ROUTE 50 WIDENING

CHANTILLY, VIRGINIA

CLIENT:

Virginia Department of Transportation (VDOT)

CONTRACT AMOUNT:

$67.8 million

DELIVERY METHOD:

Design-Build

CONTRACTOR:

Shirley Contracting Company

DESIGNER:

Dewberry Consultants LLC

COMPLETION DATE:

In Progress

In March 2011, Shirley Contracting Company, LLC was awarded the Route 50 Widening Design-Build Project by the Virginia Department of Transportation. The $67.8 million project scope includes the widening of Route 50 from four to six lanes for 3.7 miles from Poland Road (Route 742) to Sulley Road (Route 28). Acquistion of right-of-way was required from 68 parcels including one relocation; extensive coordination and relocation of facilities owned by 15 different utility companies; acquisition of environmental permits, improvements to eight signalized intersections, four new storm water management facilities; widening and reconstruction of the existing bridges over Cub Run; a new 10 feet wide shared use path on each side of the road; Contractor administered quality assurance and quality control, coordination of public involvement; and coordination of waterline relocations with Fairfax County Water Authority.

The Route 50 widening project requires the management of several challenging issues. One of the largest issues was the coordination of utility relocations and right-of-way acquisition in a linear transportation corridor where the majority of the widening resulted in direct utility conflicts. The Design-Build Team overcame this challenge by closely coordinating the Transportation Management Plan with the right-of-way and utility relocation priorities to ensure that we provided adequate float to third party controlled utility relocations without compromising an agressive schedule. A key element was creating a sequence that optimized the amount of ultimate roadway that could be constructed concurrent with the acquisition of right-of-way, permits, and the relocation of the utilities. The Team accomplished this by reversing VDOT's original sequence of construction and utilizing the median. Additionally, we constructed detours that allowed us to start reconstruction of the existing pavement within the existing right-of-way. This sequence allows the right-of-way acquisition and utility relocation phases of the project to run parallel with the early phases of construction and decrease the risk of utility delays that would ultimatley impact the final completion date.

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SHIRLEY
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