



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Project Information

Submitting Jurisdiction/Agency: Fairfax County

Project Title: I-66 Median Widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line Accommodation

Project Location:



Project Description: Implementing the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project.

This project will accommodate the future WMATA Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost.

General Project Eligibility Consideration Criteria. Please check all that apply.

Provide supporting documentation

Project in a Regionally Adopted Plan/ Document:

- a. TransAction 2040
- b. VTrans 2040
- c. I-66 Corridor of Statewide Significance
- d. Comprehensive Plan
- e. Capital Improvement Plan
- f. Regional Transportation Priorities Plan
- g. Constrained Long Range Plan
- h. Transportation Improvement Program
- i. Other Regionally Adopted Plan (*please specify*)
- j. Letter or resolution of support via formal approval by the governing body

TransAction 2040: Extension of Metro Orange Line from Vienna to Centreville is included as a project.

VTrans 2040: WMATA Orange Line extension/improvements is a need identified in VDOT's VTrans 2040. The segment is H2 (Northern Virginia Corridor), and the need is stated in this link (page 33) http://vtrans.org/resources/VTRANS2040_CoSS_H_NoVa_I-66_071816.pdf. This project is necessary for the implementation of the WMATA Orange Line extension from Vienna to Centreville.

Comprehensive Plan: This project is consistent with, and referenced in, the Fairfax County Comprehensive Plan (Bull Run Planning District). (attached)

Fairfax County Letter with Recommended List of Potential Improvements for Consideration (attached)

Additional Project Criteria.

Provide supporting documentation

Projects must meet all of the following criteria:

Projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor.

Projects can demonstrate utilization of concessionaire funding by toll day-one (mid- 2022).

Projects must demonstrate commitment of any required operation and/or maintenance funds.

Projects must show benefit to users within the corridor.

Studies are ineligible for funding consideration.

The project is part of Transform 66 project, and on the I-66. Implementation can be done in conjunction with I-66 OTB project. The extension of the Metro Orange Line from Vienna to Centreville will significantly reduce

congestion on I-66. Commuters currently driving to Vienna to board Metrorail will have the option of boarding Metrorail at points further west along the Orange Line. While the timing of the Orange Line extension has yet to be determined, it would be beneficial to construct this provide for this improvement at this time, in order to avoid the need for additional modifications and costs in the future.

As project limits are directly in VDOT right of way, and the project is in the I-66 interstate, maintenance of the completed facility would be the responsibility of the state.

Project Milestones

If selected, project will be undertaken with the larger project. As such, the schedule will be consistent with the comprehensive Transform 66 Project, and will be completed no later than 2022.

Project Milestones by Project Phase:

- PE/Design: \$8,000,000
- Right of Way Acquisition:
- Construction: \$32,000,000*
- Capital Asset Acquisitions:
- Other:

*High-level planning estimate cost. Some level of right of way and utility work may be necessary, but cannot be accurately reflected without some engineering. These costs are assumed to be captured in the construction estimate.

Project Cost

Total Requested Concessionaire Funds: \$40,000,000

Total Cost to Complete Project:

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,000,000		\$8,000,000
Right of Way Acquisition			
Construction	\$32,000,000*		\$32,000,000*
Capital Asset Acquisitions			
Other			
TOTAL	\$40,000,000		\$40,000,000

*High-level planning estimate cost. Some level of right of way and utility work may be necessary, but cannot be accurately reflected without some engineering. These costs are assumed to be captured in the construction estimate.

Prioritization

Priority consideration will be given to projects that can accomplish two or more of the following:

- Project has undergone a performance based evaluation process (i.e. TransAction 2040, SmartScale).
- Project can demonstrate the ability to reduce congestion.
- Project is a joint effort between two or more localities or agencies.
- Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project.
- Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation).
- Project can be constructed prior to toll day one (mid-2022).

Additional Documentation/Information in Support of this Project