



# Endorsement of the Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway

Board Transportation Committee  
October 13, 2015

Tom Biesiadny and Bob Kuhns  
Fairfax County Department of Transportation



# County Issues that have been addressed:

- Reductions in the project footprint resulting in less right-of-way impacts and fewer possible relocations,
- Redesign of interchanges and access points resulting in reduced heights of elevated ramps,
- Incorporation of regional trail,
- Additional transit services, and
- Coordination on Inside and Outside Beltway projects relative to the future conversion from HOV-2 to HOV-3 requirements.



# Continuing County Issues:

- Identify future phasing and funding strategy of Recommended Design Concept (Preferred Alternative).
- The Recommended Design Concept (Preferred Alternative) allows for a wider median in Fairfax County. However, Phase 1 does not include the wider median in Centreville from west of Route 28, through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet.



# Continuing County Issues:

- The Recommended Design Concept (Preferred Alternative) includes the major regional trail paralleling I-66 as indicated in the County's Comprehensive Plan. Two additional related issues:
  - Identification and supporting documentation of a regional trail alongside of I-66 was very preliminary in the draft Tier 2 documents and additional detail has yet to be published for review.
  - Construction costs of the entire regional trail within the I-66 right-of-way and parallel connections along adjacent right-of-ways and roadway infrastructure should also be included in the total Project costs. The portions of the regional trail outside of the I-66 right-of-way have been noted as 'Potential Shared Use Path by Others' or 'Future by Others'.



# Continuing County Issues:

- There are a number of outstanding environmental issues that have yet to be presented in the final environment documents and necessitate continuing coordination leading up to the Design Public Hearings. The following still need to be addressed:
  - stormwater management strategies,
  - heights of noise barriers,
  - tree cover,
  - impacts to Resource Protection Areas, Environmental Quality Corridors, and Watershed Management Plans,
  - impacts to Parks, and
  - impacts to Historic Properties and wildlife habitat.



# Continuing County Issues:

## Implementation

- Ensuring that sound walls are provided in residential areas, on ramps elevated above sound walls adjoining residential neighborhoods and replaced rapidly after existing walls are removed,
- Minimizing park impacts,
- Developing an aggressive maintenance of traffic plan for roadway and existing Metrorail service,
- Minimizing night construction in areas adjacent to residential neighborhoods and using every effort to mitigate construction noise, including quieter equipment,
- Maintaining proper erosion, siltation and stormwater management equipment and facilities during construction,



# Continuing County Issues:

- Implementation (continued)
  - Developing an effective landscaping and tree replacement plan,
  - Minimizing disruption during construction and considering traffic calming devices as necessary,
  - Minimizing construction that impacts bus services especially at peak times,
  - Maintaining safe pedestrian and vehicular access with particular attend around Metrorail stations and schools, and.
  - Providing regular communications with the community.



# Continuing Efforts:

- Transportation Management Plan (TMP), working with VDOT and other stakeholders on:
  - Transit and Travel Demand Management
  - Traffic Operations and Local Network Operations
  - Communications and Outreach





# Timeline

October 20, 2015	Board Action on Endorsement of Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway
October 19-21, 2015	Public Information Meetings
October 27, 2015	CTB Decision on Preferred Alternative
Late 2015	Final Environmental Document
2016/2017	Design Public Hearing
2017	Construction Start
2021	Open to Traffic



# Next Steps

- Incorporate comments received from Board Transportation Committee into the October 20, 2015 Action Item and Letter of Endorsement of the Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway



# Questions?