



### **NO-BUILD CONCEPT:**

The No-Build concept would include only scheduled maintenance of the existing westbound facility plus other possible low-cost (or no cost) management strategies such as improved signage and ramp metering. The No-Build would also recognize regional improvement programs such as incentives for carpooling, transit and teleworking. In addition, regional projects that are currently planned for construction and that are already included in the most recently adopted Constrained Long Range Plan will be included in the No-Build Concept.

### **TRANSIT CONCEPTS:**

All transit options include operations in both directions.

**Express Bus:** This concept would greatly expand existing and express bus service to provide regional connections to downtown D.C. and other major destinations (Rosslyn, Ballston, Crystal City-Pentagon, Route 28, Tyson's, etc.). Commuters from points west would use express bus instead of the Orange Line, freeing up capacity for intra-corridor commuters. Major capital investments would include Park & Ride lots. Options under consideration include:

- **Expand Express Bus Service:** this option would expand the existing Fairfax, Prince William and Loudoun County express bus service and would provide direct service during the peak periods from outlying Park & Ride lots to downtown D.C. and other destinations. During the off-peak periods, the bus service would terminate at Orange Line stations.
- **"Orange Line Reliever" service:** would provide new express bus service to parallel the Orange Line along I-66 with direct service from Vienna to D.C. and other major destinations during the peak periods.

**Orange Line Improvements:** This concept would expand the Orange Line capacity and provide additional service. Three options are being considered

- **Improvements to the Orange Line:** this option would provide all 8-car trains during the peak periods to provide additional capacity. Local bus feeder service at stations would be expanded.
- **Additional Track(s)/New River Crossing:** Additional track(s) would be added that would parallel the existing Orange Line to increase line capacity and allow for express service. This line would begin in Vienna (or west of Vienna Station) and would include a new crossing under the Potomac River and would terminate at Farragut Square in Downtown D.C.
- **New Metro Line:** a new Metro line would connect the Dulles Rapid Transit Corridor into Georgetown and would connect to the proposed crosstown line in Washington, D.C. or would travel under K Street and connect to one of the Farragut stations. This option would include a new Potomac River crossing.

### **Bus Rapid Transit:**

This concept proposes the use of bus rapid transit (BRT) technology in primarily dedicated rights-of-way. Corridors to be considered include:

- I-66
- Route 29 / Lee Highway
- Route 50 / Arlington Boulevard

- Washington Boulevard
- Wilson Boulevard / Clarendon Boulevard

## HOV/HOT CONCEPTS:

**HOV – Current Configuration:** This concept would provide operational changes to I-66 and would not include any physical changes to the existing roadway. Three options are being considered in the westbound direction only:

- HOV-2 All Day: assumes the expansion of the HOV-2 restriction from the current afternoon peak period to an HOV-2 facility from 6:30 a.m. to 8 p.m.
- HOV-3: this option would continue the current afternoon peak period HOV restriction but would expand the number of occupants per vehicle to 3. This option would also consider imposing an HOV-2 or HOV-3 in the westbound direction during the morning peak period.
- No HOV west of Exit 69: this option would remove the HOV restriction from the on-ramp at Exit 69 (Sycamore Street) to the Capital Beltway. This option could provide relief off neighborhood streets.

**HOV – Additional Lane:** Under this concept, westbound I-66 would be expanded to three lanes from the Scott Street on-ramp to the Dulles Airport Access Highway. Two options are being considered:

- HOV-2 All Day: this option assumes all three westbound lanes would become HOV-2 restricted from 6:30 a.m. to 8 p.m.
- HOV-3: This option would restrict all three westbound lanes to HOV-3 during the afternoon peak period. This option would also consider imposing an HOV-2 or HOV-3 in the westbound direction during the morning peak period.

**HOT – Current Configuration:** there are two options for the conversion of existing I-66 westbound to HOT lanes. This concept would not include any roadway widening.

- All Lanes HOT: under this option, all westbound lanes would be considered HOT lanes during the peak periods a.m. and p.m. However, high occupancy vehicles would be exempt from the toll. The HOT lanes start from Rosslyn tunnel to the Beltway. Overhead SmartTag/E-ZPass technology will be provided to avoid the interruption of traffic flow.
- Variable Pricing: this option assumes all westbound lanes operate as HOT lanes at all times with toll pricing based on time of day and demand.

**HOT – Additional Lane:** westbound I-66 would be widened to three lanes from the Scott Street on-ramp to the Dulles Airport Access Highway. Three options are being considered:

- Dedicated HOT Lane: this option includes a new, barrier-separated, dedicated westbound HOT lane with Overhead SmartTag/E-ZPass technology (no interruption of flow).
- All HOT Lanes: All three westbound lanes would be converted to HOT lanes during the peak periods a.m. and p.m. High occupancy vehicles would be exempt from the toll.
- Variable Pricing: this option assumes all three westbound lanes operate as HOT lanes at all times with toll pricing based on time of day and demand.

## **ROADWAY WIDENING CONCEPTS:**

### **Spot Improvements:**

- Fairfax Drive Ramp Improvements – add an additional acceleration lane from Fairfax Drive on ramp to increase weaving length
- Sycamore Street Ramp Improvements – widen the Sycamore Street ramp from one to two lanes and add an acceleration lane
- Combination of the Fairfax Drive Ramp and Sycamore Street Ramp Improvements

**Roadway Improvements:** This concept would increase capacity and improve operations by providing an additional lane for a series of sequential segments as well as provide spot improvements at various access points. Spot improvements may include improving access point control, improvements to ramp metering, or providing additional ramp capacity by lengthening and/or widening ramp lanes. Segments under consideration include:

- Scott Street to Dulles Airport Access Highway - add one lane
  - without spot improvements
  - with spot improvements at Fairfax Drive and Sycamore Street exits
  - with spot improvements at Fairfax Drive exit
  - with spot improvements at Sycamore Street exit
- Lee Highway (Route 29 @ Spout Run) to Dulles Airport Access Highway - add one lane
  - without spot improvements
  - with spot improvements at Fairfax Drive and Sycamore Street exits
  - with spot improvements at Fairfax Drive exit
  - with spot improvements at Sycamore Street exit
- Fairfax Drive (@ Ballston) to Dulles Airport Access Highway - add one lane
  - without spot improvements
  - with spot improvements at Fairfax Drive and Sycamore Street exits
  - with spot improvements at Fairfax Drive exit
  - with spot improvements at Sycamore Street exit
- Scott Street to Sycamore Street - add one lane
  - without spot improvements
  - with spot improvements at Fairfax Drive and Sycamore Street exits
  - with spot improvements at Fairfax Drive exit
  - with spot improvements at Sycamore Street exit