LEE DISTRICT VIRTUAL TOWN HALL

WEDNESDAY, JULY 1, 2020

Dan Reinhard, PE, VDOT, Design Project Manager

UPC 107187 Richmond Highway Corridor Improvements
Today’s Meeting

• Project Overview
• Design Update
• Design Changes
• Schedule and Estimate
• Questions
Project Overview

- Widening of Richmond Highway (US Route 1) from four lanes to six lanes
  - Jeff Todd Way to Sherwood Hall Lane
  - Approximately 3.1 miles
- Safety improvements
- Congestion relief
- Intersection improvements
- Median reservation for future Fairfax County Bus Rapid Transit (BRT)
- Sidewalks and separate bicycle paths on both sides of road
- Three bridge replacements
- Potential noise walls
- Utility relocations
- Stormwater management
Design Update

- Developed written response to public comments
- Incorporated minor design adjustments in response to internal/external comments
- Meetings with property owners
- Working on right of way plans for full acquisition properties
- Conducting Title research
- Developing Field Inspection-level (75%) plans
Adjustments to Typical Section
- More room behind the outside curbs
- Other dimensions adjusted to maintain 178’ right-of-way

Cycle tracks changed to two-way operation
Design Changes

- **Adjustments to Typical Section**
  - More room behind the outside curbs
  - Other dimensions adjusted to maintain 178’ right-of-way

Dimensions adjusted to provide 9’ amenity panels
Schedule Revisions

- Project schedule has been delayed approximately 1 year
  - Finding of No Significant Impact (FONSI) and Design Approval delayed
  - FONSI and Design Approval impact start of Right-of-way process

- Right-of-way and utility relocation phase could need 6 years in lieu of 3 1/2 years
  - Right-of-way and utility relocation schedules at Public Hearing based on judgment & high-level assessment of parcel impacts
  - Performed detailed assessment based on current project information and review of performance on completed projects
Strategy to Recover Schedule

Public Hearing schedule was linear: Adjustments cause 39 months to be added to schedule

- Right-of-way acquisition must be complete/nearly complete before utility relocation can begin
- Utility relocation must be complete/nearly complete before construction can begin
- Construction begins in late 2026 and open to traffic in 2029

Schedule can be accelerated by performing work in phases

- 3.1 miles of road provides space for multiple operations
- Utilities can begin relocation before all 198 parcels are acquired
- Construction can begin before all utilities are relocated for all 3 miles

Schedule recovery possible with a 2 phase approach

- Construction 18 months sooner
- Open to traffic 12 months sooner
Project Phases

Phase 1
Jeff Todd Way to
0.13 mi. North of Frye Road
1.45 miles

- Total Parcels Impacted: 81

Phase 2
0.13 mi. North of Frye Road
to Sherwood Hall
1.65 miles

- Total Parcels Impacted: 117
Richmond Highway - 2 Phase Schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
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<tbody>
<tr>
<td>Project Development</td>
<td>Design Approval</td>
<td>FONSI TBD</td>
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Note: Schedule contingent on authorization to move forward to right of way acquisitions in Fall 2020

Advantage of 2-phased approach
- Construction begins in mid 2025 instead of late 2026 @ - 18 months
- Construction ends in 2028 instead of 2029 @ - 12 months

1. Title Reports 12 Full Takes – 24 mos
2. Title Reports 14 Full Takes – 24 mos
3. UFI-1 RW Auth.
4. UFI-2 RW Auth.
5. Pre-appraisal
6. 69 Partial Takes – 30 mos
7. 103 Partial Takes – 30 mos
8. Add'l 12-18 months if consultant resources unavailable @ 18 mos
9. @ 18 mos
10. NTP Ph. 1
11. NTP Ph. 2
12. Ad Ph. 1
13. Ad Ph. 2
14. FONSI TBD
15. Construction – 24 mos
16. Construction – 24 mos
17. Utilities – 24 mos
18. Utilities – 27 mos
## Project Estimate and Funding

- Working through estimate update now with latest design

<table>
<thead>
<tr>
<th>Cost Estimate* ($ in Millions)</th>
<th>Programmed Funding</th>
<th>Proposed Sources</th>
<th>Funding Sources**</th>
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<tbody>
<tr>
<td>PE $16</td>
<td>$1.0</td>
<td>NVTA 70% (FY15/16)</td>
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<td>RW/UT $163.5</td>
<td>$79.1</td>
<td>RSTP (Federal)</td>
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<td>CN $192.5</td>
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<td>Revenue Sharing</td>
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<td>Total $372</td>
<td>$3.7</td>
<td>Local Funds (C&amp;I)</td>
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<td>$127.0</td>
<td>NVTA 70% (FY18/23)</td>
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<td>Potential Sources: SMART SCALE, NVTA 70% ***, BUILD ****, RSTP, Federal Grants, Developer Contrib., Local, and Other</td>
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<td>$220.8</td>
<td>$151.2</td>
<td>$372</td>
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*Cost estimates subject to refinement as project develops.

**Project is jointly funded with $128 million from the Northern Virginia Transportation Authority (NVTA).

*** NVTA application submitted for $183 M. Decision expected July 2020

**** BUILD grant application for $25M submitted to US DOT. Decision timeframe is unknown.
For more information visit:
http://www.virginiadot.org/richmondhighway