

Capital Beltway HOT Lanes Project

Update – January 2011



- **Project is 55% complete**
- New bridge spans completed at every interchange; Second phase well underway
- 75% of sound walls completed
- Significant progress on mainline Beltway widening
 - Braddock to Gallows Road
 - Idylwood Road to Route 7
- Major utility relocations completed

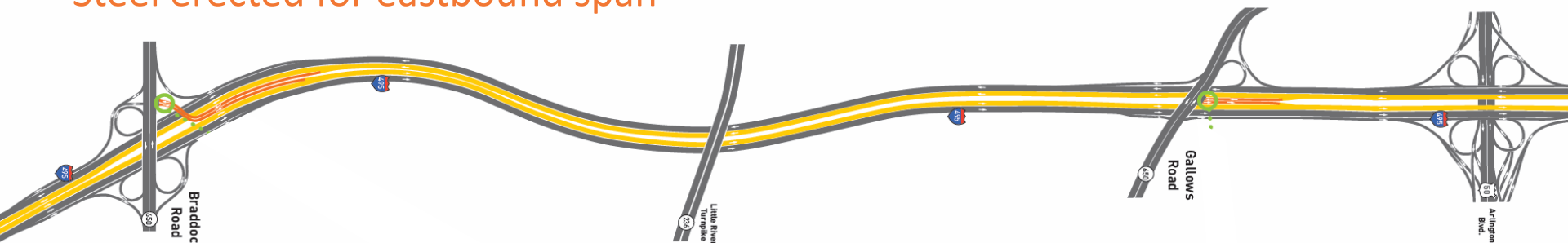


Braddock Rd

- New westbound span completed
- Old eastbound span demolished
- Steel erected for eastbound span

Gallows Rd

- New southbound span completed
- Old northbound span demolished
- Steel erected for northbound span



Little River Tnpk

- New eastbound span completed
- Old bridges demolished
- Steel erected for new westbound span

Arlington Blvd

- Phase 1 & 2 spans completed
- Old Beltway spans demolished

Mainline Beltway

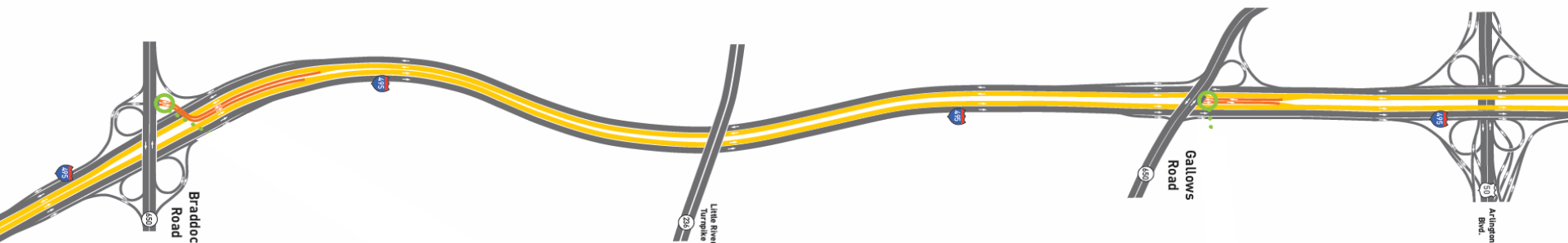
Significant progress on new outer lanes

Braddock Rd

- Complete new eastbound span
- Build HOT Lane connection

Gallows Rd

- Complete new northbound span
- Begin building HOT Lanes connection



Little River Tnpk

Complete new westbound span

Arlington Blvd

Complete final Phase 3 bridges

Mainline Beltway

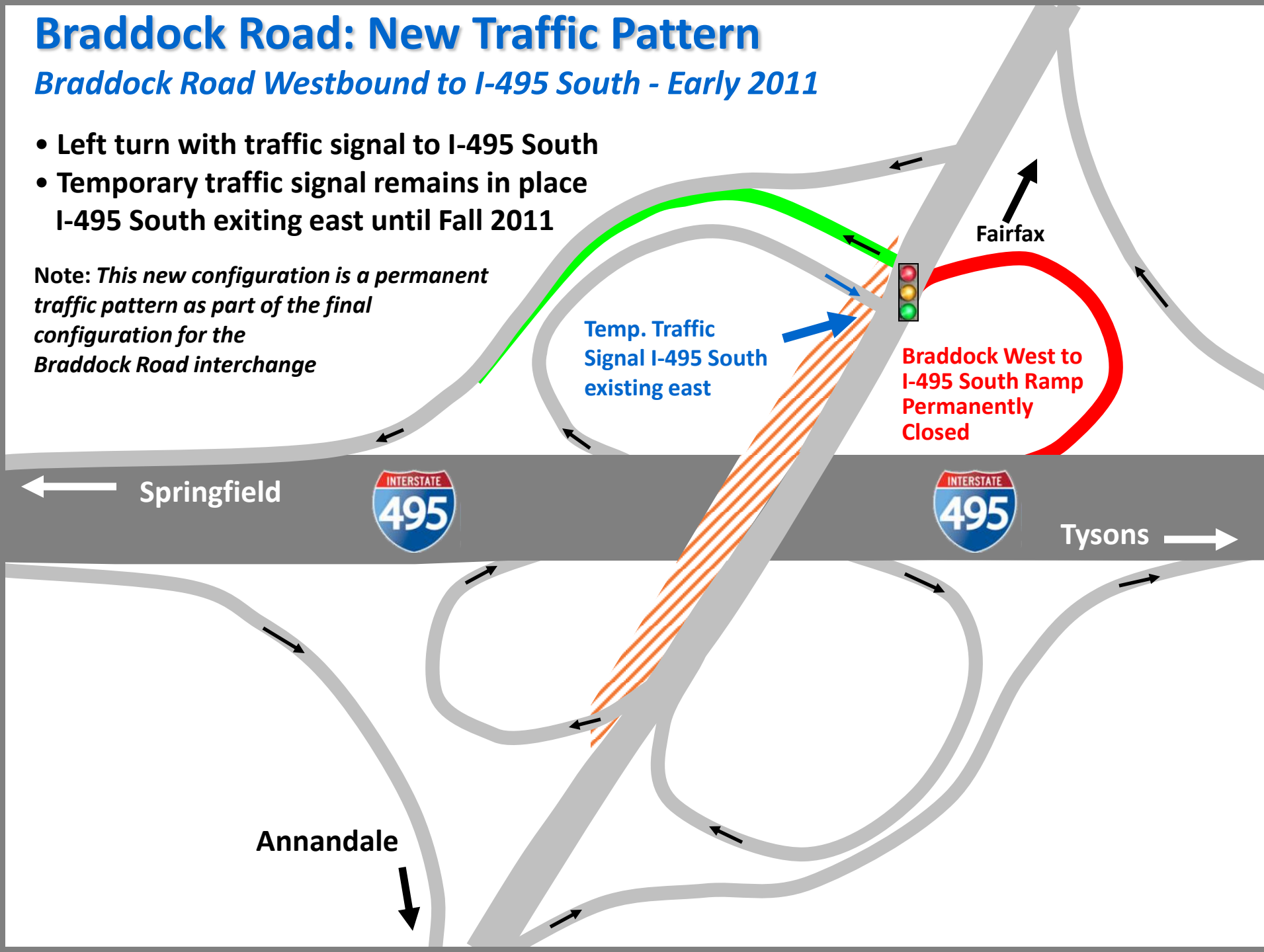
Shift traffic to new outer lanes by Summer

Braddock Road: New Traffic Pattern

Braddock Road Westbound to I-495 South - Early 2011

- Left turn with traffic signal to I-495 South
- Temporary traffic signal remains in place
- I-495 South exiting east until Fall 2011

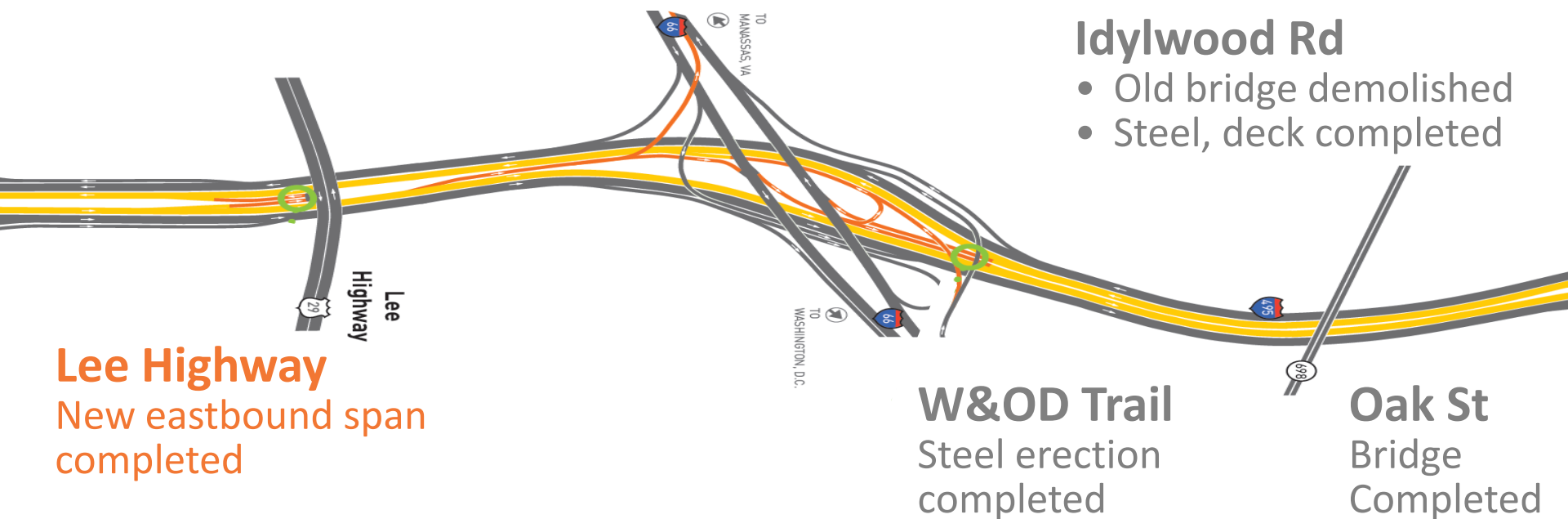
Note: This new configuration is a permanent traffic pattern as part of the final configuration for the Braddock Road interchange



Major Milestones Reached in 2010

I-66

- Old east and westbound spans demolished
- New westbound spans completed
- 1st stage of eastbound spans completed

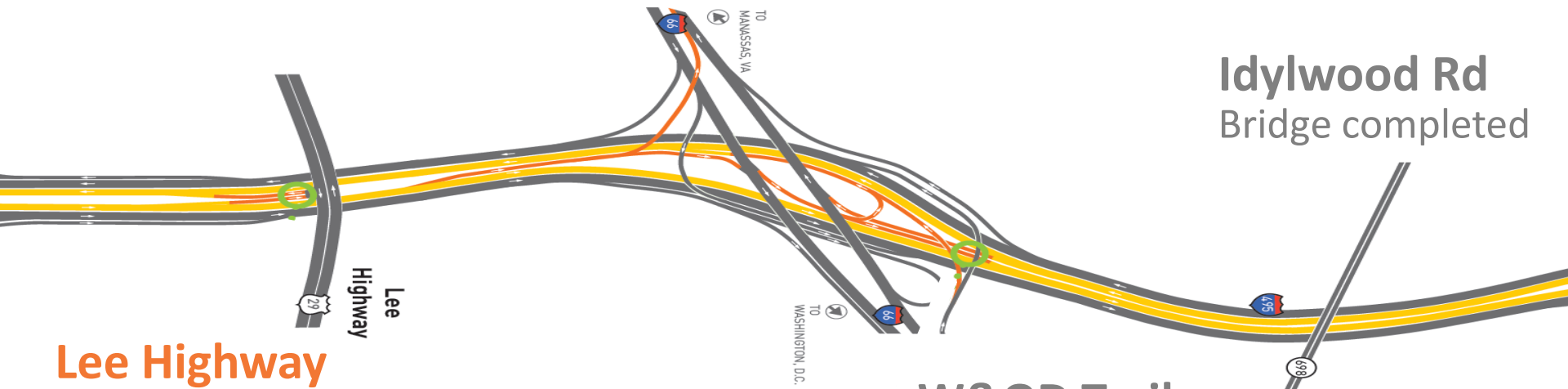


Mainline Beltway -

Significant progress on new outer lanes: Idylwood Road to Route 7

I-66

Complete new I-66 eastbound span and new ramps



Lee Highway

Complete new westbound span

Idylwood Rd
Bridge completed

W&OD Trail
Bridge Completed

Mainline Beltway

Shift traffic to new outer lanes by Summer (*Idylwood Rd to Route 7*)

Westpark Bridge

Steel, deck completed for widening

Jones Branch Drive

Utilities, clearing completed

Chain Bridge Rd RT 123

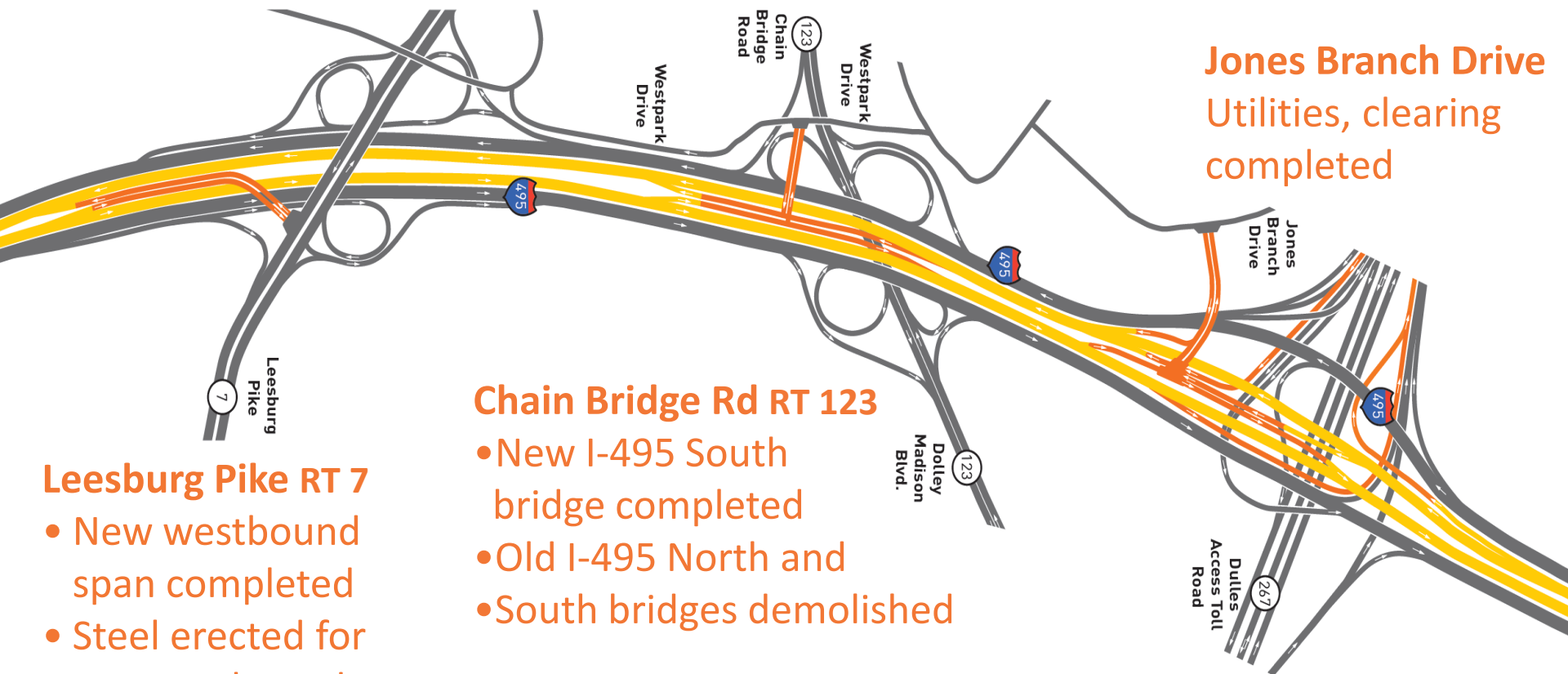
- New I-495 South bridge completed
- Old I-495 North and South bridges demolished

Leesburg Pike RT 7

- New westbound span completed
- Steel erected for new eastbound span

Dulles Toll Road RT 267

Steel work completed

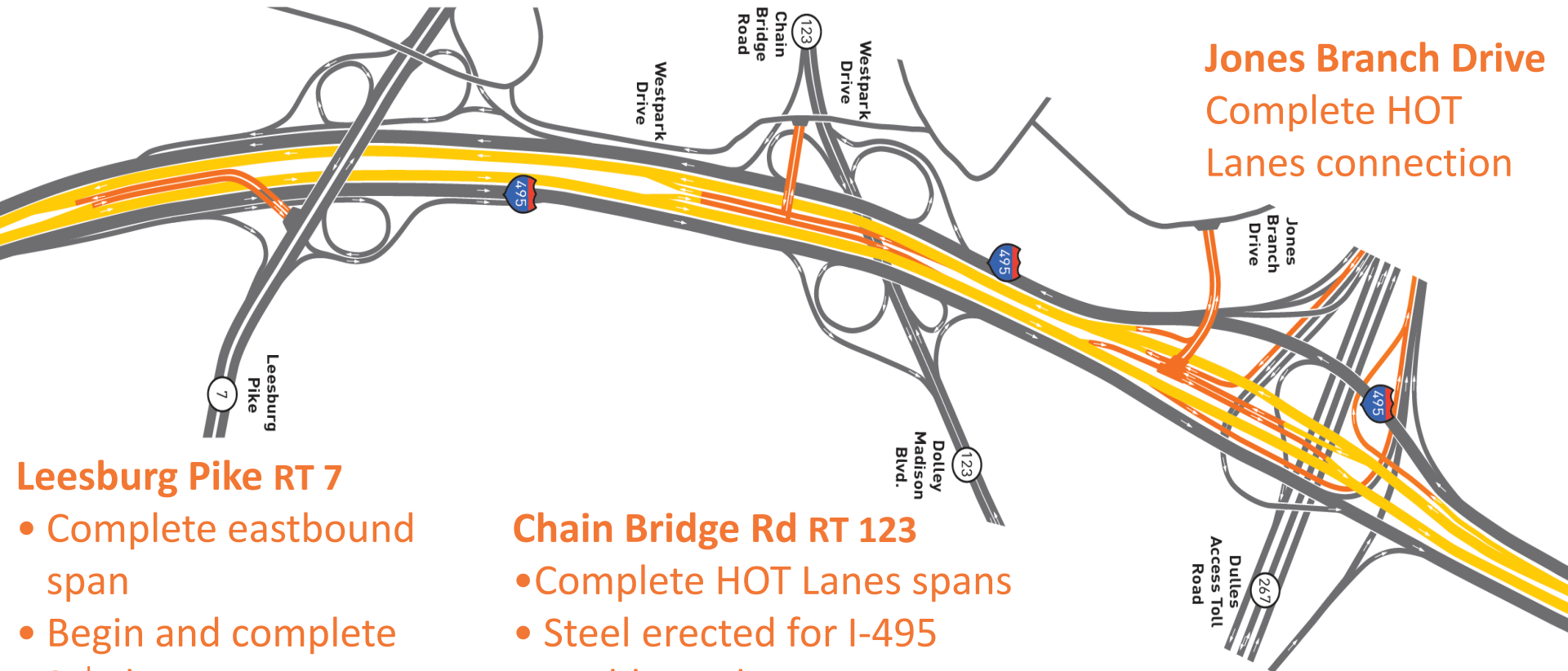


Milestones Expected in 2011

Westpark Bridge

- Complete bridge widening
- Steel and deck for HOT Lanes connection

Jones Branch Drive Complete HOT Lanes connection



Leesburg Pike RT 7

- Complete eastbound span
- Begin and complete 3rd phase – center span

Chain Bridge Rd RT 123

- Complete HOT Lanes spans
- Steel erected for I-495 northbound

Dulles Toll Road RT 267

Complete major steel erection

Towers Crescent Dr

Marriott

Tysons



MD

LMI

Route 7: Leesburg Pike Late Spring 2011 –2012

Magarity Road

TRAFFIC SHIFT

Eastbound traffic to
new eastbound bridge

Ramp Closed Permanently
Rt. 7 East to I-495 North
New Signalized left turn to
I-495 North

- Demolish and rebuild center section
- Build HOT Lanes connection

Ramp Closed

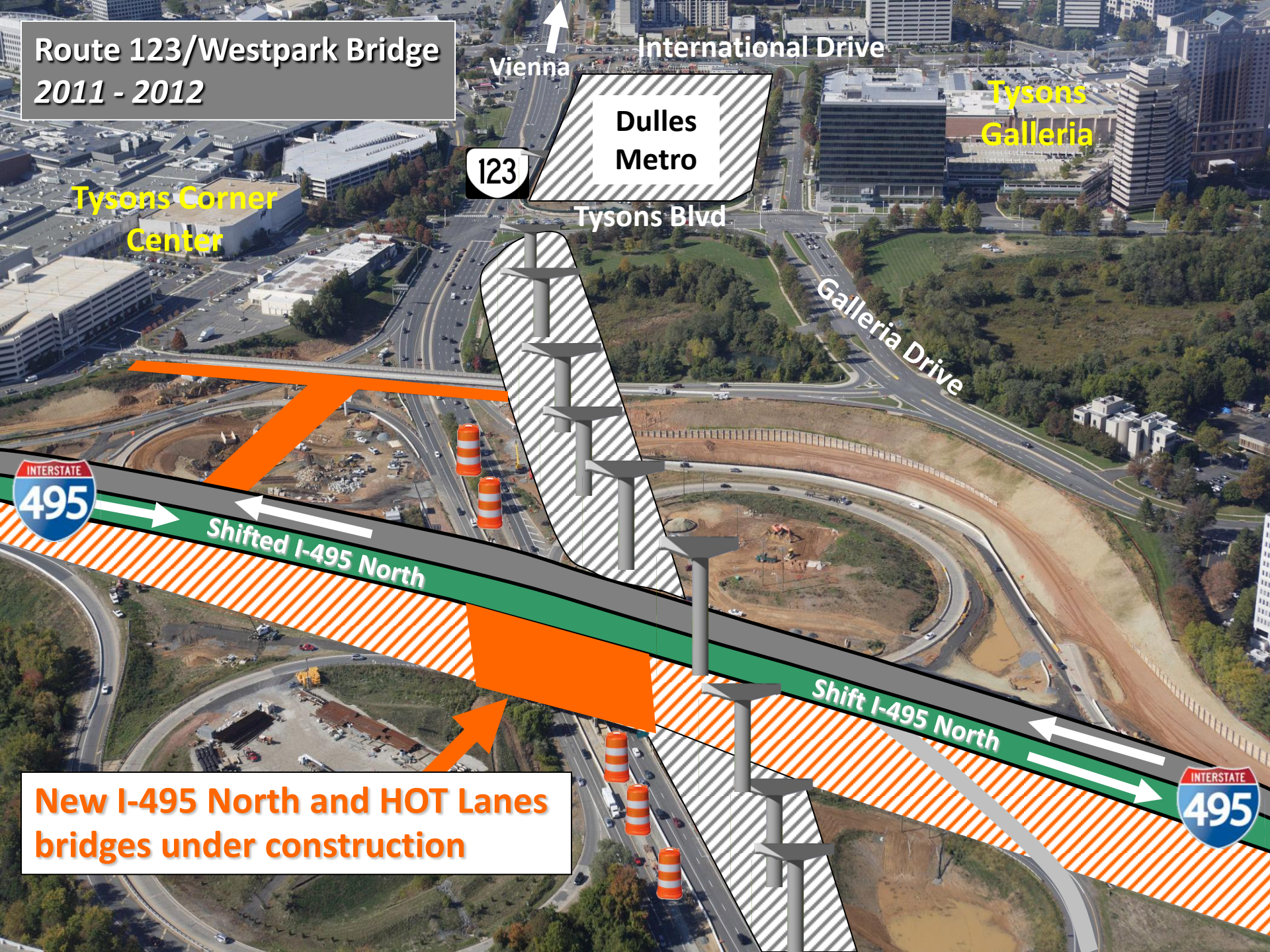
Westin

Falls Church

Lisle A



**Route 123/Westpark Bridge
2011 - 2012**



**Dulles
Metro**

Tysons Blvd

Galleria Drive

**Tysons
Galleria**

**Tysons Corner
Center**

123

Vienna

International Drive

Shifted I-495 North

Shift I-495 North

**New I-495 North and HOT Lanes
bridges under construction**

**INTERSTATE
495**

Traffic Shifts, Ramp Closure, New Traffic Lights Fall – 2010

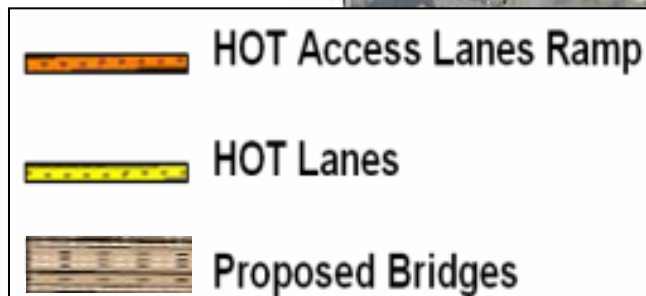
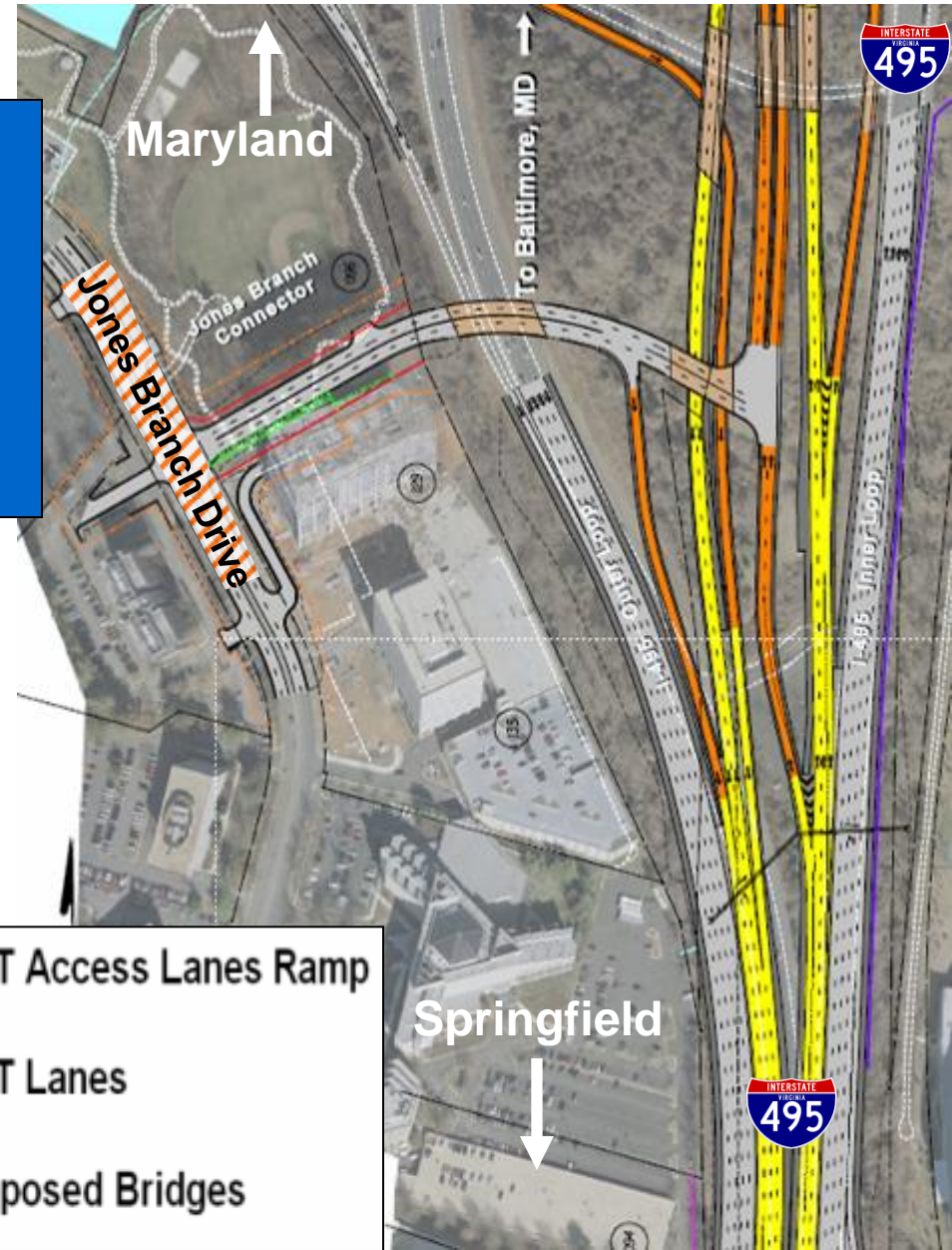
- New traffic pattern in place until 2012
- Steel erected over I-495 South for HOT Lanes connection to Westpark Br.
- Steel and deck completed for Westpark Bridge widening
- Upcoming steel erections for I-495 Northbound bridges will occur in two stages

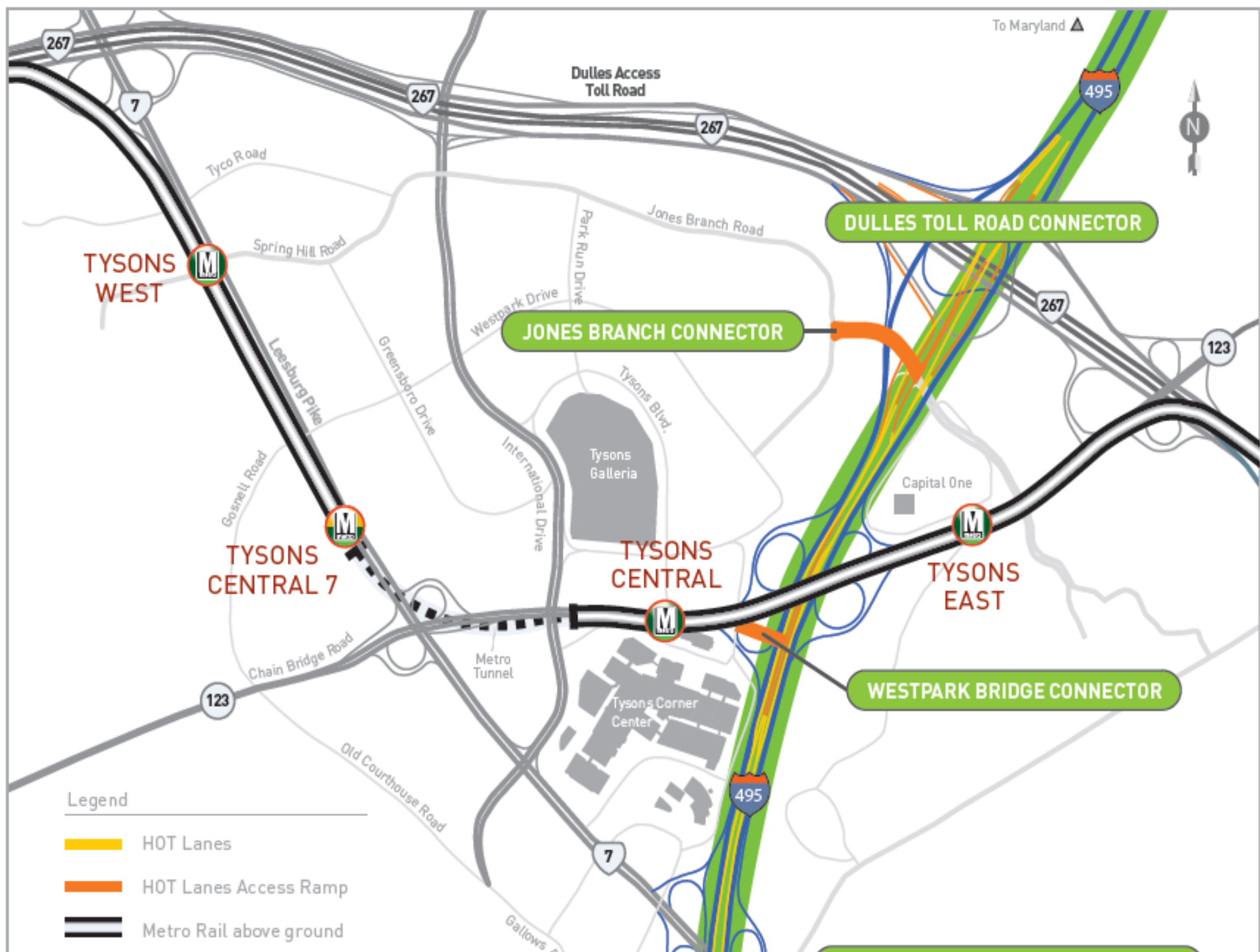


Jones Branch Connector

Construction begins Spring 2011

- Close Jones Branch Drive at connection point for 22 weeks
- Jones Branch Drive needs to be raised 8 feet for construction
- All businesses remain accessible





- Build out 2 lanes: 2008 – 2011
- Rebuild/lengthen all bridges & overpasses along alignment: 2008 – 2011
- Shift traffic into two new outer lanes: 2011
- Build inner two (HOT) lanes: 2011 – 2012
- **Projected HOT Lanes Opening: Late 2012**



- VDOT landscape architect review underway
- Draft plan to be circulated summer/fall 2011
- VDOT landscape architect site visit to review:
 - Project design
 - Right-of Way limits
 - Site distance
 - Stormwater management
 - Community may want to apply for a grant to install “gateway” landscaping
- Additional resources available from the Fairfax County Restoration Project www.fcrpp3.org

- Designed for communities located in neighborhoods surrounding project corridor
- Supports grassroots and non-profit organizations that offer significant benefit to environment, safety, aesthetics or well-being of local communities
- Since 2009 launch, grant program has supported nearly 30 local organizations
- Check out www.virginiahotlanes.com/grant for more information







How HOT Lanes Work



Variable pricing: tolls rise or fall based on real-time traffic conditions

Not an everyday toll road: choose to pay a toll when they need a faster, more reliable travel time

Fully electronic tolling with E-Z Pass: Electronic signs display rates; no toll booths

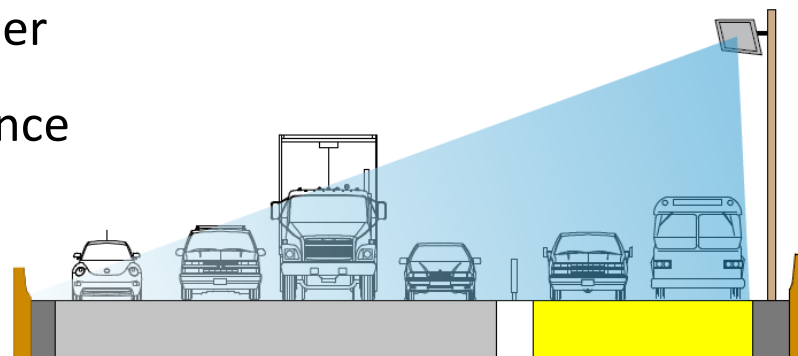
Ride for Free: Carpools (HOV-3), Motorcycles and Emergency Vehicles

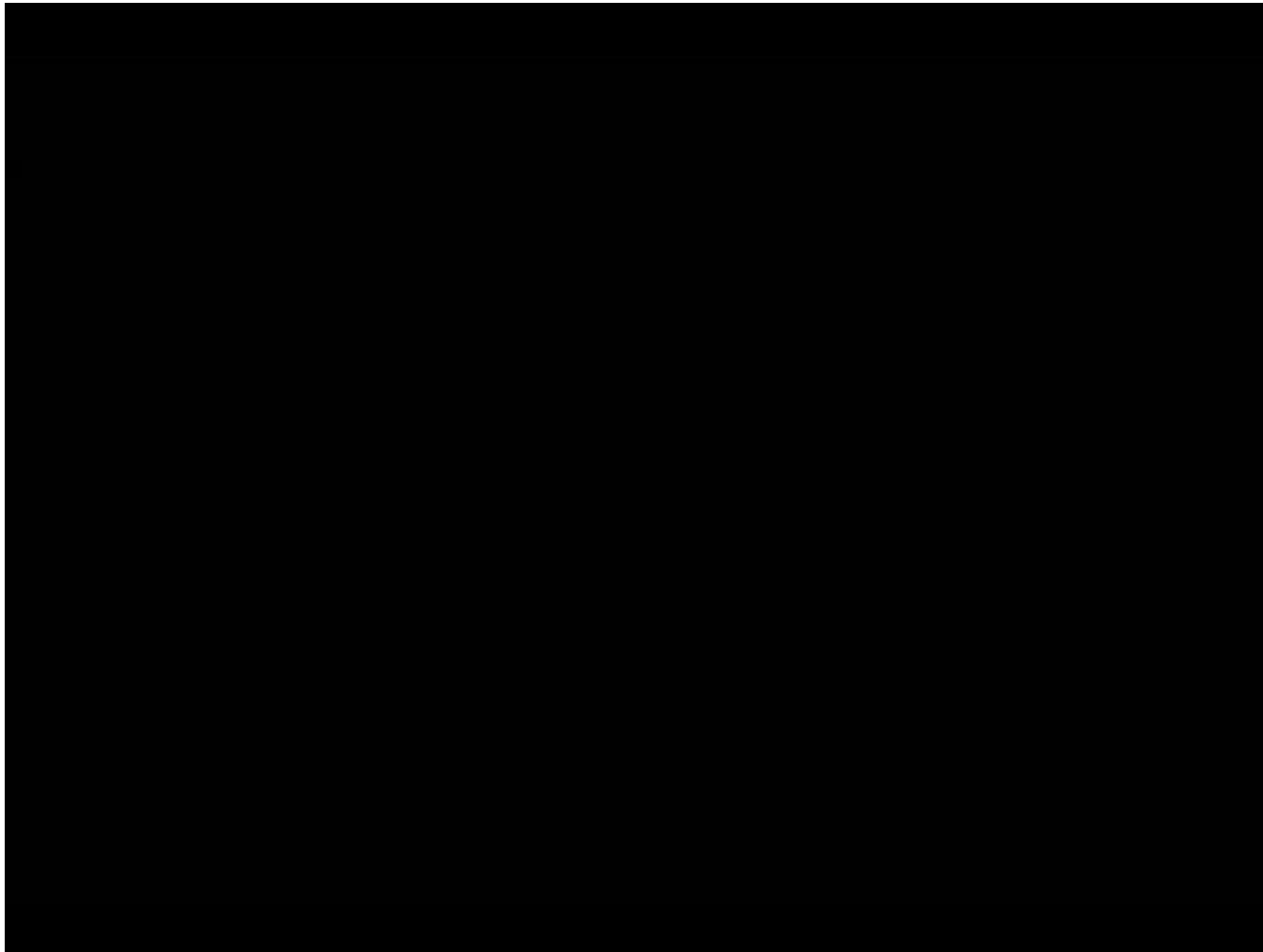
- 36 electronic gantries at nine points along the lanes
- Drivers will pass toll points at highway speeds; gantries will identify a vehicle's entry and exit points, and total trip distance
- More than four times the amount of vehicles per hour expected to move into and out of HOT Lanes compared to cash-based system

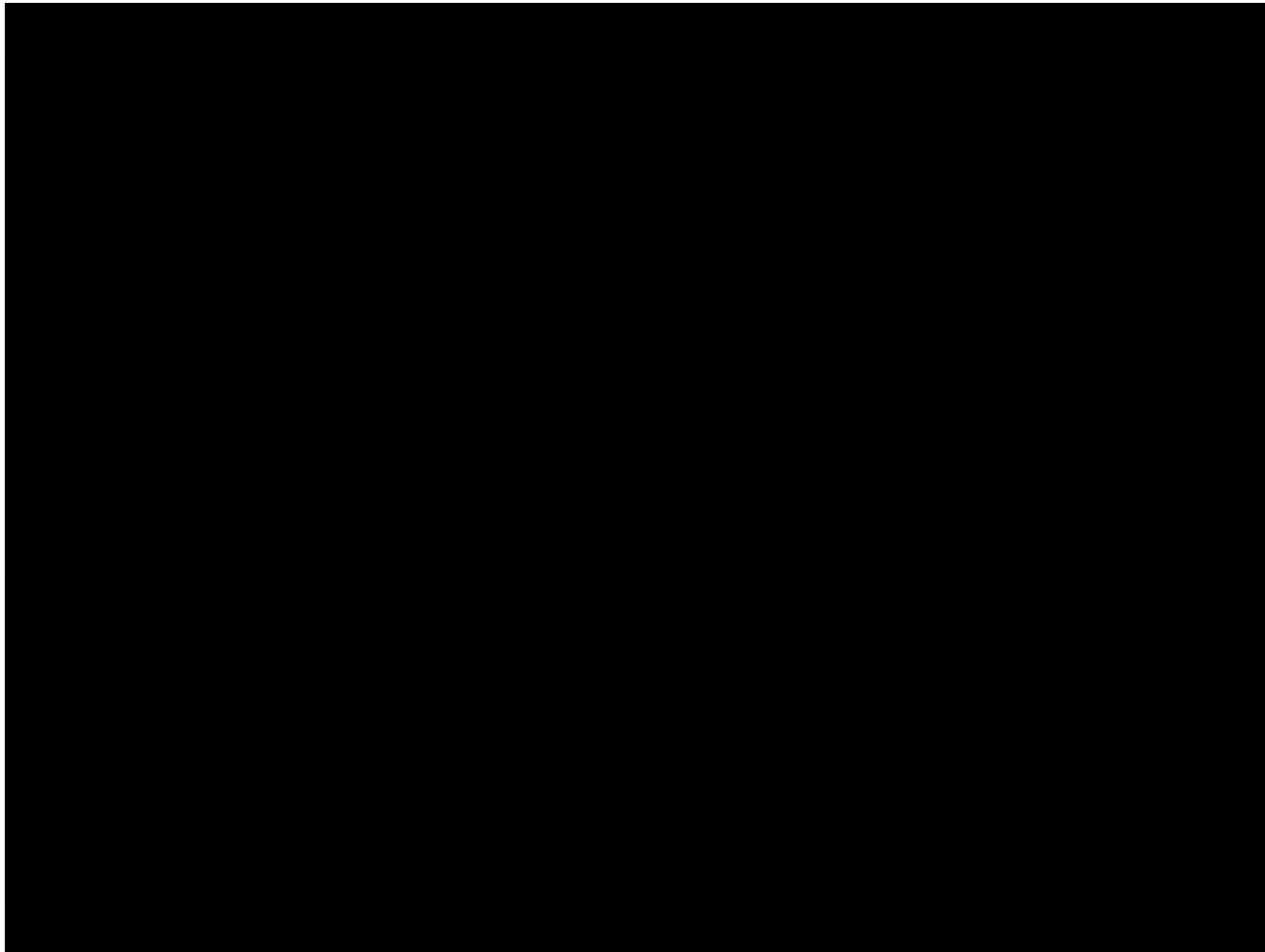


Toll pricing, signage, enforcement

- Traffic sensors send data to operations center where toll prices adjusted on real-time traffic volume
- Toll rates displayed on network of electronic message signs
- Signs approaching access points will inform drivers of real-time toll rates so they can decide whether to enter the HOT Lanes
- Electronic toll gantries located at entry/exit points will track a driver's trip
- All HOT Lanes users must have a transponder
- Drivers are charged one toll based on distance traveled and real-time traffic conditions
- State Troopers enforcement equipped with technology to aid their enforcement







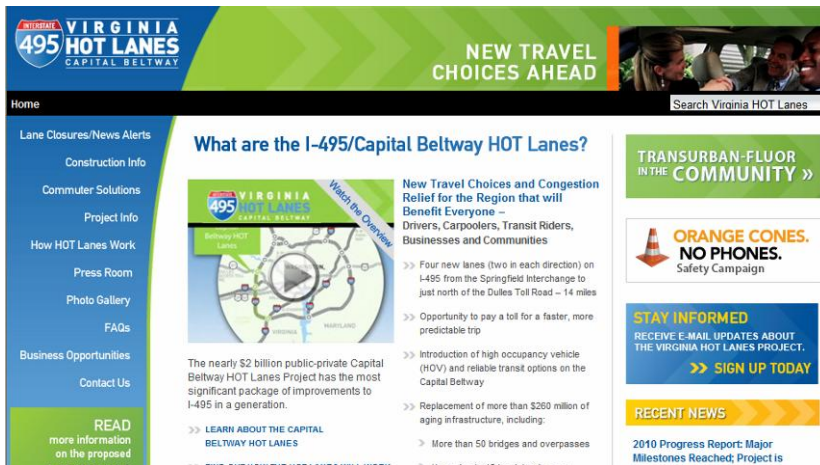


Stay Informed

www.VAmegaprojects.com

Provides information on:

lane closures, travel advisories, email alert sign-up, multiple project links



www.virginiahotlanes.com

Provides information on:

project details/benefits, detailed construction info/timeline, sign up for progress updates and look ahead at future work