

FAIRFAX COUNTY OFF-CORRIDOR TRAILS PUBLIC MEETING

Transform 66 Outside the Beltway Project Update

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VDOT Megaprojects Director

April 9, 2019

66 Outside the Beltway Project Scope

- Multimodal improvements to 22.5 miles of the I-66 Corridor
- Two express lanes in each direction from I-495 (Capital Beltway) to Gainesville (University Boulevard)
- Three general purpose lanes in each direction
- New transit service and park and ride lots
- Safety and operational improvements at key interchanges



Project Roadmap



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

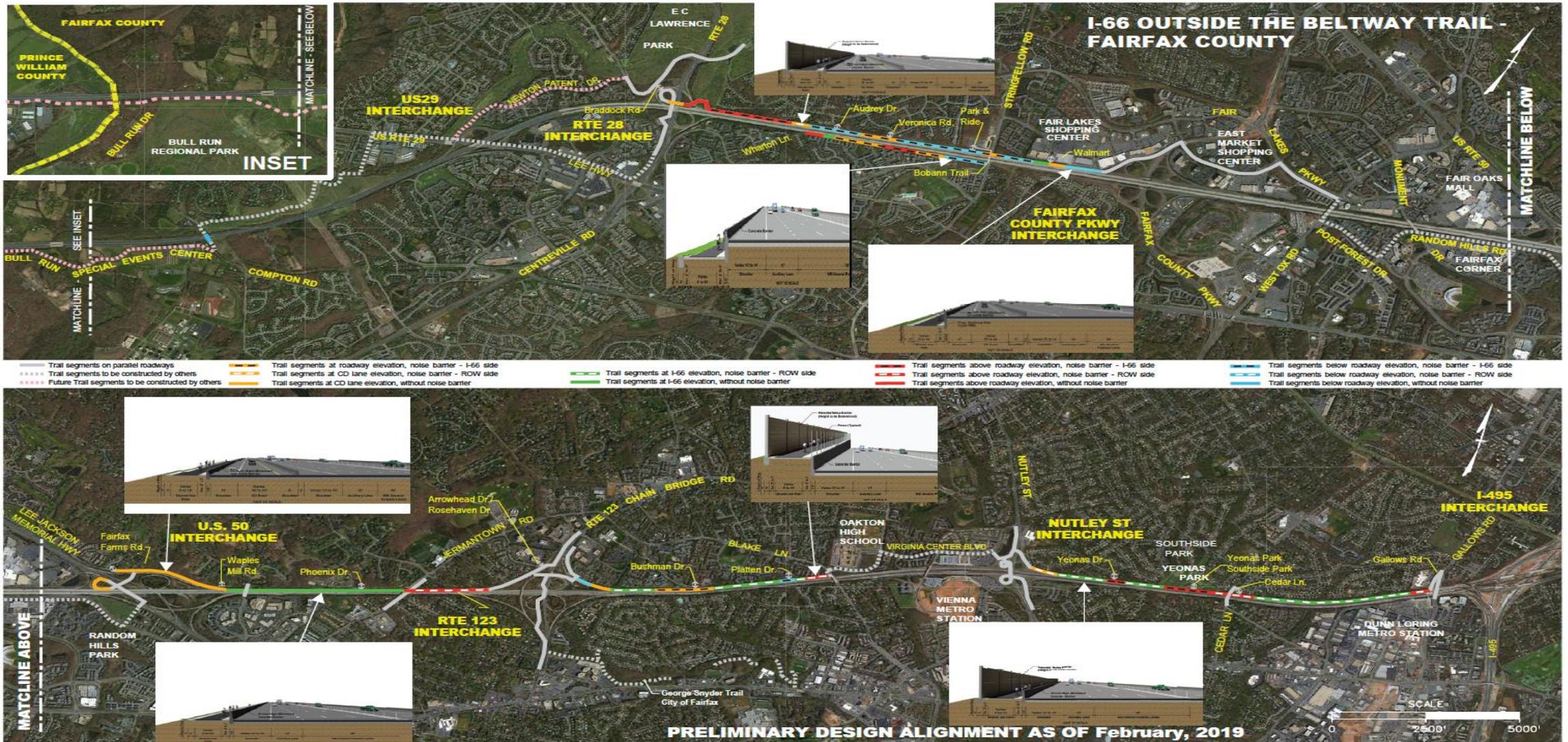
Fairfax County Park Authority (at park properties):

- 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

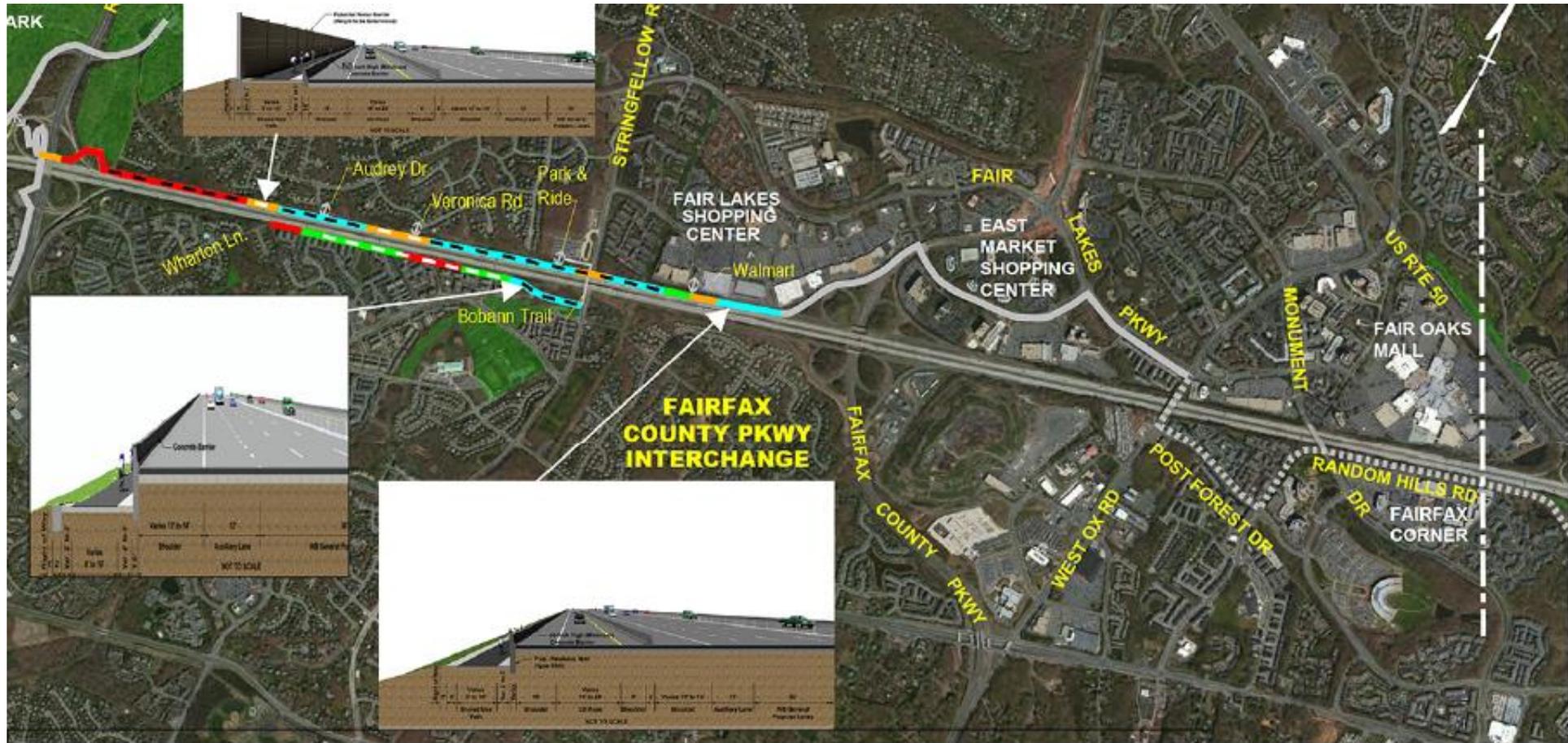


I-66 Trail Network: Bull Run to Route 28



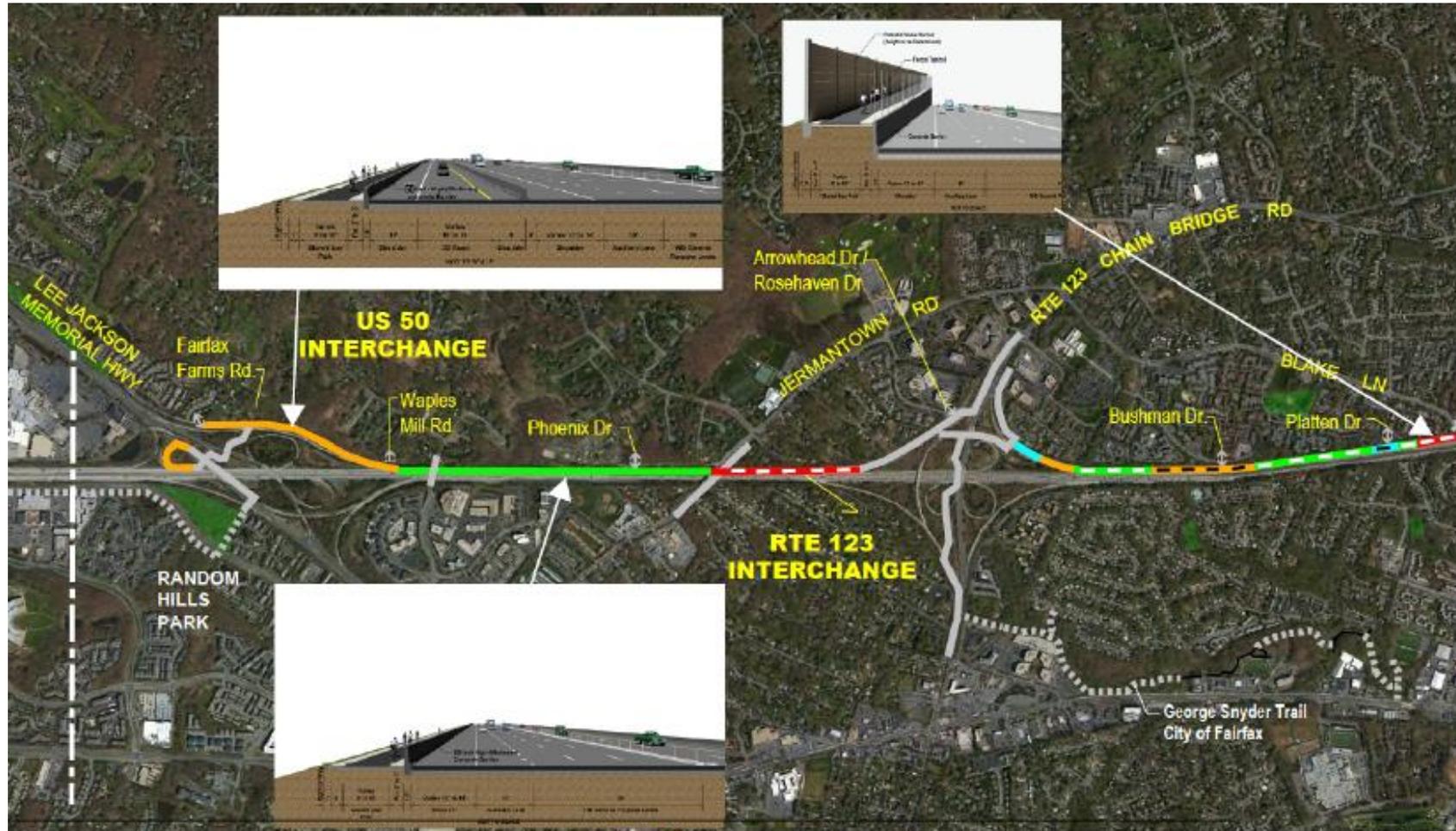
- Trail segments on parallel roadways
- Trail segments to be constructed by others
- Future trail segments to be constructed by others
- Trail segments above roadway elevation, noise barrier - I-66 side
- Trail segments above roadway elevation, noise barrier - ROW side
- Trail segments above roadway elevation, without noise barrier
- Trail segments at I-66 elevation, noise barrier - ROW side
- Trail segments at I-66 elevation, without noise barrier
- Trail segments at roadway elevation, noise barrier - I-66 side
- Trail segments at CD lane elevation, noise barrier - ROW side
- Trail segments at CD lane elevation, without noise barrier
- Trail segments below roadway elevation, noise barrier - I-66 side
- Trail segments below roadway elevation, noise barrier - ROW side
- Trail segments below roadway elevation, without noise barrier

I-66 Trail Network: Route 28 to Route 50



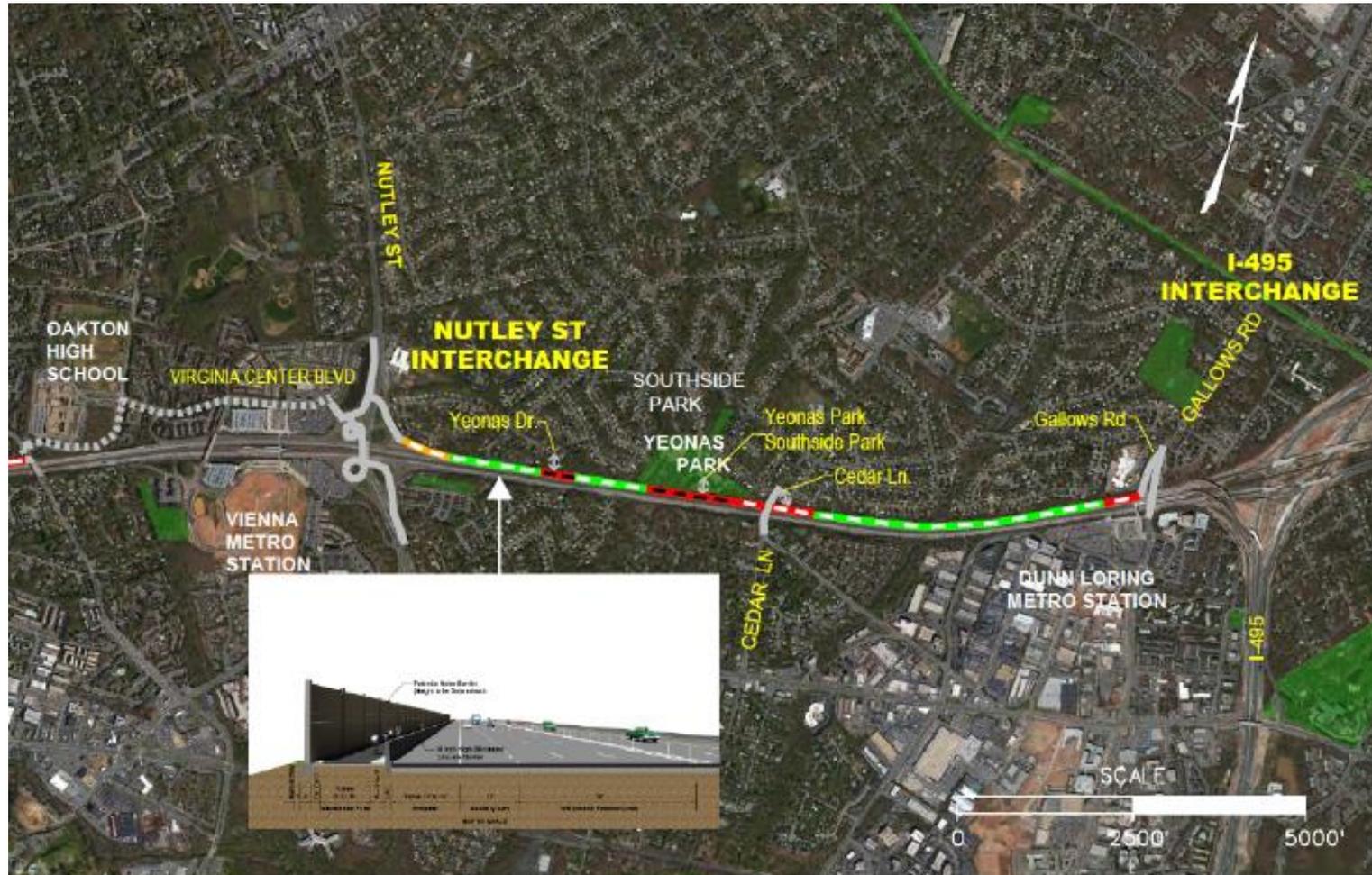
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| Trail segments on parallel roadways | Trail segments at roadway elevation, noise barrier - I-66 side |
| Trail segments to be constructed by others | Trail segments at CD lane elevation, noise barrier - ROW side |
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| Trail segments at I-66 elevation, noise barrier - ROW side | |
| Trail segments at I-66 elevation, without noise barrier | |

I-66 Trail Network: Route 50 to Blake Lane



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| <ul style="list-style-type: none"> — Trail segments on parallel roadways — Trail segments to be constructed by others — Future trail segments to be constructed by others — Trail segments above roadway elevation, noise barrier - I-66 side — Trail segments above roadway elevation, noise barrier - ROW side — Trail segments above roadway elevation, without noise barrier — Trail segments at I-66 elevation, noise barrier - ROW side — Trail segments at I-66 elevation, without noise barrier | <ul style="list-style-type: none"> — Trail segments at roadway elevation, noise barrier - I-66 side — Trail segments at CD lane elevation, noise barrier - ROW side — Trail segments at CD lane elevation, without noise barrier — Trail segments below roadway elevation, noise barrier - I-66 side — Trail segments below roadway elevation, noise barrier - ROW side — Trail segments below roadway elevation, without noise barrier |
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I-66 Trail Network: Blake Lane to I-495



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| <ul style="list-style-type: none"> — Trail segments on parallel roadways Trail segments to be constructed by others Future trail segments to be constructed by others — Trail segments above roadway elevation, noise barrier - I-66 side — Trail segments above roadway elevation, noise barrier - ROW side — Trail segments above roadway elevation, without noise barrier — Trail segments at I-66 elevation, noise barrier - ROW side — Trail segments at I-66 elevation, without noise barrier | <ul style="list-style-type: none"> — Trail segments at roadway elevation, noise barrier - I-66 side — Trail segments at CD lane elevation, noise barrier - ROW side — Trail segments at CD lane elevation, without noise barrier — Trail segments below roadway elevation, noise barrier - I-66 side — Trail segments below roadway elevation, noise barrier - ROW side — Trail segments below roadway elevation, without noise barrier |
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Trails and Noise Barriers

- 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 (Cabells Mill neighborhood, Centreville)
- Connect to the standard turn at the end of Veronica Rd (Cabells 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)
- Platten Drive (at dead end)
- Connection to 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 [I'M NOT SURE WHAT THIS MEANS]

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

I-66 Inside the Beltway Trail Detours Begin Spring 2019

- **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 at underpass near Bon Air Park**
 - Construction begins spring 2019
 - Trail detour in May
 - Expected completion fall 2020





Multimodal Solutions - 495 to Haymarket

www.transform66.org

THANK YOU