

Legislative Update



Staunton District

Frederick County

Summer 2015

Interstate 81 - Exit 307 Study (Stephens City area)

UPC 88659

Estimated Cost:

\$1,300,000

This is a study to examine possible relocation of the Interstate 81 exit 307 interchange south of its current location. Proposed locations and traffic projections will be examined as part of the study.

Estimated Study Completion:

Late 2016

This project is supported by Frederick County and the Town of Stephens City through resolutions passed by each of these bodies.

Project Manager:

Scott Alexander, 540-332-7758

*This project will be scored under the new prioritization process as outlined in House Bill Two.

Interstate 81 - Exit 310 at Route 37 (Kernstown Interchange)

UPC 75881

Contract Value:

\$24,967,843

This project will reconstruct the interchange ramps on Interstate 81, exit 310, at Route 37 (south) in Frederick County. The interchange configuration will feature a "spread diamond" interchange, which will widen and spread the ramps outward from their current intersections with Route 37. This design provides additional turn storage and adds dual left- and right-turn movements to move traffic more efficiently.

Estimated Completion:

Fall 2018

The interchange is being designed with future "scalability," which can accommodate changes in traffic patterns and traffic volumes. The design can accommodate conversion of the interchange to a partial cloverleaf, a full cloverleaf with collector-distributor lanes, or a multi-level semi-directional interchange. As part of the design contract, the consultant will produce preliminary designs for the final interchange configuration, ensuring that the spread diamond design accommodates and facilitates future phases, as neighboring development and traffic patterns demand more of the interchange. The final build-out of the interchange will be done in several future phases. In association with the interchange improvements, the Crosspointe developer will continue the extension of Route 37 east of I-81 and build it as part of their construction site. The Federal Highway Administration approved the Interchange Modification Request (IMR), on April 18, 2007. The IMR consists of a three-phase approach to improving the interchange.

Project Manager:

Robert Good, P.E., 540-743-1420

Phase one includes the design for the spread diamond configuration, right of way acquisition, utility relocations and construction of the spread diamond interchange. Future phase two may include a partial cloverleaf loop and/or widening of the Route 37 bridge over I-81. All phase two work depends on future traffic demand and available transportation funding. Future phase three may be the completion of cloverleaf or flyover ramps. The cloverleaf option may also include collector distributor lanes. Collector distributor lanes run parallel to the interstate roadway, taking traffic of the mainline a mile to half-mile prior to the interchange ramps. All phase three work depends on future traffic demand and available transportation funding.

A \$24,967,843 contract was awarded to General Excavation Inc. (GEI) of Warrenton, Virginia, on February 18, 2015 with completion in fall 2018.

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Interstate 81 - Exit 313 at Routes 17/50/522 (Winchester Interchange) Study

UPC 88820, UPC 104020

Estimated Cost for Interchange Study Only: \$2 million

Interchange Reconfiguration Cost: TBD

Bridge (only) Estimated Cost: \$12.6 million

Study Completion Date: Mid-2016

Bridge/Interchange Estimated Ad Date: 2021

Study Project Manager: Scott Alexander, 540-332-7758

Bridge Project Manager: Eulogio A. Javier II, P.E., 540-332-9105

This is an Interchange Modification Report (IMR) study to review the configuration and function of the Interstate 81 interchange at Routes 17/50/522 in the Winchester area. This study will begin by early 2013 and is scheduled for completion by mid-2016. A citizen information meeting to obtain public input will be held as part of the study process.

Following this study, the Route 17/50/522 (Millwood Pike) deteriorated bridge over I-81, along with necessary interchange improvements, will be redesigned and replaced to provide added capacity.

Interstate 81 - Pavement Rehabilitation

UPC 104562

Contract Value:

\$3,745,126.50

Estimated Completion:

Summer 2015

Project Manager:

Robert Good, P.E., 540-743-1420

This project provides restoration and rehabilitation to southbound Interstate 81 from mile marker 317.25 to mile marker 313.31 which is 3.94-miles long. The interstate roadway has been milled down four inches. The sub-base was reinforced and topped with four inches of asphalt. The milling operations are complete and the intermediate layer has been installed. The surface layer and guardrail replacements will be completed in 2015.

A \$3.7 million contract was awarded to W-L Construction & Paving, Inc. of Chilhowie, Virginia on September 30, 2013.

Meadow Branch Avenue Extension - City of Winchester

UPC 104267

Estimated Cost:

\$4.0 million

Estimated Completion:

Fall 2016

Project Manager:

Steve Damron, 540-332-7389

This project will construct a new section of Meadow Branch Avenue that will connect the road from the intersection of Meadow Branch/Merrimans Lane near Amherst Street to the intersection of Meadow Branch/Buckner Avenue. The length of this new roadway will be approximately 0.6 miles and will be constructed on undeveloped property.

Project advertised in February 2015.

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Route 7 (National Avenue, Piccadilly Street)

UPC 105424

Estimated Cost:

\$1.4 million

Construction Started:

May 2015

Project Manager:

Steven Damron, 540-332-7389

This project will consist of realigning a section of National Avenue/East Lane/Piccadilly Street (Virginia Route 7) entering downtown Winchester. Realigning this section of roadway will improve safety by eliminating two ninety degree curves which are very problematic for trucks and large vehicles to traverse. This project will construct a roundabout.

Route 37 Bypass Study

UPC 85972, UPC 105586

Estimated Cost for Preliminary Engineering Study Only UPC 85972:

\$2,463,376

Study Completion Date:

Late 2015

Estimated Cost for Preliminary Engineering Phase 2 *UPC 105586:

Will be part of HB2 prioritization process.

Project Manager:

Chris Colson, P.E. 540-332-7746

This study is to define the Route 37 Eastern Bypass alignment. The project is 15.5-miles long and extends from the Route 37 southern end at I-81 south to Route 37 east of I-81 north. The purpose of this study is to provide Frederick County with the preliminary alignment necessary to allow the County to plan industrial, commercial and residential developments in the area of the proposed Route 37 Eastern Bypass corridor. The alignment will include future interchanges at Warrior Drive (Future), Route 522 (Front Royal Pike), Route 50 (Millwood Pike), Route 657 (Senseny Road), Route 7 (Berryville Pike), Snowden Boulevard (Future), Interstate 81 and Route 37 (west of US 11). The County has prioritized three segments for further engineering development:

- Segment 1: Route 37 – Interstate 81 to Route 522
- Segment 2: Route 37 – Route 37 (Northern Termini) to Rte 7
- Segment 3: Route 37 – Route 522 to Route 7

Currently VDOT is performing a traffic analysis on Segment 1: Route 37 – Interstate 81 to Route 522; including evaluating interchange alternatives at Warrior Drive (Future), and Route 522 (Front Royal Pike). The traffic analysis is scheduled to be complete in 2015.

*This project will be scored under the new prioritization process as outlined in House Bill Two.

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Route 277 (Fairfax Pike) Widening

UPC 18003

Estimated Cost:

\$36,081,611

Estimated Ad Date:

2018

Project Manager:

Chris Colson, P.E. (540) 332-7746

This project is proposing improvements to Route 277 (Fairfax Pike) from 0.091 miles west of Stickleby Drive to 0.060 miles east of Double Church Road.

The purpose of this project is to provide additional traffic capacity, implement access management, improve overall operational safety, and improve the connectivity of the regional roadway system, particularly the ease of access to numerous key transportation routes (i.e., I-81, US 11, US 522, US 50, and I-66 to the south). A public hearing was held on June 24, 2014.

The proposed Route 277 roadway section will provide four thru-lanes with a center median (combination of raised and striped) from the northbound I-81 ramps to Double Church Road where the roadway will transition to the existing two-lane section. Sidewalk is proposed on the north side of the road and a shared-use path is planned for the south.

Aylor Road will be relocated to the east to align with the current Stickleby Road intersection; the traffic signal at the Town Run Lane will be removed. VDOT Lane will be relocated to the west to align with the existing Food Lion shopping center entrance.

*This project will be scored under the new prioritization process as outlined in House Bill Two. Right of way and construction funding has been removed from this project in the draft revision of the 2015-2020 Six-Year Improvement Program.

Reconstruct Route 655 (Sulphur Spring Road)

UPC 59259

Estimated Cost:

\$8,385,007

Estimated Ad Date:

Right of way: Underway

Construction advertisement: Spring 2018

Project Manager:

Chris Colson, P.E. 540-32-7746

The project is on Route 655 (Sulphur Spring Road) located in Frederick County, east of the City of Winchester, between Route 50 (Millwood Pike) and Clarke County. This area serves several residential communities and provides access to the Frederick County landfill. The improvements will provide better road alignment and turning movements.

The improvements to the road include two 12-foot travel lanes and 6-foot paved shoulders. The road alignment will be slightly adjusted to straighten out a gradual curve. Right and left-turn lanes will be constructed on Route 655 at Routes 50 and Route 656. Also the box culvert on Route 655 at Sulphur Spring Run will be extended to accommodate the new turn lane onto Route 50.

During construction the road will remain open, serving the county landfill.

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Tevis Street Extension - Extension of New Hope Drive

UPC 104266

Estimated Cost:

\$8.0 million

Estimated Ad Date:

Fall 2018

Project Manager:

Steven Damron, 540-332-7389

This is the Tevis Street connector road between Route 522 and Pleasant Valley Road. The project includes a flyover bridge across I-81 and will be coordinated with a project in the City of Winchester to complete Tevis Street from I-81 flyover bridge to Pleasant Valley Road. This is a revenue sharing project and is and being locally administered.

Tevis Street Extension

UPC 105630

Estimated Cost:

\$1.6 million

Estimated Ad Date:

Late 2017

Project Manager:

Steven Damron, 540-332-7389

This is the Tevis Street connector road between Route 522 and Pleasant Valley Road. The project includes a flyover bridge across I-81 and will be coordinated with a project in the City of Winchester to complete Tevis Street from I-81 flyover bridge to Pleasant Valley Road. This is a revenue sharing project and is and being locally administered.

Tevis Street Extension

UPC 87616

Estimated Cost:

\$10.4 million

Estimated Ad Date:

Late 2018

Project Manager:

Steven Damron, 540-332-7389

This is the Tevis Street connector road between Route 522 and Pleasant Valley Road. The project includes a flyover bridge across I-81 and will be coordinated with a project in the City of Winchester to complete Tevis Street from I-81 flyover bridge to Pleasant Valley Road. This is a revenue sharing project and is and being locally administered.