

HUNTER MILL DISTRICT 2020 PAVING & RESTRIPIING

Public Information Meeting

February 25, 2020 6.30 pm



Presenters: Allison Richter, VDOT and Chris Wells, FCDOT



AGENDA

- VDOT Paving Program Overview
- Proposed Striping Modifications
- Summary
- Q&A

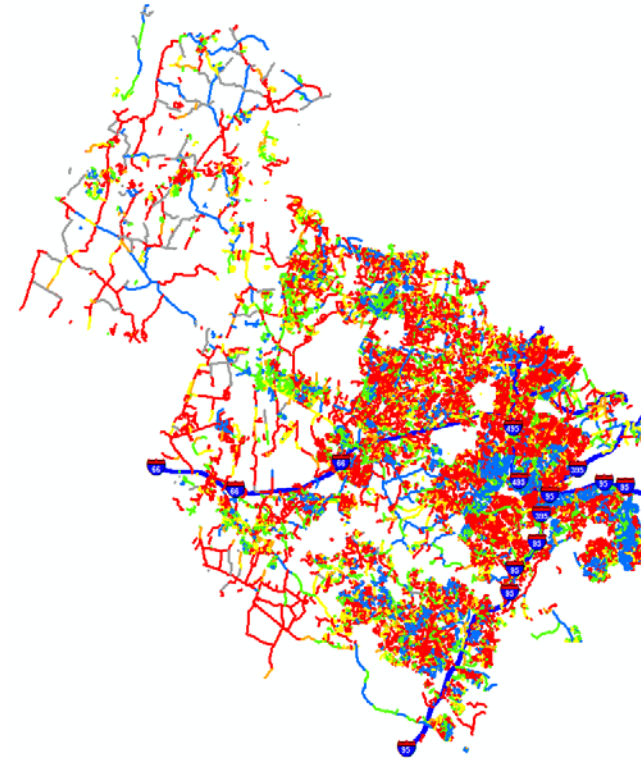


VDOT Paving Program Overview



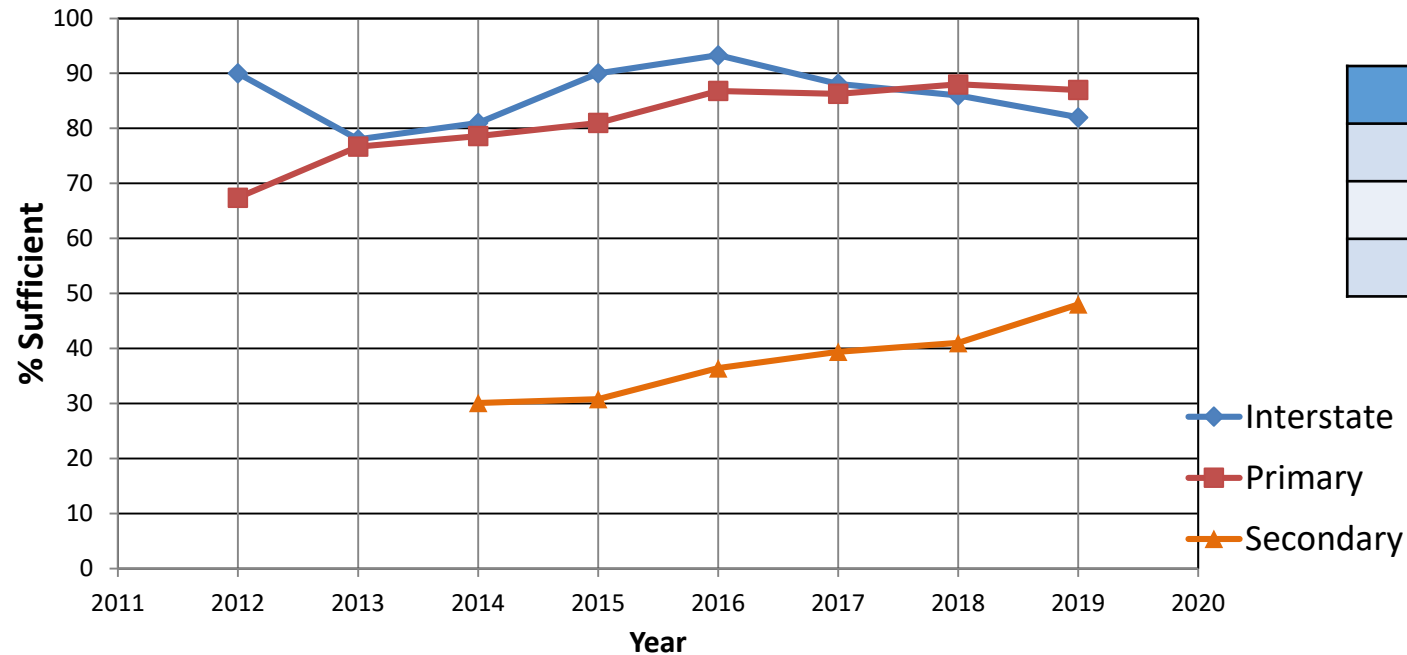
NOVA DISTRICT PAVEMENT CONDITION RATINGS 2019

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



2019 Dashboard Pavement Condition Status

Pavement Condition



2019 Pavement Condition

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



PAVING ALLOCATIONS FOR NOVA DISTRICT 2013-2020

	Interstate	Primary	Secondary	Total
Fiscal Year	(\$M)	(\$M)	(\$M)	(\$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



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%



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



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



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.

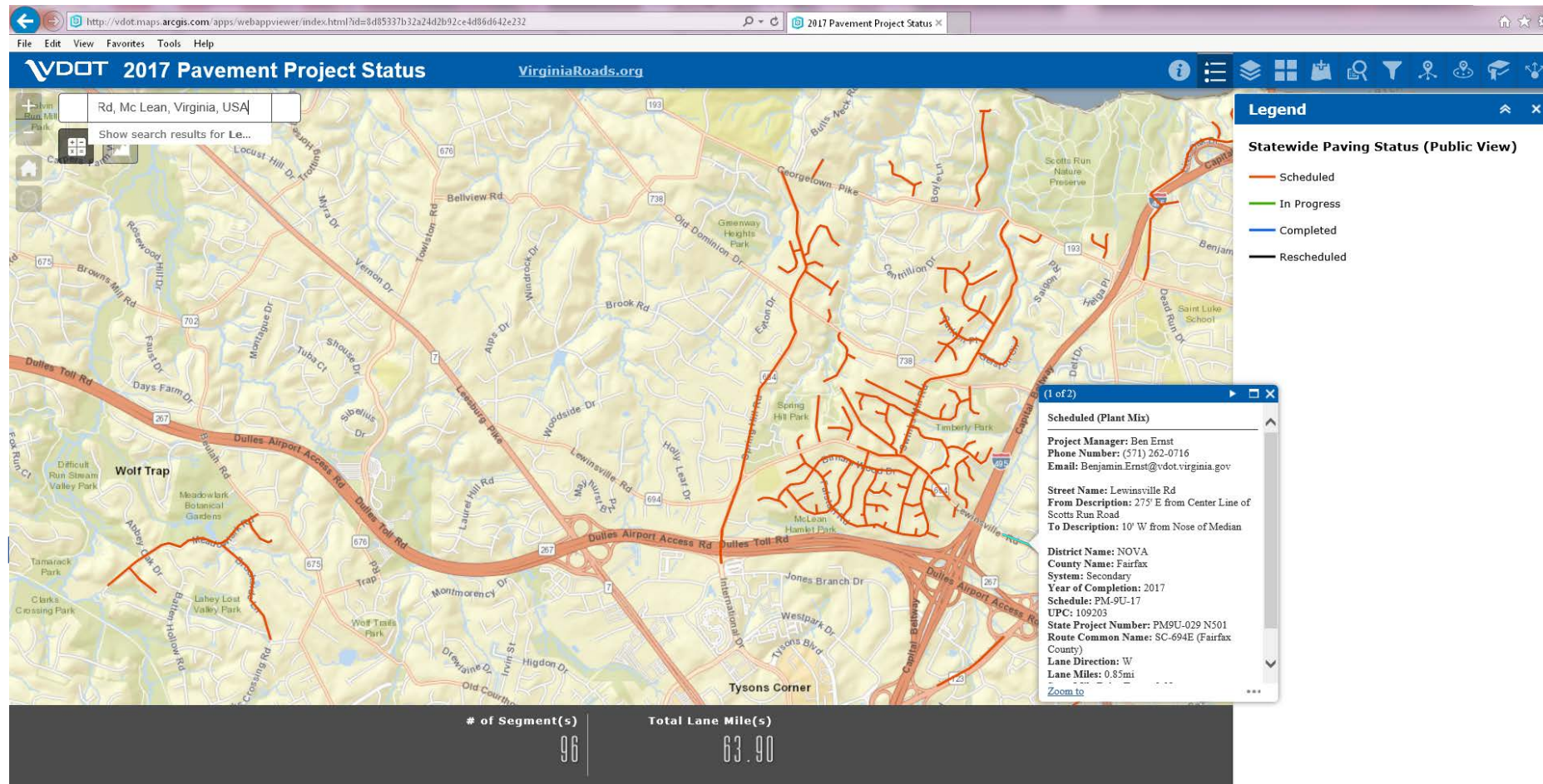
November - December

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



ONLINE PAVING MAP

<http://www.virginiadot.org/novapaving>



PAVING INFORMATION ONLINE

- Online paving map located at <http://www.virginiadot.org/novapaving>
- 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



Hunter Mill District Proposed Striping Modifications

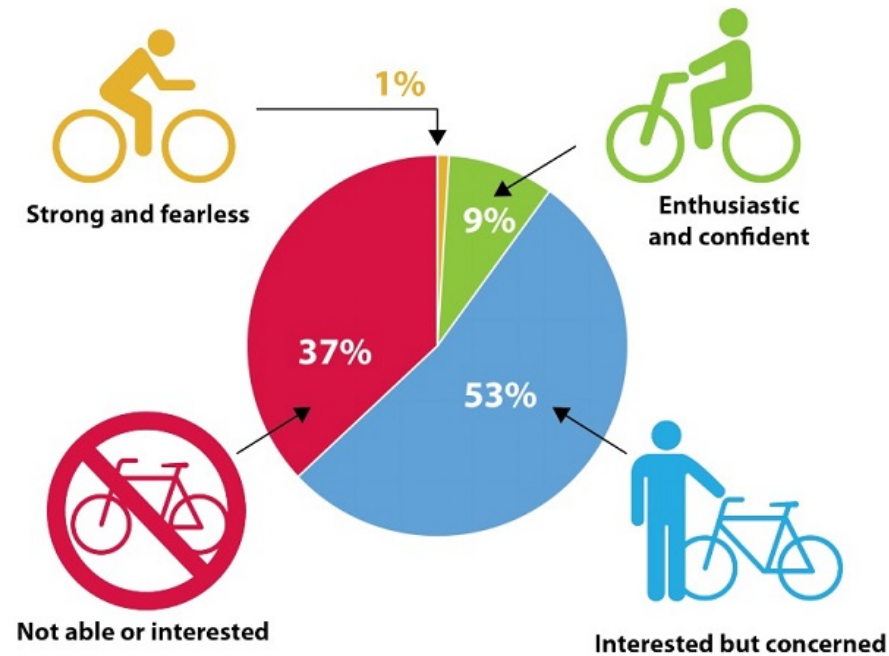


FAIRFAX COUNTY COMPREHENSIVE PLAN

- 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 (\$)



TYPES OF BICYCLE RIDERS IN FAIRFAX COUNTY



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.

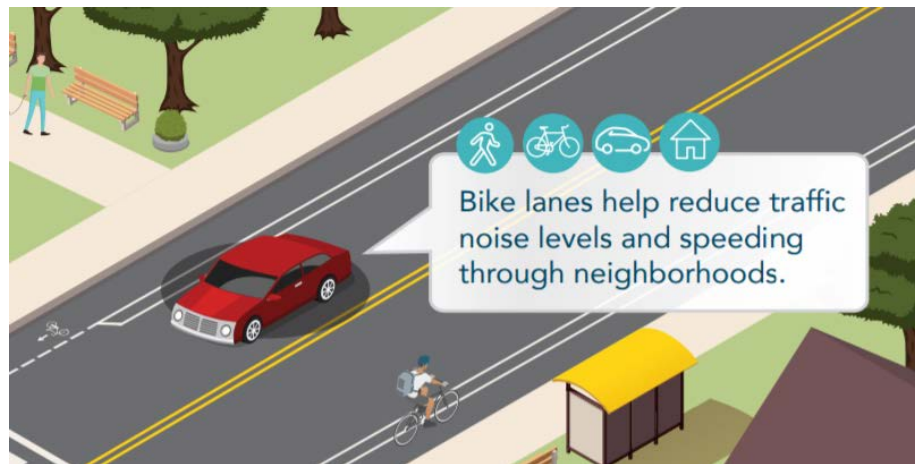


BUFFERED BIKE LANE

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



BENEFITS OF BICYCLE INFRASTRUCTURE



THE TRAFFIC CALMING EFFECT

Annandale Road

BEFORE



Speeding Concerns

AFTER



Top speeds virtually eliminated



BEULAH ROAD - EXISTING

- Between Sideling Court NE and Clarks Crossing Road
- Two travel lanes (very wide in some areas), on-street parking
- Sidewalks, trails (but some gaps)
- No on-street bike facilities



BEULAH ROAD - PROPOSED

- Between Sideling Court NE and Clarks Crossing Road
- Add bike lanes and left turn lanes in both directions in wide sections, shared lane markings in narrow sections
- Legal on-street parking will remain



GLADE DRIVE - EXISTING

- Between Colts Neck Road and Glade Bank Way
- Two wide travel lanes (4 travel lanes near Colts Neck traffic signal), on street parking on both sides in 2 lane section
- Sidewalks
- No bike facilities



GLADE DRIVE - PROPOSED

- Between Colts Neck Road and Glade Bank Way
- Add bike lanes in both directions
- Some underutilized on-street parking west of Charterhouse Circle may be converted to buffered bike lanes
- Existing legal on-street parking will be maintained near residences on both sides of the road



PINE VALLEY DRIVE - EXISTING

- Between Old Courthouse Road and Higdon Drive
- Two wide travel lanes, on street parking on both sides, no markings
- Sidewalks
- No dedicated bike facilities



PINE VALLEY DRIVE - PROPOSED

- Between Old Courthouse Road and Higdon Drive
- Add bike lanes in both directions
- Existing legal on-street parking will be maintained



TEMPORARY ROAD - EXISTING

- Between Old Reston Avenue and North Shore Drive
- Two wide travel lanes and left turn lanes
- Trail/Sidewalk
- No on-street bike facilities



TEMPORARY ROAD - PROPOSED

- Add bike lanes in both directions
- Extended left turn lane into Old Reston Avenue
- Previously approved project (2018 paving cycle)



PEDESTRIAN SAFETY

Opportunity to review

- Study busy pedestrian crossing locations without crosswalk markings
- Upgrade existing crosswalk striping
- Improve unsafe crosswalks



TOWN CENTER PARKWAY - EXISTING

- Intersection with Market Street
- Two travel lanes, dedicated left and right turn lanes
- Sidewalks
- Existing unsignalized crosswalk



TOWN CENTER PARKWAY - PROPOSED

- Intersection with Market Street
- Removal of the existing left turn lane into the West Market Community neighborhood in favor of a pedestrian refuge
- Left turns into Market Street would be restricted as part of this proposal
- Alternative routes into the West Market Community via Crescent Park Drive will remain open



Credit: City of Chicago, IL

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 March 10, 2020



Thank you!

Questions/Comments?

