

March 28, 2004

CAPITAL BELTWAY HOT LANE PROPOSAL FACT SHEET - *FLUOR DANIEL*

BACKGROUND

- June 2002 – VDOT receives unsolicited proposal from FD for HOT Lanes on the Capital Beltway
- July 2002 – VDOT publishes invitation for competing proposals
- November 2002 – Competing proposal period ends with no competing proposals submitted
- July 2003 – CTB recommends concept proposal be advanced to detailed proposal stage

BASE PROPOSAL

- Construct HOT (High Occupancy Toll) lanes along the Capital Beltway from the Springfield Interchange to north of the Dulles Airport and Toll Road.
- The roadway section would be 12 lanes configured in a 4+2+2+4 arrangement.
- The HOT Lanes would carry HOV, bus, emergency vehicles and HOT traffic.
- The existing eight lanes will remain.
- HOT lanes are separated from the conventional lanes by a flush 4' buffer.
- Interchanges will be provided at I-66 and Dulles Toll Road only
- Ingress/Egress points to the HOT Lanes will be provided via entry/exit (break) points in the buffer at Braddock Road, Route 50, Route 123 and Route 193.
- Preliminary estimated cost of the base proposal = **\$693.4 Million**

OPTIONAL PROPOSALS

- Other services indicated in proposal as available at an additional cost include:
 - Braddock Road Interchange = \$30.8 Million
 - Route 50 Arlington Blvd. Interchange = \$26.4 Million
 - Route 123 Chain Bridge Road Interchange = \$26.4 Million
 - Toll collection operation and maintenance = No cost given
 - “Long-Term” Asset management (by VMS) = No cost given
- Work completion by December 2009, assumes a financial close by July 2005.

VDOT RESPONSIBILITIES

- Completion of all environmental and planning work.
- Assistance in coordination required with federal, state and local governments, MWCOG, as well as other agencies and parties.
- Infrastructure ownership responsibilities including maintenance and operation.

ENVIRONMENTAL PERMITTING AND APPROVALS

- Continue NEPA EIS process concluded by Record of Decision (ROD).
- Authorization and coordination to allow FD to initiate permit application

CRITICAL FACTORS FOR SUCCESS IDENTIFIED IN PROPOSAL

- Need for additional capacity on the Capital Beltway
- Additional congestion management strategy flexibility
- Minimization of environmental impacts
- Alternative financing mechanism