

# I-66 spot improvements

## Citizen Information Meeting I-66 Spot Improvements

Project: 0066-000-113, PE-101  
0066-96A-113, PE-101  
0066-000-114, PE 101  
Arlington and Fairfax Counties

Si le gustaria recibir más información sobre el Proyecto de I-66 en español, por favor llame la línea de información al número 1-888-643-3266.

### WELCOME!

Thank you for attending tonight's citizen information meeting to discuss the preliminary design for the proposed improvements to Interstate 66 westbound inside the Beltway. A presentation of the project status, a question and answer period, and a detailed display of each of the three spot improvements is being provided for your review and comment.

A court reporter is available to record any comments you wish to make and the transcript will be reviewed and considered by the Chief Engineer in completing the preliminary designs of the three spot improvements.

We look forward to working with you as the project moves forward. Thanks for coming!

Project information will be available for review at the Virginia Department of Transportation (VDOT) Northern Virginia District Office, Plan Room, 14685 Avion Parkway, Chantilly, VA 20151.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency call (703) 383-2000 or Toll Free (888) 383-VDOT (TTY users, call 711). [www.VirginiaDOT.org](http://www.VirginiaDOT.org)

through field surveys and research of property information. The design of the spot improvements is currently about 10% complete. The Multi-Purpose Trail lies within the project limits and currently no impacts to the trail are anticipated unless additional stormwater facilities require minor adjustment.

The three spot improvements will have many positive benefits, including: increased average speeds in both AM and PM, reduced speed variability, reduced travel times in the AM and PM, and decreased congestion on the Route 29 and Washington Boulevard, Fairfax Drive, and Sycamore Street intersections, and also decreased congestion on I-66 itself. Safety enhancements due to the spot improvements include lengthened weave and merge areas, decreased speed fluctuation, improved level of service to reduce stop and go accidents, additional storage capacity for incidents on the mainline, and reduced travel time for emergency responders.

Information on the I-66 spot improvements can be found at [www.I-66spotimprovements.com](http://www.I-66spotimprovements.com).

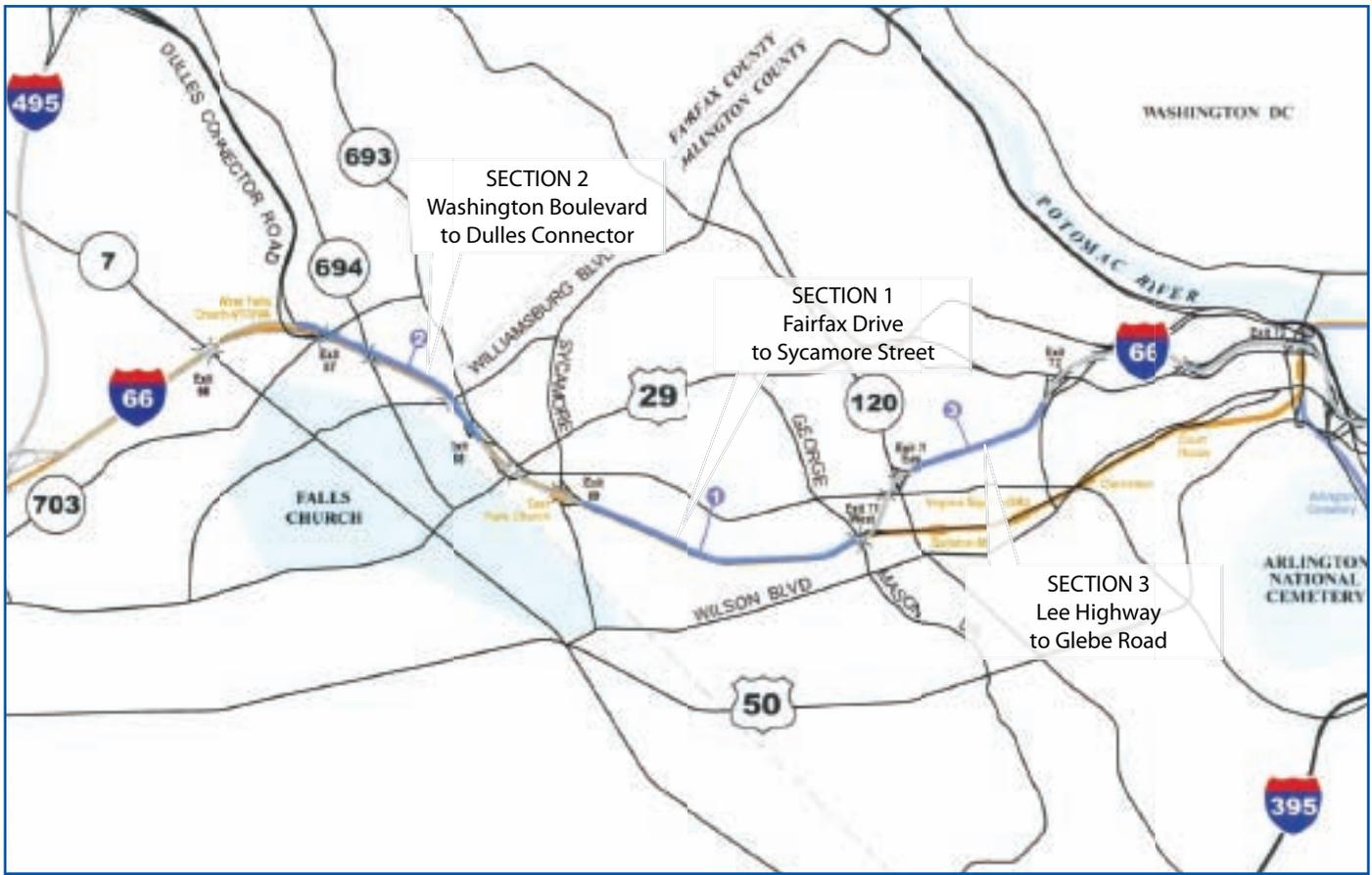
**PUBLIC MEETING**  
Wednesday  
September 26, 2007  
7:00 – 8:30 p.m.

Washington-Lee  
High School Cafeteria  
1300 North Quincy Street  
Arlington, VA

### Overview of Spot Improvements

The Virginia Department of Transportation (VDOT) has begun preliminary engineering on three spot improvements on I-66 westbound inside the Beltway. Construction can be completed within the existing right-of-way, which was verified

# Location Map



## Background

Consideration of these three spot improvements originated in September 2003, when Governor Warner directed VDOT to work with the Federal Highway Administration (FHWA) to conduct a study looking at four initial concepts for westbound I-66 to address Congressional concerns including: (1) providing quicker emergency evacuations from Washington, DC; (2) easing congestion on I-66 westbound; (3) reducing congestion on parallel local roadways; (4) improving access to regional activity centers; and (5) improving the economic vitality of activity centers. The four concepts initially considered were No-build, High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) Managed Lanes, Roadway Widening, and Transit Improvements. The March 2005 I-66 Inside the Beltway



Feasibility Study utilized a Context Sensitive Solutions approach to develop concepts by stakeholders who reside, work, and/or travel I-66; representatives of transit providers; jurisdictions; government agencies; and special interest groups. Traffic analysis, including traffic operational modeling, field observations, and traffic counts, identified the three spot improvements as those that would provide

the most relief. These improvements were separated from the many long-term suggestions and concepts that were identified in the Feasibility Study. The long-term improvements will require additional studies and funding. Additional information about the feasibility study can be found at [www.idea66.com](http://www.idea66.com).

## Improvement 1 Description

Improvement 1 begins at the Fairfax Drive entrance ramp to the westbound roadway of I-66 and ends at the exit ramp to Sycamore Street for a distance of approximately 1.7 miles. The entrance ramp acceleration lane and the exit ramp deceleration lane will be lengthened until they meet to form a continuous auxiliary lane between the two ramps. A new 12-foot wide shoulder will be constructed with full strength pavement capable of carrying traffic during emergency situations.

All work will be within the existing right-of-way. In order to stay within the right-of-way along the frontage of Fairfax Drive and Westover Park, the existing lanes plus the new auxiliary lane will be reduced from 12 feet to 11 feet wide and the median shoulder will be reduced from 8 feet to 3 feet. The outside shoulder will be reduced from 12

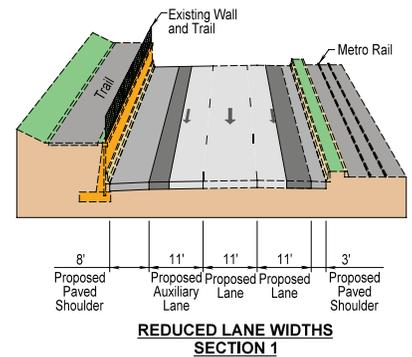
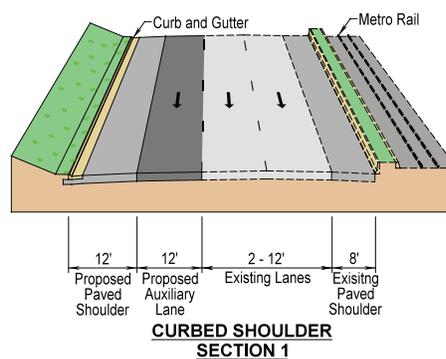
feet to 8 feet in width. A design exception will be required from FHWA for the design of the 11-foot lane widths and reduced shoulders along this 1,500 foot length of roadway.

The Multi-Purpose Trail runs more or less parallel along much of this section. With the reduced roadway section along Fairfax Drive and Westover Park as described above, the project will not impact the trail in

Improvement 1. Two sites within the right-of-way are being considered for stormwater management basins. The construction of these basins could require a minor relocation of the trail around the basins.

Existing bridges within the limits of Improvement 1 are adequate to accommodate the project without need for modification.

## Proposed Section



## Improvement 2 Description

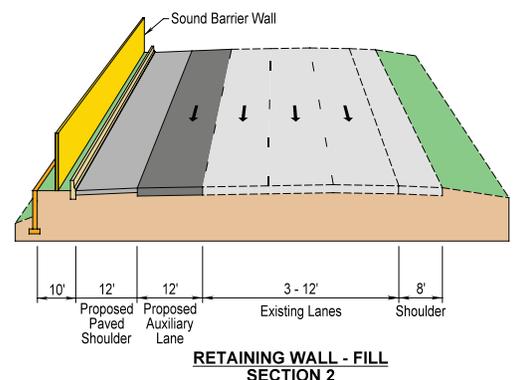
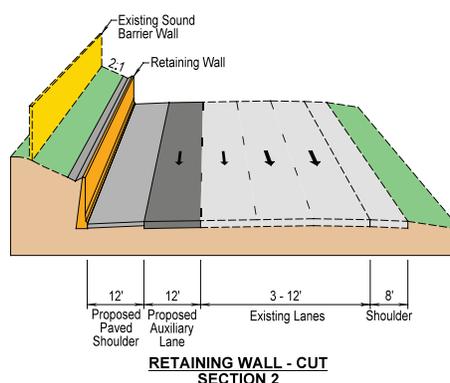
Improvement 2 begins at the Washington Boulevard entrance ramp to the westbound roadway of I-66 and ends at the exit to the Dulles Connector Road for a distance of approximately 1.5 miles. The entrance ramp will be dual-laned and the additional lane will be carried to form a continuous auxiliary lane to the exit to the Dulles Connector Road. A new 12-foot wide shoulder will be constructed with full strength pavement capable of carrying traffic during emergency situations.

All work in Improvement 2 will be constructed within the existing right-of-way. This will be achieved with the use of retaining walls and concrete barrier walls along the outside edge of the shoulder in both cut and fill conditions as depicted on the typical section graphics below.

In order to accommodate the new auxiliary lane and shoulder, the bridges over Williamsburg Boulevard and Westmoreland Street will be widened. Existing overpass bridges within the limits of Improvement 2 will remain as is. However, the location of the existing bridge

pier supports will require the proposed roadway shoulder to be narrowed for a short distance to fit under the overpass bridges. A design exception will be required from FHWA for these reduced shoulder widths.

## Proposed Section



## Improvement 3 Description

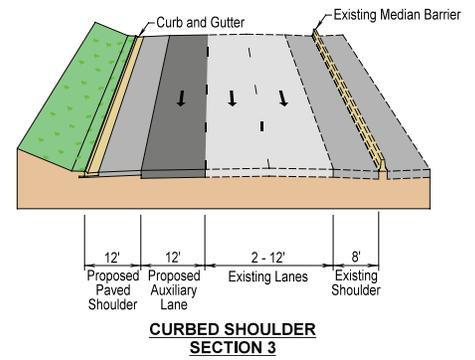
Improvement 3 begins at the Lee Highway entrance ramp to the west-bound roadway of I-66 and ends at the exit ramp to Glebe Road for a distance of approximately 1.1 miles. The entrance ramp acceleration lane and the exit ramp deceleration lane will be lengthened until they meet to form a continuous auxiliary lane between the two ramps. A new 12-foot wide shoulder will be constructed with full strength pavement

capable of carrying traffic during emergency situations.

All work in Improvement 3 is within the existing right-of-way limits and there are no impacts to the existing trail. The proposed section will include an edge treatment of curb and gutter along the outside edge of the shoulder.

There are no mainline I-66 bridges within Improvement 3. Existing overpass bridges within the limits of this section will accommodate the project without modification.

## Proposed Section



### Project Costs

- All Spot Improvements Fully Funded for Preliminary Engineering
- Spot Improvements 1 and 2 Funded for Construction
- Spot Improvement 3 Partially Funded
- Total Funding = \$75 million

## Sound Barrier Wall Study

It should be noted that a Sound Barrier Wall Study is being conducted. Therefore, sound walls are subject to change pending the outcome of the Sound Barrier Wall Study.

## Project Schedule

Right-of-Way Verification - Dec. 2006

Community Workshop/Meeting - Jan. 2007

**Citizen Information Meeting - Sept. 2007**

Design of Spot Improvements - 30% Complete - Dec. 2007

Public Hearing - Early 2008

Construction- 2009/2010

## Ways to Communicate

Written comments pertaining to the meeting will be accepted until October 15, 2007. You may submit your comments tonight via the court reporter or through comment sheets. After tonight's meeting you may continue to submit comments via e-mail to [meeting\\_comments@virginiadot.org](mailto:meeting_comments@virginiadot.org). Please include "I-66 Spot Improvements CIM Comments" in the subject line. Or, you may write to I-66 Spot Improvements, 3900 Jermantown Road, Suite 300, Fairfax, VA 22030.

### Call the Project INFO Line

1-888-643-3266

### Visit the Project Website

[www.I-66spotimprovements.com](http://www.I-66spotimprovements.com)

### Write to

I-66 Spot Improvements  
3900 Jermantown Road, Suite 300  
Fairfax, Virginia 22030

### Project Manager

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