



HUNTER MILL ROAD OVER COLVIN RUN BRIDGE REPLACEMENT

PROJECT NO. 0674-029-358; UPC 110499 (PE) & 110433 (CN)
FAIRFAX COUNTY

DESIGN PUBLIC HEARING

Wednesday, September 16, 2020



Gary Runco, P.E. – VDOT NOVA District Bridge Engineer

Virtual Design Public Hearing in Response to COVID-19

The virtual public hearing and VDOT website provides the same information as an in-person hearing:

- ✓ Project information
- ✓ Estimated schedule and cost
- ✓ Processes for submitting comments
- ✓ Key contacts



Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

People of Asian descent, including Chinese Americans, are not more likely to get COVID-19 than any other American. Help stop fear by letting people know that being of Asian descent does not increase the chance of getting or spreading COVID-19.

FACT 4 You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
 - Cough
 - Shortness of breath
- Seek medical advice if you
- Develop symptoms
- AND
- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

FACT 2 The risk of getting COVID-19 in the U.S. is currently low.

Some people who live in or have recently traveled to places where many people have gotten sick with COVID-19 may be monitored by health officials to protect their health and the health of other people in the community.

FACT 5 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

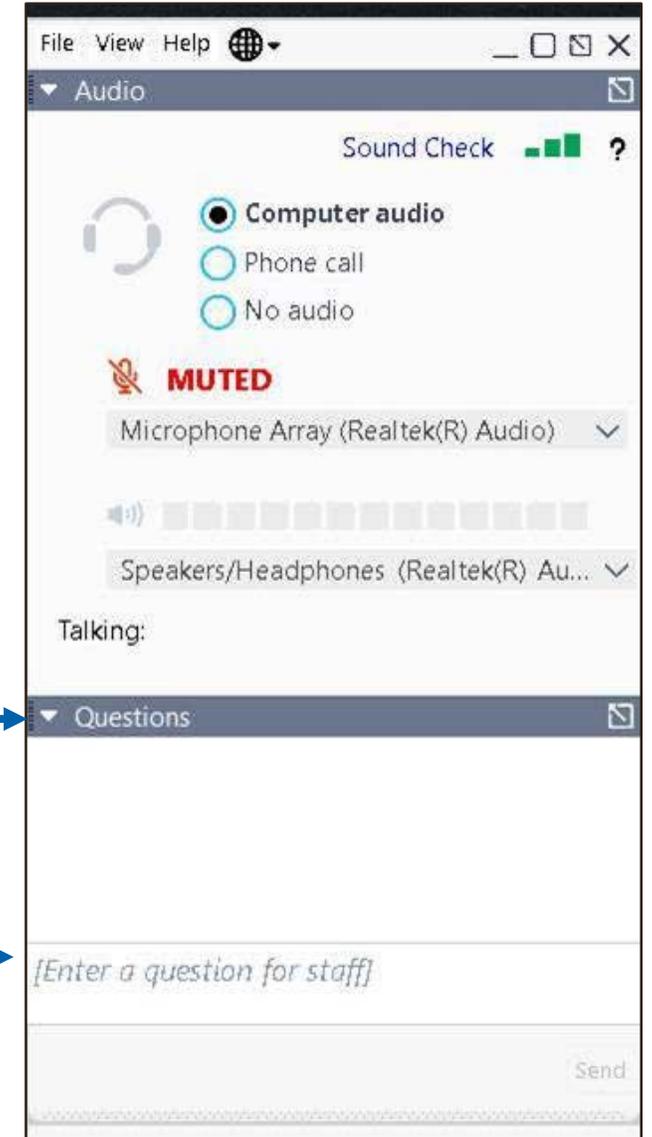
FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.



GoToWebinar Tips

- **Expand the Questions Box**
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Project Team



Gary Runco, P.E.
District Bridge Engineer,
Structures and Bridge



Vicente Valeza, P.E.
Project Manager
Structures & Bridge



Brian Graham, P.E.
Consultant

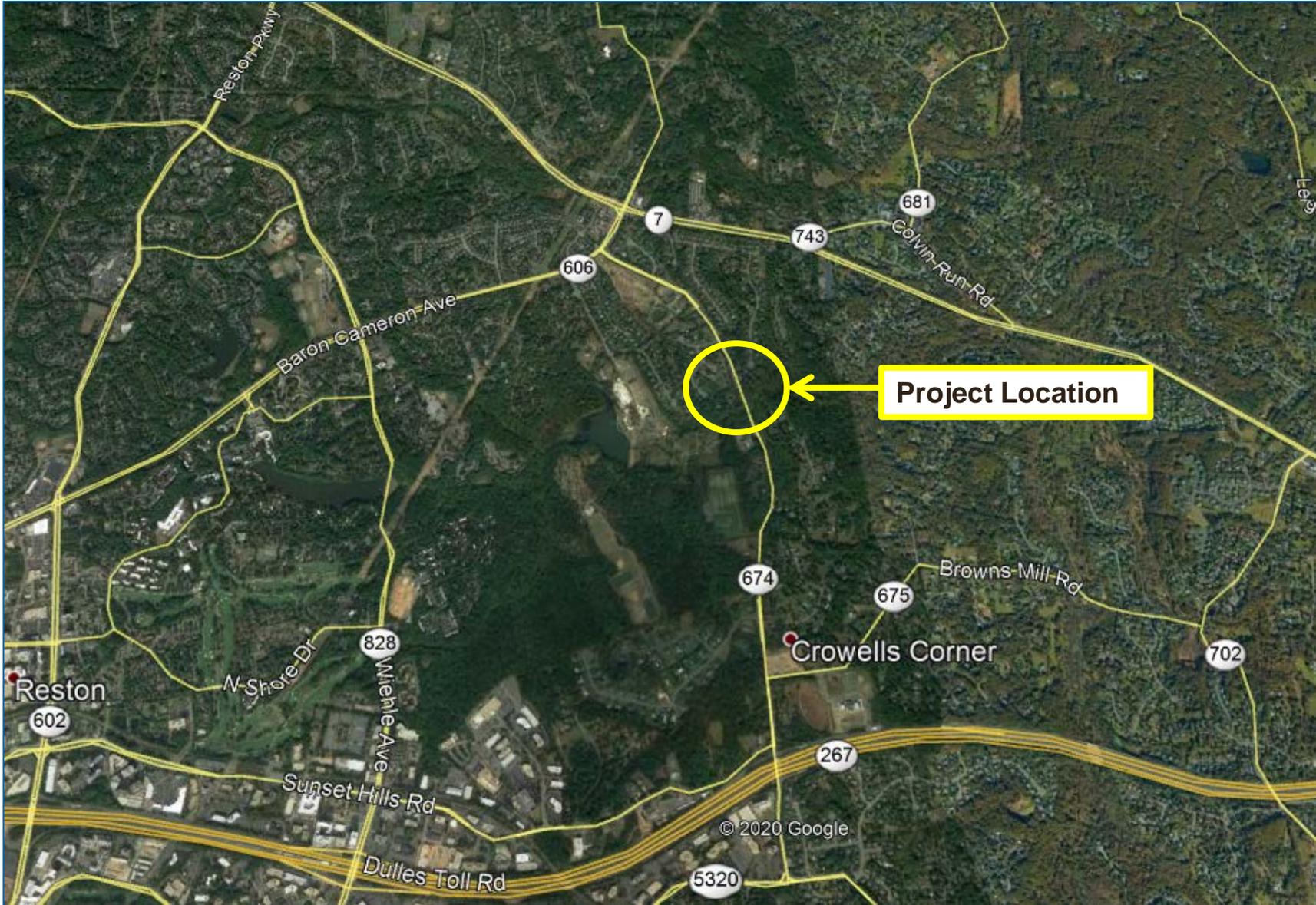


Andrew Beacher, P.E.
Manager
Preliminary Engineering

Meeting Agenda

- **Purpose of the Project**
- **Existing Bridge Conditions/Recent Improvements**
- **Source of Funding**
- **Proposed Design Elements**
- **Construction and Maintenance of Traffic**
- **Current Schedule & Costs**
- **Questions and Comments**

Project Location



Purpose of the Project

- **Replace a one-lane structurally deficient bridge**



Existing Bridge Conditions - Superstructure

- **Condition Rating = 3 (Serious)**
- **Significant corrosion of steel girder webs and flanges**



➤ **Bridge is structurally deficient**

Existing Bridge Conditions



NOTE:
Bridge was originally
built in 1974

Improvements/Modifications as of Feb 29, 2020

- **Additional wooden beams added between “I” beams**
- **Load Rating reduced to 10 tons**
- **One lane bridge width reduced to approximately 10’**



Funding Source

State of Good Repair (SGR) Funds

- **Intent of SGR funding is to remove the bridge from ‘Structurally Deficient’ status**
- **Allowances and limitations on bridge design:**
 - **Additional widening to two lanes to match existing roadway**
 - **Additional widening to accommodate pedestrians if existing on approach roadway**
 - **Additional widening to accommodate other local features**
 - **Does not allow extensive approach roadway improvements of existing substandard roadway features or conditions**

Proposed Design Elements

Design Criteria

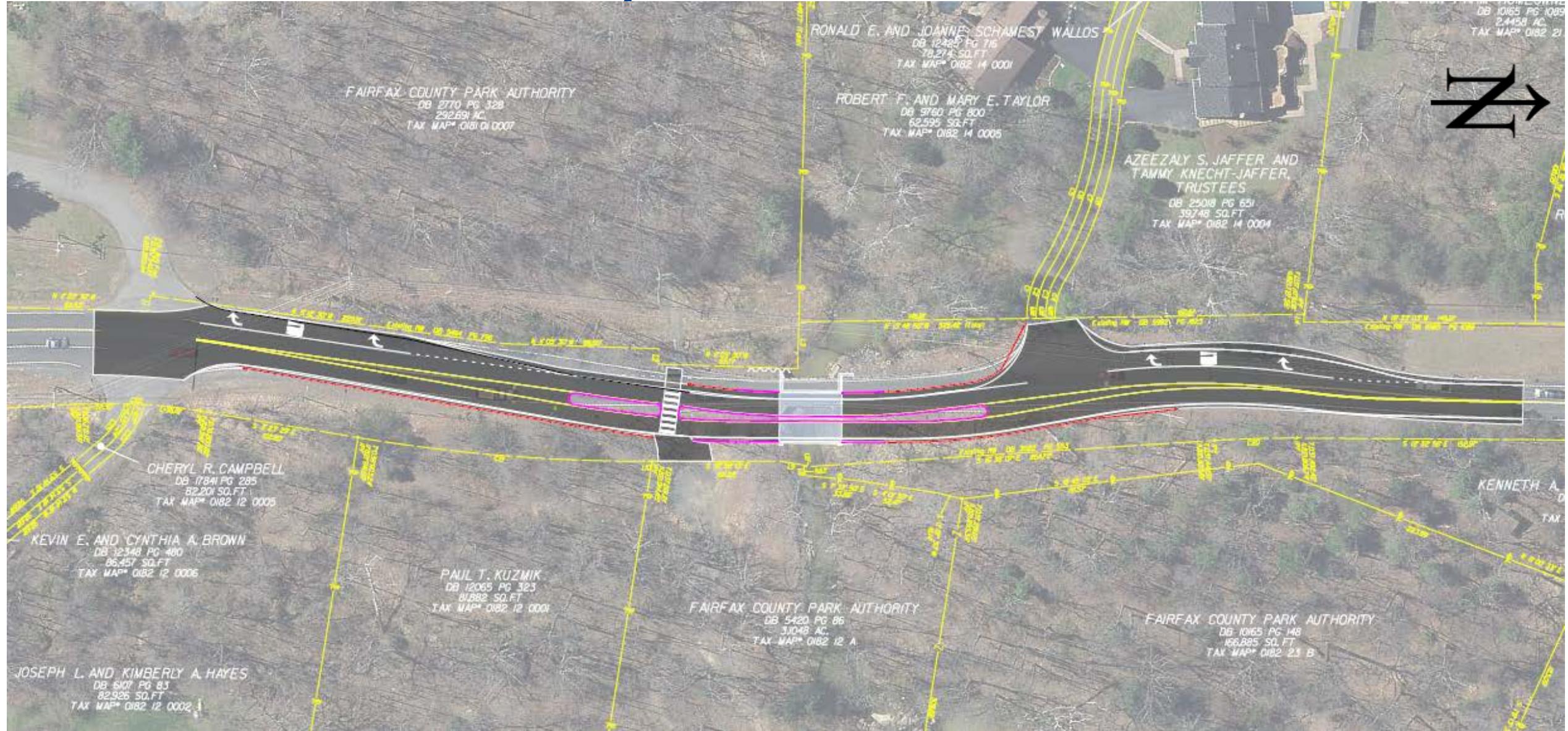
- **A bridge span length of 40'-0" (existing bridge is 30'-0")**
- **Waterway opening - sized to pass a 25-year flood level**
- **Bridge section includes two (2) - 11' lanes and shoulders on both sides**
- **Splitter Island**
- **Design Speed would match the existing posted speed limit of 35 mph**

Proposed Design Elements

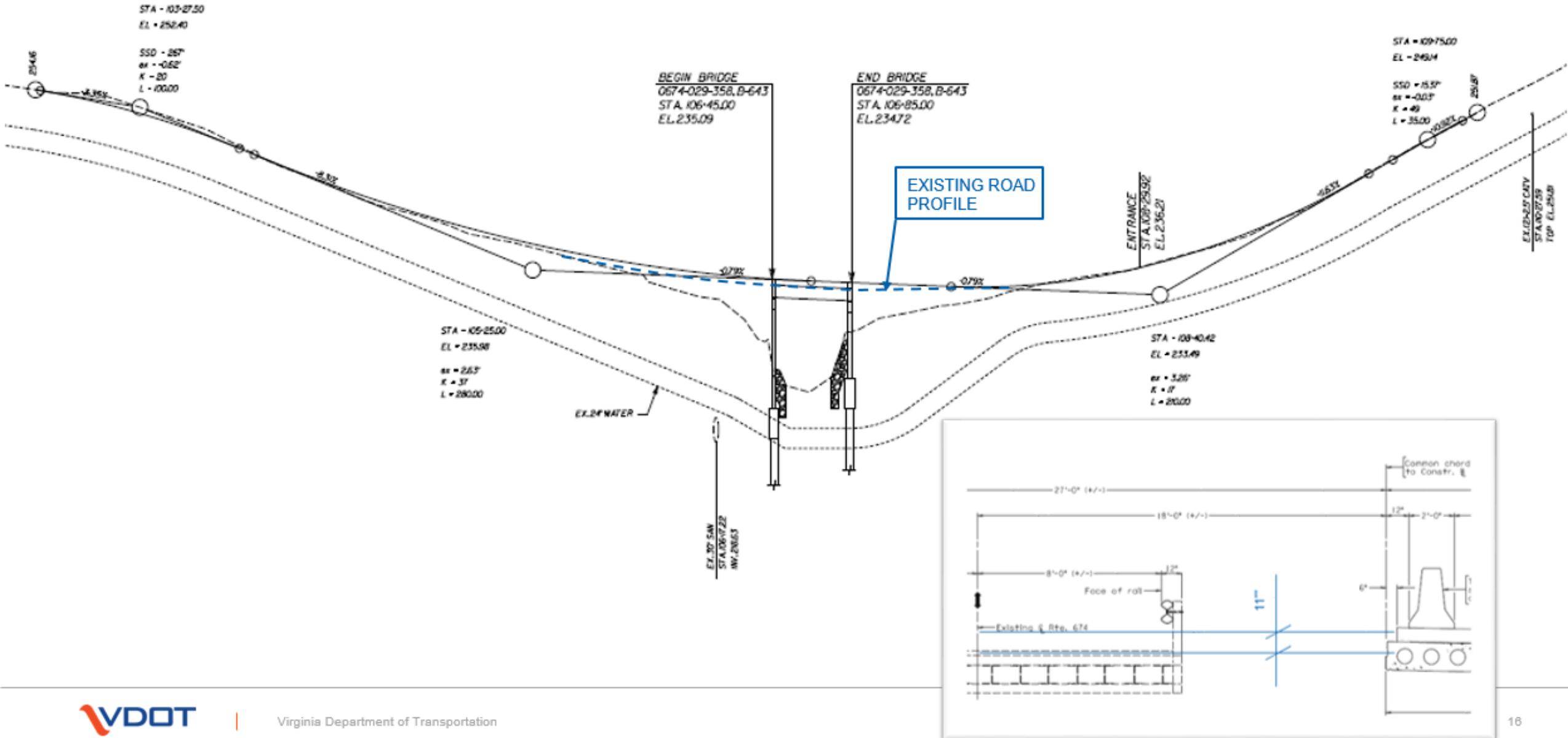
Fairfax County Comprehensive Plan

- **Makes reference to the Hunter Mill Road Traffic Calming Study**
 - **Hunter Mill Road is classified as a Virginia Scenic Byway**
- **Countywide Trails Plan: Minor paved trail with parallel natural surface**
- **Countywide Bicycle Master Plan: Striped shoulder**

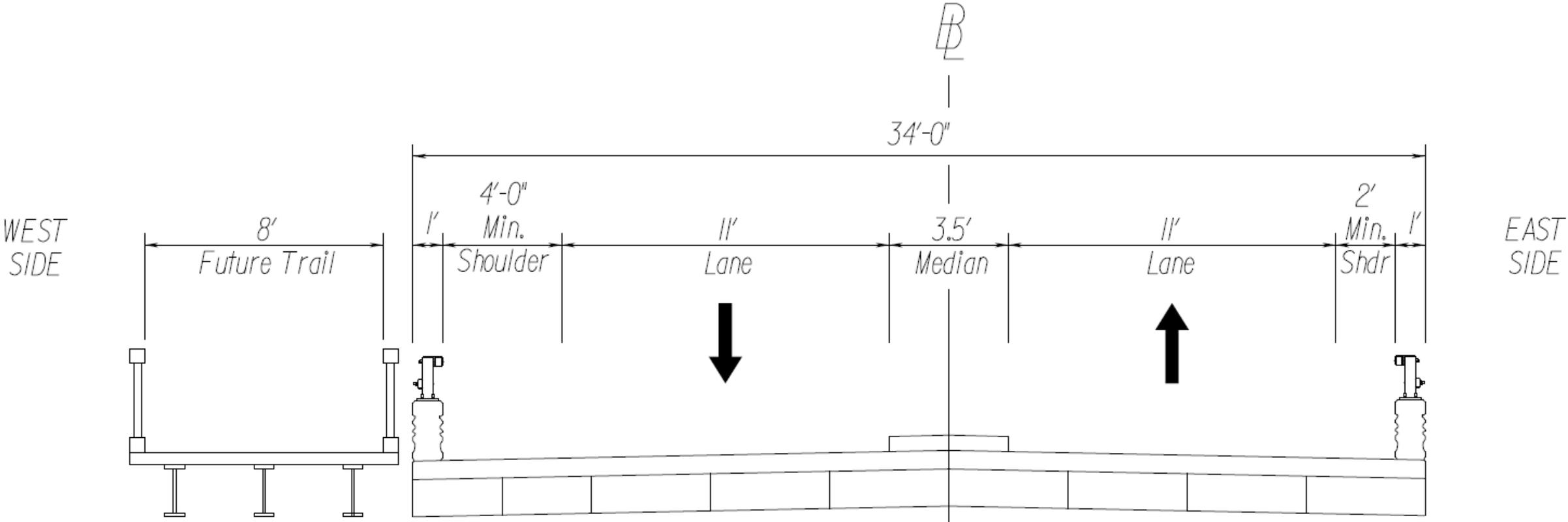
Proposed Plan View



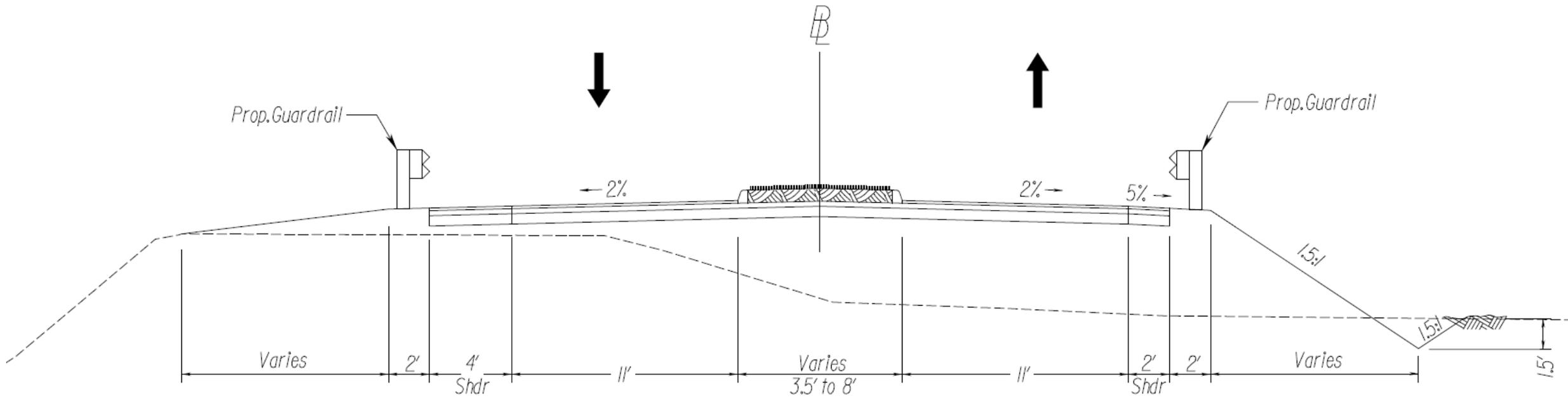
Proposed Profile



Proposed Bridges Cross Sections



Proposed Roadway Cross Section



Proposed Traffic Control at Trail Crossing – RRFB



Rectangular
Rapid
Flashing
Beacon
(RRFB)



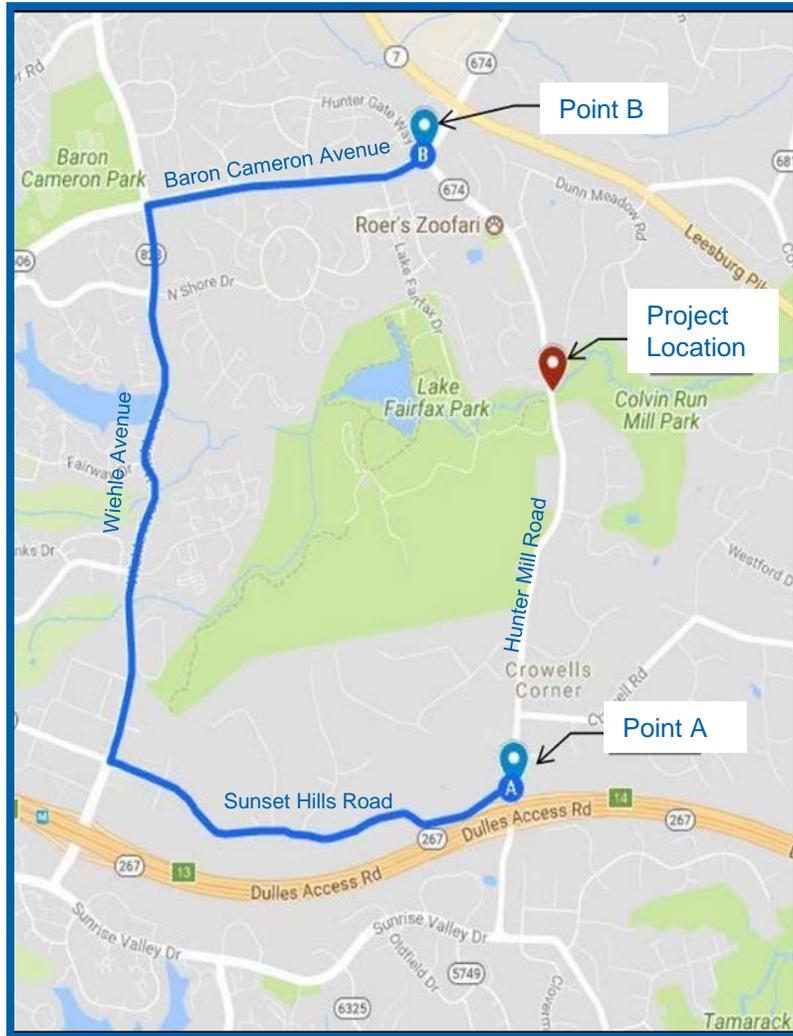
Bridge Elevation



Swinks Mill Road Bridge
(Sample Architectural Treatment)

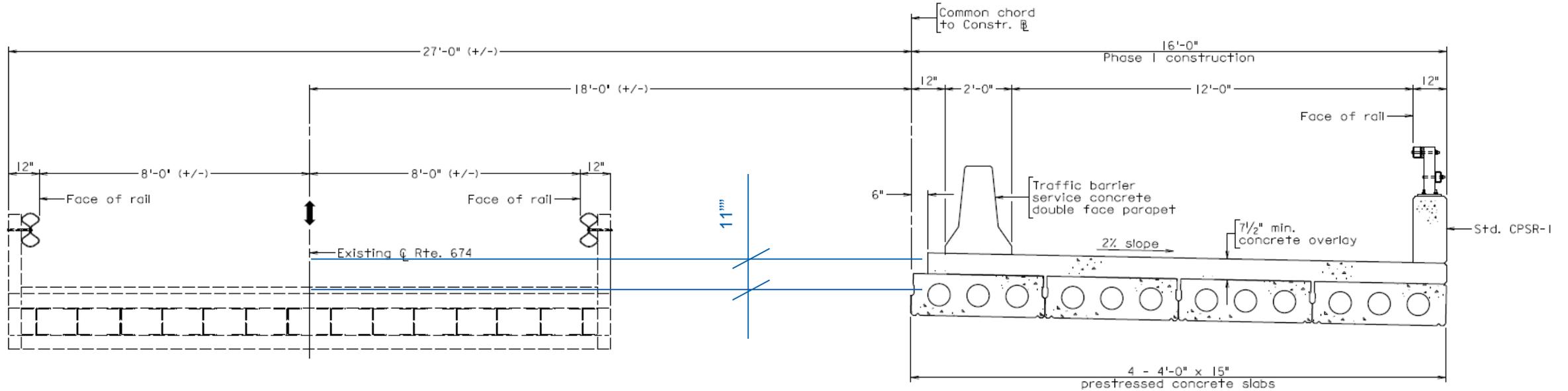
Note:
Architectural details
subject to change.

Construction and Maintenance of Traffic



- **Construction Options:**
 - Complete Road Closure
 - Staged Construction
- **Detour as necessary:**
 - Existing distance from Dulles Toll Road to Baron Cameron Avenue = 2 miles
 - Detour length from Dulles Toll Road to Baron Cameron Avenue = 4 miles

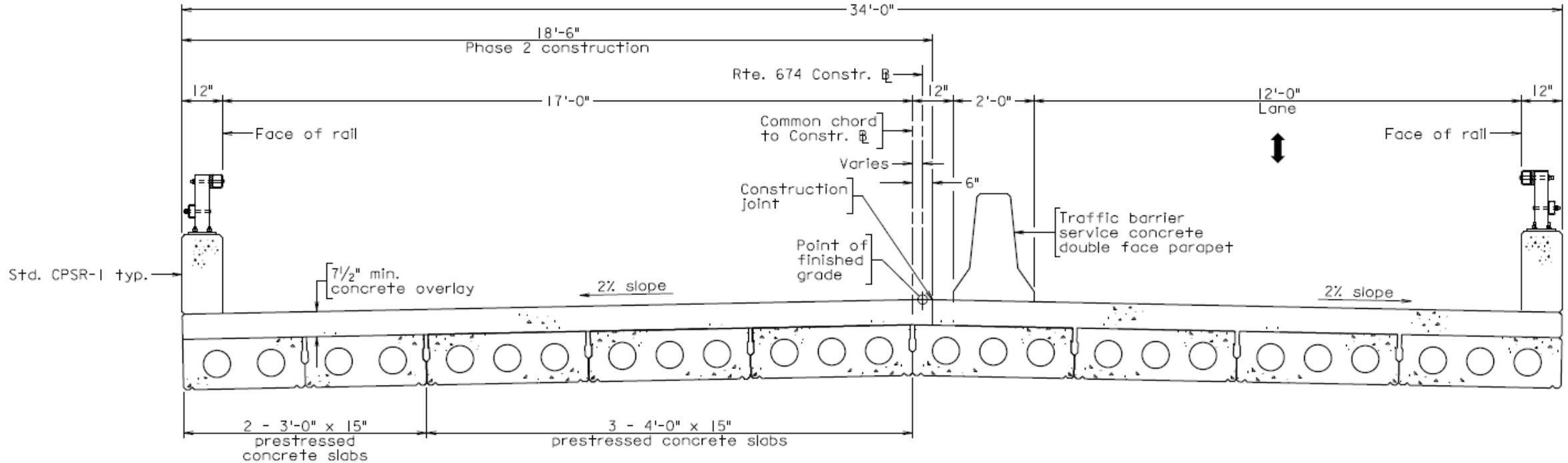
Staged Construction Option



PHASE 1

- Maintain one lane traffic on the existing bridge (no impact to the current traffic operation)
- Construct half of the new bridge (east side) – approximately 5 months

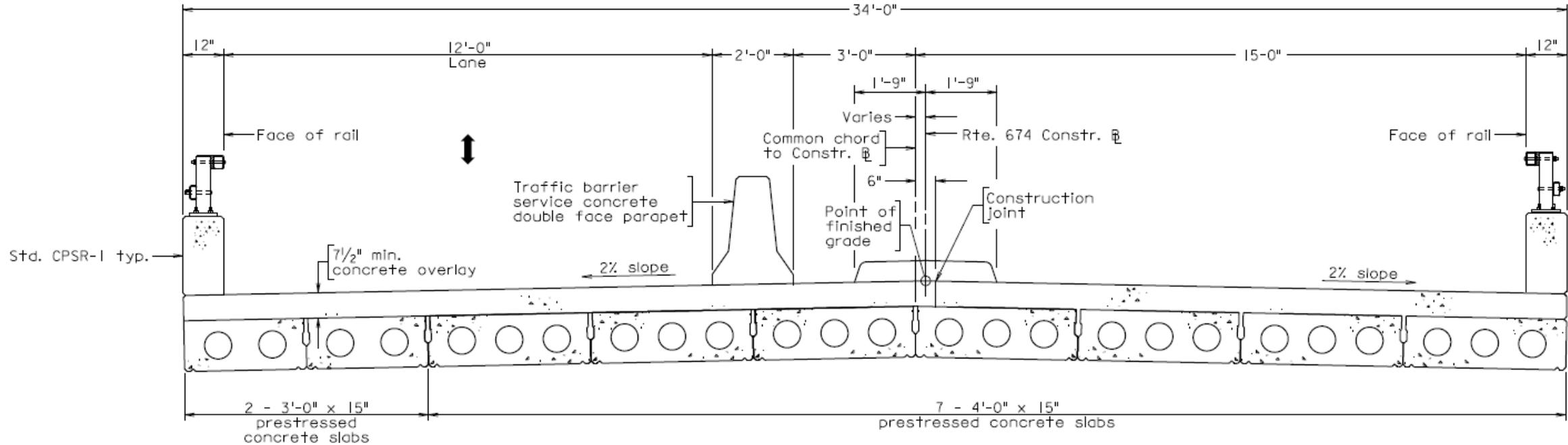
Staged Construction Option



PHASE 2

- Shift the traffic to the east using the section built in Phase 1
- Maintain one lane of traffic (no impact to the current traffic operation)
- Demolish the existing bridge
- Build the remaining half of the new bridge (west side) – approximately 5 months

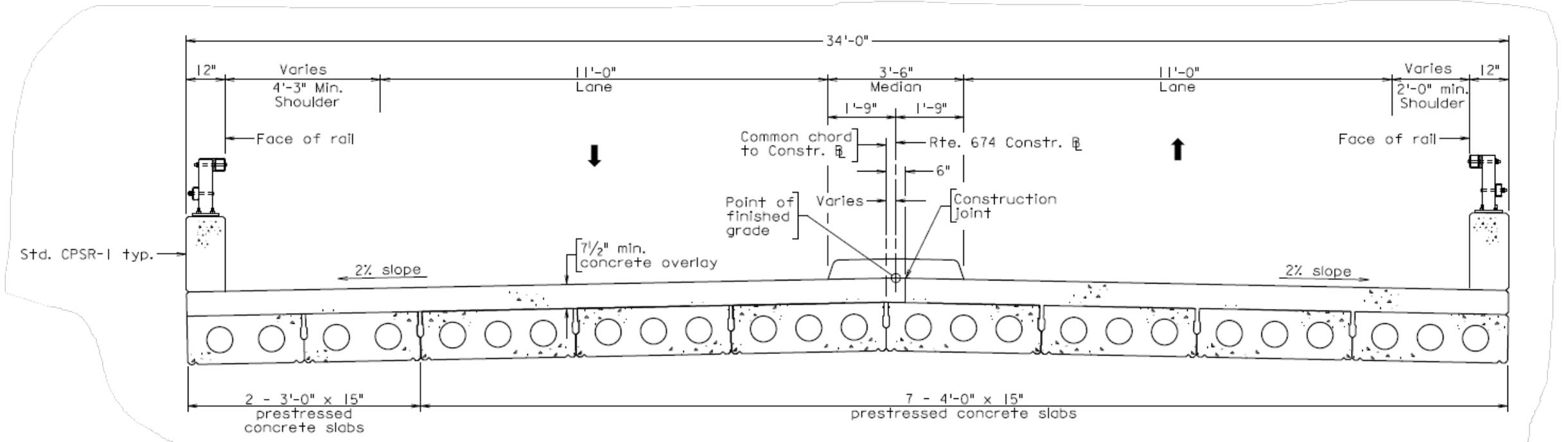
Staged Construction Option



PHASE 3

- Shift the traffic to the west using the bridge built in Phase 2
- Maintain one lane of traffic (no impact to the current traffic operation)
- Construct the median/splitter island – approximately 2 months

Staged Construction Option Completed Bridge Section



FINAL

- Divided traffic one lane each direction

Northbound Rendering

BEFORE



AFTER

Road alignment shifted
slightly to the east



Project Costs and Funding

Anticipated Project Costs

Phase	Bridge & Approaches (VDOT)	Splitter Island (Fairfax County)
Preliminary Engineering (PE)	\$ 700,000	\$ 163,000
Construction (CN)	\$ 3,900,000*	\$ 245,000
Total	\$ 4,600,000	\$ 408,000

*The bridge replacement/widening is funded with State of Good Repair funds.

Project Development

Milestones	Dates
Public Information Meeting	April 16, 2018
Public Outreach	2018 – Ongoing
Public Hearing	September 16, 2020
90% Plans	Fall 2020
Advertise for Construction	Winter 2020-2021
Award Contract	Spring 2021
Contract Completion	Summer 2022

How to submit your comments

Give feedback on the virtual public hearing in the following ways by Monday, September 28, 2020:



Leave a Voicemail

703-584-0479



Email Us

meetingcomments@vdot.virginia.gov
Please reference
“Hunter Mill Road over Colvin Run
Bridge Replacement”
in the subject line.



In-person by Request

During business hours at
VDOT’s Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030
Please call ahead to 703-259-3256 or TTY/TDD 711
to make an appointment with appropriate personnel.



Mail Us

Mr. Vicente Valeza, P.E.
VDOT’s Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030

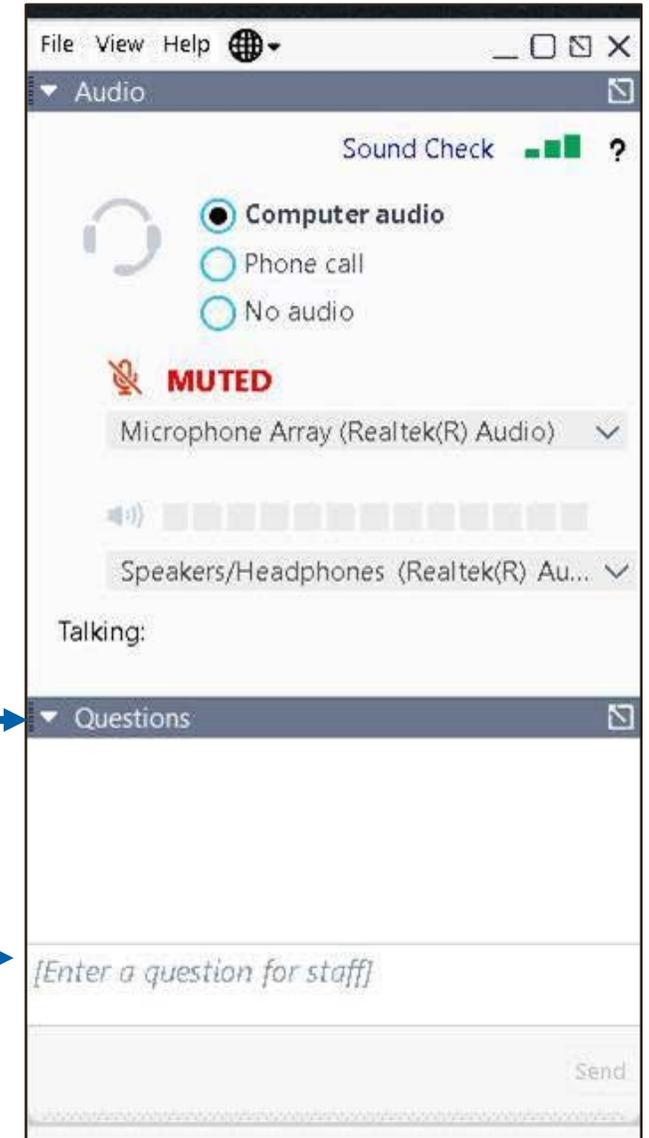


Comment

In the Questions window during the
virtual public hearing or online at
virginiadot.org/huntermillcolvinrun.

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THANK YOU!

www.virginiadot.org/huntermillcolvinrun