



COMMONWEALTH of VIRGINIA

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

Charles A. Kilpatrick, P.E.
Commissioner

January 23, 2018

MEMORANDUM

REQUEST FOR DESIGN PUBLIC HEARING APPROVAL I-66 OUTSIDE THE BELTWAY PROJECT

From: Susan H. Keen, P.E.
State Location and Design Engineer

To: Mohammad Mirshahi, P.E.
Deputy Chief Engineer

Project#: 0066-96A-497
Federal Project Number: TBD
UPC: 110741
Fairfax and Prince William Counties

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, **Design Public Hearings** were held for the above mentioned project on November 13, 2017 (Oakton High School in Vienna), November 14, 2017 (Stone Middle School in Centreville) and November 16, 2017 (Piney Branch Elementary School in Bristow) between 6:00 PM and 8:30 PM.

The purpose of this project is to relieve congestion, increase capacity, and enhance safety along the I-66 corridor. The project is a public/private partnership (PPP) between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT) and I-66 Express Mobility Partners, a consortium of Cintra, Meridiam, Ferrovial Agroman US and Allan Myers VA Inc.

The I-66 Outside the Beltway Project will include:

- 22.5 miles of new express lanes alongside three general purpose lanes from I-495 to University Boulevard in Gainesville
- Express Lanes will be dynamically tolled to manage demand for the lanes and provide a reliable, faster trip – available to drivers who pay a toll, and free for HOV-3
- New and improved bus service and transit routes
- New and expanded park and ride lots with 4,000 new spaces
- Interchange improvements to enhance safety and reduce congestion, including auxiliary lanes between interchanges

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Citizens were provided the following information in the form of a project brochure or displays:

- The NEPA Environmental Assessment (EA) Environmental Document
- The existing typical section consists of three 12-foot general purpose lanes and one 12-foot HOV lane in each direction from Gainesville to Route 50 and two 12-foot general purpose lanes with an interior twelve foot HOV lane and twelve foot exterior managed lane in each direction from Route 50 to I-495
- The proposed typical section will provide three 12-foot general purpose lanes in each direction with a twelve foot paved outside shoulder and two 12-foot express lanes in each direction with a ten foot paved inside shoulder
- The roadway is classified as an Urban Arterial with a design speed of 60 to 70 mph. Express Lanes will have a 70 mph design speed
- The construction of the project will displace approximately ten residences
- The cost of the project is estimated at \$2.3 billion for design and construction with an additional \$1.4 billion dollars to fund transit and other transportation improvements.
- Planned early construction activities winter 2017 through early 2018

Three hundred and eighteen citizens attended the three public hearings. Four hundred and twenty-eight comments were received for the record. Twenty-three comments were in support of the project, three hundred and seventy-one comments were generally supportive of the project with modifications, nineteen comments did not support the project and fifteen comments were neutral.

Two hundred and seventy-four responses commented on the multi-use path with two hundred and fifty-five comments in favor of locating the trail outside of the noise walls. Other major features commented on include the size and location of noise walls, impacts to the Stenwood Elementary School, tolling, impacts to EC Lawrence Park and the Manassas National Battlefield Park, and construction impacts. An on-line petition expressing concern for the Stenwood Elementary School was signed by over four hundred and fifty people.

The comments received from the Public Hearing and district responses are provided in the attached Public Hearing Transcript package.

An Interchange Modification Report (IMR) for this project has been approved by the Department and the Federal Highway Administration. The IMR will be revised once the final design is completed.

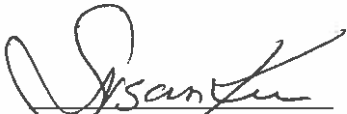
The Town of Vienna and the County of Fairfax Board of Supervisors have provided letters with their public hearing comments and their commitment to work with the PPP team as the project design progresses.

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The NOVA District Regional Transportation Program Director, Ms. Susan Shaw, P.E., by letter dated December 21, 2017, has recommended approval of the major design features as proposed and presented at the Public Hearings held November 13, 14 and 16, 2017.

The Assistant State Location and Design Engineer, Mr. Theron Knouse, P.E., has reviewed the submitted documents and concurs with the District's recommendation for approval of the major design features as proposed and presented at the Public Hearings held November 13, 14 and 16, 2017.

I concur with staff's recommendation that the major design features of this project be approved. Attached are copies of the Public Hearing Transcript for your use in consideration of this request.



Susan H. Keen, P.E.
State Location and Design Engineer

1/24/18
Date

Approved By:



Mohammad Mirshahi, P.E.
Deputy Chief Engineer

1-25-18
Date

Attachments