

January 2004 CTB Meeting

D04

0001-029-F20, C501

Fairfax County

Improvements to the US Route 1 (Richmond Highway) will occur on existing alignment with widening to both sides from Lorton Road to Telegraph Road. The proposed roadway typical between Armistead Road and Lorton Road will be six lanes, three in each direction separated by a median, curb and gutter and an asphalt multi-purpose trail on the east side. The proposed section between Lorton Road to Telegraph Road will be seven lanes, three lanes northbound and four lanes southbound separated by a median, curb and gutter with a sidewalk on the east side and a asphalt multipurpose trail on the west side. The current roadway is a 4 lane divided highway through an urban/industrial environment. The historic "Pohick Church" is located at the intersection of Route 1 and Old Colchester Road. During morning and evening rush hours, traffic backups and congestion are common along this section of Route 1. Continued growth in the County will result in even greater congestion over the next twenty-five years. The proposed project will provide a seven-lane divided roadway and will improve operational characteristics, increase capacity, improve traffic circulation and enhance safety through the elimination of existing roadway deficiencies.

Fixed completion November 1, 2005

C80

U000-155-V13, C502

City of Manassas

Richmond Avenue is currently a heavily traveled two-lane asphalt urban minor arterial route connecting Route 234 (Dumfries Road) and Prince William Parkway. Traffic volumes are projected to reach 24,000 vehicles per day by 2010. This project will add one 3.3 meter (11 ft) lane in each direction, curb and gutter, a 1.5 meter (5 ft.) sidewalk on the south side of the road and a 2.4 meter (8 ft) paved bike trail on the north side. A raised median varying in width from 1.2 meters (4 ft.) to 4.5 meters (15 ft) will separate opposing traffic. These improvements will tie into previous road improvements constructed in conjunction with Metz Middle School and under project U000-155-V13, C501. To improve the safety of the Richmond Avenue/Dumfries Road intersection, direct access to Richmond Avenue from South Grant Avenue will be eliminated. South Grant will be reconstructed as two lanes with curb and gutter and sidewalks on each side of the new terminus just north of Cherry Tree Lane. A new connector road will be constructed between South Grant Avenue and Dumfries Road to provide the residents of the neighborhood with alternative means of access. The traffic signal at Richmond Avenue/Dumfries Road intersection will be modified to

accommodate the improvements. A new traffic signal will be constructed at Richmond Avenue and S. Main Street and the City of Manassas will provide a traffic signal at the intersection of Dumfries Road and the new connector road in conjunction with this project. Every effort will be made to minimize the inconvenience to the traveling public during the construction period. Sixteen residential units on the north side of Richmond Avenue will be displaced for this project. No businesses or non-profit organizations will be taken. Temporary and permanent easement will be required for the construction of side slopes and maintenance of drainage facilities.

Fixed completion July of 2005

C83

0174-120-102, C501,
D601, D602, D603

Rejected

Henry County

Route 174 (Liberty Street), along with the intersection of Clearview Drive, is a well-traveled path for many people in the City of Martinsville and Henry County. This area has become very congested because it is a central point for many commuters in the area. The proposed project will alleviate these congested conditions by adding through and turning lanes. Curb and gutter and sidewalk will also be added to the area. Two main intersections will be redesigned with the use of new traffic signals. Three box culverts will also have to be constructed along with the project. These improvements will not only alleviate existing problems but will accommodate future growth as well. This will be re-advertised because many potential bidders did not participate. We should get better bids by re-advertising.

D03

0081-081-125, C501, B603, B604

Rockbridge County

The purpose of this project is to replace both the NB and SB lane bridges, and their associated roadway approaches, over the Maury River on I-81. This is the first project in the Staunton District to be constructed as part of the Departments long-range plan for improvements to the I-81 corridor. Project is located from 1.697 KM south of Route 631 to 0.722 KM south of Route 631. The consultant firm of Alpha Corporation has been employed to provide turn-key inspection of this project. This is a major construction project on a high traffic volume Interstate highway. Traffic management will be of utmost importance during construction. Two lanes of traffic will be maintained in both directions during the entire duration of the project. Any lane closures required will only be allowed at night. To aid in traffic management, the project will require the contractor to supply a sophisticated "Traffic Management System" to insure the smooth flow of traffic thru the project area. Due to the close proximity of this project to the pending

Buffalo Creek Bridge project, the TMS for Maury River will also encompass the Buffalo Creek Bridge replacement project scheduled for advertisement in early 2004. By having one TMS cover both projects, traffic control can be handled in a more efficient manner. A monetary incentive can be earned if the project is completed prior to the substantial completion date of October 15, 2006. A per day monetary disincentive will be assessed for each day beyond October 15, 2006 that the work is not complete. If the project is substantially complete by September 1, 2006 or earlier, the fixed end date will change from December 31, 2006 to November 15, 2006.

Fixed completion December 31, 2006

D13

0614-070-186, M501

Patrick County

This project is located near the Pinnacles of Dan in Patrick County. The project widens and improves curves along an approximately three-mile section of Route 614. The majority of the improvements are on the section up the steep mountainside where slope stability has been a continuing problem. Trucks routinely use this route for access to Route 8 and locations further north. Major features include excavation and drainage.

Fixed completion June 1, 2005

Z07

BP-2A-03

Salem District

This is a bridge painting project for maintenance painting of existing structures. The existing bridge widths vary. Temporary lane closures will be used during the painting operations for equipment and access. There are no special or unique construction innovations being utilized or problems anticipated. There are no high interest or special issues involved.

Fixed completion October 1, 2004