



Fairfax County Transportation Advisory Commission (TAC)

January 17, 2017

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Virginia Department of Transportation**

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Multimodal Solutions - 495 to Haymarket

Transform 66: Outside the Beltway

Project Scope

- Multimodal improvements to 22.5 miles of the I-66 Corridor
- 2 express lanes in each direction from I-495 (Capital Beltway) to Gainesville (University Boulevard)
- 3 general purpose lanes in each direction
- New transit service and park-and-ride lots
- Safety and operational improvements at key interchanges



Multimodal Solutions - 495 to Haymarket

Key Policy Considerations

- **Funding for transit is a requirement**
- **Developer retains the risks for:**
 - Excessive HOV use
 - Limited relief for alternative facilities
- **Alternative Technical Concepts (ATC) desired**
 - Emphasis on innovation and increasing value
 - Reduced scope or cheaper quality not acceptable
- **Minimize negative impact of construction activities**
 - Expedited construction schedule with Liquidated Damages (LDs) for late Project completion
 - Liquidated damages for lane closures
- **No Notice to Proceed (NTP) for construction until the necessary permits are obtained**



Key Business Terms

- **Concession Term:** 50 years
- **Financing:**
 - Developer to finance the Project at its own cost and risk
 - VDOT to provide up to \$600 million public contribution
- **Permits:**
 - VDOT to obtain required NEPA approvals, CTB approvals, and approvals by FHWA of the Comprehensive Agreement and Project Management Plan, as necessary
 - Developer to be responsible for obtaining all other permits and government approvals, and to reobtain any required reevaluation of NEPA approvals as a result of Developer's ATCs
- **Design and Construction**
 - Fixed priced contract
- **Operation and Maintenance (O&M)**
 - Developer to be responsible for O&M of the express lanes, except for snow and ice removal, which will be done by VDOT
 - VDOT to be responsible for operation and maintenance of the general purpose lanes



Preferred Proposer

- **Best value proposal**
- **Express Mobility Partners**
 - **Equity Investors**
 - Cintra Global LTD, Meridiam Infrastructure North American Fund II
 - **Design-Build Contractors**
 - Ferrovial Agroman US Corp, Allan Myers VA, Inc.
- **\$2.3 billion construction project**
- **Provides required transit payments and support of corridor improvements**
- **Will make concession fee payment (\$500M) to Commonwealth**
- **Construction design provides innovative solutions to improve the physical quality and operations of the project**



Other Benefits to the Commonwealth

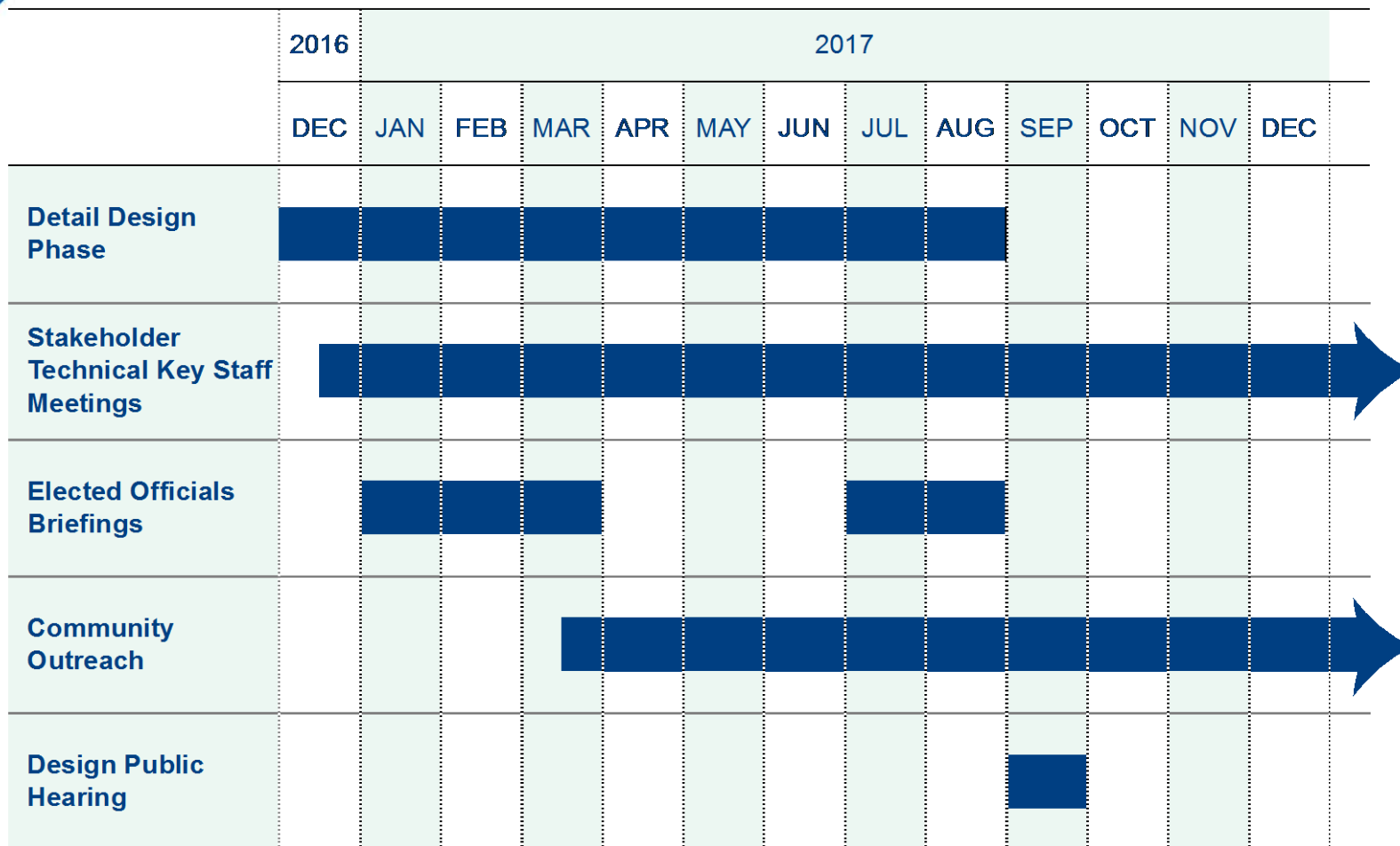
- **\$500M now available for additional improvements to the I-66 Corridor subject to VA Code requirements (§ 33.2-1528)**
- **\$300M will return to the Northern Virginia Transportation Authority for other key regional projects**
- **\$300M will return to the High Priority Project Program in SMART SCALE for statewide competition**



Future Milestones

Milestone	Dates and Schedule
Begin Final Design	January 2017
Design Public Hearing	September 2017
Begin Construction	Fall 2017
Right of Way Acquisition – Offers, etc.	October 2017 – December 2018
Park and Ride Milestone Date (960 Parking Spaces near Gainesville)	March 2019 Subject to NTP for Construction
Route 28 Signalization Date (Remove 4 Traffic Signals from Route 28)	February 2020 Subject to NTP for Construction
Begin Tolling (Service Commencement Date)	July 2022 Subject to Liquidated Damages
Project Completion Date	August 2022 Subject to Liquidated Damages

Planned Outreach and Coordination

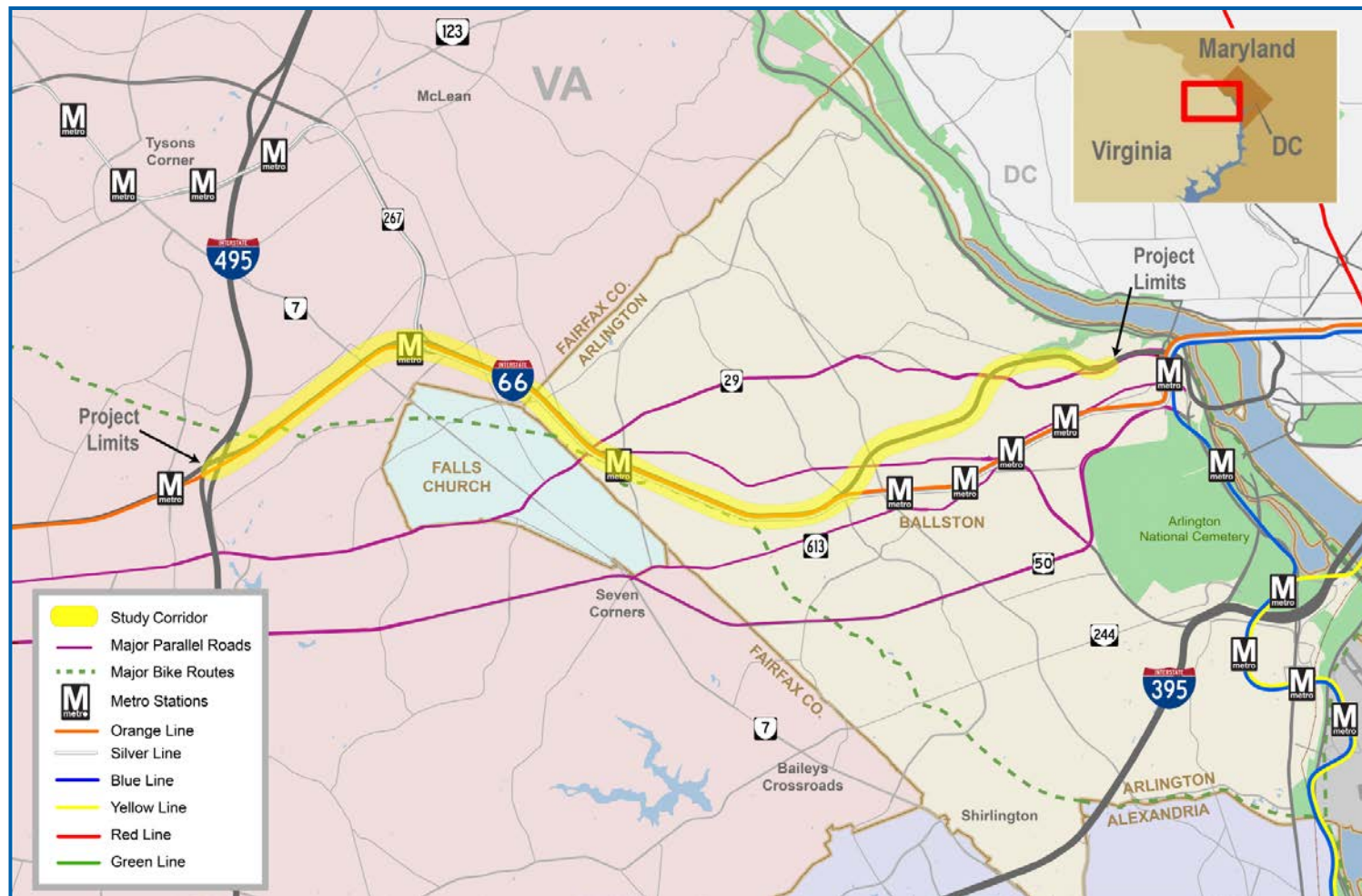




Investing in Multimodal Solutions

Transform 66: Inside the Beltway

Program Area Map



Investing in Multimodal Solutions

Program Scope

- Tolling during weekdays, peak hours, peak directions
 - Eastbound: 5:30 a.m. – 9:30 a.m.
 - Westbound: 3:00 p.m. – 7:00 p.m.
 - HOV2+ toll free in 2017, HOV3+ toll free when Express Lanes open on I-66 outside the Beltway
 - All vehicles using the lanes during tolling periods must have an E-ZPass or E-ZPass Flex, if they are HOV, mounted in vehicle
- Multimodal improvements benefitting the I-66 Corridor funded by toll revenue
- Widening of I-66 eastbound between the Dulles Connector Road and Fairfax Drive-Exit 71 (approximately 4 miles)
 - Preparing an Environmental Assessment
 - Conducting a Noise Analysis to determine locations of noise walls
 - Tolling will continue through construction

Tolling Infrastructure Construction Update

UPDATE

Gantry 4 in Rosslyn to be lifted January 17, 2017 (weather permitting)
Intermittent FULL 15 minute lane closures between midnight-5am

BACKGROUND

- Construction kicked off with groundbreaking in August 2016
- Construction activity includes:
 - Eight overhead electronic toll collection gantries on I-66
 - Approximately 125 signs along I-66 and local roads approaching I-66
- Potential traffic impacts
 - Periodic lane closures on local roads approaching I-66 interchanges, ramp closures and night-time lane closures along I-66 itself
 - Brief, occasional total closures of I-66 will occur during overnight construction to install the overhead gantries
- Construction will conclude in 2017



Multimodal Components Update

Commonwealth Transportation Board approved 10 projects totaling \$9.8 million in July 2016

Projects are expected to be operational by the time tolling begins in 2017

Approved projects include:

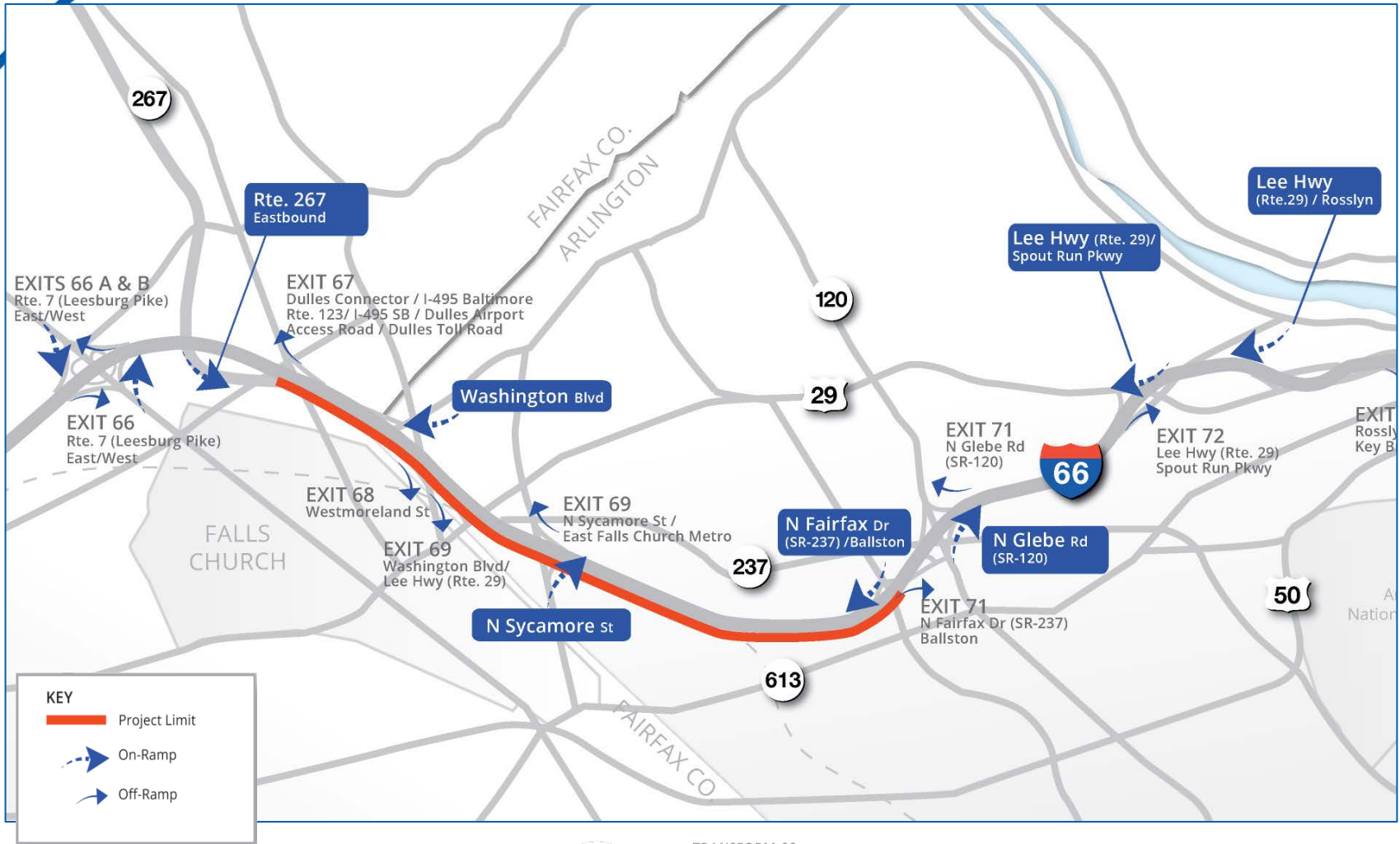
Transform 66 Multimodal Component Name	Funding Request
Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom	\$3,336,836
★ Loudoun County Stone Ridge Enhanced Transit	\$1,940,939
Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring	\$1,000,000
★ PRTC Gainesville to Pentagon Commuter Service	\$887,900
Loudoun County Transportation Demand Management	\$623,000
Expanded Transit Access, Through Capital Bikeshare	\$500,000
Bus Stop Consolidation and Accessibility Improvements	\$462,000
Peak Period Service Expansion to ART Bus Route 55	\$450,000
Expanded TDM Outreach to the I-66 Corridor	\$350,000
Multimodal Real-Time Transportation Information Screens	\$250,000



Investing in Multimodal Solutions

★ underway

Eastbound Widening Map



Key Project Features

- Third travel lane eastbound between Dulles Connector Road and Fairfax Drive (Exit 71) – 4 miles
- Replacement and New Construction of Noise Walls along eastbound and westbound travel lanes
- Trail Improvements
 - Washington and Old Dominion Trail at Lee Highway
 - Custis Trail Realignment in Bon Air Park
- Off-ramp Intersection Improvements
 - Exit 69 East Falls Church
 - Exit 71 Ballston
- Stormwater Management
- Landscaping

Purpose and Need



The purpose of the project is to increase capacity in order to improve traffic operations and reduce congestion issues, as well as address safety needs between the Dulles Connector Road and Fairfax Drive.

I-66 Eastbound Widening Concepts



Inside Widening

Great Falls St. to Patrick Henry Dr.



Inside & Outside Widening

Patrick Henry Dr. to N. Harrison St.



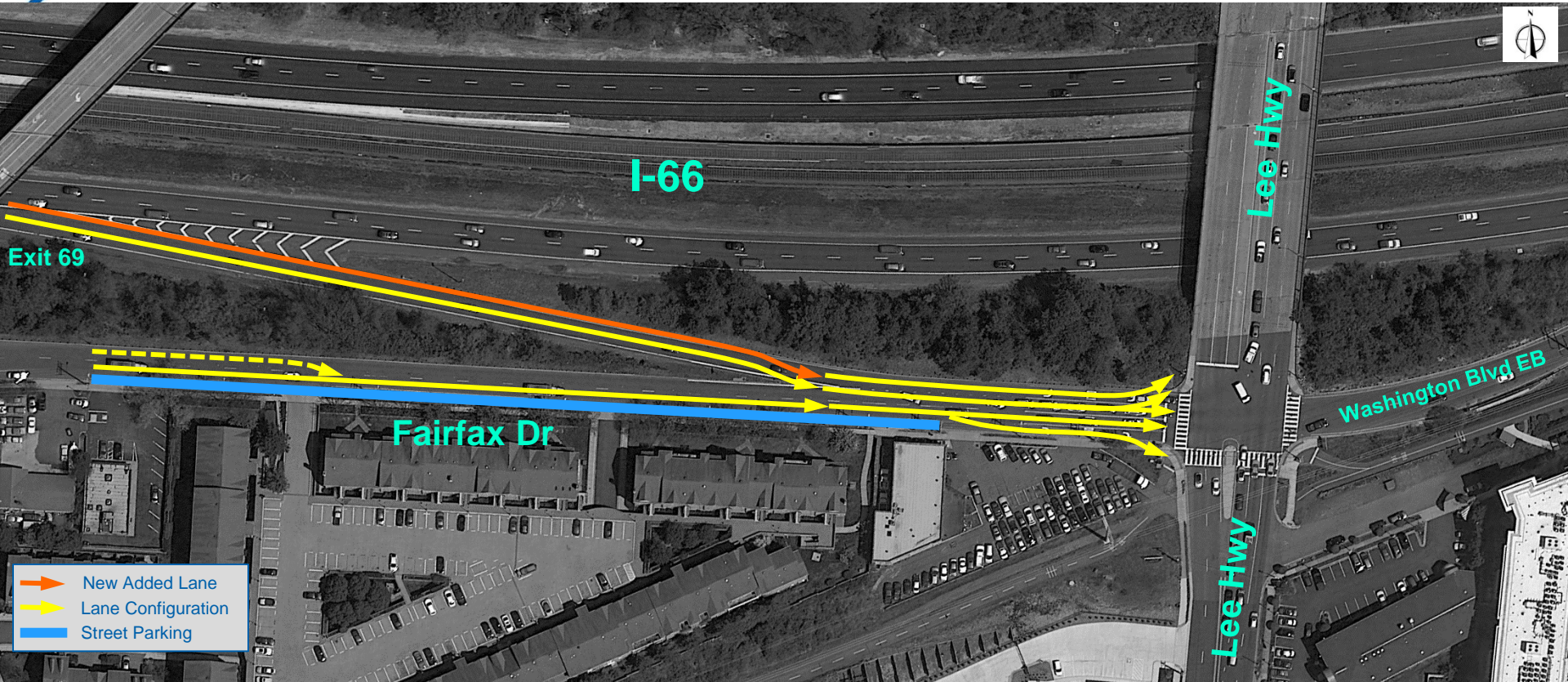
Outside Widening

N. Harrison St. to Exit 71 (Fairfax Dr.)

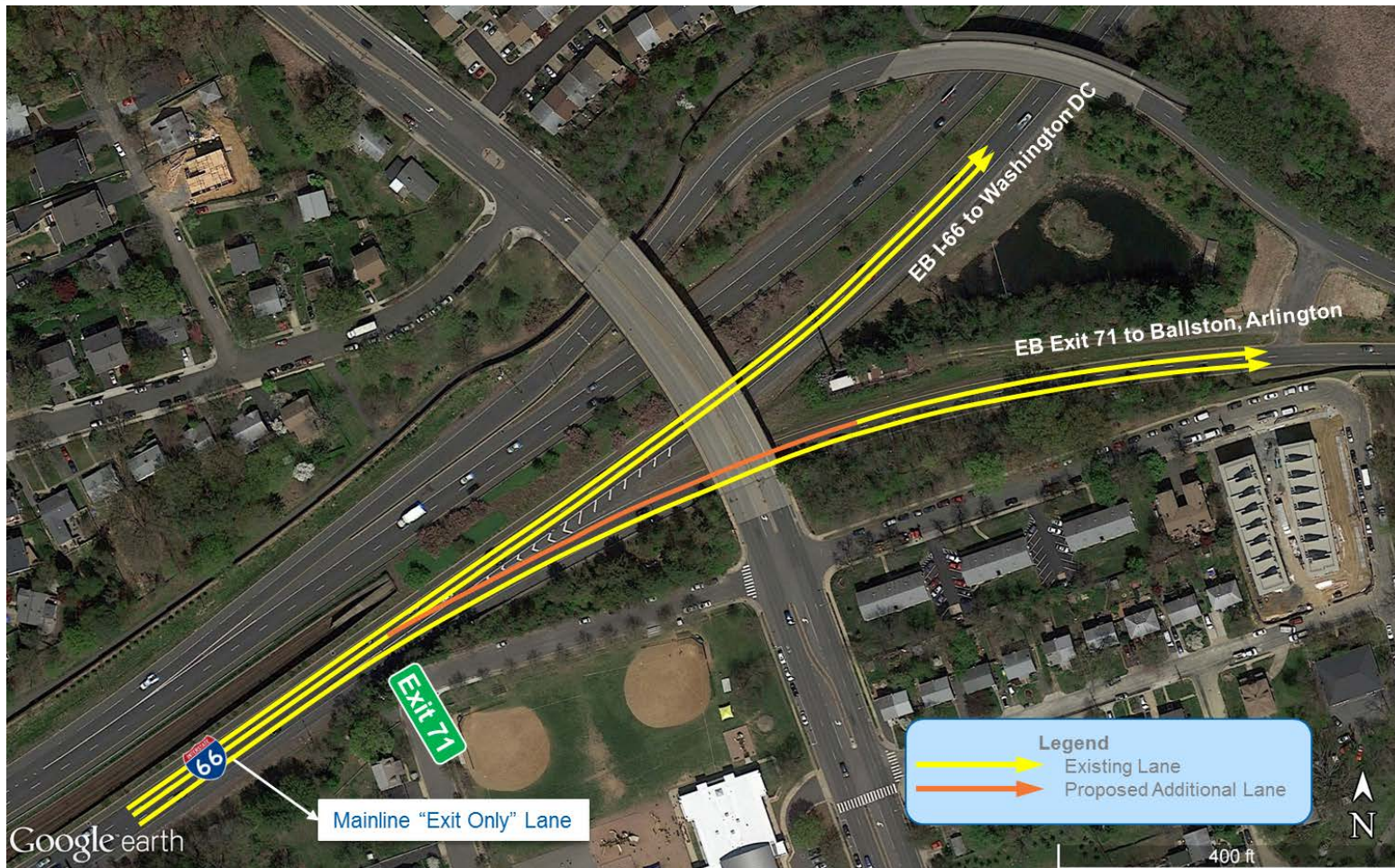


Investing in Multimodal Solutions

Proposed Ramp Configuration Exit 69 East Falls Church



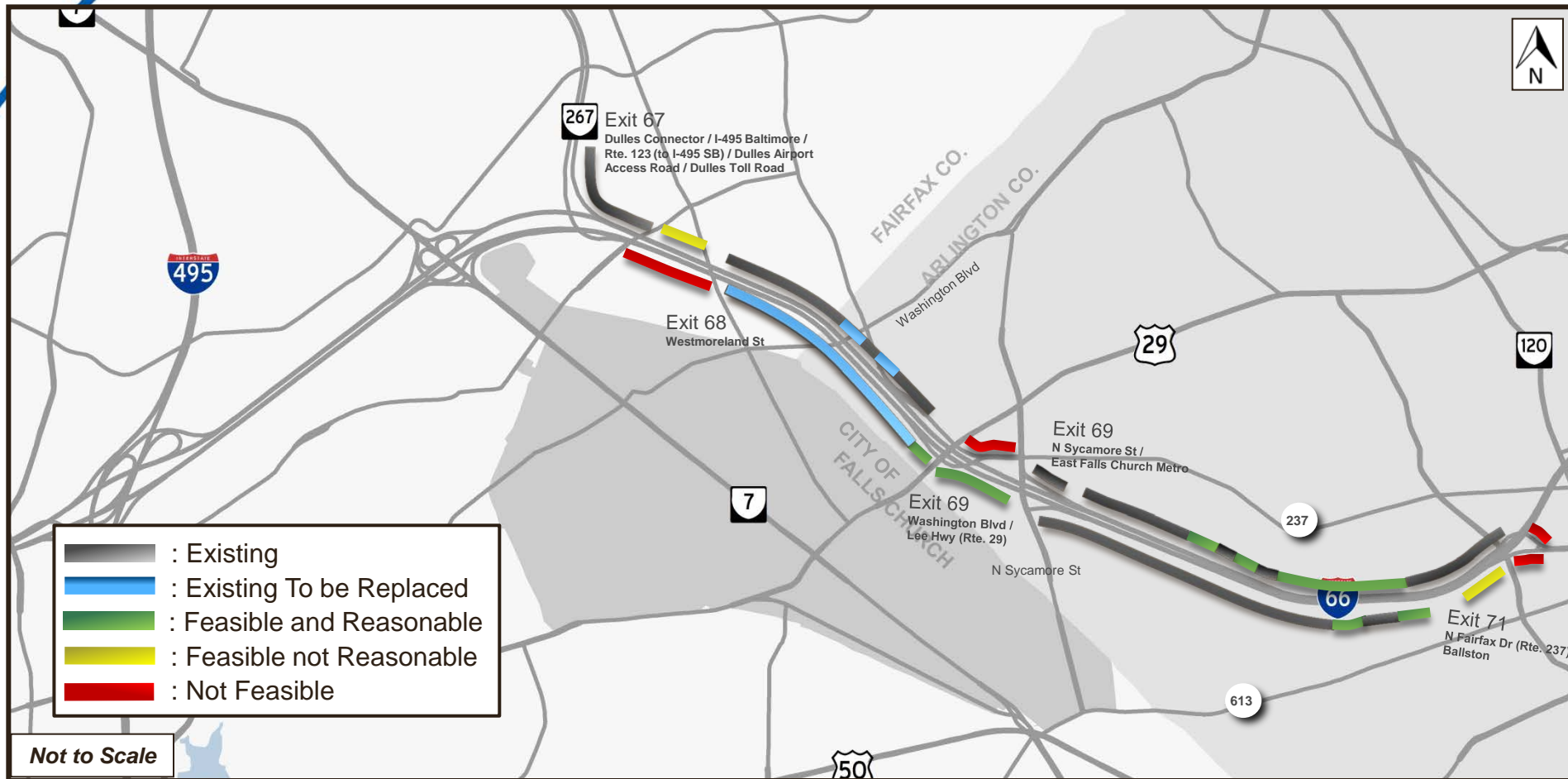
Proposed Ramp Configuration Exit 71 Ballston



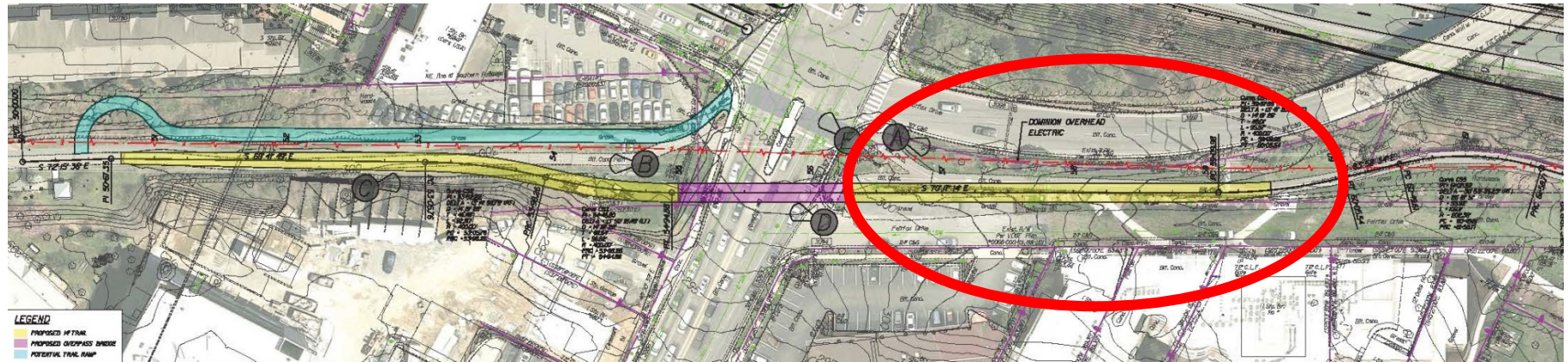
Environmental Assessment Findings

Environmental Resource	Resource Summary
Property Impacts	No relocations or displacements. 0.1 acres of permanent right-of-way acquisition and 4.73 acres of temporary/permanent easements
Community Facilities	Impacts include enhancements to the Washington and Old Dominion Trail, Custis Trail and Bon Air Park.
Environmental Justice (Minority/Low-income)	No disproportionate impacts.
Historic Properties	No impacts.
Section 4(f) Protected Properties	De minimis impacts to Washington and Old Dominion Trail, Custis Trail and Bon Air Park.
Noise	Under the No-Build condition, 231 receptors are considered impacted, under the Build condition an additional 111 receptors are impacting (342 total). Approximately 3.5 miles (18,750 linear feet) of noise walls have been preliminarily identified to mitigate noise. This includes the replacement of existing noise walls.
Air Quality	No adverse impacts to ambient air quality and no violation of the National Ambient Air Quality Standards (NAAQS)
Wetlands and Streams	Impacts to 137.5 linear feet of stream and 0.6 acres of wetlands are expected within existing VDOT right of way.
Floodplains	0.39 acres to the 100-year floodplain
Wooded Areas	Permanent conversion of wooded areas within the proposed right of way for the Build Alternative is 0.06 acre. Impacts to 11.15 acres of wooded and semi-wooded areas within the existing VDOT right of way and 0.84 acre within areas of temporary easements.
Wildlife and Habitat	Minimal impacts.
Threatened and Endangered Species	The federally listed species, the northern long-eared bat (NLEB), may be affected by the project. However, the project is within a highly-developed urban area, which the USFWS indicates is extremely unlikely to be suitable NLEB habitat.

Noise Wall Study Summary



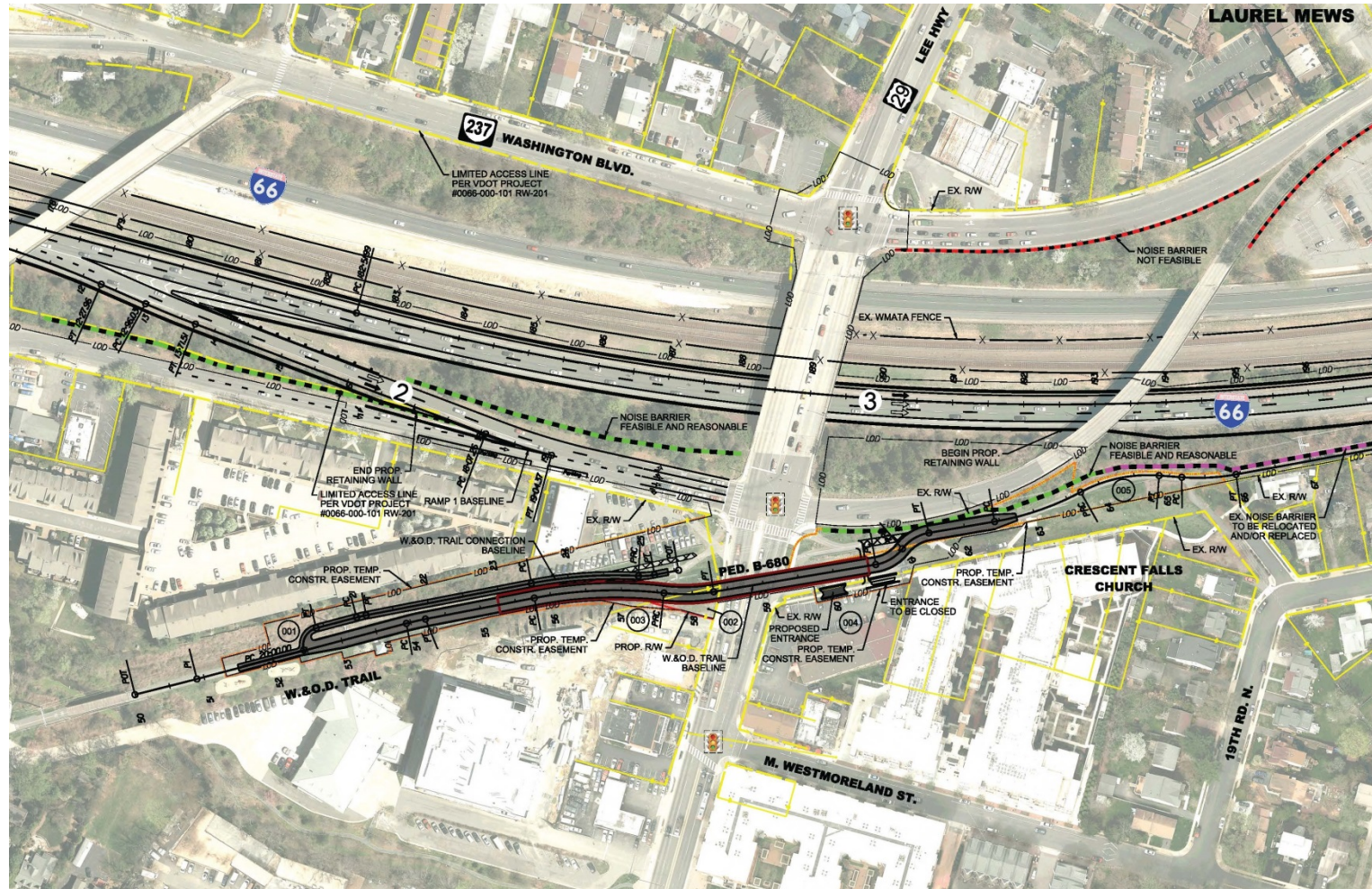
Trail Improvements W&OD Trail at Lee Highway (US 29) OLD CONCEPT



Trail Improvements

W&OD Trail at Lee Highway (US 29)

PROPOSED CONCEPT



Trail Improvements

W&OD Trail at Lee Highway (US 29)

Looking Southwest from Lee Hwy/Fairfax Dr. Intersection



These renderings are conceptual only. Design details, architectural treatments and colors are all subject to change.

Trail Improvements

W&OD Trail at Lee Highway (US 29)

Looking Southeast from Lee Hwy/Fairfax Dr. Intersection



These renderings are conceptual only. Design details, architectural treatments and colors are all subject to change.

Trail Improvements

Custis Trail Realignment in Bon Air Park

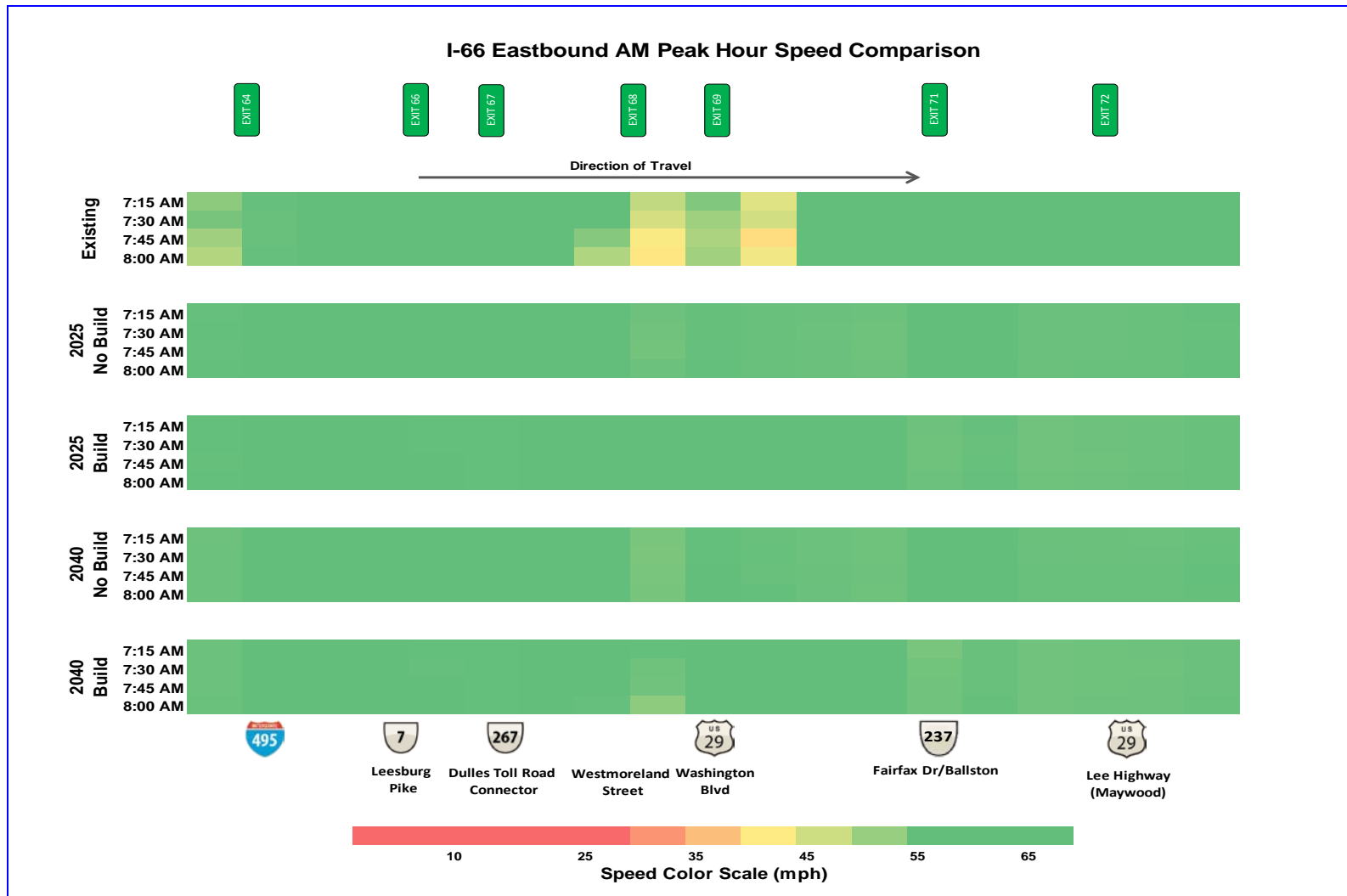


Traffic Operational Analysis

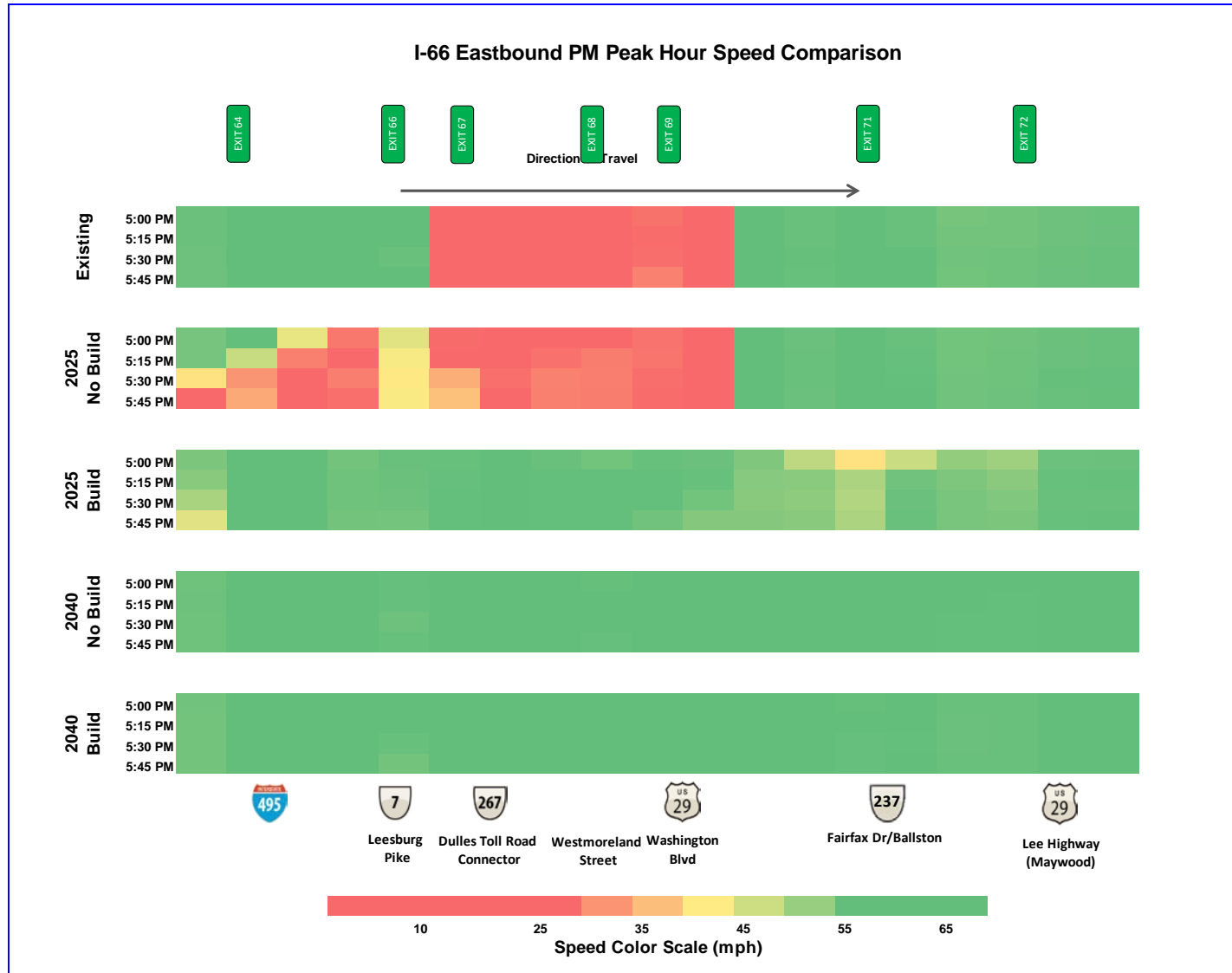
Draft Traffic and Transportation Technical Report includes:

- Traffic Flows – Average Daily Traffic, AM and PM Peak Hour Volumes
- Traffic Performance Measures – Travel Speeds, Freeway Densities, Travel Times, Queue Lengths, Intersection Levels of Service, Delays
- Vehicle Trip Types / Composition of Traffic on I-66 – (e.g., HOV trips, Buses, Toll Payers)
- Effects on Transit Use
- Crash Statistics and Safety Assessments

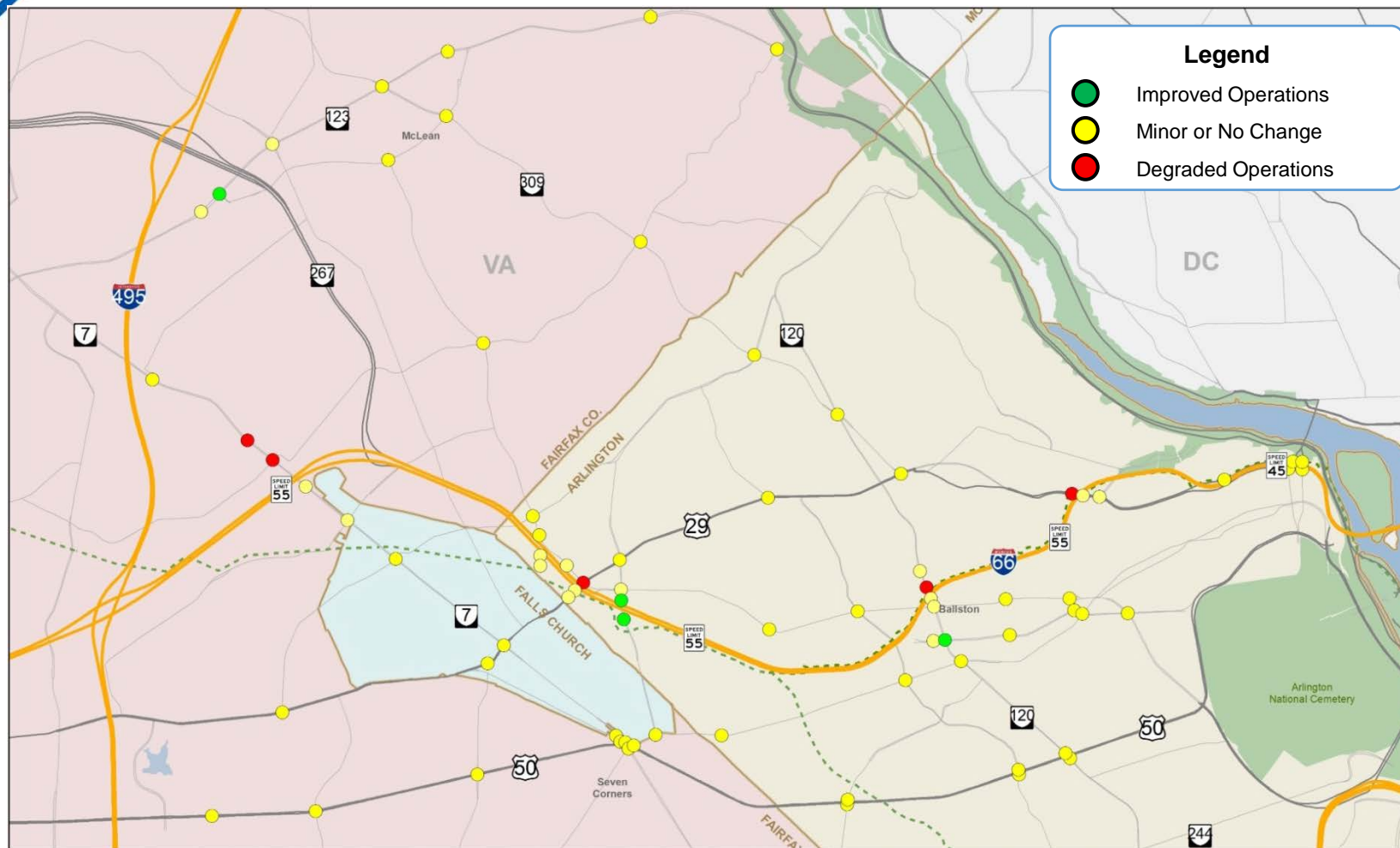
Eastbound AM Speed Congestion Diagrams



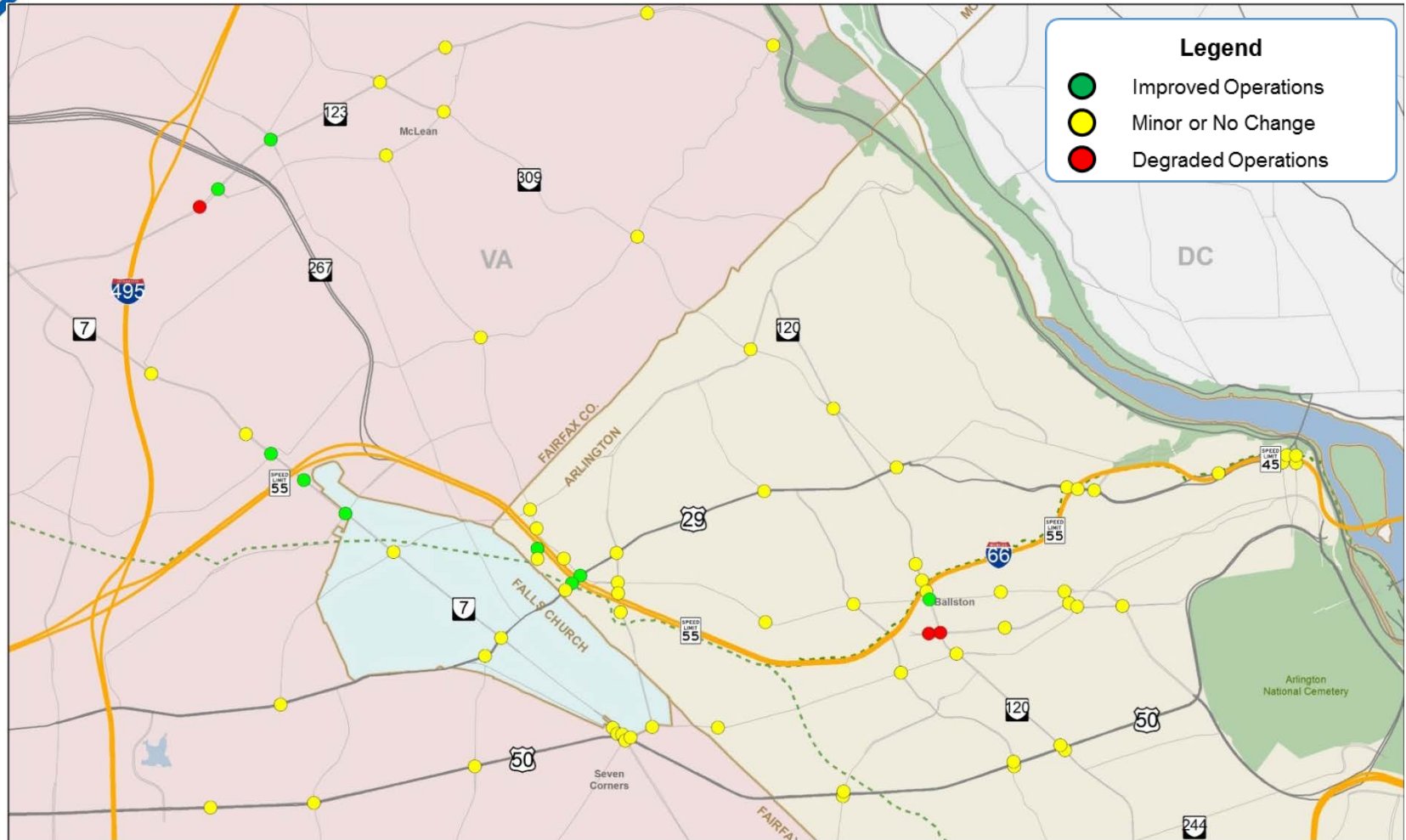
Eastbound PM Speed Congestion Diagrams



2025 AM Peak Hour Intersection Levels of Service Impact: No-Build vs. Build



2025 PM Peak Hour Intersection Levels of Service Impact: No-Build vs. Build



Public Outreach

- **Coordination with key stakeholder groups** including:
 - Localities (Arlington County, City of Falls Church, Fairfax County, Loudoun County)
 - District of Columbia
 - WMATA
 - Regional Transportation and Commuter Groups (NVTA, NVTC, TPB and Commuter Connections)
 - Transit Providers
- **Regular email updates to stakeholder database and robust outreach** before meetings and key project milestones
- Briefings to community groups and outreach at community events
- 160+ total public meetings and outreach events to date
- Recent Design Public Hearings (**Comment Period ends Jan 30, 2017**)
 - **Monday, December 5, 2016**
 - Washington-Lee High School Cafeteria
 - **Thursday, December 8, 2016**
 - Mary Ellen Henderson Middle School Cafetorium
- Proactive media outreach
- Coordination with elected officials



Eastbound Widening Project Schedule

Activities	Dates
Revised Environmental Assessment and Federal Highway Administration Decision	Early 2017
Begin Tolling and Implement Initial Multimodal Projects	Mid 2017
Award Design-Build Contract	Late 2017
Begin Construction	Mid 2018
Open New Eastbound Lane	Mid 2020



THANK YOU

Transform66.org