

**Comments Received on the Project Submissions for
Inclusion in the Off-Cycle Air Quality Conformity Analysis
of the 2016 CLRP and the FY 2017-2022 TIP**

I-66 Outside the Beltway Project Amendment

Submitted by: A Non-profit Organization

Crane, Kelsey

Fairfax, Virginia 22030

4/8/2017

Sierra Club Virginia Chapter

Subject: CLRP Comment by Sierra Club Virginia Chapter

On behalf of the Sierra Club Virginia Chapter, the following comments are in response to proposed March amendments of the Constrained Long-Range Plan (CLRP). The Sierra Club Virginia Chapter has over 21,000 members who are your friends and neighbors working to build healthy, livable communities, and to conserve and protect our climate and environment. The Virginia Chapter is part of the national Sierra Club, the nation's largest and most influential grassroots environmental organization.

We are expressing concern and disappointed that there was no public engagement or notification prior to the Amendments to the Financially Contained Long Range Plan (CLRP). The proposals contained in 'Access Update Options A and B, the ramp at Dunn Loring and a new bridge across I-66 and parking lot west of Haymarket are inconsistent with the proposals developed with public input in 2015 and 2016 and Concept Plans that will receive public input in June of 2017. We join other partners in expressing concern that these amendments were not included in the Tier 2 Revised Environmental Assessment (EIA) which called for additional public comment as a separate effort, involving Prince William County, VRE stakeholders and other interested parties.

We urge the Transportation Planning Board to recognize that public input is crucial in the process of designing the best possible transportation system for Northern Virginia and the entire Commonwealth. Our transportation infrastructure impacts the daily life and the quality of the environment for the residents of Virginia. The strategies employed in the context of public engagement prior to any decisions about transportation projects communicates how strongly VDOT is considering the impacts to our environment and the needs of the public. Removing the opportunity for public input or stakeholder engagement ensures that important perspectives, concerns or impacts that were possibly overlooked will not be considered.

We would appreciate a summary of public notification about these proposed changes and urge the Transportation Planning Board and VDOT to remove these amendments until they can undergo public scrutiny and proper environmental review. If it is the desire of VDOT to pursue them in the future, we ask for public meetings to review the projects and the separate public comment effort indicated in the Tier II EIA.

Karen Campblin

Transportation and Smart Growth Chair

Kelsey Crane

Conservation Program Coordinator

Sierra Club Virginia Chapter

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grymes, charles

Manassas, Virginia 20109

4/8/2017

Subject: VDOT's Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP)

The Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP), requested by the Virginia Department of Transportation (VDOT), is premature. It should not be approved, as presented, by the Transportation Planning Board this year.

The details in "Access Update Option A" and "Access Update Option B" are inconsistent with the proposals developed with public input in 2015 and 2016. Public attention is focused on the massive ramp at Dunn Loring, which was not incorporated in the last plan developed by VDOT and discussed at public meetings.

Equally important to residents on the western edge of the I-66 project is the surprise addition of a new bridge across I-66 and access infrastructure west of Haymarket.

These were not included in the Tier 2 Revised Environmental Assessment developed after public involvement. That

document states (p.2-26):

No concept for direct access ramps to the express lanes was selected to be advanced to the Preferred Alternative. Potential locations for direct access ramps in conjunction with a potential park-and-ride lot in the Haymarket area will be evaluated in the vicinity of the I-66 and Route 15 interchange as part of a separate effort in collaboration with Prince William County, VRE, and other stakeholders.

No such consultation has occurred with the public. The proposed bridge and access ramps are not even presented in the Concept Plans that will receive public input in June.

The proposed infrastructure west of Haymarket is inconsistent with the Prince William County Comprehensive Plan. It will help to bust the urban growth boundary defined in the Comprehensive Plan by encouraging sprawl development adjacent to/within the Rural Area currently defined for low-density development.

Public reaction to a proposed parking lot in the area west of Haymarket was swift and clear, and VDOT notified elected local officials that the proposal had been dropped. Now, in an under-the-radar process involving air quality that is not tracked by most residents in the area, VDOT is back with another attempt to authorize excessive transportation infrastructure west of Haymarket.

Approval of the amendment, as proposed, would facilitate a bait-and-switch process where VDOT tells the public "these are the impacts associated with the projects" but tells the TPB another story. The TPB should not serve as co-conspirators in this process.

Hii, Kwong

Dunn Loring, Virginia 22027

4/8/2017

Save Dunn Loring

Subject: Opposing I-66 Outside the Beltway Project

As we know, VDOT has previously indicated to the most impacted community in Dunn Loring/Vienna/Falls Church that the approved 'Preferred Alternative' is the 'worst case scenario' in terms of project footprint. However, it's a total disappointment that VDOT and Express Mobility Partners have proposed (or have attempted to sneak in) additional and significant changes (Eg. 30-foot flyover) with greater impact to the community and without informing/involving the public. Communities in the area have put in exhausting efforts in the past two years to understand the potential impacts, and provide constructive feedback/alternatives to VDOT. While VDOT has indicated that they have taken into consideration of public input, and that they respect our sincere participation. We now feel the public servants have failed to give us an explanation why the impact is changing again! We will continue to fight for every right that the communities are entitle to! Save Dunn Loring

Holmes, Dan

Warrenton, Virginia 20186

4/7/2017

Piedmont Environmental Council

Subject: CLRP Amendment

Re: Specific Amendments to the 2016 Constrained Long-Range Plan

On behalf of the Piedmont Environmental Council (PEC), the following comments are in response to proposed March amendments of the Constrained Long-Range Plan (CLRP). PEC was formed in 1972 for the purpose of preserving and protecting the natural resources, rural economy, history, and beauty of the Virginia Piedmont. We have played an active and integral role in land use and transportation planning in an effort to preserve natural, historic and resources in our 9-county region and the surrounding area for over 40 years.

We are expressing concern with and opposition to the following proposals contained in Access Update Options A and B:

- Dunn Loring Ramp
- Bridge, access points to I-66, and parking lot west of Haymarket

These proposed amendments by the VA Department of of Transportation are premature for inclusion in the CLRP for the following reasons:

- 1)They were developed without the benefit of the public comment associated with the 2016 CLRP.
- 2)Associated materials have not been produced or provided as a part of the Concept Plan for the public comment scheduled for June of this year.
- 3)They were not included in the Tier 2 Revised Environmental Assessment (EIA) which called for additional public comment as a separate effort, involving Prince William
- 4)County, VRE stakeholders and other interested parties.
- 5)These projects are not supported in the local Comprehensive Plan of Prince William County. Specifically, They are incompatible with the growth area boundaries for the county and ignore policies related to the Rural Crescent - area planned for low-density development.
- 6)Elected officials for Prince William had been notified that the parking lot west of Haymarket had been dropped from the plan.
- 7)There are improvements being made at the intersection of I-66 and Rt. 15. These improvements are supposed to improve access and movements through this area. The inclusion of projects related to additional access to I-66, west of

the Rt. 15 intersection seems premature, especially given the schedule of 2040.

We urge the Transportation Planning Board to reject these projects. If it is the desire of VDOT to pursue them in the future, we recommend that the projects be subjected to the necessary public scrutiny and the separate public comment effort indicated in the Tier II EIA

Jordan, Albert

Stafford,

4/5/2017

Virginia Center Lake Maintenance Association, Inc.

Subject: Proposal to Significantly Deviate from the Preferred Alternative for the I-66 / Nutley Interchange

To the Metropolitan Washington Council of Governments:

This email comments on the proposal to consider as an option the addition of access points between I-66 HOT lanes and Nutley Street. We consider that this option should be neither further explored nor ever implemented.

Please note the following:

- Nutley is surrounded by a residential community. In the northeast quadrant immediately adjacent to the interchange is Marshall Road Elementary School. In the northwest quadrant is the Virginia Center community that includes Nutley Pond, which is a storm-water detention facility and park-like surroundings that provide a recreational component to the overall development and a natural buffer for the community and the environment. To the north is the Town of Vienna.
- The preferred alternative for this intersection is a diverging diamond with access to and from I-66 non-HOT lanes but not HOT lanes. It will take some of the Nutley Pond property.
- The agreement is that the preferred alternative is the worst-case footprint both horizontally and vertically.
- Adding access points for HOT lanes means adding additional lanes and is substantially different from other options considered. Had it been proposed originally, it would have been rejected because it would take more property and have more adverse impact than necessary.
- We understand that Express Mobility Partners is motivated to maximize toll revenue and may consider that there is the potential for a small, incremental increase in revenue if access to and from HOT lanes is provided. However, toll revenue is not the only criterion. Of significant importance is the impact on the residents in the area.

Adding access lanes to and from the I-66 HOT lanes would have the following negative consequences:

- The horizontal and vertical footprints of the preferred alternative would almost certainly be exceeded. It would needlessly require taking additional land. The additional pavement would increase the runoff and add to issues with the storm water management issues of Nutley Pond.
- Decreasing the open space and pond affects the public space for all the Virginia Center residences. It is unlikely that any mitigation to the impacts can be proposed that would not permanently impact the entire Virginia Center community
- With the preferred alternative, those trucks and tankers that need to service the residential community can use the non-HOT lanes without the need for access points to and from HOT lanes. Semi-trailers, heavy trucks and tankers can access I-495 HOT lanes north from Gallows Road and south from Lee Highway.
- Presumably traffic would increase significantly into the surrounding residential area including the Town of Vienna. Otherwise, there is no need for HOT-lane access. The traffic would include semi-trailers, heavy trucks and tankers.
- The increased traffic, particularly from semi's and tankers, would locally increase air pollution in residential neighborhoods with residents from babies to the elderly.
- Also, the additional traffic would increase an already high noise level, and additional lighting for signage and ramps to and from the HOT lanes would be required, adding to the light pollution experienced by the surrounding residential areas.
- The impact on the residential community would ultimately be a reduction in property values and, for the County, less real estate tax revenue.

In summary, we request that Express Mobility Partners be directed to stop any design work on adding access points between Nutley and the I-66 HOA.

Albert G. Jordan, PhD

Board Member, Virginia Center Lake Maintenance Association, Inc.

(Note: VCLMA is responsible for the maintenance of the storm water management pond at the northwest corner of I-66 and Nutley Street. Four HOAs (Virginia Center Phase II HOA, Country Creek Section 7 HOA, Marquis at Vienna Station HOA, and Acadia Condominium Unit Owners Association) having a total of 739 residential units fund the maintenance of the pond area.)

QUINCY, KEN

VIENNA, Virginia 22180

4/8/2017

DUNN LORING WOODS CIVIC ASSOCIATION

Subject: I-66 Expansion Outside the Beltway

The combined Dunn Loring community which includes the newly established Metro shopping and living area adjacent to the Dunn Loring Metro Station epitomizes what Fairfax County and other Northern Virginia jurisdictions are striving for and working toward - that of attractive walkable communities conducive to the live, work and play concept. The past publicly presented Outside the Beltway I-66 expansion was contradictory to this but some modifications were made to

somewhat alleviate concerns. However, the most recent changes are in total conflict and would result in severe damage to the Dunn Loring community. For example, a ramp over the Gallows Rd. bridge and Metro walkway would cause significant negative impact on the newly established shopping and plaza area as well as impact nearby homes and Stenwood School, and be extremely expensive. Avoiding the Dunn Loring Metro power station is the alleged reason for this. Moving the power station seems more realistic and cost effective.

Ramella, J Jeff

Dunn Loring, Virginia 22027

4/7/2017

Subject: Against proposed amendment at Dunn Loring and I66

Dunn Loring residents worked hard for 2 years with VDOT, VDOT contractors, political officials & engineers to establish worst case vertical & horizontal alternative design footprints for our community. And now they want to change them. VDOT never included any of these new changes in their preferred alternatives, or even the environmental assessment for the project that it brought to the Federal Highway Administration for approval. And now VDOT is asserting that it only needs a new National Environmental Policy Act (NEPA) review for new access points, not for the huge flyover ramp planned for Dunn Loring.

We strongly recommend that you reject the updated designs for our Dunn Loring area and restrict VDOT to the alternative design footprints approved. Key Concerns for Dunn Loring-Vienna:

- The new design adds a flyover ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard.
- 2 new ramps at the 495/66 interchange that will push the cars and road lights even higher over soundwalls (picture the Springfield mixing bowl). Adding more concrete also adds the need for more stormwater runoff basins right next to homes in the surrounding neighborhoods.
- New design and ramp access at the Nutley interchange and others that add concrete and increase the project footprint and environmental impact
- Plans to allow commercial trucks and oil tankers on HOT lanes, encouraging more higher-polluting vehicles through ancillary roads and onto the highway. This must be disclosed and the increased number of trucks must be accounted for in the air quality analysis.

Schlossberg, Elena

Haymarket, Virginia 20169

4/7/2017

The Coalition to Protect Prince William County

Subject: Heathcote Blvd Extension - Transform the Rural Crescent, Oh I mean Transform I66

This community in the western end of Prince William County is shocked at this sneaky last minute effort to slide in this new interchange INTO the protected Rural Crescent. VDOT should well remember the community outrage over putting a commuter lot on one of our last remaining working farms adjacent to this now proposed ramp off of 66 onto Antioch and then route 55. Why would VDOT dump traffic into a protected area in Prince William County and WHY is there no meaningful opportunity for the community to actually be a part of a transparent public process? This last minute change is not appropriate if VDOT has any intention of being a body that is suppose to actually involve public input. This is incredibly disappointing. The Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP), requested by the Virginia Department of Transportation (VDOT), is premature. It should not be approved, as presented, by the Transportation Planning Board this year.

Zelley, Bryan

Vienna, Virginia 22180

4/8/2017

Dunn Loring Village HOA

Subject: Re: I-66 Outside the Beltway Project Amendment

See attachment, Page 39.

Submitted by: An Individual

Anderson, Darla

Dunn Loring, Virginia 22027

4/8/2017

Subject: I-66 at Dunn Loring

I have been a resident of Dunn loring for 23 year and am adamantly apposed to the proposed changes to the HOT lane amendment. My husband and I often walk to the metor and the new restaurants and would hate to see a towering ramp above our heads as we do so. We bought in our area foe access to the mtro. We are also concerned about the impact on our neighbors in Dunn Loring in close proximity to the ramp and Stenwood school. The Dunn Loring residents worked hard to propose a preferred alternative and it was approved. Please keep the alternative as it is. Thank you, Darla

Anderson

Baker, Linda

Vienna, Virginia 22180

4/7/2017

Subject: I-66 Outside the Beltway Amendment

After significant community input regarding this project, it is very troubling that VDOT is seeking these changes to the approved plan at this time. This looks like an end-around the community stakeholders at the 11th hour. I do not support the plan changes.

Beatty, Theresa

Vienna, Virginia 22180

4/8/2017

Subject: Vote no to proposed changes on I-66!

I am writing in strong opposition to the proposed changes to I-66 outside the Beltway, particularly in the Dunn Loring area. We chose to make our home in the neighborhood just north of I-66 because it was a vibrant, walkable community. Adding a giant wall of concrete on top of I-66 will ruin the character of the neighborhood, significantly decreasing property values (and thus property taxes) in the area. I have particular concerns about the effects on Stenwood Elementary School, whose property directly abuts the highway. There is no way that the noise and air pollution resulting from this towering highway can be adequately abated. Our community worked very closely with VDOT to minimize the negative impacts of this gigantic infrastructure project on our students. These changes cannot be allowed to proceed without further environmental study and community input. Please vote NO to these proposed changes!

Beatty, Gregory

Vienna, Virginia 22180

4/8/2017

Subject: I66/I495 flyover

To whom it may concern: I am writing to ask for your support for our neighborhood and public school in light of the impending expansion of I-66 outside the beltway. Our community worked very closely with representatives of VDOT to minimize the negative impacts of the construction and expanded highway on our Dunn Loring community, and particularly on the children who attend school at Stenwood Elementary, a stone's throw from I-66. We have recently learned that VDOT and their private partner have requested some changes to the access plans for the I-66/495 interchange that include adding two more ramps. We have also heard that they are discussing the possibility of having a ramp go OVER Gallows Road. We have no information on these designs as of yet, but we are concerned that this expansion could threaten the surrounding community.

Beatty, Gregory

Vienna, 22180

4/4/2017

Subject: Comments on proposed changes to I-66 expansion

To whom it may concern:

I am writing to ask for your support for our neighborhood and public school in light of the impending expansion of I-66 outside the beltway. Our community worked very closely with representatives of VDOT to minimize the negative impacts of the construction and expanded highway on our Dunn Loring community, and particularly on the children who attend school at Stenwood Elementary, a stone's throw from I-66.

We have recently learned that VDOT and their private partner have requested some changes to the access plans for the I-66/495 interchange that include adding two more ramps. We have also heard that they are discussing the possibility of having a ramp go OVER Gallows Road. We have no information on these designs as of yet, but we are concerned that this expansion could threaten the surrounding community.

The access ramps being proposed were originally eliminated through the public discussion process as the project team deemed the impact was too great compared to the benefit. We are concerned to see them being re-introduced and want to ensure the public's concerns are addressed in these new plans. Given our previous discussions with VDOT about these ramps, it seems impossible that these ramps could be added without pushing the whole interchange higher and possibly even wider. And with higher ramps, we will also experience an increase in noise and both air and visual pollution.

Please confirm your commitment to ensuring this project will not be allowed to increase its horizontal or vertical footprint beyond what was approved last year. And that the priorities will be once again focused on reducing the impact of this project.

In addition, VDOT and the private partner have not provided sufficient detail to understand the full impact that proposed changes will have on the project and have not included the public in discussion of proposed changes. Since the P3

process began, there has been no opportunity for public exchange and input on changes being proposed by the private partner. Public hearings had been promised in early 2017. We have heard nothing from VDOT.

We are also concerned that during this stage of the project and with the decision to move forward with a P3 that profitability will take precedent over the best interests of the region. (Concerning examples include allowing trucks paying higher tolls on HOT lanes and adding more ramps to increase the private partner's profit on the toll roads at the expense of the greater impact to residents and the environment.)

The TPB and other boards should be cautious with the sparse details being provided to make the decision to add new ramps and change the approved plans. Once these approvals are given, the private partner will have limited incentive to do what is in the public's best interest versus ensuring the project's maximum profitability. Designs are needed to allow the public to properly comment and for the TPB to make an informed decision.

Thank you for your attention to these important matters. I look forward to your support of our community as the expansion proceeds.

Sincerely,
Gregory Beatty
Vienna, VA

Berke, Alex

Vienna, Virginia 22180

4/8/2017

Subject: Disapproval for proposed I66 changes

Hello, As a Vienna, VA resident that would be greatly impacted by the proposed changes to I-66 Outside the Beltway Project, I strongly urge this not to move forward. More roads and complicated interchange structures are not the solution to our region's transportation challenges. Further discussion and study is needed before these changes are introduced into the region's CLRP. Regards, Alex

Bishop, Bridget

Vienna, Virginia 22180

4/8/2017

Subject: Dont builds overpass

An overpass over Gallows Rd would create so much noise for neighboring houses. It would decrease our home values. Please do not build an overpass.

Brewer, Jessica

Vienna, Virginia 22180

4/8/2017

Subject: All work near Dunn Loring community

Please keep your work in the current footprint and leave our community alone. We need our homes, our schools, or playing fields, to raise our children and work. As you take them away, you are hurting us all and not helping anyone. Public transit systems will help commuting problems, not more lanes and ramps to clog the streets more. Listen to the studies and stop hurting our communities. There is plenty of space used already. Use it more wisely.

Bright, Cheryl

Falls Church, Virginia 22043

4/8/2017

Subject: Adverse Neighborhood Impacts of Proposed I-66 Design Change

I am writing to express my extreme opposition to the proposed design changes to the I-66 outside the beltway project. As a homeowner whose home backs up to the current soundwall at the I-66/495 interchange, I live with constant noise and dirt. In the last VDOT plan my home was one of three on Pioneer Lane slated to be taken in full due to the need for additional right of way. The current proposal appears to move the wall even closer to my house and raises the highway even higher than it currently is - but they do not appear to take any of the homes. This will result in multiple lanes of highway with high speed truck and car traffic towering less than 50 feet away from my home. The impact of this will destroy the value of my home and will adversely impact the entire neighborhood with sound, visual and noise 24 hours a day seven days a week. Please do not let VDOT or their "private partner" destroy my home's and neighborhood's value for the sake of the "private partners" profit.

Brown, Courtney

Vienna, Virginia 22180

4/7/2017

Subject: vote NO on the I66 Outside the Beltway amendment

This project seeks to throw concrete all over a vibrant, walkable community adjacent to the Metro. As a Dunn Loring area resident, I choose to live here so as not to contribute to the traffic and congestion on the roads in our region and I

am being rewarded with interstates taking my land, running over friends homes, walkways and our school. What kind of message is our transportation board sending? It has been stated many times in your public meetings this traffic will be right back by 2025, it's 2017 already. Time to re-think this mess and stop trying to apply a band-aid that's not the correct answer! More roads and complicated interchange structures are not the solution to our region's transportation challenges.

Brown, Emily

Vienna, Virginia 22180

4/6/2017

Subject: I-66 expansion has negative impact on our community

As a concerned resident of Dunn Loring Village, I am unsatisfied with the new plans that will sacrifice our community's economy, environment, and quality of life while spending billions on anti-congestion efforts that are doomed to fail.

In a prior plan, VDOT's proposal had moved the flyover ramp near the Dunn Loring Metro so that its impact to our community was minimal. This new plan has changed that. VDOT's new proposed "flyover ramp" and acceleration lane would run immediately adjacent to our homes in Dunn Loring Village.

This eyesore would be visible from most of our houses and would deliver intolerable levels of traffic noise directly into the homes of middle- and lower-income residents of our community.

The destruction of existing sound-barrier walls and the building of even closer, higher walls will cause unacceptable levels of noise pollution and disruption in our community. The project would require destroying existing sound walls adjacent to Dunn Loring Village with jackhammers and heavy equipment, with most of this extremely loud work performed at night to avoid affecting traffic. After I-66 is widened, the new sound barrier would be located virtually at the doors and windows of homes that parallel I-66.

In order to build the proposed fly-over ramp, VDOT's plans call for acquiring some of the land that provides a buffer between I-66 and our community, especially near our community playground and the pedestrian path across Long Branch Creek providing access to the metro. It is unclear to me from the tiny images available on the website whether or not the playground itself would be eliminated; at the very least, the forested barrier between the playground and sound barrier wall would be lost. Also, the loss of trees, vegetation, and open space means more storm water and more impermeable surface. Any I-66 plans should be re-worked to fit in the existing right of way, which is already substantially wider than the existing pavement. VDOT embraces this concept with I-66 in Arlington County, and Fairfax County residents should be treated no differently.

Please protect our community by opposing VDOT's plans and any other proposal that would do such damage to our living standards, property values, and environment. Thank you for your time and attention.

Brown, Garrett

Vienna, Virginia 22180

4/8/2017

Subject: revised 66 plans

I am a resident that lives within 200 yards of I-66 in the Dunn Loring Village (off Hilltop Road). I recently learned of changes to the plans to expand I-66. There are good plans already in place. But now it seems that, in a less transparent process, those plans are now being revised. These changes have significant impacts (particularly environmental ones) on the community I live in. In the new designs, I am mainly concerned about: * a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway (the ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard) * 2 new ramps at the 495/66 interchange that will push the cars and road lights even higher over soundwalls. Please stick with the current plans. Do NOT abandon the plans that were reached through much debate, analysis, and compromise. Sincerely, Garrett Brown

Butler, Corinne

Vienna, Virginia 22180

4/7/2017

Subject: Stop I-66 proposed amendment

I am 100% opposed the the suggested 30ft (or higher if sound barriers needed) ramp recommended to be built over gallows road at the Dunn loring metro. This area is occupied by many pedestrians and cyclists walking to metro,work,shopping, groceries, urgent care and school. It will be a safety hazard and increase pollution for school children at Stenwood elementary which abuts the metro. This ramp design is being recommended to allow heavy trucks to use the express lanes. We citizens have been always told the purpose of widening 66 is to 'move people'. How does building this ramp to accomodate commercial semis going to accomplish that? Please do not approve this item.

cafaro, cindy

vienna, Virginia 22180

4/8/2017

Subject: Terrible idea

Seriously? After all the meetings we attended and all the work that was done with the community about the Cedar Road to 495 segment of the I-66 project, all of that is basically being thrown out to turn our neighborhood into a mixing bowl of crazy on ramps and pollution? Seriously? We all spent a great deal of time and effort coming to an effort that wasn't perfect for anyone, but worked for everyone. Why in the world are the goal posts being moved? Why will you be putting huge ramps and adding additional noise and air pollution directly next to an elementary school? This is a terrible horrible idea and I'm really horrified by the bait and switch you have engaged in. Go back to what we agreed upon.

Cafaro, David

Vienna, Virginia 22180

4/8/2017

Subject: Concerns with new Access ramps in amendment

I have serious concerns about the proposed amendments change to design. This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year, which was a consensus among all stakeholders. I'm concerned over the impact this will have both on the noise and pollution exposure to Stenwood Elementary and the neighboring community. The neighborhood had accepted the previous design as it minimized this impact, but the height and extend of the new ramps and bridges being proposed will have a significant impact on our community.

Campling, Aric

Vienna, Virginia 22180

4/8/2017

Subject: Change to approved plans at Gallows and Nutley

I recently moved to the Dunn Loring Woods area of Vienna, sitting between Nutley St, Gallows Rd, and just north of I-66. I have learned through my community contacts that VDOT is attempting to change the *approved* plans for these interchanges. I adamantly oppose allowing any further increase to the horizontal OR vertical footprint beyond what was approved last year, a consensus that led me to choose this area as a place to set down roots. Reducing the environmental and other negative impacts of this project should continue to be a top priority. All changes should be going through a proper public hearing process with regulatory approvals obtained for all changes of such significance (including changes in access, height, or location of ramp structures). As a new member of the DLW community, I have growing concerns that the changes being proposed to this project are shifting priorities towards profits for the private partner and away from VA and the local region's best interests.

Cannon, Timothy

Dunn Loring, Virginia 22027

4/8/2017

Timothy Cannon Inova Schar Cancer Institute

Subject: Route 66 Bridge over Gallows Road

To Whom it may concern: I am frustrated and angry that there is now another movement afoot to consider a bridge over Gallows road along with other accompanying changes. In our first round of town meetings, this was never discussed, per my memory. Those who live in the impacted areas of Dunn Loring will not accept this. This would significantly increase the pollution (noise and otherwise) for our neighborhood and for the children that attend Stenwood elementary school. We bought our houses in this neighborhood so that we could walk to the Metro and decrease our carbon footprint. Sincerely, Dr. Timothy Cannon Gastrointestinal Malignancies Director of the Molecular Tumor Board Inova Schar Cancer Institute 7328410022.

Cannon, Amy

Dunn Loring, Virginia 22027

4/8/2017

Subject: Concern over

I am a resident of the Prichard's Corner neighborhood and deeply concerned over the proposed addition of a ramp over Gallows Road, as well as the addition of storm basins that would adversely affect our neighborhood. As you will remember, our neighborhood worked very hard with VDOT during the public input process to reduce the impact to our neighborhood. And in fact, VDOT used Prichards Corner and Stenwood Elementary as a model of how they responded to the community. While initial word is that the new ramps will not worsen the horizontal footprint, we are very concerned that the new ramps will push the ramp structure higher above the soundwall and our treeline, increasing noise and both air and visual pollution. This will also adversely affect property values. It is disappointing to see this back pedal, and we are hoping VDOT will not go forward with these revisions. Thank you, Amy Cannon (646) 678-2180 2535 Sandburg St. Dunn Loring, VA 22027

Cannon, Zack

Vienna, Virginia 22180

4/8/2017

Subject: Please vote NO on the I-66 Outside the Beltway amendment

As a resident of Dunn Loring Woods, I have major concerns over VDOT's amended plans to build a HOT lane ramp over the vibrant and walkable community adjacent to the Metro. This ramp that will tower over Gallows Road will likely be visible from my home with lights that will shine over sound walls (not to mention further noise pollution). More importantly, I am concerned of the impact this additional ramp will have on the students of Stenwood Elementary. My sons, age 2 and age 2 weeks, who will eventually attend Stenwood, deserve a peaceful space to learn and play. My wife and I chose to move here so as not to contribute to the traffic and congestion on the roads in our region and we are being rewarded with interstates running over our homes, walkways and schools. This certainly sends the wrong message from our transportation leaders.

Carroll, Wendi

Vienna, Virginia 22180

4/7/2017

Subject: 66 Fly Over to Destroy Neighborhood

I am writing because for the last few years there have meetings upon meetings asking for community feedback and comments on proposed plans of 66 expansion. The expectation was that someone was listening, but after the countless hours of meetings, gatherings, tears shared with neighbors over threats of losing their homes, or 90% of their yards, and several conversations with my children and other neighborhood children that attend Stenwood elementary or use its fields about their fears of safety and losing their safe spaces to explore the outside, ride their bikes and walk to area parks...after all this.. STILL...NO ONE IS LISTENING. Please, I implore you to dig a little deeper and find a different way. We moved here so we could take public transportation, walk to community amenities and enjoy our community as we raised our children in a safe, healthy environment. We make this community strong. Listen to our voices. Here are other solutions out there. Just listen. Thank you.

Carter, Cheryl

Vienna, Virginia 22180

4/8/2017

Subject:

As someone living very near I-66, I have significant concerns regarding its expansion and the "new" flyover ramp over Gallows Rd in particular. A power station built in 1985 should NOT be a reason for building a flyover ramp towering 30 feet over Gallows Road. This power station is not new, there is no reasonable excuse for not having considered this in previous designs. Attempting to throw in this flyover now and blaming it on a substation built 30+ years ago is deceitful, demonstrates VDOT is unworthy of being trusted and does not have neighbors best interests in mind. The people in our neighborhood choose to pay more money for smaller, older properties so they can live near public transportation, jobs, and retail. Do NOT punish them to satisfy people who chose to live further away in bigger, newer and cheaper houses and then complain their commutes are too long. Alternatives exist for mass transportation using existing roads. Vote NO! on I-66 outside the beltway!

Carter, Benjamin

VIENNA, Virginia 22180

4/7/2017

Subject: Vote NO on the I-66 outside the beltway amendment!

I must strongly disagree with the assessment of "The proposed changes (to the CLRP) are relatively minor...". The addition of massive flyover ramps and bridges in the Dunn Loring area will have a large and detrimental impact to residential and commercial spaces. Towering signs, lights and elevated soundwalls looming high above houses, the Metro and the newly developed community and shopping area is not only visually and aurally repulsive, it brings yet more pollution literally raining down on these areas from above. More concrete means additional stormwater runoff issues. Residents chose to pay more money to live in this community where they could be close to public transportation and within walking distance of shopping complexes. We did not pay more money to have a twisted mess of a highway system erected thirty feet overhead. This is NOT what a preferred, community-friendly solution looks like. Vote NO on the I-66 outside the beltway amendment! Benjamin Carter

Cipriani, Nadine

Dunn Loring, Virginia 22027

4/7/2017

Subject: VDOT's proposed changes to the I66 Outside the Beltway project.

Hello - I am a resident of Dunn Loring, I moved here in 2008 and selected the area due to its close proximity to Tysons and the Merrifield town center. I love the fact that I can walk to Merrifield with my son, shop and walk around. I heard about the new VDOT's proposed changes to the I66 Outside the Beltway project, and I want you to know that I am against this. I don't want any more traffic, trucks and ugly signs covering the area. I am also concerned about he

increased noise pollution and would like to keep this area as family friendly as possible, allowing for outdoor activities. Thank you for taking into account my opinion on this matter that affects the Dunn Loring community. Best, Nadine.

Coady, Walter

Dunn Loring, Virginia 22027

4/8/2017

Subject: 66 Hot Lanes

Our community is very concerned about the two new ramps being proposed for the 495 interchange and the anticipated increase in environmental and community impact of these changes. During the public input process, we worked closely with VDOT to reduce the significant impact this project will have on the surrounding communities, which includes the taking of homes, residential land/property, and land from our community's elementary school as well as ramp structures that will tower over our neighborhood soundwalls and change the landscape of our whole region. Furthermore, we are concerned that the full environmental impact and the increased noise and visual pollution for the surrounding communities will not be considered. The access ramps being proposed were originally eliminated through the public discussion process as the project team deemed the impact was too great compared to the benefit. We are concerned to see them being re-introduced and want to ensure the pub

Constantinescu, Suzana

Dunn Loring, Virginia 22027

4/6/2017

Subject: Dunn Loring affected by I66 new updated project

As a citizen living in this town, I am deeply concerned and disturbed by the latest news related to the VDOT's proposed changes to the I66 outside the Beltway project. I do not want this project to throw concrete all over a vibrant, walkable community adjacent to the metro. I do not want to see ramps towering 30 feet above Gallows bridge and DunnLoring metro walkway. I do not want road signs and lights that will shine over sound walls. I do not want other "improvements" which will affect the quality of air and add audible pollution.

Costello, Stephanie

Dunn Loring, Virginia 22027

4/6/2017

Subject: i-66 Outside the Beltway

Simply put, V-DOT's latest iteration of the I-66 outside the beltway project is unacceptable. The design completely ignores all public input, creating a ramp over an existing community and Stenwood Elementary School. This ramp would bring increased levels of pollution and noise to the 500 children who attend this school, ranging in age from 3 to 11 years old. The plan would also take away land from the school yard, including the school's treelike buffer. Building this structure would be a huge mistake. We can't put this type of burden on our children. They deserve far more than to learn and play in the shadows of an exhaust-filled ramp watching thousands of cars whizzing by. They deserve to have the trees that surround their school preserved. They deserve to enjoy the school's fields, playgrounds, and outside classroom without the distraction of traffic noise or harmful effects of pollution. They deserve the basic right of a quiet place where they can learn.

Crone, Michele

Vienna, Virginia 22180

4/8/2017

Subject:

We moved to this neighborhood because of its proximity to the Dunn Loring Metro, allowing us to walk to the metro. Adding the ramp will destroy our vibrant, walkable community and force us to contribute to the traffic and congestion on the roads in our region. Please continue to look for alternative solutions and share them with the public.

Cropper, Michael

Vienna, Virginia 22180

4/7/2017

Subject: Proposed I-66 changes at Gallows Road / Dunn Loring Metro

As a new homeowner to the Stonewall Manor community who walks every day to metro, I am concerned by the proposals to add towering concrete ramp structures over the road and the metro walkway. The development around the metro has focused on walkable, convenient, family-friendly design until now. The surrounding community now looks to this area as a model for development. Officials should not permit these towering concrete ramps over Gallows Road, as they would create substantial impacts on pedestrians, neighbors and the nearby school. This proposal erases the design intent of the Dunn Loring area and should not be pursued.

Cuthbertson, William

Vienna, Virginia 22180

4/8/2017

Subject: Opposition to the I-66 Outside the Beltway Amendment

I-66 Outside the Beltway Project Amendment

Page 10

I am opposed to the I-66 Outside the Beltway Amendment, specifically the Dunn Loring aspect of the amendment. I am a resident of the Dunn Loring area and this development will harm the local businesses and residents and the potential benefit does not offset the costs.

Cuthbertson, Laura

Vienna, Virginia 22180

4/8/2017

Subject: Dunn Loring Flyover Lane

As a resident of Dunn Loring (Stonewall manor), I am very concerned about the enormously tall overpass that is planned in the near future to go OVER the Dunn Loring pedestrian walkway, just to move traffic from 66 to 495. This will significantly and permanently affect the nearby elementary school (truck noise, pollution, congestion) and the quiet community we live in. We chose this community because it was NOT like Tyson's Corner or the Springfield mixing bowl with its concrete, noise, lights, and pollution. It is a quiet, walkable neighborhood with kids and families. We are happy without access point to the 66. We can walk to the metro, the school, the Mosaic shopping area. I can assure you, no one in this entire area wants this overpass, which only purpose is to avoid moving the traction power station. Please reconsider this permanent scar to our area. If VDOT has any concern about what the people want, please do not sell out our community!!! Thank you for your consideration.

dorsey, carrie

vienna, Virginia 22180

4/7/2017

Subject: 1-66 Expansion

Please vote no on the project! This is too much of a strain on the local communities.

Eltzroth, John

Dunn Loring, Virginia 22027

4/8/2017

Subject: I66 toll project outside the beltway

VDOT and their for profit contractor for the 'outside the beltway tolling project of I66' failed to consider several critical design factors in their rush to push this project forward. They have now realized that to build the I66-495 interchange as planned, they will have to have the cooperation of WAMATA to relocate a power sub-station. Since they are loath to cooperate with WAMATA as they are energetically competing with the transportation agency, they are proposing an extremely invasive, highly polluting and extremely dangerous high elevation flyover for the Dunn Loring-Merrifield area. The ill thought through work around has several environmental issues that have not been addressed. Please do not be swayed by the faux urgency these bodies are perpetrating on the TPB. Please insist, as you have in the past, that the project be carefully researched and planned including a complete environmental study. None of us will benefit from the current slap dash scheme on the table.

Erbacher, Christine

Vienna, Virginia 22180

4/7/2017

Subject: Concerns about I-66 Outside the Beltway modification proposal

The proposed changes to the Outside the Beltway I-66 project threatens to damage our community and to increase air and noise pollution. Our community cannot sustain a flyover ramp of this magnitude without severe damage to quality of life, livability, and our neighborhood school. We are a walking community, and one that appreciates our outdoors. Removing additional trees, increasing noise/height, reducing school yard size which is already quite small are all damaging. The ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard. The 2 new ramps will push the cars and road lights even higher over soundwalls. These changes cannot happen, public comment must be extended, and our neighborhood must be protected.

Flynn, Jennie

Oakton, Virginia 22124

4/8/2017

Subject: Vote NO

Please vote NO!

Gamble, Anna

Vienna, Virginia 22180

4/8/2017

Subject: Expansion of I66 in Dunn Loring area

As a parent of children attending Stenwood Elementary, customer of Metro and tax paying resident of Vienna/ Dunn Loring area, I would like to express my deep concern in regards to I66 expansion project. As much as I understand

need for improving the traffic congested areas, I am outraged that quality of our living is totally disregarded. Add the lane to I66 that will still be way below school, if the traffic congestion is too large , but do not build some monstrous rode connectors/ ramps in our peaceful suburbs and especially right over the school, which comes at the expense of our children. See attachment, Page 44.

Gee, Christina

Vienna, Virginia 22180

4/8/2017

Subject: I-66 impact to Dunn Loring and Stenwood Elementary area

I have great concerns about the creation of ramps/flyovers near the Dunn Loring metro area. This is a residential neighborhood, and the impact of the increases noise, pollution, and lights will be disruptive to both the broader neighborhood and the learning environment for Stenwood elementary. It is also likely to negatively impact what has now becoming a more pedestrian and bike-friendly community. I urge the committee to pursue other options.

Gipko, Ellen

Vienna, Virginia 22180

4/8/2017

Ms.

Subject: Stop this ridiculous plan

This is not a place for flyovers and towering ramps. What about the people who live here? The kids that go to Stenwood elementary? We lived through the highway construction a couple years ago and the noise at night was unbearable. I will fight along with the people in this community who will not stand for this.

Gleditsch, Rhonda & Greg

Vienna, Virginia 22180

4/8/2017

Subject: VDOT New Proposed Access Ramps/66 & 495/Dunn Loring

Our family home is already subject to a significant amount of air and noise pollution, as well as an unacceptable amount of light pollution from the Dunn Loring Metro parking garage that TOWERS over the I-66 soundwall at the end of our backyard. We have now learned that VDOT and the private concessionaire want to place elevated traffic lanes behind this parking garage, for the use of high-speed traffic including tractor trailers. Imagine if this was your backyard: staring at all-night lighting from a parking garage the size of a cruise ship, hearing and viewing the traffic on a visible highway in front of it (with additional light, noise, and air pollution), and watching even more TRASH that people toss out of their cars land in your backyard, for you to clean up and PAY to dispose of. We have young children here who will be directly and adversely affected by these changes. Air quality will worsen, particularly as all trees (carbon sinks) will be removed.

Gleditsch, Gregory

Vienna, Virginia 22180

4/7/2017

Subject: Proposed I-66 Express Lane Flyover

During the multitude of meetings the DOT had with the communities affected by the expansion of I-66, we were told each time that no flyovers would be used in our area. We made our voices very clear that the proposals placed before us were unacceptable to begin with in that they encroached on our property far too much. They addressed our concerns to a level that was better although we are still against this expansion at all. Now however, the plan is to put a gigantic flyover in the vicinity of the Dunn Loring Metro. This will GREATLY impact the elementary school and do tremendous damage to the community around it. We feel that this has been planned all along and that all the assurances prior to now were lies. This MUST not be allowed to go through. Please call me directly if you wish to discuss this further. VOTE NO!

Gorkowski, Jennifer

Vienna, Virginia 22180

4/6/2017

Subject: Stop Ruining Our Community

VDOT, Please stop ruining Dunn Loring Wood Community! The approved designs will put the community on edge. Now you want to increase the project footprint and ignores public input - you need to STOP ruining my community. How would you feel if you live in one of the houses that would have the impact with the project? How would you feel if your children attending the school that would have the impact by the changes? Jennifer

Grossman, Lisa

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Dunn Loring Flyover Design

This flyover ramp will destroy our neighborhood and increase traffic. VDOT needs to focus on getting people out of cars and onto mass transit.

Hackett , Robert

Vienna , Virginia 22180

4/7/2017

Subject: I66 admendment

Please vote NO on the I66 outside the beltway admendment. It will increase the visual footprint and noise, light, air pollution to our area. We do not want to see, hear or smell tankers using the HOT lanes. This is an area with established neighborhoods and businesses that will be severely impacted. Please make VDOT adhere to a plan that lessens the footprint to this area. Thank you.

Hackett, Theresa

Vienna, Virginia 22180

4/7/2017

Subject: admendment to CLRP

Vote NO to the request from VDOT to change the CLRP! Increased pollution on on levels. The last thing we need is extra ramps, and ramps towering over our neighborhoods. Letting tankers and other large trucks on the HOT lanes seems contradictive to getting cars places. Sounds like\$\$\$\$. It seems like VDOT Richmond doesn't care what they do to the environment in NOVA since it doesn't impact them. Please stick up for your residents, and do an approach that would save money to help Metro instead. As a person who travels 95 and 495 I can tell you the HOT lanes are a joke. Very few on willing to pay the price.

Hackett, Lydia

Vienna, Virginia 22180

4/8/2017

Subject: CLRP changes

Just say NO the changes VDOT and their private partner want to the CLRP. I live in a thriving community within walking distance to the Dunn Loring Metro and new Mosaic District. The 30foot ramp they want to add next to the elementary school and neighborhood would tower over the sound wall. The signs and lights adding to light pollution. Allowing tankers and semi trucks on the hot line would add extra exhaust and noise pollution. I wouldn't want my kids outside at recess sucking in the exhaust fumes, and will not be be to enjoy using my back yard with the sound of trucks air braking. Our communities will suffer with the added ramps (concrete) and an end product that would like the Springfield mixing bowl. The extra storm water drain off that will occur will affect many homes. Please keep the footprint small as we thought was agreed upon with VDOT at our last round of meetings! Thank you Lydia Hackett

Hagopian, Mary

Dunn Loring, Virginia 22027

4/8/2017

Subject: I66/I495 interchange

We oppose any changes to the agreed upon Preferred Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange as well as any modifications to that alternative that increase the footprint either vertically and horizontally. Citizens of the community worked fastidiously with VDOT to reduce this project's impact on our community, and it is becoming abundantly clear that the contractor's profitability is ensuring that work is tossed aside with little regard to the community's concerns. Additional ramps/concrete and storm water drainage ponds will increase noise, air and ground pollution, be detrimental to our neighborhood and environment and is utterly unacceptable. VDOT continues to seek ways to destroy our neighborhood and if you accept that and enable the contactor to add concrete just to increase their profitability, then shame on you TPB!

Hagopian, Mary

Dunn Loring, Virginia 22027

4/8/2017

Subject: I66/I495 interchange

Our property directly abuts the I66/I495 interchange in Dunn Loring, Virginia. Our concerns are about this interchange and its redevelopment for the unwise expansion of I66 outside the beltway. Last year, my community and I spent countless hours meeting with our elected representatives and VDOT to ensure that the changes to this interchange and its surrounding area were developed with the least impact to our community as possible. Now, even though we were as actively vocal as we were in these design hearings and beyond, we are hearing "stirrings" that Express Mobility Partners, the company awarded the contract for this expansion, is considering asking for additional ramps at this interchange, as well as allowing semi trailers on the HOT portion of them and increasing the speed of the highway to 70 MPH. We have received no notifications of this, we have not received any invitations to review a new proposal, and we have searched the VDOT website for any drawings reflecting the new plans to no avail. ONCE AGAIN, we are in a quagmire of lack of transparency. With little explicit information to go on, we have three continuing concerns:

1. Encroachment of new designs and additional ramps into our neighborhood.
2. Sound and Visual pollution that will surely occur if extra ramps and heavy vehicles are added into the current design.
3. Transparency of Mobility Express and VDOT to continue to keep us informed and work with us to protect our homes and quality of life instead of trying to pave over us.

These changes are not part of what our community worked very hard to achieve and changing the design secretly and re-negotiating the established footprint is basically saying VDOT is willing to backtrack on their promises and assurances to our community when they think no one is watching.

It is painfully obvious that these changes are to ensure profitability to the private partner at the expense of the residents. We implore you to restrict VDOT in its rampant attempts to shove this down our throats. Thank you,
Mary and Dave Hagopian

Hagopian, Samuel

Dunn Loring, Virginia 22027

4/8/2017

Subject: Opposition to proposed changes to I66/I495 Interchange

Citizens of the community worked fastidiously with VDOT to reduce this project's impact on our community, and it is becoming abundantly clear that the contractor's profitability is ensuring that work is tossed aside with little regard to the community's concerns. Additional ramps/concrete and storm water drainage ponds will increase noise, air and ground pollution, be detrimental to our neighborhood and environment and is utterly unacceptable. These changes are foolishly thought out with little regard for anything except contractor's bottom line and should not be allowed.

Hagopian, Mary

Dunn Loring, Virginia 22027

4/8/2017

Subject:

My name is Mary Hagopian, and I oppose any changes to the agreed upon Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange as well as any modifications to that alternative that increase the footprint either vertically and horizontally. Citizens of the community worked fastidiously with VDOT to reduce this project's impact on our community, and it is becoming abundantly clear that the contractor's profitability is ensuring that work is tossed aside with little regard to the community's concerns. Additional ramps/concrete and storm water drainage ponds will increase noise, air and ground pollution, be detrimental to our neighborhood and environment and is utterly unacceptable.

Heier, Robb

Dunn Loring, Virginia 22027

4/7/2017

Subject: I-66 Outside the Beltway project

I want to register my concerns about the lack of transparency by VDOT and the I-66 Outside the Beltway project. Over a year of negotiations with the affected neighborhoods were cast aside without notifying the residents of those neighborhoods. VDOT's lack of trustworthiness should be of great concern to the TPB as it is asked to approve amendments to a plan that seems to change to suit the needs of the moment for VDOT and their private partner without regard for agreements made with local government officials and the citizens they represent. The new proposal has the potential to bring greater air, noise, and visual pollution to neighborhoods who believed VDOT had made a good faith effort to address our concerns. Now we have found that they have not been honest with us. Please do not let them do the same to you. Please hold them accountable for their actions and hold them to the changes they agreed to. Otherwise, there will be nothing to keep VDOT from doing this again in the future.

Heier, Deanna

Dunn Loring, Virginia 22027

4/6/2017

Subject: Concerns about changes to I66 Outside Beltway project

These comments were delivered verbally to the TPB during public comment at the March 29th Board meeting. I am submitting this to ensure that it is entered into this public comment record.

As a community, we have growing concerns that the changes being proposed to this project are shifting priorities towards profits for the private partner and the state of Virginia and away from the region's best interests.

- After the public hearing process, VDOT added a provision to allow commercial trucks on the HOT lanes at a higher toll rate despite opposition from the Fairfax County Board of Supervisors. This will undoubtedly encourage more higher-polluting vehicles and oil tankers from the Pickett Rd tank farm to come onto the interstate and presents significant noise and safety concerns at the Vienna metro, Oakton High school and surrounding communities.

- oAnd have no doubt that this precedent will bleed onto other interstates and jurisdictions. Prepare for the 495, 395 HOT lane private partners to request the same permission. Be ready for these trucks to work their way through ancillary roads

and from surrounding jurisdictions to get to I66. And just watch and wait to see the line of trucks stack up where their HOT lane access ends.

oAnd in the end we must ask is this project still meeting its stated goal of moving more people and encouraging ride-sharing or are we now just creating for-profit, commercial roads that run over our neighborhoods and still leave commuters sitting in traffic.

•The CLRP amendments presented to the Board today also suggest that the project now prioritizes profits over impact and safety:

oThe private partner's changes to the Nutley interchange offers lower cost to the builder at the expense of worsening traffic flow and safety on the ancillary roads

oThe request to include additional ramps at the 495/66 interchange keeps vehicles paying tolls for as long as possible at the cost of increasing noise, air, water and visual pollution.

It is clear that this project has steadily moved away from its stated goals and the public's best interests. The Board must question the state of Virginia's motives in these changes as they are now also profiting through a revenue-sharing, upfront payment model, presenting Virginia decision makers with a clear conflict of interest. All changes should be going through a proper public hearing process with regulatory approvals obtained for any changes of such significance

Heier, Deanna

Dunn Loring, Virginia 22027

4/6/2017

Subject: Changes to I66 Outside project not detailed in CLRP amendment

This comment serves to inform you about several changes VDOT has made to the I66 Outside the Beltway project that are not detailed in the CLRP Amendment and that go against what was agreed upon with the public in the "preferred alternative". Please see attachment, Page 46. Best regards, Deanna M. Heier, PhD 8058 Prichards Ct Dunn Loring, VA

Hennessey, Patrick

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Express lanes

Hello, As a resident of the nearby neighborhood, I'm very concerned with this project. It's going to extend 66 and the express lanes very close to our neighborhood. It's already loud enough in our neighborhood. Now you're going to allow large trucks to have access and the road will be right up against our neighborhood. We'll have to move the park that's there because of the construction. When do you take into account other people's lives and how you'll affect them? This is going to negatively affect our property value as well. We moved into a lovely village with access to the metro, and this project will make our neighborhood much less desirable. PLEASE STOP this widening of 66 or at least DON'T allow large trucks access.

Hii, Ung

Dunn Loring, Virginia 22027

4/8/2017

Ms

Subject: Opposing I-66 Outside the Beltway Change

TPB, We are one of the families in Dunn Loring that are most impacted by the I-66 Outside the Beltway project (Eg. total home taking). After over two years of exhausting community efforts to provide input to VDOT, it is a total disappointment to learn that VDOT and Express Mobility are ignoring public input and proposing (or sneaking in) new and significant changes that could bring greater impact to the community (eg. high and huge flyover) and impact/delay to the project timeline. The lives of the impacted families have been put on hold for over two years unnecessarily for a VDOT purpose that is not convincing! The project should not be funded and should be cancelled given that it will not solve but add to the regional traffic issues. VDOT and WMATA should work together to find better, transit oriented solutions that truly help the communities and citizens.

Hii, Kwong

Dunn Loring, Virginia 22027

4/8/2017

Subject: Opposing I-66 Outside the Beltway Project

Dunn Loring is a transit oriented, walkable community. Building a 30-foot high ramp over the Dunn Loring metro and Gallows Rd, and adding more roads and complicated interchange structures are contradictory to Dunn Loring's walkable community vision, and are not the solution to solve the I-66 traffic issue. Further impact study is needed before these changes can be added into the region's CLRP. I am one of the families in Dunn Loring who are most impacted by the I-66 Outside the Beltway project (Eg. total home taking). The lives of the impacted families have been put on hold for over two years unnecessarily for a VDOT purpose that is not convincing. It is unreasonable to ask the impacted residents to continue to wait for an unknown timeline and surprising design changes. Frankly speaking, the I-66 project should not be funded and should be cancelled given that it will not solve but add to the regional traffic issues. VDOT and WMATA

should work together to find better solution.

Himmel, Micah

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Outside the Beltway

I strongly oppose the proposal from VDOT to further amend the plans for I-66 outside of the Beltway. The step-wise changes the project team has made after the initial public involvement phase (permitting trucks, 70 mph-speed limit, etc.) have been disingenuous and outside of the public interest.

Modifying the ramps near Gallows Rd and design changes at other locations, like Nutley St, aggravates the impact for certain communities already disproportionately affected that worked extensively with VDOT and elected officials to obtain concessions during the public involvement process. Changes made at this point without the benefit of full sunshine are a serious detriment to the input that the public is entitled. However, specific details are completely lacking, which seems to be based on the project team's own lack of details beyond cocktail napkin sketches.

In terms of consequences, the modifications, as they are understood by the community, appear to expand the footprint of the project around Gallows Rd, which will lead to additional maintenance costs and storm water impacts (which are still inadequately addressed). Let's also consider the inevitable pressures for value engineering. That is, will the project fail to install deicing equipment as was done for the Mixing Bowl? All of these decisions engender costs. Public-private partnerships still mean that the public will pay. With the present level of information available, that price is undisclosed. In addition to broken promises by the project staff about the vertical and horizontal footprints near Gallows Rd, the public lacks sufficient information to make informed decisions about the added financial and environmental costs. I respectfully urge the Transportation Planning Board to reject VDOT's proposal and to demand full disclosure of the plan at a level of detail equivalent to 30 percent engineering plans or greater. Thank you.

Sincerely,

Micah Himmel

Providence District Commissioner

Fairfax County Transportation Advisory Commission

Hirka, Julie

Vienna, Virginia 22180

4/6/2017

Subject: I-66 Outside the Beltway Project Amendment

Please do not allow this project amendment. The preferred alternative was the worse case scenario that represents two years of work with the public jurisdictions involved and VDOT. The above amendment is vague and does not specify ramps and access points to be changed. These ramps and access points could impact waste water management, noise pollution, and air pollution in the Vienna Metro and Dunn-Loring/Merrifield urban areas affecting tens of thousands of people. The amendment is vague and gives VDOT the opening to do whatever they or the P3 desires without the appropriate public process. It is clear that this project has steadily moved away from its stated goals of and the public's best interests. The Board must question the state of Virginia's motives in these changes as they are now also profiting through a revenue-sharing, upfront payment model, presenting Virginia decision makers with a clear conflict of interest. Please do not allow this I-66 project amendment.

Hojnacki, Benjamin

Vienna, Virginia 22180

4/8/2017

Subject: I-66 proposed amendment comments

I am against this proposal as this would greatly impact Stenwood Elementary. These new changes would take more land from the school while also increasing the noise, pollution and visual distractions, if the sound wall is not increased. Additionally, the Gallows Rd bridge over I66 is already extremely loud and busy and is not very pedestrian friendly to the number of children and commuters that walk between the Cottage Street area and Merrifield. Adding an exit ramp to 495 at this point would only add additional noise and pollution to this area. While you may not live or work in this area, I ask you to consider the children and families that will be adversely impacted by this. Would you want your children to go to school every day next to a major highway interchange when numerous studies have shown that the proximity to major freeways has been linked to various childhood illnesses? It seems that this might open VDOT up to future lawsuits.

Jackson, Elizabeth

Vienna, Virginia 22182

4/8/2017

Subject: Dunn Loring/Gallows I66 changes

The flying bridges and noise pollution in the newly proposed 66 plan are a bait and switch by VDOT. We were told one thing in the preferred alternative and now VDOT is just doing what it wanted to in the first place. Don't ruin our neighborhood and elementary school just to save a Metro power station that can be moved. People matter, not power

stations.

Jain, Sushil

DUNN LORING, Virginia 22027

4/7/2017

Subject: Dunn Loring Fly over

I am very much concerned with proposed design & strongly oppose it. I would like to personally speak with member of planning Committee to go over in details. Please contact me or provide contact information of Individuals. The new design adds a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard. 2 new ramps at the 495/66 interchange that will push the cars and road lights even higher over soundwalls (picture the Springfield mixing bowl). Adding more concrete also adds the need for more stormwater runoff basins right next to homes in the surrounding neighborhoods.

Jayadev, Mithri

Dunn loring, Virginia 22027

4/8/2017

Subject: Save Dunn loring, no exit from 66 to gallows

Save Dunn loring , please no exit to gallows rd from 66 . No adding lanes in gallows rd .

Jin, Chuanping

Vienna, Virginia 22180

4/8/2017

Subject: New I-66 design negatively impact our children

The changes in the preferred alternative will hurt our children's health and well-being: New ramp that goes OVER Gallows bridge and the Dunn Loring metro walkway, including large road signs and lights that will bring more noise and pollution over soundwalls and tower over the schoolyard ; 2 new ramps at the 495/66 interchange that will push the cars and road lights even higher over soundwalls ; The design still takes land from the school yard, including our treeline along the I66 soundwall I ask that VDOT takes full consideration of our future generation, and not hurt our young children with increased air pollution, noise, and disturbance.

Kall, David

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Outside the Beltway-oppose changes

Dear VDOT, The changes proposed to the I-66 Outside the Beltway project would add a ramp 30 feet above the Gallows Rd. bridge over I-66 along with two new ramps at the I-495/1-66 interchange. These ramps would significantly change the look at feel of the project in a way that would be considered a bait and switch to the public involvement process that resulted in a Finding of No Significant Impact. These ramps would be unsightly and create noise and lighting impacts on my neighborhood and my daughter school (Stenwood Elementary). In addition, I heard that the change would allow for commercial trucks and oil tankers on the HOT lanes. This would be a departure from the air quality analysis conducted for the EA, which concluded the project would not be a project of air quality concern (and no PM hot-spot analysis was done) due to no increase in truck traffic. The air quality analysis should be re-done to include a PM hotspot analysis and consider trucks for MSATs. Thanks.

Keightley, Catherine

Dunn Loring, Virginia 22027

4/7/2017

Subject: No Flyover Ramp at Gallows Road

I STRONGLY oppose the proposed flyover ramp at the Dunn Loring metro/Gallows Road location. This proposal in no way takes into account the quality of life of the thousands of residents who live near this flyover ramp or the hundreds of local businesses located near the flyover ramp. It has taken us years of work and hundreds of millions of dollars to turn Dunn Loring into a destination for Fairfax County residents and a vibrant community for its residents. All of this work and funding will be for naught if the flyover ramp goes forward. The ramp would destroy Dunn Loring and the lives of its residents in one fell swoop.

Kelly, Sean

Vienna, Virginia 22180

4/7/2017

Mr.

Subject: I66 Ramp at Gallows Rd

The proposed I66 ramp at Gallows will bring additional noise and light pollution to the surrounding area including the Stenwood Elementary School .It is not acceptable to have the residents, students and teachers deal with this on a daily

basis, a different solution needs to be found rather than the proposed ramps 30 feet over Gallows Road.

Khurana, Sonia

Dunn Loring , Virginia 22027

4/8/2017

Subject: No to flyover in Dunn Loring

The flyer over was never part of initial designs and wasn't agreed upon by the community. This is a walkable community with the elementary school and people walking from the metro station to home. We don't want a flyover in our backyards. Please come up with other options to deal with traffic issues in our community. The county encourages walking/biking by putting wider sidewalks yet planning to put a flyover over those pathways. There will be too much noise, pollution and will ruin the look of our community. You have a chance of coming up with an option that will change how traffic issues are handled without putting concrete everywhere. Be the first to come up with an idea that other communities will try to duplicate as putting concrete will just be temporary fix. This is not Springfield .. we have schools, retail, apartments, homes, baseball fields that this fly over will impact. What about a tunnel under Dunn Loring area. That will have less impact to our community. Work with DC.

Kimble, Randi

Vienna, Virginia 22180

4/8/2017

Subject: VDOT Proposal for higher ramps

I am very concerned about the new VDOT proposal for higher ramps which will have a greater impact to communities in the area. This significantly changes the project that was approved last year and I do not understand how changes this large can be allowed without going through the same channels of public hearings and regulatory approvals that the original project did. I am very concerned that VDOT is shifting its priorities towards profits for the private partner and away from the region's best interests. The changes proposed have major negative impacts for communities and on the environment and should not be allowed to move forward until more research can be done. Thanks in advance for your consideration. A concerned homeowner, Randi Kimble

Krishnan, Jay

Dunn Loring, Virginia 22027

4/8/2017

Subject: Dunn Loring/66 changes

The newly disclosed flyover ramps for the Dunn loring metro area need to be looked at again to reduce environmental footprint. For residents living in this area it would be an unsightly and unwelcome change. Please please consider an alternative design that doesn't sacrifice quality of life and the environment.

Lanthier, Rich

Vienna, Virginia 22180

4/8/2017

Subject: Opposition to I-66 plan changes in Dunn Loring

To whom it may concern,

I am writing to strongly oppose proposed changes to the plan for the HOT lanes on I-66 outside the beltway, particularly the installation of super-ramps in the Dunn Loring Area. Specifically, I am opposed to any elevated lanes or ramps over or near the Dunn Loring area. I have lived in the Dunn Loring Village townhouse community for 17 years. We chose to live in this neighborhood because of its proximity to metro and other work centers. The location provides for reasonable commutes to various work centers in the District and NoVA. We chose to live in more modest home to take advantage of a relatively close-in neighborhood so we could enjoy our lives here and everything the region has to offer without spending hours a day in traffic. Others have different priorities, want more land, or "need" more living space, so they chose to live further out, with the associated drawback of a further commute.

Residents of our community, and of communities all around the impacted areas have been involved in the design and comment phases of the Hot-Lane project to date, which seemed rushed and ill-conceived from the outset. The plans were changed considerably after much time, energy, and money were spent. We appreciated that our voices and concerns were being taken into account.

Now in the past week or so, we hear that plans are changing - again - and that monstrous mixing bowl-like ramps are in the works for Dunn Loring. We hear that Metro has had no input on the process or been contacted about anything regarding the power sub-station at Dunn Loring Metro – this is not only shocking from a policy perspective, but also from a planning perspective. There seems to be no connect anymore. Maybe you know that there has been major development along Prosperity Ave and around Dunn Loring Metro, restaurants, apartments, condos, shops, and other services have been built, creating a vibrant walkable community. Have these business owners been consulted of the plans for gigantic towering three lane ramps going over their businesses and residences? Somehow I think not and fear that hundreds and hundreds of millions of dollars of development will be ruined by these tower ramps looming overhead. I can only imagine these developers suing over the lost income that they will experience.

I hope you will reconsider your plans regarding these ramps. Work with Metro to come up with a plan for the power system that is blocking the plan. Finally, was this problem just identified recently? After all, it did not just appear, and has been there, perhaps as long as the metro station itself. This gives me great pause regarding the whole process. What else has been overlooked that will necessitate some rushed change that will permanently damage more communities? I urge you to listen to reason.

Sincerely,
Rich Lanthier

Lanthier, Elizabeth

Vienna, Virginia 22180

4/8/2017

Subject: Opposition to new lanes/ramps in Dunn Loring

I am writing to vehemently oppose the proposed changes to the I-66 access points and new ramps. Specifically, I am opposed to any elevated lanes or ramps over or near the Dunn Loring area.

I live in a walkable neighborhood called Dunn Loring Village. We have a path to Prosperity Avenue, from which we can easily walk to the Dunn Loring Metro station or the restaurants/shops near the station. Over the past several years, we experienced a large amount of construction and inconvenience as the Metro station built new parking garages. Finally, those projects are finished and we are enjoying the benefits of a grocery store and restaurants.

Everything in this area is low rise and pleasing to the eye. On any given day, there are dozens of people walking from nearby offices to the Dunn Loring Metro shopping/dining area. We get exercise, fresh air, and sunshine. People interact with other people. The area finally feels like a community, instead of a patchwork of buildings separated by roads.

Having towering lanes and/or ramps over all of this will be a disaster. They will cause a great amount of noise, pollution, and ugliness. They will block sunlight from people below. Nobody wants to stroll around or eat outside under a highway.

Besides the loss of personal wellness, connection, and exercise, our property is bound to suffer a measurable loss in monetary value. It is bad enough that our neighborhood will lose some open space and walking paths merely to add lanes to 66. Now we have to contend with an ugly eyesore, the noise, and the danger of vehicles right overhead. It will make it harder to sell our houses at the price that they would otherwise get.

Our neighborhood gains NOTHING from this I66 change. This whole project is to benefit people who live miles away.

We chose to live in townhouses, with little personal space, in order to walk to Metro and/or have shorter commutes. People who chose to live farther out, in spacious houses with large yards, now want an easier drive. So who pays the price? We do, in Dunn Loring.

This is unethical.

We know that the new lanes are coming. Clearly, politicians care more about "leaving a legacy" than they do the actual people who voted for them. (It is maddening to know that I voted for the very governor who is bent on destroying my neighborhood.) At this point, we can only beg authorities not to make a bad situation worse. Do what it takes to keep access points and interchanges from doing more harm to our community. We do not need another "mixing bowl" configuration here, right where people live, work, and gather.

Thank you.

Elizabeth C. Lanthier

Lee, Siew

Dunn Loring, Virginia 22027

4/7/2017

Ms

Subject: Opposing I-66 Outside the Beltway Project

TPB Board, VDOT has previously indicated to the most impacted community in Dunn Loring/Vienna/Falls Church that the approved 'Preferred Alternative' is the 'worst case scenario' in terms of project footprint. However, it came to the community's surprise and disappointment that VDOT and Express Mobility Partners have proposed additional significant changes with greater impact to the community and without informing/involving the public. While VDOT has indicated that they have taken into consideration of public input, the reality shows that VDOT is in fact disregarding the public input and public efforts provided in the past two years. Dunn Loring is a transit oriented, walkable community. Building a 30-foot high ramp over the Dunn Loring metro and Gallows Rd, and adding more roads and complicated interchange structures are not the solution to solve the I-66 traffic issue. Further impact study is needed before these changes are approved and added into the region's CLR.

Lee, Jane

Vienna, Virginia 22180

4/8/2017

Subject: Impact in Vienna

The new design adds a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard. 2 new ramps at the 495/66 interchange that will push the cars and

road lights even higher over soundwalls (picture the Springfield mixing bowl). Adding more concrete also adds the need for more stormwater runoff basins right next to homes in the surrounding neighborhoods. New design and ramp access at the Nutley interchange and others that add concrete and increase the project footprint and environmental impact Plans to allow commercial trucks and oil tankers on HOT lanes, encouraging more higher-polluting vehicles through ancillary roads and onto the highway. This must be disclosed and the increased number of trucks must be accounted for in the air quality analysis.

Libby, Cara

Vienna, Virginia 22180

4/8/2017

Subject: I-66 project amendment comments

The proposed amendment would take land from Stenwood School and eliminate the nice treeline along the school's border. The construction along Gallows Rd. to create a new ramp would bring noise and pollution to the area. My daughter goes to this school, and my son will start there in two years. This is an unacceptable plan that is not good for the area or our children.

Liskey, Maria

Vienna, Virginia 22180

4/7/2017

Subject: vote NO on the I66 Outside the Beltway amendment

Please vote NO on the I66 Outside the Beltway amendment!! We DO NOT want more concrete and ugly , towering ramps with large street signs and bringing more traffic and noise into our peaceful community! We are NOT the ones who need or benefit from these improvements, therefore we do NOT want them. Thank you.

McCaffrey Beatty, Theresa

Vienna, 22180

4/3/2017

Subject: Comments on proposed changes to I-66 expansion

I am writing to ask for your support for our neighborhood and public school in light of the impending expansion of I-66 outside the beltway. Our community worked very closely with representatives of VDOT to minimize the negative impacts of the construction and expanded highway on our Dunn Loring community, and particularly on the children who attend school at Stenwood Elementary, a stone's throw from I-66.

We have recently learned that VDOT and their private partner have requested some changes to the access plans for the I-66/495 interchange that include adding two more ramps. We have also heard that they are discussing the possibility of having a ramp go OVER Gallows Road. We have no information on these designs as of yet, but we are concerned that this expansion could threaten the surrounding community.

The access ramps being proposed were originally eliminated through the public discussion process as the project team deemed the impact was too great compared to the benefit. We are concerned to see them being re-introduced and want to ensure the public's concerns are addressed in these new plans. Given our previous discussions with VDOT about these ramps, it seems impossible that these ramps could be added without pushing the whole interchange higher and possibly even wider. And with higher ramps, we will also experience an increase in noise and both air and visual pollution.

Please confirm your commitment to ensuring this project will not be allowed to increase its horizontal or vertical footprint beyond what was approved last year. And that the priorities will be once again focused on reducing the impact of this project.

In addition, VDOT and the private partner have not provided sufficient detail to understand the full impact that proposed changes will have on the project and have not included the public in discussion of proposed changes. Since the P3 process began, there has been no opportunity for public exchange and input on changes being proposed by the private partner. Public hearings had been promised in early 2017. We have heard nothing from VDOT.

We are also concerned that during this stage of the project and with the decision to move forward with a P3 that profitability will take precedent over the best interests of the region. (Concerning examples include allowing trucks paying higher tolls on HOT lanes and adding more ramps to increase the private partner's profit on the toll roads at the expense of the greater impact to residents and the environment.)

The TPB and other boards should be cautious with the sparse details being provided to make the decision to add new ramps and change the approved plans. Once these approvals are given, the private partner will have limited incentive to do what is in the public's best interest versus ensuring the project's maximum profitability. Designs are needed to allow the public to properly comment and for the TPB to make an informed decision.

Thank you for your attention to these important matters. I look forward to your support of our community as the

expansion proceeds.

Sincerely,
Theresa Beatty
Vienna, VA

McCormick, Brian
1950

Dunn Loring, Virginia 22027

4/8/2017

Subject: I66 changes-

the government continues to pretend to include communities when making changes and plans only to change the long range plan after getting what they want in the beginning. We saw a massive change on a National basis this year and the same will begin to occur at the local levels. You made a deal with us in Dunn Loring to get your prior approval. stick with your agreement....more noise isn't needed in our neighborhood and I am tired of inconvenience that is created each time a new addendum is added and change made. I have been in this community now since 1994 and I would ask that the planners and our representatives please stick with their promises instead of pretending that they didn't say that...
Brian McCormick 7928 Tireswing Road Dunn Loring, Va. 22027

McDermott, Elizabeth

Vienna, Virginia 22180

4/8/2017

Subject: I-66 outside the beltway. No high ramps high

I strongly oppose the new plan for high ramps near the Dunn Loring metro in the I-66 outside the beltway project. This will negatively impact the elementary school and neighborhood of Dunn Loring Woods. Most of our residents take the metro and do not need or want this project. There is no need for this additional ramp. Thanks, Elizabeth McDermott

McNamara, Trevor

Vienna, Virginia 22180

4/8/2017

Subject:

I am very concerned about the new VDOT proposal for higher ramps which will have a greater impact to communities in the area. This significantly changes the project that was approved last year and I do not understand how changes this large can be allowed without going through the same channels of public hearings and regulatory approvals that the original project did. I am very concerned that VDOT is shifting its priorities towards profits for the private partner and away from the region's best interests. The changes proposed have major negative impacts for communities and on the environment and should not be allowed to move forward until more research can be done. Thanks in advance for your consideration. A concerned homeowner, Trevor McNamara

Morgan, Jason

Vienna, Virginia 22180-7121

4/8/2017

Subject: March 2017 Concept Plans (Vaden Drive to Gallows Road (Segment 3, Sheet 2))

I am concerned about the proposed I-66 ramp over Gallows Road. Currently, the Dunn Loring metro, and the development in the area, feels like a part of Dunn Loring Woods. That is, families can feel comfortable walking to the station to travel and to the surrounding businesses to eat, exercise, have hair cuts, bank, etc. Unfortunately, adding a ramp over Gallows road, thus forcing pedestrians to walk through an underpass, would significantly separate the two areas. Families would no longer feel safe and comfortable walking to the station and the surrounding businesses. And once everyone in a family is in a car or minivan to go somewhere (because the Dunn Loring metro and businesses no longer feel as connected), there is a good chance that that somewhere will be some place farther away like the Town of Vienna. If possible, breaking the connection between Dunn Loring Woods and the Dunn Loring Metro/businesses should be avoided. Thank you for listening.

Nenninger, Ina

VIENNA, Virginia 22180

4/6/2017

Tri It Now

Subject: I-66 Outside the Beltway Project Amendment - IMPACT

As a resident of Westbriar Plaza (aka The Plaza at Dunn Loring), just across Gallows Rd from the Dunn Loring Metro Station, I want to voice my great concern about the proposed flyover ramp design being considered. This would have a huge negative impact on my community, and so I completely disapprove of that amendment to the previous plan. This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year. Reducing the environmental & other negative impacts of this project should continue to be a top priority. Changes should be going through proper public hearing process with regulatory approvals obtained for changes of such

significance (including changes in access, height, or location of ramp structures). As a community, we have growing concerns that the changes being proposed to this project are shifting priorities towards profits for the private partner and the state of Virginia and away from the region's best interests.

Newhouse, Shirley

Vienna, Virginia 22180

4/7/2017

Subject: Proposed I66 overpass

As a long time resident of the Stonewall Manor/Dunn Loring area, I urge you to reconsider adding a high fly over ramp over Gallows Rd and the Dunn Loring Metro. Besides looking unsightly and unappealing for all who walk, shop, and live here, it will hurt the environment. Please vote NO for this overpass!

Ninomiya, Lisa

Vienna, Virginia 22180

4/7/2017

Subject: Please vote against the ramp changes

Please vote against the ramp changes. The new design adds a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The new design adversely impacts our neighborhood. The ramp will loom over our neighborhood; the lights will floodlight the neighborhood and the additional concrete will add to the stormwater runoff issues. We chose to live in an area that was convenient to public transportation and existing highways and we're the ones paying the price for those that have chosen to live further out. It really feels like VDOT is trying to sneak major modifications to this project now that the public meetings have concluded.

Nyce, Carol

Vienna, Virginia 22189

4/7/2017

Subject:

No to 66 expansion outside the beltway

Ommaya, Shana

Vienna, Virginia 22181

4/8/2017

Subject: I66 expansion

I am opposed to the expansion of 166 outside the beltway, including the addition of tolls or hot lanes. Better to invest in making metro and other public transportation more functional. If the project must go forward, please do not expand upon the proposed plans from last year.

Palmer, Matt

Vienna, Virginia 22180

4/8/2017

Subject: I66 outside the beltway

I have serious concerns about the changes to the original plan making the access ramps higher and allowing trucks. This will dramatically increase noise and pollution levels from what was originally discussed. What will be done to ensure the impacts of these changes will be safe and within requirements at this point? What accommodations will be made to minimize the impact on the communities affected? What is the justification for the changes? Thank you for your consideration. Matt Palmer

Perlman, Scott

Dunn loring, Virginia 22027

4/8/2017

Subject: I-66 Expansion

Putting a massive flyover ramp so close to our homes is not an acceptable solution. It risks destroying the residential character of our community and the value of our homes. This is a big project and it's hard to believe money can't be found to move the electric substation near Metro. Our community is paying a big enough price for this project. We should not have to pay for this too.

Petersen, Chap

Fairfax, Virginia 22030

4/7/2017

Subject: Senator Chap Petersen's comments

Dear Members of the Transportation Planning Board. I represent the 34th State Senate district which includes the I-66 right of way from Dunn Loring out to Centreville, a distance of at least twelve miles. Thousands of my constituents live within a few hundred feet of the proposed project. I am writing to register my strong opposition to any amendment that

would change the scope or geographic footprint from the existing I-66 improvement project, which was significantly scaled back in 2015-2016 after dozens of community meetings. We all understand that I-66 can and will be improved to permit more mass transit. We also accept the fact that tolling will be part of the equation, now that the Commonwealth has entered a "public private partnership" contract with Enhanced Mobility Partners. We cannot accept any expansions to the heights or right of way, especially in the areas of Vaden Drive, Nutley Street, or Gallows Road, beyond those limits which VDOT accepted based upon community input prior to the "PPP" contract being entered. Any such expansion would be viewed as a betrayal of a very intense community coordination process beginning in March 2015. Thank you, Chap Petersen

Powell, Elizabeth

Vienna, Virginia 22180

4/8/2017

Subject: No on ruining Dunn Loring

Dunn Loring is a neighborhood in the truest sense, home to families, as quiet as it's possible to be so close and convenient to the metro and the highway. Vote no on building ramps that will impede the walkability and erode the suburban quiet of our neighborhood. Vote no on overshadowing our elementary school with a loud, polluting interchange. Vote no on allowing giant trucks with their noise and exhaust onto 66 and welcoming them to cut through our neighborhoods. Vote to preserve safety, air quality and neighborhood charm.

Preston, J.

Vienna, Virginia 22180

4/6/2017

Subject: potential flyover ramp by the Dunn Loring Metro Station-Merrifield

As a long-time resident in the Merrifield area the proposed flyover ramps will destroy the community that Fairfax County has spent millions trying to create (successfully). To try and make the change without involving the affected residents and business owners is unacceptable. This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year, which was a consensus among all stakeholders. Reducing the environmental and other negative impacts of this project should continue to be a top priority. All changes should be going through a proper public hearing process with regulatory approvals obtained for all changes of such significance (including changes in access, height, or location of ramp structures). I am concerned that the changes being proposed to this project shift priorities towards profits for the private partner & the state of Virginia and away from the region's best interests. Please re-engage all stakeholders now.

Ramella, J Jeff

Dunn Loring, Virginia 22027

4/7/2017

Subject: Dunn Loring at I66 Against Amendments

I am against the amendments impacting Dunn Loring at I66. VDOT agreed to vertical and horizontal footprints that are now being renegotiated to accommodate not moving a power station. This power station has been there all along and feels disingenuous to be presented changes to not have to move it now. New technology and power need upgrades should be considered with this project and any move that needs to happen. This has not been considered. Hard to believe this opportunity was missed? New designs expanding the footprint include flyer over ramp towing over and peering into our neighborhoods and into our school yard. The visual, sound and additional pollution...new storm ponds are of great environmental concerns. We strongly request you vote against any amendments that impact Dunn Loring area until a thorough study and options have been exhausted and agreed to by the community.

Richardson, Tamara

Vienna, Virginia 22180

4/7/2017

Subject: Don't Ruin the area by Dunn Loring Metro

When we moved my family to the area 3 years ago, we chose our neighborhood because it was close to the metro, walking distance to the kids elementary school (Stenwood), and close to other shopping and entertainment areas. If you do what is being proposed to I-66 and take away areas for my children to learn and play, ruin our sightlines, substantially increase the noise and traffic factor, then many of the reasons we moved will be taken away. Please consider what you are doing and how it will affect not only the people in the area immediately, but our future generation that is also impacted. My 3 month old son will be forced to go to a school that has limited outdoor areas and he won't even be able to hear himself think with the traffic noise through his classroom window. Don't do it.

Roeder, Angie

Vienna, Virginia 22180

4/8/2017

Subject: Opposition to proposed changes to I-66 outside the beltway project

As a resident living in Dunn Loring Village, I am strongly opposed to changes being proposed in the current amendment.

Our community would be negatively impacted by the changes. We have been actively involved in stakeholders meetings and discussions and do not want to see all the hard work that went into the plans agreed upon go to waste and start over with the discussions. We are against the following and will attend meetings as necessary to stop these changes: -A massive elevated ramp and roadway structure planned over Dunn Loring that would go right above our community. -The I-66/I-495 junction being significantly rebuilt. - Adding additional storm water ponds to the plans that were already agreed upon by community stakeholders. Stop these damaging efforts being inflicted on community members who have chosen to live close to where they work, rather than clog up the highways. Plans were agreed upon and should remain in place as committed.

Russell, Lauren

Vienna, Virginia 22180

4/7/2017

Subject: Seeking assistance to stop additional "improvements" around Dunn Loring

Dear Board, I live in the oldest incorporated neighborhood in Fairfax County, Dunn Loring Woods. My neighbors and I bought our homes in this quiet, vibrant, walkable community adjacent to the Metro. We paid a premium to live here so as not to contribute to the traffic and congestion on the roads. More roads and complicated interchange structures are not the solution to our region's transportation challenges. It is an unfair burden to add these additional changes ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and ELEMENTARY school yard. Please do not go forward with the changes, you will ruin our established neighborhood. Thank you, Lauren, Ben and Ellie (5) about to start Kindergarten at the school that will receive the largest hit from your development plan.

Schechtman-Rook, Andrew

Vienna, Virginia 22180

4/8/2017

Subject: Concerns about new ramp over Dunn Loring

To Whom It May Concern:

I've been following the progress of the I-66 transformation project for some time. Up to this point most of the proposals have seemed pretty reasonable, but I noticed on the most recent changes the rather large adjustment to the local lane exit ramp from I-66 East to I-495 South.

As far as I can tell, this exit will be extended via a very long elevated ramp, for apparently no other purpose beside providing a way for the left-most local lane to merge into the right-most express lane. In a rural area this likely wouldn't be a huge deal, but in Dunn Loring I think this is going to be quite problematic.

According to the plans, the ramp will go over not only Gallows Road and the Dunn Loring Metro station but also all of the new businesses that have sprung up in the new development just West of the station. In addition to being a grotesque eyesore in this new community I worry that the noise and pollution will keep people from shopping there. It will also be a block away from a row of apartment buildings and will probably have a negative effect on potential renters there.

There might be some cases where such a dramatic change was necessary, but honestly I just can't see it in this case. I don't understand why the express lane entrance a) needs to be connected to the I-495 interchange and b) has to occur from the right side of the highway.

Maybe I'm missing something, but I can't see why the entrance to the express lane can't be from the left of the local lanes (as it is in many places on I-95/495) and the existing Eastbound exit to I-495 South can't remain where it is (and widened if needed). At the very least, why not make a much shorter ramp that just provides an entrance to the express lanes?

Even if there is a reason for extending this ramp that you find compelling, I would strongly urge you to think long and hard about other alternatives. Thank you very much for your time.

Sincerely,

Andrew Schechtman-Rook

Schwartz, Carol

Vienna, Virginia 22180

4/8/2017

1952

Subject: Proposed access adjustment

Modifying proposed access points is NOT a minor adjustment. Part of the proposed modification would locate a huge flyover from a lightly populated area to a densely populated area where the elevated roads will have a much greater impact on the community. This is a disgraceful attempt to avoid the cost that the partnership assumed to build the "improvements" by inflicting increased traffic noise, light and pollution on residents of the Dunn Loring area. Please tell VDOT NO.

sedlak, carol

vienna, Virginia 22180

4/8/2017

i live in Dunn Loring Village and am concerned

Subject:

I live in Dunn Loring Village and am concerned about these new changes to the hot lanes, added ramps that will be towering over our neighborhoods and the possibility of allowing oil tankers and commercial trucks to use the hot lanes. I thought the hot lanes were supposed to be primarily for commuters - to move people - not for commercial vehicles. Now it sounds like they are turning purely into for-profit toll roads, for the 'partners' that are going to manage the toll roads. I do not understand what is going on here. The communities like mine are full of families that paid more for their homes to live close to metro stations and mass transit options so that we could ease pollution and get places in a reasonable amount of time without filling the already busy highways. Now people that moved further out into bigger, less expensive homes are getting hot lanes added for their benefit, and to our detriment.

The new design adds a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and lights that will shine over sound walls and tower over our walkways, homes and school yard – this is not necessary, and it is not right.

2 new ramps at the 495/66 interchange that will push the cars and road lights even higher over soundwalls (this is beginning to sound like the Springfield mixing bowl). Adding more concrete also adds the need for more stormwater runoff basins right next to homes in the surrounding neighborhoods. We will have more mosquito problems than we currently hve.

The new design and ramp access at the Nutley interchange and others will add concrete and increase the project footprint and environmental impact – why isn't another environmental study required for all of these proposals?

The plans to allow commercial trucks and oil tankers on HOT lanes, encouraging more higher-polluting vehicles through ancillary roads and onto the highway. This must be disclosed and the increased number of trucks must be accounted for in the air quality analysis – I believe letting commercial trucks and oil tankers in the hot lanes is a big mistake and motivated purely by profit and greed.

We need to be better represented by our government and department of transportation – our taxes pay for this – we deserve much better.

sewall, sarah

Dunn Loring, Virginia 22027

4/7/2017

Subject: footprint, noise & visual impact of ramps overpass proposed changes

I'm writing to express my concerns at reported revisiting of issues our community thought had already been resolved as part of a dialogue in which residents had already agreed to accept huge impositions on their quality of life in the name of transportation improvements. Specifically, we don't want a ramp over Gallows Road, and we don't want additional ramps in the interchange. No expansion of the footprint, horizontal or vertical. Nor do we think it appropriate to revisit the issue of the stormwater basins. We already are surrounded by traffic noise, visual and environmental pollution and feel that private partner gains are being over privileged rather than community interests being protected. Please do not abandon those whose lives, rather than pursuit of profit, have been invested in this dialogue. Thank you. Sarah Sewall

Siciliano, Jennifer

Dunn Loring, Virginia 22027

4/8/2017

Subject: I66 Outside the beltway

I am writing today to express my absolute dismay in the new designs for the outside the beltway 66 plan. As a homeowner directly affected by these designs and having participated throughout the entire process, I am absolutely stunned that we would once again have the rug pulled out from under us with design elements we thought we had eliminated as part of the process that's been going on for years. While I understand the need for a solution to the 66 problem, we have negotiated in good faith and we're told that elements like massive flyover ramps and storm water management ponds had been mitigated in height and in the case of the ponds, eliminated from impacting our neighborhood - not the case. I urge VDOT to continue to have open dialogue with the neighborhoods affected and stand true to their word on previously addressed concerns...not empty promises.

Sills, Jennifer

Vienna, Virginia 22180

4/8/2017

Subject: concerns about 1-66 project

This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year, which was a consensus among all stakeholders. Reducing the environmental and other negative impacts of this project should continue to be a top priority. All changes should be going through a proper public hearing process with regulatory approvals obtained for all changes of such significance (including changes in access, height, or location of ramp

structures). As a community, we have growing concerns that the changes being proposed to this project are shifting priorities towards profits for the private partner and the state of Virginia and away from the region's best interests.
Jennifer

Smith, Valerie

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Outside the Beltway Project Amendment

Dear Sir or Madam, As a long time resident of the Merrifield area, I have serious concerns about the proposed changes to the approved plan for I-66 Outside the Beltway. This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year, which was a consensus among all stakeholders. Reducing the environmental and other negative impacts of this project should continue to be a top priority. V-DOT last year held many forums and gathered plenty of comments. They worked with the owners to try to limit the damage that would be done to the character of our communities, which, if you overlook recent development at the Metro and at Mosaic, are small and quiet. A reluctant consensus was reached that allowed most of the surrounding neighbors to support the proposal. These new changes would completely overturn some of the important protections in that plan. Please remember us, your neighbors, before runing our homes. Valerie Smith

Stephan, Roy

Dunn Loring, Virginia 22027

4/7/2017

Subject: I66 to 495 hotlanes elevated ramp

I am a long time resident of Dunn Loring. I own a condo across from the metro and a house just north of the metro. My son attends Stenwood elementary and my wife walks to metro across the gallows bridge every day. I have a number of concerns about the proposed elevation ramp as an owner, a landlord, a resident and a father: 1) I need to see a revised environmental impact statement. 2) to include the cost of raising the sound barrier above the elevated ramp in the analysis 3) to understand what the 50 year cost difference of maintenance on an elevated ramp would be, and include them in analysis 4) to do a study on the decrease in house values and retail business that such a negative visual and noise nussance will cause, as well as including the loss of taxes in the analysis 5) to do a study on the impact this increased noise will have on the learning environment of the children at Stenwood. 6) to do a study on the increase in number and severity of accidents (e.g. freezing).

Sund, Kelly

Vienna, Virginia 22180

4/8/2017

Subject: I66/495 Ramps

I live in Stonewall Manor, by Stenwood Elementary School. I am concerned that higher ramps, possibly even crossing Gallows Road, might be put back in the future I-66/495 interchange, even though our community worked with VDOT to remove those. Please do not add them as they would change the appearance and feel of our neighborhood, and please stress increased public information and accountability during this stage of the process. Thank you.

Taylor, Wendy

Vienna, Virginia 22180

4/7/2017

Subject: I-66 outside the beltway admendment

VOTE NO on this amendment. Protect the thriving communities, new development, and established businesses, schools, and neighborhoods that the proposed changes would decimate.

Texin, Dave

Vienna, Virginia 22180

4/7/2017

Subject: I-66 Outside the Beltway Project Amendment

I oppose any changes to the agreed upon Preferred Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange and west to Nutley St. as well as any modifications to that Preferred Alternative that increase the footprint either vertically and horizontally. Citizens of the community worked fastidiously with VDOT to reduce this project's impact on our community, and it is becoming abundantly clear that the contractor's profitability is ensuring that work is tossed aside with little regard to the community's concerns. Additional ramps/concrete, allowing tractor trailers on the HOT lanes, and storm water drainage ponds will increase noise, air and ground pollution, be detrimental to our neighborhood and environment and is utterly unacceptable. What's called the "Preferred Alternative" is what everyone agreed to as the "worst case scenario". The private partner should be working to make the project better by reducing this footprint not increasing it.

Texin, Patricia

Vienna, Virginia 22180

4/7/2017

Subject: Concerns about I66/495

The private partner should be working to make the project better by reducing this footprint not increasing it. I oppose any changes to the agreed upon Preferred Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange and west to Nutley St. as well as any modifications to that Preferred Alternative that increase the footprint either vertically and horizontally. I am also concerned with the proposal to increase speed I oppose any changes to the agreed upon Preferred Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange and west to Nutley St. as well as any modifications to that Preferred Alternative that increase the footprint either vertically and horizontally. I also have safety concerns about the proposal to increase speed limits to 70 mph.

Thillairajah, Lisa

Vienna, Virginia 22180

4/8/2017

n/a

Subject: Changes to agreed upon Preferred Alt. between VDOT & Dunn Loring community

VDOT and the contractor for Transform I66 outside the beltway is trying to amend the Preferred Alternatives for the I66/I495 interchange and west to Nutley St. to add additional flyover ramps, HOT lane access points and storm water management ponds. Additionally, they are suggesting that tankers and semi trucks be allowed to use the HOT lanes. I oppose any changes to the agreed upon Preferred Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange and west to Nutley St. as well as any modifications to Preferred Alternative that increase the footprint either vertically and horizontally. Citizens of the community worked responsibly with VDOT to minimize the project's impact on our community, and it is becoming abundantly clear that the contractor's profitability is ensuring that work is tossed aside with little regard to the community's concerns. Additional ramps/concrete, allowing tractor trailers on the HOT lanes, and storm water drainage

Tickle, Laurie

Vienna, Virginia 22180

4/7/2017

Subject:

I chose to live in Dunn Loring Woods, so as not to contribute to the traffic and congestion on the roads in our region and now our neighborhood is at risk of interstates running over our homes, walkways and schools. More roads and complicated interchange structures are not the solution to our region's transportation challenges. I am against the new design which adds a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and light and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard. 2 new ramps at the 495/66 interchange will push the cars and road lights even higher over soundwalls. More concrete means more homes will be affected by stormwater runoff basins next to the homes in our neighborhoods. More roads are not the answer to solve NoVa's traffic congestion. -Laurie Tickle

Turner, Theresa

Vienna, Virginia 22180

4/8/2017

Subject: Stop the insanity

I see the VDOT plan to build more concrete tollways as shortsighted and a ridiculous attempt to ease congestion. The only way to really ease traffic and pollution is to create public transit that works! Not to build more concrete roads and flyovers. I attended each public hearing during the planning phases of this project. I spoke up for the "do no harm" to Stenwood ES, the plans increasing pollution and traffic and destruction of trees are not viable solutions for our community. Our community is one that walks to the metro - that lives closer in for the benefit of using public transit - these plans will take away the "green" walking options, ruin the already cramped Stenwood ES grounds and have negative impact on many homes and cause drainage problems due to the vast amounts of concrete. I am dismayed and outraged that the plans are now including consideration of ramps at Gallows road and near the DL metro. Please do not destroy our community!

Vanstory, Patricia

Dunn Loring, Virginia 22027

4/8/2017

Subject: Proposed changes to I-66 Outside the Beltway project

Years of community meetings resulted in a workable compromise, but now VDOT and its private partner has unilaterally redesigned the plan to make our community look like another mixing bowl. Why waste our time pretending that community input matters, if this is the end result? This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year, which was a consensus among all stakeholders. Reducing the

environmental and other negative impacts of this project should continue to be a top priority. All changes should be going through a proper public hearing process with regulatory approvals obtained for all changes of such significance (including changes in access, height, or location of ramp structures). As a community, we have growing concerns that the changes being proposed to this project are shifting priorities towards profits for the private partner and the state of Virginia and away from the region's best interests.

Wachspress, Sara

Vienna, Virginia 22180

4/7/2017

Subject: Dunn Loring flyover - against

This comment pertains to the Dunn Loring flyover. Based on the description it will negatively affect the livability of the Dunn Loring brand new commercial area. It will also negatively affect all of the houses/condos in this area. If you want to do this, you need to reimburse all homeowners for lost revenue. All of our houses will immediately lose value. I've waited 10 years to finally have equity in my condo. The description of the flyover sounds horrendous for those of us living across the street from Dunn Loring metro. Please redesign this to eliminate flyovers so close to existing housing. Or just move the electrical lines!

Watkins, Ryan

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Expansion - amendments to project plans

The proposed amendments to the I-66 expansion plans are problematic and of great concern, especially the proposals related to the Gallows Road "fly over" and other vertical adjustments to what was agreed upon in the past. I was really shocked to hear that the elected representatives from the area were not informed about these substantial changes and that they had to request a meeting. The years of work that VDOT has put in to building a trusting relationship with the Dunn Loring community will quickly be eroded if transparency is suddenly lost. I hope that VDOT allows for ample community input going forward. While we all expected minor engineering changes, what I see in the current proposal map is substantially different and not at all acceptable to our community. While I am good with our private sector partner saving money and making a profit, it can't come at the expense of our growing community. We don't want to live under the Dunn Loring version of Springfield mixing bowl

Weber, David

Vienna, Virginia 22180

4/8/2017

Subject: I-66 Dunn Loring Flyover Design

This ramp will destroy our neighborhood and increase traffic. VDOT needs to focus on getting people out of cars and onto mass transit.

Weier, Tony

Vienna, Virginia 22180

4/7/2017

Subject: NO MORE CONCRETE

I live in the neighborhood effected by this, and I don't want a huge ramp climbing over Gallows Road. The noise, the increased traffic in our area, the pollution, the ugliness...all these things will effect our neighborhood PLUS a likelihood that our house values may drop as a result during the renovation and after.

Weier, Beth

Vienna, Virginia 22180

4/7/2017

Subject: I-66 outside the beltway project ammendment

NO!!! We do NOT WANT more concrete!! NO 30 foot ramps in our beautiful neighborhood/shopping areas of Dunn Loring!!

Wickham, Brian

Dunn Loring, Virginia 22027

4/8/2017

Subject: Pritchards Corner-The public process was supposed to matter!

I and other members of our community met with VDOT representatives repeatedly to voice our concerns. We were given the impression that we had reached a reasonable negotiated compromise through the public process. Now it appears that VDOT and the private partner are working to reintroduce highly damaging provisions. Personally, I am outraged by the two new ramps being proposed for the 495 interchange and the anticipated increase in environmental and community impact of these changes. It appears our concerns regarding increased noise and visual pollution for the surrounding communities was given lip service consideration, only to be later discarded. Please do not allow this project

to increase its horizontal OR vertical footprint beyond what was approved last year. Many of us paid dearly to live in this community. Paid to enjoy the visual and auditory peace. Paid to adjust our commutes. Please do not unnecessarily sacrifice our community to the interests of the private partners.

Wickham , Daina

Dunn Loring , Virginia 22027

4/8/2017

Subject: Major concerns on expansion

I am writing this letter to express concern about the latest plans for the I-66 plans especially with respect to the 495 interchange. These latest plans are going in the wrong direction. They will clearly impact our community of Prichard's corner in a negative way.

We worked closely with VDOT to reduce the impact this expansion will have on our homes, schools, public areas and overall quality of life. However this latest plan involves the taking of homes, residential land/property, and land from our community's elementary school as well as ramp structures that will tower over our neighborhood soundwalls and change the landscape of our whole region. Furthermore, I am concerned that the full environmental impact and the increased noise and visual pollution for the surrounding communities will not be considered. The access ramps being proposed were originally eliminated through the public discussion process as the project team deemed the impact was too great compared to the benefit. VDOT even touted their interactions with us as an example of community team work! I am very, very concerned to see them being re-introduced. Given our previous discussions with VDOT about these ramps, it seems impossible that these ramps could be added without pushing the whole interchange higher and possibly even wider. And with higher ramps, we will also experience an increase in noise and both air and visual pollution. Especially concerning is the fact that these new plans have not been widely shared with the public and seem to be moving forward without public input and in fact negating previous public input. Please confirm your commitment to ensuring this project will not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year. And that the priorities will be once again focused on reducing the impact of this project rather than maximizing profit for the private partner.

Thank you, Daina Wickham

Wilson, Marcia

Dunn Loring, Virginia 22027

4/8/2017

Subject: Spare Dunn Loring from Concrete Flyovers

I have lived here for over 20 years and have seen incredible development in Dunn Loring. Our community is continuously negatively impacted by traffic traversing through our area. We are thrown a bone by developers with a grocery store and some restaurants in exchange for a poorly designed metro kiss and ride area and constant construction. Now after living through the new bridges for 66/495 interchange we are told that we will have to live under a 66 flyover. No, I did not choose to live in Tyson's Corner, and I do not want my neighborhood turned into that monstrosity of metro on top of Rt 7. I suggest you drive, no walk, along that area and see how inviting it is. It's ugly. We paid more for our home to live close in to work, and our reward is that you are destroying our community. Move the power station at Dunn Loring metro, don't destroy the "planned" community of Dunn Loring/Merrifield.

Wilson, Tadd

Haymarket, Virginia 20169

4/8/2017

Subject: Bait-and-Switch re: new Haymarket bridge, access

VDOT's Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP) should not be approved, as presented, by the Transportation Planning Board this year. The necessary public consultation has not taken place, and given public tension over numerous developments in the area across multiple jurisdictions (commuter lots on farms, VRE extension, Bi-County Parkway, data center development), failing to execute this consultation appropriately will only further erode public trust.

Specifically, the details in "Access Update Option A" and "Access Update Option B" are inconsistent with the proposals developed with public input in 2015 and 2016. Many individuals are focused on the Dunn Loring ramp at Dunn Loring, which was not incorporated in the last plan developed by VDOT and thus was not discussed at public meetings. Equally important to residents on the western edge of the I-66 project (folks dealing with the myriad of issues mentioned above) is the surprise addition of a new bridge across I-66 and the accompanying access infrastructure west of Haymarket.

These additions were not included in the Tier 2 Revised Environmental Assessment developed after public involvement. In fact, these additions conflict directly with the document, which states on p.3-26:

No concept for direct access ramps to the express lanes was selected to be advanced to the Preferred Alternative. Potential locations for direct access ramps in conjunction with a potential park-and-ride lot in the Haymarket area will be evaluated in the vicinity of the I-66 and Route 15 interchange as part of a separate effort in collaboration with Prince William County, VRE, and other stakeholders.

Unless appropriate consultation with the public occurs, this is a bait-and-switch . And for that to happen, the public needs information. That has not happened, as the proposed bridge and access ramps are not even presented in the Concept Plans that will receive public input in June.

Let's also be clear that these additions are non-trivial and cannot be considered a simple "drop-in" option. These developments unfold in the context of larger public discourse around development, including official statements of county intent. The proposed infrastructure west of Haymarket is inconsistent with the Prince William County Comprehensive Plan. Worse, it could play a pivotal role in busting the urban growth boundary defined in the Comprehensive Plan by encouraging sprawl development adjacent to/within the Rural Area currently defined for low-density development. Development will follow the road, that is inevitable, despite any promises that it will offer only endpoint or very limited access.

VDOT also has a history of using sleight-of-hand tactics to sidestep public comment. Residents of western Prince William County have taken notice, but even the most vigilant continue to be surprised by VDOT's tactics. For example, that after swift and negative public reaction to a proposed parking lot in the area west of Haymarket, VDOT notified local officials that the proposal had been dropped. Now, in an under-the-radar process involving air quality that is not tracked by most residents in the area, VDOT is back with another attempt to authorize excessive transportation infrastructure west of Haymarket. It's simply dishonest.

The TPB should not facilitate VDOT's duplicity further as an enabler or co-conspirator. Insist on consistent project impact statements, and reject the amendment as proposed

Wise, Marcia

Vienna, Virginia 22180

4/7/2017

Subject: No I66/495 flyover ramp!!

I oppose any changes to the agreed upon Preferred Alternative between VDOT and the Dunn Loring community for the I66/I495 interchange and west to Nutley St. as well as any modifications to that Preferred Alternative that increase the footprint either vertically and horizontally. Citizens of the community worked fastidiously with VDOT to reduce this project's impact on our community, and it is becoming abundantly clear that the contractor's profitability is ensuring that work is tossed aside with little regard to the community's concerns. Additional ramps/concrete, allowing tractor trailers on the HOT lanes, and storm water drainage ponds will increase noise, air and ground pollution, be detrimental to our neighborhood and environment and is utterly unacceptable. What's called the "Preferred Alternative" is what everyone agreed to as the "worst case scenario". The private partner should be working to make the project better by reducing this footprint not increasing it.

Xu, Yanzhi

Vienna, Virginia 22180

4/8/2017

1984

Subject: No fly-over ramps near Stenwood Elementary School please

The new design is going to negatively impact Stenwood Elementary School. It is going to increase the children's exposure to air pollution and noise. Studies have found links between asthma and air pollution. The new design is also going to negatively impact the Dunn Loring neighborhood. Specifically: New ramps will impede the walkability and erode the suburban quiet of our neighborhood. The new design will overshadow our elementary school with a loud, polluting interchange. Allowing giant trucks with their noise and exhaust onto 66 will worsen pollution near the elementary school and increase traffic in the neighborhood. I am strongly against the new design.

Xu, Yaping

Vienna, Virginia 22180

4/8/2017

Subject: Please - no ramp over Gallows Rd bridge

I'm extremely concerned about the proposed ramps over Gallows Rd bridge and Dunn Loring Station walkway. I'm also concerned about the fact that the new design will take up school property. My granddaughters go to Stenwood Elementary, which will be directly affected by these new expansions. It is immoral to impact the future generation by increasing air pollution and noise levels. I am strongly against the new design.

Yang, Eric

Vienna, Virginia 22180

4/7/2017

Subject: Deep concerns

We chose to live here so as not to contribute to the traffic and congestion on the roads in our region and we are being rewarded with interstates running over our homes, walkways and schools. This certainly sends the wrong message from our transportation leaders. More roads and complicated interchange structures are not the solution to our region's transportation challenges. Further discussion and study is needed before these changes are introduced into the region's

CLRP. Key Concerns for Dunn Loring-Vienna The new design adds a ramp towering over 30 feet ABOVE Gallows bridge and the Dunn Loring metro walkway. The ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard. We strongly urge the revision and minimize the environmental and neighborhood impact.

York, Ken

Falls Church, Virginia 22043

4/8/2017

Subject: New Proposed Outside the Beltway I-66 Design

In the latest design, our house is no longer selected for eminent domain. Instead a new sound wall will be erected dangerously close to the back of my house. This is unacceptable, my son, who suffers from the debilitating disease, Multiple Sclerosis, has his condition worsen when exposed to excess dust and pollution, which exists both during the construction and afterwards. We cannot live in these conditions either during construction or afterwards. We know of what we are speaking since we have lived through the I-495 expansion. I request that you take our home during this construction. I will be contacting my elected officials, news outlets, and others to stop this project otherwise. Sincerely, Ken York

Youngers, Lisa

Vienna, Virginia 22180

4/7/2017

Ms.

Subject: Vote NO!

Please vote no on the I-66 outside the beltway amendment. We have a beautiful and changing/growing community with lots of green space, walking for pedestrians, and a productive mix of residential and commercial. Why would you punish the people trying to live closer in and take public transportation to work by building a concrete jungle. Keep exploring your options and vote no to the amendment.

I-95 HOT Lanes Ramp to Russell Road Amendment

Submitted by: An Individual

Scheufler, Mark

Prince William County,

3/10/2017

Subject: Proposed Amendment to the 2016 CLRP - I-95 HOT Lanes Ramp to Russell Road Amendment

Strongly support the I-95 HOT Lanes Ramp to Russell Road Amendment if incorporated with a preferred alternative that includes a FOUR Lane (2NB/2SB) I-95 Express Lanes Extension from Quantico (Stafford County Line) to Route 17 (Start of the future C/D lanes over the Rappahannock River.) with heavy truck access.

A reversible 10 mile Express Lanes extension could be Phase 1 of the project, but it should not be the long range preferred alternative. A similar approach was completed for I-66 outside the beltway. Auxiliary lane improvements along I-95 Northbound between Russell Rd and VA234 may be needed to reduce congestion on weekends during the summer months.

The only new express lane access points should be:

- Access ramps to/from the Future I-95 C/D lanes near Route 17
- Access ramp to/from the current Courthouse Road Alignment (Route 630)
- Access ramp from Route 610 to I-95N Express
- Access ramps to/from Quantico (Russell Road) from the South

The main benefits include:

- Shorter express lane reversal time (30 minutes a day x 75 years = a lot of additional time the lanes are available for revenue generation for concessionaire
 - Additional managed roadway capacity in Stafford County
 - Direct express lane access to job centers in the Quantico complex from the South
- Interactive Map: (Recommendation)

<https://drive.google.com/open?id=1Gx6a9gUUK9uCrUznPebUYMPfK0E&usp=sharing>

Thanks,
Mark Scheufler
Prince William County Resident

Other Regional Transportation Issue

Submitted by: A Business

HERBERS, TOD

ROCKVILLE, Maryland 20850

4/8/2017

Subject: ANOTHER POTOMAC CROSSING

As a Virginia resident with business in Maryland, I see the suffering that Maryland residents endure every morning and every evening in traveling in and out of Virginia for their commutes. The constant congestion will only be alleviated if northern-bound traffic could be removed to bypass I-495 and cross the Potomac at another point upriver. The logic is there -- will the politics ever get logical?

Tydings, Emmet

Columbia, Maryland 21046

4/8/2017

AB&T Telecom

Subject: Additional Potomac River Crossing

The singularly most impactful transportation project that the Metro Washington region can undertake is an additional River Crossing between Maryland and Virginia above the American Legion Bridge and South of Point of Rocks. The Harry Nice bridge is a necessary and major regional project, but pales in comparison to the positive impacts of a new western river crossing. MWCOG and the Long Range Planning Task Force need to focus on this for inclusion into the CLRP in its next round, and Montgomery County needs to get on board with it. Reportedly, Montgomery's current County Executive Leggett is on board with this position.

Submitted by: An Individual

Robertson, James

McLean, Virginia 22101

4/8/2017

Subject: American legion Bridge

Very little attention has been given to this bridge by MDOT or VDOT and the commuting public continues to suffer from traffic congestion both on the bridge and connecting roadways. What plans are in play and when will the public be informed?

Strauss, Steve

Washington, District of Columbia 20008

4/8/2017

Subject: Prioritizing Projects in the TIP

The TPB needs to do a better job of prioritizing projects in the TIP. There should be a rating system for projects or maybe larger and non-routine things. Most MPOs and ours is like most, don't make much of an effort to independently evaluate projects submitted by local and state DOTs as well as local transit agencies. The TPB has the staff and resources to offer a second opinion. It might not always be the right opinion, but there would be a second or different set of evaluators with perhaps a more regional outlook. Maybe a good goal would be to reject at least one project from each jurisdiction annually based on some set of ranking factors. That way jurisdictions would have to give some additional thought to their submissions.

Support for Project Amendments

Submitted by: A Non-profit Organization

Smith, Nancy

McLean, Virginia 22101

4/6/2017

Northern Virginia Transportation Alliance

Subject:

See attachment, Page 48.

Submitted by: An Individual

Beckner, Roy

Gainesville,

3/23/2017

Subject: Support Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the updates to Northern Virginia's I-95 Express Lanes and the I-66 Corridor Improvements outside Beltway projects as well as Maryland's new US 301/Nice bridge for air quality conformity testing to amend the 2016 Constrained Long Range Plan (CLRP).

The I-95 Express Lanes project update will provide much needed access to an important regional employment center, Quantico Marine Corps Base and support the planned future express lanes extension.

I-66 is arguable Northern Virginia's most congested corridor. The planned outside the Capital Beltway upgrades will bring new highway and transit capacity and flexibility to improve travel, access and the delivery of goods and services throughout the corridor.

Upgrading the aging US 301/Nice Bridge is an important regional safety improvement. However, building a new Northern Potomac River crossing would benefit significantly more people and be of greater value to regional connectivity, quality of life and security.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Please consider the message above. I'm reminded that these proposed improvements are long standing and well documented needs that have been on everyone's radar for years. Not only do statistics justify the need but, economic development of the region deserves implementation of the improvements.

* 'Stand by the Plan' and support/include these vital transportation infrastructure items in the CLRP.

Sincerely,
Roy Beckner
Gainesville, Virginia

Cordingley, Dave

Fairfax City,

4/6/2017

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Dave Cordingley
Fairfax City, Virginia

Entsminger, Richard

Ashburn,

4/6/2017

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Key NoVa transportation corridors like I-66 and I-95 along with our river crossings are key to improving mobility. Please support these projects for inclusion in the CLRP. Thank you.

Sincerely,
Richard Entsminger
Ashburn, Virginia

Hamilton, Chandler

Leesburg,

3/23/2017

Subject: Support Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the updates to Northern Virginia's I-95 Express Lanes and the I-66 Corridor Improvements outside Beltway projects as well as Maryland's new US 301/Nice bridge for air quality conformity testing to amend the 2016 Constrained Long Range Plan (CLRP).

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Upgrading the aging US 301/Nice Bridge is an important regional safety improvement. However, building a new Northern Potomac River crossing would benefit significantly more people and be of greater value to regional connectivity, quality of life and security.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
CHANDLER HAMILTON
Leesburg, Virginia

Mason, John

Fairfax,

3/26/2017

Subject: Support Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the updates to Northern Virginia's I-95 Express Lanes and the I-66 Corridor Improvements outside Beltway projects as well as Maryland's new US 301/Nice bridge for air quality conformity testing to amend the 2016 Constrained Long Range Plan (CLRP).

The I-95 Express Lanes project update will provide much needed access to an important regional employment center, Quantico Marine Corps Base and support the planned future express lanes extension.

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Upgrading the aging US 301/Nice Bridge is an important regional safety improvement. However, building a new Northern Potomac River crossing would benefit significantly more people and be of greater value to regional connectivity, quality of life and security.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

It's a pleasure to see the upgrade to I-95 express lanes and the addition of those proposed on I-66. I recall supporting the concept of a network of express lanes connecting I-95/395, 495 and 66 in the late 90s (if I recall correctly). It's long in coming. Hopefully, Maryland will add express lanes to deal with the I-495/270 congestion. Adding a new Northern Potomac River crossing is also needed.

Sincerely,
John Mason
Fairfax, Virginia

McCann, James

Alexandria,

3/23/2017

Subject: Support Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the updates to Northern Virginia's I-95 Express Lanes and the I-66 Corridor Improvements outside Beltway projects as well as Maryland's new US 301/Nice bridge for air quality conformity testing to amend the 2016 Constrained Long Range Plan (CLRP).

The I-95 Express Lanes project update will provide much needed access to an important regional employment center, Quantico Marine Corps Base and support the planned future express lanes extension.

I-66 is arguable Northern Virginia's most congested corridor. The planned outside the Capital Beltway upgrades will bring new highway and transit capacity and flexibility to improve travel, access and the delivery of goods and services throughout the corridor.

Upgrading the aging US 301/Nice Bridge is an important regional safety improvement. However, building a new Northern Potomac River crossing would benefit significantly more people and be of greater value to regional connectivity, quality of life and security.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
James McCann
Alexandria, Virginia

Smith, Nancy

Stafford,

4/6/2017

Subject: Support Projects for Air Quality Testing

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Express Lanes and the I-66 Corridor Improvements outside Beltway projects as well as Maryland's new US 301/Nice bridge for air quality conformity testing to amend the 2016 Constrained Long Range Plan (CLRP).

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Nancy Smith
Stafford, Virginia

Whittier, Ryan

Herndon,

4/6/2017

Subject: Support Projects for Air Quality Testing

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Ryan Whittier
Herndon, Virginia

Yauss, William

Vienna, 22180

4/6/2017

Subject: Support Projects for Air Quality Testing

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throughout the corridor.

Upgrading the aging US 301/Nice Bridge is an important regional safety improvement. However, building a new Northern Potomac River crossing would benefit significantly more people and be of greater value to regional connectivity, quality of life and security.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

In addition, any well thought out improvements to reduce I-95 congestion whether another Potomac River Bridge to take some volume off of I-95 and the I-66 upgrades/reconstruction outside the beltway are a must to the quality of life for Northern Va. residents. The congestion on these roads makes travel times unpredictable and offensive to residents who just want to go somewhere they can get to in a reasonable timeframe.

This will also go a long way toward giving our region better ability to evacuate if a catastrophic situation would occur. I thought the rating system for transportation projects is supposed to bring projects forward that give the greatest amount of congestion relief. The route 301 bridge replacement is certainly not any help toward congestion relief in Northern Va., funding for which should be reconsidered

Sincerely,
william yauss
vienna, Virginia

Young, Dendy

Mclean,

4/6/2017

Subject: Support Projects for Air Quality Testing

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

And we need at least two more bridges over the Potomac — urgently!

Sincerely,
Dendy Young
mclean, Virginia

Zapin, Edward

Fairfax Station,

4/6/2017

Subject: Support Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the updates to Northern Virginia's I-95 Express Lanes and the I-66 Corridor Improvements outside Beltway projects as well as Maryland's new US 301/Nice bridge for air quality conformity testing to amend the 2016 Constrained Long Range Plan (CLRP).

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Edward Zaptin
Fairfax Station, Virginia

April 7, 2017

Ms. Bridget Newton, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002

<https://www.mwcog.org/tpbcomment>

VIA INTERNET

Re: I-66 Outside the Beltway Project Amendment

Dear Chairman Newton, the Transportation Planning Board, and Staff:

On behalf of Dunn Loring Village, a Vienna, Virginia community that consists of 229 families who reside and commute in Northern Virginia, I submit the following comments.

We recognize the challenges associated with I-66 Outside the Beltway. The Virginia Department of Transportation's (VDOT) Transform 66 Outside the Beltway Project ("Project") is not an effective solution to these challenges, yet it will create substantial environmental impacts and negative externalities to the surrounding land, watersheds, air, and communities for decades into the future.

Unfortunately, VDOT's latest proposed amendments to the Project plans in the region's Constrained Long Range Plan (CLRP) accentuate, instead of reduce, our considerable concerns about the project and its negative impacts on transportation in Virginia. Community suggestions to improve the Project since its unveiling two years ago have largely been dismissed or ignored.

Our Project concerns include:

- I. Changes have been sent very quietly to TPB for approval in CLRP, without any Virginia public notice or public hearings about the changes. Virginia citizens only became aware of VDOT's amendment proposals due to alert residents noticing TPB announcements. If these amendments represent a good and sound public policy, why are they shielded from public view before submitting to TPB in the hopes of a quick adoption? After community-driven exposure, VDOT now says that community briefings on changes are available by "request" or we can wait until summer. The public shouldn't need to make special requests to learn about the major changes VDOT plans to saddle communities with.

TPB should not consider these significant amendments until VDOT's public meetings are held to explain and discuss these amendments to the community.

If VDOT demands an earlier consideration of amendments, VDOT is solely in control of its public meeting schedule to accommodate an earlier consideration.

- II. VDOT originally claimed that the I-66 Project is meant to move people, not vehicles. It produced many presentations about providing capacity for transit buses and high occupancy (3+ person) vehicles. When VDOT held its Project meetings and I-66 CLRP additions in 2015, VDOT told TPB, Virginia leaders, and the public that trucks and trailers would be banned from the Project's Express Lanes.

Now, VDOT has quietly reversed course and plans to allow large tractor-trailer trucks in the Express Lanes. One example use case would be frequent gasoline tankers from the tank farms in City of Fairfax entering the Project at the Vienna Metro station. This change would yield significant safety concerns in a high pedestrian area as hazardous material trucks seek high speed Express Lanes. Additional access points are being added to project plans to cater to large commercial trucks. Allowing large trucks and trailers is a substantial change to the Project. The air quality, traffic, and community, and environmental impacts to this significant change have not been studied.

Instead of accommodating the needs of the community it serves, VDOT is now choosing to fill the Express Lanes with tractor trailer trucks. The Express Lanes were originally meant to move more people.

All impacts on air quality, traffic, Project access points, secondary road patterns, and safety should be addressed prior to including any change allowing trucks and trailers in the Project to the CLRP.

- III. VDOT is now seeking to disrupt a Metro station and transit oriented community by building an Interstate highway directly overhead. In March 2017, VDOT publicly unveiled plans to construct a massive highway structure above the Dunn Loring metro station and Gallows Road. In other words, eastbound I-66 traffic would not only pass underneath the Gallows Road overpass, but at least two lanes would also pass over the entire metro station entrance and *above* Gallows Road. Additional impacts from lighting and noise are unknown. VDOT claims the rationale for this undertaking is the WMATA Metrorail power infrastructure is in the way of their road widening scheme, however the WMATA infrastructure has been installed for three decades and VDOT has chartered detailed surveys of this area for years. Choosing to wait to unveil this destructive Project change until after the original plans and environmental assessment were complete represents a significant departure from the community involvement that VDOT seeks to represent to TPB.

Responding to comments in VDOT's own Tier 1 Environmental Assessment Study (EIS) for I-66 widening, the agency warned:

An elevated roadway would cost substantially more to construct and may impose substantially greater noise and visual impacts than any of the concepts studied in the Tier 1 EIS.¹

¹ I-66 Tier 1 Final Environmental Impact Statement and Tier 1 Record of Decision, Virginia Department of Transportation, (2013), Page D-15. http://www.virginiadot.org/projects/resources/NorthernVirginia/I-66_TIER_1_FEIS_and_ROD.pdf

We agree with this VDOT comment and hope that VDOT remains consistent with its own concerns. Building a massive overpass above the Dunn Loring station entrance would be devastating to the area and new development. WMATA recently completed a public private partnership at Dunn Loring station that brought a village style mixed-use retail, restaurants, and housing to the metro station property. This new village would be covered over with a brutal blight structure soaring above it. The area slated to be covered over with VDOT's new mega bridge is walkable with shops, restaurants, grocery stores, housing, and outdoor plazas. Metro customers and anyone in the area would need to tread under a concrete Interstate overpass roaring overhead, threatening the success and viability of this new area. The public private partnership was originally designed to create a new transit oriented community. VDOT should support public transit stations and resulting economic development, rather than mutilating them with a flyover.

Any amendments resulting in building overpasses over Metro stations and transit oriented communities should not be accepted in the CLRP.

- IV. The CLRP amendment proposal with TPB states, "The proposed changes are relatively minor, but will affect the Air Quality Conformity Analysis, and will therefore require a new demonstration of air quality conformity before they can be incorporated into the CLRP." While we agree that air quality conformity must be studied, we strongly disagree that the proposed changes are minor.

The changes represent substantial alternations to the original proposal, with impacts that reach beyond the air quality conformity. VDOT's plans, by their own admission, are immature and rapidly changing.

Changes have been sent very quietly to TPB for approval in CLRP, without any public notice or hearings about the changes. Recent coverage of the hearings was only due to alert residents noticing TPB announcements.

Details in proposed amendments should be fully known, mature, complete, and publicly announced in advance prior to accepting any VDOT amendments to CLRP. VDOT's rationale of obtaining approval now and providing project details later is unacceptable public policy.

- V. At the March 22, 2017 TPB meeting, VDOT Deputy District Administrator Renée Hamilton told the Board that, "nothing [with I-66 Outside the Beltway] has been finalized, they are just in the very infancy stages of developing the concepts," but construction will start in early 2018, with early works underway by late 2017.

During the October 21, 2015 TPB meeting, Renée Hamilton of VDOT told the Board that,

"We have another year of really true, project development on outside [the beltway], and we will continue to work with the community to reduce

any impact, any and all impacts if possible in order to get these projects in order to accommodate the needs of the community.”

A year and a half has passed since that statement, and we are *still* waiting for VDOT to reduce “all impacts if possible” to the community, or even any of the significant impacts VDOT seeks to encumber on the area. Instead of positive change, VDOT and its partners have chosen to pave over not only the limited area green spaces remaining, but also over the existing Metro station and modest retail areas.

If plans are in the infancy stages of developing the concepts as VDOT stated, the proposed immature amendments should not be inserted into the mature CLRP.

- VI. In 2015, community members requested that VDOT consider a plan named “Do No Harm,” which would truly reduce impacts in the Vienna and Dunn Loring area, while supporting the purported goals of moving more people through the Project corridor. This proposal was inspired by VDOT’s similar open road portion of the Capital Beltway between the I-495 Express Lanes terminus in North Springfield and the I-95 interchange. VDOT chose this option to minimize community impacts there, including preserving the North Springfield Elementary schoolground. The Dunn Loring area along I-66 represents similar characteristics, including the Stenwood Elementary school with its modest outdoor area. Current VDOT plans include paving over or removing a portion of the Stenwood schoolground. VDOT eventually stated that Do No Harm was impractical, because it would require direct east access to the Express Lanes at Nutley Street, which was deemed “impossible.”

As of March 2017, the latest VDOT plans now include direct east access to the Express Lanes at Nutley Street. The rationale provided for dismissing Do No Harm is no longer present, yet VDOT still refuses to preserve a modest community and provide the same consideration afforded in North Springfield.

With so many new Project changes negatively impacting communities, and a Nutley access now proposed, VDOT should include Do No Harm in its CLRP amendments before acceptance into the CLRP.

- VII. VDOT’s amended Project plan continues to ignore the significant increase of stormwater generated by the Project’s impervious surfaces. There are no mitigations offered to handle both the increase in volume of storm water, the oils and chloride chemicals used by VDOT to melt snow, or the total dissolved solids from roadway runoff in an environmentally responsible manner. Excess water and chemicals puts homes at risk for flooding, damages waterways and wildlife downstream from the Project. It makes no sense to approve a project that provides additional pollution burdens on the Chesapeake Bay watershed, while the region struggles to clean the Chesapeake, and the regional economy and environmental health depend on a clean Chesapeake Bay.

Credible plans for mitigating storm water and polluted run off need to be adopted prior to accepting any CLRP amendments for the Project.

The Transportation Planning Board and Commonwealth of Virginia are wise to examine the I-66 corridor and develop potential solutions for improving the corridor. However, the Project being promoted by VDOT focuses primarily on expanding the width of I-66 at great expense to communities and environment without a broader regional transportation planning view. The Project has numerous negative and significant impacts on the environment and on people living in the corridor. The limited natural and public resources in this corridor deserve adequate consideration protection from an accelerated project that exaggerates benefits and minimizes the permanent harm it would do to Northern Virginia. Reasonable alternatives to address the environmental impacts should be identified and analyzed.

We strongly urge the TPB to require VDOT to acknowledge the project's true impacts, evaluate alternatives, provide mature plans, and take action on community mitigation proposals, including Do No Harm, before choosing to adopt these I-66 Outside the Beltway project amendments into the National Capital Region's Financially Constrained Long Range Transportation Plan.

Thank you for considering these comments.

Sincerely,

/s/ Bryan Zelle

President, Dunn Loring Village
Vienna, Virginia

To all whom it may concern,

As a parent of children attending Stenwood Elementary, customer of Metro and tax paying resident of Vienna/ Dunn Loring area, I would like to express my deep concern in regards to I66 expansion project.

I cannot imagine the huge ramps like the ones planned, overlooking my children's school (!), nor the noise and pollution that all the extra traffic in the area will cause contributing to kids worse learning conditions and influencing their health, especially kids with breathing issues like asthma. Does no one care that the planned project is right next to the school and that part of school's property that is currently covered by trees that helps protecting it from the I66, is supposed to be used by the project and bring I66 even closer to school and all the kids? This will definitely lower by far the healthy and friendly school environment.

Apart from that, as a pedestrian using the Gallows Road bridge to get to the metro almost every day, I cannot imagine the horror of crossing under multiple ramps with high speed traffic and all the pollution that comes with it. How pedestrians are supposed to breathe in the fumes like that and be endangered by cars speeding on the ramps. And how are they supposed to get to Metro during the building of the project?

Last, but not least important is impact that this project will have on our houses in Dunn Loring - we chose Dunn Loring for our permanent home few years ago not only because of its accessibility but also due to its relative seclusion and had we wanted to live on the intersection we would have chosen Tysons Corner or Springfield area where prices of homes are cheaper.

At the end I wanted to point out some not really truthful entries on CLRP PROJECT DESCRIPTION FORM:

25. Maximize Operational Effectiveness and Safety

Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? - **Definitely doesn't improve well-being of pedestrians, bicyclists or kids that will be exposed to that extra traffic.**

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants?

Comments from Anna Gamble - Vienna, VA 22180

X Is this project expected to contribute to reductions in emissions of greenhouse gases? - I have never heard of **less emissions** coming with **more traffic** - we are not in electric cars era yet.

MAP-21 PLANNING FACTORS

f. X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. – **pardon my wording but is this a joke? And whose quality of life is this supposed to enhance? Definitely neither people living in the neighborhood, nor kids going to Stenwood that will be chocking on the fumes. As to development: Merrifield-Dunn Loring area is developing just fine without need of more traffic and lowering living standards.**

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; **No** – **really? How about Air Quality, Vibrations and Noise?**

a. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; **Vibrations**;

Energy; **Noise**; Surface Water; Hazardous and Contaminated Materials; Wetlands

How can that be that no pollution, no extra vibration and no noise can come with increased capacity (again pasting excerpt from the form)? :

32. Capacity

Is this a capacity-increasing project on a limited access highway or other principal arterial? **Yes**; No

As much as I understand need for improving the traffic congested areas, I am outraged that quality of our living is totally disregarded. Add the lane to I66 that will still be way below school, if the traffic congestion is too large, but do not build some monstrous road connectors/ ramps in our peaceful suburbs and especially right over the school, which comes at the expense of our children.

TPB Board Members:

This comment serves to inform you about several changes VDOT has made to the I66 Outside the Beltway project that are not detailed in the CLRP Amendment and that go against what was agreed upon with the public in the "preferred alternative". The CLRP Amendment focuses only on VDOT's requests to add new access ramps. However there are several other changes in the designs since the "preferred alternative" that we have great concern about including:

1. The new design adds a ramp towering over 30' ABOVE Gallows bridge and the Dunn Loring metro walkway. Furthermore, the ramp will include large road signs and lights that will shine over soundwalls and tower over our walkways, outdoor retail and entertainment centers, homes and school yard.
 - What the Board also needs to know is that this ramp and those I will speak to in point #2 will tower over a vibrant mixed-use neighborhood adjacent to the metro. This is a walkable, outdoor community with shops, grocery stores and outdoor plazas. Fairfax has made several investments to encourage commuters to use the metro station and walk to retail shops to reduce the number of cars on the road. VDOT's plans are in complete contradiction to this vision. This ramp would require pedestrians to walk under a busy interstate to get to the metro and shops and frankly will discourage many people from walking.
 - VDOT representative and Board member Renee Hamilton told the Board at the March 29th Board meeting that this ramp was necessary to avoid relocation of a Metro track utility station which would cost \$25M and a 2-year delay to the project. After this statement, VDOT representatives later clarified that while this is true the ramp would actually be more costly than the relocation effort. This ramp proposal would therefore increase both the impact and the cost of the project and should not be allowed to be introduced into the CLRP. This ramp and the entire design must be closely evaluated to understand its necessity and whether it is worth disrupting the Metro utility station.
2. The new design also adds 2 new ramps at the 495/66 interchange that will push the cars and road lights even higher over neighborhood soundwalls. This request to add more concrete also adds the need for more stormwater runoff basins right next to homes in the surrounding neighborhoods.
 - Since its inception, the residents have feared that this interchange will become the new Vienna mixing bowl like what is seen at the Springfield interchange. The difference from Springfield is that this area around the interstate is surrounded by well-established neighborhoods and our community school and therefore the amount of new concrete and pollution being brought directly on top of this area must be carefully weighed. As noted above, this is a mixed-use, walkable community adjacent to the Dunn Loring metro. Our residents chose to live here so as not to contribute to the traffic and congestion on the roads in our region and we are being rewarded with interstates

running over our homes, walkways and schools. This certainly sends the wrong message from our transportation leaders.

- The community worked closely with VDOT during the public involvement process to reduce the impact of the ramps at this interchange and both of these access ramps were removed during this process because the impact was deemed too great. The public also proposed alternatives that have not been adequately studied or even addressed by VDOT. These ramps should not be allowed to be added back into the project without extensive study and public input and alternatives must be considered to properly weight the benefits and costs of this project.
- 3. New proposed design and ramp access at the Nutley interchange and others that add concrete and increase the project footprint and environmental impact
- 4. Plans to allow commercial trucks and oil tankers on HOT lanes, encouraging more higher-polluting vehicles through ancillary roads and onto the highway

I hope you will agree that these changes are certainly greater than just adding a few more access ramps as VDOT has presented to the Board. The changes being proposed significantly increase the impacts this project will have on the region and must be fully studied before they are even considered to be part of the CLRP. VDOT should be required to put all changes through a proper public hearing process with regulatory approvals obtained for any changes of such significance.

The residents of Dunn Loring ask for the TPB's support to ensure the following:

- This project must not be allowed to increase its horizontal OR vertical footprint beyond what was approved last year in the "preferred alternative". The "preferred alternative" was a consensus among all stakeholders. Changes should only be allowed if they reduce the environmental and other negative impacts of this project which should continue to be a top priority.
- All changes should be going through a proper public hearing process with regulatory approvals obtained for all changes of such significance (including changes in access, height, design or location of ramp structures).
- As a community, we have growing concerns that the changes being proposed to this project are shifting priorities towards profits for the private partner and the state of Virginia and away from the region's best interests. We hope the TPB will serve as an independent agency that ensure the right decisions are made for the region and not based on profits.

Thank you for the opportunity to comment on this action.

Deanna M. Heier, PhD
8058 Prichards Ct
Dunn Loring, VA 22017

April 6, 2017

The Honorable Bridget Newton, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Newton:

The Northern Virginia Transportation Alliance (the Alliance) requests that the National Capital Region Transportation Planning Board (TPB) **support the inclusion** of the following projects for “off-cycle” air quality analysis and inclusion in the region’s 2016 Financially Constrained Long-Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program.

Northern Virginia projects:

- **I-66 Corridor Improvements Outside the Capital Beltway** – I-66 outside the Beltway improvements will provide badly needed additional highway and transit capacity in what is arguably our region’s most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region. This project update reflects changes to the Commonwealth’s Preferred Phased Alternative that reconfigures I-66 between I-495 and Route 15 in Prince William County in both directions. The update includes proposed changes to the location of access points between the Express Lane and general purpose lanes, as well as direct access points from other roadways.
- **Adding an access point to the I-95 Express Lanes at Russel Road/Quantico** – This new northbound I-95 Express lanes off-ramp will enhance access to the Quantico area for vehicles using the planned 10-mile I-95 Express Lanes extension to Rt. 17 in Stafford County. This project plays an important role in making the southern extension of the express lanes viable and improves access to a major regional employment center.

Maryland project:

- **Upgrading the Gov. Harry W. Nice/US 301 Bridge** – This project replaces the existing aging 2-lane structure with a new 4-lane structure. It will be completed by 2023. While upgrading this 60+ year old bridge is an important improvement, building a new Northern Potomac River crossing would move five times as many people as the new 301/Nice Bridge and be of even greater value to regional connectivity, global competitiveness, quality of life and security.

Again, the Alliance strongly urges to you support these regionally significant projects for “off-cycle” air quality analysis and inclusion in the region’s 2016 Financially Constrained Long-Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program.

Thank you for your consideration of these recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nancy H. Smith'.

Nancy H. Smith
Policy Director