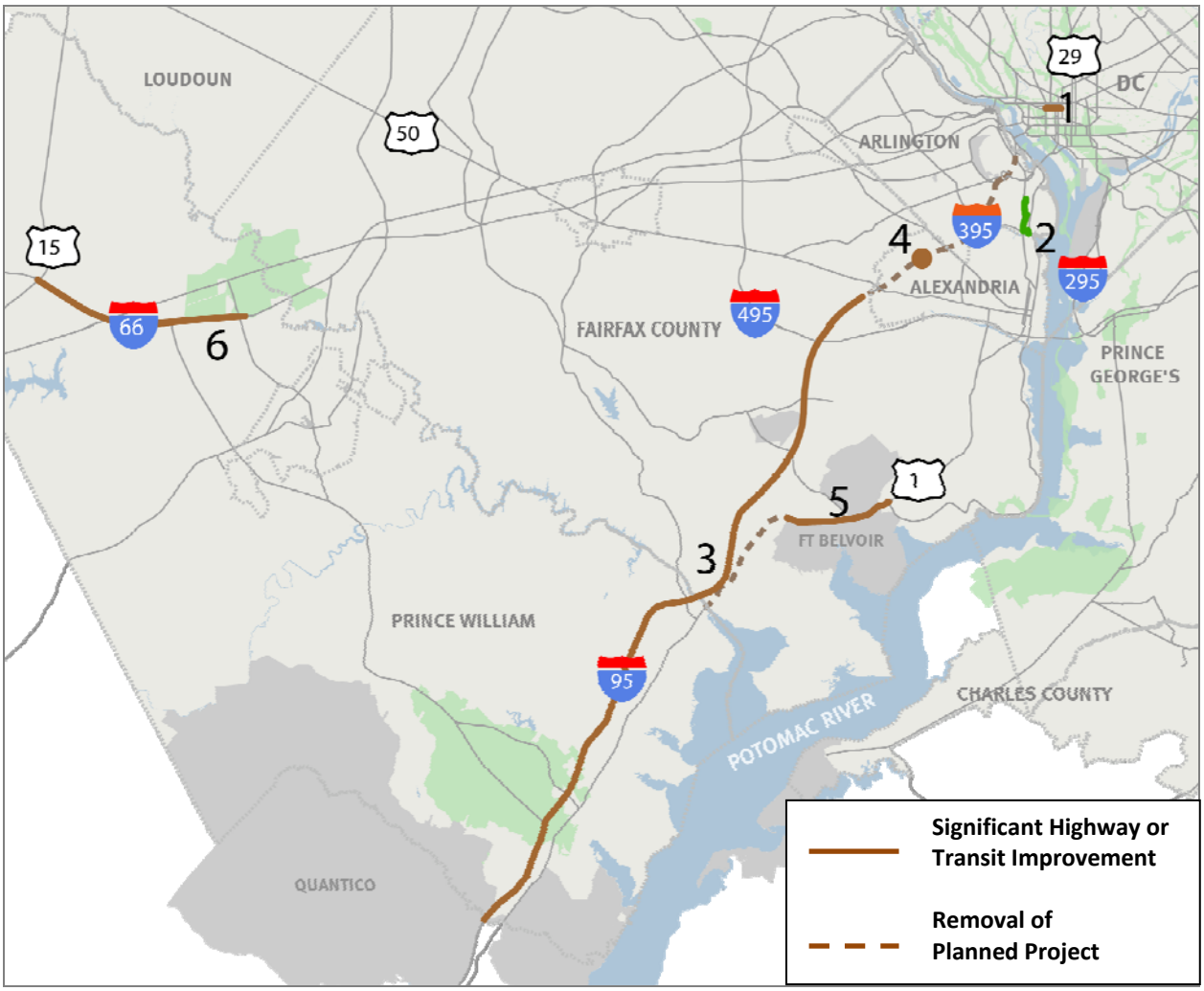
Significant Additions and Changes to The 2011 Update to the Financially Constrained Long-Range Transportation Plan



Significant Additions and Changes to the CLRP

1. H STREET, NW PEAK PERIOD BUS-ONLY LANE
2. CRYSTAL CITY – POTOMAC YARD STREETCAR
3. I-395/I-95 HOV AND HOT LANES PROJECT LIMIT CHANGES *
4. I-395 HOV LANES REVERSIBLE RAMP FROM/TO SEMINARY ROAD*
5. WIDENING OF US 1 PROJECT LIMIT CHANGE
6. WIDEN I-66 GENERAL PURPOSE AND HOV LANES*

* These projects were approved as amendments to the 2010 Update to the CLRP on July 18, 2011.

DISTRICT OF COLUMBIA

1. H Street, NW Peak Period Bus-Only Lane from 17th St. to New York Ave.

H Street NW is one-way, running eastbound between 17th Street and New York Avenue. Parking restrictions are in effect on both sides of the street during morning (7:00 – 9:30 a.m.) and evening (4:00 – 6:30 p.m.) peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods.

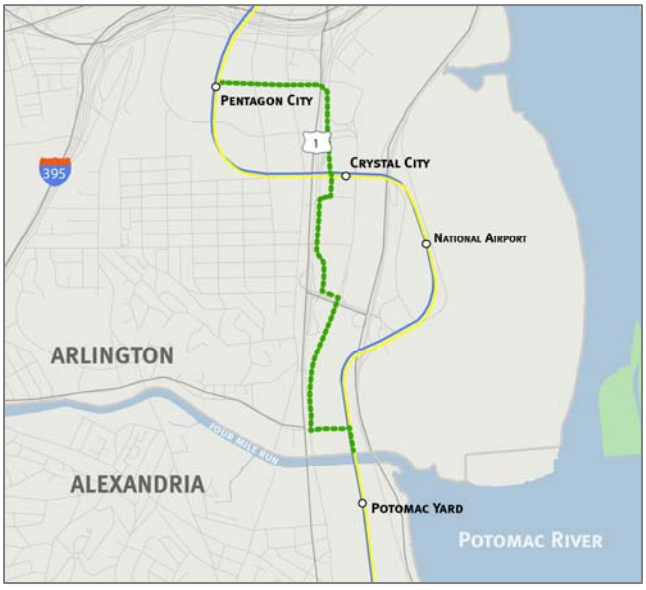
Complete:	2012
Length:	0.5 mile
Cost:	$250,000
Funding:	Local

See the project description in Attachment A for more information.

VIRGINIA

2. Crystal City – Potomac Yard Streetcar in Arlington County

This project will construct and operate a streetcar system that runs parallel to US 1 (Jefferson Davis Highway) from the Pentagon City Metro station to Four Mile Run at the city limit of Alexandria. The CLRP currently includes an exclusive bus transitway project along most of the same route that is scheduled to open in 2013. The streetcar system will replace the bus service in 2018.



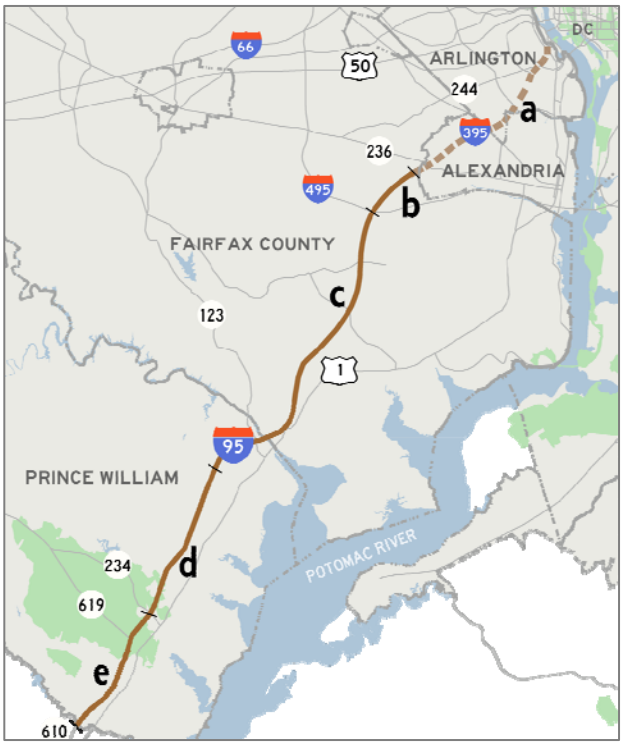
Complete:	2018
Length:	2.25 miles
Cost:	$160 million
Funding:	Federal, state and local

See the project description in Attachment A for more information.

The completion date of the Potomac Yard Metro Station is also being advanced from 2030 to 2017.

3. I-395/I-95 HOV and HOT Lanes from 2 miles north of I-495 to VA 610

This project is currently included in the CLRP as a system of High-Occupancy Toll, or HOT lanes between Eads Street in Arlington County and VA 610 (Garrisonville Road) in Stafford County. HOT lanes will be available to HOV-3, transit and emergency response vehicles free of charge. Other vehicles may use the facility by paying an electronic toll. Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions. VDOT is proposing to reconfigure the project, including the elimination of the implementation of HOT lanes on I-395 inside the Capital Beltway. The changes are summarized in the table below:



Map Index	Current CLRP Project Includes	VDOT Proposed Change to Current CLRP Project	Description of Proposed Configuration
a	3 HOT Lanes	2 HOV Lanes	Eliminate the implementation of HOT lanes on I-395 inside the Capital Beltway
b	3 HOT Lanes	3 HOT Lanes (no change)	Widen the existing HOV facility from 2 to 3 lanes on I-395 from I-495 (Capital Beltway) to approximately 2 miles north, in the vicinity of Turkeycock Run and convert to HOT lanes
c	3 HOT Lanes	3 HOT Lanes	Widen the existing HOV facility from 2 to 3 lanes on I-95 from I-495 to VA 3000, Prince William Parkway and convert to HOT lanes
d	3 HOT Lanes	2 HOT Lanes	Convert the existing 2-lane HOV facility from VA 3000, Prince William Parkway to VA 234 (Dumfries Road) into HOT lanes
e	2 HOT Lanes	2 HOT Lanes (no change)	Construct 2 new HOT lanes from VA 234 (Dumfries Rd.) to VA 610 (Garrisonville Rd.)
f	2 HOT Lanes	2 HOT Lanes (no change)	Two HOT lanes will continue10 miles south to the VA 17/US 1 Massaponax exit in Spotsylvania County. This portion of the project is outside the TPB's planning area and will be coordinated with the Fredericksburg area MPO (FAMPO).

I-395/I-95 HOV and HOT Lanes (continued)

Transit Service Plan

At this time, VDOT is also proposing to remove the elements of the transit service plan that had previously been included in the CLRP as a part of the I-95/I-395 HOV/Bus/HOT Lanes project. VDOT is working with local jurisdictions and transit agencies to develop a revised set of transit and transportation demand management (TDM) improvements for the corridor. These transit and TDM measures will be proposed as a separate project for inclusion in the CLRP at a later date. Please see the table that follows the CLRP project description form in Attachment A for a full listing of the elements from transit service plan being removed.

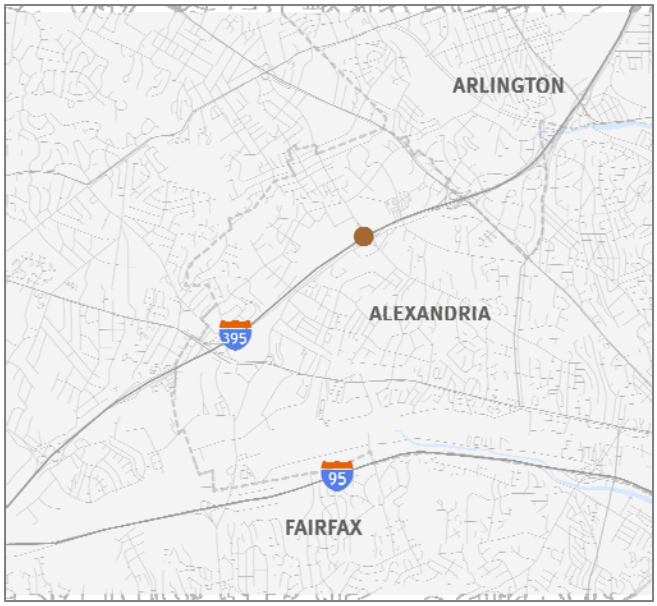
Complete:	2015
Length:	27 miles (not including southern portion from VA 610 to VA17/US 1)
Cost:	$1.01 billion
Funding:	Federal, state, local and private

See the project description in Attachment A for more information.

Note: This project was included as an amendment to the CLRP on July 18, 2011.

4. I-395 HOV Lanes Reversible Ramp from/to Seminary Road

VDOT is proposing to construct a new reversible on/off ramp that connects Seminary Road and the I-395 HOV lanes to and from the south. This project adds HOV and transit access to accommodate the expected increase in travel generated by Department of Defense employees at the nearby Mark Center.



Complete:	2015
Cost:	$80 million
Funding:	Federal and state

See the project description in Attachment A for more information.

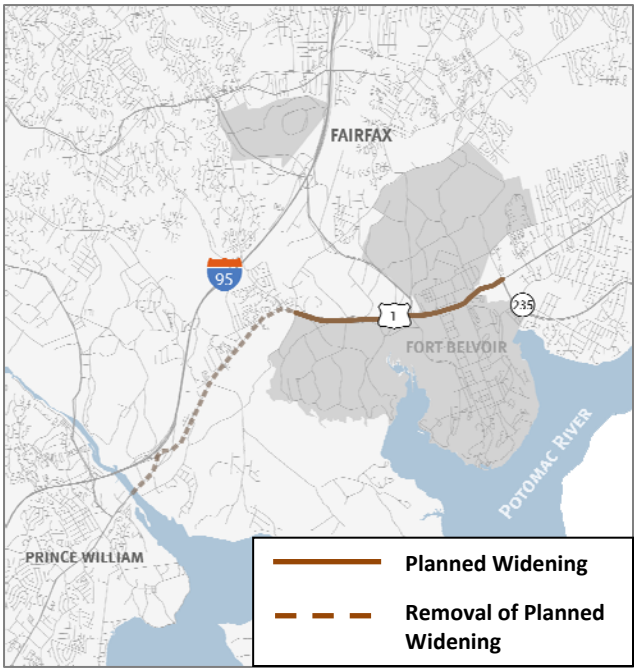
Note: This project was included as an amendment to the CLRP on July 18, 2011.

5. Widening of US 1 – Project Limit Change from VA 235 South to VA 611

This project is currently included in the CLRP as a widening of US 1 (Richmond Highway) from 4 to 6 lanes from VA 235 South (Mt. Vernon Memorial Highway) to the Occoquan River/Prince William County Line. VDOT is proposing to remove approximately 4 miles of widening from the southern end of the project and change the southern limit to VA 611 (Telegraph Road).

Complete: 2020
Length: 3.5 miles
Funding: Federal and state

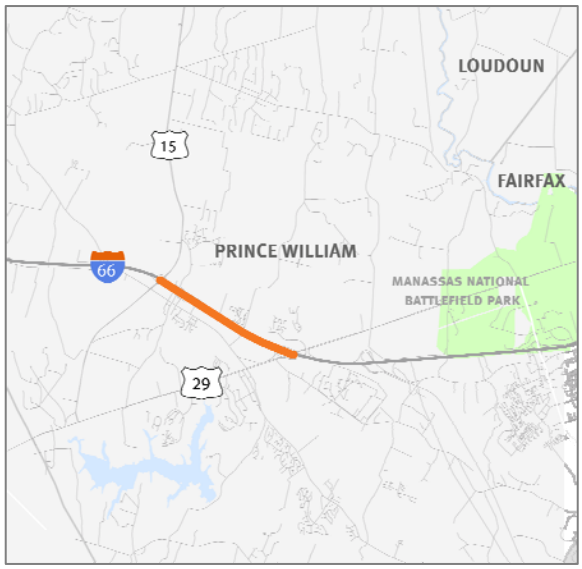
See the project description in Attachment A for more information.



6. Widen I-66 General Purpose and HOV Lanes from US 15 to US 29 (near Gainesville)

This project is currently included in the CLRP as a widening to construct HOV Lanes on I-66 between US 15 (James Madison Highway) and US 29 (Lee Highway) in Gainesville. VDOT is proposing to also add an additional general purpose lane in each direction to I-66 within the same limits. The completion date of the project is advancing from 2020 to 2018.

Length: 2.5 miles
Complete: 2018
Cost: $131.9 million
Funding: Federal



See the project description in Attachment A for more information.

Note: This project was included as an amendment to the CLRP on July 18, 2011.

ATTACHMENT A

CLRP PROJECT DESCRIPTION FORMS

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

1. H Street, NW Peak Period Bus-Only Lane

PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped X Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name: H Street, NW Peak Period Bus-Only Lane

	Prefix	Route	Name	Modifier
7. Facility:			H Street NW	
8. From (_ at):			17th Street NW	
9. To:			New York Avenue NW	

10. Description: Implement rush hour bus only lanes.
11. Projected Completion Date: 2012
12. Project Manager: Brooke Fossey
13. Project Manager E-Mail: brooke.fossey@dc.gov
14. Project Information URL:
15. Total Miles: 0.5 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions: District of Columbia
20. Total cost (in Thousands): $250
21. Remaining cost (in Thousands):
22. Funding Sources: _ Federal; _ State; X Local; _ Private; _ Bonds; _ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

a. X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. X Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. X Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; X No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; X No

b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

26. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; X No

b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The construction costs for the project are less than $10 million.

CLRP PROJECT DESCRIPTION FORM

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No
    a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
    b. Under which Architecture:
        _ DC, Maryland or Virginia State Architecture
        _ WMATA Architecture
        _ COG/TPB Regional ITS Architecture
        _ Other, please specify:

28. Completed Date:
29. _ Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator: Lezlie Rupert
32: Created On: 1/18/2011
33. Last Updated by: Andrew Austin
34. Last Updated On: 2/4/2011
35. Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

2. Crystal City – Potomac Yard Streetcar

PROJECT INFORMATION

1. Submitting Agency: **Arlington County**
2. Secondary Agency: **DRPT**
3. Agency Project ID: **ARL0017**
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped **X** Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name: **Route 1 Corridor Streetcar (Crystal City – Potomac Yard Streetcar)**

	Prefix	Route	Name	Modifier
7. Facility:	**US**	**1**	**Jefferson Davis Highway**	
8. From (_ at):			**Pentagon City Metro Station**	
9. To:			**Alexandria corporate limit (Four Mile Run)**	

10. Description: **The County is committed to enhancing transit options and service in the US 1 corridor. As part of this the County plans to provide a streetcar service between the above limits, on the exclusive bus transitway that is in the CLRP (with bus services to be operational starting 2013). The county has begun an Environmental study of the project scheduled to be complete by 2013. The County anticipates financing, planning, and construction of the streetcar to take approximately 8 years, with streetcar services starting in 2018.**

11. Projected Completion Date: **2018**
12. Project Manager: **Bee Buergler**
13. Project Manager E-Mail: **Bbuergler@arlingtonva.us**
14. Project Information URL: **There will be a website, but it is not online yet.**
15. Total Miles: **2.25**
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; **X** Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions: **Arlington**
20. Total cost (in Thousands): **$160,000**
21. Remaining cost (in Thousands):
22. Funding Sources: **X** Federal; **X** State; **X** Local; _ Private; _ Bonds; _ Other

The County reasonably expects the funding to implement the streetcar system to be available. The project anticipates using the following sources of funds either exclusively or in combination: federal (potentially including FTA's New Starts / Small Starts / Urban Circulator funds), State, and Local. The exact distribution and combination of funding will be finalized upon completion of the environmental study currently underway.

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the **safety** of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

X Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

X Increase **accessibility and mobility** of people and freight.

X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

X Promote efficient system **management and operation**.

_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; **X** No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? _ Yes; **X** No

a. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring

b. If the congestion is on another facility, please identify it:

c. What is the measured or estimated Level of Service on this facility? ___ ; _ Measured; _ Estimated

26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; **X** No

a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No

b. If not, please identify the criteria that exempt the project here:

_ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

X The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project will not use federal funds in any phase of development or construction (100% state, local and/or private funding).

_ The construction costs for the project are less than $10 million.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; **X** No

28. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

29. Under which Architecture:

    _ DC, Maryland or Virginia State Architecture

    _ WMATA Architecture

    _ COG/TPB Regional ITS Architecture

    _ Other, please specify:

3. I-395/I-95 HOV and HOT Lanes Project Limit Changes

PROJECT INFORMATION

1. Agency Project ID: VDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ✓ Freeway; _ Primary; _ Secondary; ✓ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other _ Federal Lands Highway Program _ Human Service Transportation Coordination _ TERMs
5. Category: ✓ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Title: I-95 HOV/HOT Lanes Project
7. Facility: I-95
8. From (_ at): Approximately 2 miles north of I-495 Capital Beltway, Fairfax County
9. To: Route 610 (Garrisonville Road), Stafford County

The following are the proposed new or modified access points:

No.	Route	Connection Location:	Morning connections:	Evening connections:	Type of Modification:
1	I - 395	Between VA 648 (Edsall Road) and Turkeycock Run	NB HOV/HOT Lanes to NB general purpose lanes	N/A	New
2	I - 95	VA 7100 (Fairfax County Parkway)	NB HOV/HOT Lanes to Fairfax County Parkway (Alban Rd.)	Fairfax County Parkway (Alban Rd.) to SB HOV/HOT Lanes	New
3	I - 95	Between VA 7100 (Fairfax County Pkwy) and VA 638 (Pohick Road)	N/A	SB HOV/HOT Lanes to SB general purpose lanes	Deleted (to accommodate No. 2 above)
4	I - 95	Between VA 642 (Lorton Road) and Rt 1	N/A	SB GP to SB HOV/HOT Lanes	New
5	I - 95	Between VA 123 (Gordon Road) and VA 3000 (Prince William County Parkway)	NB HOV/HOT Lanes to NB general purpose lanes	N/A	New
6	I - 95	Between Optiz and Dale Blvd	N/A	SB GP to SB HOV/HOT Lanes	New
7	I - 95	Between US 234 (Dumfries Road) and VA 619 (Joplin Road)	N/A	SB HOV/HOT Lanes to SB general purpose lanes	Expanded – replace slip ramp with flyover
8	I - 95	Between VA 619 (Joplin Road) and VA 610 (Garrisonville Road)	NB general purpose lanes to NB HOV/HOT lanes	SB HOV/HOT Lanes to SB general purpose lanes	New

10. Description:

The Commonwealth's I 95 HOV/HOT Lanes Project ("Project") entails expanding and extending the existing reversible High Occupancy Vehicle ("HOV") lanes from approximately 2 miles north of I-495 (Capital Beltway) to Route 17/Route 1 exit (Massaponax), south of Fredericksburg. The Project is divided into two sections – Northern and Southern.

The Northern Section expands the current HOV lanes between approximately 2 miles north of Capital Beltway (near Turkeycock Run) and Prince William Parkway from two to three lanes, maintaining the existing two lanes from Prince William Parkway to south of the Town of Dumfries , extending new HOV Lanes about 9 miles by building two lanes up to Garrisonville Road (VA 610) in Stafford County, with new entry/exit points into and out of the HOV lanes, and converting the HOV lanes and ramps between Springfield Interchange and Garrisonville Road to include High Occupancy Toll ("HOT") traffic. New entry/exit points into and out of the HOV/HOT lanes, as listed in Item 6 of the access point table, will be added along the corridor. All existing entry/exit points between 2 miles north of I-495 (including Turkeycock Run SB HOV ramp) and south of the Town of Dumfries will be converted to HOV/HOT unless modified as identified in Item 9.

The Southern Section will extend the two HOV/HOT lanes to Route 17/Route 1 Massaponax exit in Spotsylvania County, with new entry/exit points into and out of the HOV/HOT lanes. The Southern Section update will be coordinated with the Fredericksburg area MPO (FAMPO) for inclusion in the air quality conformity analyses of its 2035 CLRP.

The region's CLRP and air quality conformity analyses have assumed adding a third HOV lane on I-395 and part of I-95 since 1994. That project was assumed to be accomplished by re-striping the existing pavement with no other modifications to access, egress, without any enhancements to transit services and or any new/improved incident management services. That project was assumed to be complete by 2010.

This Project provides a funding mechanism for expanding the HOV/HOT Lanes network by connecting to the I-495 HOV/HOT Lanes Project, which is currently under construction and to be completed by the end of 2012, to the I-95 corridor. The Project adds capacity to the current HOV facility and upgrades access/egress locations, improves current bottlenecks and provides a dedicated, performance based, computer aided incident management system.

A private consortium led by Fluor Enterprises, Inc. and Transurban (USA) Inc. (together "FTU") has been selected to construct this and operate the entire facility as a system of High Occupancy Toll Lanes. In October 2006, VDOT and FTU signed an Interim Agreement to commence development activities on the Project.

The Project also proposes to address traffic operational issues noted with the existing HOV system. During peak pm periods, traffic traveling in a southbound ("SB") direction in the current HOV system is often congested at the point where the HOV lanes terminate and merge into the general purpose ("GP") lanes at Dumfries. This Project proposes to relieve the current congestion problem by both expanding the current merge point, and providing for the extension of HOV/HOT lanes south of the current merge to Route 610 (Garrisonville Road) in Stafford County. Under the proposed design, vehicles exiting at Route 234 would be merged into the GP lanes north of the exit. The remaining two HOV/HOT lanes would extend south of Quantico Creek. At a point south of Quantico Creek, a single-lane fly-over will be provided from the SB HOV/HOT lanes to the SB GP lanes. This fly-over would service vehicles exiting to Route 619 (Joplin Road) and Russell Road. The fly-over lane would merge into a newly constructed GP auxiliary lane running between the ramp and Route 619.

The remaining HOV/HOT lanes would continue south with a flyover into the SB GP lanes just north of Route 610 (Garrisonville Road).

Access to the HOV/HOT lanes would be available to automobiles, motorcycles, light-trucks, buses and transit vehicles only. Vehicles with three or more occupants would travel on the HOV/HOT lanes for free, as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth**.** Buses, transit vehicles, and emergency response vehicles would also travel on the HOV/HOT lanes for free. Other vehicles not meeting the occupancy requirement would pay a toll, using electronic toll collection equipment, at a rate that would vary by time of day, day of week and level of congestion, to ensure the level of free-flow conditions as specified by Federal SAFE-TEA-LU regulations at a minimum.

Once the I-95 HOV lanes have been converted into HOV/HOT lanes, traffic operations will be monitored and managed such that they will continue to be classified as "fixed guideway miles" for purposes of the transit funding formulas, in accordance with FTA's final policy statement on when HOT lanes shall be classified as fixed guideway miles, published in the January 11, 2007 Federal Register (Vol. 72, pages 1366-1372) ("FTA Policy"). The current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility's current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement between VDOT and FTU. In the event that the implementation of the project fails to comply with the FTA's 2/11/07 Federal Register applicable requirements for considering HOT lanes as fixed guideway and results in loss of associated FTA revenue, the Project will reimburse the current designated recipients for this lost revenue.

Tolling Policy

HOT lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day with time of day and with day of week corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOV/HOT lanes. The proposed HOV/HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement between VDOT and FTU.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the HOV/HOT lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to insure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

Incident Management

Engineering design of the Project will focus on the safety aspects of the facility including cross section layout (lane width and shoulders), operations and incident management. The design and operational features of the project will be integrated with and supported by a performance based, computer aided incident management system. The incident management system will provide 24/7 monitoring and surveillance of the facility and have dedicated motorists assistance equipment and personnel**.** This system will allow for a rapid detection of incidents that occur within the facility. As transit will be a significant component of the traffic, specific response procedures plans will be in place for dealing with

transit specific incidents. The Incident Management Plan developed for the project will be shared with the CTB and NVTA for their review.

Schedule

Construction for the Project is projected to begin in 2012, with an estimated construction completion time of three years. The facility is expected to enter operations in early 2015. The current schedule calls for environmental review in compliance with Federal (NEPA) and state regulations. FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review ("NEPA") Process

The environmental review is currently being conducted in full accordance and compliance with Federal and state law. The NEPA guidelines require the Project to be part of a conforming CLRP prior to receiving environmental clearance. One NEPA document will be prepared for the project from I-495 to Massaponax. It is anticipated that the NEPA document will be an Environmental Assessment.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. The congestion mitigation plan used for the Springfield Interchange project has been widely acclaimed as successful. VDOT and FTU will similarly have a robust Transportation Management Plan for the Project. The Transportation Management Plan developed for the project will be shared with the CTB, TPB and NVTA for their review.

Recognizing that the construction of this project could overlap with the construction of other significant projects, such as the Beltway HOV/HOT lanes and Dulles Corridor Rail, VDOT/VDRPT will coordinate the implementation of all of these congestion management plans under a Regional Transportation Management Plan.

Coordination with Other Projects in the Corridor

The project team is working with the Army, the Marines, and their respective teams of consultants to coordinate the transportation project needs related to the BRAC actions with the Project. The proposed elements of this Project reflect the latest discussions with the Army relative to their planned transportation-related activities at the Engineering Proving Ground in Fairfax County, the Mark Center in the City of Alexandria, and at Russell Road near the Quantico Reservation. Close coordination with the BRAC consultants will continue as they further develop their road improvement plans, and reasonable transportation needs related to this Project are not precluded.

Financial Plan

The total cost for the proposed Project is estimated to be $ 1.01 billion (in year of expenditure dollars, PE-$ 70 million, ROW-$ 10 million, CN-$ 680, and Other Costs-$250 million). This estimate includes the cost of constructing the third HOV/HOT lane, all additional entry/exit connections, and the nine mile extension at the southern terminus. Funding sources for the Project includes a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, FTU will explore all avenues of funding to ensure the lowest cost of capital for the Project. The Project will require public funds for the construction component.

FTU will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with FTU, which will authorize FTU to raise the necessary funds to construct the Project.

Stakeholder Outreach
VDOT and FTU will continue to put a great deal of effort into communicating with local stakeholders. The stakeholder outreach program provides the opportunity for direct engagement with various groups along the corridor, including all the local political leadership, transit service providers, various other special interest groups, and business and community leaders. There are also opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

11. Projected Completion Year: 2015
12. Project Manager: – John Lynch, VDOT
13. Project Manager E-Mail: John.Lynch@VDOT.Virginia.gov
14. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i95395-hot-lanes/#overview
15. Total Miles: 27
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _Not Included; ✓Included;_Primarily a Bike/Ped Project _ N/A
    Design work for the proposed Project, in accordance with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations, will be initiated with the presumption that the Project shall accommodate the bicycle and pedestrians needs, as appropriate.
19. Jurisdiction(s): Fairfax County, Prince William County, Town of Dumfries, Stafford County
20. Total cost (in Thousands): $ 1.01 billion (PE-$ 70 million, ROW-$ 10 million, Construction-$ 680 million, Other-$ 250 million)
21. Remaining cost (in Thousands):
22. Funding Sources: ✓ Federal; ✓ State; _ Local; ✓ Private; ✓ Bonds; ✓ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

    ✓ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

    ✓ Increase the safety of the transportation system for all motorized and non-motorized users.

    a. Is this project being proposed specifically to address a safety issue? _ Yes; ✓ No

    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
    _ Truck or freight safety; _ Engineer-identified problem

    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

    ✓ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

    ✓ Increase accessibility and mobility of people and freight.

    ✓ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

    ✓ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

    ✓ Promote efficient system management and operation.

    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; ✓No (Currently being investigated)

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? ✓ Yes; _ No

a. If so, is the congestion recurring or non-recurring? ✓ Recurring congestion; _ Non-recurring

b. If the congestion is on another facility, please identify it:

c. What is the measured or estimate Level of Service on this facility? __ Measured; __ Estimated

26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? ✓ Yes; __ No

a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? ✓ Yes; _ No

b. If not, please identify the criteria that exempt the project here:

_ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project will not allow motor vehicles, such as a bicycle or pedestrian facility

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? ✓_ Yes; _ No
Although the I 95 HOV/HOT Lane project itself is not an ITS project, the project will include various ITS elements as part its operations and toll collection. All ITS components of the project will comply with the applicable requirements of rule 940. Should the Commonwealth be nominated as an Urban Partner under the FHWA's Urban Partnership program, ITS components of this project will be part of the Commonwealth's effort under the Urban Partnership program.

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; ✓__ Ongoing, not complete; _ Complete N/A
The operations concept for the HOV/HOT lanes (HOT-OC), including the Traffic Management and Tolling systems, have been described in a draft Concept of Operations, along with a System Interface Specification that details interaction between NRO ATMS and HOT-OC. As part of the ongoing project development activities, coordination of the HOT-OC with the VDOT Northern Region Architecture and COG/TPB Regional architecture will be addressed.

30. Under which Architecture: N/A

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

✓_ COG/TPB Regional ITS Architecture

✓_ Other, please specify: VDOT Northern Region Architecture

31. Other Comments

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFO

Proposed HOT Lanes Frequency Improvements to Existing Routes			2006 Base Hdwy in Min.	2015 HOT Hdwy in Min.	2020 HOT Hdwy in Min.	2030 HOT Hdwy in Min.
	Origin	Destination				
WMATA 7B	Southern Towers	Pentagon	35	17	17	17
ART 41	Columbia Pike-Ballston	Courthouse Metro Station	20	15	15	15
PRTC OmniiRide	Dale City	Navy Yard	40	30	30	30
PRTC OmniiRide	Dale City/Woodbridge	Downtown DC	60	60	30	30

Proposed HOT Lanes Service Improvements and New Routes			2006 Base Hdwy in Min.	2015 HOT Hdwy in Min.	2020 HOT Hdwy in Min.	2030 HOT Hdwy in Min.
	Origin	Destination				
Route Extension/Increases in VRE Train Size						
PRTC MetroDirect	PRTC Transit Center [1]	Franconia-Springfield Metro Station area	35	35	35	35
PRTC OmniLink	Quantico/Woodbridge [2]	Ft. Belvoir (was to Woodbridge VRE)	50	50	50	50
VRE	Fredericksburg [3]	Union Station	25	25	25	25
New Routes						
Fairfax Connector	Lorton VRE	EPG/Ft. Belvoir	NA	15	15	15
ART	Shirlington	Rosslyn	NA	20	20	20
PRTC	Central Prince William County	Downtown Alexandria	NA	30	30	30
WMATA	Kingstowne-Shirlington	Pentagon	NA	30	30	30
PRTC	Woodbridge	Tysons - Merrifield	NA	30	30	30
PRTC OmniRide	Lake Ridge	Seminary Road area	NA	NA	45	45
FAMPO	Fredericksburg	Pentagon/Crystal City	NA	NA	30	30
FAMPO	Fredericksburg	Downtown Washington	NA	30	30	30
FAMPO	Massaponax	Downtown Washington	NA	NA	30	30

Proposed HOT Lanes Fixed Facility Improvements		Implementation Year			
	Fixed Facility Improvement	2006	2015	2020	2030
WMATA	Improvements to Pentagon Metrorail Transit Center	NA			
WMATA	Improvements to Franconia-Springfield Metrorail Transit Center	NA			
	Additional Park-and-Ride lot capacity at various locations	NA			
VRE	Platform extension at selected stations	NA	X		
FAMPO	Transit Center at Massaponax	NA		X	
	BRT stations - 4 stations but only 3 paid for by the project (Fluor/TransUrban is building Lorton) [4]	NA		X	
VRE	Overnight Storage in Fredericksburg	NA	X		

Additional vehicle hours over the 20 year period (over 2006 baseline - in thousands) = 1,480

1. Same frequency as in base year - route extension to circulate after stopping at Metro
2. Same frequency as in base year - route extension to Ft. Belvoir

3. Same frequency as in base year - increase size of trains

4. The I-95/I395 Corridor Transit Plan includes funding for 4 new BRT transit stations. Three of these stations are within the limits of the project included in the TPB's CLRP. The fourth station is in the southern segment of the HOT lanes project which is in the Fredericksburg area MPO (FAMPO). This fourth BRT station will be included in TPB's CLRP conformity analyses when the southern segment of the HOT lanes project is included in FAMPO's CLRP.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

4. I-395 HOV Lanes Reversible Ramp from / to Seminary Road

PROJECT INFORMATION

1. Submitting Agency: VDOT
2. Secondary Agency:
3. Agency Project ID: UPC 96261
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: x_ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name: I 395 / Seminary Road New reversible lane ramp

	Prefix	Route	Name	Modifier
7. Facility:	I	395	Shirley Memorial Highway	
8. From (_ at):			High Occupancy Vehicle Lanes	
9. To:	VA	420	Seminary	

10. Description: Constructs new single lane, reversible HOV ramp on I-395 HOV lanes to the third level of the Seminary Road interchange. The project adds ramp capacity to accommodate HOV and transit for the additional 6,400 employees of the Department of Defense - Washington Headquarters Services locating to Mark Center as part of the 2005 Base Realignment and Closure. An operational study is underway and a draft Interchange Modification Report will begin later this year. Environmental Reviews are expected to be underway in 2011. Project funding will be included in VDOT's FY 12-17 Six Year Improvement Program scheduled to be adopted by the Commonwealth Transportation Board in June 2011.

11. Projected Completion Date: 2015
12. Project Manager: Tom Fahrney
13. Project Manager E-Mail: Tom.Fahrney@VDOT.Virginia.Gov
14. Project Information URL: UPC 96261
15. Total Miles: 0.4 miles
16. Schematic: Yes - Attached
17. Documentation: None at this time.
18. Bicycle or Pedestrian Accommodations: X_ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions: City of Alexandria
20. Total cost (in Thousands): $80,000
21. Remaining cost (in Thousands): $76,998
22. Funding Sources: X_ Federal; X_ State; _ Local; _ Private; _ Bonds; _ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

X Increase the **safety** of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; X No

b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

X Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

X Increase **accessibility and mobility** of people and freight.

X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

X Promote efficient system **management and operation**.

_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; X No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No

a. If so, is the congestion recurring or non-recurring? X Recurring; _ Non-recurring

b. If the congestion is on another facility, please identify it: Existing I-395/Seminary Road NB off-ramp and SB on ramp

c. What is the measured or estimated Level of Service on this facility? Measured; "F" Estimated

26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No

a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No

b. If not, please identify the criteria that exempt the project here:

X The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

X The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project will not use federal funds in any phase of development or construction (100% state, local and/or private funding).

_ The construction costs for the project are less than $10 million.

CLRP PROJECT DESCRIPTION FORM

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

28. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

29. Under which Architecture:

    _ DC, Maryland or Virginia State Architecture

    _ WMATA Architecture

    _ COG/TPB Regional ITS Architecture

    _ Other, please specify:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

5. Widening of US 1 Project Limit Change

PROJECT INFORMATION (Mar. 2011 update)

1. Submitting Agency: VDOT
2. Secondary Agency:
3. Agency Project ID: T10534
4. Project Type: _ Interstate X Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name: Route 1 Improvements at Fort Belvoir

	Prefix	Route	Name	Modifier
7. Facility:	US	1		
8. From (_ at):		611	Telegraph Road	
9. To:		235N	Mount Vernon Highway	

10. Description: Improvements to Route 1 to improve the safety and operation of intersections and roadway segments and to provide pedestrian and bicycle facilities. By 2020, widen to 6 lanes through the Fort Belvoir area in three phases; Phase I from the Fairfax County Parkway (Route 7100) to Woodlawn Road (Route 618), Phase II from Telegraph Road to the Fairfax County Parkway and from Woodlawn Road to Route 235 S (Mount Vernon Memorial Highway). By 2025, Phase III, from Route 235 S. (Mount Vernon Memorial Highway) to Route 235 N. (Mount Vernon Highway)

    Reconstruct/replace bridges, as necessitated by maintenance demands or other causes, to the 6-lane width. Provide sidewalks, multi-use paths and on-road bicycle accommodations.

    Phases I and II in the immediate vicinity of Fort Belvoir is a priority for Fairfax County. The County has funded an Environmental Assessment being conducted by FHWA – Eastern Federal Lands Highway Division, with anticipated FONSI in late 2012. A Transit Study has been funded by the 2011 General Assembly to be conducted in 2012 to cover the Route 1 corridor from Route 235 S. to Huntington Metro area just south of the Woodrow Wilson Bridge. It is anticipated that Phase III will include a transitway component that will be determined through the transit study.

    Fort Belvoir is undergoing transformation required by the Base Realignment and Closure Act (BRAC) with completion of personnel transfers to Fort Belvoir in 2011. A new Army hospital is under construction in Fort Belvoir at Route 1 and the National Army Museum will be constructed on the base in the near future. Future DOD funds are anticipated for the required widening of Route 1 to support these BRAC-related additions to the Fort.

11. Projected Completion Date: 2020 and 2025

12. Project Manager: Bud Siegel, PE
13. Project Manager E-Mail: Bud.Siegel@VDOT.virginia.gov
14. Project Information URL: http://www.efl.fhwa.dot.gov/projects/environment.aspx
15. Total Miles: Phase I & II -3.2 miles Phase III – 2.8 miles Total – 6 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _
19. Jurisdictions: Fairfax County
20. Total cost (in Thousands): $250,000 – Phase I & II - $150,000 Phase III - $100,000
21. Remaining cost (in Thousands):
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; X Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
    a. X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. X Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; X No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

    c. X Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. X Increase **accessibility and mobility** of people.
    e. X Increase accessibility and mobility of **freight.**
    f. X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. X Promote efficient system **management and operation**.
    i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? X Yes; _No
    a. If yes, what types of mitigation activities have been identified?
    _ Air Quality; X Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; X Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? X Yes; _ No
    b. If so, is the congestion recurring or non-recurring? X Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:
26. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? X Yes; _ No
    b. If the answer to Question 26.a was “yes”, are any of the following exemption criteria true about the

project? (Choose one, or indicate that none of the exemption criteria apply):

X None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

The Federal Highway Administration, in cooperation with the U.S. Army Garrison Fort Belvoir, Fairfax County, and the Virginia Department of Transportation (VDOT), is conducting an environmental assessment for improvements to Route 1 in Fairfax County between Telegraph Road and Mount Vernon Memorial Highway. The following tasks will be conducted as part of the study:

- Characterize existing conditions in the study area and identify transportation problems and needs. An extensive traffic count program has been conducted to evaluate existing operations and traffic forecasts will be prepared for the design year of 2035 to assess future conditions.
- Identify and evaluate the effectiveness of alternatives to improve mobility, capacity, safety, and other travel conditions on Route 1 within the study limits.
- Study the impacts of alternatives on human, cultural, and natural resources.
- Comply with the National Environmental Policy Act (NEPA) and other regulatory programs, such as the National Historic Preservation Act.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

b. Under which Architecture:

_ DC, Maryland or Virginia State Architecture
_ WMATA Architecture
_ COG/TPB Regional ITS Architecture
_ Other, please specify:

28. Completed Date:
29. _ Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32: Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

6. Widen I-66 General Purpose and HOV Lanes

PROJECT INFORMATION

1. Submitting Agency: Virginia Department of Transportation
2. Secondary Agency:
3. Agency Project ID: 93577
4. Project Type: X **Interstate** _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name: I-66 HOV & SOV widening and Reconstruction of Interchange at Rte 15

	Prefix	Route	Name	Modifier
7. Facility:	I	66		Add a HOV and a SOV lane, in each direction between the limits noted.
8. From (_ at):	Rte	15	James Madison Highway	
9. To:	Rte	29	Lee Highway (Gainesville)	

10. Description: Over the past seven years, VDOT has made a series on major improvements on I-66 in the Manassas /Gainesville area. The first was the construction of University Boulevard, a 1.3-mile, four-lane road connecting Route 29 and Wellington Road. The second was widening I-66 to eight lanes (adding a HOV and a SOV lane in each direction to the existing four lane divided roadway) for 3.8 miles from Route 234 Business/Sudley Road to the Route 234 Bypass. Both projects were completed in 2006. The third was winding of I-66 to eight lanes (adding a HOV and a SOV lane in each direction to the existing four lane divided roadway) from the Route 234 Bypass to Route 29 at Gainesville. The 3.3 miles widening was completed in August 2010.

The I-66 corridors is one of the heavily traveled corridors in Northern Virginia and this region and has a significant impact on the social and economic development of its adjoining areas. Extending the HOV lanes on I-66 beyond its current terminus and providing for improved mobility and accessibility on this roadway has been one of the priority projects for Prince William County and VDOT. The extension of HOV lanes along I 66 has been in the region's CLRP for a number of years. This update to the project reflects the current plan and priority of adding a general purpose lane (in each direction) as well.

11. Projected Completion Date: 2018
12. Project Manager: Amir Salahshoor, P.E.
13. Project Manager E-Mail: a.salahshoor@vdot.virginia.gov
14. Project Information URL:
15. Total Miles: 2.5 miles
16. Schematic: See attached project location map.
17. Documentation: We are just starting this project back up. We are at scoping phase.
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; X_ N/A
19. Jurisdictions: Prince William County

20. Total cost (in Thousands):$131,881

21. Remaining cost (in Thousands):

22. Funding Sources: _X Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

X Increase the **safety** of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; X No

b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

X Increase **accessibility and mobility** of people and freight.

X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

_ Promote efficient system **management and operation**.

_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; X No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No

a. If so, is the congestion recurring or non-recurring? X Recurring; _ Non-recurring

b. If the congestion is on another facility, please identify it:

c. What is the measured or estimated Level of Service on this facility? ___ ; _ Measured; _ Estimated

26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No

a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No

b. If not, please identify the criteria that exempt the project here:

_ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project will not use federal funds in any phase of development or construction (100% state, local and/or private funding).

_ The construction costs for the project are less than $10 million.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No
28. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
29. Under which Architecture:
    _ DC, Maryland or Virginia State Architecture
    _ WMATA Architecture
    _ COG/TPB Regional ITS Architecture
    _ Other, please specify: