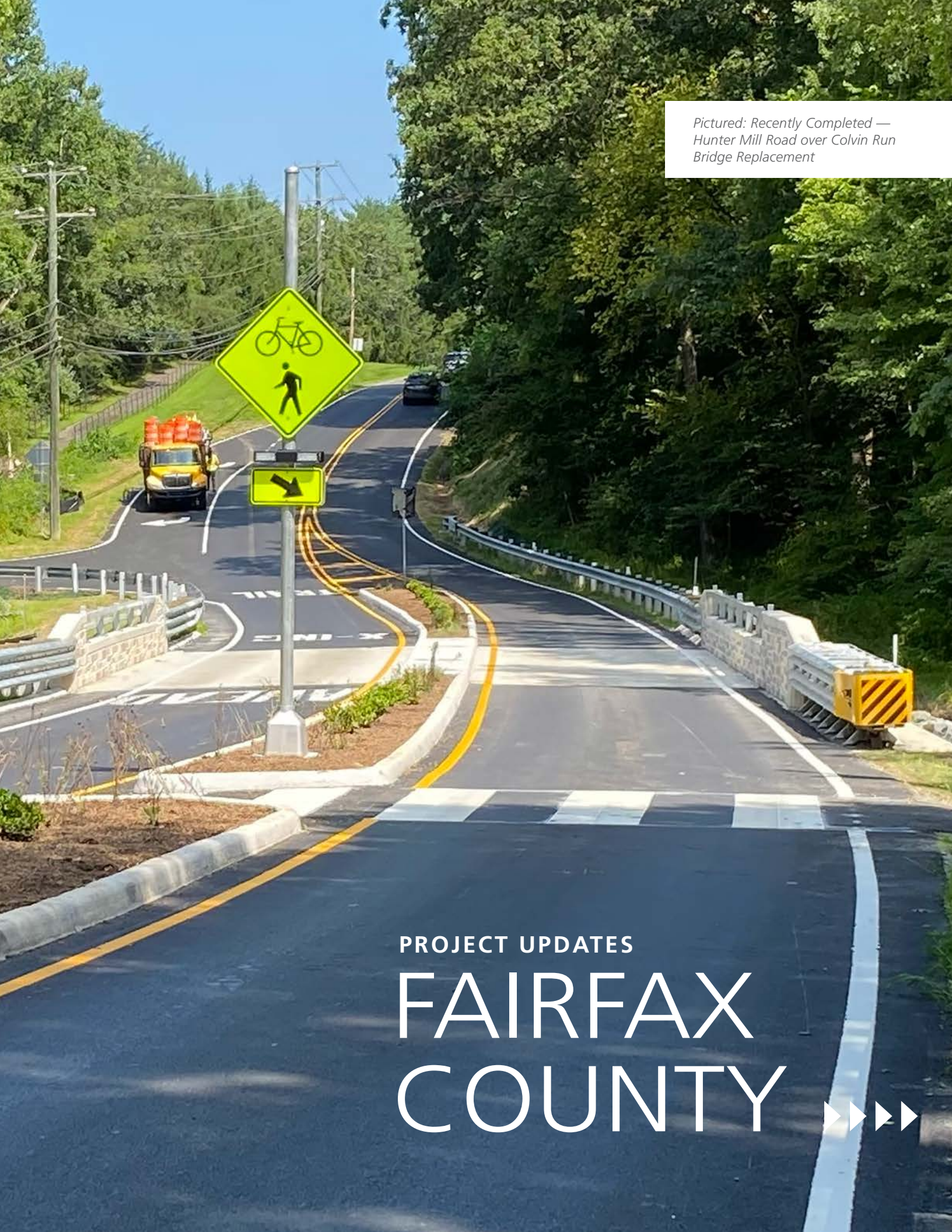


*Pictured: Recently Completed —
Hunter Mill Road over Colvin Run
Bridge Replacement*



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