



Multimodal Solutions - 495 to Haymarket



Fairfax Advocates for Better Bicycling

May 17, 2017

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Virginia Department of Transportation**



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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





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Key Business Terms

Concession Term: 50 years

Financing:

- Developer to finance the Project at its own cost and risk
- Developer to fund annual transit payment
- Developer to provide a Concession Fee

Permits:

- VDOT to obtain required NEPA approvals, CTB approvals, and approvals by FHWA
- Developer responsible for all other permits and government approvals, and any required reevaluation of NEPA approvals

Design and Construction:

- Fixed priced contract

Operation and Maintenance (O&M):

- Developer responsible for O&M of the express lanes, including snow and ice removal
- VDOT responsible for operation and maintenance of GP lanes
- Annual transit payments (\approx equivalent to \$800M)



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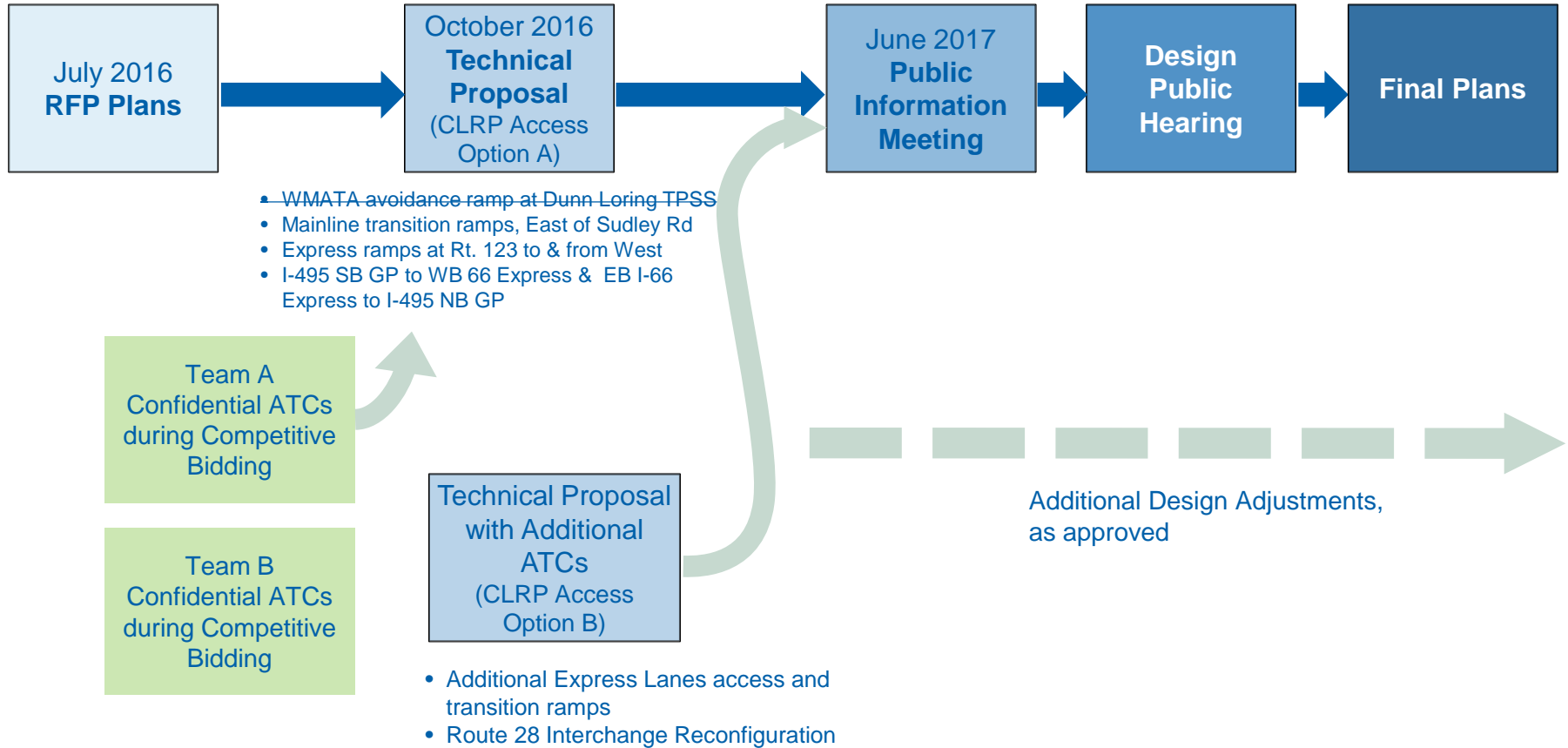
Agreement Signed December 2016

- 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

Other Benefits to the Commonwealth

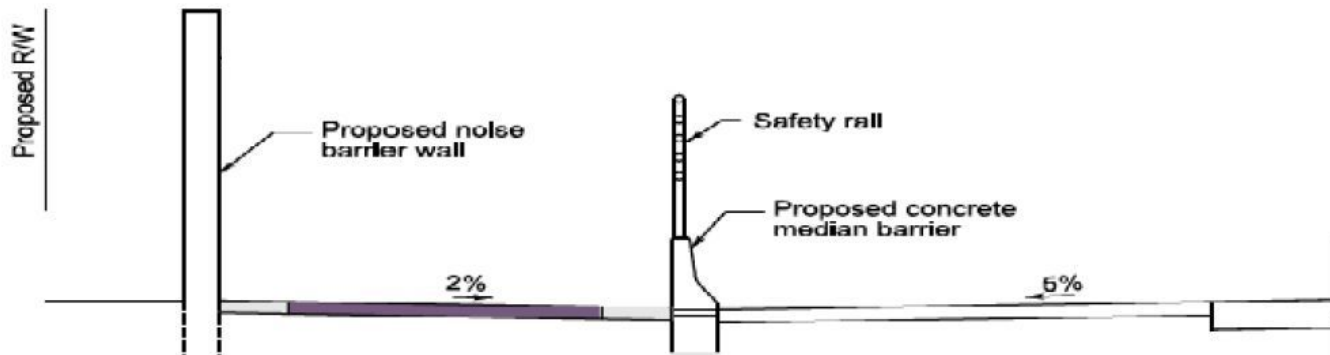
- \$500M now available for additional improvements to the I-66 Corridor subject to Virginia Code (§ 33.2-1528)
- \$300M will return to the Northern Virginia Transportation Authority for other key regional projects
- \$300M will return to the High Priority Project Program in SMART SCALE for statewide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

Moving to Final Design Alternative Technical Concept Process



Trails and Noise Barriers

- Near homes, the path shall be on the I-66 side of the noise barrier. A roadway barrier with fencing shall separate I-66 vehicular traffic from the new pedestrian/bicycle facility as shown below. (TR Section 3.13.1(I))
- In other locations the noise barrier can be placed between the trail and I-66





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Trail Access

Access locations at interchanges and overpasses and:

- Braddock Rd at NW Quadrant of Route 28 Interchange. Underpass for connection to future trail to Route 28 north.
- Audrey Dr (Cabells Mill Development, Centreville).
- Connect to the standard turn at the end of Veronica Rd (Cabells Mill Development, Centreville).
- West side of Stringfellow Rd connection to Park & Ride Lot and street crossing to east side of street trail.
- Fair Lakes Shopping Center (behind Target).
- East Market Shopping Center (behind Whole Food Market).
- Existing trail from Waples Mill Rd (NE Quadrant of US 50 Interchange).
- Arrowhead Dr/Rosehaven St (SW quadrant of Route 123 Interchange).
- Bushman Dr (just east of tennis courts property).
- Cedar Lane north side connection to I-66 parallel trail.
- Connection to west bend of Yeonas Drive (west of Southside Park).



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Delivery of the Trails

The I-66 trail within Fairfax County will be delivered under three methods:

- EMP-FAM
 - See EMP plans (include crossings of I-66)
- Fairfax County Park Authority: (at park properties)
 - Cub Run Stream Valley Park: Compton Road to Stone Road
 - Cub Run Stream Valley Park: Lee Highway to Newton Patent Drive
 - EC Lawrence Park: along Braddock Road and Route 28
 - Random Hills Park: connecting Route 50 to Random Hills Drive
- VDOT, in coordination with Fairfax County:
 - Compton Road passing under I-66
 - Stone Road to Lee Highway
 - Newton Patent Drive from Lee Highway to Braddock Road
 - West Ox Road to Random Hills Park near Route 50
 - Blake Lane and Nutley Street along Sutton Road and Virginia Center Blvd



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Non-motorized Traffic Counters

The Project will provide 8 permanent non-motorized traffic counters composed of combined bicycle detector loops and passive infrared sensors. The infrared sensors shall be enclosed in a vertical post with a 2 ft clearance from the trail where feasible. (TR Section 3.13.1(N))

The general requirements of the counters are as follows:

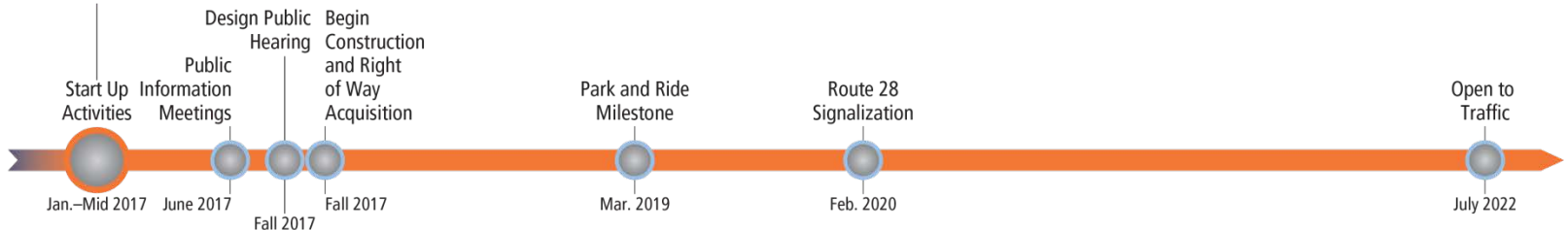
- Count both pedestrians and cyclists;
- Differentiate between pedestrians and cyclists;
- Measure the direction of travel of both pedestrians and cyclists;
- Record count data at 15-minute intervals, 24 hours a day, 365 days a year;
- Provide a wood post housing for natural settings or a metal vandal resistant post for urban settings.

Where We Are in the Process



ACTIVITIES	DATES
Advance Design Plans, Consider ATCs	January 2017 – Mid 2017
Public Information Meetings	June 12, 14 and 15, 2017
Financial Close	July 2017
Design Public Hearing	Fall 2017
Begin Construction	Fall 2017
Right of Way Acquisition	Fall 2017
Park and Ride Milestone (960 Parking Spaces near Gainesville)	March 2019
Route 28 Signalization (Remove 4 Traffic Signals from Route 28)	February 2020
Begin Tolling	July 2022
Project Completion	August 2022

WE ARE HERE





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Public Information Meetings

6:00-8:30 p.m.

Presentation at 7 p.m.

- **Monday, June 12, 2017**
Oakton High School
2900 Sutton Road
Vienna, Virginia 22181
- **Wednesday, June 14, 2017**
Stone Middle School
5500 Sully Park Drive
Centreville, VA 20120
- **Thursday, June 15, 2017**
Piney Branch Elementary School
8301 Linton Hall Road
Bristow, Virginia 20136



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www.transform66.org

THANK YOU