



TRANSFORM 66
OUTSIDE the Beltway

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Transform 66 Outside the Beltway

Vienna Town Council

March 9, 2020

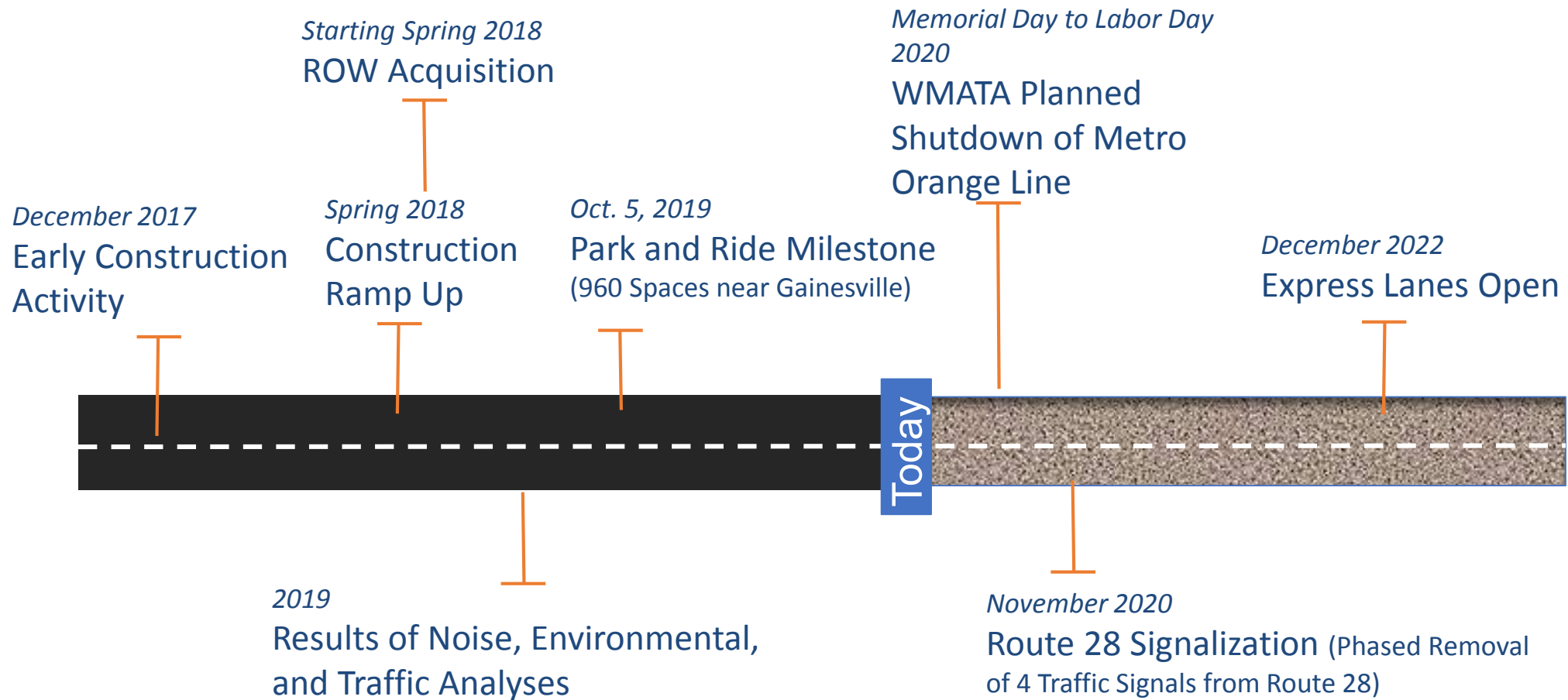




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Project Roadmap



Cedar Lane Bridge Demolition & Construction

- 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

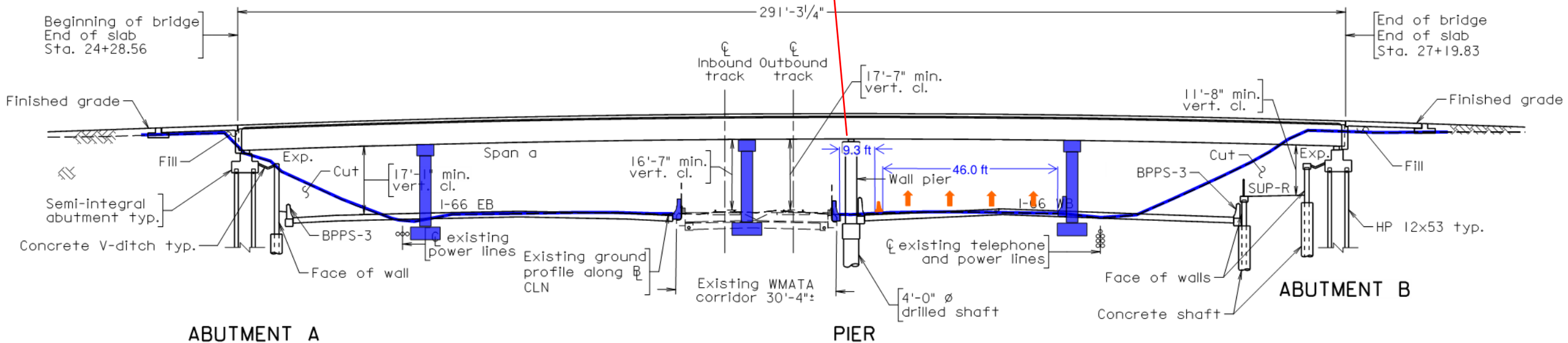


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Cedar Lane Bridge Demolition & Construction

Future Bridge Layout Conflicts with Existing Bridge



Cedar Lane Bridge Demolition & Construction *Construction Options*

- Three-phase construction – minimum 28 months
- Single-phase construction – 6 month

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

Cedar Lane Bridge Demolition & Construction

Three-Phase Construction

- Complete demolition and reconstruction of the Cedar Lane bridge in a **minimum** of 28 months
 - Adds additional time risk with WMATA
 - Require several additional WMATA shutdowns to complete work over tracks
 - Would require additional days and nights of impactful (demolition, pile driving) construction work due to demolition and re-construction of bridge broken into three phases
- 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
 - Exacerbates existing I-66 congestion for longer period of time
 - Construction schedule at least four times longer than single phase construction
 - Introduces additional challenges and distractions for drivers (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.)

Cedar Lane Bridge Demolition & Construction

Single-Phase Construction

- Demolition and construction of the Cedar Lane bridge in 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
 - Reduces number of days and nights of impactful construction (pile driving, demolition)
 - Allows for space to perform pile driving during daytime hours
- Reduces impact to I-66 to one-quarter of the time of what could be without full closure of Cedar Lane
 - Construction allows to maintain four adjacent travel lanes on I-66 – doesn't require split traffic around existing westbound pier
- Requires full detour of all traffic (vehicles, bike and pedestrian) from Cedar Lane bridge for 6 months

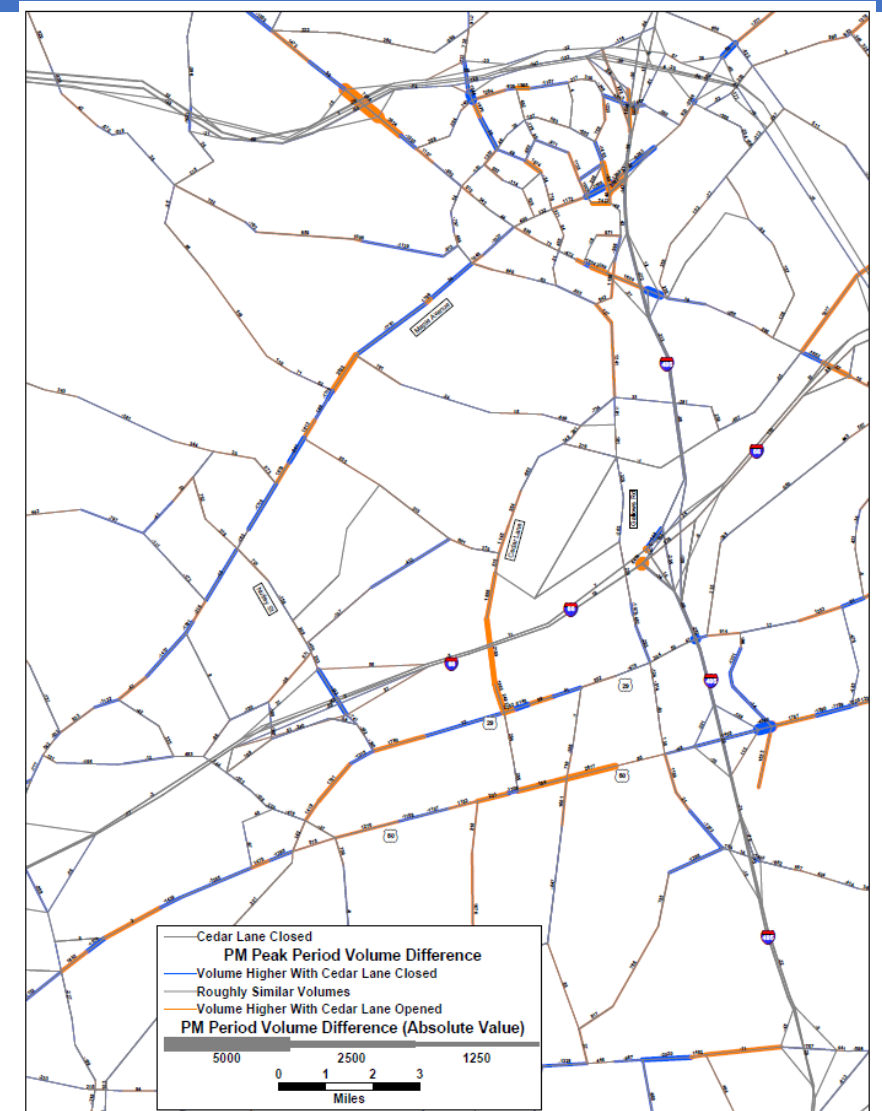


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Cedar Lane Bridge *Origin/Destination Analysis*

- Project conducted origin and destination analysis of vehicles using Cedar Lane bridge – used a conservative approach
- 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:
 - 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 marginal increase

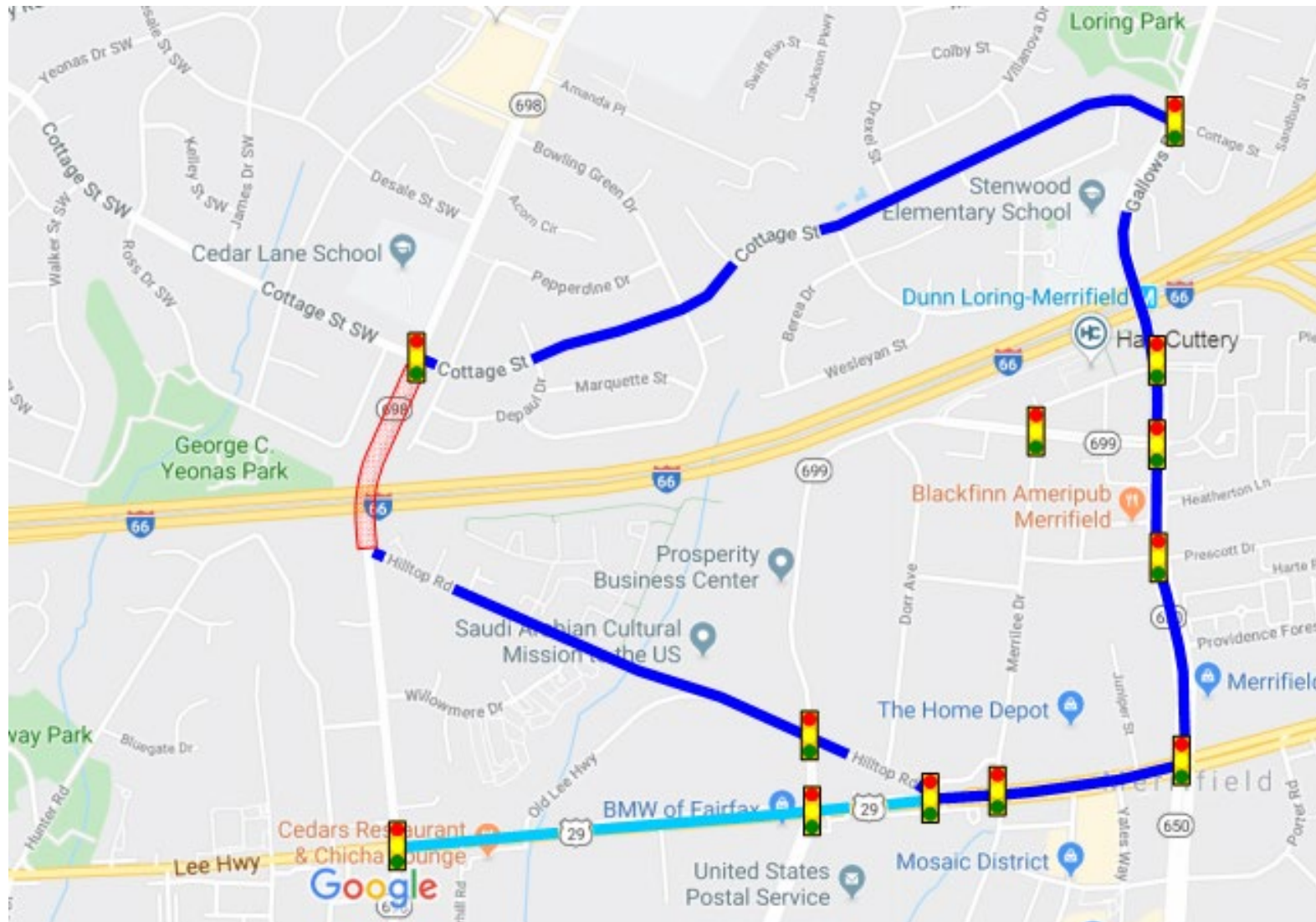




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Proposed Signed Vehicle Detour Route During Single-Phase Construction



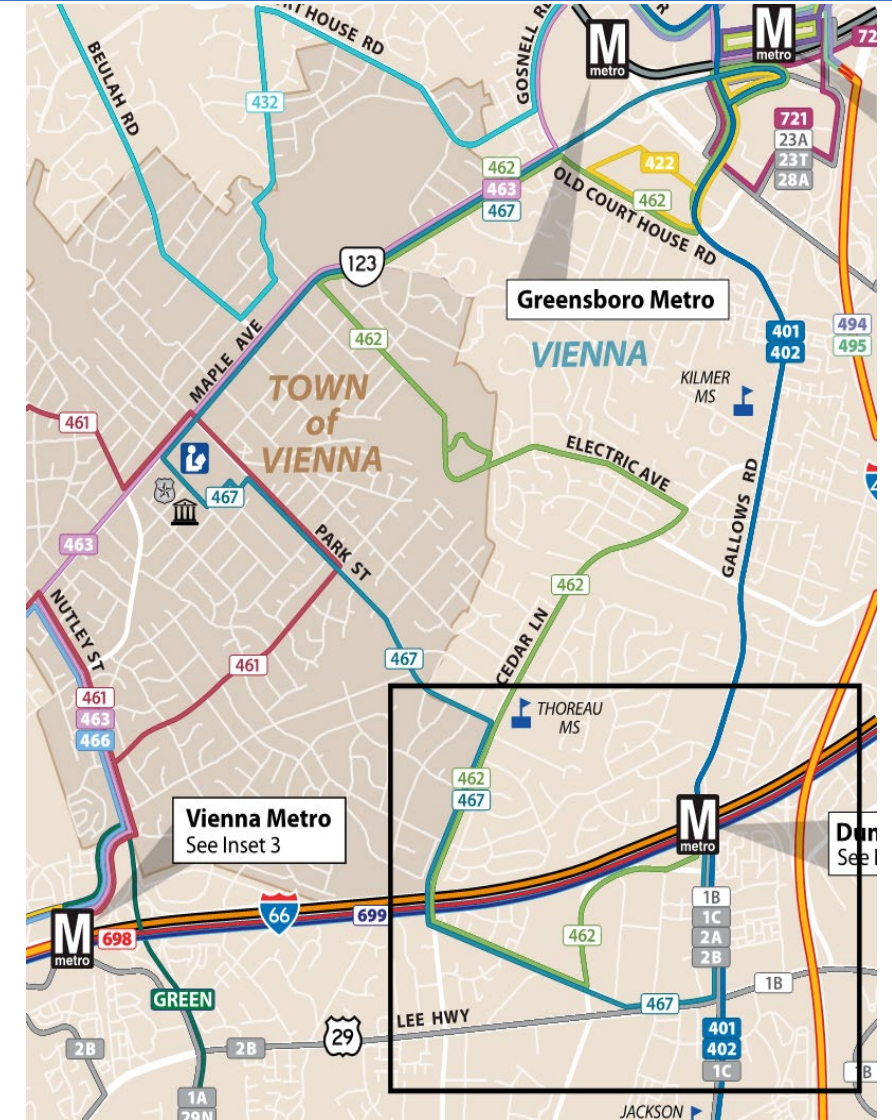
Current Transit on Cedar Lane Bridge and Accommodation During Single-Phase Construction

Two Fairfax Connector Routes currently use Cedar Lane bridge – 1 peak period (Route 462), 1 off-peak (Route 467)

- Both routes run between Dunn Loring and Tysons Metro Stations via local streets in Town of Vienna and Fairfax County
- Single-phase construction (6-month closure) would eliminate through bus service on Cedar Lane bridge and require rerouting of the bus routes

Working with Fairfax County and Fairfax Connector to find the right solution to mitigating the impact of a full 6-month closure of Cedar Lane bridge.

- Anticipate additional local bus routes, with certain services provided for free

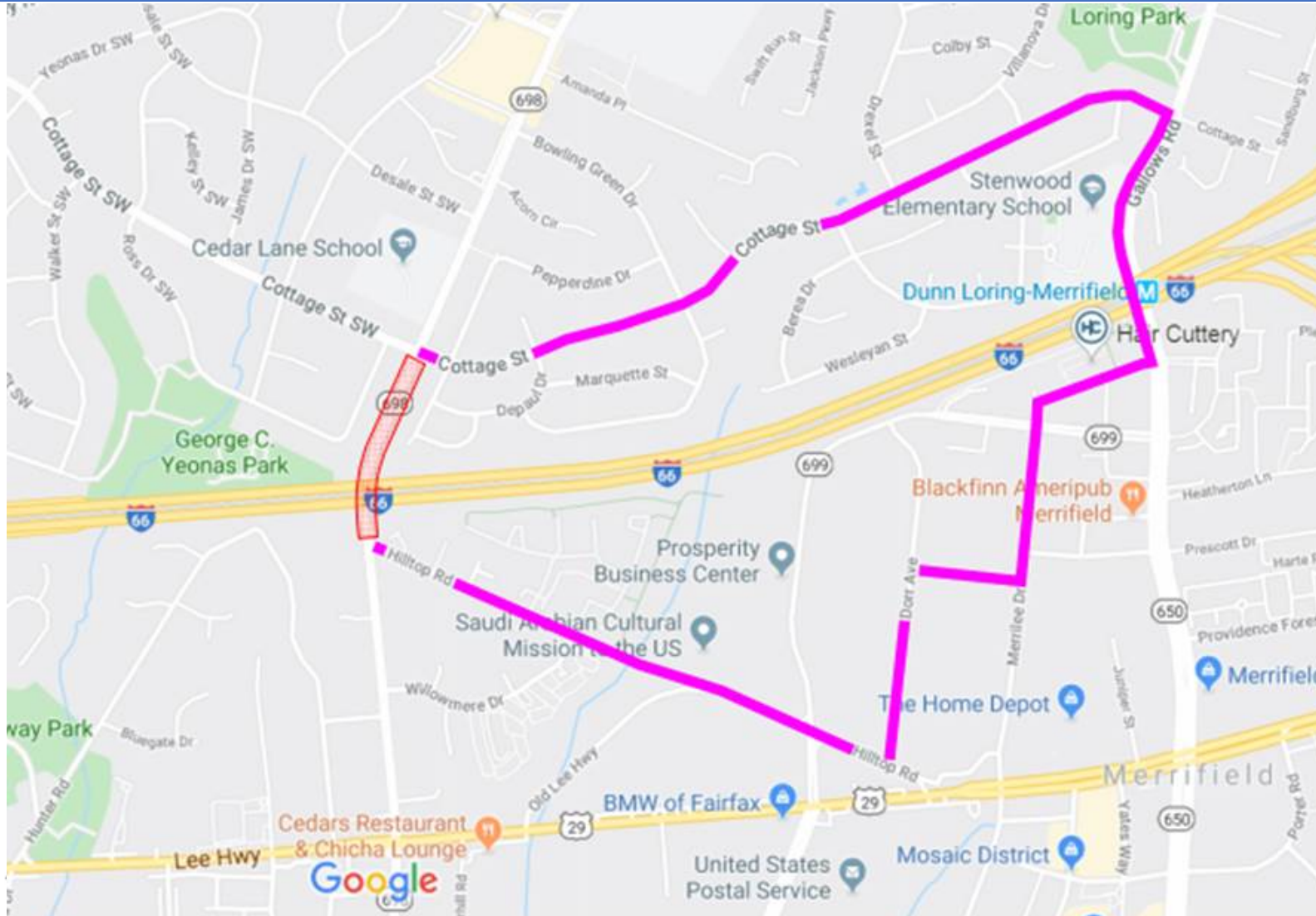




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Proposed Signed Bike/Pedestrian Detour Route During Single-Phase Construction



- Pedestrian and bike use 7-day count conducted in mid-February showed existing Cedar Lane bridge sees an average rate of 40 pedestrians per day and less than 20 bicyclists per day
 - Anticipate pedestrian/bike usage to be higher during spring and summer months
- Proposed detour route is bike and pedestrian friendly
- Cyclists and pedestrians also accommodated by transit solutions

Other Transform 66 Construction during Single-Phase Construction of Cedar Lane Bridge

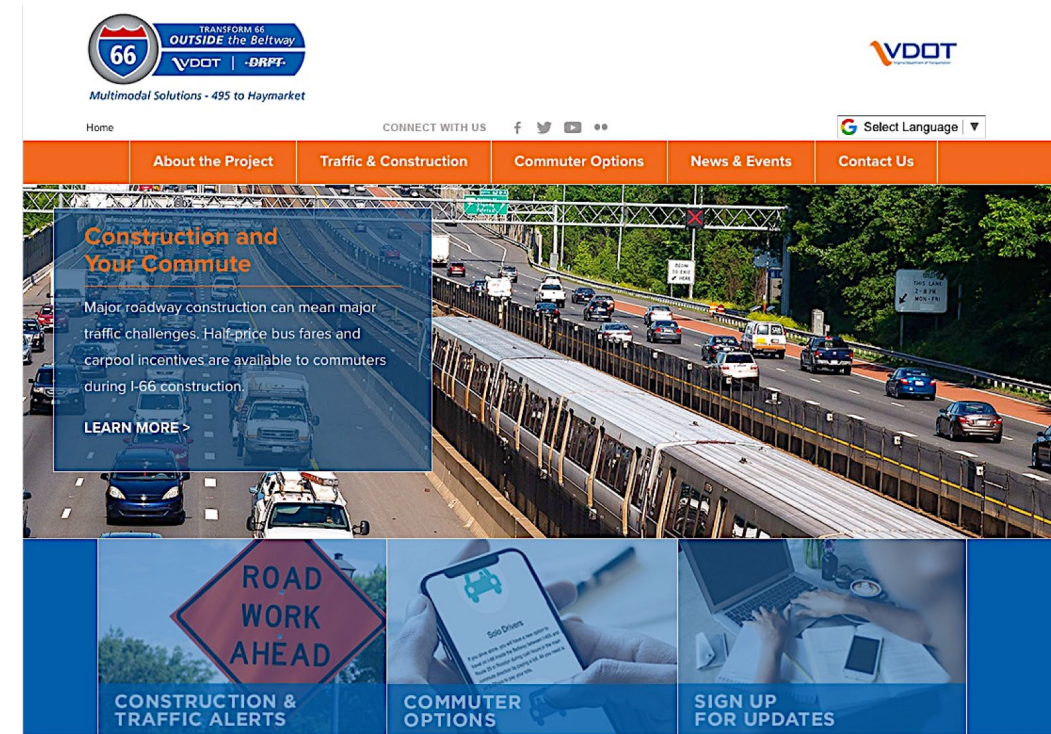
- Gallows Road
 - New bridge under construction
 - Gallows Road will maintain four travel lanes
 - Pedestrian access maintained on west side of Gallows Road bridge
- Vaden Drive
 - New Vaden Drive bridge complete in September 2020
- Nutley Street
 - Temporary signals at new, temporary I-66 ramps – Summer 2020
 - Begin construction of pedestrian/shared use path box culverts under Nutley – Winter 2020
 - Work does not affect continuity on Nutley Street

- Project is coordinating 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
 - No significant issues

- Closure of Cedar Lane Bridge
 - Anticipated to begin May 2020 for 6 months (new bridge open to traffic mid-November 2020)
- Cedar Lane bridge Single Phase Construction Update Meeting
 - Thoreau Middle School; late-March 2020
 - Additional outreach both via media and direct outreach to surrounding community

Project website featuring easy-to-access information:

- Construction activities
- Lane closures and traffic changes
- Weekly lane closure look-ahead report
- Direct link to Virginia 511 for real-time traffic conditions and work zones
- Alternative commute information and new commute options
- Project interactive map showing ultimate improvements
- Opportunity to sign-up for regular project updates and news
- Questions? Concerns? transform66@vdot.Virginia.gov or outreach@fam66.us





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Remember!
Construction Zones = No Phones

THANK YOU!
STAY INFORMED – Sign Up for Alerts @ [Transform66.org](https://transform66.org)