

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr. Chairman 1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item #3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2017

MOTION

Made By: Ms. Hynes, Seconded By: Mr. Kasprowicz

Action: Motion Carried, Unanimously

<u>Title: Limited Access Control Changes (LACCs)</u> <u>Interstate 66 High Occupancy Travel (HOT) Lanes</u> <u>Fairfax County and Prince William County</u>

WHEREAS, on October 4, 1956, the State Highway Commission (Commission), predecessor to the Commonwealth Transportation Board (CTB), designated the proposed National System of Interstate and Defense Highways, including I-66, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on March 21, 1963, the Commission declared that the section of Route 28 from the connection with Interstate Route 66 (near Centreville) to the intersection with Route 50 (near Chantilly) in Fairfax County, beginning at and shown as station 606+92.17 on the plans for State Project; 0066-029-102, RW-2, and extending in a northerly direction to Station 800+90 on the plans for State Project: 0028-029-104, C501, including any necessary relocations, interchanges, ramps, flared intersections, etc, be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33, of the 1950 Code of Virginia, amended; and

WHEREAS, the Preferred Alternative for Transform 66 Outside the Beltway was approved as presented to the CTB at their September 15, 2015 meeting; and

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WHEREAS, pursuant to § 33.2-1803.1 of the Public-Private Transportation Act, as amended, the CTB endorsed the Commissioner of Highways' final Finding Of Public Interest and execution of the Comprehensive Agreement Relating to the Transform 66 P3 Project (Agreement) with Express Mobility Partners at their meeting on December 7, 2016; and

WHEREAS, the Design Public Hearings for project segments (1 through 3) were held from 6:00 pm to 8:30 pm as follows: Segment 3 (Route 50 to I-495) at Oakton High School Cafeteria 2900 Sutton Road, Vienna, VA 22181 on November 13, 2017; Segment 2 (Route 29 to Route 50) at Stone Middle School Cafeteria 5500 Sully Park Drive, Centreville, VA 20120 on November 14, 2017; and Segment 1 (Gainesville to Route 29 in Centreville) at Piney Branch Elementary School Cafeteria/Gym at 8301 Linton Hall Road, Bristow, VA 20136 on November 16, 2017, for the purpose of considering the proposed I-66 Outside the Beltway, State Highway Project 0066-96A-422, C501 ("Project"); and

WHEREAS, the proposed Project provides for the widening of Interstate 66 which includes 2 express lanes in each direction, 3 general purpose lanes in each direction, expanded bus routes and corridor wide bikeway, trail and sidewalk improvements, including a new shared use path; and

WHEREAS, the limited access control lines at all major intersections and in multiple other locations along the 22.5 mile length of the project will require relocation, adjustment and the creation of new breaks in the limited access control areas; and

WHEREAS, the revised Limited Access Lines and New Limited Access Breaks will be documented in the approved Final Right of Way Plans for the Project; and

WHEREAS, the construction of a shared use path allowing pedestrian and bicycle access is inconsistent with the prior actions of the CTB and requires the CTB to authorize the construction and maintenance of the shared use path inside the area designated as limited access and to authorize pedestrian and bicycle access on the shared use path within and through the area designated as limited access; and

WHEREAS, the Northern Virginia District has reviewed and approved the traffic analysis report as part of the Interchange Justification Report approved in May 2016 and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

WHEREAS, although the Project is in an air quality maintenance area for ground level ozone, a regional air quality conformity analysis was performed in the spring and summer of 2017 and the project will not have an adverse impact on air quality; and

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- **WHEREAS**, the Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways; and
- **WHEREAS**, the economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; and
- **WHEREAS,** the Project has been the subject of a National Environmental Policy Act (NEPA) study, which resulted in a Finding Of No Significant Impact on June 22, 2016; and
- **WHEREAS**, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines; and
- **WHEREAS,** the FHWA provided the requisite approval for State Highway Project 0066-96A-422, C501 UPC 110496 and the proposed LACC; and
- **WHEREAS,** the proposed Project and LACC was supported by the Board of Supervisors of the County of Fairfax in a letter dated October 20, 2015 and by the County of Prince William in a letter dated August 8, 2016; and
- **WHEREAS,** the Department has reviewed the proposed changes and determined that all requirements of 24 VAC 30-401-20 have been met.
- **NOW, THEREFORE, BE IT RESOLVED,** in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code,* that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Interstate 66 and Route 28, and the Interstate 495, Route 50, Route 286, Route 28, Route 29, Route 234 and Route 123 interchanges with Interstate 66, continue to be designated as limited access control areas, with the boundaries of limited access control being modified from the current locations to those shown on the Final Right of Way Plans.
- **BE IT FURTHER RESOLVED**, the location of the shared use path and limited access points and its construction and maintenance is approved as proposed with such changes in the limited access points as deemed necessary and appropriate by the Chief Engineer and with the final locations of said limited access control areas and breaks in limited access to be shown on the Final Right of Way Plans for the project.
- **BE IT FURTHER RESOLVED**, that pedestrians and bicyclists are authorized to use the proposed shared use path along the proposed Project, within and through the areas designated as limited access.

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BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

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CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Interstate 66 High Occupancy Travel (HOT) Lanes Project 0066-96A-422, C501;

UPC 110496

Fairfax County and Prince William County

Issues: State Highway Project 0066-96A-422, C501 ("Project") provides for the widening of Interstate 66 from I-495 (The Capital Beltway) to University Boulevard in Gainesville. The area designated as limited access previously approved for this portion of Interstate 66 and all the limited access interchanges for highways connecting to I-66 will need to be modified to accommodate the Project. These changes require the approval of the Commonwealth Transportation Board ("CTB").

Facts:

The Project will include two new express lanes alongside three regular lanes in each direction, new and expanded transit service and park-and-ride lots, interchange improvements and trail and sidewalk improvements, including a new shared use path. The entire 22.5 mile length of the Project and all the limited access interchanges for highways connecting to I-66 will require relocation, adjustment and the creation of new breaks in the limited access control areas.

- The Preferred Alternative for Transform 66 Outside the Beltway was approved as presented to the CTB at their September 15, 2015 meeting.
- Pursuant to § 33.2-1803.1 of the Public-Private Transportation Act, as amended, the CTB endorsed the Commissioner of Highways' final Finding Of Public interest and execution of the Comprehensive Agreement Relating to the Transform 66 P3 Project (Agreement) with Express Mobility Partners at their meeting on December 7, 2016.
- The Design Public Hearings for project segments (1 through 3) were held from 6:00 pm to 8:30 pm as follows: Segment 3 (Route 50 to I-495) at Oakton High School Cafeteria 2900 Sutton Road, Vienna, VA 22181 on November 13, 2017; Segment 2 (Route 29 to Route 50) at Stone Middle School Cafeteria 5500 Sully Park Drive, Centreville, VA 20120 on November 14, 2017; and Segment 1 (Gainesville to Route 29 in Centreville) at Piney Branch Elementary School Cafeteria/Gym at 8301 Linton Hall Road, Bristow, VA 20136 on November 16, 2017, for the purpose of considering the proposed I-66 Outside the Beltway, State Highway Project 0066-96A-422, C501 ("Project")
- The Northern Virginia District has reviewed and approved the traffic analysis report completed as part of the Interchange Justification Report approved in May 2016 and found that it adequately addresses the impacts from the development and the proposed change to the limited access controls.
- Although the Project is in an air quality maintenance area for ground level ozone, a regional air quality conformity analysis was performed in the spring and summer of 2017 and the project will not have an adverse impact on air quality.
- The Project has been the subject of a National Environmental Policy Act (NEPA) study, which resulted in a Finding Of No Significant Impact on June 22, 2016.

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- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- FHWA provided the requisite approval for State Highway Project 0066-96A-422, C501 UPC 110496 and the proposed LACC.
- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other has been carefully reviewed.
- The proposed Project and LACC was supported by the Board of Supervisors of Fairfax County in a letter dated October 20, 2015 and by Prince William County in a letter dated August 8, 2016.
- The proposed LACC is in compliance with the polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB (i) find and concur in the determinations and recommendations of VDOT made herein; (ii) direct that Interstate 66 and Route 28, and the Interstate 495, Route 50, Route 286, Route 28, Route 29, Route 234 and Route 123 interchanges with I-66, continue to be designated as Limited Access Highways as described in the resolution and approve the boundaries of the area designated as limited access as modified by the LACC to accommodate the expansion of Interstate 66; (iii) further authorize the location of the shared use path within the area designated as limited access and its construction and maintenance as proposed and presented in the plans for the Project as presented to the public by the Counties of Fairfax and Prince William, as the same may be modified during ongoing design review, relevant excerpts of which are shown in the Exhibits to this Decision Brief; and (iv) authorize pedestrian and bicyclist access on the shared use path within and through the area designated as limited access.

Action Required by CTB: The Code of Virginia requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the change in limited access control for the proposed Project and to provide the Commissioner of Highways the requisite authority to take all actions and execute all documents necessary to implement the LACC.

Result, if approved: The Commissioner of Highways will be authorized to take all actions and execute any and all documents needed to comply with the resolution, and the improvements in State Highway Project 0066-96A-497, C501 will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: A summary of the comments received at the Design Public

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Hearings is attached hereto as an Exhibit.



DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E. Commissioner

December 1, 2017

The Honorable Aubrey L. Layne, Jr.

The Honorable Charles A. Kilpatrick, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson II

The Honorable Henry "Hap" Conners, Jr.

The Honorable Mary Hughes Hynes

The Honorable Alison DeTuncq

The Honorable Shannon Valentine

The Honorable F. Gary Garczynski

The Honorable Carlos M. Brown

The Honorable William H. Fralin, Jr.

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Court G. Rosen

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Change (LACC) for Interstate 66 Outside the Beltway, Fairfax County and Prince William County and the Town of Vienna.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for a limited access control change (LACC) for your consideration. The proposed limited access control changes on State Highway Projects 0066-96A-422, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff. The proposed project includes the widening of Interstate 66 with 2 express lanes in each direction, 3 general purpose lanes in each direction, expanded bus routes and bikeway, trail and sidewalk improvements along 22.5 miles from the Capital Beltway (I-495) to University Boulevard in Gainesville.

I have reviewed the staff's recommendations and determined that approving these limited access control changes will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Garrett W. Moore, P.E.

Chief Engineer

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

DEPARTMENT OF TRANSPORTATION 1401 EAST BROAD STREET RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E. Commissioner

November 17, 2017

Ms. Jessie Yung, P.E. Division Administrator Federal Highway Administration P.O. Box 10249 400 N. 8th Street Room 750 Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-66 Outside the Beltway
Multimodal Improvements along the I-66 Corridor from I-495 to University Boulevard in
Gainesville, Va.
Projects #: 0066-96A-497
Federal Project Numbers: TBD
Fairfax County & Prince William County

Request for Modified Limited Access

Dear Ms. Yung,

As you are aware, The Virginia Department of Transportation (VDOT) is administering a public-private partnership (P3) between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT) and their private partner, I-66 Express Mobility Partners, a consortium of Cintra, Meridiam, Ferrovial Agroman US and Allan Myers VA Inc. The purpose of this project is to relieve congestion, increase capacity, and enhance safety along the I-66 corridor. The project will provide two new express lanes alongside three regular lanes in each direction of I-66, new and expanded transit service, park-and-ride lots, interchange improvements and trail and sidewalk improvements, including a new shared use path. I-66 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The NEPA Categorical Exclusion has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines.

As a result of the modifications to the existing roadway and interchanges developed by the P3 team, the Limited Access Line along I-66 and connecting roadways needs to be modified to encompass the required construction.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along I-66 as shown on the attached limited access exhibits.

VDOT approves of the Limited Access Control Changes as shown on the limited access exhibits. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can consider these changes at their meeting on December 6, 2017.

Date 11-20-17

If additional information is needed, please contact Mr. Theron Knouse, P.E. at 804.371.2792.

Sincerely,

Susan H. Keen, P.E.

State Location and Design Engineer

Attachments



County of Fairfax

BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY SUITE 530 FAIRFAX, VIRGINIA 22035-0071

> TELEPHONE: 703/324-2321 FAX: 703/324-3955 TTY: 711

chairman@fairfaxcounty.gov

October 20, 2015

The Honorable Aubrey L. Layne, Jr. Secretary of Transportation 1111 E. Broad Street, Room 3054 Richmond, Virginia 23219

Reference: Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway

Dear Secretary Layne:

On October 20, 2015, the Fairfax County Board of Supervisors endorsed the Recommended Design Concept (Preferred Alternative) for Transforming I-66 Outside the Beltway as recommended and presented by VDOT to the Commonwealth Transportation Board (CTB) on September 15, 2015, contingent upon VDOT's continued progress toward addressing the comments below regarding the Final Tier 2 Environmental Assessment of the Transforming I-66 Outside the Beltway project, the Preferred Alternative and the phasing of the Preferred Alternative.. As indicated in the Board's June 5, 2015, letter, I-66 is critically important to Fairfax County. The County continues to support the Commonwealth's efforts to address multimodal mobility in the I-66 Corridor and to move the most people as efficiently as possible.

Decisions made in this Corridor Improvement Project will have a significant impact on the daily lives of Fairfax County citizens and others who work and visit Fairfax County. They will also significantly affect the ability to implement future improvements in the I-66 corridor. Since the County transmitted comments to you in February and June, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) have been working collaboratively towards addressing our concerns. We sincerely appreciate the extensive public outreach that has been conducted. The Board also appreciates the additional design work that has minimized the project's footprint and reduced the number of potential residential relocations that were initially presented earlier this year.

Tier 2 Environmental Assessment of the Transforming I-66 Outside the Beltway Project

The County understands that the final environmental documents will not be completed until after the CTB decides on the Recommended Design Concept (Preferred Alternative) on October 27, 2015. The County expects that the final documents will include supporting information regarding:

- VDOT's multimodal recommendation, based upon increased person throughput and reduced congestion and cut-through traffic in the corridor
- Responses to the County and other comments submitted to VDOT that were considered in the formulation of the recommendation
- Strategy for completing the future phases of the recommended design concept

Recommended Design Concept (Preferred Alternative)

With the presentation of the Recommended Design Concept (Preferred Alternative) by VDOT to the CTB on September 15, 2015, the County renews the following additional comments covering our earlier February and June letters as well as additional issues regarding the project funding and phasing.

Right-of-Way

The Board appreciates the additional considerations given to minimizing right-of-way impacts to our residences, schools, businesses, parks and natural resources. Some of these reductions are based upon new designs and applications of stormwater management regulations. The County continues to be interested in reducing the right-of-way impacts and encourages additional efforts to minimize residential relocations. The County also requests that possible right-of-way reductions be considered at all crossings, as is being done with the phased reconstruction for the Cedar Lane crossing, and that reasonable design waivers be considered. As the next project phase considers alternative designs, the County requests further efforts to reduce the footprints and right-of-way impacts. The Preferred Alternative should be considered the maximum footprint (both horizontally and vertically) going forward.

Not to Preclude Extension of Rail Service

The Board has supported the use of Typical Section 2A between the interchanges for the Transform I-66 Outside the Beltway project. This concept would provide a wider median to accommodate an extension of Metrorail to three stations west of Vienna as planned on the County's Comprehensive Plan. The Recommended Design Concept (Preferred Alternative) allows for this wider median in Fairfax County. However, the Phase 1 project 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.

The County understands that reconstructed interchanges will be designed and built to accommodate the future extension of Metrorail. However, in some cases, most notably at the Monument Drive and Stringfellow Road crossings, a significant up-front cost savings can be achieved by using the existing structures and their HOV ramp connections until such time as a Metrorail extension is implemented. Alternative concept designs have been developed for building the more expensive configurations which would accommodate an extension of Metrorail service as part of this project. The more extensive designs would relocate the ramps to the north, and in Monument Drive's concept, shift the crossing to the west. The Preferred Alternative at Monument Drive should be redesigned to eliminate the encroachment on the County's property where the Public Safety Building is currently under construction. The County requests that the additional right-of-way needed, if any, for these ramp relocations and bridge relocations be acquired as part of this project, so as to not preclude the future extension of Metrorail through these locations or make these ramp relocations cost prohibitive in the future.

Key Network Assumptions

As noted previously, there are a number of transportation network assumptions that are important to the conversion of a multimodal I-66 within the highway system serving the central part of Fairfax County. Some of these may be built at a later time period than the 'managed lanes' project on I-66; however, it is important to preserve the opportunity and not preclude the ability to build the following in the future. We are pleased that the Project Team has examined several options for the High

Occupancy Vehicle (HOV) connection between I-66 and the Fairfax County Parkway, in particular, and that future HOV connections are not being precluded. The County continues to encourage the

consideration of these future projects included on Fairfax County's Comprehensive Plan in the design process:

- HOV lanes and future transit along Route 28 north of I-66,
- HOV lanes along the Fairfax County Parkway, and
- Additional southbound lane along Beltway from Route 7 in Tysons to I-66.

• Enhanced Transit

A clear advantage of the managed lanes is that they support more reliable and more efficient bus service in the corridor, and, therefore, facilitate moving more people in fewer vehicles. As part of the I-66 Corridor Improvement Project, a preliminary proposed new transit service plan has been put forward to be funded as part of the project. It is recommended that existing transit operators in the corridor operate the enhanced transit service and that no new operator be created to provide the new transit services. Branding of corridor service could still be an option.

• Bike/Pedestrian Facilities

Since transmitting our earlier comments in February, the 1-66 Transportation Improvement Project Team has been working with the County regarding elements of Bike/Pedestrian Facilities:

Crossings of I-66 –

We are pleased that VDOT is including bike and pedestrian facilities on the bridges it is rebuilding with this project. It is recommended that enhancements at the crossings be connected with the existing bike/pedestrian networks adjacent to the crossings and at the next intersection. The Board supports the designation of the proposed shared use path as shown through the Route 123 interchange in the north-south direction and as it connects with the I-66 Parallel Trail System.

Parallel I-66 Regional Trail -

The Recommended Design Concept (Preferred Alternative) includes the major regional trail paralleling I-66 as indicated in the County's Comprehensive Plan. We are pleased that the regional trail shown immediately adjacent to I-66 is located predominantly between the sound wall and the I-66 roadway barrier. This element of the multimodal project will be a tremendous community amenity, serving both commuting and recreational bicyclists, as well as pedestrians. The Project Team has spent a significant amount of time on this issue; however, the 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. The County requests that this documentation be provided with sufficient time for review before the revised EA is finalized. The construction costs of the regional trail, including on-street and park sections (signage, striping, etc.) should also be included in the total Project costs.

• Traffic Impact Area Analyses

As part of the implementation of the Capital Beltway Express Lanes, a limited analysis of adjacent congested intersections was conducted. However, these efforts only minimally considered the nearby impacts of the new facilities on intersections adjacent to the Beltway and the related traffic congestion. It is recommended that prior to the implementation of a multimodal design along I-66, that cross-street traffic congestion resulting from this project (including during construction) be addressed within the nearby interconnecting roadway system within a quarter-mile of the I-66 corridor. It is the County's understanding that the analysis of nearby intersections will not be available for review before the CTB decides upon the Recommended Design Concept (Preferred Alternative). These analyses are important to the mitigation of traffic impacts associated with the project and as part of the TMP prior to the start of the project.

• Implementation Issues

County staff has been working with the VDOT Project Team in identifying elements of the TMP. These efforts are expected to continue to require substantial preparation and consideration for the implementation of the I-66 project. We urge continued communications to the County and community during project implementation and emphasize that these efforts continue and the following considerations be included:

- o 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.
- o Minimizing park impacts,
- o Developing an aggressive maintenance of traffic plan for roadway and existing Metrorail service.
- o Minimizing night construction in areas adjacent to residential neighborhoods and using every effort to mitigate construction noise, including quieter equipment,
- o Maintaining proper erosion, siltation and stormwater management equipment and facilities during construction,
- o Developing an effective landscaping and tree replacement plan,
- Minimizing disruption during construction or after completion in places where new traffic will be added (for example, Virginia Center Boulevard in the Vienna Metro Station) and considering traffic calming devices as necessary,
- Providing homeowners with relocation within community and with comparable access to Metro, schools and jobs; owners of partial property takings should be notified as soon as possible,
- Coordinating with the County on safe transition between new bridges and existing roadways, including access to existing streets,
- o Instituting regular, frequent communication with the community throughout the project,
- o Maintaining safe access to Metro and pedestrian facilities during construction,
- Minimizing construction that impacts bus services especially at peak times, Maintaining safe pedestrian and vehicular access with particular attention around Metrorail stations and schools,
- o Seeking joint use park-and-ride lots east of the Fair Oaks area,
- o Implementing improvements at the I-66/Route 28 interchange as early in the project as possible, and
- o Enhancing wayfinding signs to park-and-ride lots.

• Development of a strategy to coordinate implementation of improvements Inside and Outside the Beltway

The County is participating in both the I-66 Inside the Beltway and I-66 Outside the Beltway projects. The projects are following different schedules, but have very important continuity and connectivity issues. There are major efforts underway for each project, and they both come under the heading of 'Transform66'. However, an overall strategic plan for blending the implementation of elements from each has not been developed. The County requests that a Transform66 Strategic Plan be developed to assist with issues such as managed lane and tolling coordination, multimodal applications and directional signage for the larger Corridor providing implementation continuity between both project segments.

Heights of Elevated Ramps

Some flyover and interchange ramps in the Recommended Design Concept (Preferred Alternative) along the project have been designed with high elevations to allow for adequate clearances and connections between travel lanes. While an effort has been made to reduce the heights of the elevated ramps, the project team should encourage reconsiderations of design or ATCs (Alternative Technical Concepts) that would reduce the heights even further. Alternative concepts to the high elevation ramps should be evaluated and considered for minimizing noise, visual and right-of-way impacts upon nearby residential communities.

• Flexibility in Final Design

The Board recognizes that the Recommended Design Concept (Preferred Alternative) represent preliminary designs and that design public hearings will be held in the future. Regardless of whether the selected procurement process is a public-private partnership or a design-build process, the need exists to allow creativity in the final design to reduce costs, simplify maneuverability between systems, and further reduce impacts on the community.

Environmental Issues

There are a number of outstanding environmental issues that were reviewed in the Draft Tier 2 EA, but limited information and changes to the Recommended Design Concept necessitates continuing coordination on these issues leading up to the Design Public Hearings. The Project Team has initiated contact with the County's Department of Public Works & Environmental Services (DPWES) regarding stormwater management in the corridor. However, a number of items as highlighted in the June 5, 2015, letter have not been addressed as related to Environmental Quality Corridors (EQCs) and Resource Protection Areas (RPAs). This continues to be a significant concern to the County. As the Project Team proceeds to the design phase of the project, the County considers that the stormwater management and the following items still need to be addressed:

- stormwater management strategies,
- heights of noise barriers,
- · tree cover and tree replacement,
- impacts to:

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- o Resource Protection Areas,
- o Environmental Quality Corridors,
- o Watershed Management Plans,
- · impacts to Parks, and
- impacts to Historic Properties and wildlife habitat.

Comments from the Fairfax County Park Authority (FCPA) and the Department of Planning and Zoning (DPZ) containing more detailed comments regarding some of these issues were included, as Attachments to the June 5, 2015 letter.

• Project Funding Considerations

The County understands that the Virginia Office of Public-Private Partnerships has initiated a procurement process regarding the consideration of three delivery approaches to provide for Phase 1 of the Recommended Design Concept (Preferred Alternative). The County recommends that the Commonwealth's decision consider the balancing of public sector funding, risk, flexibility to allow the future extension of Metrorail and the ability to fund future phases of the Preferred Alternative. The County also requests that the funding provide continuing support for transit services within the Preferred Alternative and that the distribution of revenue from the express lanes under each delivery method be considered to support transit service. If a private partner agreement is developed, the County requests that flexibility be provided in the agreement to allow the extension of Metrorail before the concession term expires, and to draft any "non-compete" language in the agreement carefully.

Phasing of Project

On September 15, 2015, VDOT presented a Recommended Design Concept (Preferred Alternative) for I-66 Outside the Beltway to the CTB that is represented as a multimodal project providing increased person throughput while reducing hours of congestion and impacts on local adjacent roads in the corridor. VDOT also recommended the project be implemented in phases in recognition of the cost and complexity of the proposed improvements. They submitted a Phase 1 portion of the Recommended Design Concept (Preferred Alternative) that is implementable by 2021. Portions of the new construction do not accommodate future Metrorail extensions, however. VDOT suggested that future phases to complete the Preferred Alternative could be implemented as funding becomes available. The County has a number of concerns regarding the elements described within Phase 1 as recommended by VDOT and the ability to complete the project in future phases that are undefined, unscheduled or have no expressed support for completion. The Board is particularly concerned about the section of I-66 between Route 28 to past Route 29.

The cost of construction has been used as a discriminator for reducing the design of the Monument Drive flyover for the express lanes, the Stringfellow Drive flyover for the express lanes, the continuation of the wider median to the west of Route 28. It is recommended that a refinement of these limitations in the design elements be conducted to include the completion of the critical flyover and the widened extension of the project west of Route 28 so that the future extension of Metrorail and connections to the three planned rail stations in the County are not precluded or are prohibitively infeasible from a design or funding perspective in the future.

It is unclear as to when and how the remainder of the Recommended Design Concept (Preferred Alternative) will be completed. The cost for completion of the Preferred Alternative in present dollars

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and the financing of the remainder should be developed for consideration in defining Phase 1 and subsequent phases.

Fairfax County appreciates the work that has been undertaken on this project to date and the opportunity to provide comments. We also look forward to working closely with the Commonwealth to develop a mutually beneficial project to County residents and the region.

If you have any questions or need additional information, please contact Bob Kuhns of the Department of Transportation at Robert.Kuhns@fairfaxcounty.gov or 703-877-5600.

Sincerely,

Sharon Bulova Chairman

cc: Members, Fairfax County Board of Supervisors

Edward L. Long Jr., County Executive

Robert A. Stalzer, Deputy County Executive

Catherine A. Chianese, Assistant County Executive

Tom Biesiadny, Director, Department of Transportation

Helen Cuervo, District Administrator, VDOT, Northern Virginia

Renee Hamilton, Deputy District Administrator, VDOT, Northern Virginia

Susan Shaw, Megaprojects Director, VDOT

Young Ho Chang, Project Manager

Fred R. Selden, Director, Department of Planning & Zoning

Kirk W. Kincannon, Director, Fairfax County Park Authority

James Patteson, Director, Department of Public Works and Environmental Services

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COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-5308 (703) 792-7441 Metro 631-1703 Fax (703) 792-7159

DEPARTMENT OF TRANSPORTATION

Ricardo Canizales Director

August 8, 2016

Ms. Susan Shaw, P.E. Regional Transportation Program Director Virginia Department of Transportation Northern Virginia District Office 4975 Alliance Drive Fairfax, Virginia 22030

RE: Tier 2 Environmental Assessment – Interchange Justification Report Prince William County Concurrence Letter

Dear Ms. Shaw:

Prince William County concurs with the new access point modifications as proposed in the Interchange Justification Report. VDOT and Prince William County Department of Transportation have worked in coordination to identify the proposed new access points. The County concurs that the Draft Interchange Justification Report (November 23, 2015 and revised April 2016 to accommodate County staff comments) appropriately documents and demonstrates the operational effectiveness of the proposed new and modified access points.

The proposed improvements and limited access changes in Prince William County in Phase 1 include the following:

- Access to and from the east via the Express Lanes beginning in Gainesville near US 29.
- New park-and-ride lot in Gainesville along University Boulevard, with access to and from the east via the Express Lanes at a new interchange at University Boulevard.
- New park-and-ride lot in Manassas near Balls Ford Road, with access to and from the east via the Express Lanes at a new interchange between Route 234 Bypass and Route 234 Business.
- Expanded commuter bus service and enhanced I-66 bus service, including new bus routes from project park-and-ride facilities delivering one-seat rides along strategic routes to enhance connectivity to major destinations in Washington, DC, Arlington, Tysons, and other points east of Prince William County.

• In addition, VDOT and DRPT will collaborate with Prince William County and other stakeholders to identify a suitable location for a park-and-ride facility in the Haymarket area in a separate, but coordinated, effort.

The additional proposed improvements and limited access changes in Prince William County in the Preferred Alternative include the following:

- Extension of Express Lanes to west of US 15 in Haymarket, with a direct Express Lanes connection in all directions provided via a new crossing of I-66 west of US 15. This new crossing will provide access to the new park-and-ride lot in Haymarket.
- New access to Route 234 Bypass via the Express Lanes; this access will provide directional ramps from I-66 Express eastbound to Route 234 Bypass southbound and from Route 234 Bypass northbound to I-66 Express westbound.
- Expanded park-and-ride lot in Gainesville at Route 234 Bypass/Cushing Road, with new direct access to and from the east via the Express Lanes.
- Continued expansion and enhancement of bus service between locations in Prince William County and major activity centers east of the County via the Express Lanes.

Prince William County concurs with the limited access changes proposed for both Phase 1 and the Preferred Alternative and the need to provide additional access in the future to accommodate the County's needs.

If you have questions or need additional information, please feel free to call me at (703) 792-5985.

Sincerely,

Ricardo Canizales

Director of Transportation

ES/rld/Canizales/Tier 2 Environmental Assessment

Moved by Mr. Science Seconded by Mr. Holland that, WHIRMAS, a request has been received from the Virginia Military Institute for the widening of Maiden Lane, a part of Route 303 in the grounds of the Institute, from one lane to two lanes; and

WHEREAS, this improvement is necessary and desirable to provide access to new buildings under construction; and

WHEREAS, the estimated cost of \$6,000 is available in the Staumton District Primary System Reserve Fund; therefore,

18 IT RESOLVED, that 95,000 be allocated from the Staunton District Primary System Construction reserve for the requested improvement. Notion carried

MOVED by Mr. Soletor Seconded by Mr. Holland that, WHEREAS, numerous accidents have occurred at a hasardous curve on Route 360 in Pittsylvania County, about one mile east of Danville; and

WHEREAS, a study by the Department's Maintenance and Traffic engineers has determined that superelevation of the curve would contribute to the safety of the highway and could be carried out at an estimated cost of \$5,000; therefore,

AE IT RESOLVED, that the sum of \$5,000 be allocated from the Lynchburg District Construction Reserve Fund to take care of this improvement. Motion carried.

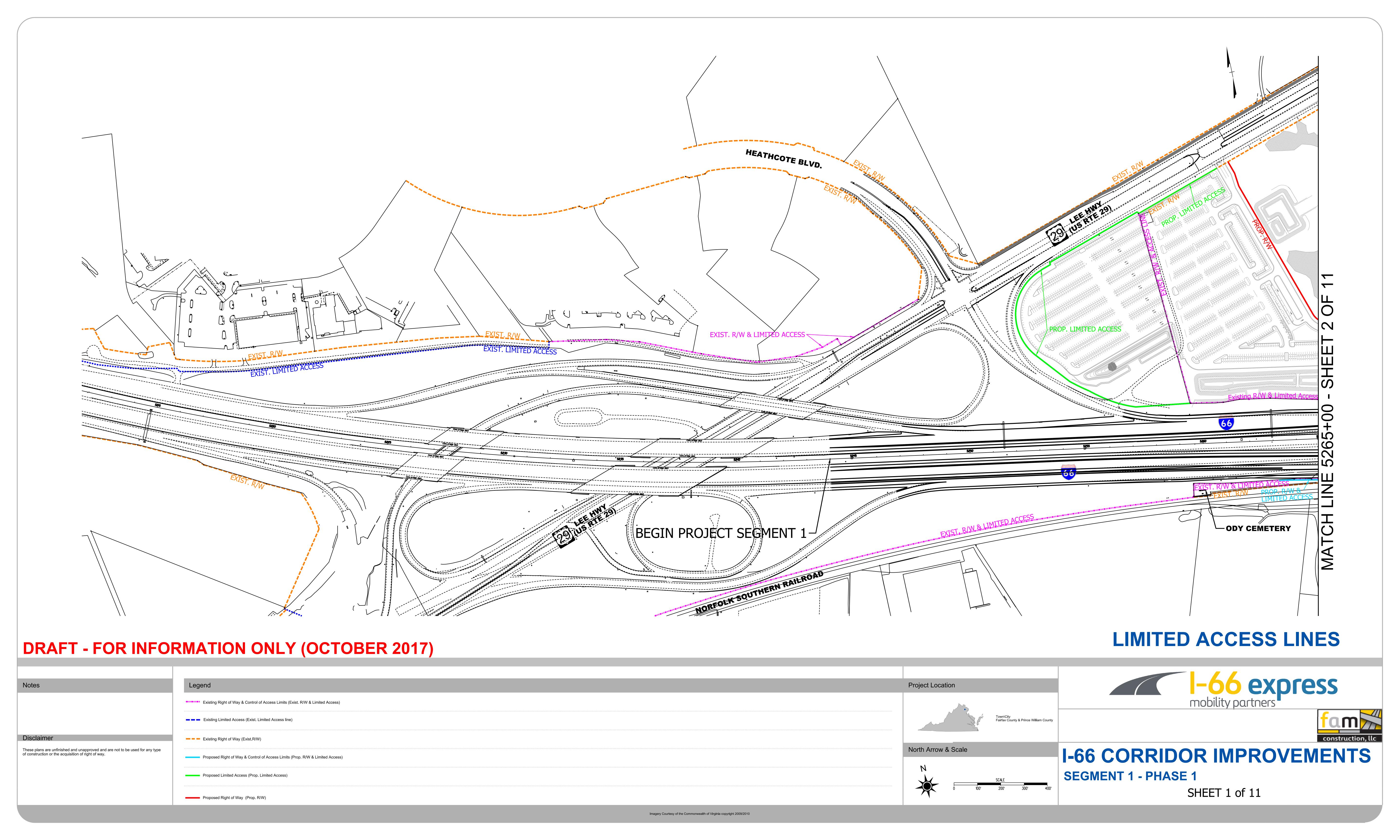
Moved by Mr. Sclater Seconded by Mr. Chilton that, WHEREAS, Boute 96 in Halffax County has been altered and reconstructed as shown on plans for Project 0096-041-101-102,C-501, and

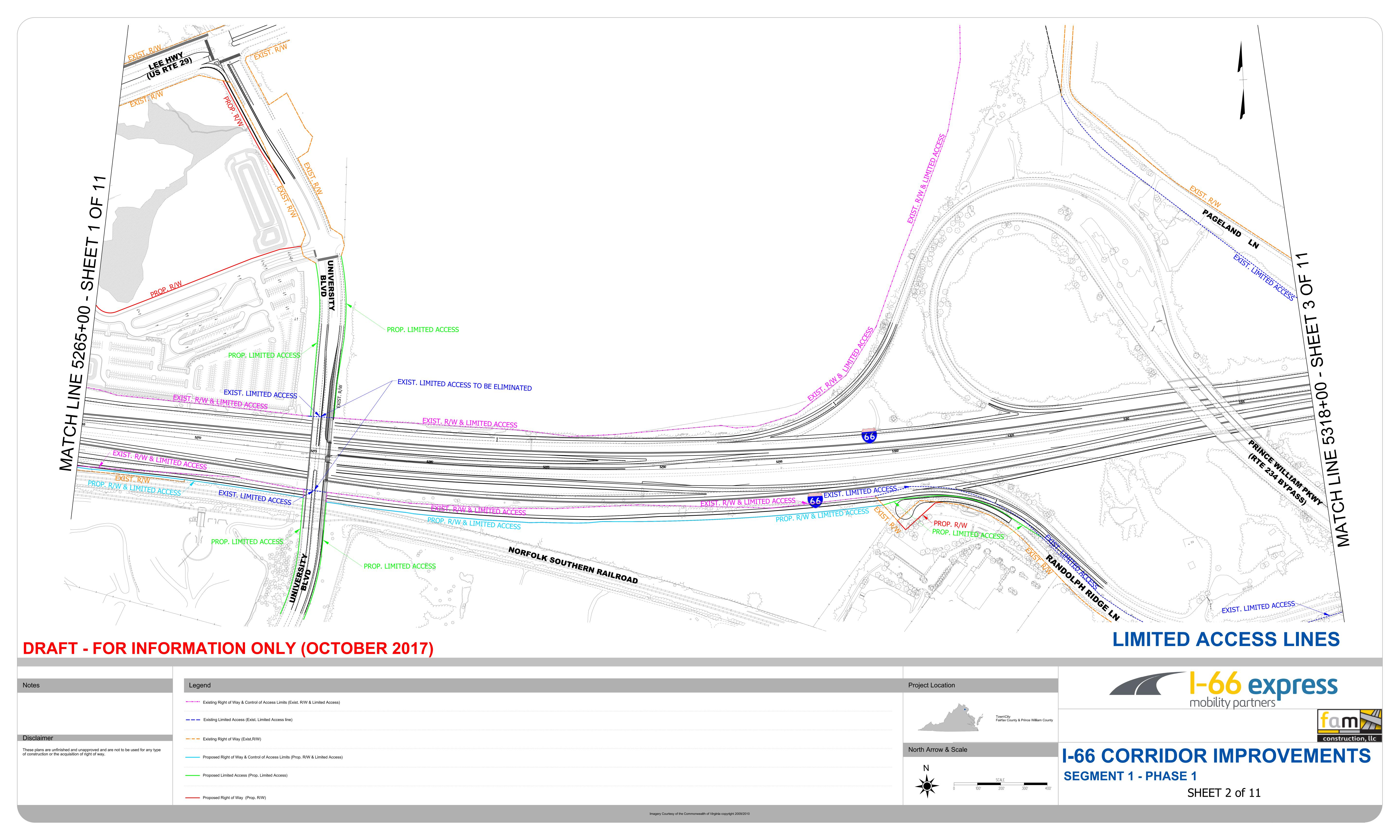
WHERAS, eight sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old;

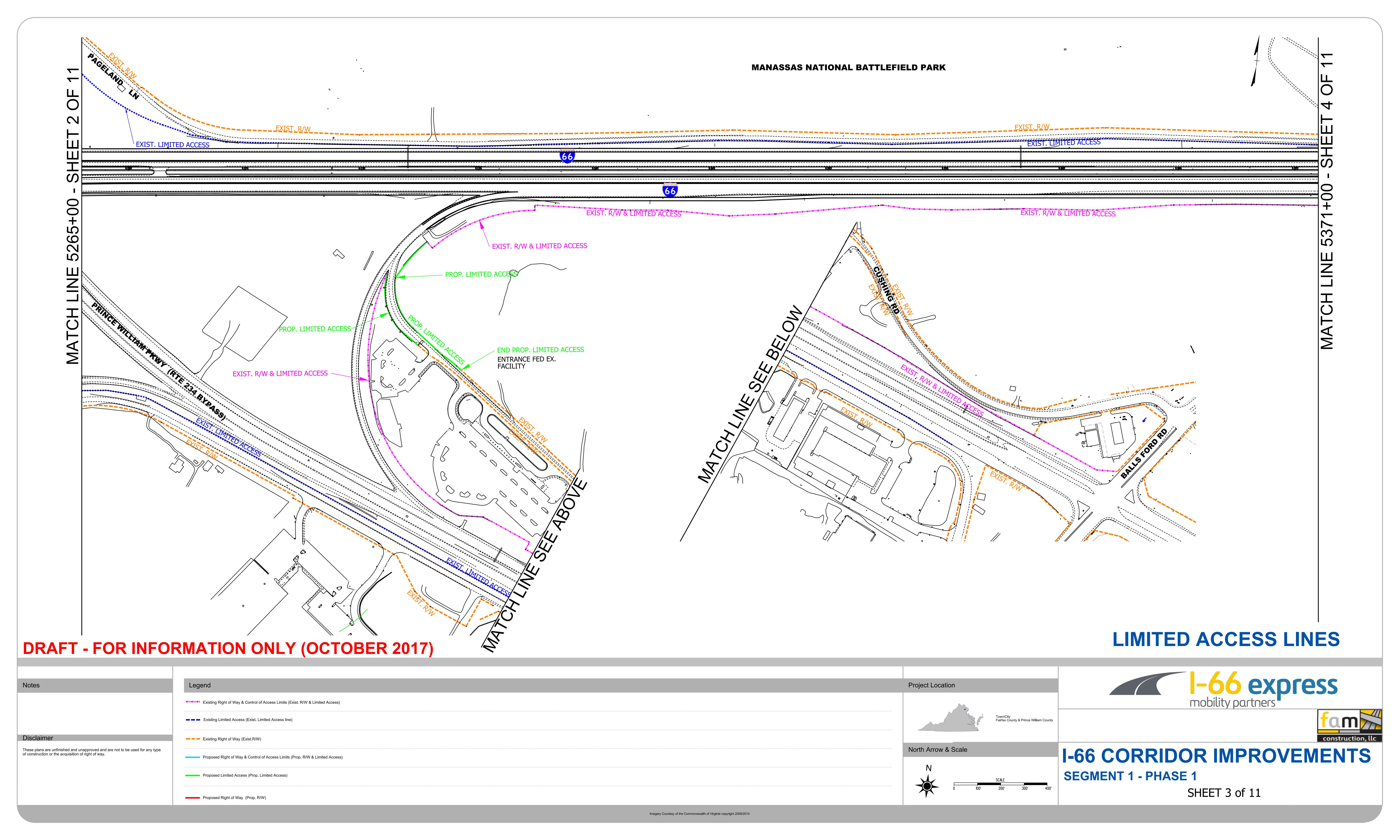
NOW, THEREFORE, HE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as smanded, 1.67 mile of the old road on Project 0096-041-101-102,C-501, shown in blue and designated as Sections 1, 2, 3, 4, 5, 6, 7 and 8 on the plat dated January 31, 1963, he shandowed as a part of the State Highway System. Notion carried.

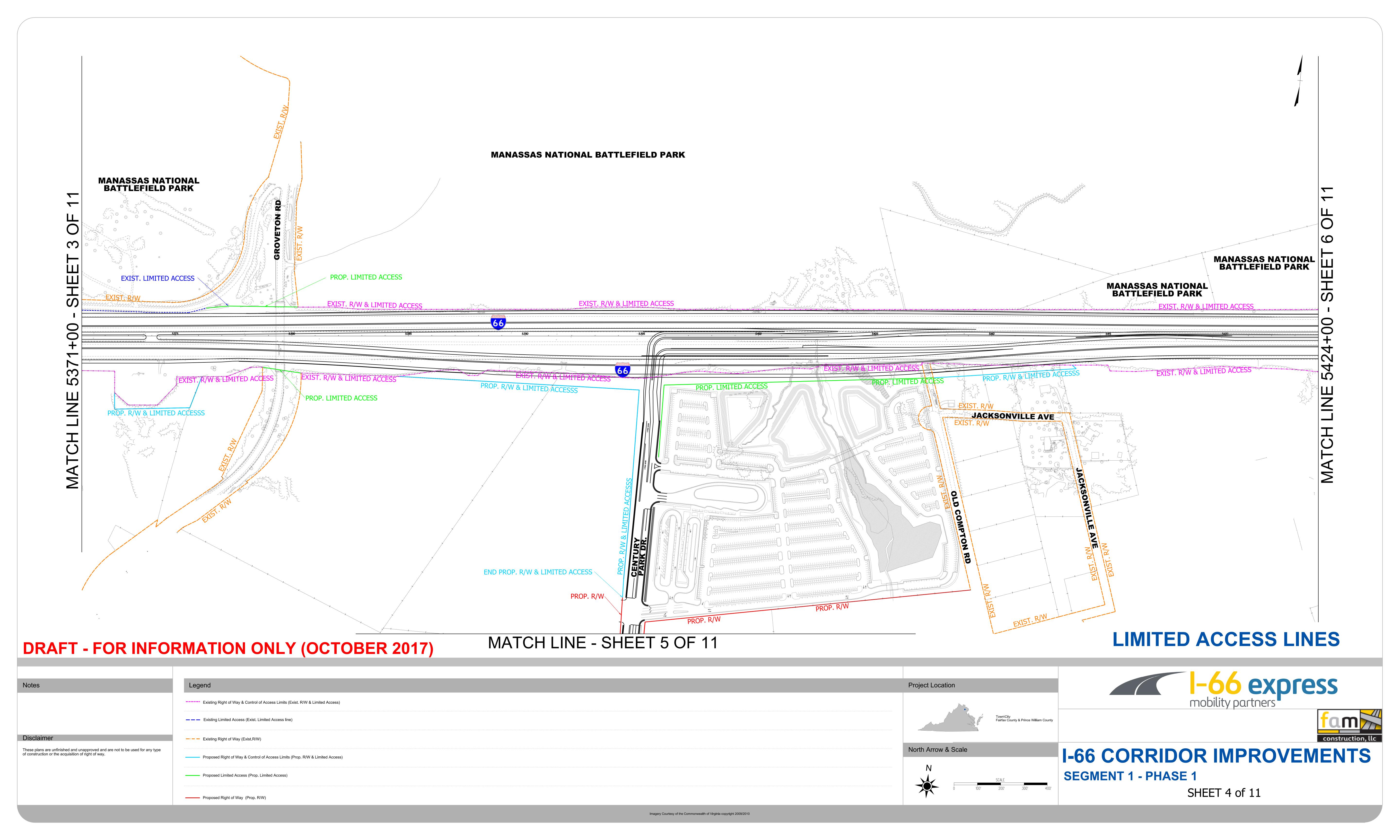
Moved by Mr. Landrith Seconded by Judge Weaver that, The section of Route 28 from the connection with Interstate Route 66 (near Centreville) to the intersection with Route 50 (near Chantilly) in Pairfex County, beginning at and shown as Station 506+92.17 (606+85, Ult. MBL) on the plans for State Project: 0066-029-102, RW-2, and extending in a northerly direction to Station 800+90 on the plans for State Project: 0028-029-104,C-501, including any necessary relocations, interchanges, ramps, flared intersections, etc., be designated as a Limited Access Highesty in accordance with the Article 3, Chapter 1, Title 33, of the 1950 Code of Virginia, amended, Motion carried.

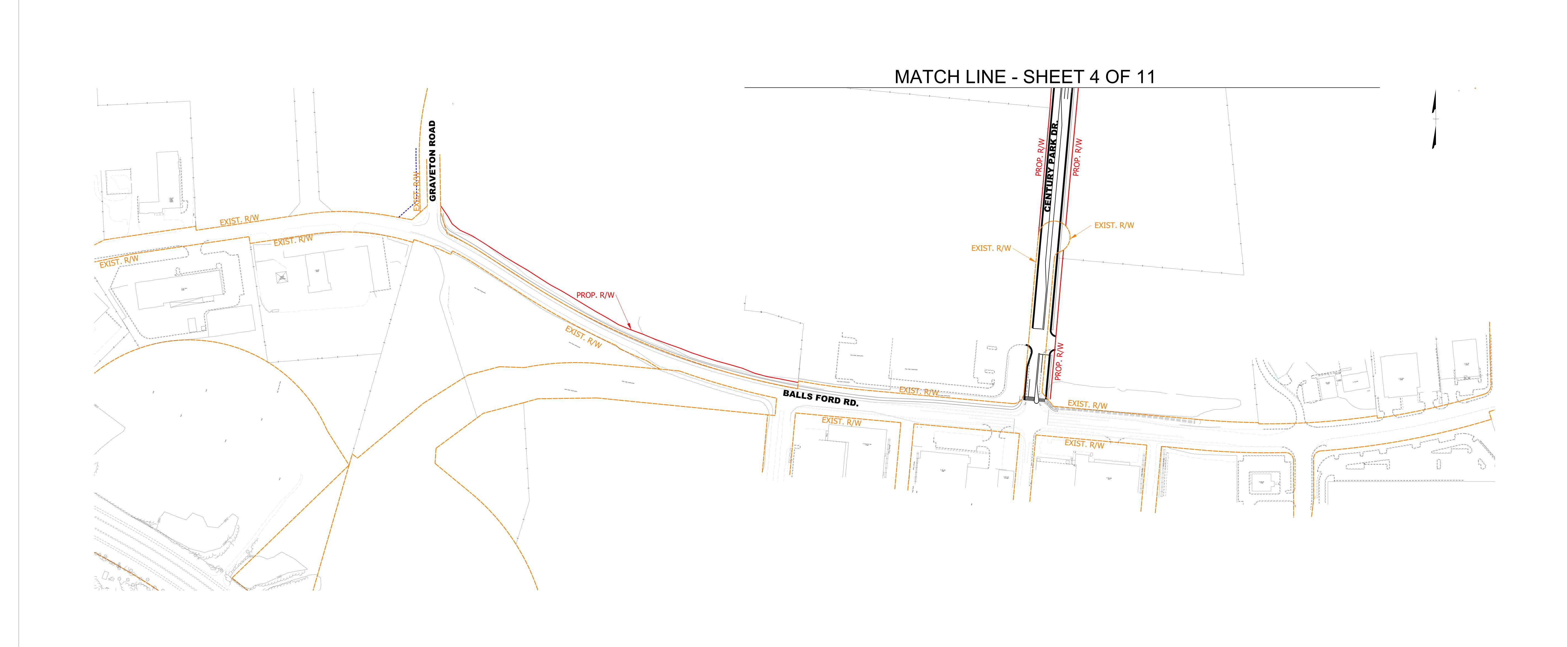
I-66 Outside the Beltway Project Area: I-495 to Gainesville (University Boulevard) 123 McLean FARFATCO: Tysons Corner FANDOUN CO. Chantilly 66 M Church Loring 50 29 50 Fair 123 Lakes 234 Fairfax City 66 Centreville Manassas National Battlefield Park 29 FAUQUIER CO. Haymarket Fairfax Station 15 VRE Gainesville Springfield Manassas 234 Ft. Belvoir Ft. Belvoir VRE







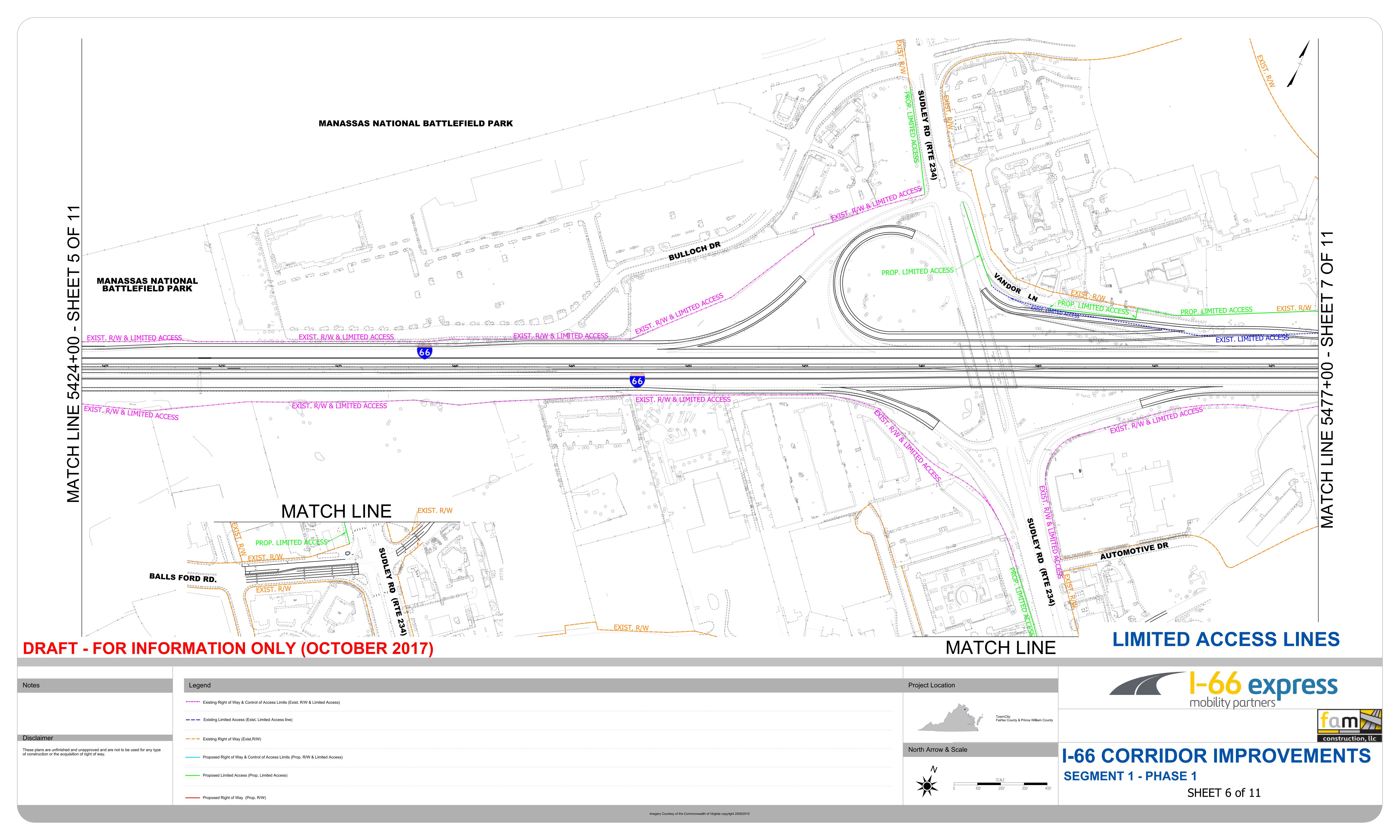


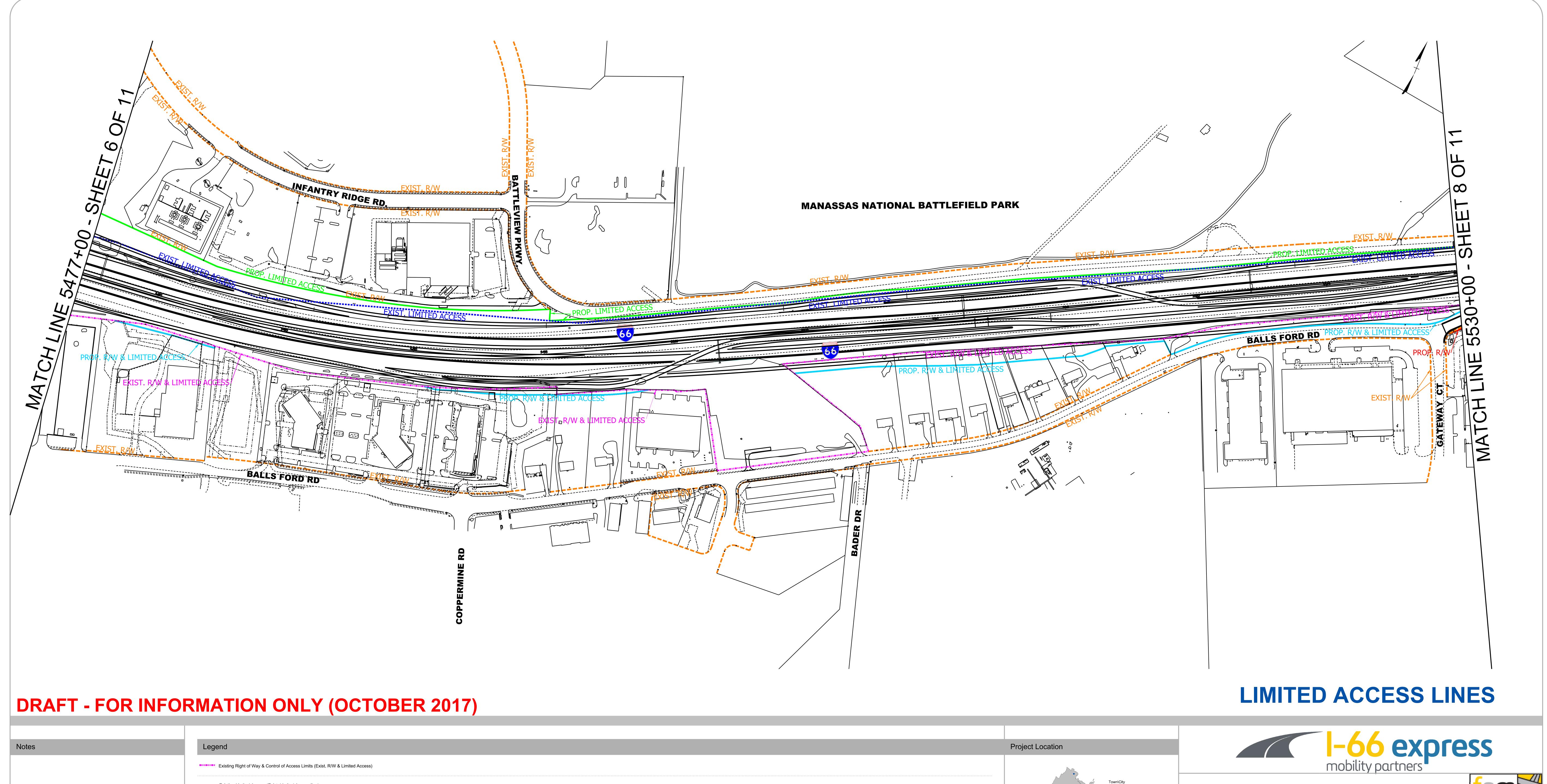


DRAFT - FOR INFORMATION ONLY (OCTOBER 2017)

LIMITED ACCESS LINES





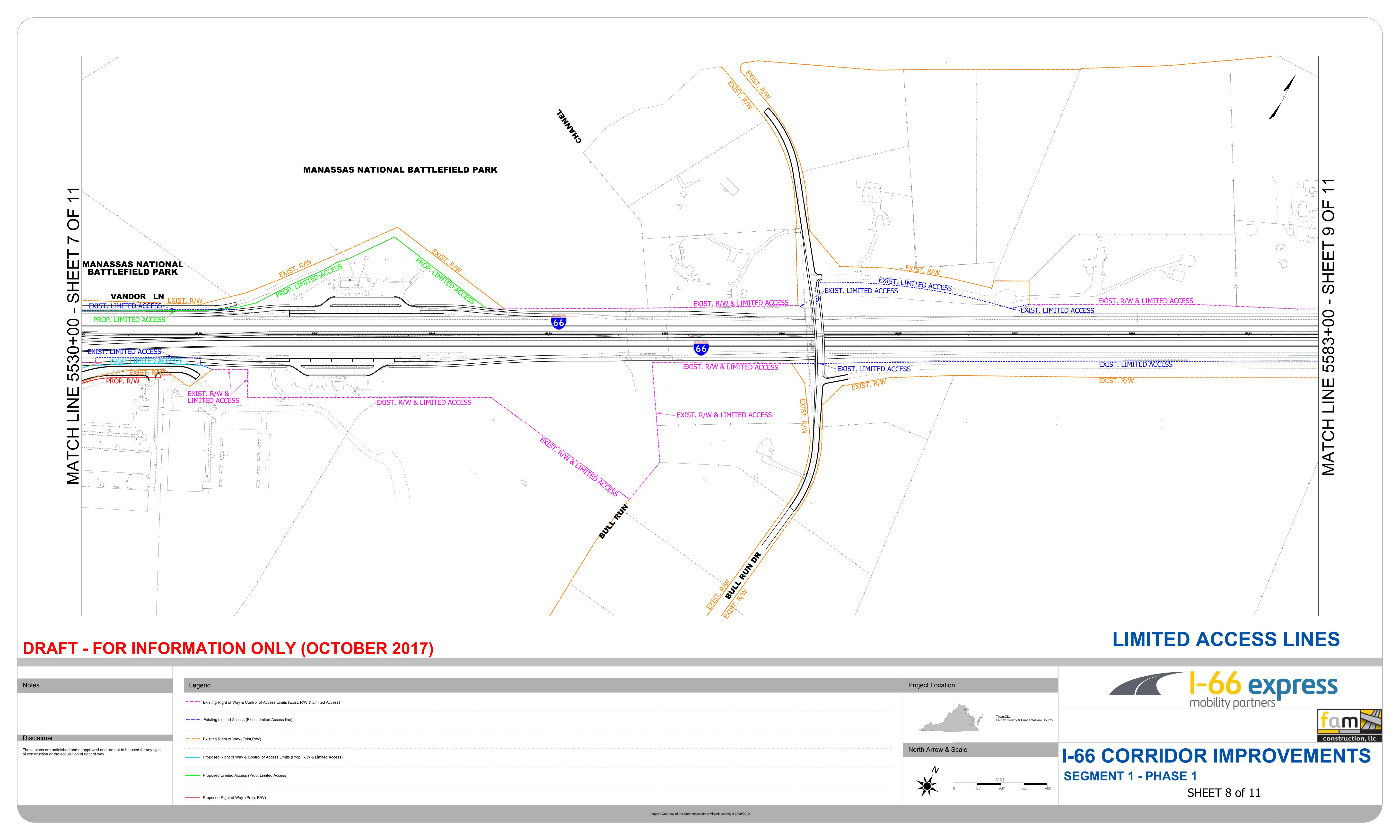


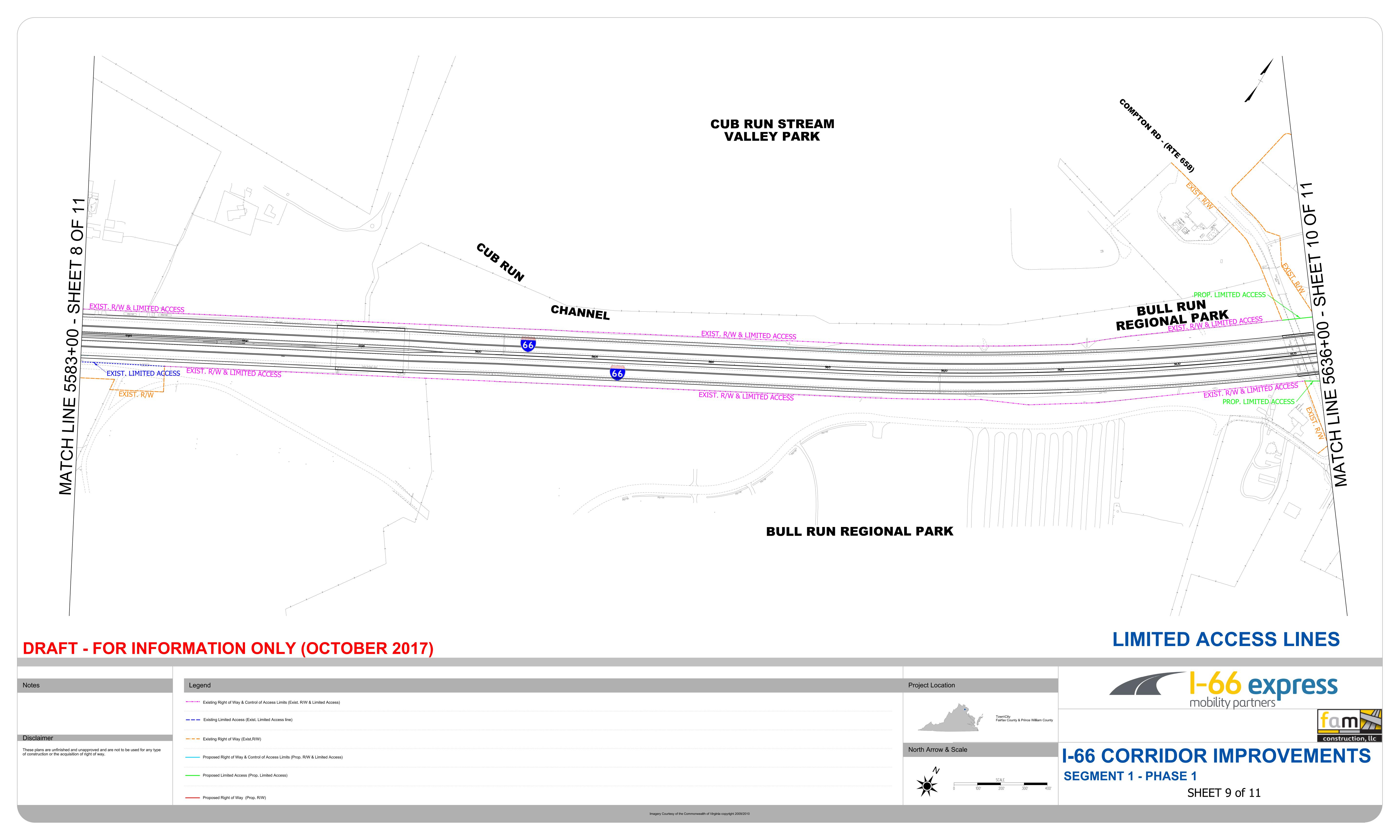
Existing Limited Access (Exist. Limited Access line) Existing Right of Way (Exist.R/W) North Arrow & Scale These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Proposed Right of Way & Control of Access Limits (Prop. R/W & Limited Access) SEGMENT 1 - PHASE 1 Proposed Limited Access (Prop. Limited Access) Proposed Right of Way (Prop. R/W)

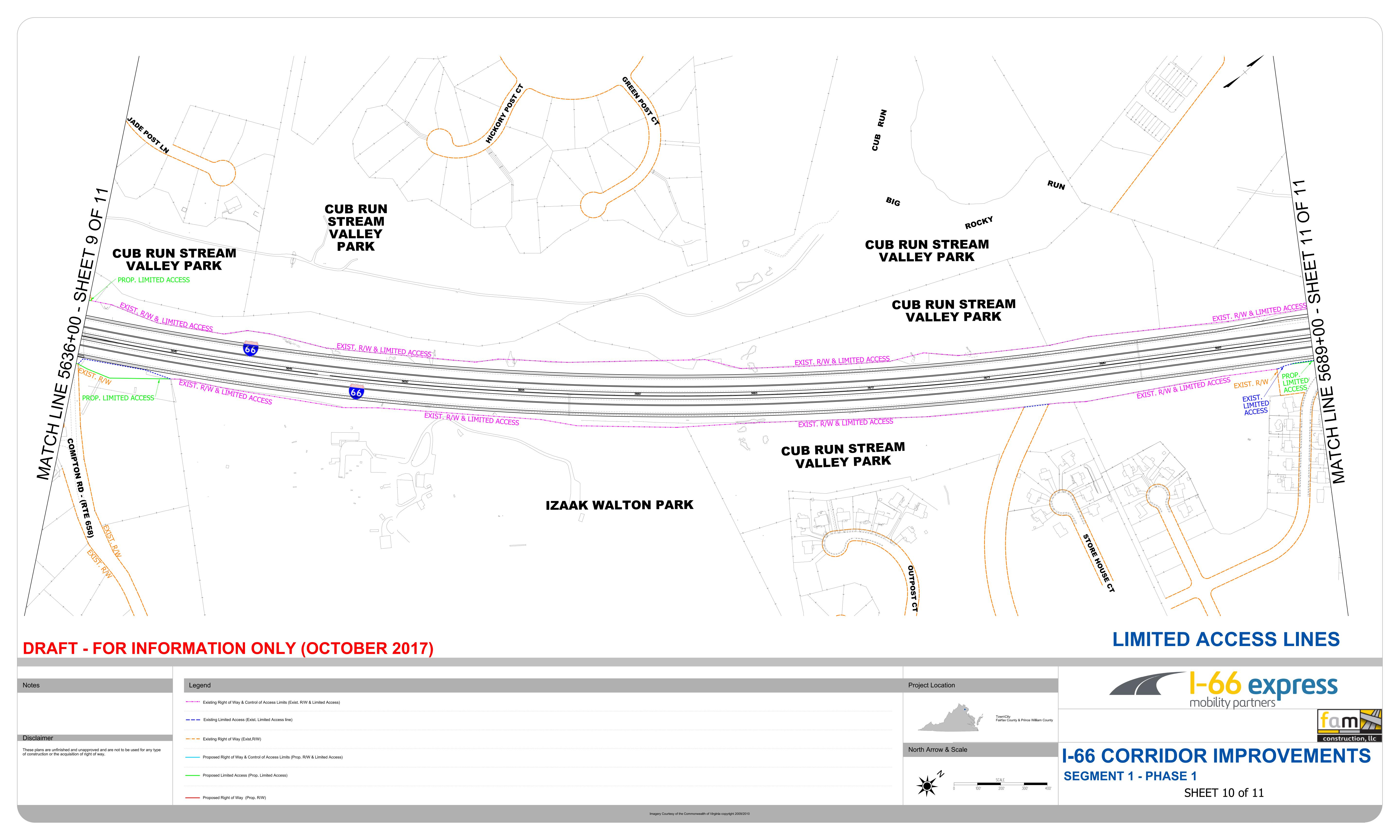
I-66 CORRIDOR IMPROVEMENTS

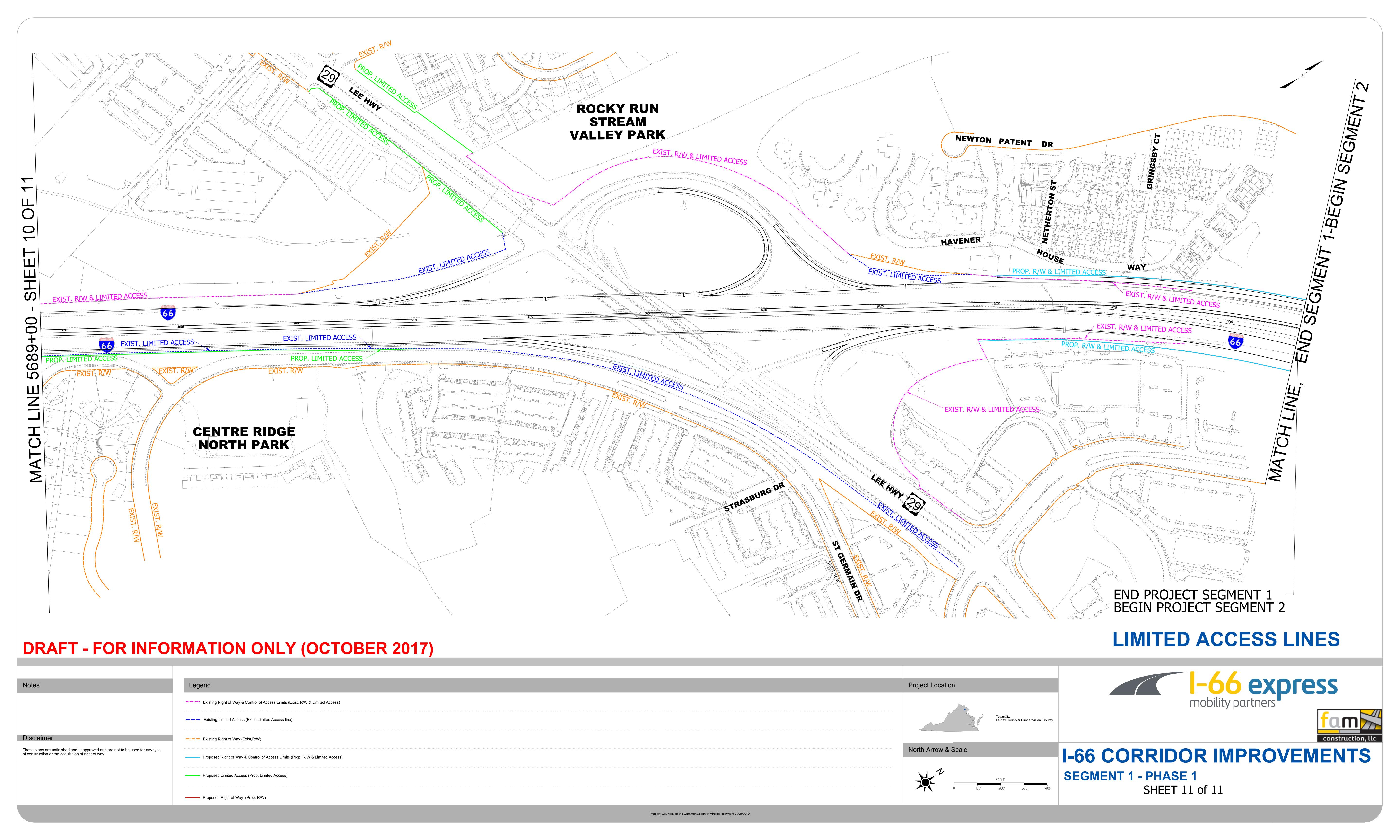
SHEET 7 of 11

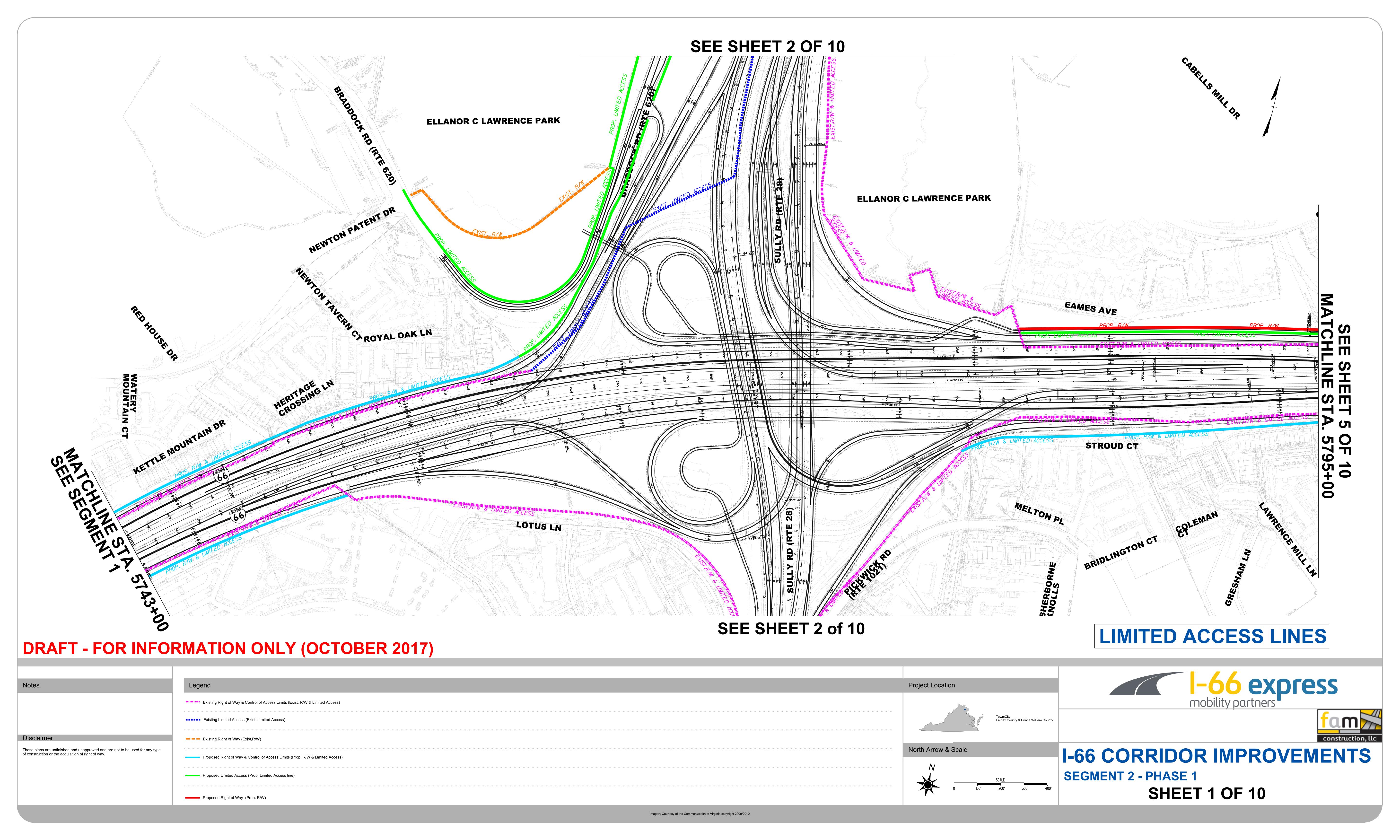
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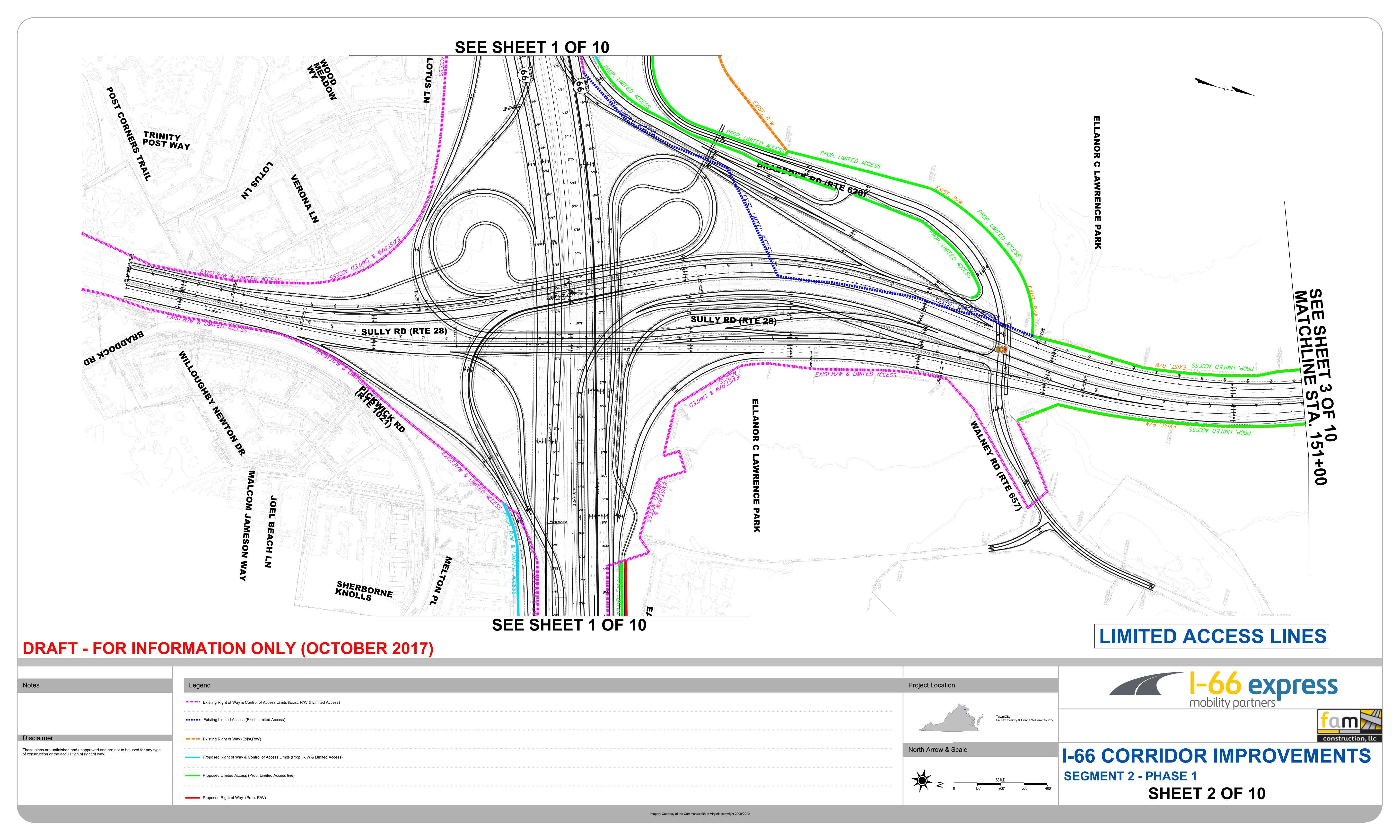


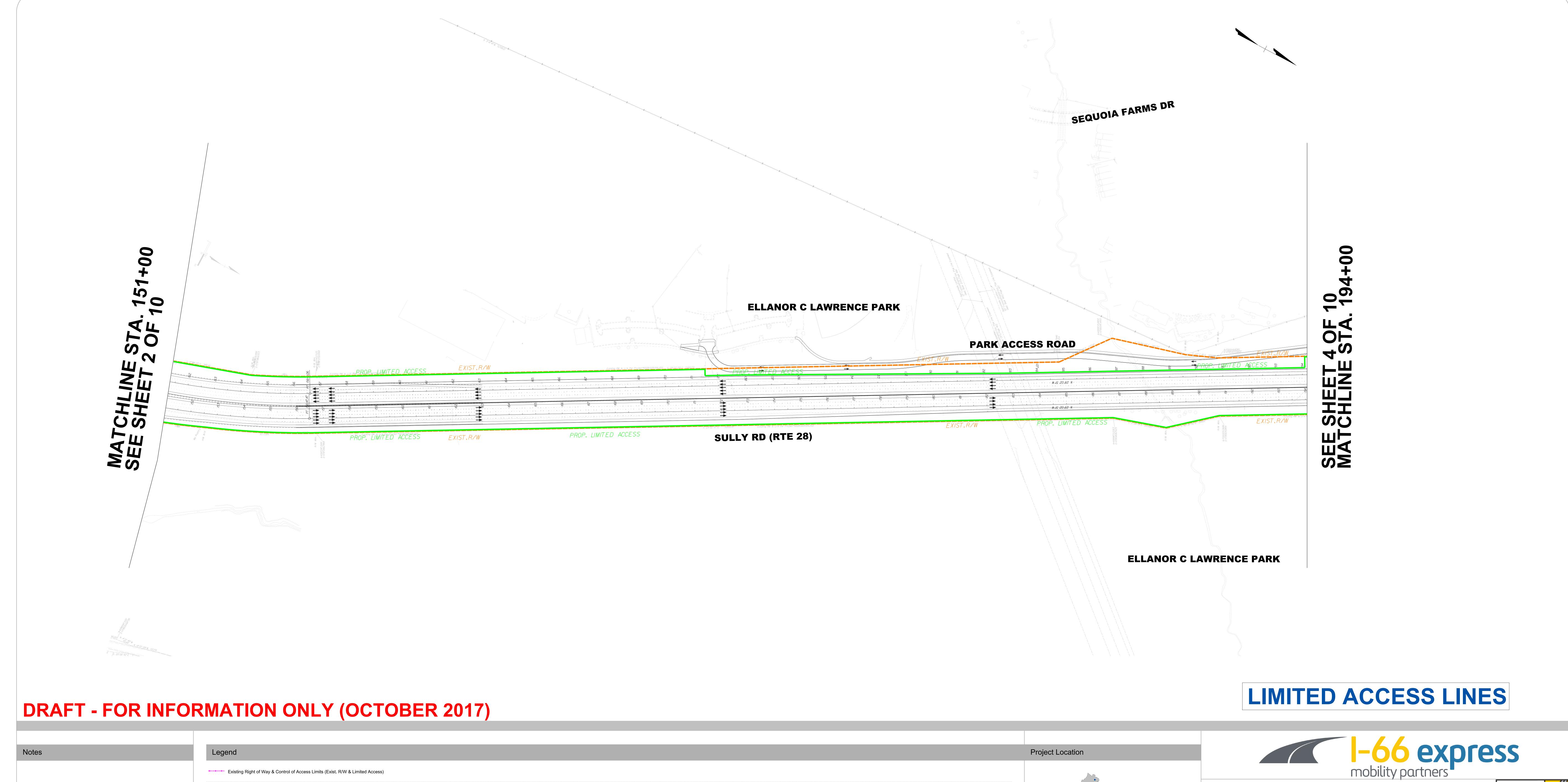


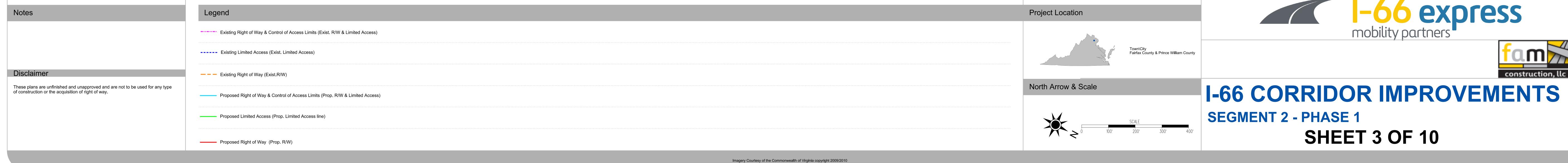


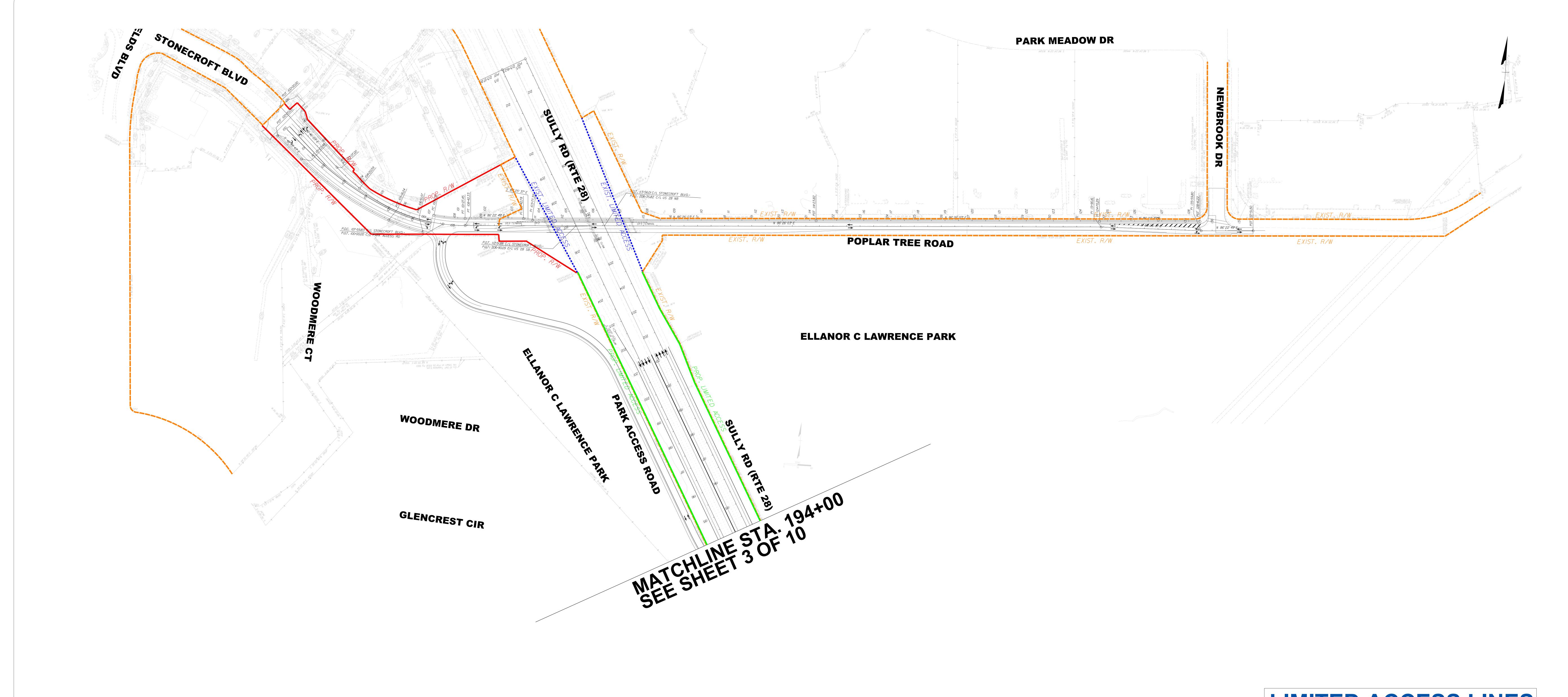












LIMITED ACCESS LINES





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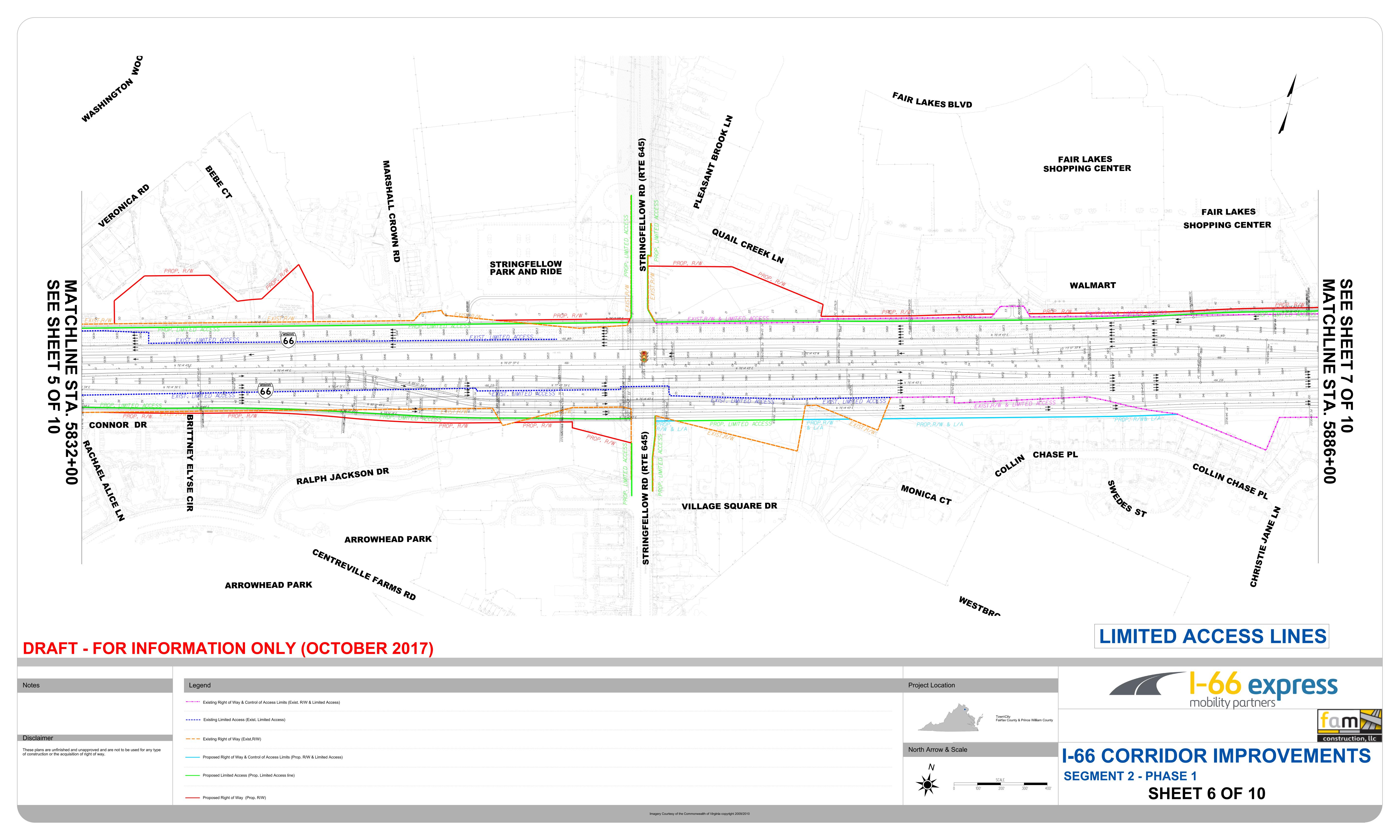
LIMITED ACCESS LINES

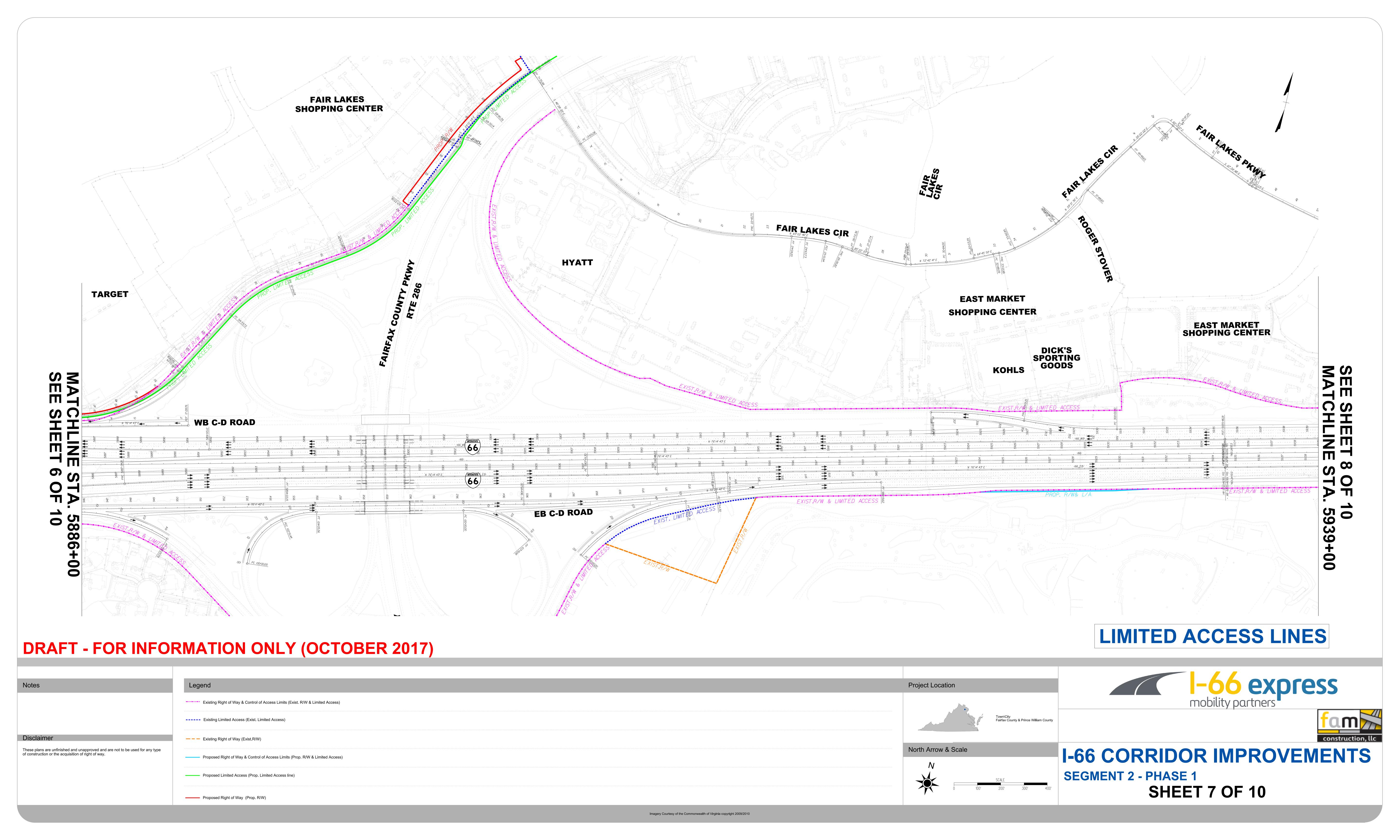


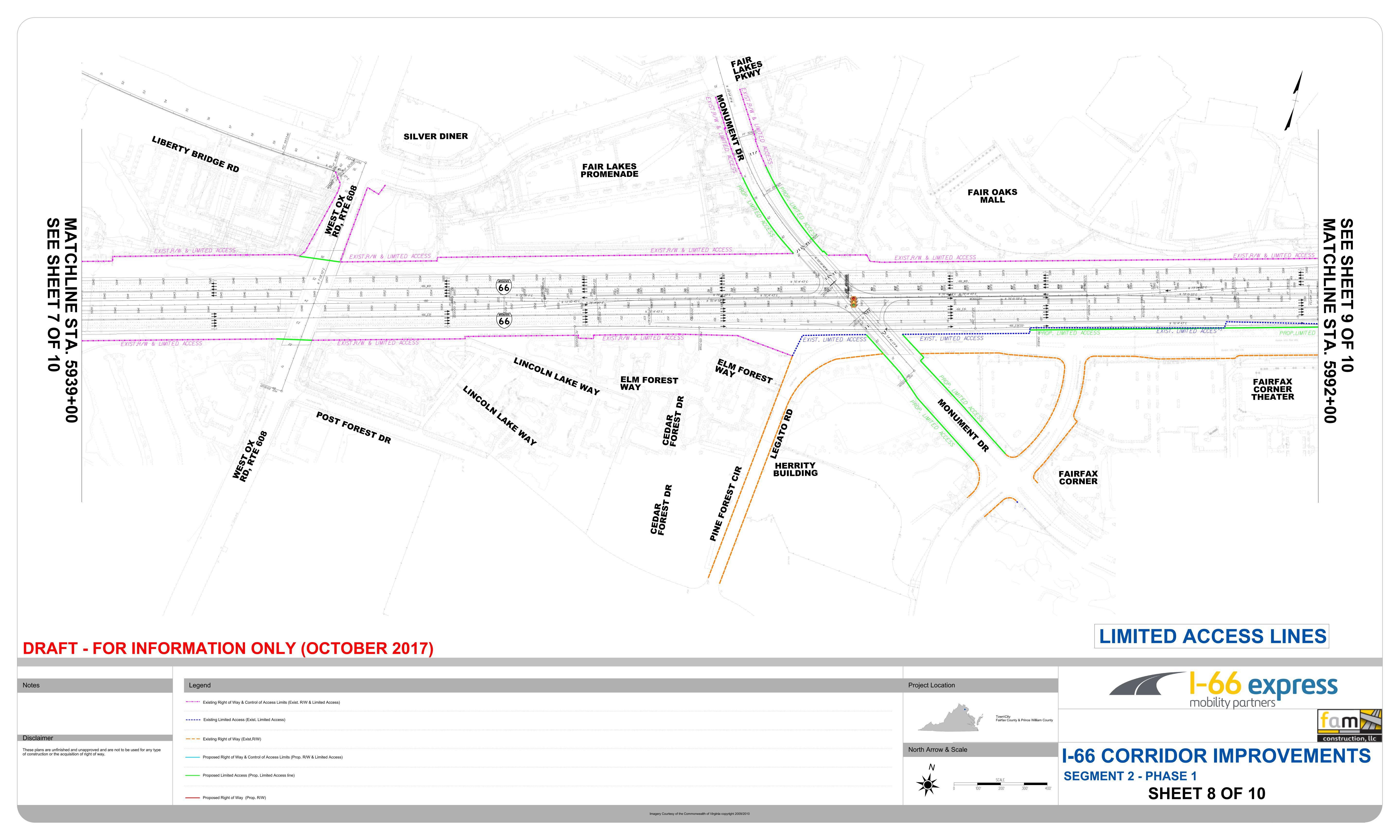
I-66 CORRIDOR IMPROVEMENTS
SEGMENT 2 - PHASE 1

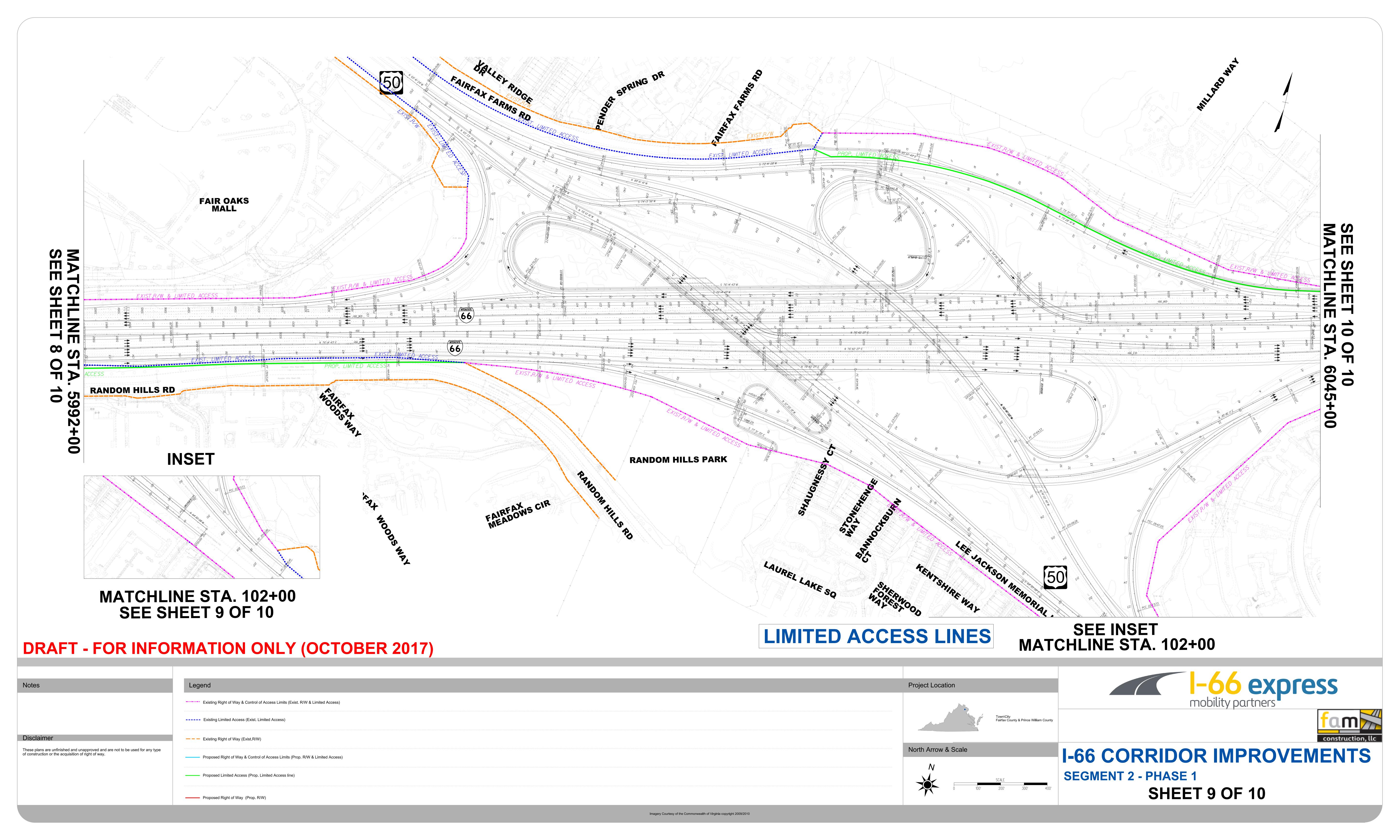
SHEET 5 OF 10

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LIMITED ACCESS LINES



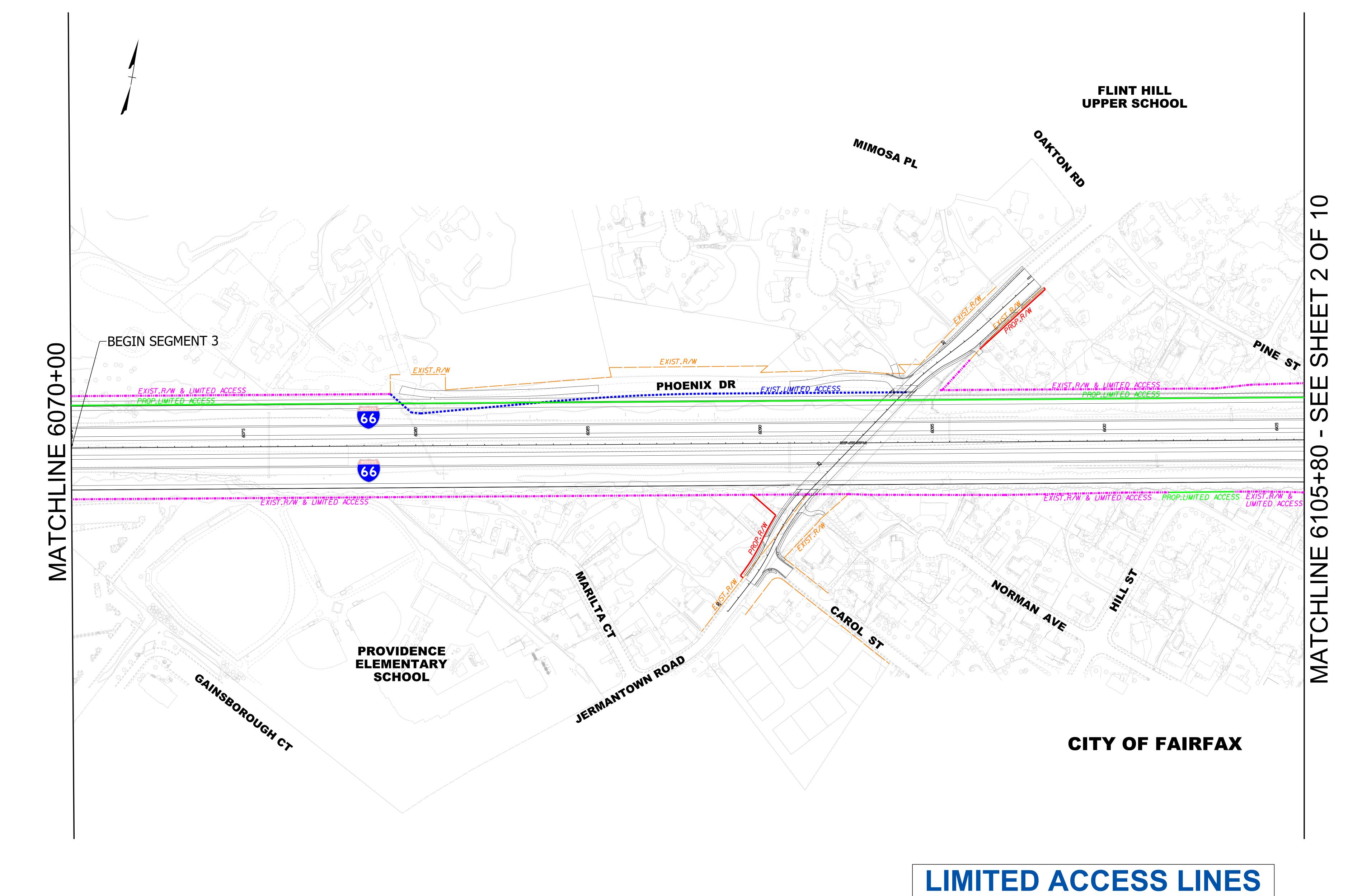


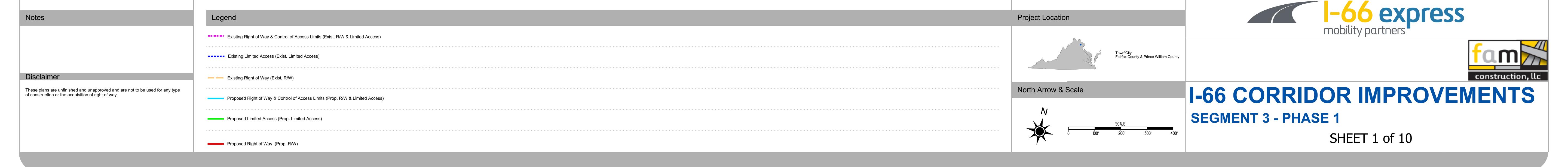
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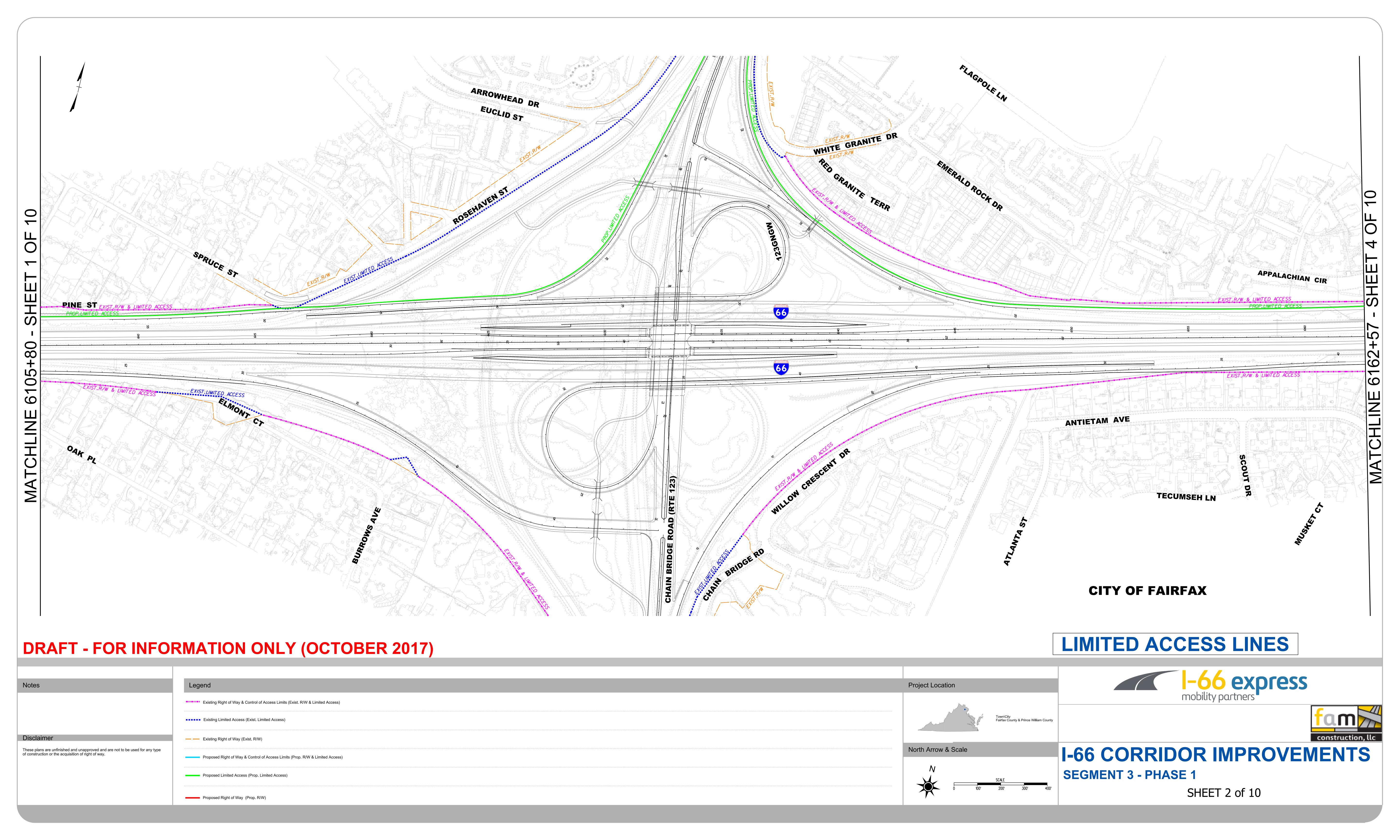
I-66 CORRIDOR IMPROVEMENTS
SEGMENT 2 - PHASE 1

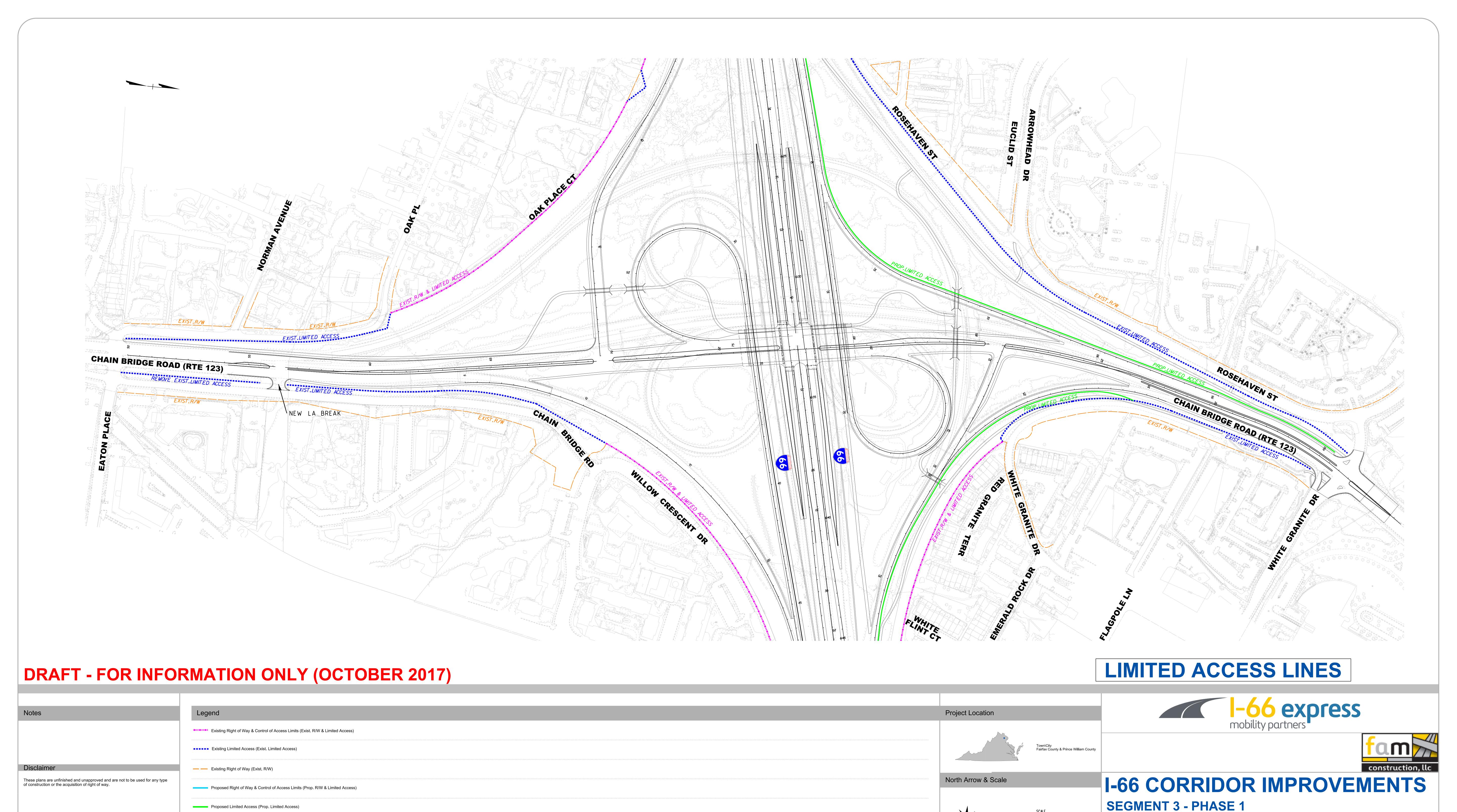
SHEET 10 OF 10

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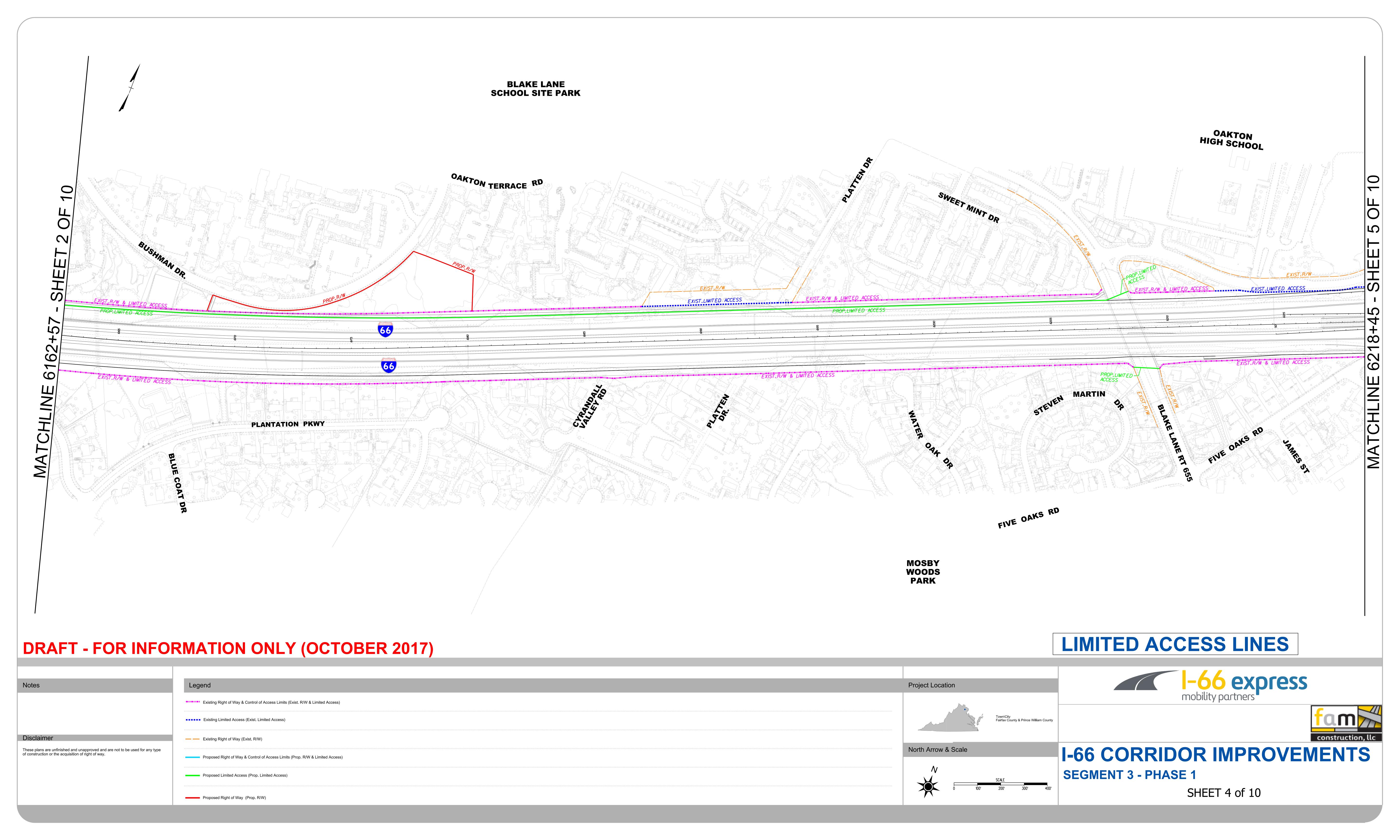


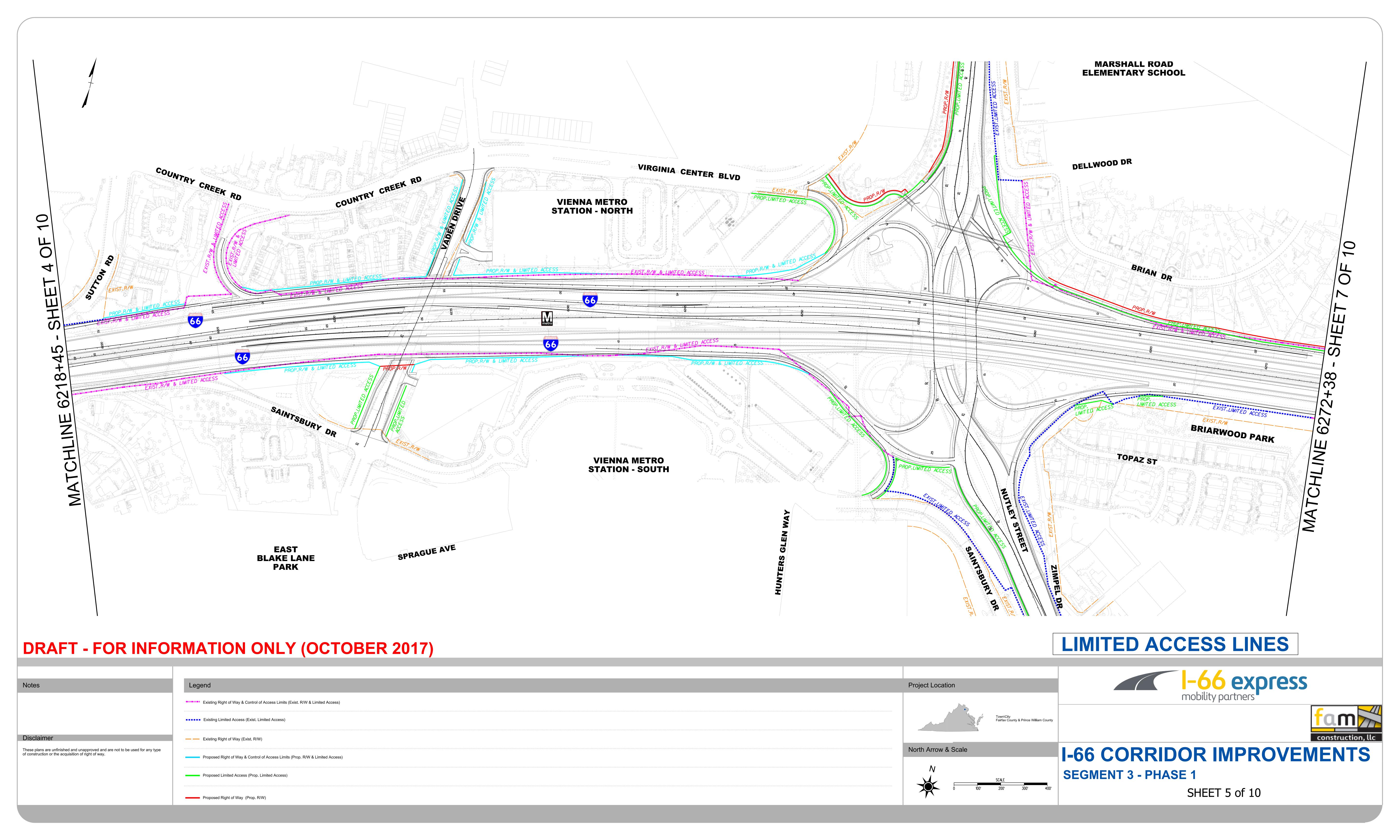


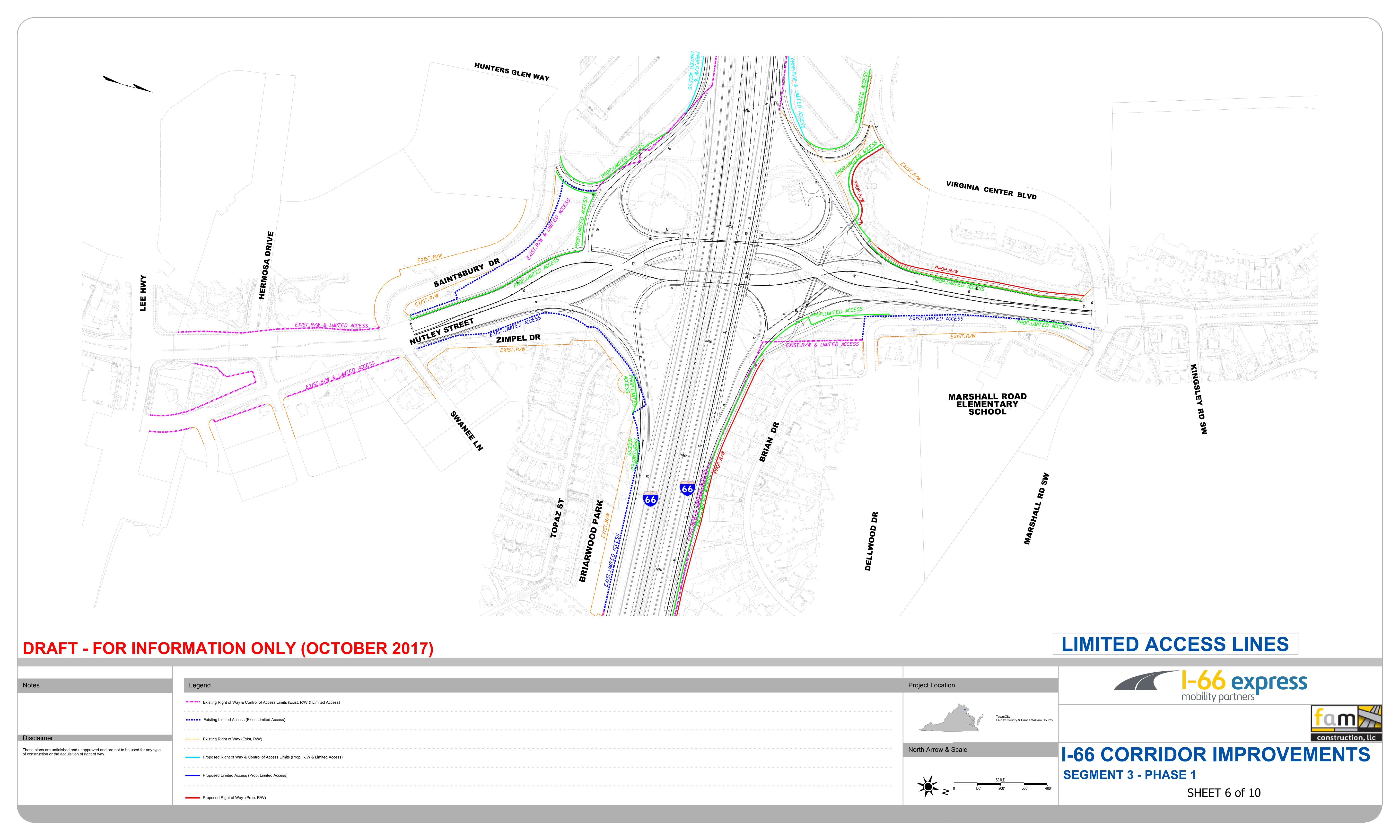
SHEET 3 of 10

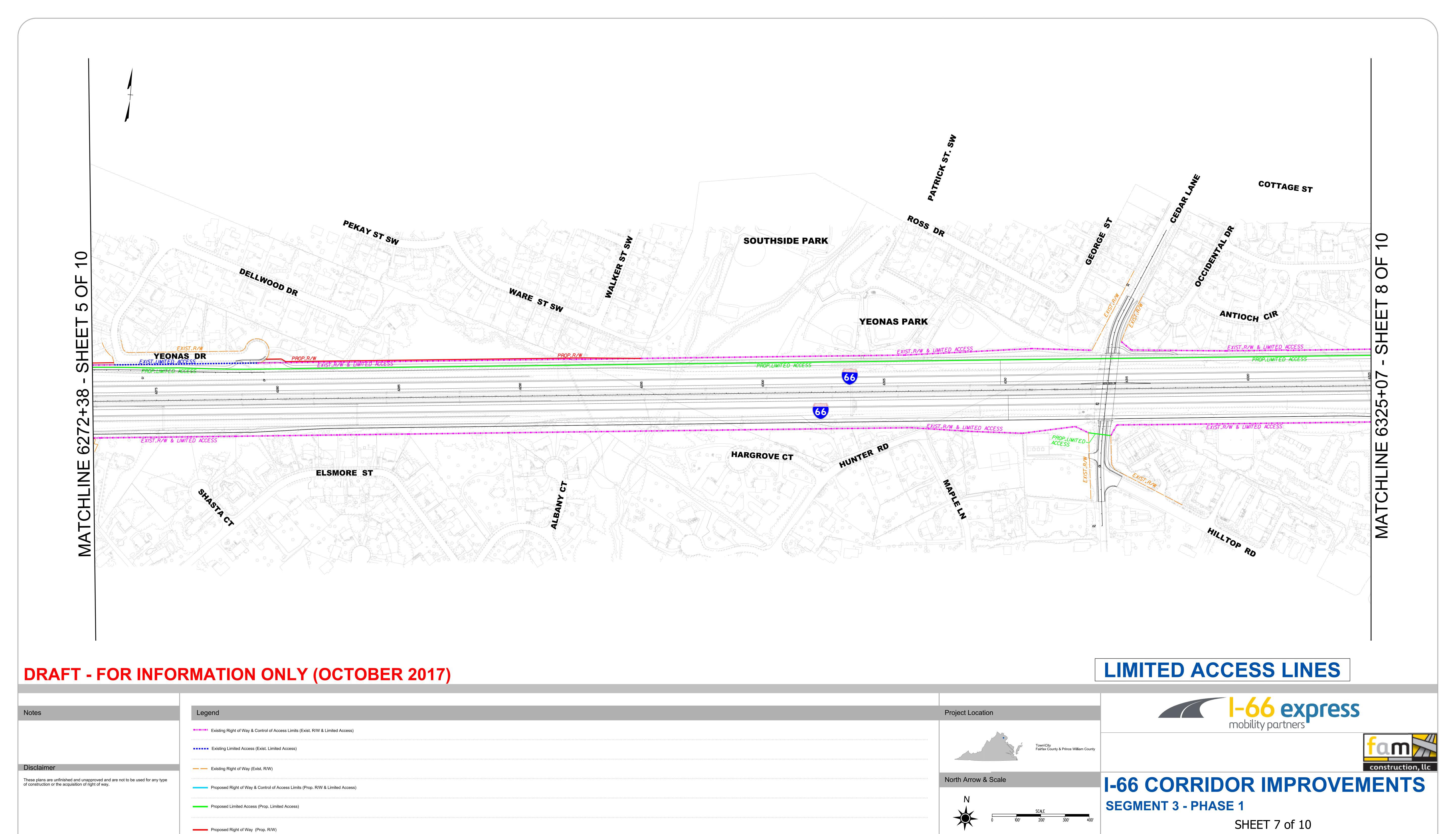
Proposed Limited Access (Prop. Limited Access)

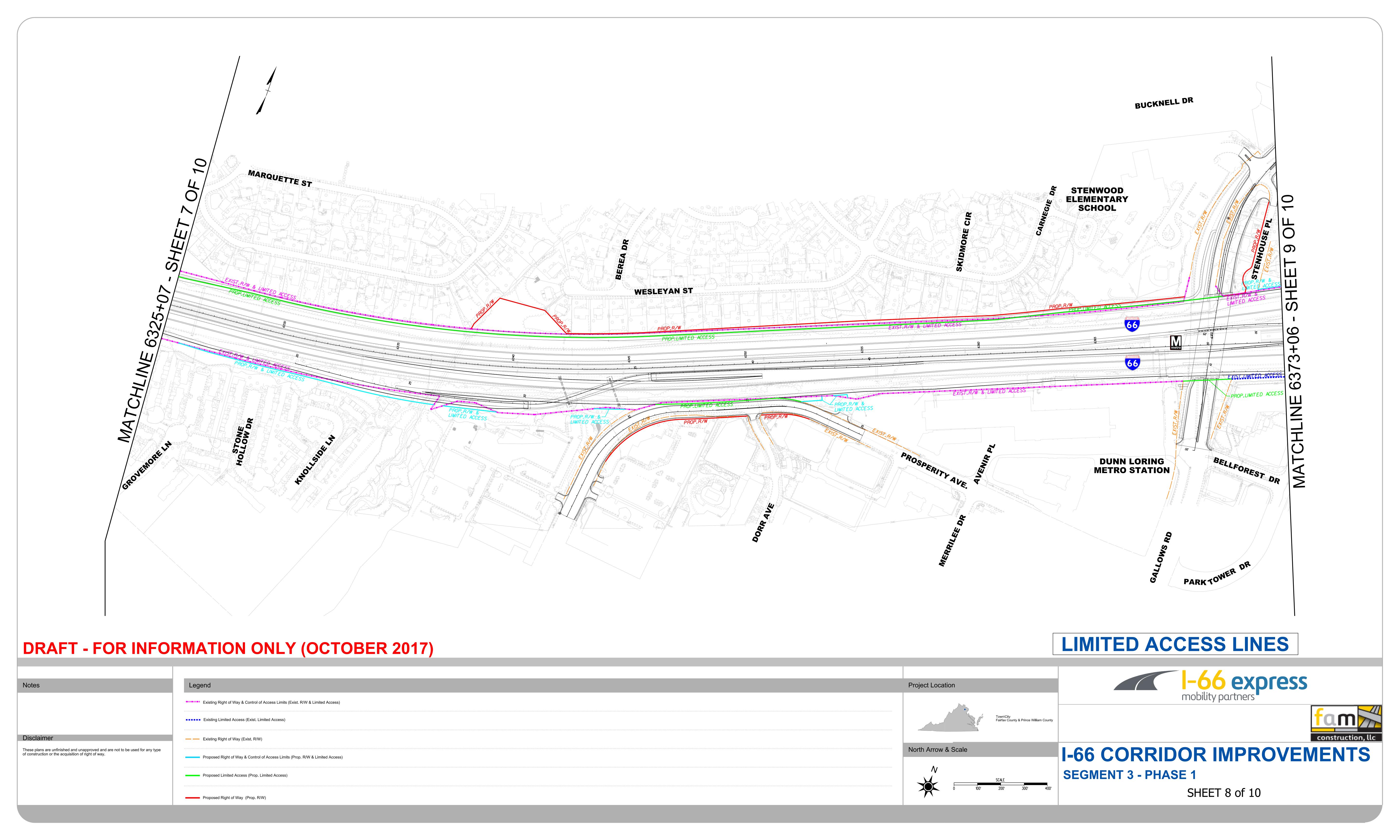
Proposed Right of Way (Prop. R/W)

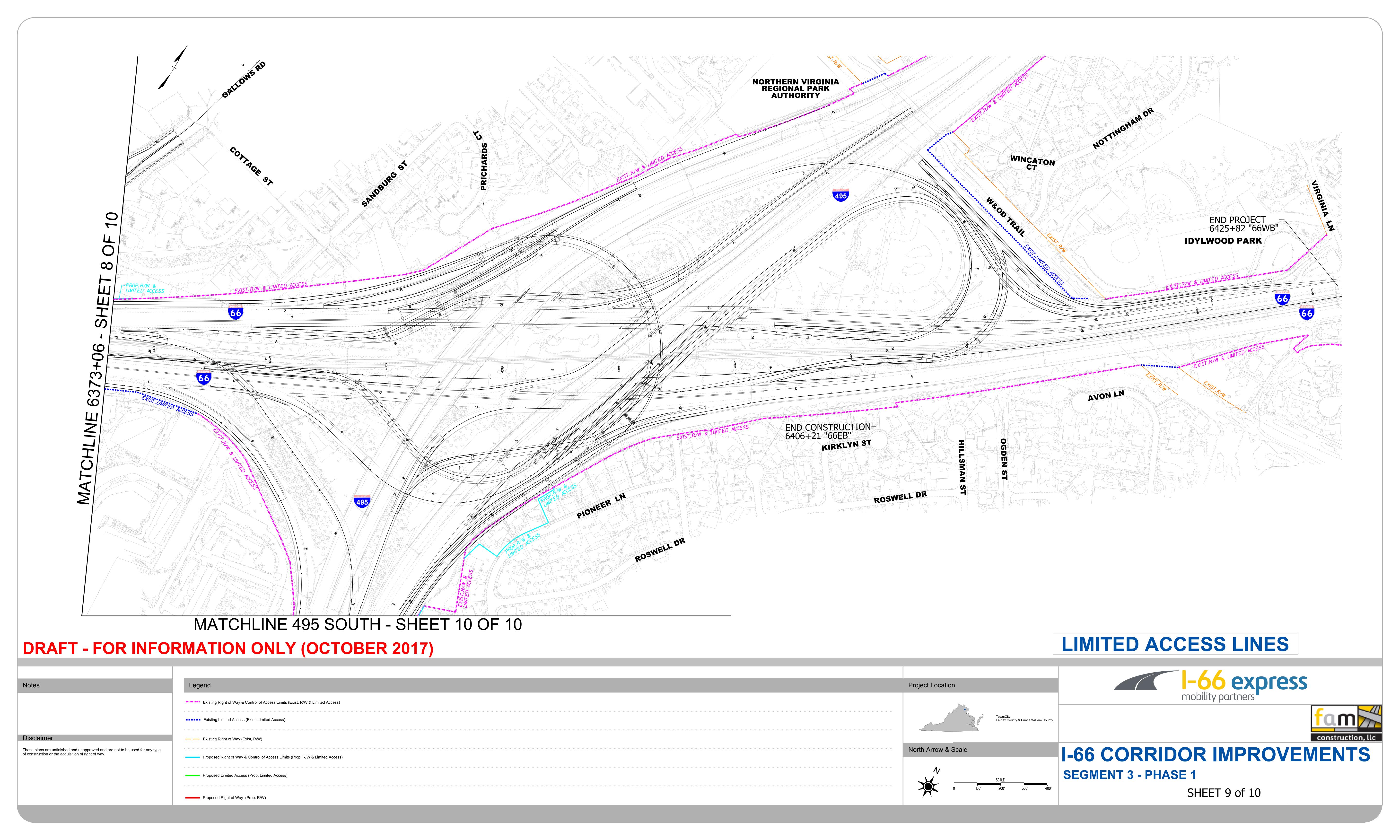


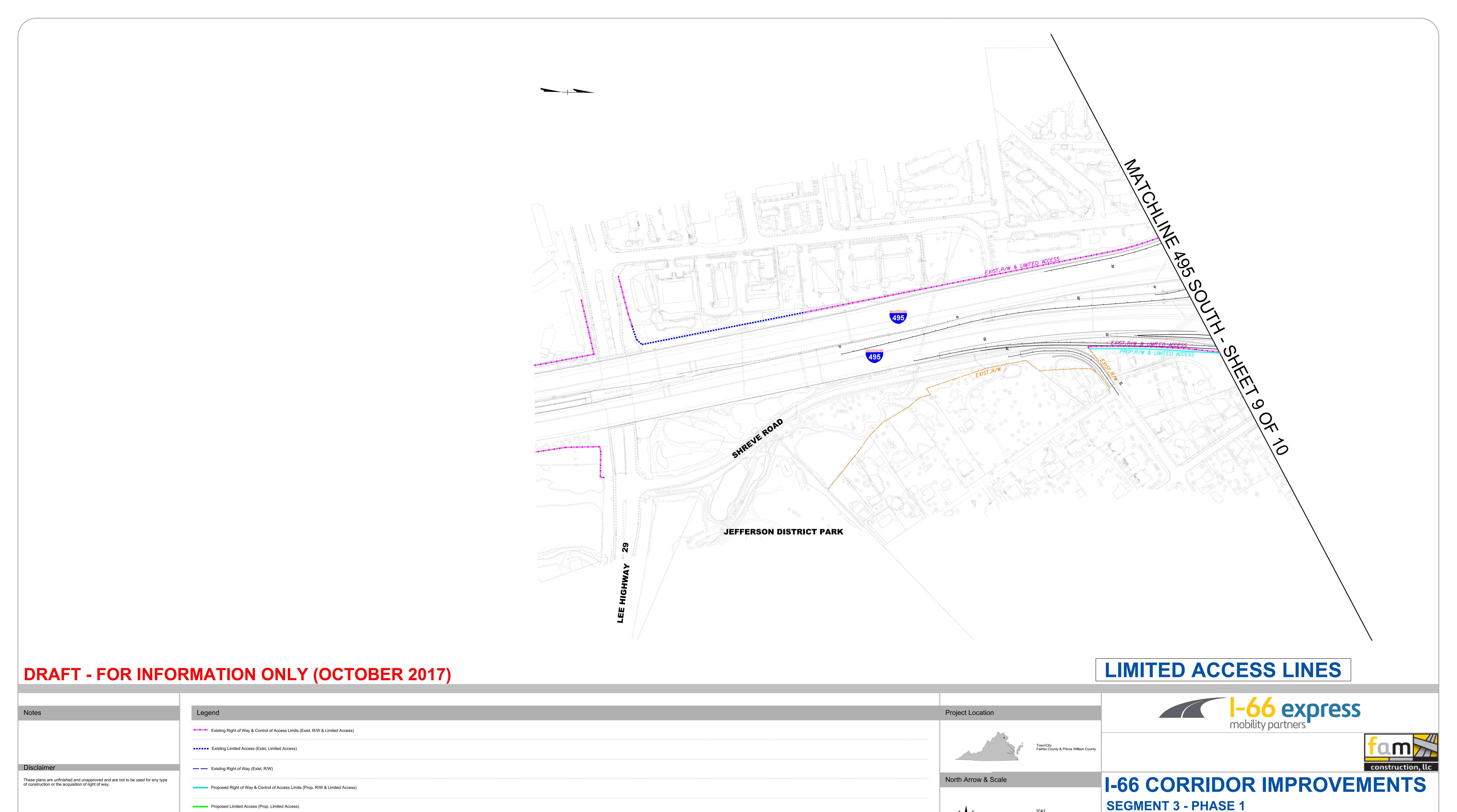












Proposed Right of Way (Prop. R/W)

SHEET 10 of 10