

APPENDIX D

COST SUMMARY TABLES

Section 1 – Between Route 50 and Evergreen Mills Road

Scope of Improvements

- 3850 linear feet of one 12 foot wide additional lane in southbound direction of Rte 606; from north side of Rte 50 to north side of Evergreen Mills Road.
- 3850 linear feet of concrete curb and gutter and drainage system.
- Adjustments to traffic signal at intersection of Rte 50 and Rte 606; relocation of signal pole in northwest quadrant; additional signal head facing Rte 606 southbound.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- No right of way costs; proposed interim right of way is shown within the limits of the existing right of way.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Estimates are for total project cost and do not reflect proffers.
- Rehabilitation and/or overlay of existing pavement structure.

Construction Estimate	\$800,000
Construction Administration	\$100,000
Preliminary Engineering	\$100,000
35% Contingency	\$350,000
Total Cost (Section 1)	\$1,350,000

Section 2 – From Evergreen Mills Road to 900 Feet Southwest of North Loudoun County Parkway/Route 606 Intersection

Scope of Improvements

- Construct 2 southbound lanes with curb and curb and gutter.
- Construct 10' wide multi-use trail on west side of roadway.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$53,375.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$1,800,000
Construction Administration	\$300,000
Preliminary Engineering	\$300,000
Known Right of Way	\$500,000
35% Contingency	\$1,015,000
Total Cost (Section 2)	\$3,915,000

Section 3 – From 900 Feet Southwest of North Loudoun County Parkway / Route 606 Intersection to 1,700 Feet Northeast of North Loudoun County Parkway

Scope of Improvements

- Construct to 4 lane roadways with 2 10' wide multi-use trails and raised medians.
- Construct signalized intersection at Rte 606 / North Loudoun County Parkway.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$24,500.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Utility relocations, if needed, are not included.
- Estimates are for total project cost and do not reflect proffers.
- Improvement/construction costs for Arcola Boulevard and Loudoun County Parkway are not included.

Construction Estimate	\$4,100,000
Construction Administration	\$700,000
Preliminary Engineering	\$700,000
Known Right of Way	\$3,400,000
35% Contingency	\$3,115,000
Total Cost (Section 3)	\$12,015,000

Section 4 – 1,700 Feet Northeast of North Loudoun County Parkway to Pebble Run Place

Scope of Improvements

- Construct 3600 feet of two lane roadway for westbound Rte 606.
- Minor widening of eastbound Rte 606.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$175,000.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$3,000,000
Construction Administration	\$500,000
Preliminary Engineering	\$500,000
Known Right of Way	\$3,200,000
35% Contingency	\$2,520,000
Total Cost (Section 4)	\$9,720,000

Section 5 – Between Pebble Run Place and Beaver Meadow Road

Scope of Improvements

- One lane widening of westbound Rte 606.
- Minor widening of eastbound Rte 606.
- Construct raised median.
- Adjustments to traffic signal at intersection of Overland Drive and Rte 606; relocation of signal pole in northwest quadrant; additional signal head facing Rte 606 southbound.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$109,375.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$900,000
Construction Administration	\$100,000
Preliminary Engineering	\$100,000
Known Right of Way	\$400,000
35% Contingency	\$525,000
Total Cost (Section 5)	\$2,025,000

Section 6 – Between Beaver Meadow Road and 1,600 Feet Northeast of Stuckely Drive

Scope of Improvements

- Construct two lanes for westbound Rte 606.
- Construct raised median.
- Minor widening of eastbound Rte 606.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$158,375.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$3,900,000
Construction Administration	\$600,000
Preliminary Engineering	\$600,000
Known Right of Way	\$1,000,000
35% Contingency	\$2,135,000
Total Cost (Section 6)	\$8,235,000

Section 7 – 1,600 Feet Northeast of Stuckely Drive to 1,100 Feet Southwest of Thunder Road

Scope of Improvements

- One lane widening of westbound Rte 606.
- Minor widening of eastbound Rte 606.
- Construct raised median.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$49,000.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition. It is assumed there will be wetland impacts associated with a stream crossing. If wetland impacts are small enough, a nationwide permit may apply, otherwise more significant costs could be incurred for mitigation efforts.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$600,000
Construction Administration	\$100,000
Preliminary Engineering	\$100,000
Known Right of Way	\$600,000
35% Contingency	\$490,000
Total Cost (Section 7)	\$1,890,000

Section 8 – 1,100 Feet Southwest of Thunder Road to Commerce Center Court

Scope of Improvements

- Add two lanes for westbound Rte 606.
- Shoulder widening of Eastbound Rte 606.
- Construct raised median.

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- \$178,500.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$4,500,000
Construction Administration	\$700,000
Preliminary Engineering	\$700,000
Known Right of Way	\$500,000
35% Contingency	\$2,240,000
Total Cost (Section 8)	\$8,640,000

Section 9 – Between Commerce Center Court and the Dulles Greenway

Scope of Improvements

- Construct two lanes for westbound Rte 606.
- Construct graded median.
- Minor widening on eastbound Rte 606.
- Widen Horsepen Dam. (May need to bridge the Dam/spillway which would change this cost estimate.)

Assumptions

- Estimates are in 2008 dollars developed using the VDOT Project Cost Estimating System (PCES).
- Construction Administration is 16.5% of Construction Estimate based on the VDOT PCES.
- Preliminary Engineering is 15.8% of Construction Estimate based on the VDOT PCES.
- Horsepen Dam can be widened using methods of typical roadway fill.
- \$48,125.00 included to overlay existing pavement. Full depth repairs or replacement of existing asphalt pavement is not included.
- Right of Way costs \$13.50/SF.
- A 35% contingency is provided for utility relocation, environmental remediation (if required), and unknown ROW acquisition. It is assumed there will be wetland impacts in the area of the Horsepen Dam widening, which may be significant enough to require mitigation efforts.

Exclusions

- Estimates are for total project cost and do not reflect proffers.

Construction Estimate	\$1,400,000
Construction Administration	\$200,000
Preliminary Engineering	\$200,000
Known Right of Way	\$1,800,000
35% Contingency	\$1,260,000
Total Cost (Section 9)	\$4,860,000

List of Proffers

Construction	Right-of-Way	Signals	Cash
Loudoun Valley Estates (ZMAP 2002-0011)			
<p>Construction of Loudoun County Parkway to a 4-lane divided highway between Ryan Rd and Evergreen Ridge Rd.</p> <p>Construction of 2-lanes of the 4-lane Loudoun County Parkway from Evergreen Ridge Rd to the relocated Creighton Rd.</p> <p>Construction of 2 lanes of Claiborne Parkway between Ryan Road and Loudoun County Parkway.</p>	<p>Dedication of 120 feet of right-of-way and necessary construction easements to accommodate a 6-lane median-divided section from Claiborne Parkway through the property.</p> <p>Dedication of ROW and easements to accommodate a 4-lane undivided section of relocated Creighton Rd from Loudoun County Parkway to existing Creighton Road.</p>		
Dulles Trade Center IV (ZMAP 2003-0011)			
<p>Construction of Overland Drive between Route 606 and the terminus of Overland Drive in Dulles Trade Center II.</p> <p>Construction of two additional travel lanes along the property's Route 606 frontage to transform Route 606 into a 4-lane divided roadway with turning lanes.</p>	<p>Dedication of 14 feet of ROW along Route 606 frontage for the construction of a multi-purpose trail by the developer.</p> <p>Dedication of 80 ft. of ROW to allow the ultimate transformation of Route 606 into a 6-lane divided roadway.</p>	A traffic signal at Route 606 and Overland Drive.	Contribution of \$10,000 to Loudoun County to be used for regional transportation and/or transit improvements.
Various Developers (ZMAP 2004-0016)			
<p>Along Route 606, from Dulles South Blvd. to Route 50, an additional southbound lane will be constructed with acceleration and deceleration lanes. At Route 606 and Dulles South Boulevard, dual left turning lanes will be constructed.</p> <p>Along Route 50, the developer will:</p> <ul style="list-style-type: none"> • Extend the existing dual left turn lanes to Route 606; • Widen westbound Route 50 to three lanes across the frontage of the property with turning lanes; and • Close the entrance on Route 50 once the interchange at Route 50/Route 606 has begun. <p>Along Dulles South Boulevard the developer will:</p> <ul style="list-style-type: none"> • Construct 4 lanes from NW corner of property to Route 606 intersection; and • Provide traffic signals at the following intersections: <ul style="list-style-type: none"> ○ Route 606 and Dulles South Boulevard; ○ Dulles South Blvd. and Dulles Landing Dr. ○ Dulles Landing Dr and the property entrance. 	<p>The following sidewalk ROW dedications are also mandated:</p> <ul style="list-style-type: none"> • 5 feet for pedestrian sidewalks on the west side of Dulles Landing Drive; • 8 feet for a pedestrian trail along the east side of Dulles Landing Dr.; and • 10 feet for a pedestrian/bicycle trail along south side of Dulles South Boulevard. 		<p>\$133,500 will be proffered for the construction of a park and ride lot.</p> <p>A one time cash contribution of \$3,294,000 will be provided to the county for future transportation needs, less the value of regional road improvements constructed by the developer. After subtracting the improvements, the contribution to the County will still be no less than \$2million.</p>