

**EXHIBIT B**  
**SCOPE OF WORK**

## EXHIBIT B-1-A

### PROJECT DESCRIPTION (ORIGINAL PROJECT)

(A) The “Original Project” consists of:

(1) the financing, design, development, construction, expansion, reconstruction, installation and/or implementation of the following improvements described below and as depicted on Exhibit B-2:

(a) four new general-purpose traffic lanes (two lanes in each direction) to be constructed on the outer sides of the existing lanes of the Original Corridor, where required due to the conversion of existing lanes as defined in (b) below, and all related improvements thereon to accommodate the Original Project, beginning at the southern terminus in the vicinity of Backlick Road (Route 617) to the northern project terminus in the vicinity of Route 738 (a distance of approximately 14 miles);

(b) the conversion of the existing four innermost lanes of the Original Corridor (two in each direction) into HOT Lanes, except where new pavement will be constructed to support the HOT Lanes traffic on independent alignments, including the installation of the Electronic Toll and Traffic Management Equipment, Facilities and System necessary and appropriate for the operation of the HOT Lanes, and all other facilities and improvements required for the opening and operation of the HOT Lanes;

(c) the following access points to the HOT Lanes (the geometry of which may be adjusted during design development to facilitate operational needs and construction phases): Braddock Road, Gallows Road, Lee Highway, I-66 Interchange, Route 7, Westpark Boulevard, Jones Branch Drive and the Dulles Toll Road/Dulles Airport Access Road;

(d) the reconstruction of the following ramps, interchanges, frontage roads, overpasses, underpasses, bridges and other crossings necessary to accommodate the new general-purpose lanes and the operation of the HOT Lanes: Braddock Road, Wakefield Park Pedestrian Bridge, Route 236, Gallows Road, Arlington Boulevard (Rt. 50), Lee Highway (Rt. 29), I-66, W&OD Pedestrian Bridge, Idylwood Road, Oak Street, Route 7, Route 123, and the Dulles Toll Road/Dulles Airport Access Road, and Lewinsville Road;

(e) Springfield Interchange Phase VIII;

(f) Phase I of Jones Branch shall be a four-lane connector roadway and structures connecting the HOT Lanes with Jones Branch Drive, as depicted in Exhibit B-2, the design of which shall accommodate the planned future expansion (Phase II of Jones Branch), to six lanes and through traffic across the Capital Beltway to Route 123, in accordance with applicable state and local design standards, which Phase I shall be a part of the HOT Lanes Project until Phase II of Jones Branch is constructed;

(g) the construction of a new auxiliary lane along I-495 northbound, between the I-66 eastbound to northbound general purpose on ramp and the Route 7 northbound general purpose off ramp; and

(h) all other improvements constructed pursuant to the Agreement, as amended from time to time, and enhancements to the HOT Lanes and/or the general-purpose lanes the Department determines are necessary to facilitate the operation of the HOT Lanes as intended by the Agreement; and

(2) the tolling, operation, maintenance, and repair of the HOT Lanes Project in accordance with the Agreement, as amended from time to time.