



County of Fairfax, Virginia

Route 28, Silver Line Construction and Bus Service Planning

Sully District Transportation Town Hall Meeting
December 11, 2019

Tom Biesiadny, Director
Fairfax County Department of Transportation



Topics

- Route 28
 - Prince William County Line to Route 29
 - Route 50 to McLearen Road
- Silver Line
 - Construction
 - Bus Service Planning
- Other Projects



Route 28



Route 28 Widening (Prince William to Route 29)

Background

- Endorsed by Fairfax County Board of Supervisors as part of the County's Transportation Priorities Plan (TPP) on January 28, 2014
- Work on project began in 2016
- County's Comprehensive Transportation Plan describes Route 28 as 8 lanes with High Occupancy Vehicle (HOV) lanes, and a future interchange at New Braddock Road
- Current Project
 - Construct an additional through lane in each direction (three lanes in each direction) from north of the bridge over Bull Run to the Route 29
 - Reconstruct sub-standard crest vertical curves on SB Route 28 to meet current standards
 - SB Route 28 between Compton Road and Bradenton Drive
 - SB Route 28 just south of New Braddock Road



Route 28 Widening (Prince William to Route 29)

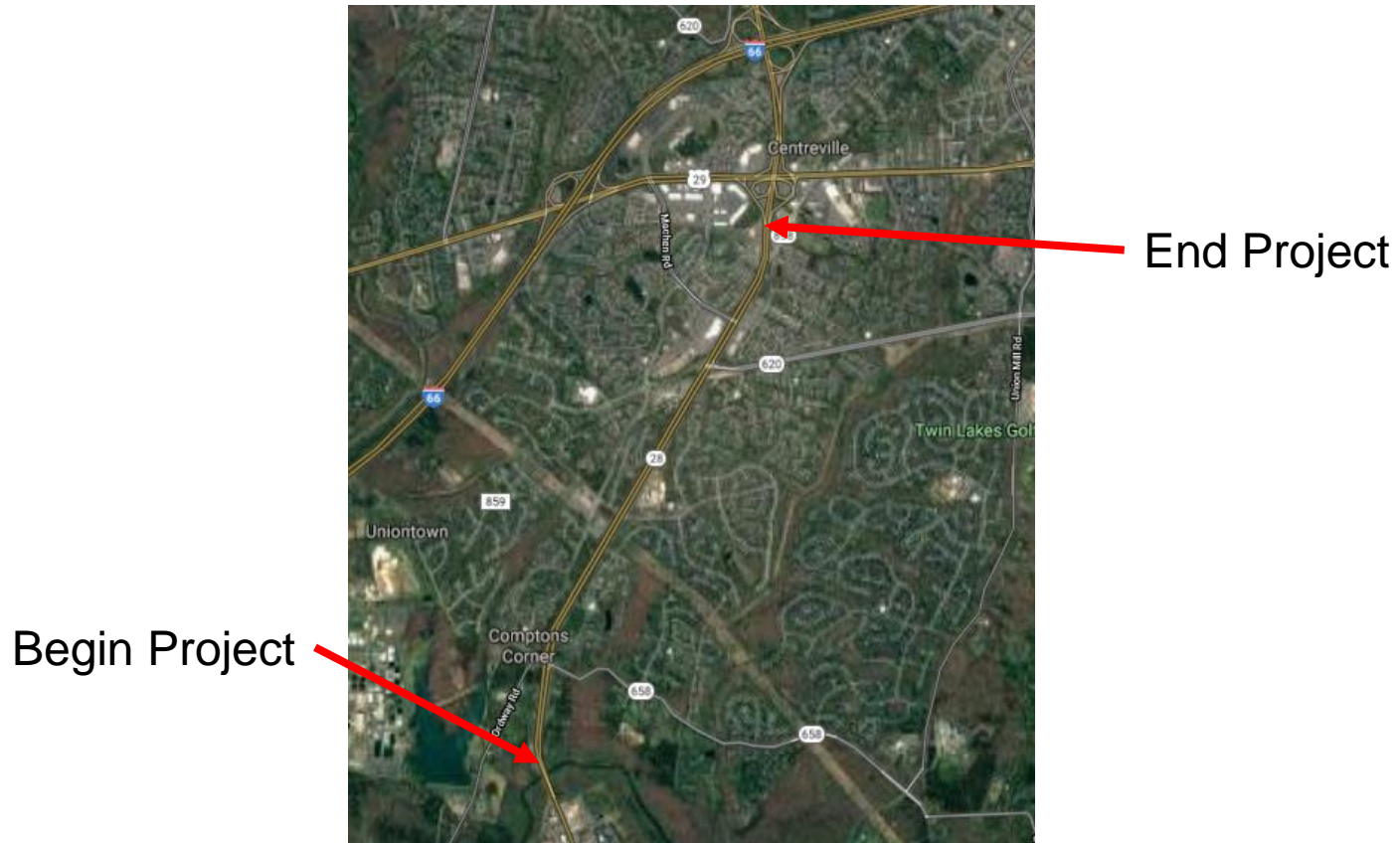
- Include Shared Use Paths
 - Both Sides of Route 28
 - Short Section of Sidewalk on SB side between Upperridge Drive and Machen Road due to Right-of-Way constraints
- Project as proposed does not preclude future HOV or a future interchange at New Braddock Road

Current Status

- Finalizing environmental document
- In procurement for a design-build contractor



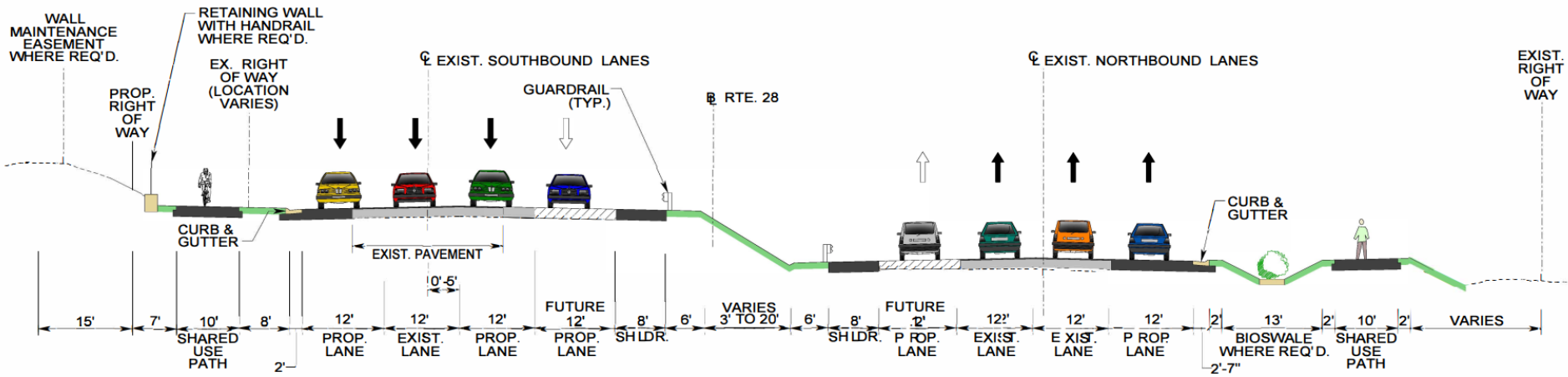
County of Fairfax, Virginia





Typical Sections

Route 28 Widening Prince William County Line to Route 29



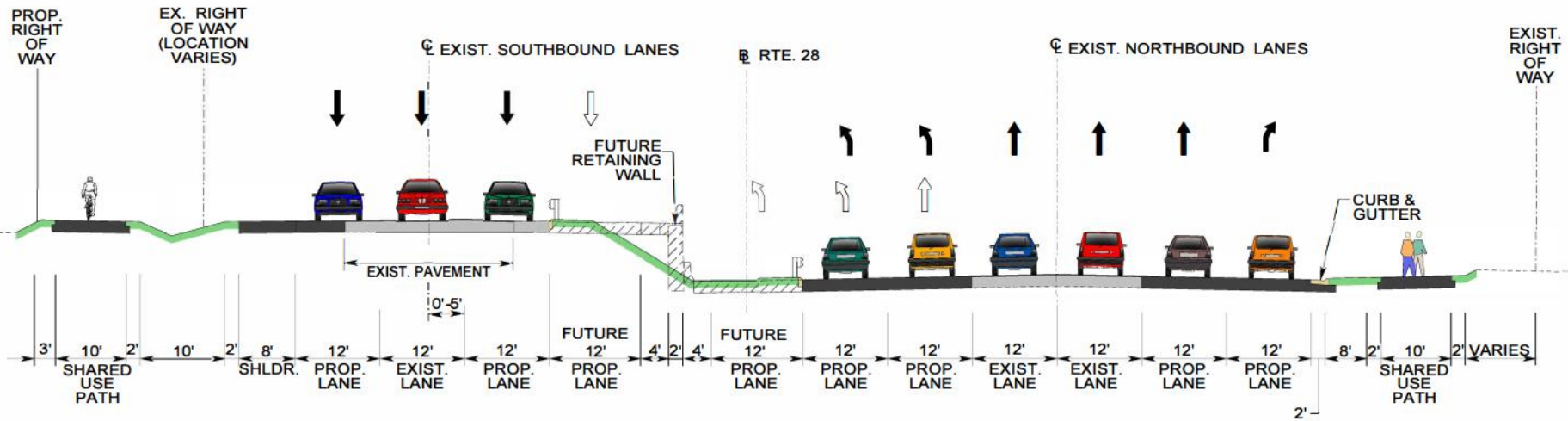
TYPICAL 6 LANE SECTION (WITH OUTSIDE CURB AND GUTTER)
(100' SOUTH OF DARKWOOD DRIVE TO ROUTE 29)





Typical Sections

Route 28 Widening Prince William County Line to Route 29



TYPICAL SECTION
(WITH RETAINING WALL AND RIGHT AND LEFT TURN LANES)





Route 28 Widening

Current Project Funding

• NVTA Regional Funds -		\$26,000,000
• State Revenue Sharing Funds -		\$10,000,000
• State SmartScale Funds -		\$23,422,583
• Federal Demonstration Funds -		\$ 9,626,444
• County Funds -		\$17,430,973
• Total Funding to Date	=	\$86,480,000
• Cost Estimate	=	<u>\$86,480,000</u>



Preliminary Design-Build Schedule (6 Lane Design)

- Advertise Request for Qualifications (D-B Contract) – April 16, 2019
- “Final” 30% Plans – August 2019
- Advertise Request for Proposals (D-B Contract) to three shortlisted firms– September 23, 2019
- Design Public Hearing – September 23, 2019
- **Final Environmental (NEPA) Document – December 2019**
- **Award Design Build Contract - Spring 2020**
- **Notice to Proceed to D-B Contractor – Spring 2020**
- **60% Plans – Summer/Fall 2020**
- **Start Land Acquisition – No residential structures Fall 2020**
- **Start Construction – Fall 2020**
- **Substantial Construction Completion – December 31, 2022**
- **Final Construction Completion – Spring 2023**



Route 28 Widening

Project Website

<https://www.fairfaxcounty.gov/transportation/projects/route28-widening>

Website will be updated monthly or as more information/data becomes available.

How Do I submit Comments/Concerns regarding the project:

1. Email via Project Website
2. Email to Project Manager – James.Beall@fairfaxcounty.gov
3. Mail Comment Sheet via US Mail- FCDOT, 4050 Legato Road, Suite 400, Fairfax VA 22033-2895





Route 28 Widening

- Route 50 to McLearen Road (6 to 8 lanes)
- Estimated Cost: \$20 M
- Route 28 Tax District has strategy to fund
- Design complete
- Land Acquisition in progress
- Construction to begin in 2020





County of Fairfax, Virginia

Metrorail Silver Line Project

Phase 2 Implementation



Project Status

Phase 1

- Old Meadow Road Realignment – 100% design complete.
 - Utility relocation underway
 - Roadway construction to resume in Spring 2020
- VDOT Punch List Ongoing – MWAA to complete
- Phase 1 Close out - \$2.982B (no change)

Phase 2

- Overall Phase 2 – 97% complete
- Package A (Rail, System & Stations) – 97%
- Package B (Rail yard at Dulles) – 97%





Project Status

Phase 2 (continued)

•General Activities

- Dynamic testing – Ongoing
- Property conveyances and maintenance agreements – Final Review
- Site inspections and walkdowns – Ongoing
- Wiehle-Reston East Station scheduled shutdowns for testing of Phase 2
 - November 23-24, 2019 – Completed
 - November 30-December 1, 2019 – Completed
 - All weekends in December 2019 and January 2020 – Approved by WMATA

•MWAA and WMATA identified concerns - Discussions on remediation are ongoing

- Concrete Panel Deficiencies
- Fouled Ballast at Dulles Rail Yard
- Concrete Ties/ Cross-Level Deficiencies



Project Status

Phase 2 (continued)

•Construction Status

- Civil - Utilities relocation work completed; paving operations, stormwater management ponds, storm drains ongoing
 - Stations – Interior finishes, station clean up, elevator and escalator testing, and lighting installation and other electrical work ongoing
 - Track – Clean-up along the guideway from the Reston Town Center Station to the Ashburn Station ongoing
 - Systems – Traction Power Substations (TPSS) and station equipment testing and final connections, all TPSS have been energized providing power to the contact rails, communications cabling installation and testing, testing of train control systems, preparing track for dynamic testing, working on tie in of Phase 1 track and control systems with Phase 2, and running test trains for safe braking and dynamic testing on various section of the track
 - Rail Yard – Punchlist work for all building at the yard, remedial track work and installation of hoist equipment ongoing
- Package A (Rail, systems, Stations) completion – April 2020 (target date)
 - Package B (Yard) completion – February 2020 (target date)
 - WMATA Board to establish Revenue Operations Date – TBD



Phase 2 – Cost Summary

- Budget
 - Total Budget \$2.778B
 - Total Forecast \$2.778B
 - Total Expenditures \$2.217B

- Contingency Utilization
 - Total Contingency \$551.5M
 - Total Contingency Utilized \$308.9M
 - Remaining Contingency \$242.6M



Herndon Station



Herndon North Pavilion – Installing Sprinkler System





Grading for Storm Water management Pond Near Reston Parkway

Reston Town Center Station



Installing Speakers in Ceiling Panels at Reston Station





Innovation Center Station



Innovation North Pavilion – Setting Art in Transit Granite Pavers



Innovation Station – Troubleshooting Communications Systems





Dulles Airport Station



Escalators at Dulles Station



Dulles Station - Welding Bearing Reinforcement for Station Screen Wall Support





Rail Yard Dulles Airport



Grading in Bio Pond Water Quality Structure



Installing Equipment in Fuel Point





Herndon Station Garage

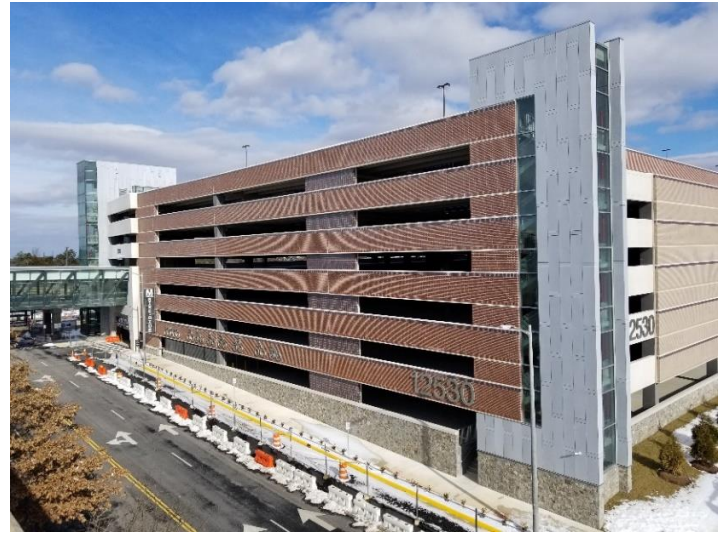
- Total Project Estimate: \$44.5 M (org. \$56.7 M)
- Construction Progress: 100% complete

Schedule

- New garage received its occupancy permit April 4, 2019
- Opened to the public on April 8, 2019, to facilitate work on existing garage.
- Existing garage repair work completed September 30, 2019. Reopening expected after loop repaving complete.
- Bus loop repaving underway.

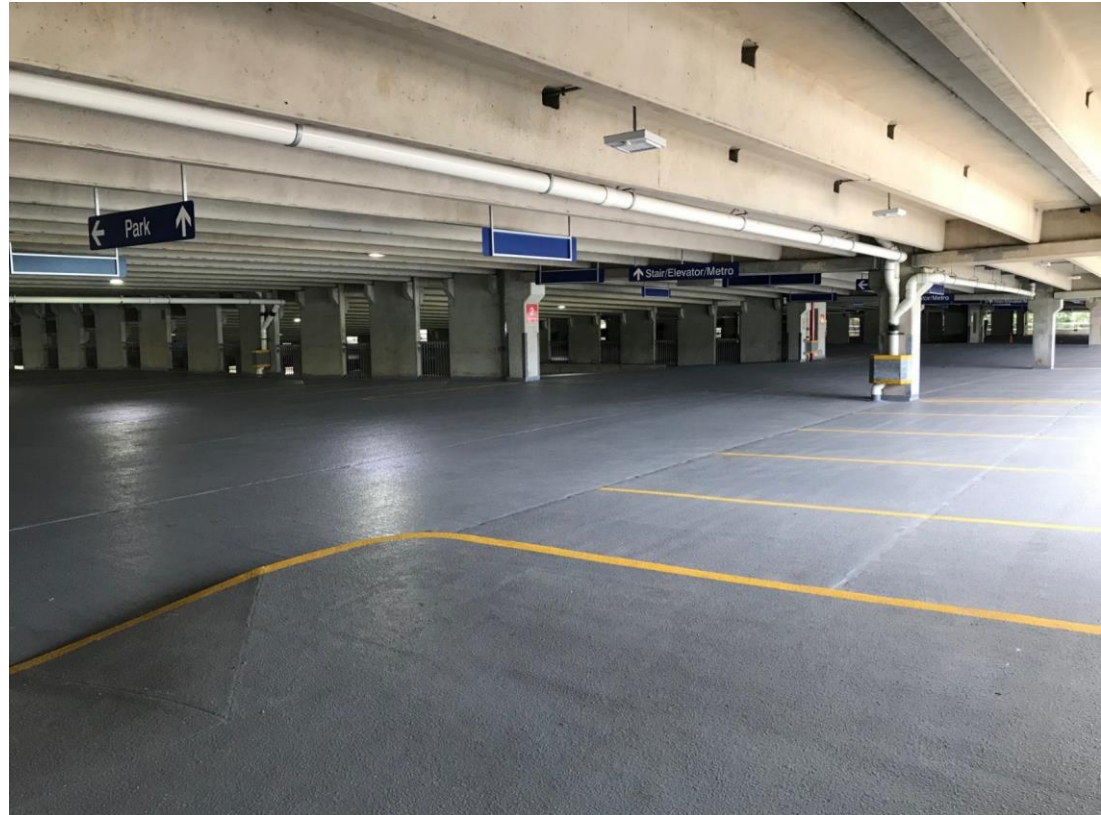
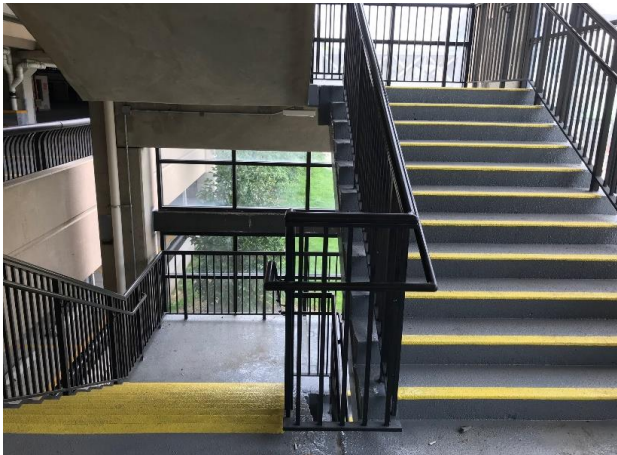


Herndon Station Garage





Herndon Station Existing Garage (repairs)





Innovation Center Station Garage

- Total Project Estimate: \$52 M (org. \$57 M)
- Construction Progress: 92% complete

Schedule

- Construction Award: March 2017
- Construction Start: April 2017
- Precast Erection: Completed
- Projected Completion: February 2020



County of Fairfax, Virginia

Innovation Center Station Garage





County of Fairfax, Virginia

Silver Line Bus Service Planning



Silver Line Bus Service Planning

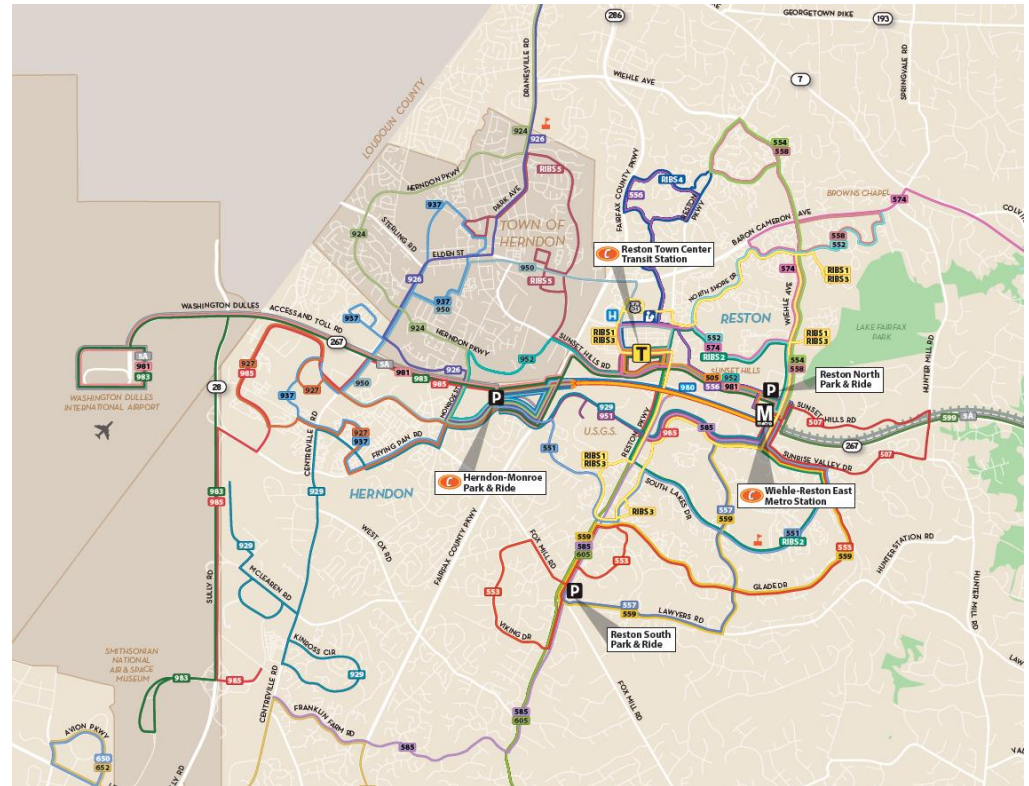
- ❑ The purpose is to enhance bus services while capitalizing on implementation of the Metrorail Silver Line Phase 2.
- ❑ The process will encourage public input, examine past and existing transit conditions, determine future needs, and develop service change recommendations.
- ❑ The proposed service changes will include route efficiencies, new route designs, and improved access and mobility.





Current Transit Service Overview

- ❑ Number of routes: 32
- ❑ Route types:
 - Commuter: 1
 - Circulator: 5
 - Local: 11
 - Feeder: 15
- ❑ 70 buses offering rush – hour service





Planning Process

We are here.



Understand
the Issues
(Fall 2018)

System
Evaluation
(Spring/
Summer
2019)

Public
Outreach
(Fall
2019)

Public
Outreach
(Spring
2020)



Public
Outreach
(Winter
2018–
2019)

Alternative
Development
(Summer/
Fall 2019)

Selection of
Preferred
Service Plan
(Winter
2019/
Spring
2020)

Provide
Recommendation
to Board of
Supervisors
(Spring 2020)



What We Heard: Service Improvements

Connectivity

Adjust routes:

- Key community locations
- Realign routes with travel patterns

Faster Travel

Adjust routes:

- Realign routes to be more direct
- Reduce unneeded travel patterns

Greater Span of Service

Adjust hours of service:

- Increase service hours on key routes to improve access and mobility

Increased Frequency

Adjust service:

- Improve frequency on key routes to increase mobility



Service Alternatives



Three service alternatives are being studied:

Alternative 1 – Incremental changes to Transit Development Plan recommendations

Alternative 2 – Streamline existing routes

Alternative 3 – Transformation



All alternatives would be developed budget neutral, with no increase (+/-2%) in total revenue hours.



Develop Preferred Service Plan

May include elements of all alternatives

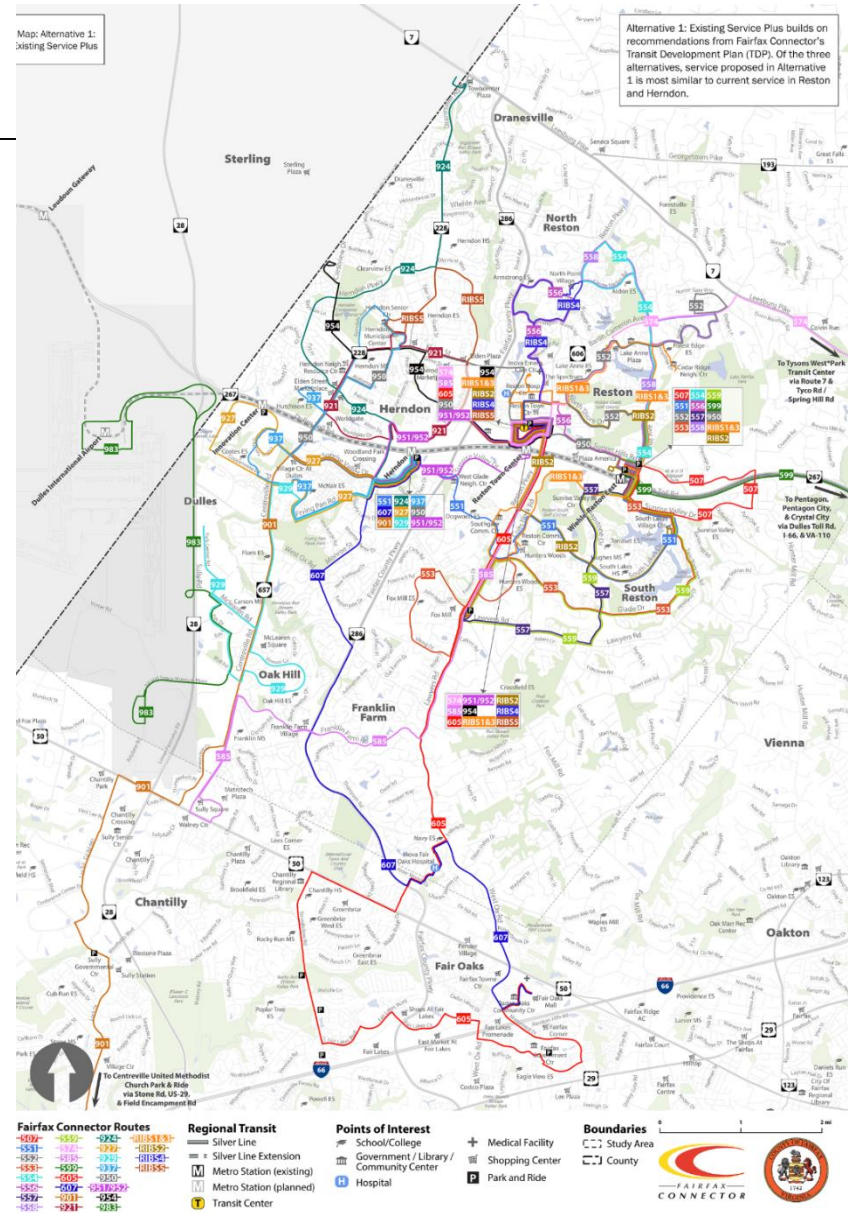
Micro-transit options (Alternative Transit Study)

Transit Development Plan



Reston – Herndon Alternative 1: Minor Changes to Transit Development Plan

- ❑ Key service characteristics:
 - Most like current system
 - Most routes serving Metrorail are still oriented to Wiehle Station
 - Builds on existing Transit Development Plan
 - RIBS system is unchanged
- ❑ New connections:
 - West side of Herndon / Crestview Drive
 - **Centreville**
 - **Chantilly**
 - Fair Lakes





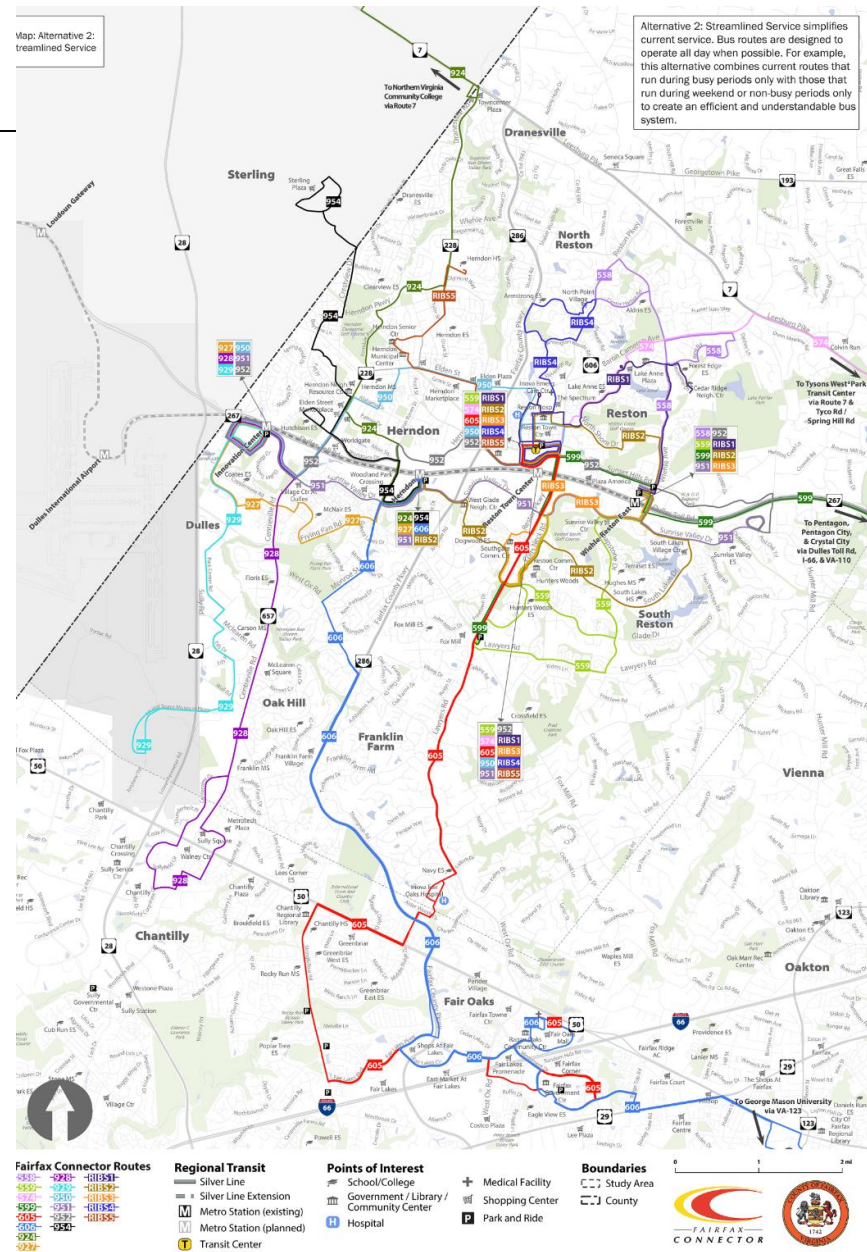
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Reston – Herndon Alternative 2: Streamline

- Key service characteristics:
 - Simplifies current service by combining routes and service times
 - Most routes are reoriented to nearest Metrorail Stations
 - Frequent service all day along Elden Street corridor
 - Small changes to RIBS system service
- New connections:
 - Sterling Plaza
 - North Virginia Community College – Sterling Campus
 - Chantilly
 - Fair Lakes
 - George Mason University / Fairfax City



Map: Alternative 2: Streamlined Service





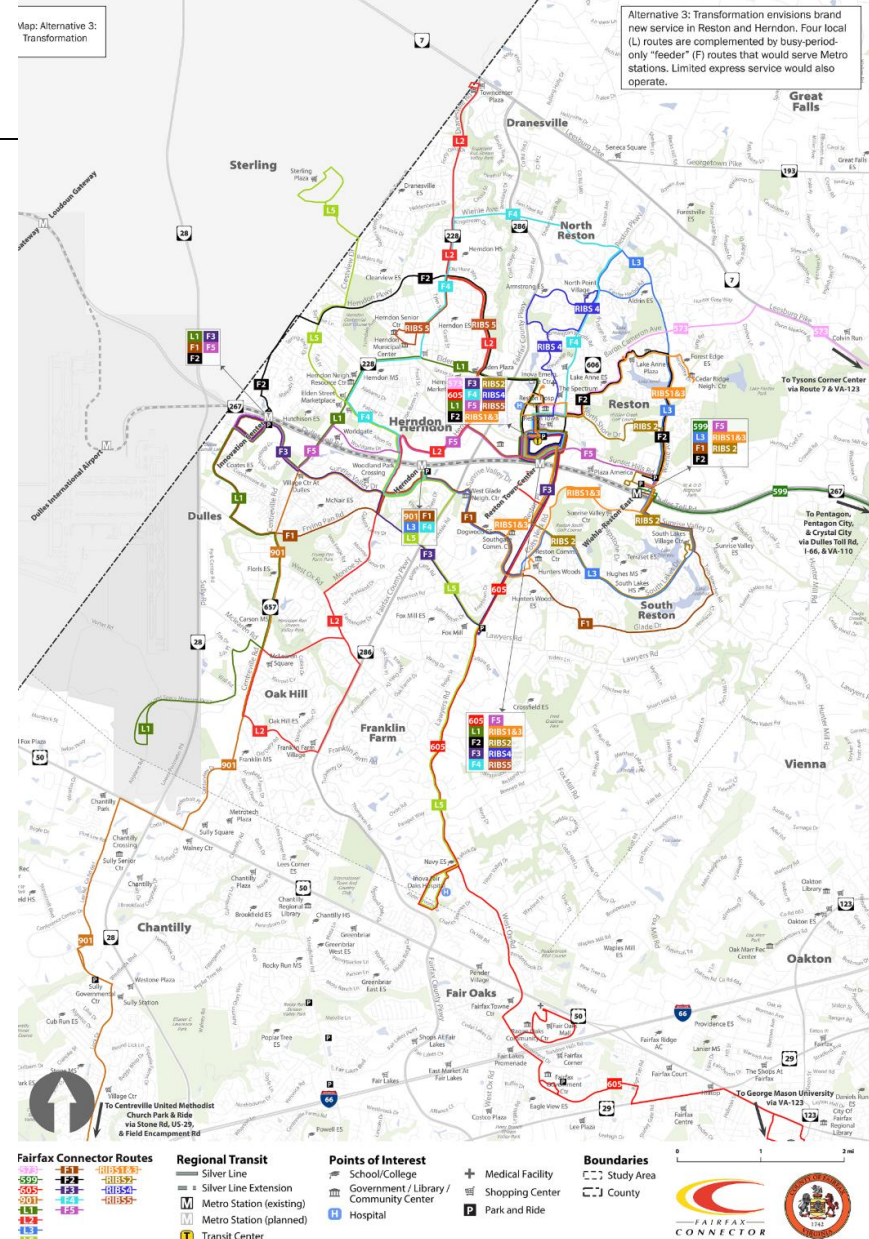
County of Fairfax, Virginia

Reston – Herndon Alternative 3: Transformation

- ❑ Key service characteristics:
 - Envisions brand new services
 - All-day local service
 - Frequent service to Metrorail Stations via feeder routes at peak times
 - RIBS system is unchanged
- ❑ New connections:
 - Sterling Plaza
 - Tysons Corner Center
 - Chantilly
 - Centreville
 - George Mason University / Fairfax City



Map: Alternative 3:
Transformation



Alternative 3: Transformation envisions brand new service in Reston and Herndon. Four local (L) routes are complemented by busier-period-only "feeder" (F) routes that would serve Metro stations. Limited express service would also operate.





Next Steps

- ❑ Public input opportunities include:
 - Online survey from October 23rd to December 31th
 - More information at www.fairfaxconnector.com

- ❑ Develop preferred transit service based on:
 - Public input
 - Service evaluation process

- ❑ Bring preferred service plan to the public for review in late Winter 2020



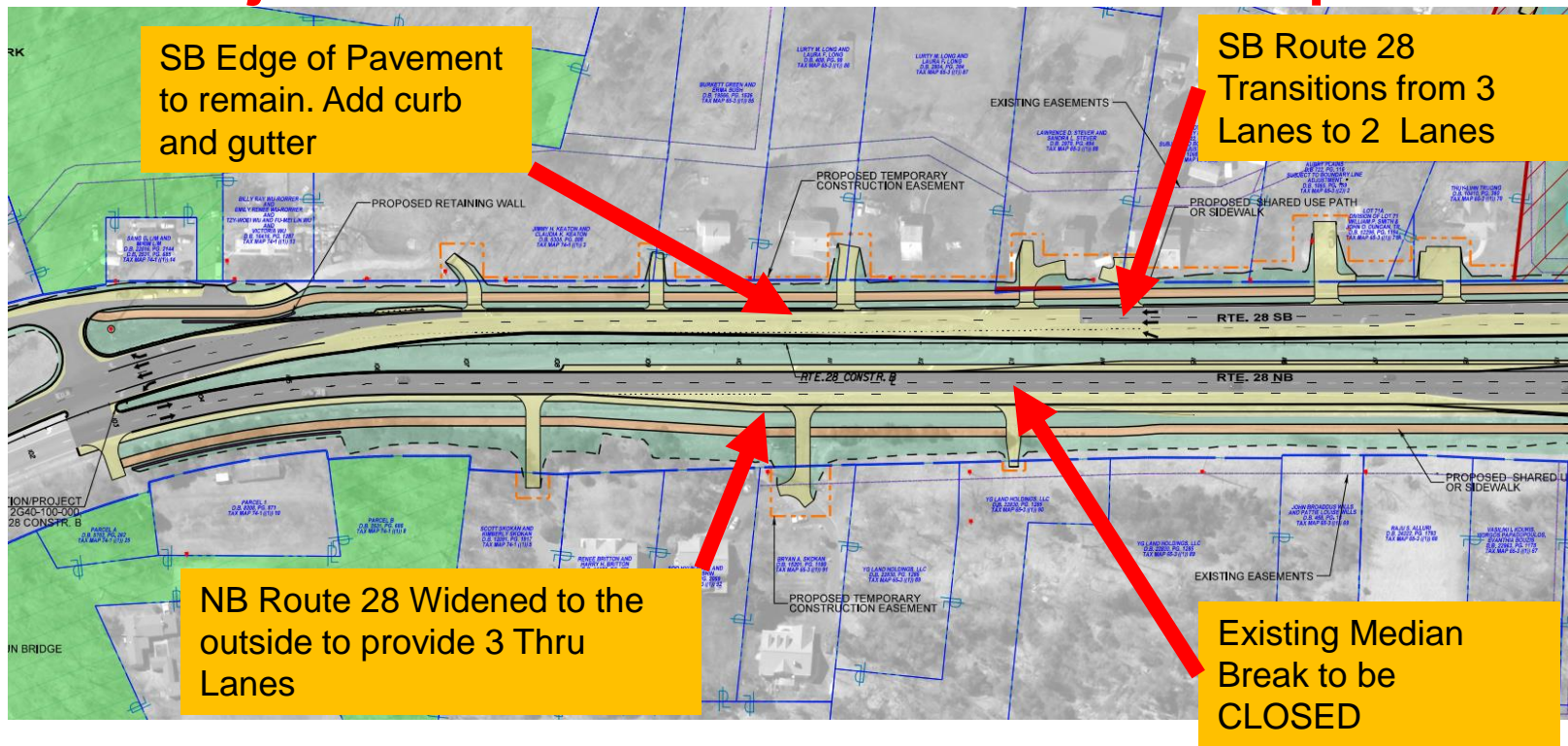


QUESTIONS?



Route 28 Widening

Project Overview – Rt. 28 South of Compton

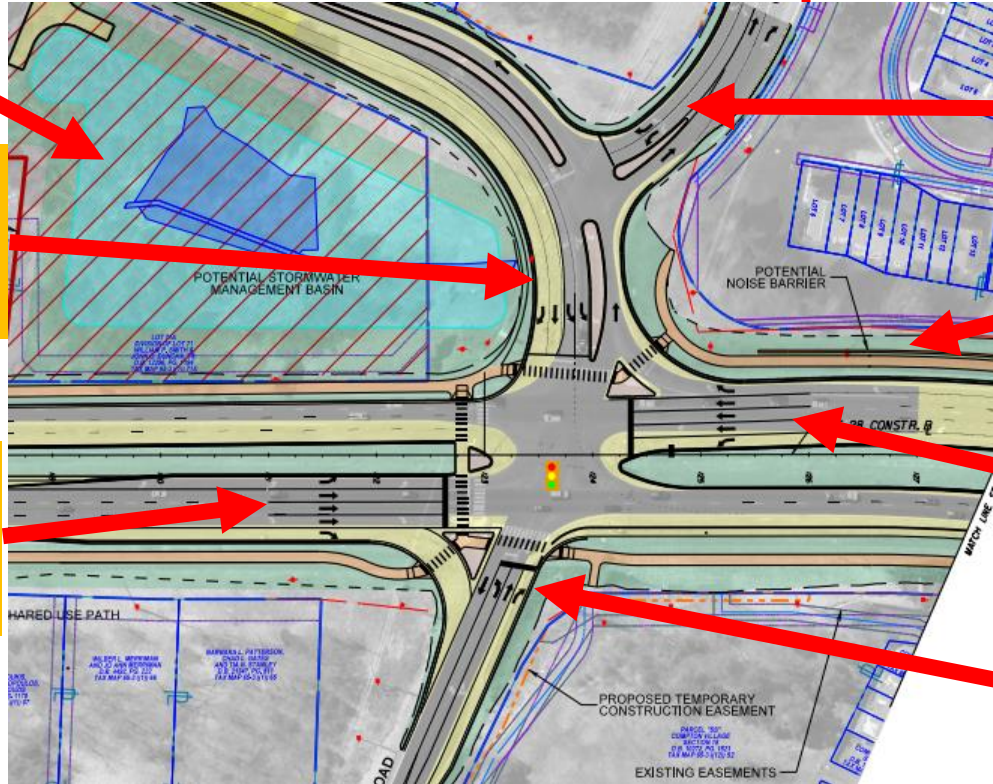




Route 28 Widening

Project Overview – Rte. 28/Compton/Ordway

- Potential SWM Pond
- Ordway Rd. EB
 - 2 - Left Turn Lanes
 - 1 - Thru Lane
 - 1 - Right Turn Lane
- Route 28 NB
 - 1 - Left Turn Lane
 - 3 - Thru Lanes
 - 1 - Right Turn Lane

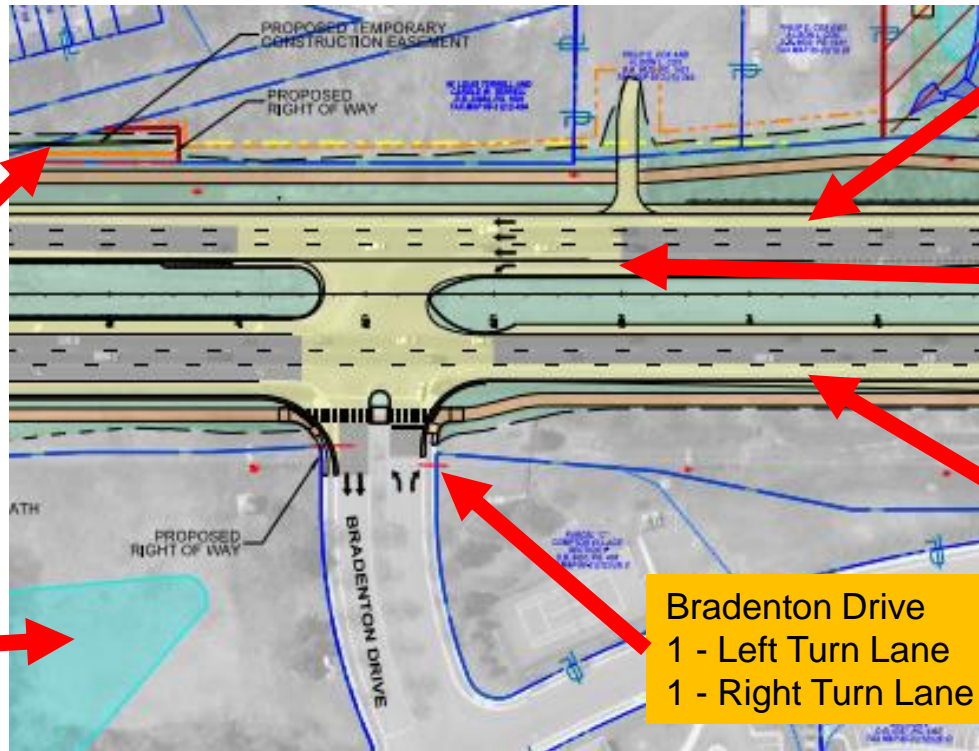


- Compton Road EB
 - 1 - Left Turn Lane
 - 1 - Right Turn Lane
- Potential Noise Barrier
- Route 28 SB
 - 1 - Left Turn Lane
 - 3 - Thru Lanes
 - 1 - Right Turn Lane
- Compton Road WB
 - 1 - Left Turn Lane
 - 1 - Thru Lane
 - 1 - Right Turn Lane



Route 28 Widening

Project Overview – Bradenton Drive



Potential Noise Barrier

Potential SWM Pond

Centerline of SB Route 28 Shifted 5' toward median

Route 28 SB
1 - Left Turn Lane
3 - Thru Lanes

Route 28 NB
Widened to the Outside within existing RW

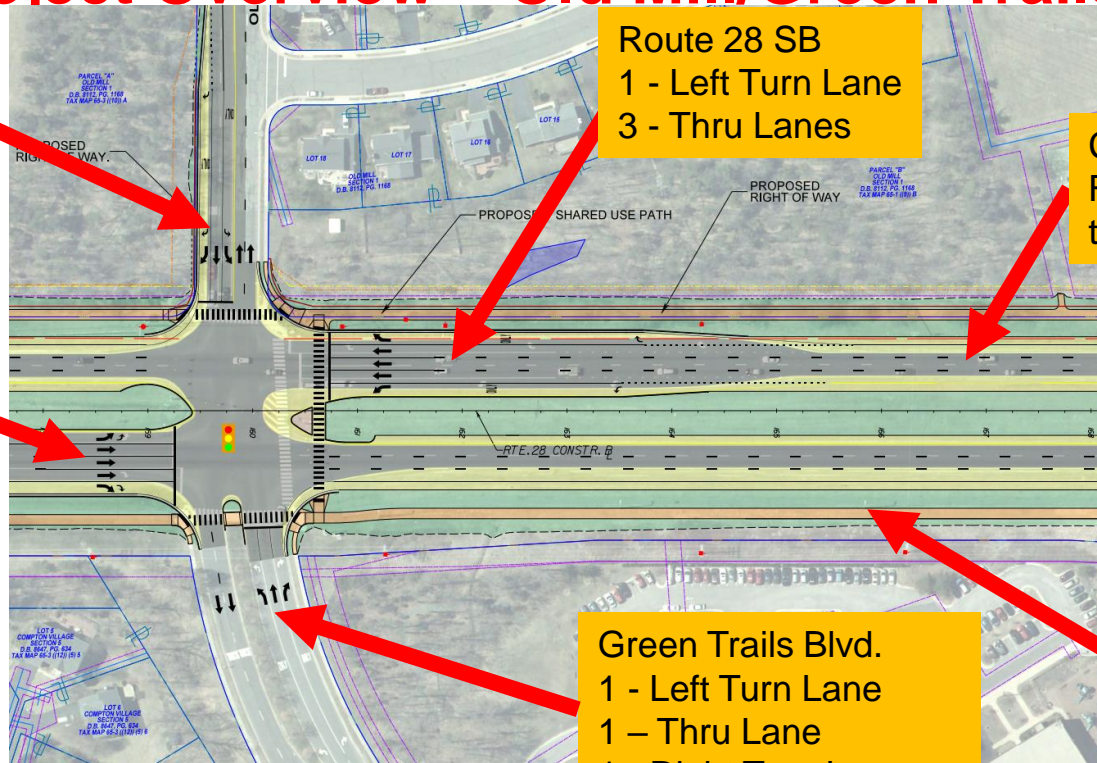
Bradenton Drive
1 - Left Turn Lane
1 - Right Turn Lane



Route 28 Widening

Project Overview – Old Mill/Green Trails

Old Mill Road EB
 1 – Left Turn Lane
 1 – Thru Lane
 1 – Right Turn Lane



Route 28 SB
 1 - Left Turn Lane
 3 - Thru Lanes

Centerline of SB
 Route 28 Shifted 5'
 toward median

Rte. 28 NB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane

Route 28 NB
 Widened to the
 outside within
 existing ROW

Green Trails Blvd.
 1 - Left Turn Lane
 1 – Thru Lane
 1 - Right Turn Lane

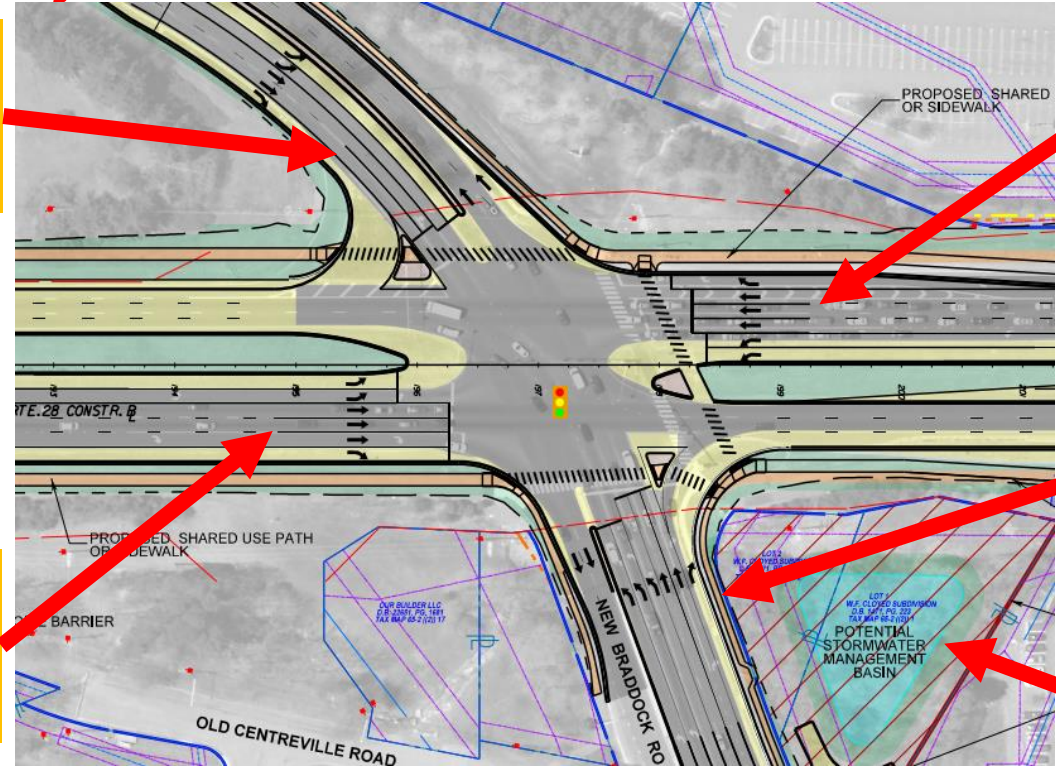


Route 28 Widening

Project Overview – New Braddock Road

New Braddock Rd EB
2 – Left Turn Lanes
2 – Thru Lanes
1 – Right Turn Lane

Route 28 SB
2 – Left Turn Lanes
3 – Thru Lanes
1 – Right Turn Lane



Route 28 NB
2 – Left Turn Lanes
3 – Thru Lanes
1 – Right Turn Lane

New Braddock Rd WB
3 – Left Turn Lanes
2 – Thru Lanes
1 – Right Turn Lane

Potential
SWM
Pond

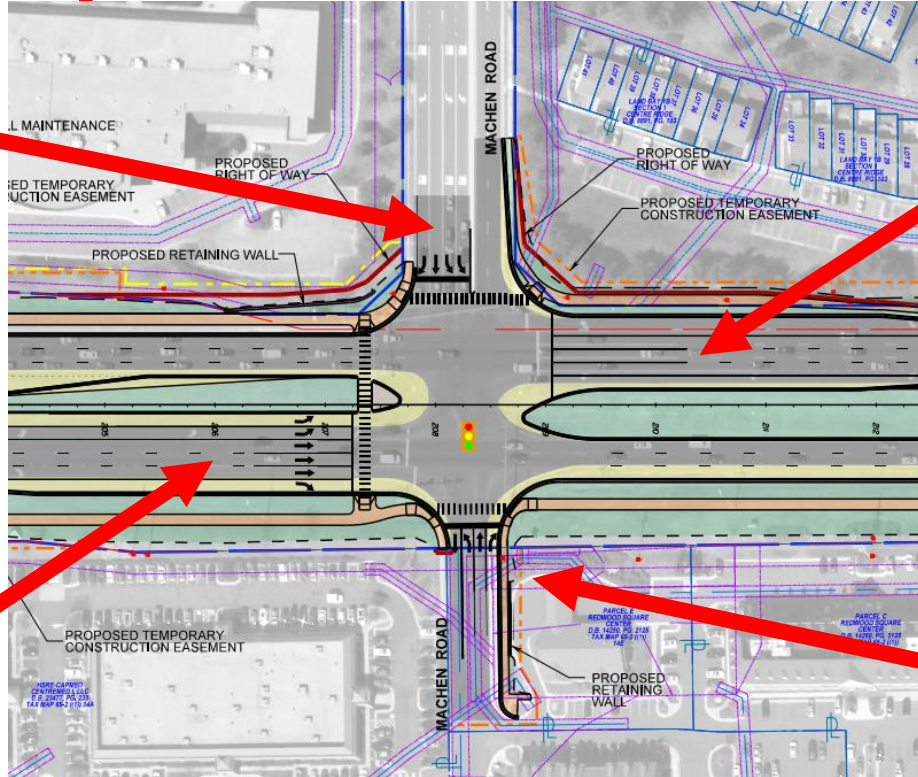


Route 28 Widening

Project Overview – Machen Road

Machen Rd EB
 2 – Left Turn Lanes
 1 – Thru Lane
 1 – Right Turn Lane

Route 28 SB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane



Route 28 NB
 2 – Left Turn Lanes
 3 – Thru Lanes
 1 – Right Turn Lane

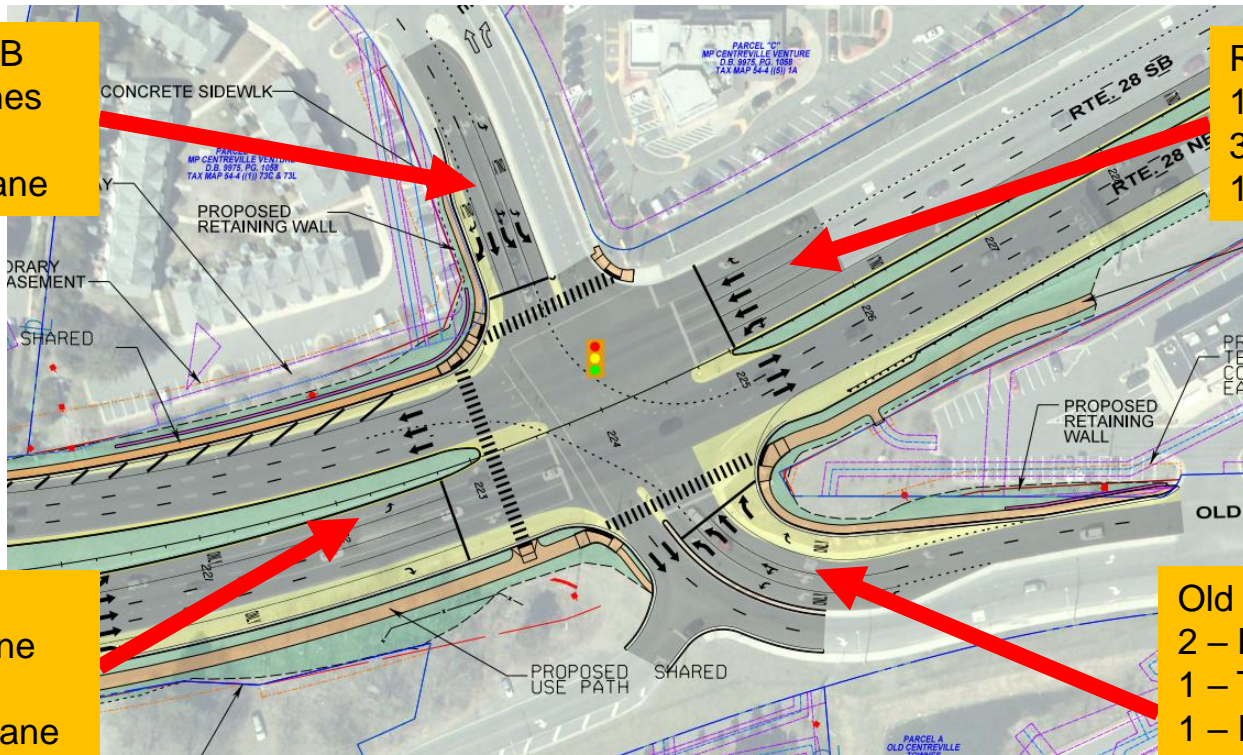
Machen Rd WB
 1 – Left Turn Lane
 1 – Thru Lane
 1 – Right Turn Lane



Route 28 Widening

Project Overview – Old Centreville/Upperridge

Upperridge Rd EB
 2 – Left Turn Lanes
 1 – Thru Lane
 1 – Right Turn Lane



Route 28 SB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane

Route 28 NB
 1 – Left Turn Lane
 3 – Thru Lanes
 1 – Right Turn Lane

Old Centreville Rd WB
 2 – Left Turn Lanes
 1 – Thru Lane
 1 – Right Turn Lane