Managing Upcoming Major Projects in Northern Virginia through a Program Approach

CTB Workshop
April 18-19, 2007
• Six mega-construction projects under way on major commuter routes over the next decade

• Will impact 600,000+ commuters a day

• Nearly 90 road miles within the Northern Virginia District involved as well as rail lines

• Six projects will also impact Fredericksburg area commuters as well as those in Maryland and western Virginia
Mega Projects Coming

Dulles Corridor Metrorail Phase 1
West Falls Church to Wiehle Ave.

I-495 HOT Lanes
Springfield to Route 193

I-95/395 HOT Lanes Northern Section
Eads Street to Dumfries Road

Fairfax County Parkway (I-95 to Rolling Road)
& BRAC-related projects

I-95 4th Lane
Newington to Route 123

I-95/I-395 HOT Lanes Southern Section
Dumfries Road to Massaponax

South to Route 17 By-pass at Massaponax
<table>
<thead>
<tr>
<th>Project</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-495 HOT Capital Beltway</td>
<td>$1.2 B</td>
</tr>
<tr>
<td>I-395/95 HOT (includes entire 56 miles)</td>
<td>$1.0 B</td>
</tr>
<tr>
<td>I-95 4&lt;sup&gt;th&lt;/sup&gt; Lane</td>
<td>$97 M</td>
</tr>
<tr>
<td>Fairfax County Parkway</td>
<td>$115 M</td>
</tr>
<tr>
<td>Dulles Corridor Metrorail*</td>
<td>$2.4 - $2.7 B</td>
</tr>
<tr>
<td>BRAC related projects</td>
<td>$446 M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$5.3 - $5.6 B</strong></td>
</tr>
</tbody>
</table>

*Includes Phase 1 Design/Build Estimate Only*
Management Approach

- Have single, dedicated oversight team that will coordinate these six projects as a program, with accountability across all 6 projects
  - Staffing of construction
  - Equipment resource allocation
  - Project updates to citizens/governing bodies
  - Changing schedules
  - Utility cuts in roadways
  - Where do I find information
• Establish a single, regional transportation management plan that embraces all 6 projects

One Voice – One Team – One Message
Coordinated maintenance of traffic and incident management
Consolidated resources
Coordinated business and community outreach
Controller, coordinated messages
Single source of information/less confusion
Program Management Approach

- Program management will work similar to the successful WWB management structure
  
  - Under program director’s leadership, transportation management team will work side by side with Program/Project controls
• Transportation Management Plan position established

• Advisory Committee
  • VDOT
  • DRPT
  • FHWA
  • CTB member
  • Project partners

• Technical Subcommittees (include local gov’t staff, NVTA)
  • Operations
  • Commuter Options (TDM)
  • Communications
• Integral component of all construction projects

• Program director will ensure coordination between project managers/partners and transportation management plan manager

• No lane closures during rush hours, weekends and major holidays
• Local road improvements
• Continuity of operations
• Coordinated sequence of other construction and maintenance operations
• ITS communications and operations
• Incident management/emergency response
• Safety service patrols
Potential Commute Options

- Carpool/Vanpool
- Express Bus
- Local Bus
- Shuttle Bus
- Telework
- Variable Work Hours
- Guaranteed Ride Home
- FlexCar/ZipCar
- Circulator Bus
- Alternative Work Schedules
- Metrochek
- Fare Buy-down
- Carpool Incentive Program
Communications

*Educate – Motivate – Convince - Change*

- Media/Community/Business/Stakeholder and Employer Outreach
- Information Centers/Kiosks
- Crisis Communications
- Advertise Commute Solutions
- Promotion (Advertising, Web Site, Direct Mail, 511, Newsletters, Video)
Dulles Rail TMP - Update

- Dulles Rail is expected to begin construction first
- Operations, Communications, Commuter Options
- Final strategy selection process beginning
- MOT Plan continually updated and adjusted
- Community/Stakeholder outreach ongoing in preparation for utility relocation
• Maintenance of Traffic will focus on moving vehicles and pedestrians through the construction zone
  • Focus on safety for construction workers and traffic
  • Ensure adequate roadway capacity and access to businesses and residences

• Modeled after successful MOT for Springfield Interchange and Woodrow Wilson Bridge
  • WWB and Springfield primary impact focus on through traffic
  • Dulles MOT primary impact focus on destination traffic (Work and Retail)

• VDOT standard MOT requirements included in Dulles Design-Build contract and interagency agreements
Dulles Rail TMP – Next Steps

- Finalize Partner roles and responsibilities (May 2007)
- Finalize TMP recommendations (June 2007)
- Partial TMP Plan Implementation (June 2007)
  - Telework Program
  - Employer Service Program
- MWAA Transition (Summer 2007)
- Approval to enter final design (Summer 2007)
- Utilities Relocation (September 2007)
- FFGA Approval (early 2008)
- Full roll out of Dulles TMP (Feb. – March 2008)
- Construction Begins (Spring 2008)
- Merge Dulles TMP with Regional TMP (TBD)
Managing Upcoming Major Projects in Northern Virginia through a Program Approach

CTB Workshop
April 18-19, 2007