

05/11/2004  
2:52 PM

**Name:** Thomas Rich

**Address:**

**E-mail Address:**

**Would like response?** YES

**COMMENTS**

The current project on 495. The 495 coming towards 95 S is a mess. It goes to one lane and backs up traffic for miles. Is this the final plan that costs millions or am I talking out of school. Will this be corrected?

05/10/2004  
6:24 PM

**Name:** Bert Hackney

**Address:**

**E-mail Address:**

**Would like response?** YES

**COMMENTS**

In reading about the proposed HOT lanes on the Beltway (and more recently in Maryland), there is one aspect I have not seen discussed. From my point of view as a driver, what is the timing for the toll payment vs. my travel in the HOT lanes? Example: I am driving in a "free" lane and traffic is heavy. There is a sign (or some radio broadcast?) telling me the current toll is \$2.50. I decide it is worth this price to save time and enter the HOT lane. Am I guaranteed a certain level of service? What if the HOT lane suddenly becomes congested and moves at the same pace as the free lanes -- do I get a refund? Or have I actually not paid yet, and would pay only upon exit, and then only if I was able to travel there within an agreed-upon time? I realize the answer may vary depending on whether I use electronic toll payment or pay cash. (if cash payments are even feasible) I think the tolls should be computed only after I have exited the HOT lanes, based on the level of service that was actually delivered. If I pay, say, \$3 up front, and then am not able to go faster, I will not be happy. The whole point is motorists are buying time, but there's no way to guarantee how much time in advance. If possible, please point me to any completed (or ongoing) studies or discussions on this topic. Thank you.

05/10/2004  
5:38 PM

**Name:** Junius S. Morgan

**Address:**

**E-mail Address:**

**Would like response?** YES

### **COMMENTS**

VDOT- Regarding Advisory Panel Meeting - April 29, 2004 Based on the proceedings of the April 29, 2004 meeting, I must respectfully request that further consideration of the Fluor Daniel Hot Lanes proposal for expansion of I-495 between the Springfield interchange and Old Georgetown Rd. be put on indefinite hold until each of the following concerns have been addressed: 1. The key issues of visual, auditory and air pollution and their effects on the health and quality of life for those residences and businesses bordering the Beltway have not been addressed in the Fluor Daniel plan. At a minimum, any cohesive proposal would include the location, height and composition of all new soundwalls to be installed along any expanded area of I-495 given the predictable increase in road noise which is already at intolerable levels. The proposed 50% expansion of the road surface certainly merits the erection of high, sound absorbent sound walls. Without such protection, expansion of the existing roadway even within the VDOT right-of-way, amounts to an involuntary taking of property without just compensation to those whose residences abut I-495 as property values fall and the quality of life is affected. 2. The issue of having the Hot Lanes merge into a funnel at Old Georgetown Rd. has not been addressed particularly in the total absence of any inclination by the State of Maryland to expand I-495 at the American Legion Bridge. Twelve lanes of traffic funneling into eight can only result in disaster with escalating potential for accidents as frustrated Hot Lane users try to re-enter the general traffic flow at high speeds. 3. As proposed, the I-495 Hot Lane expansion will be obsolete on the day of completion in the same manner as I-66 inside the Beltway. There is no provision for a comprehensive Hot Lane network beyond widening I-495. As pointed out by Chris Walker of Walker Development, high speed Hot Lanes feeding to conventional roads may provide short-term isolated relief but not a systemic solution. 4. Hot Lane operations in other U.S. cities do not appear to have met with either practical or financial success thus raising the spectre of a default on the Bond issue. Such a default would ultimately be borne by the taxpayers of Fairfax County and the Commonwealth of Virginia as the institutional rating agencies took notice of the defaulted bond issue and lowered their ratings on our municipal debt. The Fluor Daniel proposal, however well meant, does not address the very basic concerns outlined above in a comprehensive manner. Accordingly, it is requested that, until the above issues are addressed, the proposal be placed on hold. Thank you for your consideration of the above.

05/04/2004  
12:50 PM

I am submitting following written testimony from TYTRAN on the 495 HOT Lane proposal for inclusion in the public record. Should you have any questions, please feel free to call or email. Thank you.

495 HOT Lane Project  
Tysons Transportation Association, Inc.  
Public Testimony  
May 4, 2004

On behalf of the Tysons Transportation Association, Inc., [TYTRAN] I would like to provide the following comments on the proposal for adding HOT lanes to the Beltway.

1. TYTRAN has supported, and continues to support the efforts of VDOT to explore ways to improve traffic flow on the Beltway. We clearly understand the need to improve congestion on this important transportation link in order to enable continued economic growth in the Metropolitan region.
2. In the next few years Tysons Corner will be the focal point for regional transportation improvements with the Dulles Corridor Rail Project the centerpiece. In addition, many other transportation projects are planned as a result of the 4 rail stations in Tysons Corner either by the private sector, Fairfax County or VDOT.
3. Our review of the HOT Lane proposal indicates that this project has not been coordinated with other local transportation improvement projects already underway or in the final planning phase.
4. TYTRAN remains concerned that the number of projects planned for our area are not being closely coordinated with appropriate agencies. By identifying the other projects planned or underway and meeting with the agency involved to coordinate design concepts these multiple projects will be less likely to conflict.
5. TYTRAN recommends VDOT develop a check list of Tysons Corner projects, agencies involved, and other private agencies, such as TYTRAN and the HJR 276 Committee, and recommend all contractors developing conceptual projects for the area utilize this check list to ensure that all projects underway or planned in Tysons Corner will be reviewed and coordinated with the appropriate agencies.

Sincerely,

William J. Menda  
President and Chairman  
Tysons Transportation Association, Inc.

Kathleen Jackson  
Executive Director

Tysons Transportation Association, Inc.  
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