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. Public comments will be considered by the team.

**How to Provide Input**

**At Tonight’s Hearing:**
- Engage in discussions with VDOT staff and project representatives.
- Provide oral comments during the formal comment period following the presentation or individually to the court reporter.
- Submit written comments on the comment sheet.

**At Your Convenience:**
- Email your comments or questions to Transform66@VDOT.Virginia.gov.
- Post your comments or questions on the Transform 66 Inside the Beltway community discussion board or submit them via the online comment form at www.Transform66.org.
- Mail your written comments to the VDOT Northern Virginia District, Attention: Amanda Baxter, 4975 Alliance Drive, Fairfax, VA 22030.

Please reference “Transform 66 Inside the Beltway Eastbound Widening” in the subject line of all correspondence.

VISIT TRANSFORM66.ORG

**Contact Information**

- Website: Transform66.org
- Email: Transform66@VDOT.Virginia.gov
- Mail: VDOT Northern Virginia District Amanda Baxter 4975 Alliance Drive Fairfax, VA 22030
- TTY/TDD: Dial 711

**Anticipated Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revised EA and Federal Highway Administration Decision</td>
<td>Early 2017</td>
</tr>
<tr>
<td>Begin Tolling and Implement Initial Multimodal Projects</td>
<td>Mid 2017</td>
</tr>
<tr>
<td>Award Design-Build Contract</td>
<td>Late 2017</td>
</tr>
<tr>
<td>Begin Construction</td>
<td>Early 2018</td>
</tr>
<tr>
<td>Open New Eastbound Lane</td>
<td>Late 2020</td>
</tr>
</tbody>
</table>

**Estimated Cost:** $125 million

**Project Purpose:** To increase capacity, reduce congestion and enhance safety

**From:** Dulles Connector Road (Route 267) in Fairfax County

**To:** Fairfax Drive/Glebe Road (Exit 71) in Arlington County

**Total Length:** Approximately 4 miles
The approximate four-mile widening effort is part of a package of improvements on I-66, which also includes tolling from I-495 to U.S. Route 29 in Roslyn during peak periods in the peak direction, and multimodal improvements that will benefit toll payers and the overall corridor. Tolling is expected to continue while construction of the new I-66 eastbound lane is underway.

### Environmental Review

VDOT completed environmental reviews and coordinated with federal, state, and local agencies to obtain information about environmental resources in the vicinity of the project and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

In accordance with 23 CFR §771.119 and NEPA, an Environmental Assessment (EA) has been prepared in coordination with the Federal Highway Administration (FHWA). The EA includes information from various technical reviews, including those related to water quality, threatened and endangered species, air quality, noise, and hazardous materials. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places is also provided in the environmental documentation. Pursuant to Section 6090 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and 23 CFR Part 774 (Section 4(f) of the U.S. Department of Transportation Act of 1966), FHWA intends to make a Section 4(f) de minimis finding related to anticipated impacts of the project on Section 4(f) resources, which include parks, trails, and historic properties.

VDOT will continue to coordinate with the appropriate agencies as part of the environmental review and approval processes required throughout project development and construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT’s specifications and standard best management practices, will be conducted to protect the environment during construction.

The NEPA document and supporting environmental technical studies are available for review at tonight’s hearing. Representatives from VDOT’s Environmental Section are available to discuss the environmental review process and answer questions. Comments provided during the hearings will be considered in the environmental review process and will ultimately inform FHWA’s decision on whether to advance the project to the right of way acquisition and construction phases.

### Noise Analysis Process

As part of the environmental assessment process, VDOT conducted a preliminary noise analysis to determine predicted noise impacts and locations of new noise barriers to provide mitigation, as presented in the Preliminary Noise Analysis. The noise analysis process is depicted below.

- Identify noise receptors
- Perform noise measurements at representative receptors along the corridor
- Perform noise modeling
- Identify impacts
  - (is noise mitigation warranted?)
- Design and assess mitigation
  - (typically noise walls)
- Present noise study results and preliminary noise wall locations at public hearings

### Traffic Analysis

Currently, eastbound I-66 narrows to two lanes one mile east of I-495, immediately followed by successive merges from Leesburg Pike (Route 7) and the Dulles Connector Road (Route 267). Beyond the merge area, capacity is reduced from four lanes to three, and then narrows to two through lanes beyond the exits for Lee Highway (US 29)/Washington Boulevard (Exit 69). The heavy traffic volumes that merge from two major regional highways, combined with the reduction in lane capacity on eastbound I-66, result in significant congestion and frequent queues spilling back as far as I-495 on both I-66 and the Dulles Connector Road. A high rate of crashes is also experienced along this segment of I-66. The need for widening on eastbound I-66 inside the Beltway is most pronounced between the Dulles Connector Road merge and the exit for Ballston at Fairfax Drive (Exit 71). The results of traffic and safety studies are summarized in the Traffic and Transportation Technical Report. For the Widening (Build) Alternative, I-66 eastbound carries additional future traffic demands without deteriorating traffic operations in both the AM and PM peak hour, as compared to the No-Build Alternative. This may result in less traffic using parallel roads under the Build Alternative. The total number of crashes is also expected to decrease under the Build Alternative, based on the crash and safety analysis results for future conditions.

### Right of Way

Construction of the project is not anticipated to require the displacement of homes or businesses, and will be completed largely within the existing right of way. Anticipated right of way impacts are shown on the preliminary design plans. As the project is further developed, additional easements may be required beyond the proposed right of way shown on the preliminary design plans. Impacted property owners will be informed of the exact locations of easements during the right of way acquisition process.


### 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 703-259-1775 or TTY/TDD 711.