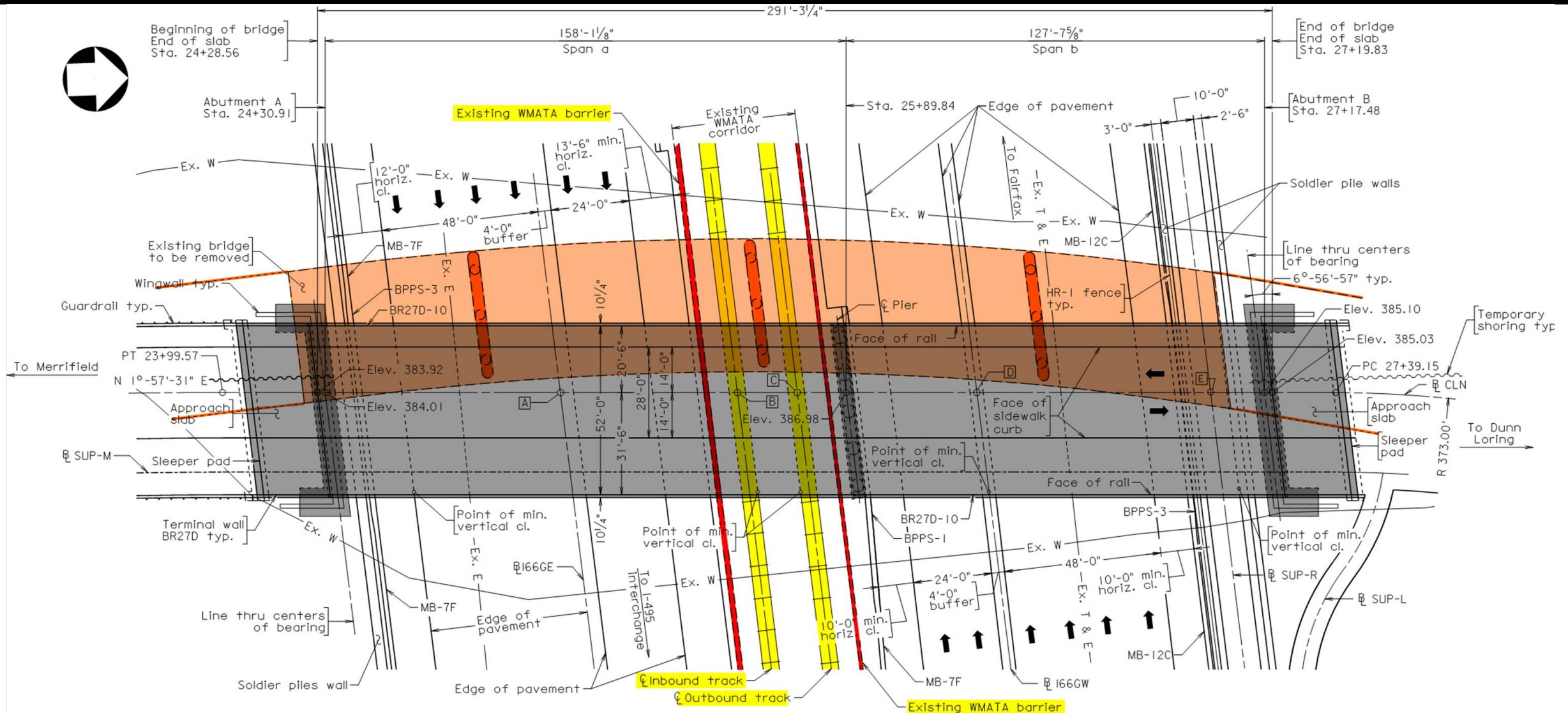




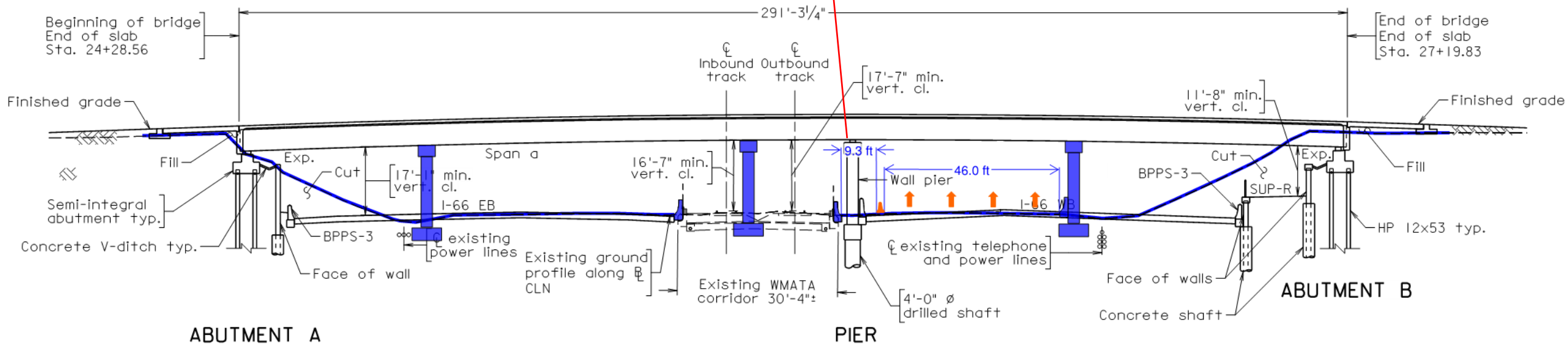
Transform 66 Outside the Beltway

Cedar Lane Bridge Over I-66 Demolition & Construction Proposal

February 25, 2020



Future Bridge Layout Conflicts with Existing Bridge





Challenges

- Demolition and reconstruction of the Cedar Lane bridge over I-66 and WMATA tracks necessary to accommodate widening of I-66 underneath
- Future bridge layout and alignment conflicts with existing bridge
- I-66 at Cedar Lane
 - Extremely constrained part of corridor
 - Most congested part of the corridor, weekdays and weekends
 - Existing safety concerns with no right hand shoulder
- Removal and reconstruction of Cedar Lane bridge exacerbates poor condition
 - Congestion likely to increase with construction
 - Narrowed travel lanes
 - No shoulders
 - Construction distractions on shoulders and in median



Construction Options

- Single phase construction – 6 month
- Three phase construction – min. 28 months

GOAL: Demolish and rebuild Cedar Lane bridge as quickly as possible
to minimize impact on I-66 and surrounding community



Single Phase Construction

- Demolition and construction of the Cedar Lane bridge - 6 months
- Takes advantage of scheduled WMATA Orange Line shut down (Memorial Day to Labor Day) to perform demolition and construction work over metro tracks
- Construction allows to maintain four adjacent travel lanes on I-66 – doesn't require split traffic around existing westbound pier
- Reduces impact to I-66 to one-quarter of the time of what could be without full closure of Cedar Lane
- Full detour of traffic (vehicles, bike and pedestrian) off Cedar Lane bridge for 6 months



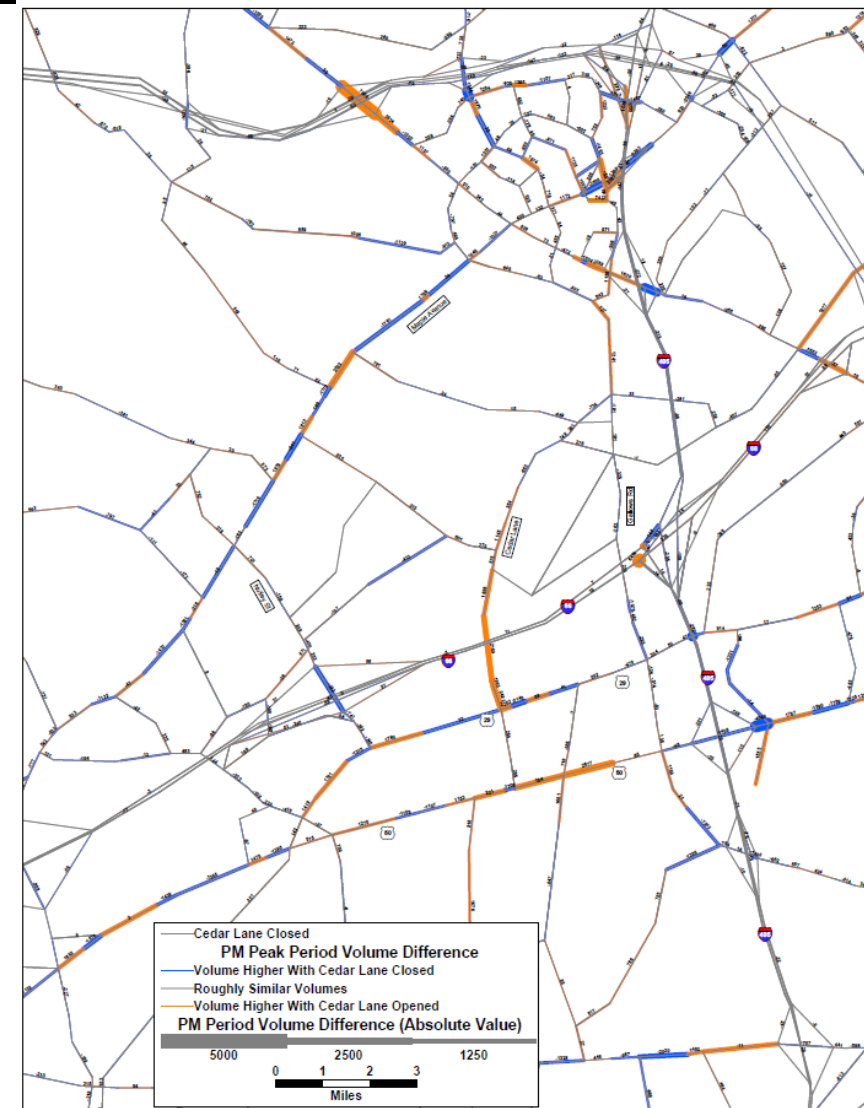
Three Phase Construction

- Complete demolition and construction of the Cedar Lane bridge - minimum 28 months
 - Adds additional time risk with WMATA
 - Require several additional WMATA shutdowns to complete work over tracks
- Maintains two narrowed travel lanes on Cedar Lane bridge during peak period hours
 - Off peak hours and weekends subject to daytime lane closures (two-way, one lane traffic) and overnight full closures
 - Additional right of way acquisition may be necessary due to constraints to maintain two travel lanes and pedestrian access on Cedar Lane bridge
- Impact to I-66 greater
 - Exacerbate existing I-66 congestion for longer period of time
 - Increases construction schedule at least four times over a single phase
 - Introduce additional challenges and distractions (splitting of traffic around existing westbound pier, work zones in both median and shoulder on westbound, three times as many full closures/stoppages for setting beams, demolition, etc.)

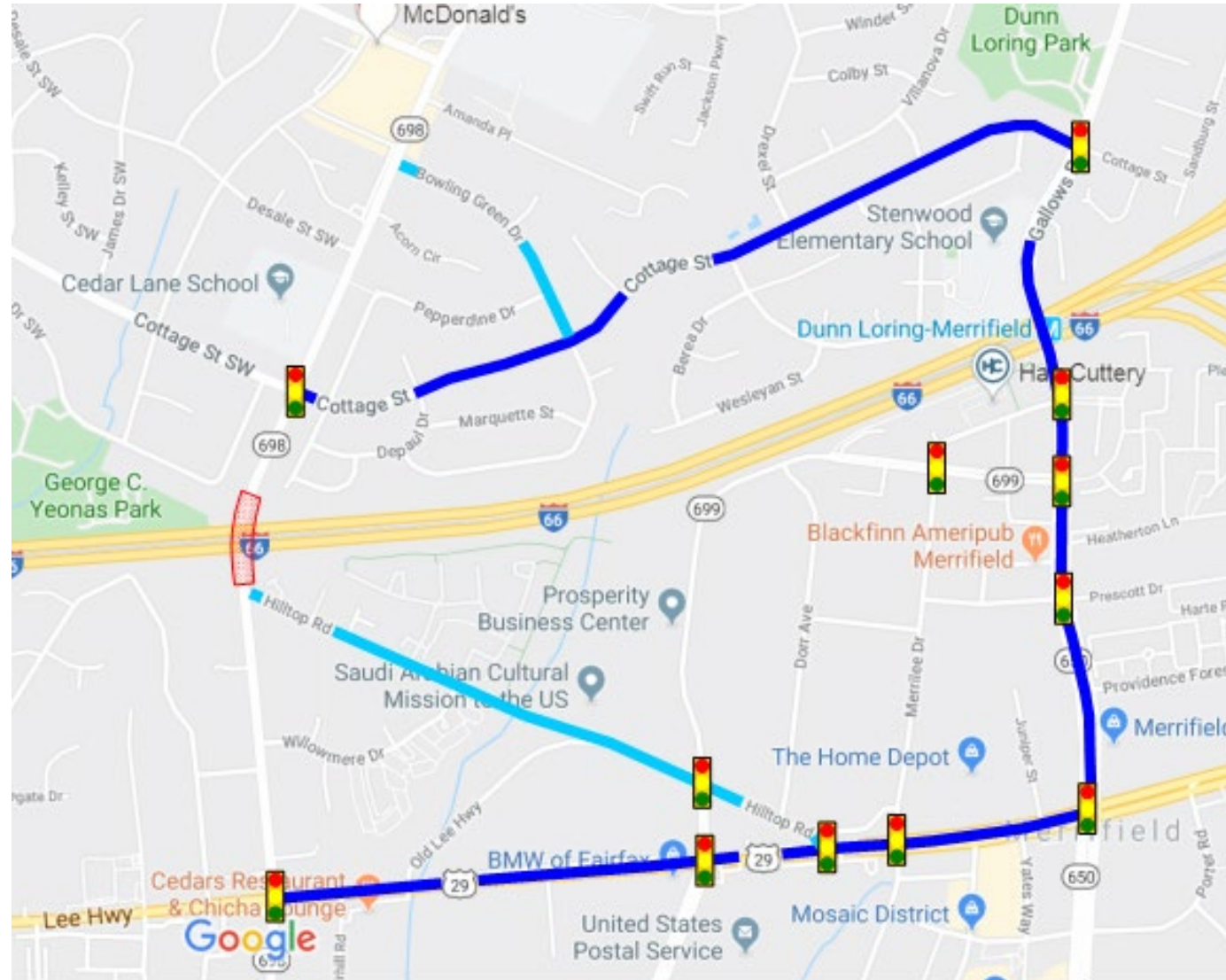
Questions to this point?

Cedar Lane Bridge Origin/Destination Analysis

- Two-thirds of traffic on Cedar Lane bridge today is cut through traffic travelling between City of Fairfax and Tysons; one-third of traffic is local
- Worst travel conditions during afternoon peak period
- Gallows Road currently has available capacity
- With proposed single phase construction (6-month closure),
 - Regional traffic naturally finds alternative routes
 - Local traffic would primarily use Nutley Street and Gallows Road
 - Travel times to local vehicle travel anticipated to have minimal increase



Possible Detour for Single Phase Construction



Current Transit On Cedar Lane Bridge

Two Fairfax Connector Routes currently use Cedar Lane bridge – 1 peak period, 1 off-peak

- Both routes serve the Title 9 apartment community off Cedar Lane north of I-66
- Both routes run between Dunn Loring and Tysons Metro Stations
- Single phase construction (6 month closure) would eliminate the through bus service on Cedar Lane bridge and will require rerouting



Proposed Transit Accommodation During Single Phase Construction

To accommodate transit users during single phase construction:

- Peak Period (Fairfax Connector Route 462)
 - Project will provide continuous shuttle service around detour
 - Free for all users
 - Accommodate all users during peak period for the length of the closure
 - Covers current Route 462 stops along detour route
- Off-Peak Period (Fairfax Connector Route 467)
 - Suggest service provider adjust bus route to accommodate detour
 - Further coordination with Fairfax Connector





Bike/Pedestrian Accommodation During Single Phase Construction

- Pedestrian and bike use existing Cedar Lane bridge at an average rate of 40 per day for pedestrian and less than 20 per day for bike
- Accommodated via proposed project sponsored peak-period shuttle service
- Off-peak accommodation via Fairfax Connector Route 467
- Proposed detour routes are bike and pedestrian friendly



Agency Coordination

- Project is in coordination with schools and emergency services
 - Fairfax County Public Schools
 - Open to modifying bus routes
 - Working with FCPS to further assess indirect effects on local walk routes
 - Fairfax County Fire and Rescue
 - Have relayed no concerns and able to work around closure based on proximity of fire stations and units assigned
 - Noted that “we have successfully navigated other similar infrastructure renovation projects over the past several years.”
 - Fairfax County Police
 - Have relayed no concerns and able to work around closure
 - Noted that “(We) realize that total closure would probably be the quickest way to accomplish the goals of the project”
 - Town of Vienna Police
 - TBD



Public Information & Community Outreach for Single Phase Construction

- Construction Update Meeting
 - Proposed location: Thoreau Middle School, Vienna, VA
 - Date: late-March 2020
- Media
 - Project e-newsletter and press releases
 - News outlets
 - Local government social media and newsletters (ex: Vienna Voice; Providence District newsletter)
 - VDOT and project social media
- Direct outreach to area HOAs/community groups/business parks
 - Ex: Vienna Park Apartments, Cedar Park Shopping Center, Vienna Little League, Dunn Loring Civic Association, Dunn Loring Woods Community Association, Stonewall Manor HOA, Amanda Place HOA, Dunn Loring Village HOA, Cedar Crossing HOA, Merrifield View HOA, Willowmere Drive Community Association, Morada Ridge HOA, Covington Square HOA, Briarwood Community Association, Carriage Lawn at Berkley, others as identified
- On-site signage with project contact information



Thank You