



TRANSFORM 66  
**OUTSIDE the Beltway**

VDOT | DRPT

Multimodal Solutions - 495 to Haymarket

Public Information Meeting

**I-66 Outside the Beltway Improvements  
Between U.S. Route 15 in Haymarket and  
I-495/Capital Beltway in Fairfax County**

**Monday, January 26, 2015**  
6:00-8:30 p.m.  
Oakton High School  
2900 Sutton Road  
Vienna, VA 22181

**Tuesday, January 27, 2015**  
6:00-8:30 p.m.  
Bull Run Elementary School  
15301 Lee Highway  
Centreville, VA 20121

**Wednesday, January 28, 2015**  
6:00-8:30 p.m.  
Battlefield High School  
15000 Graduation Drive  
Haymarket, VA 20169

**Thursday, January 29, 2015**  
6:00-8:30 p.m.  
VDOT Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030

**SNOW DATES**

**Tuesday, February 3, 2015**  
6:00-8:30 p.m.  
Oakton High School  
2900 Sutton Road  
Vienna, VA 22181

**Wednesday, February 4, 2015**  
6:00-8:30 p.m.  
Battlefield High School  
15000 Graduation Drive  
Haymarket, VA 20169

**Thursday, February 5, 2015**  
6:00-8:30 p.m.  
VDOT Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030

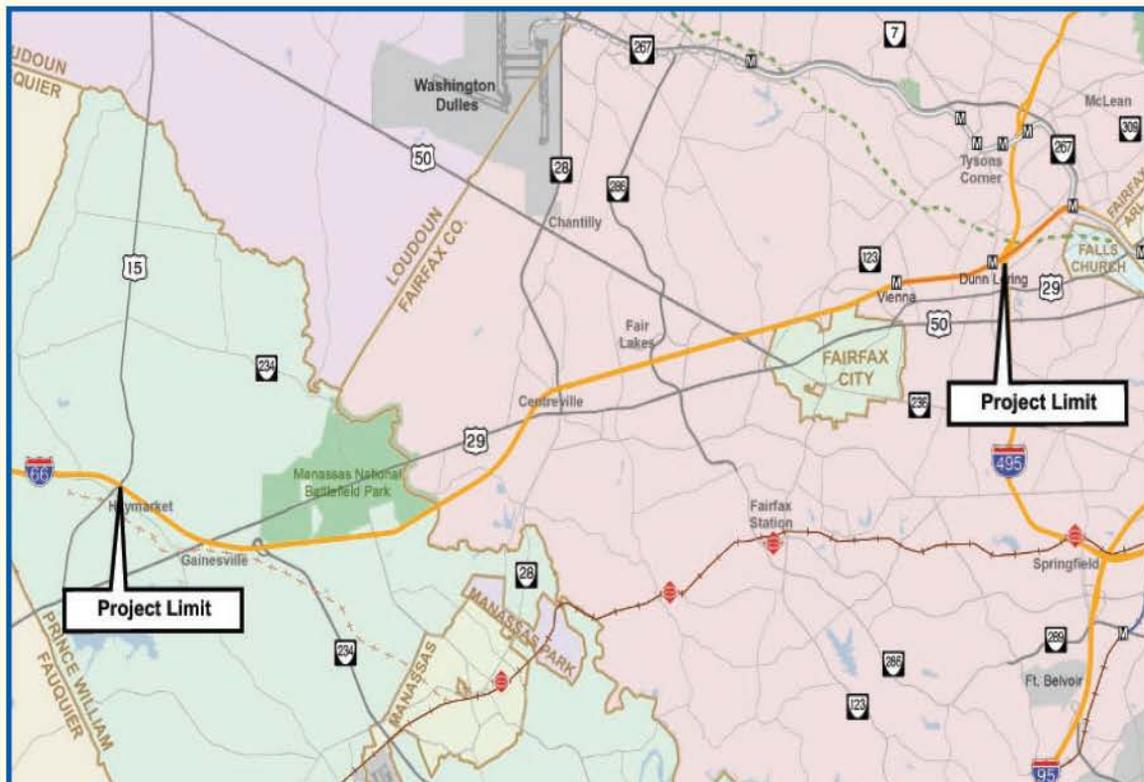
**About Tonight's Meeting**

*Presentation at 7:00 p.m., followed by a question and answer session*

The Virginia Department of Transportation (VDOT), in partnership with the Virginia Department of Rail and Public Transportation (DRPT), welcomes you to the Public Information Meeting to learn about plans to transform Interstate 66 into a multimodal corridor that moves traffic and people more quickly and reliably.

Tonight's meeting is intended to provide information about the project, including the alternatives being considered, and to obtain public input.

**Project Location**



## Project Description

VDOT and DRPT are working on a project to transform 25 miles of I-66 into a multimodal corridor that moves traffic and people more efficiently. The goals of the project include:

- Improving multimodal mobility along the I-66 Corridor;
- Providing diverse travel choices in a cost-effective manner;
- Reducing congestion by increasing capacity; and
- Enhancing transportation safety and travel reliability.

Under the proposed plan, I-66 would be improved to provide:

- Three regular lanes and two express lanes in each direction;
- High-frequency bus service in the express lanes with predictable travel times; and
- Direct access between the express lanes and new or expanded commuter lots.

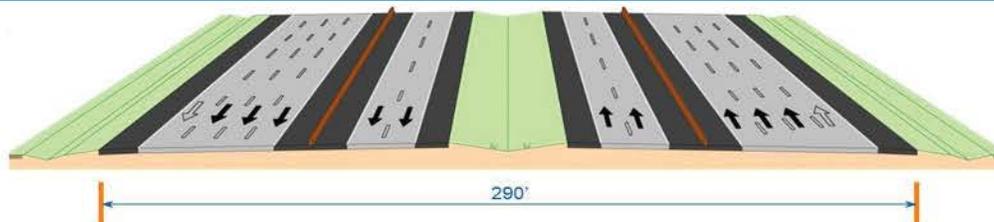
The project team is studying key interchanges to address recurring congestion at bottlenecks, safety concerns at hot-spot locations, bicycle and pedestrian access, and infrastructure needs.

The proposed express lanes on the I-66 Corridor would be free at all times to High Occupancy Vehicles of three passengers or more (HOV-3+), as well as buses and motorcycles. Potential access points are located near key activity centers or park and ride lots. When completed, a network of express lanes on I-495, I-95 and I-66 will provide a seamless and connected HOV and transit system that enhances connectivity to the region's employment centers.

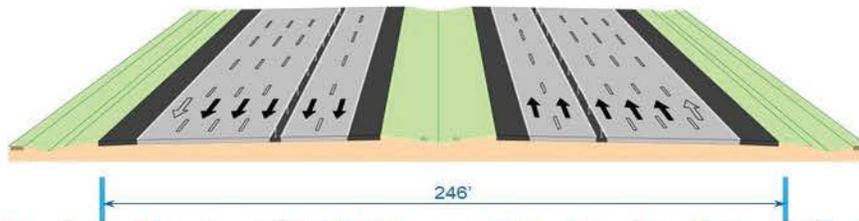
VDOT and DRPT are coordinating closely with local jurisdictions and transit providers to study demands for transit options, identify needs for park and ride lots, and develop and evaluate high frequency bus service scenarios. Transportation Demand Management strategies are also being evaluated.

## Alternative Sections

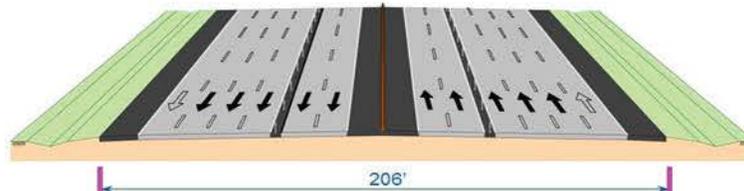
Alternative 1 has been eliminated from further study, due to Right of Way impacts. Alternatives 2A and 2B are being further studied to determine the most effective and least impactful solutions. Alternative 2A provides enough space in the median for future transit options, like Metrorail. Alternative 2B does not provide a median wide enough for transit.



Alt. 1 – Concrete Barrier with Full Shoulders and Median for Future Center Transit (with auxiliary lanes, if needed)



Alt. 2A –Flexible Barrier with Buffer and Median for Future Center Transit (with auxiliary lanes, if needed)



Alt. 2B –Flexible Barrier with Buffer and No Median (with auxiliary lanes, if needed)

## Project Cost

The current, preliminary estimate for the project ranges from \$2 to \$3 billion, and will be refined as more project details are developed.

## Public-Private Partnerships

Similar to the I-495 and I-95 Express Lanes projects, the I-66 Outside the Beltway project is advancing as a Public-Private Partnership (P3). An initial Request for Information in 2013 generated significant interest from the private sector, with a total of 19 private sector firms and nine citizens providing written responses.

Virginia's P3 Office, in partnership with VDOT and DRPT, is furthering the P3 procurement process by issuing a Request for Qualifications for key elements of the project and exploring all options for procuring the delivery of multimodal solutions. The team will continue to refine the project scope to improve affordability, obtain the greatest value for the Commonwealth's investment, and enhance multimodal benefits for the public.

## Right of Way

VDOT is focused on minimizing the footprint of the project, while determining the most effective and viable transportation solutions for the I-66 Corridor. It is too early in the planning process to say definitively whether a home or business will be taken or impacted by construction.

Final Right of Way impacts will be determined in 2016. These impacts will be presented to the public at a Design Public Hearing before the acquisition process begins, and Right of Way representatives will work with impacted property owners throughout the process.

Information about Right of Way purchase is discussed in VDOT's brochure, "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available this evening from a Right of Way representative.

## Environmental Review

In compliance with the National Environmental Policy Act of 1969, as amended, and 23 CFR 771, the Federal Highway Administration (FHWA) approved a Tier 1 Environmental Impact Statement (EIS) for the I-66 Corridor with a Record of Decision in November 2013. The EIS studied potential multimodal improvements that could address existing and future transportation needs in the I-66 Corridor from Route 15 in Haymarket to I-495. The study was developed by VDOT and DRPT, in cooperation with the FHWA, Federal Transit Administration, U.S. Army Corps of Engineers and U.S. Environmental Protection Agency.

During the Tier 1 process, VDOT and DRPT identified ten concepts that would increase capacity, provide multimodal options, improve individual interchanges, and address safety and operations.

In July 2014, the team began a Tier 2 Environmental Assessment (EA), and is studying a combination of improvement concepts from the Tier 1 EIS including: two express lanes, three regular lanes and rapid bus service, in addition to other safety and operational improvements.

The Tier 2 EA, which will be presented to the public in spring 2015, evaluates site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, threatened and endangered species habitats, wetlands and streams. It is anticipated that the environmental document will be presented at a public hearing in May 2015.

## Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-367-7623 or TTY/TDD 711.



## Get Involved

Public involvement is a critical element in the development and delivery of transportation projects. VDOT strives to provide opportunities to the public to participate in public decisions on transportation projects and programs affecting them.

### PROVIDE US YOUR INPUT

#### At Tonight's Meeting:

- Engage in discussions with project representatives.
- Post questions and comments on the community board.
- Submit written comments on the comment sheet.
- Provide oral comments to the court reporter.

#### At Your Convenience:

- Mail written comments to VDOT, attention Susan Shaw at: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030.

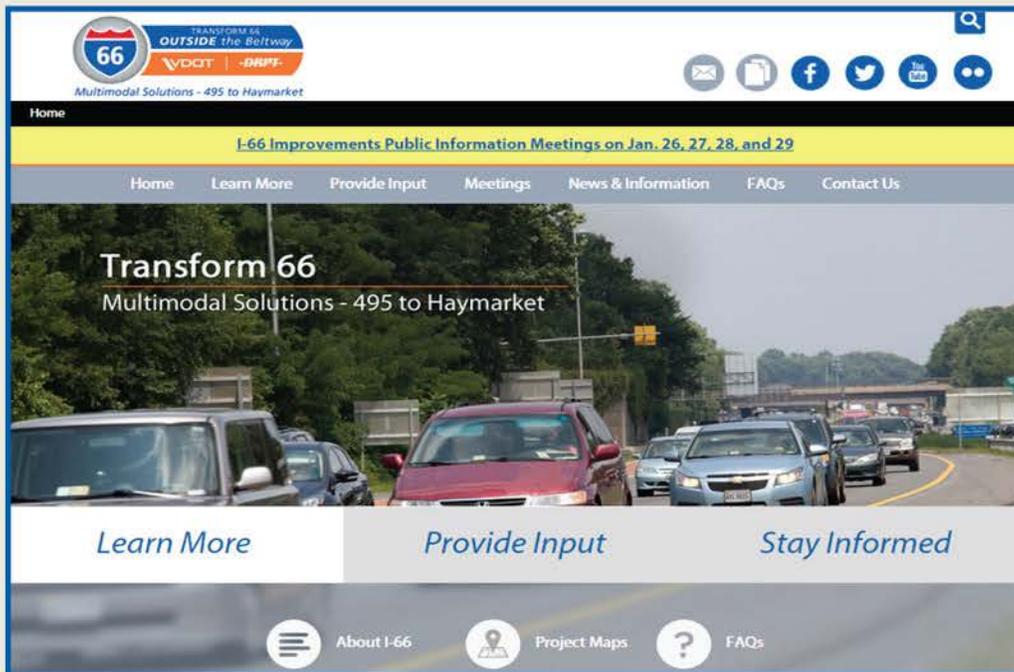
- Email your comments or questions to: [Transform66@VDOT.Virginia.gov](mailto:Transform66@VDOT.Virginia.gov).

Please reference "I-66 Outside the Beltway Improvements" in the subject line of all correspondence.

Public comments will be considered by the team during the project's planning and development process.

### STAY INFORMED

- Sign up at [Transform66.org](http://Transform66.org) to join our stakeholder list and receive regular project updates.
- Stay tuned for the new, interactive community discussion board on the project website.
- Request a briefing for your homeowners' association, neighborhood or community group, or service organization by emailing [Transform66@VDOT.Virginia.gov](mailto:Transform66@VDOT.Virginia.gov).



**VISIT [TRANSFORM66.ORG](http://TRANSFORM66.ORG)**

## Next Steps

Ongoing:	Public Outreach
May 2015:	Environmental Public Hearing
End of 2015:	Final Environmental Document
TBD:	Design Public Hearing
December 2016:	Final Contract and Funding
2017:	Construction Start
2021:	Open to Traffic

## Contact Information

Website:	<a href="http://Transform66.org">Transform66.org</a>
Email:	<a href="mailto:Transform66@VDOT.Virginia.gov">Transform66@VDOT.Virginia.gov</a>
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