Public involvement is a critical element in the development and delivery of transportation projects. Public input has been incorporated into the I-66 project through reduction of the project footprint, modification of interchange concepts, and incorporation of technical requirements into the project documents.

For more information and to provide your input, please visit Transform66.org.

You may also share comments and questions with us via mail or email.

**BY MAIL:**
VDOT Northern Virginia District Office, Attention: Susan Shaw, P.E., Megaprojects Director, 4975 Alliance Drive, Fairfax, VA 22030

**BY EMAIL:**
Transform66@VDOT.Virginia.gov

Please reference “I-66 Outside the Beltway” in the subject line of all correspondence.

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**Key Milestones**

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<tr>
<th>MILESTONE</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2021</th>
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<tr>
<td>Public Outreach</td>
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<td>Public Information Meetings</td>
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<tr>
<td>CTB Decision on Preferred Alternative</td>
<td>October</td>
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<td>WE ARE HERE</td>
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<td>Final Environmental Document</td>
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<td>December</td>
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<td>Delivery Approach Decision</td>
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<td>December</td>
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<td>Selection of Developer</td>
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<td>Fall 2016</td>
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<td>Design Public Hearing</td>
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<td>Early 2017</td>
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<td>Construction Start</td>
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<td>2017</td>
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<td>Open to Traffic</td>
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<td>2021</td>
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**Civil Rights**

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT’s Civil Rights Division at 800-367-7623 or TTY/TDD 711.

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**Contact Information**

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The Preferred Alternative, which is the project’s recommended private-patnership approach, consists of multimodal improvements to 25 miles of I-66 from U.S. Route 15 in Haymarket to I-495 (Capital Beltway). The Preferred Alternative includes:

- Two express lanes and three general purpose lanes in each direction of I-66, and a median for potential future transit
- Dedicated access points serving the express lanes
- High-frequency, fast, and reliable bus service along the corridor during extended peak periods
- New and expanded park-and-ride lots
- Corridor-wide bikeway, trail and sidewalk improvements
- Safety and operational improvements at key interchanges throughout the I-66 corridor

The general purpose lanes would be free and open to all traffic. Auxiliary lanes would provide ramp-to-ramp connections between some interchanges. The express lanes would be managed through congestion-based tolls; High-Ocupancy Vehicles (HOV-3+) and buses would travel free in the express lanes, while others using the lanes would be tolled. The project includes converting HOV-2 to HOV-3+ by 2020, consistent with the region’s Constrained Long Range Plan.

**Project Phasing**

Recognizing the cost and complexity of the proposed improvements, VDOT recommends a phased approach for the Preferred Alternative. Phase 1 would extend the express lanes for 22 of the project’s 25 miles, from I-495 to University Boulevard in Gainesville, and then transition to a traditional HOV lane in each direction. A new HOV lane from Gainesville to U.S. Route 15 in Haymarket is currently under construction as part of VDOT’s I-66 Widening project. In Phase 1, existing ramps and bridges at Monument Drive and Stringfellow Road would be retained and converted to express lanes access points.

The extension of the express lanes to U.S. Route 15 in Haymarket, reconstruction of the Monument Drive and Stringfellow Road express lanes access points, and further widening of I-66 to accommodate future transit west of Route 28 would occur in the future, dependent upon funding and demand.

**Future Phases**

- Included in Preferred Alternative and Tier 2 Environmental Assessment
- Future phase elements that could be implemented to meet future demand as funding becomes available include: Relocate and reconstruct the Monument Drive and Stringfellow Road ramps to accommodate future transit in median Widen I-66 west of Route 28 to make room for future transit in median Provide express lanes access at Route 234 Bypass Expand park-and-ride lots to include ultimate number of spaces

**Phase 1**

- Provides two express lanes in each direction to Gainesville (University Boulevard) and direct access at key locations
- Provides new transit service and park-and-ride facilities
- Makes safety and operational improvements at key interchanges

**Environmental Review**

In compliance with the National Environmental Policy Act of 1969 (NEPA), as amended, the Federal Highway Administration (FHWA) approved a Tier 1 Final Environmental Impact Statement (FEIS) for the I-66 Widening project in 2014. The Tier 1 ROE document FHWA’s decision to advance 10 improvement concepts (plus tolling) from the Tier 1 FEIS and allows the Commonwealth of Virginia to identify and analyze a combination of Tier 1 FEIS/ROE improvement concepts as a part of the Tier 2 process.

FHWA approved a Tier 2 Draft Environmental Assessment (EA) for the project in May 2015. The Tier 2 Draft EA describes the project’s purpose and need, alternatives under consideration, and effects of the alternatives on the surrounding environment. It also describes agency coordination and public involvement activities conducted to date.

A Revised Tier 2 EA and a Final Section 4(f) Evaluation that correspond to the Preferred Alternative are anticipated to be released in late 2015. The Revised Tier 2 EA will be made available for a 15-day public review and comment period upon release.

**Right of Way**

VDOT has worked to minimize the right of way footprint of the project, while maintaining the most effective and viable transportation solutions for the corridor. Concept plans have been updated since presented at the Public Information Meetings and Hearings earlier in 2015. Concept plans include numerous revisions, including those that reduce impacts to communities along the corridor. The number of potential residential relocations in the Preferred Alternative has decreased from 35 to 11.

The project’s proposed right of way impacts will be further refined as design continues in 2016. The refined right of way and impacts will be presented at a Design Public Hearing in early 2017, prior to the acquisition process beginning. During the acquisition process, right of way representatives will work with impacted property owners throughout the corridor.

Information about right of way purchase is discussed in VDOT’s brochure, Right of Way and Utilities: A Guide for Property Owners and Tenants. Copies of this brochure are available at this meeting.

**Procurement**

VDOT, as the responsible public entity under the Public-Private Transportation Act of 1995, as amended (PPTA), and in coordination with DRPT and the Virginia Office of Public-Private Partnerships, is continuing to explore and determine the best procurement option for the Transform 66 Outside the Beltway project. VDOT recently issued a Request for Qualifications (RFQ) for interested private sector teams to share their resources, qualifications, and experience to deliver the project under the PPTA. Interested teams submitted their Statements of Qualifications to VDOT on October 1, 2015. Best qualified teams were shortlisted on October 15, 2015. Shortlisted teams have been asked to respond to the second part of the RFQ, which requests pricing and financial information, by December 1, 2015.

VDOT will evaluate the information received and choose the preferred delivery method to advance the project under the PPTA. A final decision on how the project will be financed and procured is expected by the end of 2015.

This approach is a result of recommendations that came from an independent advisory panel, in accordance with legislation signed into law by Governor Terry McAuliffe in 2015, requiring a methodical, independent, and careful process of selecting a procurement option that benefits the public.

As recommended by VDOT’s Commissioner and approved by the independent panel, the following three public-private partnership (P3) delivery options are being considered:

- A toll revenue concession — This is similar to the 495 and 95 Express Lanes. The Commonwealth would make a public contribution, but the private entity would take the risk in financing, designing, building, operating, and maintaining for a 50-year period.
- A design-build-operate-maintain project — The Commonwealth would finance the project and collect the toll revenues, but the private sector would take the risk in designing, building, operating, and maintaining for up to 15 years.
- A design-build-alternative technical concepts (ATCs) project — The Commonwealth would finance the project, collect toll revenues, and operate and maintain the project. The private sector would take the risk in designing and building the project. The private sector would be able to come up with engineering savings during the process, which cannot be done currently under a typical design-build project.

Following a procurement decision, VDOT will issue a Draft Request for Proposals for the preferred delivery option, which would begin a more detailed phase of project procurement. Anticipated to occur in the first half of 2016, this phase will involve the consideration of alternative technical concepts.

**Project Cost**

The current preliminary cost estimate for the Preferred Alternative is approximately $2.1 billion. The estimated cost for Phase 1 is approximately $1.2 billion.