

I-66 spot improvements

Welcome to the I-66 Spot Improvements Design Public Hearing

October 27, 2008

I-66 spot improvements

Agenda

- Project Background
- Status and Updates
- Preliminary Design
- Funding/Schedule
- Questions and Answers
- Solicit Your Input



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Project Background

- Idea-66 Feasibility Study Completed
- January 23, 2007 Citizens Meeting
- Survey Information/Mapping
 - Right-of-Way Limits
 - Constructed Within Existing Right-of-Way
- Preliminary Design of Spot Improvements
 - 10% Plans and Cross-Sections
- September 26, 2007 Citizen Information Meeting

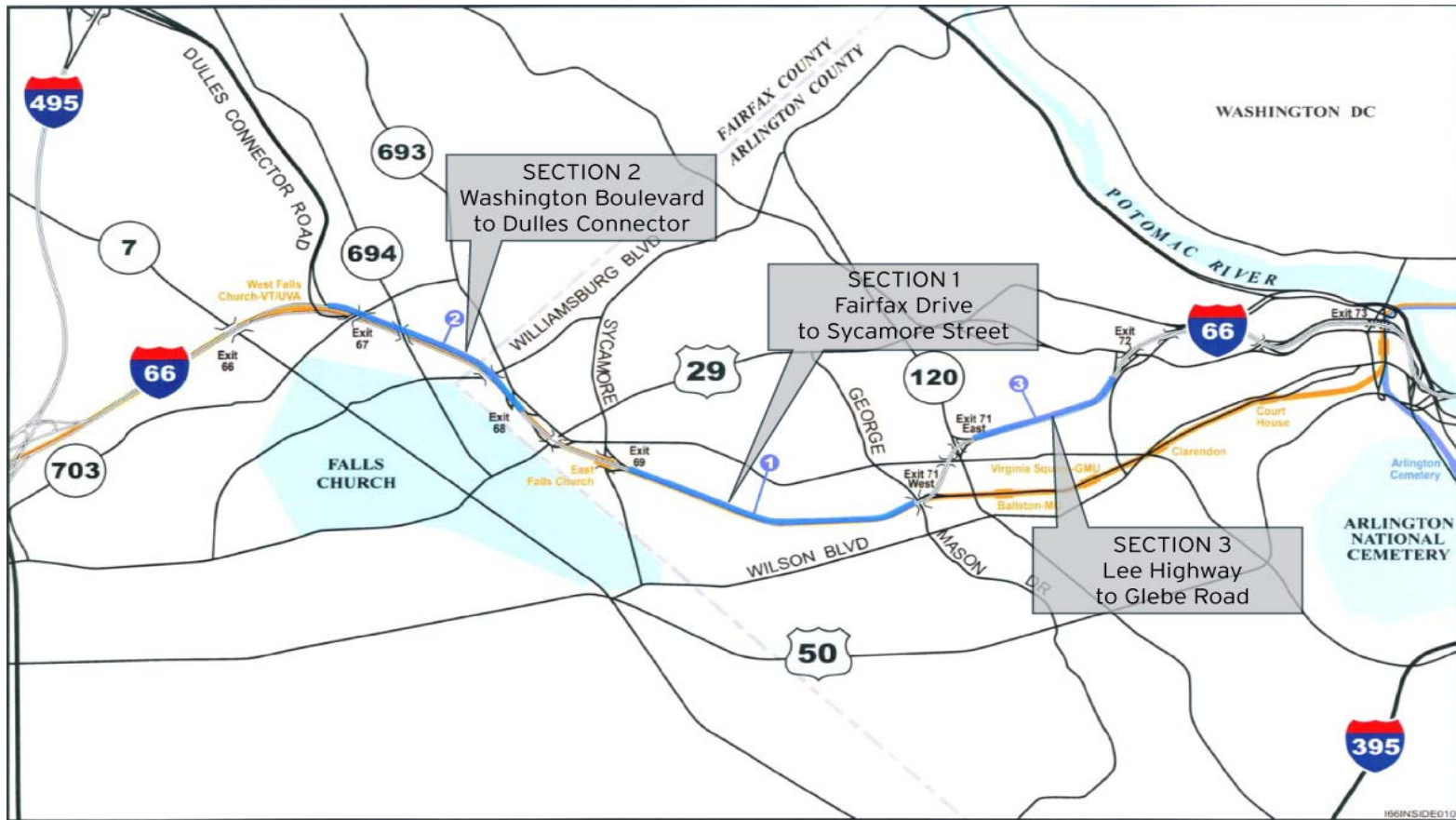
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Status and Updates

- Preliminary Design Advanced
 - 30% Plans and Cross-sections
- Considered September 2007 Citizens Information Meeting Comments
 - Noise Walls
 - Alternate Access at Washington Blvd.
 - Trail Impact Avoidance
 - Reduced Roadway Section
- Environmental Documentation Completed
 - Categorical Exclusion Available for Viewing
- Design Exceptions Processed
 - VDOT and Federal Highway Administration

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Project Area

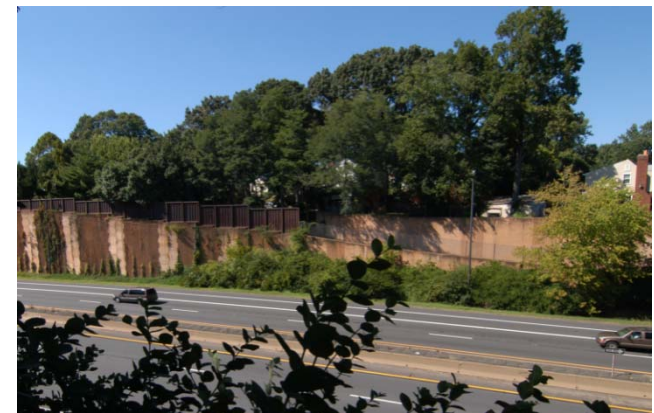


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I-66 a Unique Transportation Corridor

Design Considerations

- Multi-Modal Corridor: Metro, Highway, HOV and Multi-Purpose Trail
- Consistency of Wall Design: Detail, Color, and Texture
- Landscape Elements: Sustainable in Heavy Traffic Environment



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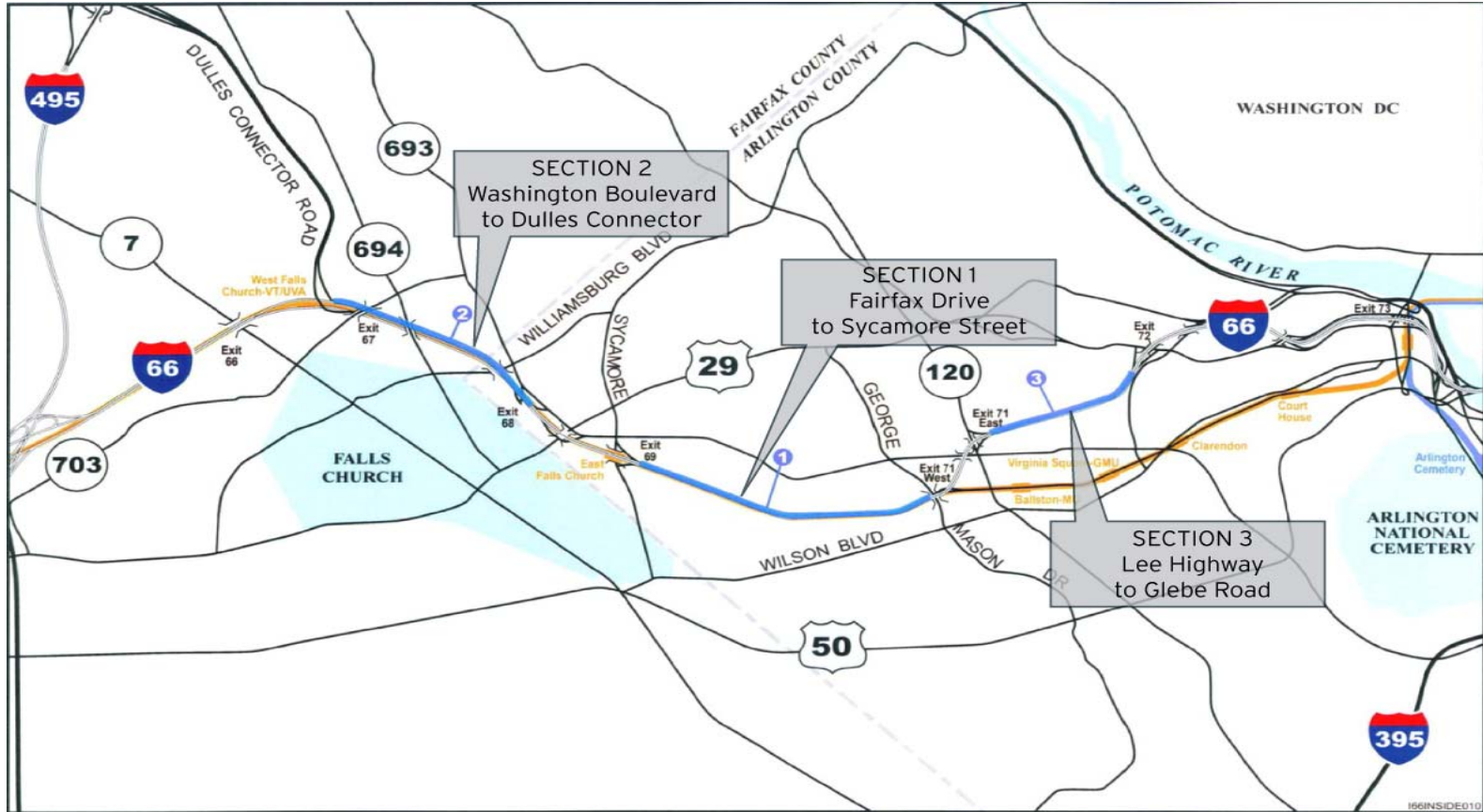
Operational Benefits

Combination of All Three Spot Improvements

- Improves Level-of-Service in AM & PM Peak Periods on Mainline I-66
- Reduces Average Travel Time in AM & PM
- Decreases PM Peak Period Delay at Route 29 Intersections
- Improves Traffic Flow Between Washington Boulevard On-Ramp and Dulles Connector Road
- Does Not Increase Congestion at Local Intersections
- Improves Safety by Providing More Space for Weaving and Merging

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30% Preliminary Design



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30% Preliminary Design

Background

- 2005 Idea-66 Feasibility Study
- Stay within Existing Right-of-Way
- Not to Preclude Future Transit or Managed Lane Improvements



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30% Preliminary Design

Improvements

- Extension of Acceleration and Deceleration Lanes
- Sound Walls
- Storm Drainage Systems & Storm Water Management
- Roadway Lighting
- Traffic Management Systems
- Aesthetics & Landscaping



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Spot Improvement 1 Fairfax Drive to Sycamore Street

Proposed Roadway Section

(Typical Section)

Key Considerations

- Right-of-Way Constraints
- Sound Walls and Retaining Walls
- Multi-Purpose Trail



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Proposed Roadway Section

Westover Park/Fairfax Drive
(Reduced Section)

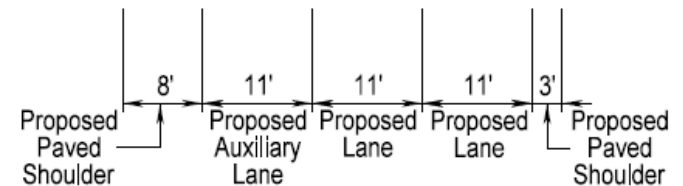
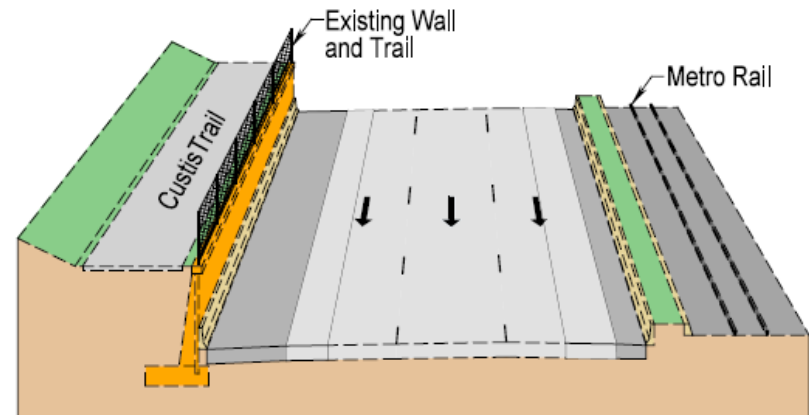
Reduced Section

- Along Westover Park & Fairfax Drive
- Protects Westover Park & Custis Trail
- Reduced Shoulder Widths and Lane Widths (1,500 ft)
- Design Exceptions

Storm Water Basin

- At Fairfax Drive Access Ramps

Spot Improvement 1 Fairfax Drive to Sycamore Street



**REDUCED LANE WIDTHS
SECTION 1**

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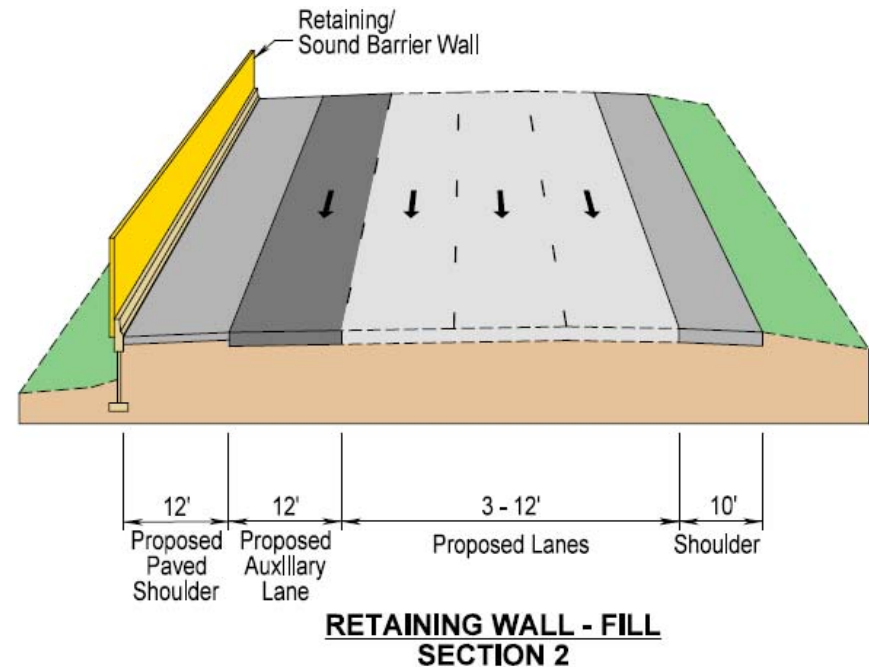
Spot Improvement 2 Washington Boulevard to Dulles Connector

Proposed Roadway Section

Westmoreland St. to Hallwood Ave.
(Fill Section)

Key Considerations

- Right-of-Way Constraints
- Sound Walls and Retaining Walls
- Washington Blvd. On-Ramp



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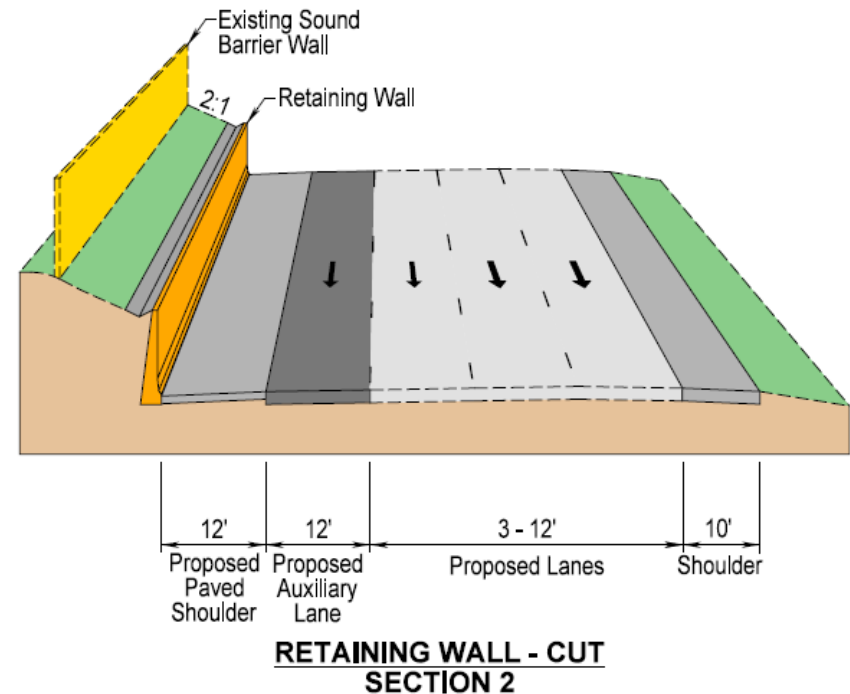
Spot Improvement 2 Washington Boulevard to Dulles Connector

Proposed Roadway Section

Hallwood Ave. to Dulles Connector
(Cut Section)

Reduced Section

- Overpass Bridges
- Reduced Shoulder Widths
(Overpasses at Great Falls St. & Haycock Rd.)
- Design Exceptions



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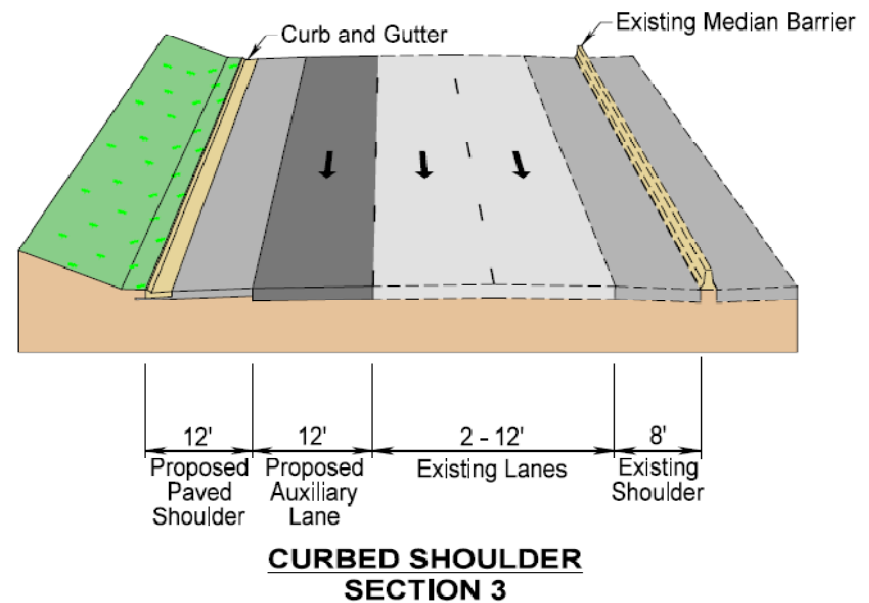
Spot Improvement 3 Lee Highway to Glebe Road

Proposed Roadway Section

(Typical Section)

Key Considerations

- Right-of-Way Constraints
- Sound Walls and Retaining Walls
- Multi-Purpose Trail



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Spot Improvement 3 Lee Highway to Glebe Road

Proposed Roadway Section

Parking Deck Section

- I-66 Parking Deck
- Full Shoulder Widths Throughout

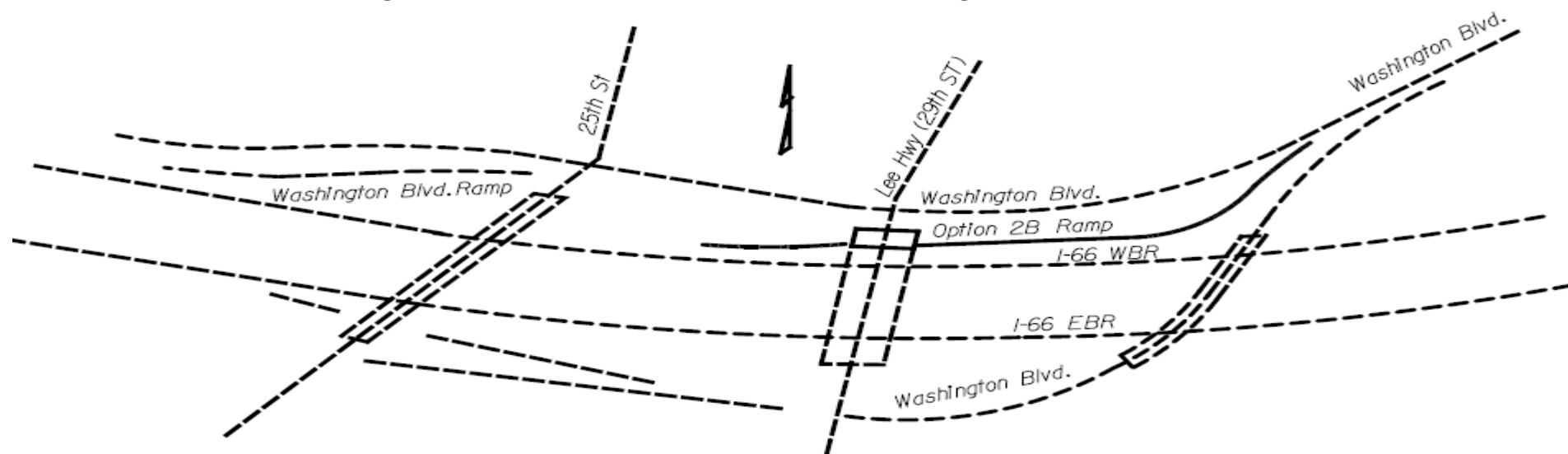


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Washington Blvd. Access

Evaluation of Access

- Constrained Horizontal and Vertical Alignment (20 mph design speed)
- Extensive Retaining Walls and Reconstruction of Lee Highway Overpass Bridge
- Estimated Construction Cost – Additional \$14 million
- Does Not Change Current Operations at Washington Blvd.



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Funding

- All Spot Improvements Fully Funded for Preliminary Engineering
- Spot Improvement 1 Funded for Construction 2009/2010
- Spot Improvement 2 Funded for Construction 2012
- Spot Improvement 3 Not Funded for Construction at This Time
- Total Funding = \$75 million

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Project Schedule

Right-of-Way Verification - Dec. 2006

Community Workshop/Meeting - Jan. 2007

Citizen Information Meeting - Sept. 2007

Design of Spot Improvements - 30% Complete - March 2008

Environmental Documents Complete - July 2008

Public Hearing - October 2008

Spot Improvement 1 Construction - 2009/2010

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Ways to Comment Tonight

- Visit the Court Reporter
- Submit a Comment Sheet
- Written comments pertaining to the meeting will be accepted until November 12, 2008
- E-mail and Web site

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Ways to Communicate

- **Call the Project INFO Line:**
1-888-643-3266
- **Visit the Project Website:**
www.I-66spotimprovements.com
- **Email:**
meeting_comments@viriniadot.org
Please include "I-66 Spot Improvements PH Comments" in the subject line
- **Write to:**
I-66 Spot Improvements
3900 Jermantown Road, Suite 300
Fairfax, VA 22030

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