

Order of Magnitude Planning Level Cost Estimates for Transportation Projects Serving Tysons 2010 - 2030

(2009 dollars unless noted. Funding will be a mix of local, state, federal and private resources. A variety of financing mechanisms will need to be utilized.)

COMPREHENSIVE PLAN PROJECTS

Project #	Transit Projects	Transit Project Capital Cost	Aggregate Transit Project Operating Costs 2010-2030	Roadway Project Capital Cost
1	Metrorail Silver Line Phase 1 (from West Falls Church to Wiehle Ave)	\$2,640,000,000	\$44,000,000	-
2	Metrorail Silver Line Phase 2 (from Wiehle Ave to Rt 772/Ryan Rd in Loudoun County)	\$2,600,000,000	\$39,000,000	-
3	Transit Development Plan (TDP) Service Improvements (Preliminary)	\$50,000,000	\$197,000,000	-
3a	Bus Based Circulator (based on Preliminary TDP)	\$9,000,000	\$58,000,000	-
Total Transit Project Costs		\$5,299,000,000	\$338,000,000	-
Roadway Projects				
4	Extend Boone Blvd west from Rt. 123 to Ashgrove Lane	-	-	\$99,000,000
5	Extend Greensboro Drive west from Spring Hill Road to Rt. 7	-	-	\$46,000,000
6	Widen Gallows Road from 4-6 lanes from Rt. 7 to Prosperity Avenue (2.56 miles)	-	-	\$68,000,000
7	Widen Leesburg Pike (Route 7) to 6 lanes between the Capital Beltway and I-66	-	-	\$43,000,000
8	Widen Chain Bridge Road (Route 123) to 6 lanes from Old Courthouse Road to Route 7	-	-	\$21,000,000
9	Widen Chain Bridge Road (Route 123) to 8 lanes between Route 7 and the Capital Beltway	-	-	\$27,000,000
10	Widen Magarity Road to 4 lanes between Lisle/Route 7 and Great Falls Street	-	-	\$40,000,000
11	Widen Leesburg Pike (Route 7) to 8 lanes between Chain Bridge Road (Route 123) and I-495 (0.91 miles)	-	-	\$29,000,000
Removed	New interchange at Rt. 7 and Westpark Drive/Gosnell Road	-	-	\$80,000,000
Removed	New interchange at Rt. 7 and Gallows Road/International Drive	-	-	\$80,000,000
Removed	New interchange at Rt. 123 and International Drive	-	-	\$80,000,000
Total Roadway Project Costs		-	-	\$613,000,000
Total Removed Project Costs		-	-	(240,000,000)
Total Adjusted Comprehensive Plan Tysons Transportation Project Costs		\$5,299,000,000	\$338,000,000	\$373,000,000

GRID OF STREETS (INCLUDING ENHANCED PEDESTRIAN AND BICYCLE CONNECTIVITY)

12	Local Streets (By 2030)	-	-	\$346,000,000
13	Collector Streets (By 2030)	-	-	\$248,000,000
14	Avenues (By 2030)	-	-	\$148,000,000
Total Grid of Streets Cost		-	-	\$742,000,000

ADDITIONAL PROJECTS BEYOND CURRENT COMPREHENSIVE PLAN

Transit Projects				
15	Local/Regional Routes (based on preliminary TDP)	\$39,000,000	\$295,000,000	-
16	Bus Based Circulator	\$7,000,000	\$48,000,000	-
Total Transit Project Costs		\$46,000,000	\$343,000,000	-
Roadway Projects				
17	5C-I-495 Overpass at Tysons Corner Center	-	-	\$16,000,000
18	Extension of HOT ramp to inside I-495	-	-	\$16,000,000
19	1D-Dulles Toll Road to Boone Blvd Extension	-	-	\$59,000,000
20	3B-Dulles Toll Road to Jones Branch Drive	-	-	\$33,000,000
21	2B-Dulles Toll Road to Greensboro Drive	-	-	\$24,000,000
22	I-495 Additional Lane (Outer Loop between Rt. 7 and I-66)	-	-	\$63,000,000
23	Dulles Toll Road Westbound Collector/Distributor	-	-	\$105,000,000
24	Dulles Toll Road Eastbound Collector/Distributor	-	-	\$53,000,000
Total Roadway Project Costs		-	-	\$369,000,000
Total Additional Projects Beyond Current Comprehensive Plan Costs		\$46,000,000	\$343,000,000	\$369,000,000

Total Cost Estimates for Transportation Projects Serving Tysons 2010 - 2030 (Excluding Countywide Transit Projects)		\$5,345,000,000	\$681,000,000	\$1,484,000,000
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COUNTYWIDE TRANSIT PROJECTS

25	Express Bus/BRT Transit Routes (By 2030)	\$38,000,000	\$115,000,000	-
26	Feeder Bus Service to Rail Stations (By 2030)	\$6,000,000	\$30,000,000	-
Total Countywide Transit Project Costs		\$44,000,000	\$145,000,000	-

*Costs shown in this chart are for planning purposes only. Actual project costs can vary greatly depending on multiple factors beyond the scope of this exercise. Roadway maintenance and operational costs have not been included since this is the primary responsibility of the state and is taken "off the top" of state allocations.

Order of Magnitude Planning Level Cost Estimates for Transportation Projects Serving Tysons 2030 - 2050
 (2009 Dollars unless noted. Funding will be a mix of local, state, federal and private resources. A variety of financing mechanisms will need to be utilized.)

EXISTING TRANSIT				
Project #	Transit Projects	Transit Project Capital Cost	Aggregate Transit Project Operating Costs 2030-2050	Roadway Project Capital Cost
27	Metrorail Silver Line (Phases 1 and 2)	-	\$168,000,000	-
28	Neighborhood Bus Service (By 2030)	-	\$134,000,000	-
29	Express Bus/BRT Transit Routes (By 2030)	-	\$220,000,000	-
30	Feeder Bus Service to Rail Stations (By 2030)	-	\$134,000,000	-
Total Existing Transit Costs		-	\$656,000,000	-

GRID OF STREETS (INCLUDING ENHANCED PEDESTRIAN AND BICYCLE CONNECTIVITY)				
31	Local Streets (Beyond 2030)	-	-	\$230,000,000
32	Collector Streets (Beyond 2030)	-	-	\$165,000,000
33	Avenues (Beyond 2030)	-	-	\$98,000,000
Total Grid of Streets Cost		-	-	\$493,000,000

ADDITIONAL PROJECTS BEYOND CURRENT COMPREHENSIVE PLAN				
	Transit Projects			
34	Streetcar Based Circulator	\$500,000,000	\$300,000,000	-
35	Neighborhood Bus Service (Beyond 2030)	\$6,000,000	\$60,000,000	-
Total Transit Project Costs		\$506,000,000	\$360,000,000	-
Total Additional Projects Beyond Current Comprehensive Plan Costs		\$506,000,000	\$360,000,000	-

Total Cost Estimates for Transportation Projects Serving Tysons 2030 - 2050 (Excluding Countywide Transit Projects)	\$506,000,000	\$1,016,000,000	\$493,000,000
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COUNTYWIDE TRANSIT PROJECTS				
36	Express Bus/BRT Transit Routes (Beyond 2030)	\$21,000,000	\$100,000,000	-
37	Feeder Bus Service to Rail Stations (Beyond 2030)	\$6,000,000	\$60,000,000	-
38	Additional Rail Extension	\$2,500,000,000	\$75,000,000	-
39	Orange Line Metrorail Extension (from Vienna to Centreville)	\$2,300,000,000	\$23,000,000	-
40	2 Park and Ride Garages	\$27,000,000	-	-
Total Countywide Transit Project Costs		\$4,854,000,000	\$258,000,000	-

*Costs shown in this chart are for planning purposes only. Actual project costs can vary greatly depending on multiple factors beyond the scope of this exercise. Roadway maintenance and operational costs have not been included since this is the primary responsibility of the state and is taken "off the top" of state allocations.