

Public Hearing Comment Summary

I-66 Widening to Rte 15(1 HOV+1 SOV each dir)

From: 0.5 mile west of Route 15

To: 0.43 mile west of Route 29

State Project - (FO) 0066-076-003, P101, RW201, C501, B676, B675

Federal Project – NH-5A01(194); UPC 93577

On July 27, 2011, a Public Hearing was held at the Four Points by Sheraton, 10800 Vandor Lane, Manassas, VA 20109, for the referenced road improvement project. Twenty-one citizens signed in on the attendance sheet, 21 written or emailed comments were received (no transcribed comments were received). Following is a summary of those comments.

Do you support the project, Yes or No?

15 - Supported project

1 – Did not support full project (supported reduced scope)

5 – Did not specify (offered suggestions)

General design and construction-staging comments

7 - Provide sound walls

RESPONSE

The VDOT project team is presently in the process of completing a preliminary noise analysis as part of the environmental study process. The analysis will identify all predicted (year 2036) noise impacted properties within the project area (which includes the north and the south sides of I-66) as well as potential sound wall locations for further consideration as the highway widening design is finalized. The environmental study (i.e., Categorical Exclusion document) is nearly complete and is expected to be made available for public review and comment soon (late August - early September timeframe). A 15-day Public Notice will be posted on the I-66 Widening Project website as well as in local newspapers advising of public availability.

1 – Reduce scope of project (to only one additional westbound lane)

RESPONSE

The proposed widening (one High Occupancy Vehicle [HOV] lane plus one general purpose lane in each direction) is based on design-year traffic projections, which indicate the following Average Daily Traffic (ADT) in 2036: 47,000 eastbound; 48,000 westbound; 95,000 total (both directions). Given these projected volumes for the design year, it was determined that, in addition to the HOV lane, three general purpose lanes are required in each direction in order to achieve a desirable level of service for the facility during peak periods (two general purpose lanes would result in failing operational conditions).

2 – Extend HOV lane past Route 15

RESPONSE

The termini of the HOV lane will be approximately 0.5 mile west of Route 15, or at the appropriate location to transition traffic to the general purpose lanes without impact to the safe operation of the interchange ramps.

3 – Make improvements to I-66 ramps at Route 15

RESPONSE

The project includes improvements to the I-66 westbound exit ramp at Route 15 (widen to two lanes with additional turn bay, providing a dedicated right turn lane toward northbound Route 15, a dedicated left turn to southbound Rt. 15, and a shared middle lane) and related signal modifications. We anticipate these improvements will greatly reduce queues that currently form along mainline westbound I-66 during the afternoon peak. A separate project to improve the I-66/ Route 15 interchange is now funded, is being developed, and will have its own Public Hearing.

1- Widen Catharpin Road overpass to 4 lanes plus shared use path, per County Comprehensive Plan

RESPONSE

Traffic forecasts for the year 2033 indicate average daily traffic (ADT) of 11,000 along Catharpin Road. The County Comprehensive Plan is an unfunded plan depicting long-term vision of ultimate improvements, without a specific implementation year or identified potential funding sources. By contrast, the financially Constrained Long Range Plan (CLRP) adopted by the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOCG), represents the network for which the member jurisdictions have a reasonable expectation of funding by the implementation year: Catharpin Road is in the 2030 network as a 2-lane road.

The reconstructed Catharpin Road overpass will include two lanes of traffic, and a 10-foot shared-use path on the east side of the bridge. The bridge replacement in conjunction with the I-66 Widening Project will not preclude any future widening of Catharpin Road.

1 - Include shared-use path on west side of both Old Carolina Rd. and Catharpin Rd. bridges (comment by Town of Haymarket)

RESPONSE

Both overpasses will have 10-foot shared-use paths. As requested by the Town of Haymarket, the shared use path along the overpass within the town's corporate limits (Old Carolina Road) will be located along the west side (Prince William County concurred with this revision). The shared use path along Catharpin Road Bridge, within Prince William County limits, will be located on the east side, consistent with the County's Comprehensive Plan.

1 – Add I-66 access at Old Carolina Rd (westbound I-66 exit)

RESPONSE

An interchange at this location can not be implemented due to proximity of the Route 15 interchange.

1- Add I-66 access at Catharpin Rd (interchange at Catharpin Road)

RESPONSE

An interchange at this location can not be implemented due to proximity of the I-66/Route 29 interchange in Gainesville.

5- Include cloverleaf interchange at I-66/ Route 15

RESPONSE

A separate project to reconstruct the I-66/ Route 15 interchange is now funded. The initial project phase involves evaluation of possible interchange configurations to address projected traffic volumes and improve operations and safety, while considering environmental and right-of-way impacts and costs. Subsequent steps will involve developing preliminary engineering plans for the preferred alternative, completing an Environmental Assessment, and holding a Public Hearing. Design-Build project delivery is anticipated. A project schedule is under development.

2- Proposed Stormwater Management pond south of I-66 conflicts with existing or proposed uses (with 12 proposed townhouses – Town of Haymarket comment; with buffer zone for County School – Prince William County comment)

RESPONSE

The initial plans shared with Town representatives have been revised. As the plans presented at the July 27th Public Hearing and available in the project website indicate, the stormwater management pond south of I-66 near the Town of Haymarket limits has been eliminated and other ponds adjusted to accommodate the needed capacity of the eliminate pond.

2 - Complete improvements as soon as possible

RESPONSE

The Department is expediting this project and pursuing Design-Build delivery method: following completion of conceptual design, VDOT will request proposals from private contractors in mid-2012, to complete the design and to construct the project. The project is anticipated to be open to traffic in 2015.

1 – Need DMS sign along I-66 from Haymarket to Manassas

RESPONSE

One Dynamic Message Sign (DMS) is proposed within the Project limits, along the I-66 eastbound lanes just east of the Catharpin Road overpass.

1- Additional study of traffic impact at Route 55/ Old Carolina Rd. intersection (Town of Haymarket comment)

RESPONSE

The proposed project serves to widen the Interstate and make ancillary improvements at the I-66 westbound off-ramp and as needed to support the widening (i.e., replacement of the two overpasses at Old Carolina Road and Catharpin Road). A traffic analysis was conducted to review potential impact of partial or full closure of the two overpasses. The Route 55/ Old Carolina Rd. intersection was one of those included in the analysis. Although the project does not include improvements to other intersections outside the

Project limits, the results of the traffic analysis will be provided to the Design/Build contractor for consideration as needed to maintain adequate traffic operations during construction.

1- Consider ongoing Town of Haymarket Projects (Town's Streetscape Program along Route 55 from Madison St. to Town's eastern boundary; Sherwood Forest residential development at Fayette Street near Old Carolina overpass)

RESPONSE

VDOT will require the Design-Builder to consider the schedule, design, and possible impacts of other ongoing projects in the vicinity of the I-66 Widening Project and take into consideration these other projects in the Design-Builder's proposed sequence of construction/maintenance of traffic plan and project schedule. VDOT would appreciate if the Town of Haymarket would provide design plans, project details, or points of contact for inclusion in the Design-Build contract documents for the I-66 Widening to facilitate future coordination.

1- Linking designed pedestrian improvements along Old Carolina Road north of Route 55 with pedestrian improvements along overpass

RESPONSE

The I-66 Widening Project will provide a shared use path on the Old Carolina Road replacement bridge. Although it is not in the scope of the widening project to provide additional pedestrian facilities on local streets, the Town can pursue such connections independent of the I-66 Widening project.

2- Construction of overpasses: maintain 2-lanes of traffic during construction on Catharpin Road (1 comment); stage construction so both overpasses not closed concurrently (1 comment)

RESPONSE

The current plan is to demolish and reconstruct the Old Carolina overpass first, with traffic diverted to Route 15 and/or Old Carolina Road. Once this is completed, the contractor will proceed with staged construction of Catharpin Rd overpass. One lane will be maintained on Catharpin Road Bridge during the bridge reconstruction to serve northbound traffic. This potential staging has been coordinated with the Town of Haymarket, Prince William County Fire & Rescue, and the County Public Schools Director of Transportation Services. Once the project is awarded, the Design-Build Contractor will be required to continue such coordination.

2- Implement Transportation Management Plan (TMP) during construction (1 comment from Town of Haymarket)

RESPONSE

The Design-Builder awarded the project contract will be required to develop a Transportation Management Plan, to be implemented during project construction, to minimize impacts during construction. The plan will address maintenance of traffic (MOT) and sequencing of construction, incident management, frequent communication to stakeholders, via mass media and other methods, and to advise of detours, construction

milestones, etc. Coordination with Town of Haymarket and Prince William County points-of-contact is one of the requirements of this TMP.

Other comments

2- Implement I-66/Route 15 Interchange project (implement ahead of the I-66 Widening project - Town of Haymarket comment; support interchange project and reducing scope of widening project – 1 comment)

The interchange project is now funded and its schedule is under development. The initial project phase involves evaluation of possible interchange configurations to address projected traffic volumes and improve operations and safety, while considering environmental and right-of-way impacts and costs. Subsequent steps will involve developing preliminary engineering plans for the preferred alternative, completing an Environmental Assessment and holding a Public Hearing. The interchange project is more complex (traffic and alternatives analysis, design, environmental process) so its development will follow the proposed I-66 widening project. VDOT is currently planning Design-Delivery of the I-66/ Route 15 Interchange project, which is anticipated to help accelerate its completion.

4 – Improve Route 15 in vicinity of I-66 (consider interchange at Route 15/Route 55 – 1 comment by Prince William County; widen/provide additional left turns and grade-separate Railroad crossing – 2 comments; too many lights – 1 comment)

RESPONSE

A separate project to reconstruct the I-66/ Route 15 interchange is in the early stages of preliminary engineering. Improving operations along Route 15 in the vicinity of I-66 will be one of the goals of the interchange design.

3 – Focus on transit alternatives (support VRE, mass transit alternatives, bus use)

RESPONSE

An I-66/ Route 234 Bypass Park and Ride lot is approaching design completion. This 437-space commuter lot will be accessible from the Balls Ford Road/ Cushing Road intersection and will be served by PRTC buses. The project will be advertised in Fall 2011 and is anticipated to open to traffic in Summer 2013.

The Virginia Department of Rail and Public Transportation (DRPT) completed the “I-66 Transit TDM study” which identified potential park and ride needs in the corridor for 2030 (http://www.drpt.virginia.gov/studies/files/FR1_I66TransitTDMStudy_FinalReport.pdf). DRPT worked and is continuing to work with VDOT, Prince William County and transit agencies (including VRE) to promote public transit and carpooling.

1- Implement other roadway improvements: along I-66 (at Routes 28, 29, between Rt. 50 and I-495) and Tri-County Toll Road that promotes transit

RESPONSE

There are several VDOT I-66 Studies, Plans and Projects to Manage Congestion along the I-66 corridor. A rundown of these can be found at: http://www.virginiadot.org/newsroom/northern_virginia/2011/i-66_studies_plans_and52610.asp

On August 3rd, Virginia Governor Bob McDonnell announced that, starting Aug. 22, motorists will see travel times posted at three locations, to be displayed weekdays from 5 a.m. to 9 p.m. and weekends from 8 a.m. to 8 p.m.:

- I-66 East, just east of Route 28, to display the travel time to I-495
- I-66 West, just west of Route 50, to display the travel time to Gainesville
- I-66 West, just west of Route 7100, to display the travel time to Gainesville

Transit focus response is provided above. Suggestions for projects in Fairfax County have been forwarded to the appropriate VDOT staff for consideration.