



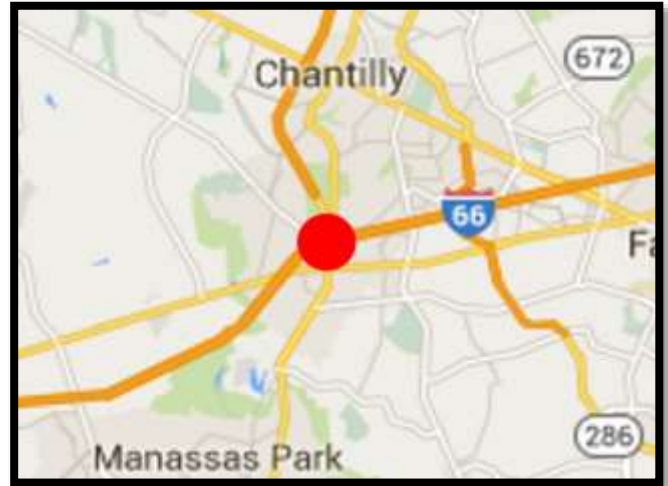
Project Description Form – 6T

Basic Project Information

Submitting Jurisdiction/Agency: Fairfax County

Project Title: I-66/Route 28 Interchange Improvements

Project Location: The project is located at the I-66/Route 28 interchange. It extends north to where Poplar Tree Road meets Route 28, east to Stringfellow Road, and west to near the intersection of I-66 and Route 29.



Project Description: This project greatly enhances the Route 28/I-66 Interchange. It eliminates four traffic lights on Route 28 that currently contribute to significant congestion in the corridor. It adds a new bridge that funnels traffic from Poplar Tree Road into Ellanor Lawrence Park, and provides a new access way to the park from Route 28. The project also improves the Route 28 bridges that cross I-66. The improvements to these bridges will not preclude the ability of the extension of the Metrorail system at some point in the future. Lastly, the project will provide new access ramps to the proposed managed lanes that are part of the Transform I-66, Outside the Beltway project.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:**
- **Environmental Work:**
- **Design:**
- **Right of Way Acquisition:**
- **Construction:** Start Date: 5/2/17 / End Date: 3/05/2021
- **Capital Asset Acquisitions:**
- **Other:**

Project Analysis Summary*

NVTA Quantitative Score	73.57		Rank	1
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.17	hours saved/\$	Rank	13
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.16	hours saved/\$	Rank	12

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTA FY2017 Funds: \$370,000,000

Total Cost to Complete Project: \$385,000,000 (estimate)

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering		\$15,000,000 (State appropriated funds: CPR Bonds, NHPP – Federal; and NHPP – Soft Match)	
Environmental Work			
Design			
Right of Way Acquisition			
Construction	\$370,000,000		\$385,000,000*
Capital Asset Acquisitions			
Other			
TOTAL	\$370,000,000	\$15,000,000	\$385,000,000

* VDOT has incorporated this project into the Transform I-66, Outside the Beltway project. As such, project phase costs cannot accurately be disaggregated.

Project Impacts

What regional benefit(s) does this project offer? This project will improve the functionality of the I-66/Route 28 interchange. It will allow commuters traveling on Route 28 to more easily access I-66 with new ramps that will provide direct access to the managed lanes. It will also eliminate stop lights on Route 28 that currently contribute significantly to congestion. The current I-66/Route 28 interchange configuration experiences LOS F during peak periods in peak directions. See the *Transportation Technical Report for the Tier 1 Environmental Impact Statement and Related Studies for Interstate 66*, link below. In addition, the project will provide critical connections to the regional bicycle and pedestrian network. The project will also expand and improve multimodal accessibility in Centreville, and regional activity center. New transit routes are planned to serve the Route 28/I-66 corridors using new access ramps onto I-66. This project is included as a Corridor of Statewide Significance in VDOT's VTrans 2040 long range plan.

How will the project reduce congestion? This project will reduce congestion on Route 28 by eliminating two traffic lights, creating new access for Ellanor Lawrence Park, providing critical linkages to the regional bicycle/pedestrian network, and establishing new access ramps on to and off of proposed I-66 managed lanes.

How will the project increase capacity? The project increases capacity by establishing new access ramps on to and off of proposed managed lanes on I-66. The Route 28 bridges over I-66 will be improved to better handle transit vehicles. The project also provides new linkages to the regional bicycle/pedestrian network.

How will the project improve auto and pedestrian safety? The project will include grade separated bicycle and pedestrian facilities that minimize the potential for conflicts between pedestrians and autos.

How will the project improve regional connectivity? The project will enhance connectivity between activity centers along I-66 and Route 28. Most notably the improvements will help commuters heading east to Washington DC, City of Fairfax, Falls Church, Arlington, Vienna, Oakton, and travelers attempting to get to Washington Dulles Airport, Ashburn, and Sterling.

How will the project improve bicycle and pedestrian travel options? The project includes a shared use bicycle/pedestrian pathway that connects to the regional bicycle/pedestrian network. The network connects areas west of the interchange all the way east to Washington DC.

How will the project improve the management and operation of existing facilities through technology applications? The project is anticipated to include additional ATM improvements to work in conjunction with the I-66 system to improve management and operations of both I-66 and Route 28. With the removal of the 4 traffic signals along Route 28, significant improvement is anticipated along both corridors.

Additional Information in Support of This Project

Transform 66 Outside the Beltway, Multimodal Solutions 495 to Haymarket

<http://outside.transform66.org/default.asp>

Transportation Technical Report for the Tier 1 Environmental Impact Statement and Related Studies for Interstate 66 (From: US Route 15 in Prince William County, To: Interstate 495 in Fairfax County) (February 2013)

http://www.vdot.virginia.gov/projects/resources/NorthernVirginia/I66_TransportationTechnicalReport_2013-02-25-ForWeb.pdf

Route 28 @ I-66 Website

http://www.virginiadot.org/projects/northernvirginia/rt_28_at_i-66.asp (previous project website)