



**FOR PROJECTS IN THE
2030 CLRP**

DRAFT

BASIC PROJECT INFORMATION

1. Agency: VDOT Secondary Agency:

2. Project Title: Idea66 Spot Improvements Inside the Beltway

Prefix	Route	Name	Modifier
I	66 WB	Spot 1 Fairfax Dr to Sycamore St	Extend accel/decel la.
I	66 WB	Spot 2 Washington Blvd to Dulles Airport Access Connector (DAAR)	Add accel/decel la.
I	66 WB	Spot 3 Lee Hwy/Spout Run to Glebe Road	Extend accel/decel la.

5. From (_ at): Fairfax Drive, Arlington County

6. To: Dulles Airport Access Road, Fairfax County

7. Jurisdiction(s): Arlington and Fairfax Counties

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

Yes Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

_ A Transportation Management Association is in the vicinity

_ Channelized or grade-separated intersection(s) or roundabouts

_ Reversible, turning, acceleration/deceleration, or bypass lanes

Yes High occupancy vehicle facilities or systems

Yes Transit stop (rail or bus) within a 1/2 mile radius of the project location

_ Park-and-ride lot within a one-mile radius of the project location

Yes Real-time surveillance/traffic device controlled by a traffic operations center

Yes Motorist assistance/hazard clearance patrols

_ Interconnected/coordinated traffic signal system

_ Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

The facility benefits from the regional rideshare program, Commuter Connections that is jointly funded by Virginia, Maryland and the District of Columbia. Commuter Connections and its many program elements are all demand management strategies. Additionally VDOT and VDRPT provide funding and technical expertise to Arlington and Fairfax Counties to implement rideshare assistance programs within their jurisdictions aimed at demand management.

b. Traffic operational improvements

The entry ramps to this stretch of I-66, where the spot improvements are being proposed, are being managed with ramp metering. The freeway also has surveillance and motorist assistance programs aimed at monitoring and managing traffic operations. The purpose of the spot improvements being proposed are in fact to address traffic operational problems caused in part by the short merge, weave and diverge areas on this stretch of I-66.

c. Public transportation improvements

Public transportation service providers in the corridor include WMATA and Arlington County. VDOT understands that these service providers do examine their service routes and make enhancements as needed to address the changing demand. The Spot improvements being proposed are interim in nature and are intended to address traffic operational issues. VDOT plans to address the longer term demand and capacity issues of the corridor in a separate detailed multi-modal environmental study and identify the long term solutions for the congestion along I-66, inside the Beltway. A variety of public transportation strategies will be examined as part of the alternatives improvement scenarios in this multi-modal study. VDOT has currently requested funding for the study.

d. Intelligent Transportation Systems technologies

Ramp metering, variable message signs and freeway surveillance system are part of the ITS components that are currently operational on this stretch of the facility. VDOT's Smart Traffic Center program continues to upgrade the system components as needed and when funding becomes available. The Spot improvements project will evaluate the existing ramp metering and variable/static message signs and upgrade them as needed within the project limits. The long term multi-modal study VDOT intends to undertake for this facility will also look examine for any new / enhancements ITS components as part of the long term solution.

e. Other congestion management strategies

The long term multi-modal study VDOT intends to undertake for the facility will include a comprehensive examination of existing congestion management strategies and evaluate the need for any new/enhanced strategies.

f. Combinations of the above strategies

As above.

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

No. As noted earlier the proposed improvements are to address operational problems caused by geometric conditions of the short merge, weave and diverge areas along this heavily used facility. Ramp metering, one of the most effective tools to manage demand on freeways, is currently being used.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

As noted earlier, the facility currently benefits from a comprehensive set of congestion management strategies. No additional congestion management strategies are being proposed as part of this interim operational/safety improvement project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

As noted above, there are no new congestion management strategies being proposed as part of the spot improvements project, but rather a continuation of the comprehensive set of congestion management strategies. The geometric changes being proposed as part of this project are expected to relieve congestion and improve safety. The TIP form describes the funding for the spot improvements project.