

WELCOME

INTERSTATE
Tier 1 Environmental Impact Statement
and Related Studies
INTERSTATE 66
From US Route 15 in Prince William County
To Interstate 495 in Fairfax County

Welcome to the second Citizen Information Meeting for the **Interstate 66 Tier 1 Environmental Impact Statement (EIS)**. As an integral part in the environmental study process, the study team is seeking your comments on the purpose and need for improvements to the I-66 Corridor. Representatives from the sponsoring agencies and the consultant team are available to answer your questions and listen to your thoughts and concerns. We strongly encourage your comments and feedback.

Several key items to note:

- A Tier 1 EIS differs from traditional EIS's in that it focuses on broad issues such as purpose and need; travel mode (bus, carpool, rail transit, car, etc.) and technology choices; and the general location of proposed improvements.
- The primary goal of this meeting is to obtain your input on the project's purpose and need and to share information that is available at this intermediate stage of the study.
- The subsequent Tier 2 analyses will focus on site-specific details, including specific project impacts, environmental mitigation measures and costs.



PROJECT OVERSIGHT

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SPONSORING AGENCIES

The following transportation agencies are leading the study and are responsible to ensure that it is consistent with the requirements of the National Environmental Policy Act:

- Virginia Department of Transportation
- Virginia Department of Rail and Public Transportation
- Federal Highway Administration

COOPERATING AND PARTICIPATING AGENCIES

Additional federal, state and local agencies have agreed to formally participate in the study. These agencies are charged with providing input on defining the purpose and need, determining the range of improvements to be considered, and the methodologies and level of detail required in the analysis of the potential improvements.

- Federal Transit Administration
- National Park Service
- US Army Corps of Engineers
- US Environmental Protection Agency
- Metropolitan Washington Council of Governments
- Northern Virginia Regional Commission
- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Northern Virginia Regional Park Authority
- Washington Metropolitan Area Transit Authority
- Potomac and Rappahannock Transportation Commission
- Virginia Railway Express
- Fairfax County
- Prince William County
- City of Fairfax
- Town of Vienna
- Town of Haymarket

PROCESS AND MILESTONES

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The following decisions will be made at the completion of the Tier 1 study:

- The concepts to be advanced for the I-66 Corridor, including transit improvements, transportation demand management strategies, and/or roadway improvements. Within these concepts, consideration will be given to managed lanes and tolling.
- The general location for studying future highway and transit improvements in the Tier 2 National Environmental Policy Act (NEPA) document(s).
- Identification of projects with independent utility to be evaluated in Tier 2 NEPA document(s) and evaluated pursuant to other environmental laws, and.
- Advancing tolling for subsequent study in Tier 2 NEPA documents.

PURPOSE AND NEED

The following draft Purpose and Need statement represents the goals of this study:

Improve multimodal mobility along the I-66 Corridor by providing diverse travel choices in a cost-effective manner. Enhance transportation safety and travel reliability for the public along the I-66 Corridor.

As the study progresses, a wide variety of metrics or measurements will be used to determine how proposed improvement concepts satisfy the project's purpose and need. The types of metrics applied are listed here and more will be developed as the study progresses.

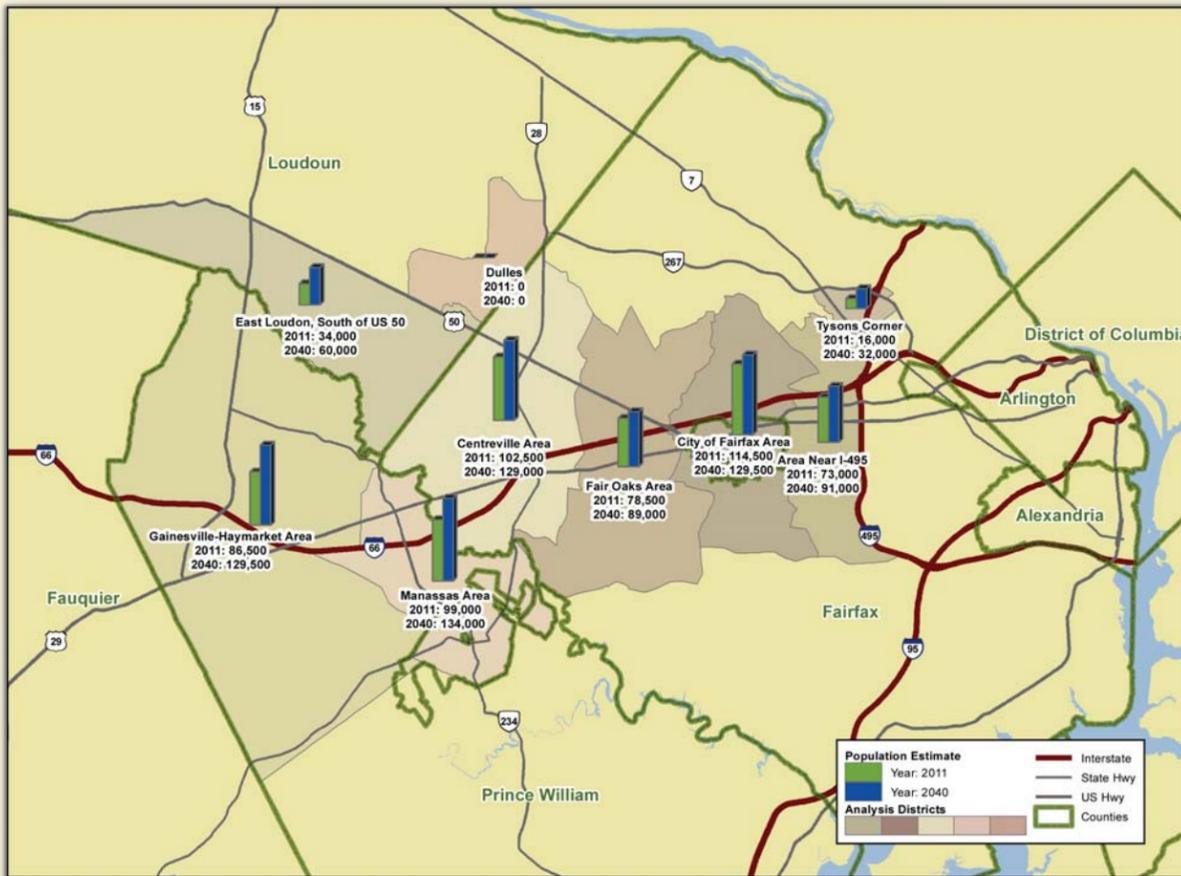
- Travel time reliability
- Travel time reductions
- Improved safety
- Increased number of mode choices
- Increased access (transit, pedestrian and bicycle)
- Reduced number of choke points
- Predictability
- System linkage
- Consistency
- Traveler information
- Coordination across modes



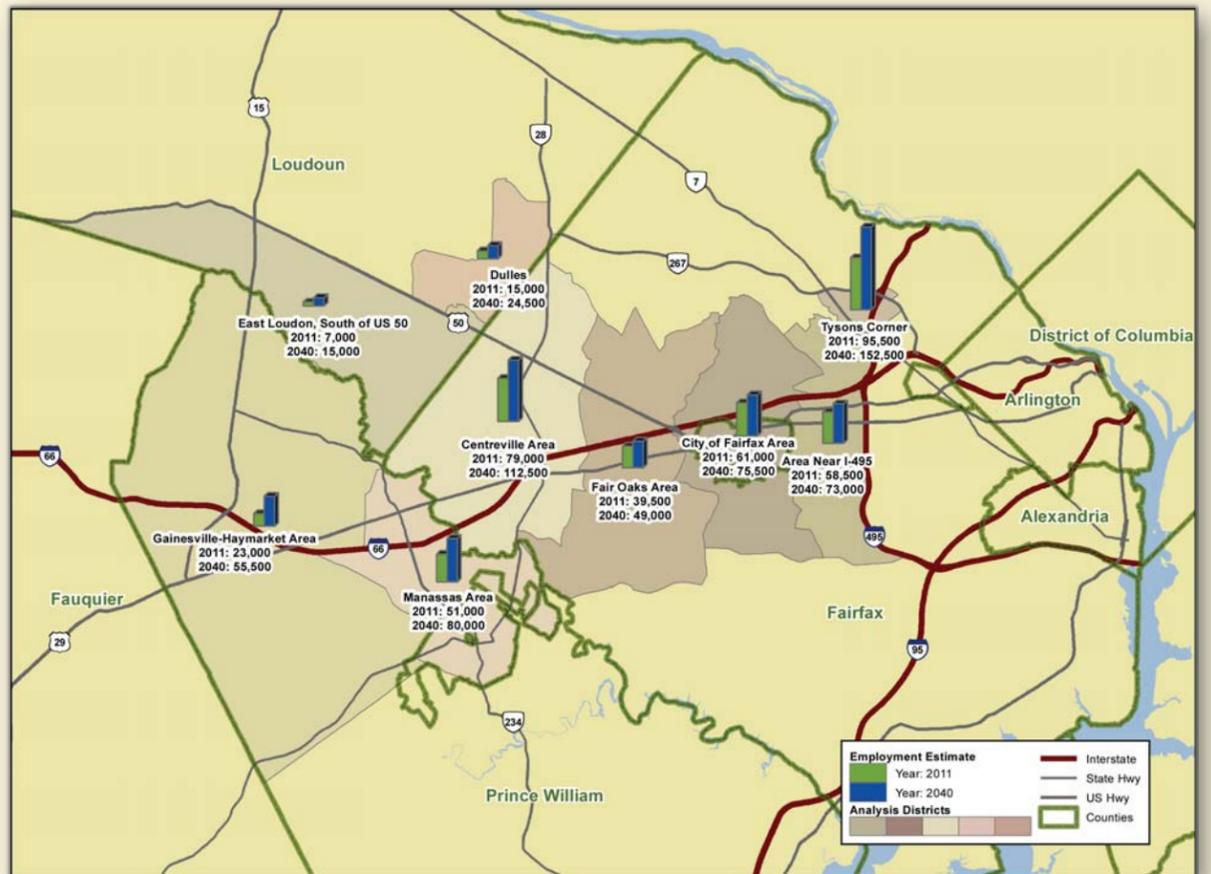
POPULATION AND EMPLOYMENT CURRENT AND FUTURE

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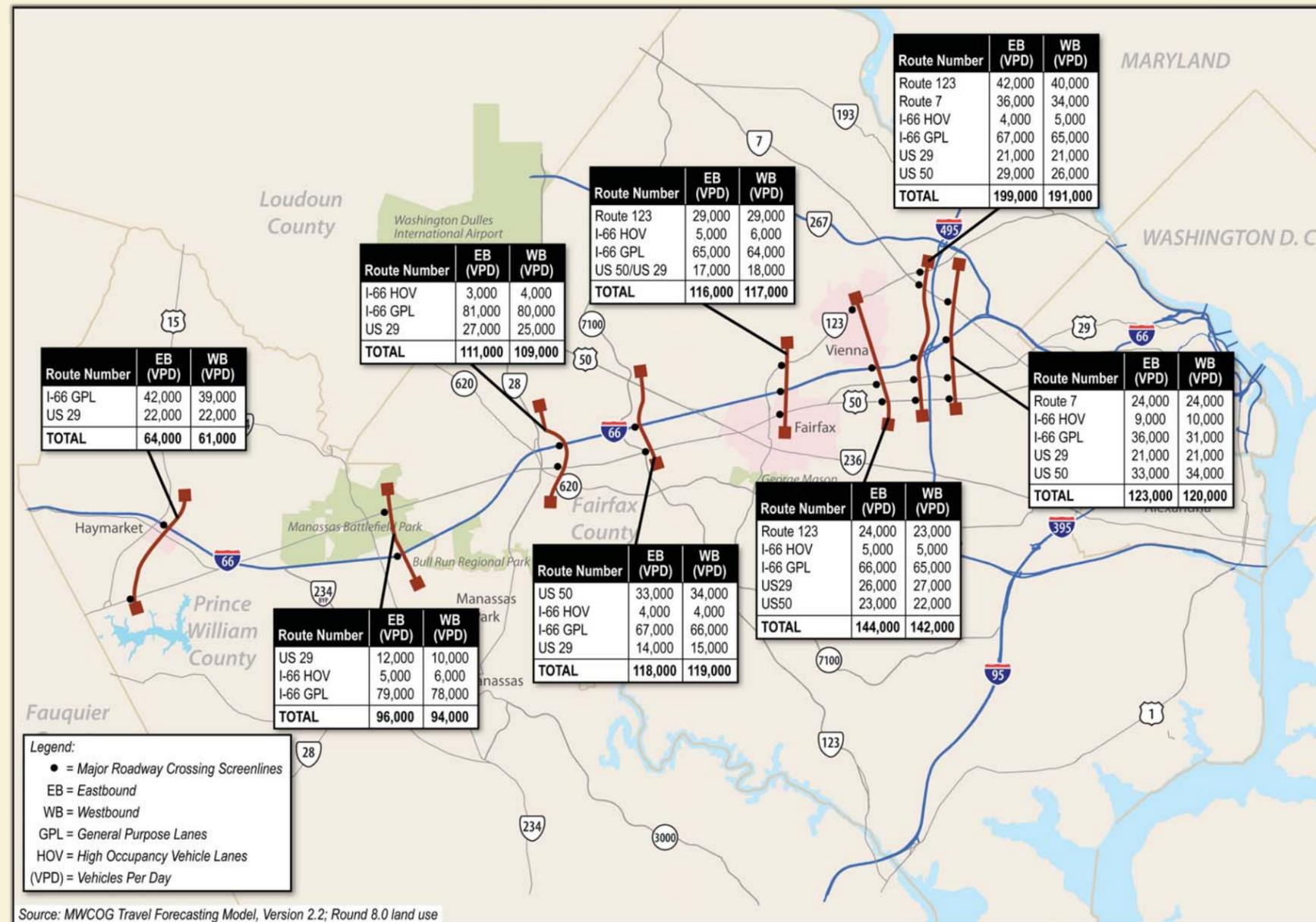
Population



Employment

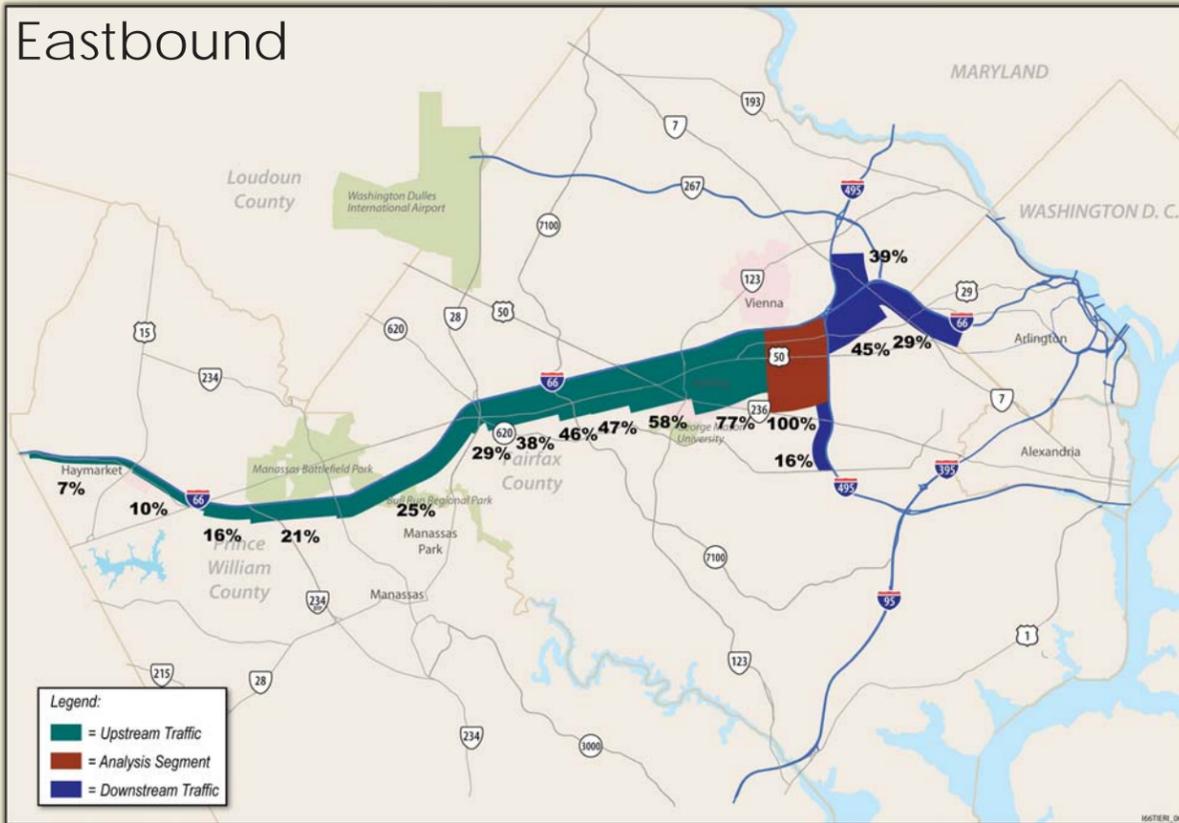


EXISTING (2010) DAILY TRAFFIC VOLUMES ON SCREENLINES



ORIGINS AND DESTINATIONS

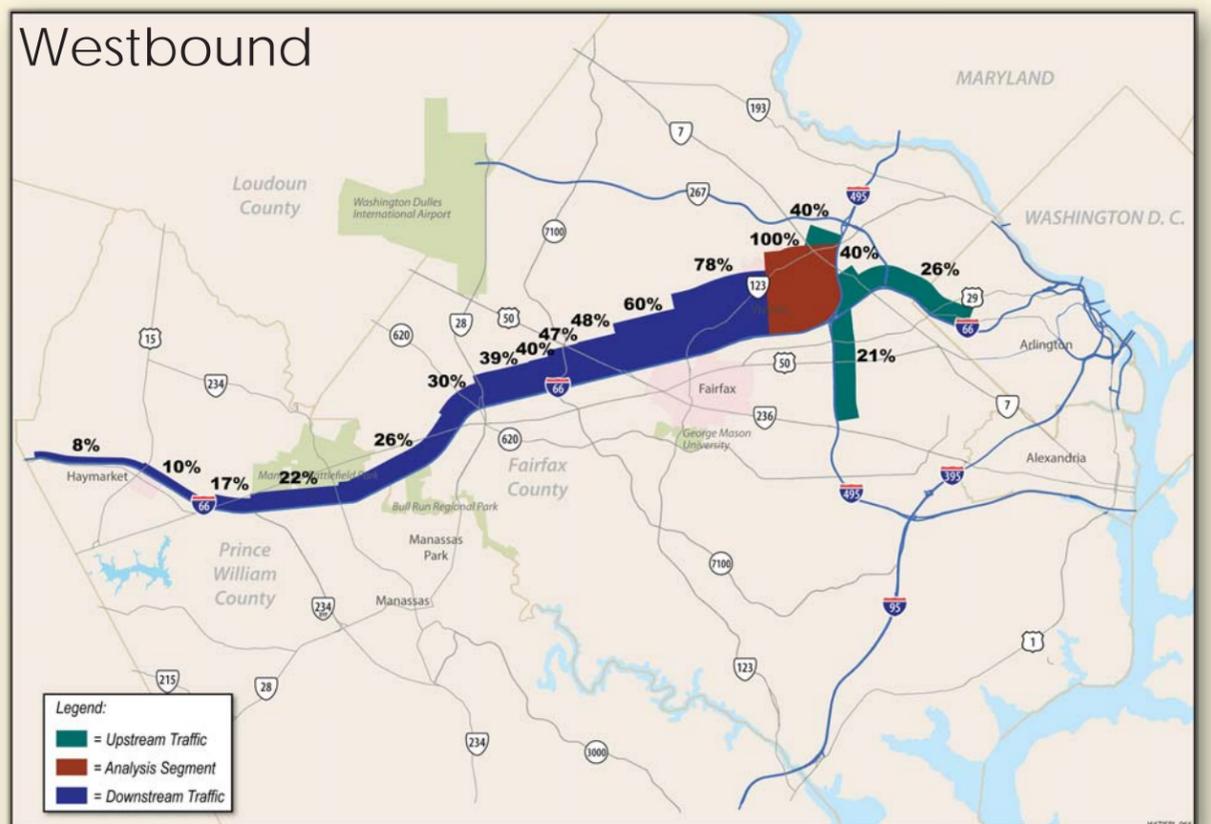
Eastbound



The figure on the left shows the origin of traffic traveling eastbound I-66 between Nutley Street (VA 243) and the Capital Beltway. The green band represents the percent (cumulative) of traffic that entered I-66 to the west of each interchange. For example 7% of traffic originated west of US 15, 29% west of Route 28, 46% west of the Fairfax County Parkway. The blue bands show the primary direction of travel inside of the Capital Beltway.

The Figure on the right shows the destination of traffic traveling westbound I-66 between the Capital Beltway and Nutley Street (VA 243). The green band represents the percent (cumulative) of traffic that remains on I-66 to the west of each interchange. For example 40% of traffic remains on I-66 to the west of the Fairfax County Parkway, 30% west of Route 28, and 8% west of US 15. The blue bands show the origin of traffic by direction inside of the Capital Beltway.

Westbound



ORIGINS AND DESTINATIONS

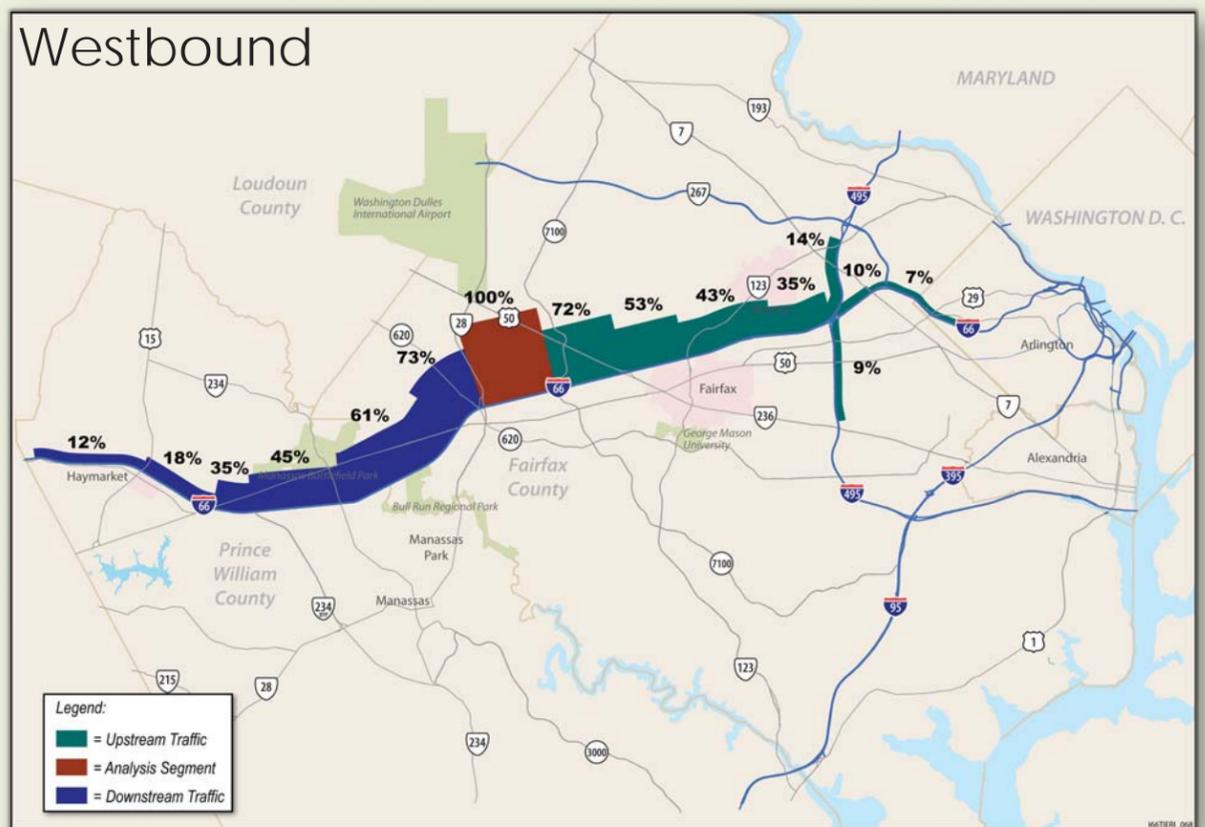
Eastbound



The figure on the left shows the origins and destinations of traffic traveling on I-66 to the east of Route 28. For example 12% of the traffic originated from points to the west of US 15. The blue band shows the destination of eastbound traffic. For example 42% of traffic remains on I-66 to the east of Route 123.

The figure on the right shows the origins and destinations of traffic traveling westbound west of the Fairfax County Parkway. For example 7% of the traffic originated from points east of the Dulles Toll Road and 12% of the traffic is destined to points west of US 15.

Westbound



ORIGINS AND DESTINATIONS

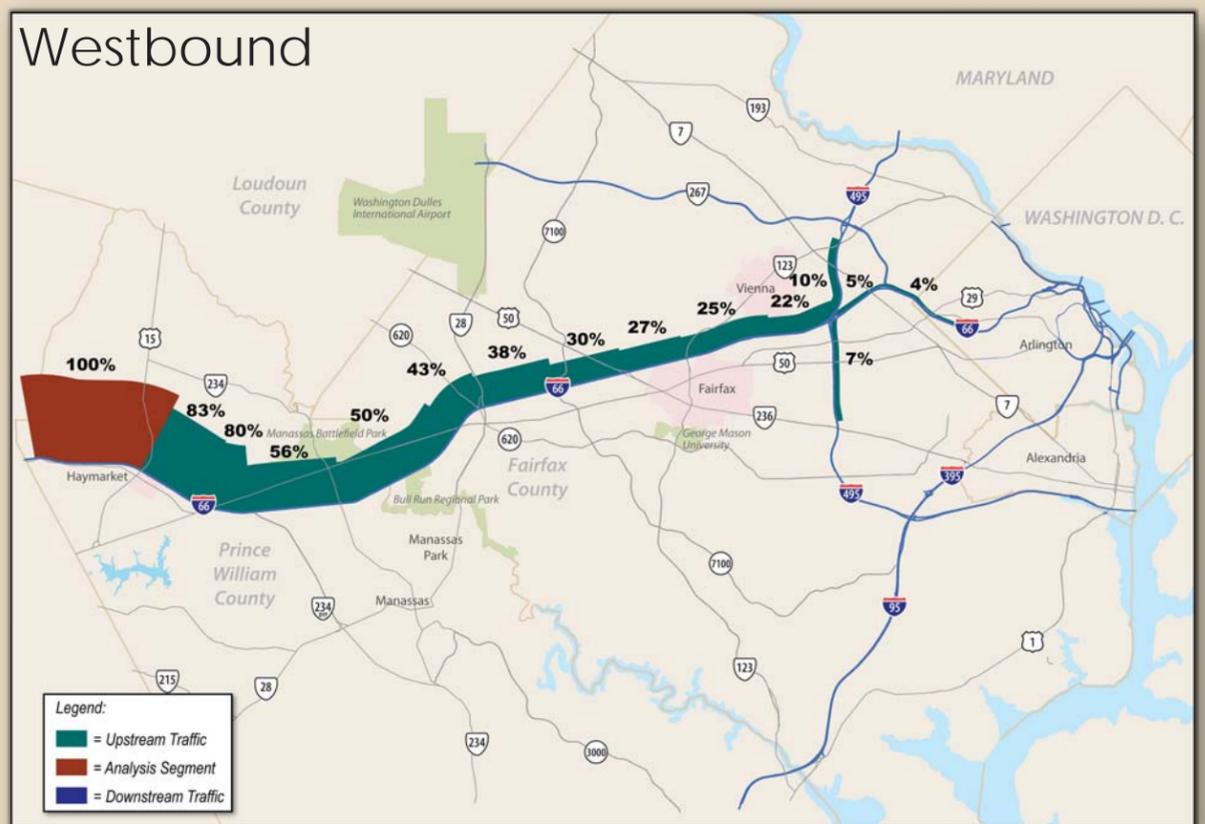
Eastbound



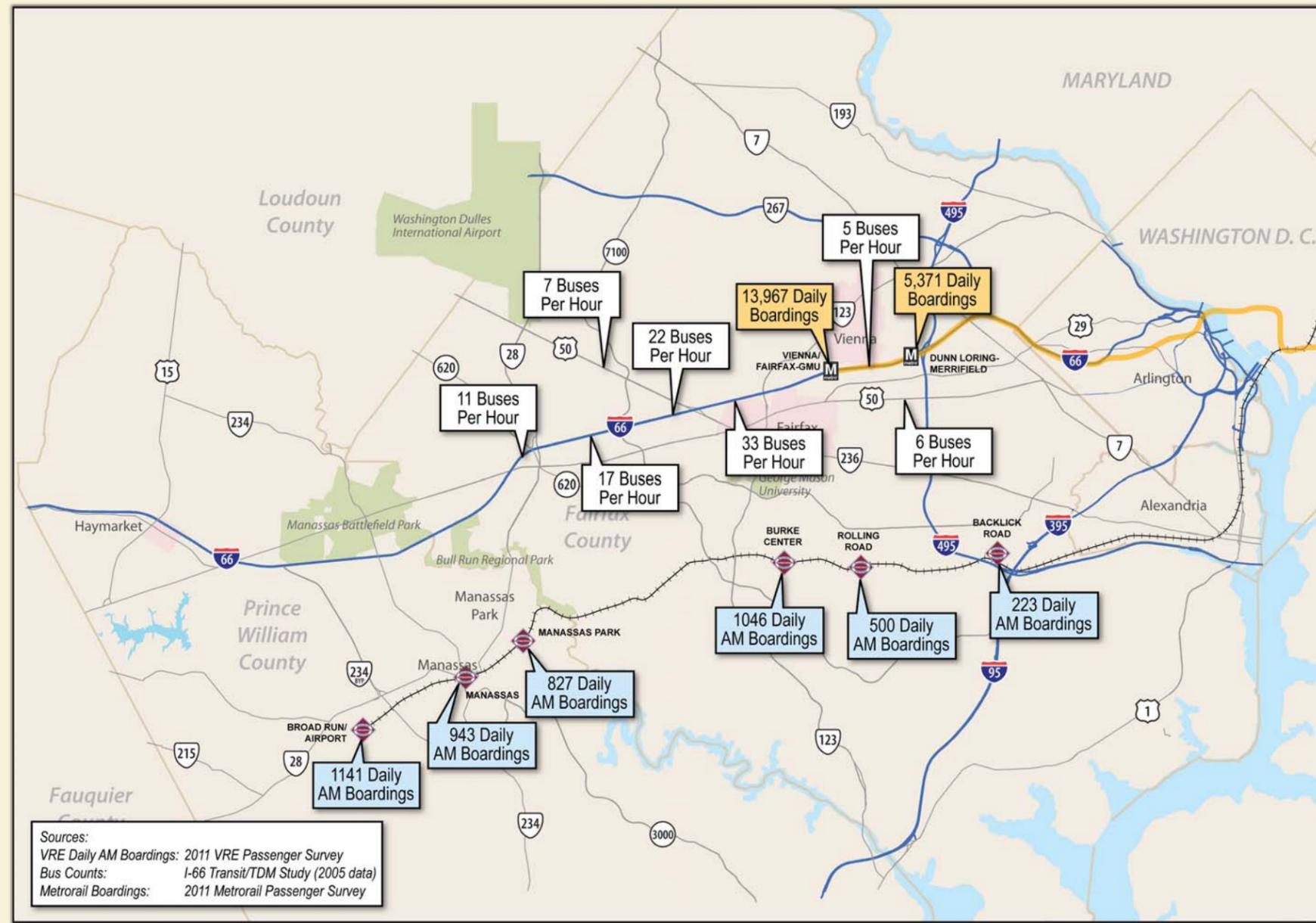
The figure on the left shows the destination of traffic travelling eastbound on I-66 west of US 15. The blue band represents the percent of traffic that originated west of US 15 that remains on I-66 west of each interchange. For example, 38% of the traffic originating from west of US 15 remains on I-66 just west of the Fairfax County Parkway. Twenty one percent remains on I-66 at the Capital Beltway.

The figure on the right shows the origins of traffic heading to the west of US 15 on I-66. For example 4% of traffic on I-66 west of US 15 originated from points to east of the Dulles Toll Road.

Westbound



EXISTING TRANSIT SERVICE



PROJECTS IN THE I-66 CORRIDOR

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PROJECTS IN PLANNING/STUDY PHASE:

I-66 Multi-Modal Study (DC Line – I-495): Planning study to determine options and recommend strategies which promote and enhance multi-modal transportation. Study scheduled to be completed in June 2012.

I-66 EIS (I-495 – Route 15): Tier 1 Environmental Impact Statement (EIS) to identify current and future transportation needs along I-66, propose solutions and identify their environmental impacts. A draft EIS is expected by June 2012 for public review and final EIS anticipated by December 2012.

DRPT Super NOVA Vision Plan: The Virginia Department of Rail and Public Transportation (DRPT) planning study will encompass Northern VA south to Caroline County and west to Culpeper and Frederick Counties and will include coordination with MD, DC and WV. This year-long study will identify transit and TDM needs/strategies for the near-, mid- and long-term (2040) and will incorporate stakeholder and public input. Study to be completed in Fall 2012.

PROJECTS IN DESIGN PHASE:

I-66 ATM – Active Traffic Management (DC Line – Route 15): Design-build delivery of gantry structures, lane/shoulder control display, queue/incident detectors, robust CCTV coverage, queue/speed warning DMS for lane/shoulder control, responsive incident management, emergency areas with detection/surveillance to enhance mobility/safety. Design-build procurement is underway.

I-66 Spot Improvement #2 (Westmoreland Dr. – Haycock Rd.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp at the Dulles Connector Road. No right-of-way is required. A public hearing was held in 2008. The project awaits completion of the I-66 Multi-Modal Study prior to beginning construction.

I-66 Spot Improvement #3 (Glebe Rd. – Lee Hwy.): Addition of a westbound auxiliary lane by continuation of an on-ramp to an off-ramp. A public hearing was held in 2008. The project awaits completion of the I-66 Multi-Modal Study prior to beginning construction.

I-66 Vienna Metro Access Ramp (Near Vaden Street): Provision of a bus-only ramp from both HOV lanes of I-66 to and from the west side of the Vienna Metro Station area. The project is in the design phase. A public meeting will be held in Spring 2012 to receive public input on the project.

I-66 Widening (Route 29 Gainesville – Route 15 Haymarket): Design-build delivery of pavement widening to add one high occupancy vehicle (HOV) and one general purpose lane in each direction on I-66 and related modifications to the westbound off-ramp at Route 15. Preliminary plans have been developed. A public hearing was held in July 2011. The process to procure a private-sector design-build team is underway.

I-66/Route 15 Interchange: Reconstruction to address future traffic volumes, safety, environmental and right-of-way impacts and cost. Concept analysis is underway. A public hearing will be held in Spring 2012 to receive public input on the project.

PROJECTS IN CONSTRUCTION:

I-66 Spot Improvement #1 (George Mason Dr. – Sycamore St.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp. No right-of-way was required and no impacts outside of the immediate I-66 corridor occurred. The project was opened to traffic in December 2011.

I-495 Express Lanes at I-66: Reconstruction of existing bridges, access ramps and construction of a new Beltway express lane access ramp at the I-66/I-495 interchange. Work is scheduled for completion in late 2012.

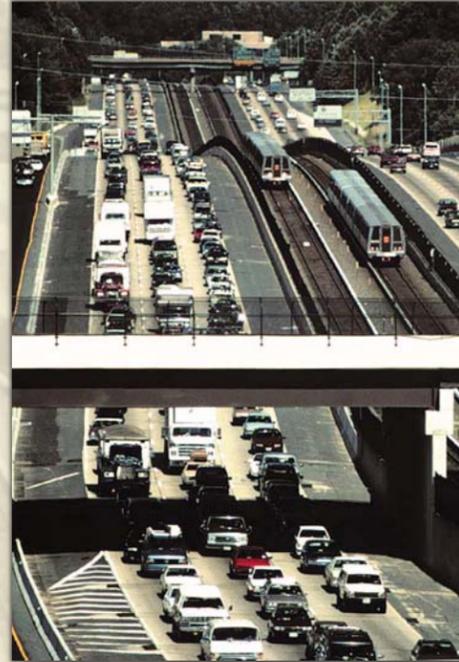
I-66 Pavement Rehabilitation (I-495 – Route 50): Design-build project for concrete patching and asphalt overlay on the eastbound and westbound mainline and ramps. The project also includes upgrades to corridor drainage, concrete barrier and guardrail. Construction is underway and scheduled for completion in October 2012.

I-66 (Route 29/Linton Hall Road Interchange): Major work along I-66 is complete. Interchange improvements at nearby Route 29 and Linton Hall Road are underway and will further improve I-66 operations. Project completion is scheduled for June 2015.

I-66/Route 234 Bypass Park & Ride Lot: A 437-space commuter lot will be accessible from the Balls Ford Road/Cushing Road intersection and will be served by PRTC buses. Buses and HOV vehicles will have direct access to eastbound I-66 from the lot. Construction will begin in Spring 2012 with a summer 2013 opening.

WHAT ARE THE TRANSPORTATION PROBLEMS AND NEEDS IN THE CORRIDOR?

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NEXT STEPS

As the study progresses continued input will be sought from federal, state, and local government agencies as well as the general public. The next major steps or coordination points are presented in the table below.

COORDINATION POINT	DATE OF COORDINATION	PUBLIC OR AGENCIES INVOLVED	METHOD USED FOR COORDINATION	REQUIRED AGENCY COORDINATION
Purpose and Need	November 2011 January 2012	Cooperating and Participating Agencies Public	Agency Scoping Meeting Citizen Information Meetings Project Website	Comments on Purpose and Need Elements
Range of Concepts	March 2012 April 2012	Cooperating and Participating Agencies Public	Agency Meetings Project Website	Comments on Range of Concepts and Concepts Retained for EIS
Draft Tier 1 Environmental Impact Statement	June 2012	Cooperating and Participating Agencies U.S. Environmental Protection Agency Public	Emails Letters / Written Comments Notice of Availability Location Public Hearing Project Website	Pre-Draft EIS Comments Draft EIS Comments Section 309 Review and Rating
Final Tier 1 Environmental Impact Statement	November 2012	Cooperating and Participating Agencies US Environmental Protection Agency Public	Emails and Letters Notice of Availability Project Website	Comments on Pre-Final EIS Section 309 Review and Rating Public Notification
Record of Decision	December 2012	Cooperating and Participating Agencies Public	Letters Project Website	Notification



THANK YOU ...YOUR FEEDBACK IS IMPORTANT!

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To assist us as we continue this important study, please provide us with your thoughts and comments in one of the following ways:

- ✓ Complete and submit your comment form to us today or provide your oral comments to the verbatim recorder.
- ✓ Submit your self-addressed comment form to our consultant at the following address before **February 29, 2012**:

Parsons Transportation Group
3926 Pender Drive, Suite 100
Fairfax, Virginia 22030

- ✓ Email your comments or information to:

Stephen.C.Walter@Parsons.com
or
CG.Collins@VDOT.Virginia.gov

Please reference "I-66 Tier 1 EIS: CIM Comments" in the subject line.

Keep up-to-date with the study's progress by visiting the project website:

www.helpfix66.com

