DRANESVILLE DISTRICT 2020
PAVING & RESTRIPING INFORMATION

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COUNTY OF FAIRFAX 1742 VIRGINIA

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VDOT Paving Program Overview

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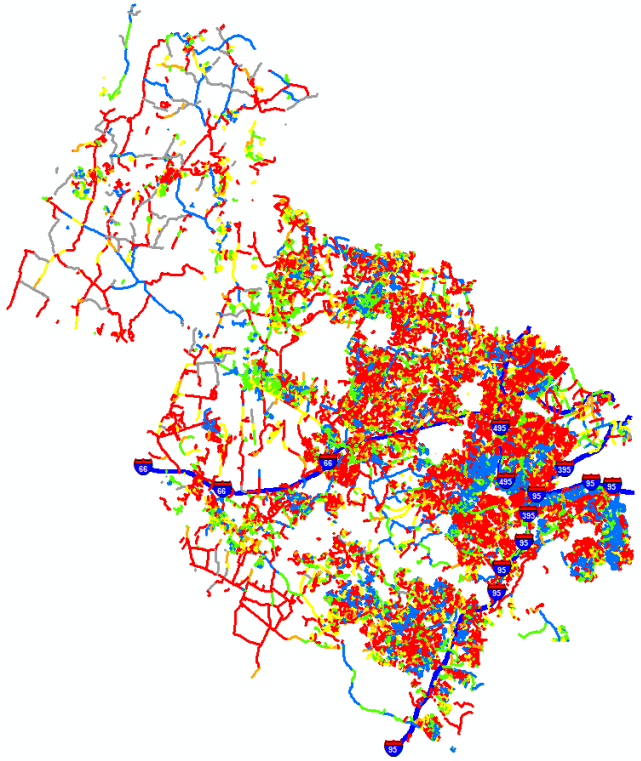
NOVA DISTRICT PAVEMENT CONDITION RATINGS 2019

CONDITION (CCI)

- EXCELLENT (90 - 100)
- GOOD (70 - 89)
- FAIR (60 - 69)
- POOR (50 - 59)
- VERY POOR (0 - 49)
- NOT RATED (-1)



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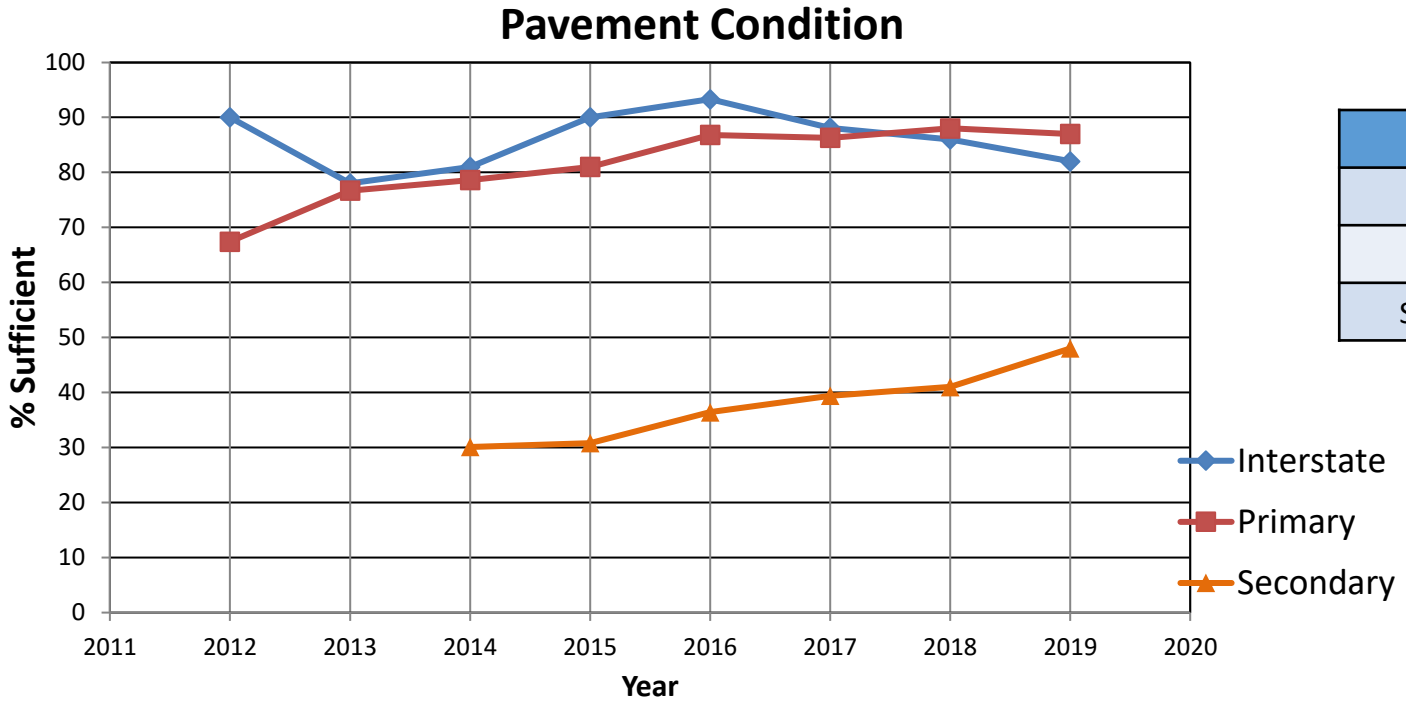
2019 Dashboard Pavement Condition Status



2019 Pavement Condition

System	Percent Sufficient	Goal
Interstate	82%	82%
Primary	87%	82%
Secondary	48%	65%

PAVING ALLOCATIONS FOR NOVA DISTRICT 2013-2020

Fiscal Year	Interstate ($M)	Primary ($M)	Secondary ($M)	Total ($M)
FY 2013	9.4	21.9	26.8	58.1
FY 2014	22.0	17.3	44.0	83.3
FY 2015	6.9	14.8	114.1	135.8
FY 2016	7.8	23.9	107.2	138.9
FY 2017	9.4	21.0	104.9	135.3
FY 2018	14.2	16.1	110.6	140.9
FY 2019	9.6	15.6	80.7	105.9
FY 2020	9.3	15.7	79.8	104.8
Total 2013-2020	88.6	146.3	668.1	903.0

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2013-2020 NOVA DISTRICT REPAVING FACTS

2013-2020 (Fairfax - Arlington)	Interstate	Primary	Secondary	Total
Total Expended, NoVA District 2013-2020, $M	88.6	146.3	668.1	903.0
Lane Miles Paved, (Fairfax + Arlington)	241.1	385.3	3,277.7	3,904.1
Total Lane Miles Inventory (Arlington+Fairfax)	511.4	911.8	5,597.3	7,020.5
Total Lane Miles Inventory (NOVA District)	727.0	1,736.0	11,122.0	13,585.0
% of Network Paved in Past 8 Years (Fairfax +Arlington)	47%	42%	59%	56%

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HOW ARE ROADS SELECTED FOR PAVING?

Some Factors that Affect Paving Selections:

- Pavement Condition
- Traffic Volume
- Whole Neighborhoods versus Paving Main Streets Only
- Economies of Scale/Mobilization Costs
- Feedback from Maintenance Crews

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TYPES OF TREATMENT

Preventive Maintenance

- Slurry Seal/Latex/Chip Seal
- Patching (not extensive)
- Crack Seal

Plant Mix (Corrective Maintenance)

- Mill less than 2 inches
- Overlay less than 2 inches of Surface Mix Asphalt
- Patching

Plant Mix (Restorative Maintenance)

- Mill greater than 2 inches less than 4 inches
- Overlay 2 inches of Intermediate Mix Asphalt
- Overlay < 2 inches of Surface Mix Asphalt

Full Depth Reclamation (FDR)

- Existing Asphalt / Aggregate / Soil Stabilization with Cement (6-8 inch.)
- Overlay Intermediate Mix Asphalt
- Overlay Surface Mix Asphalt

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SCHEDULE FOR PAVING PLANNING/IMPLEMENTATION

January - February

Bids are received for current calendar year schedules, contracts are executed. Next calendar year schedules are in planning stages.

March - April

Work begins on current calendar year schedules when weather is warm enough. Next calendar year schedules are being reviewed and further data gathered.

May - October

Current year schedules are underway. Next calendar year schedules are coordinated and sent to Richmond to prepare for contract advertisement.

November - December

Current year schedules close out. Next year contracts are advertised for bids.

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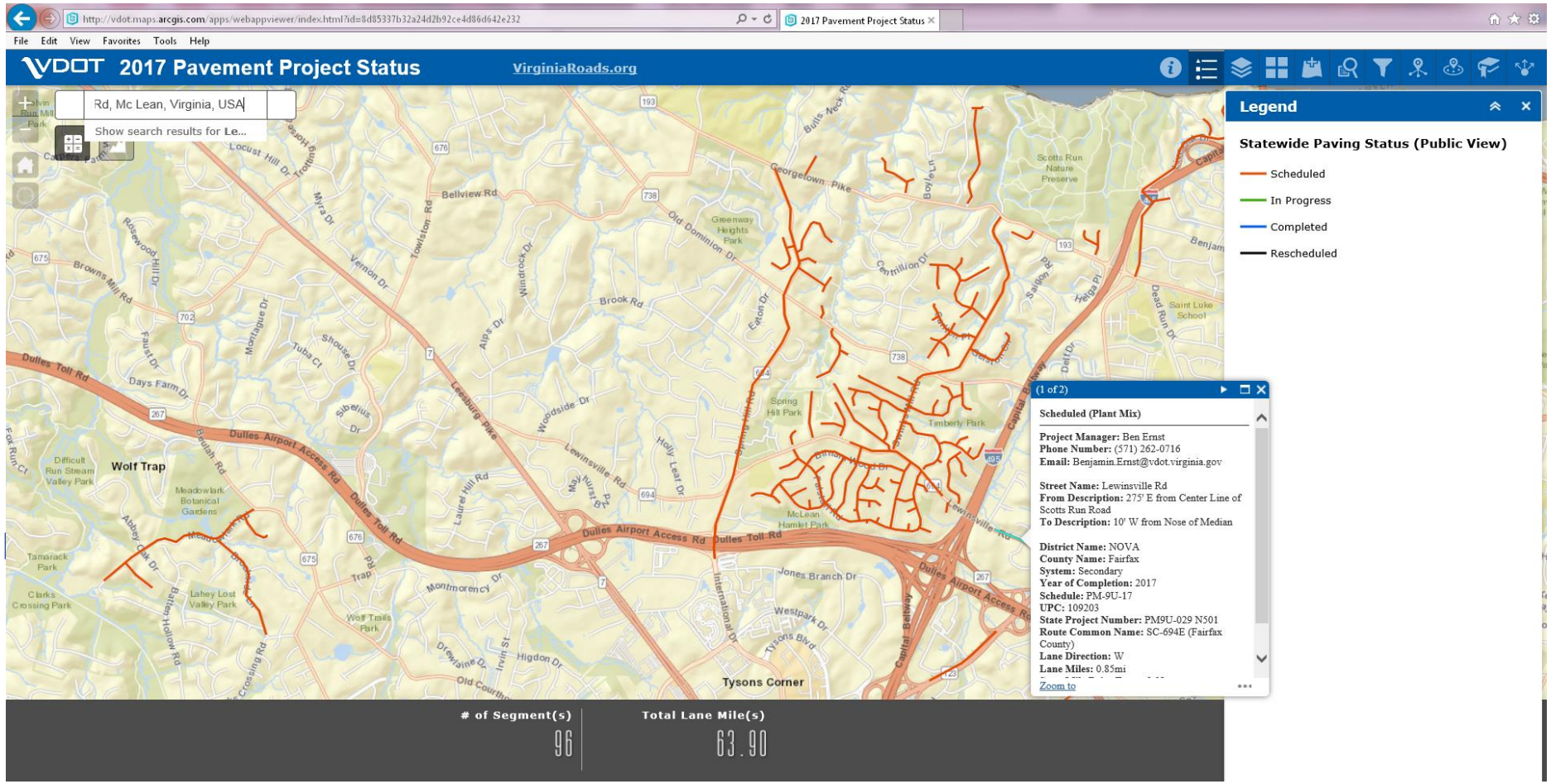
ONLINE PAVING MAP

http://www.virginiadot.org/novapaving



PAVING INFORMATION ONLINE

- Online paving map located at http://www.virginiadot.org/novapaving (2020 information coming in early April)
- Virginia Roads pavement condition information located at http://www.virginiaroads.org
- MyVDOT (https://my.vdot.virginia.gov) or call 1-800-FOR-ROAD (367-7623) for maintenance requests

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Proposed Striping Modifications

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FAIRFAX COUNTY COMPREHENSIVE PLAN

- Seeks to improve traffic safety and provide transportation options to people around the County
- Bicycle Network Plan: Establishes key bike route network and suggests type of bicycle facility
- Safer/more comfortable facility type can be implemented if space allows
- Routes can be added to connect destinations/origins to the bike network
- Implementation Options (if no road widening needed):
  - Capital Projects ($$$)
  - Through Paving & Restriping Process ($)

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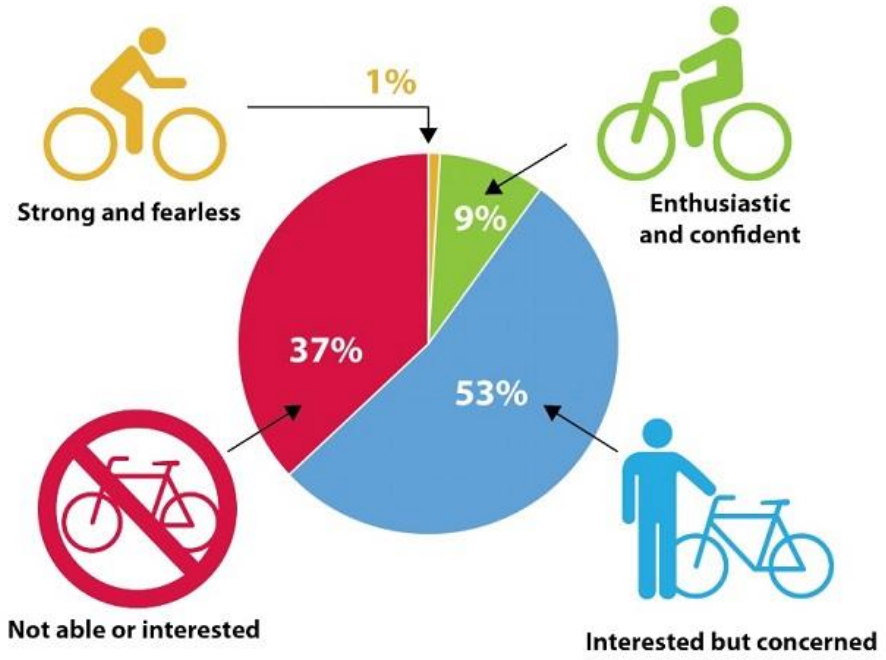
TYPES OF BICYCLE RIDERS IN FAIRFAX COUNTY



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TYPES OF BICYCLE FACILITIES IN FAIRFAX COUNTY

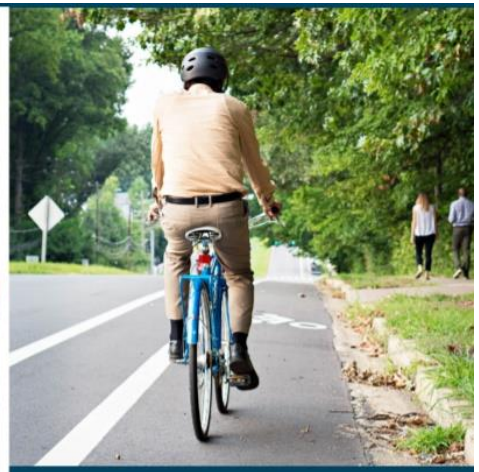
SHARED LANE MARKING (SHARROW)

Shared lane markings indicate a shared travel lane for bicycles and cars.

Motorists may legally cross the double yellow line in order to safely pass a person riding a bicycle, as long as the oncoming lane is clear.

STANDARD BIKE LANE

Bike lanes give bicycles and cars their own spaces, making it safer to pass legally.



BUFFERED BIKE LANE

Buffered bike lanes provide additional space between bicycles and cars. The extra space makes both cycling and driving more comfortable.

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DRIVER AND BICYCLE SAFETY

Opportunity to review

- Roads with excess capacity or wide travel lanes
- Upgrade existing striping to narrow or convert travel lanes, add or extend turn lanes, add striped medians, stripe parking lanes
- Evaluate for signage and other safety improvements

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DULLES TECHNOLOGY DRIVE - EXISTING

- Between Sunrise Valley Drive and Sunrise Valley Drive
- Two wide travel lanes
- On-street parking on both sides
- No on-street bicycle facilities

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DULLES TECHNOLOGY DRIVE - PROPOSED

- Between Sunrise Valley Drive and Sunrise Valley Drive
- Narrow the wide travel lanes and add bike lanes
- Maintain existing legal on-street parking in the outside parking lane, and remove underutilized on-street parking in the inside parking lane

Pictured: Bland Street

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ELM STREET - EXISTING

- Between Dolley Madison Boulevard and Chain Bridge Road
- Two wide travel lanes
- On-street parking on both sides
- No on-street bicycle facilities

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ELM STREET - PROPOSED

- Between Dolley Madison Boulevard and Chain Bridge Road
- Narrow the wide travel lanes and add a north-west bound bike lane, as well as shared lane markings south-east bound
- Existing legal on-street parking will be maintained on both sides of the road, with the exception of two parking spaces in front of 6829 Elm Street

Pictured: Beverly Road

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RIVER BIRCH ROAD - EXISTING

- Between Sunrise Valley Drive and Dulles Technology Drive
- Two travel lanes
- On-street parking on both sides
- On-street bicycle facilities including bike lanes and shared lane markings

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RIVER BIRCH ROAD - PROPOSED

- Between Sunrise Valley Drive and Dulles Technology Drive
- Maintain and extend the existing bike lanes, and add a southbound bike lane north of Coates Elementary School
- Maintain existing legal on-street parking on both sides of the road

Pictured: Ridge Heights Road

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WESTMORELAND STREET - EXISTING

- Between Chain Bridge Road and Kirby Road
- Two to four travel lanes with varying widths
- On-street parking in some areas
- Some on-street bicycle facilities

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WESTMORELAND STREET - PROPOSED

- Between Chain Bridge Road and Kirby Road
- Road will receive asphalt patching, which does not allow for modification of existing striping, but provides opportunity for infill striping
- Add bike lanes and bike lane buffers to existing striping to narrow wide travel lanes, where feasible
- Existing legal on-street parking will be maintained

Pictured: Gallows Road

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PEDESTRIAN SAFETY

Opportunity to review

- Busy pedestrian crossing locations without crosswalk markings
- Upgrade existing crosswalk striping
- Evaluate for signage and other safety improvements

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COMMUNITY FEEDBACK

- **Paving-related comments** (e.g., drainage issues, missing signage, signal repair, walkway repair and sight distance issues due to vegetation overgrowth) should be submitted through the myVDOT portal: https://my.vdot.virginia.gov/. If you would like to request road repairs, please follow the "I need a road repaired" link on the VDOT portal or call 1-800-FOR-ROAD (1-800-367-7623).

Unfortunately, no additional roads can be added to the preliminary 2020 paving schedule at this point.

- **Striping-related comments** (e.g., marked parking lanes, crosswalks, and/or sight distance issues due to parked vehicles) can be submitted electronically to FCDOT.

Comments due by April 14, 2020

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Thank you!

Questions/Comments?

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