

## **EXHIBIT B-1**

### **PROJECT DESCRIPTION**

#### **Phase 1 of the Preferred Alternative**

The Transform 66 Public-Private Partnership (P3) Project (the “Project”) means the Phase 1 of the Preferred Alternative components of the overall Transform 66 Outside the Beltway Project, as more particularly described in the Technical Requirements and as shown in the attached RFP Conceptual Plans. The Project entails only the elements shown in Phase 1 (not the ultimate Preferred Alternative), including the development, design, construction, finance, operation, maintenance, and tolling of high occupancy/toll lanes (“Express Lanes”) and associated facilities and services along the I-66 corridor for approximately 22 miles from I-495 (Capital Beltway) in Fairfax County to US 29 (Gainesville) in Prince William County, which consists of:

- Expanding the current HOV facility from one to two lanes in each direction, from I-495 to University Boulevard in Gainesville, to create two Express Lanes in each direction.
- Preservation of a minimum 42-foot median for future transit use as graphically depicted in the RFP Conceptual Plans.
- Transitioning from the Express Lanes to a single existing HOV lane in each direction west of University Boulevard.
- Modifying the existing general purpose (GP) lanes to accommodate three lanes in each direction for the Project corridor, as well as auxiliary lanes eastbound and westbound between interchanges from I-495 to US 29 (Lee Highway) in Centreville, and between Route 234 Bypass (Prince William Parkway) and US 29 (Lee Highway) in Gainesville.
- Providing full-width shoulders in both directions for the length of the project.
- Adding an eastbound collector-distributor (C-D) road (starting west of Monument Drive) for the I-66 eastbound GP ramps to eastbound and westbound US 50.
- Modifying eastbound and westbound C-D roads at Route 243 (Nutley Street), Route 123 (Chain Bridge Road), and Fairfax County Parkway.
- Adding a westbound C-D road at Route 28 (Sully Road) for the I-66 GP ramps to northbound Route 28 and to Braddock Road / Walney Road.
- Adding a westbound C-D road for the I-66 GP ramps to northbound and southbound Route 234 Business (Sudley Road).
- Adding Express Lanes access points at the following locations along I-66:
  - I-495 (new or modified access for select movements)
    - Northbound I-495 GP lanes to westbound Express Lanes

- Northbound I-495 Express Lanes to westbound GP lanes
- Southbound I-495 Express Lanes to westbound Express Lanes
- Southbound I-495 Express Lanes to westbound GP lanes
- Eastbound I-66 Express Lanes to southbound I-495 GP lanes
- Eastbound I-66 Express Lanes to northbound and southbound I-495 Express Lanes (using existing ramp)
- Westbound I-66 GP lanes to southbound I-495 Express Lanes (using existing ramp)
- Dunn Loring (eastbound flyover ramp from GP lanes to Express Lanes)
- Vaden Drive (west-facing ramps)
- Route 123 (Chain Bridge Road) (east-facing ramps)
- US 50 (Lee Jackson Memorial Highway) (east-facing ramps to/from northwest)
- Monument Drive (east-facing and west-facing ramps)
- Route 645 (Stringfellow Road) (east-facing ramps)
- Route 28 (Sully Road) (new east-facing and west-facing access)
  - Northbound 28 to eastbound Express Lanes
  - Southbound 28 to eastbound Express Lanes
  - Southbound 28 to westbound Express Lanes
  - Eastbound Express Lanes to northbound 28
  - Westbound Express Lanes to northbound 28

*\*\* The Department intends to implement HOV operations on Route 28 north of the I-66 interchange via a concurrent HOV lane in each direction by 2040. The proposed Project configuration at this interchange should demonstrate that direct or indirect HOV connections between Route 28 and I-66 Express Lanes can be accommodated in the future\*\**
- Balls Ford Road via park-and-ride facility (east-facing ramps), west of Route 234 Business
- University Boulevard (east-facing ramps)
- Adding slip ramps/flyover ramps between Express Lanes and GP lanes between Route 28 and Route 645 (Stringfellow Road)
  - Slip ramp from eastbound GP lanes to eastbound Express Lanes
  - Slip ramp from westbound GP lanes to westbound Express Lanes
  - Flyover ramp from eastbound Express Lanes to eastbound GP C-D road west of Fairfax County Parkway interchange
  - Flyover ramp from westbound Express Lanes to westbound GP lanes west of exit for Route 28 C-D road
- Adding new park-and-ride facilities with pedestrian/bike facilities and connections along with roadway improvements at the following locations:

- Gainesville in the northwest quadrant of the University Boulevard overpass
- Manassas along Balls Ford Road, west of Route 234 Business
- Fairfax County Government Center surface lot near Monument Drive
- Modifying all structures and crossings over bodies of water within the project limits.
- Modifying existing roadways adjacent to and/or crossing the I-66 corridor including:
  - Route 650 (Gallows Road)
  - Route 698 (Cedar Lane)
  - Route 699 (Prosperity Avenue)
  - Route 243 (Nutley Street)
  - Route 6731 (Vaden Drive)
  - Route 123 (Chain Bridge Road)
  - Route 655 (Jermantown Road)
  - Route 665 (Waples Mill Road)
  - US 50 (Lee Jackson Memorial Highway)
  - Route 7436 (Monument Drive)
  - Route 286 (Fairfax County Parkway)
  - Route 645 (Stringfellow Road)
  - Route 28 (Sully Road)
  - Route 4831 (Poplar Tree Road extension) / Route 8460 (Stonecroft Boulevard) connector over Route 28
  - E. C. Lawrence Park Access Road
  - Route 657 (Walney Road)
  - Route 620 (Braddock Road)
  - Route 658 (Compton Road)
  - Route 2548 (Bull Run Drive)
  - Route FR-195 (Vandor Lane)
  - Route 234 Business (Sudley Road)
  - Route 621 (Balls Ford Road)
  - Route 234 Bypass (Prince William Parkway)
  - Route FR-1052 (Randolph Ridge Lane)
  - Route 840 (University Boulevard)
  - US 29 (Lee Highway)
  - Route 674 (Wellington Road)
  - Route 2502 (Heathcote Boulevard)
  - Route 3841 (Progress Court)

- Targeted intersection improvements at select locations along arterials that are directly impacted by traffic flow to and from I-66 GP lanes and Express Lanes in order to mitigate locations with significant operational degradation. The following locations have been identified where intersection improvements are needed, based on the traffic analysis of the Phase 1 concept and shown on the RFP Conceptual Plans:
  - I-66 westbound Off-ramp / Heathcote Boulevard at US 29
  - University Boulevard at US 29
  - University Boulevard at Wellington Road
  - Balls Ford Road at Route 234 Business (Sudley Road)
  - Chain Bridge Road at Rose Forest Drive
  - Chain Bridge Road at new intersection 675 feet north of Eaton Place
  
- Relocation of certain elements of the Vienna and Dunn Loring Metrorail Stations in the course of Project construction, which may include Dunn Loring and Vienna Metrorail Station pedestrian bridges, structural walls and support systems, mechanical and electrical equipment and housing units, parking lots, signs, and other Metrorail infrastructure improvements.
  
- Adding an open-road Electronic Toll Collection (ETC) system as necessary to allow for collection of tolls from toll users of the Express Lanes using a dynamic tolling algorithm to manage traffic on the Express Lanes. Back office functions and customer Service Center functions will be performed by the Department. The Express Lanes will also include Traffic Management and Intelligent Transportation elements to be integrated with the ETC system. The Express Lanes shall connect to the proposed Transform I-66 Inside the Beltway project and existing Express Lanes on I-495 to provide a seamless connected network of Express Lanes between the three projects.
  
- Accommodation of the continuous operation of I-66 for the traveling public, transit, and public safety, including maintaining connectivity with the Intelligent Transportation System (ITS) network of field devices and communications infrastructure and relocating and/or updating this infrastructure in coordination with the open-road ETC system and in accordance with the concept of operations for the corridor. The relocation of the existing ITS network of field devices and communications will be integrated into the Department's Advanced Traffic Management System at the PSTOC.
  
- Enhanced bicycle and pedestrian access in Fairfax County and Prince William County by adding new parallel corridor-wide bikeway, trail, and sidewalk improvements. In Fairfax County, the parallel shared use paths (SUP) are to connect the following:
  - Gallows Road to Nutley Street
  - Blake Lane to Chain Bridge Road
  - Chain Bridge Road to Jermantown Road
  - Jermantown Road to US 50

- West Ox Road to Fairfax County Parkway
- Fairfax County Parkway to Stringfellow Road

Stringfellow Road to Route 28

SUP and sidewalks are to be added to the following interchanges:

- Nutley Street – SUP and sidewalks running north and south and grade separated SUP connecting the north side SUP
- Chain Bridge Road – SUP and sidewalks running north and south and grade separated SUP connecting the north side SUP
- US 50 – grade separated SUP connecting the northeast SUP to Random Hills Park SUP
- Fairfax County Parkway – at-grade SUP that connects east and west through Fair Lakes Circle
- Route 28 – grade-separated SUP connecting east and west and north and south near the center of the interchange

SUP and sidewalks are to be added to the following bridges that cross I-66:

- Gallows Road
- Cedar Lane
- Vaden Drive
- Jermantown Road
- Waples Mill Road
- Poplar Tree Road Bridge over Route 28
- Braddock Road/Walney Road Bridge over Route 28 (10 foot SUP provided on north side of structure)

In Prince William County, the SUP is proposed along the southbound side of US 29 from approximately Heathcote Boulevard to University Boulevard.

- Adding sound walls and other features as required to meet all federal noise and environmental requirements.