Fairfax Alliance for Better Bicycling

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Virginia Department of Transportation

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FAM Construction

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Fairfax County Department of Transportation
• Multimodal improvements to 22.5 miles of the I-66 Corridor
• 2 express lanes in each direction from I-495 (Capital Beltway) to Gainesville (University Boulevard)
• 3 general purpose lanes in each direction
• New transit service and park-and-ride lots
• Safety and operational improvements at key interchanges
Project Roadmap

Starting Spring 2018
ROW Acquisition

December 2017
Early Construction Activity

Spring 2018
Construction Ramp Up

Fall 2019
Park and Ride Milestone
(960 Spaces near Gainesville)

2019
Results of Noise, Environmental, and Traffic Analyses

November 2020
Route 28 Signalization (Phased Removal of 4 Traffic Signals from Route 28)

December 2022
Express Lanes Open
Trails in the I-66 Corridor

The I-66 trail within Fairfax County will be delivered under three methods:

- **EMP-FAM**
  - Built as part of the Transform 66 project (includes crossings of I-66)
  - Compton Road passing under I-66
  - EC Lawrence Park: along Braddock Road/Walney Rd and Route 28

- **Fairfax County Park Authority: (at park properties)**
  - Cub Run Stream Valley Park: Compton Road to Stone Road
  - Random Hills Park: connecting Route 50 to Random Hills Drive

- **VDOT, in coordination with Fairfax County:**
  - Compton Road trail connection
  - Stone Road to Lee Highway
  - Upgrade existing sidewalk to shared use path on Lee Hwy from Route 29/I-66 interchange to Route 28
  - West Ox Road to Random Hills Park near Route 50
  - Blake Lane and Nutley Street along Sutton Road and Virginia Center Blvd
I-66 Trail Network: Bull Run to Route 28
I-66 Trail Network: Route 28 to Route 50
I-66 Trail Network: Route 50 to Blake Lane
I-66 Trail Network: Blake Lane to I-495
- Where the trail is at I-66 elevation, it will be separated from I-66 with a 50” barrier as shown below (approx. 4 miles) or with sound barrier.
- Where topography allows, the trail will be at a different elevation (above or below) the roadway.
Trail Access

Access locations at interchanges and overpasses and:

- Braddock Rd at NW Quadrant of Route 28 Interchange. Underpass for connection to future trail along Braddock Road and Walney Road
- Audrey Dr (Cabell’s Mill neighborhood, Centreville)
- Connect to the standard turn at the end of Veronica Rd (Cabell’s Mill, Centreville)
- Stringfellow Rd at park and ride lot w/ street crossing to trail on east side of street
- Fair Lakes Shopping Center (behind Walmart)
- East Market Shopping Center
- Fairfax Farms Road (parallel roadway to US 50 WB)
- Waples Mill Rd (NE Quadrant of US 50 Interchange)
- Phoenix Drive (provides access to Jermantown Road)
- Arrowhead Dr/Rosehaven St (SW quadrant of Route 123 Interchange)
- Bushman Dr (just east of tennis courts property)
- Platten Drive (at dead end)
- Cedar Lane north side connection to I-66 parallel trail
- Connection to west bend of Yeonas Drive (west of Southside Park)
- Southside Park and Yeonas Park (by the baseball fields)
- Cedar Lane north side connection to I-66 parallel trail
Trail Maintenance and Operations

- VDOT will maintain:
  - Trail pavement within VDOT right of way
  - Pedestrian counters
  - Lighting at overpasses where required
  - Barriers and fences where required

- Design will accommodate access for future maintenance
Non-motorized Traffic Counters

The Project will provide 8 permanent non-motorized traffic counters composed of combined bicycle detector loops and passive infrared sensors. The infrared sensors shall be enclosed in a vertical post with a 2 ft clearance from the trail where feasible. (TR Section 3.13.1(N))

The general requirements of the counters are as follows:

- Count both pedestrians and cyclists;
- Differentiate between pedestrians and cyclists;
- Measure the direction of travel of both pedestrians and cyclists;
- Record count data at 15-minute intervals, 24 hours a day, 365 days a year;
- Provide a wood post housing for natural settings or a metal vandal resistant post for urban settings.
What To Expect

- Community meetings in late spring to talk about design advances, noise analysis, and upcoming construction activities
- Construction will proceed across the corridor in multiple locations at same time
- Do not currently have a detailed schedule for trail construction
  - There are no contract requirements for interim milestones
  - FAM will work with key stakeholders as trail schedules are developed
Currently looking at design alternative to improve movement and traffic flow on Nutley Street.
Design utilizes two roundabouts (‘Dog Bone’).
Design concept would provide for a grade separated shared use path through portions of the interchange and could accommodate a westbound Express Lane exit to Nutley Street.
Future information meeting will be held as concept develops.
Nutley Interchange
“Dog Bone” Design Alternative vs. Diverging Diamond

- Improves traffic flow on Nutley Street compared to Diverging Diamond concept
- Eliminates the new traffic signals needed for Diverging Diamond
- Reduces conflict points for shared use path though interchange
- Reduces right of way and WMATA impacts
- Reduces interchange foot print
- Could accommodate a westbound Express Lane exit to Nutley Street
Route 123 Interchange

- Early construction activities underway including constructing box culverts as part of new shared use path.
- I-66 shared use path through interchange will connect to planned George Snyder Trail in City of Fairfax to the south.
- I-66 Express Mobility Partners operations building in southeast quadrant.
Off-Corridor Trail Sections

- Vienna Metro Trail
- Random Hills Park
- Random Hills Dr/ Post Forest Dr
- Fair Lakes (Constructed by EMP/FAM)
- E.C. Lawrence Park
- Rte. 28 & Braddock Rd
- Newton Patent Dr
- Rte. 28 & Rte. 29 Trail
- Big Rocky Run
- Cub Run Stream Valley Park
- Compton Road
- Bull Run Regional Park
- Bull Run Creek
Off-Corridor Trail Status Update

• Construction Schedule
  – East to West in general
  – As funding becomes available

• Funding Status
  – TAP Grant
  – TPP Funding
  – Application to I-66 Commuter Choice
  – Seeking other funding sources

• Coordination
  – Fairfax County Park Authority
  – VDOT Locally Administered Projects (LAP)
Upcoming Fairfax County Public Meetings on Trails

• Schedule and Location
  – Spring 2019
  – Two meetings, one on east side and one on west side of the County

• Trail Coordination Status Update

• Trail Naming Survey

For additional questions and comments about Fairfax County Trail Status Update and Coordination:

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W&OD Trail Bridge over Lee Highway
- Construction begins April 2019
- Trail users will follow detours approaching Lee Hwy
- Expected completion summer 2020

I-66 Construction above Custis Trail underpass near Bon Air Park
- Construction begins spring 2019
- Trail detour in late March
- Expected completion fall 2020
### 495 Express Lanes Northern Extension

<table>
<thead>
<tr>
<th>Major Milestones</th>
<th>Dates</th>
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<tbody>
<tr>
<td>Public Information Meeting #1 – Cooper Middle School</td>
<td>June 11, 2018</td>
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<tr>
<td>Begin NEPA – Environmental Assessment</td>
<td>June 2018</td>
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<tr>
<td>Public Information Meeting #2</td>
<td>Spring 2019</td>
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<tr>
<td>Publish Draft Environmental Assessment</td>
<td>Summer 2019</td>
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<tr>
<td>Public Hearing</td>
<td>Fall 2019</td>
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<td>NEPA Decision from Federal Highway Administration</td>
<td>2019</td>
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Multimodal Solutions - 495 to Haymarket

www.transform66.org

THANK YOU