

**ITEM 15 - Action**  
November 17, 2004

Approval of  
the 2004 Constrained Long Range Plan (CLRP)

**Staff**

**Recommendation:** Adopt Resolution R9-2005 approving the 2004 CLRP.

**Issues:** None

**Background:** At the September 15 meeting, the Board was briefed on the status of the draft 2004 CLRP and the FY 2005-2010 TIP. The 2004 CLRP information and new TIP were also made available on the COG website at [www.mwcog.org](http://www.mwcog.org).

TPB R9-2005  
November 17, 2004

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION APPROVING  
THE 2004 CONSTRAINED LONG RANGE  
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the Joint Planning Regulations issued October 28, 1993 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least triennially ; and

**WHEREAS**, on September 21, 1994, the TPB adopted the first Constrained Long-Range Transportation Plan (CLRP); and

**WHEREAS**, on July 17, 1997, the TPB approved the first triennial update to the CLRP, which was published in July 1998 as the document: *1997 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

**WHEREAS**, on October 18, 2000, the TPB approved the second triennial update to the CLRP, which was published in May 2002 as the document: *2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

**WHEREAS**, on December 17, 2003, the TPB approved the third triennial update to the CLRP, which was published in October 2004 as the document: *2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

**WHEREAS**, the transportation implementing agencies in the region provided submissions for the 2004 CLRP and inputs to the FY2005-2010 TIP, which were in response to the January 2004 solicitation document issued by the TPB, and the TPB Technical Committee and the TPB reviewed the submissions and the financial analysis at meetings in February, March and April; and

**WHEREAS**, during the development of the 2004 CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1)

At the February 12, 2004 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2004 and the FY 2005-2010 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the February 18, March 17 and April 21 TPB meetings; (2) At the April 21, 2004 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On October 1, 2004, the draft air quality conformity analysis, the draft 2004 CLRP, and the draft FY 2005-2010 TIP were released for a 30-day public comment period which closed on October 31; (4) An opportunity for public comment on these documents was provided at the beginning of the October 20 TPB meeting; (5) The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2004; and the final version of the TIP includes summaries of the comments and the responses; and

**WHEREAS**, the Maryland Department of Transportation (MDOT) in the attached letter of November 9, 2004 has indicated that the Intercounty Connector (ICC) project be included in the 2004 CLRP with the "Corridor 1" alignment which is the general location of the former "Master Plan" alignment; and

**WHEREAS**, the significant changes for the 2003 CLRP are described in Attachment A and detailed information on all of the projects in the 2004 CLRP is provided in Appendix B of the Air Quality Conformity report as adopted November 17, 2004; and

**WHEREAS**, the 2004 CLRP has been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

**WHEREAS**, on November 17, 2004, the TPB has determined that the 2004 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the 2004 CLRP by the Board,

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the 2004 Constrained Long-Range Transportation Plan for the National Capital Region, as described in Attachment A and in Appendix B of the Air Quality Conformity report.



**Maryland Department of Transportation**  
The Secretary's Office

**Robert L. Ehrlich, Jr.**  
Governor

**Michael S. Steele**  
Lt. Governor

**Robert L. Flanagan**  
Secretary

**James F. Ports, Jr.**  
Deputy Secretary

November 10, 2004

The Honorable Christopher Zimmerman  
Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington D.C. 20002-4239

Dear ~~Chairman~~ <sup>Chris</sup> Zimmerman:

As you are aware, the Maryland Department of Transportation (MDOT) requested that conformity analysis be performed on two different Constraint Long Range Plans (CLRP). The only difference between the two CLRPs was the alignment corridor for the Intercountry Connector (ICC) project.

Now that the analysis is complete, MDOT requests that TPB proceed with the CLRP that includes Corridor 1, Master Plan alignment, as a placeholder for the ICC, since the analysis generally demonstrated higher emission levels and therefore represented a "worst case" for air quality conformity purposes.

Thank you for your cooperation during this process. If you have any questions or concerns, please do not hesitate to contact Mr. Ron Spalding, Manager, Regional Planning and Programming at 410-865-1284, toll free at 1-888-714-1313 or by email [rspalding@mdot.state.md.us](mailto:rspalding@mdot.state.md.us).

Sincerely,

Marsha J. Kaiser, Director  
Office of Planning & Capital Programming

cc: The Honorable Robert L. Flanagan, Secretary, MDOT  
Mr. James F. Ports, Jr., Deputy Secretary, MDOT  
Mr. Ron Spalding, Manager, Regional Planning and Programming, MDOT  
TPB members

## ATTACHMENT A

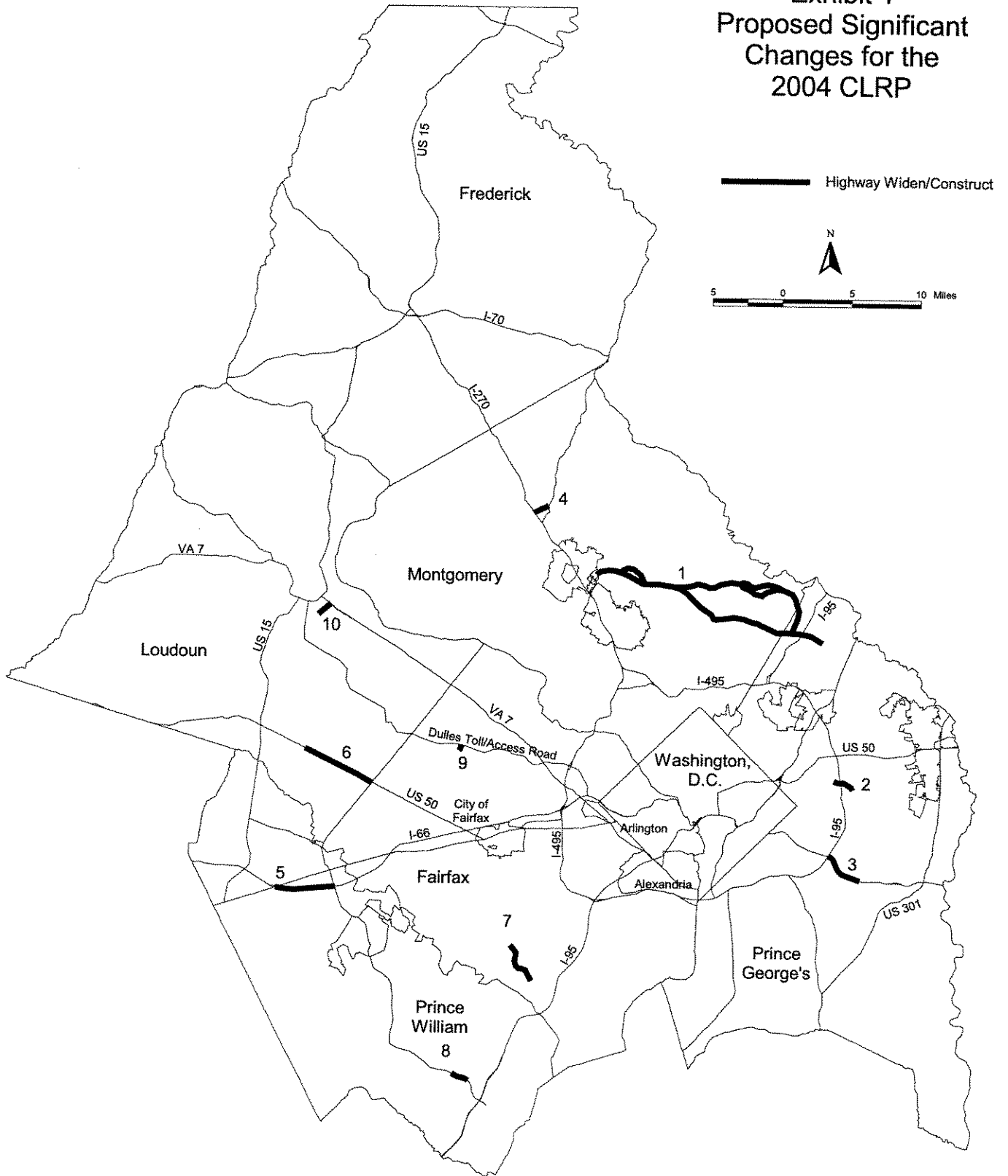
**Table 1a**  
**Significant Changes**  
**for the**  
**Air Quality Conformity Analysis**  
**of the**  
**2004 CLRP and FY2005-2010 TIP**  
**Projects Inside the TPB Planning Area**

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type from to	# Lanes from to
<b>MARYLAND</b>								
1	MDOT	Study- <b>Construct</b>	Intercounty Connector	I-270	I-95 / US 1	not-coded- <b>2010</b>	0 1	0 6
		Reconstruct- <b>Widen</b>	MD 202	N. of Brightseat Rd.	S. of Technology Way	2005- <b>2015</b>	2 2	6 6+2
3	MDOT	Upgrade/Widen	MD 4 HOV and general-use lanes	MD 223	I-95 / I-495	2015	2 5	4 6+2
4	Mont. Co.	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	2020- <b>2010</b>	2 2	4 6
<b>VIRGINIA</b>								
5	VDOT	Widen	I-66 (HOV during peak) (5 lanes EB)	US 29 Gainesville	VA 234	2010	1 1	4 9
6	VDOT	Widen	US 50	Loudoun/Fairfax Line- <b>VA 659 Relocated</b>	VA 661 (Lee Rd.)	2020- <b>2012</b>	2 2	4 6
7	VDOT	Widen	VA 123	Lee-Chapel <b>Hooes Rd.</b>	Fairfax County Parkway	2015	2 2	4 6
8	VDOT	Widen	VA 234	Waterway-Dr.- <b>Country Club Dr.</b>	Eclipse Dr.	2006	2 2	2 4
9	VDOT	<b>Modify</b>	<b>Fairfax County Pkwy. (convert existing 5th &amp; 6th lanes to HOV)</b>	<b>Sunrise Valley Dr.</b>	<b>Dulles Toll Rd.</b>	<b>2015</b>	<b>2 2</b>	<b>6 4+2</b>
10	VDOT	Construct	Battlefield Parkway	Kincaid Blvd.	VA 7	2006- <b>2009</b>	0 2	0 4

**Table 1b**  
**Significant Changes**  
**for the**  
**Air Quality Conformity Analysis**  
**of the**  
**2004 CLRP and FY2005-2010 TIP**  
**Projects Outside the TPB Planning Area**

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type		# Lanes	
							from	to	from	to
<b>MARYLAND</b>										
1	MDOT	Widen	MD 2/4	S. of MD 765	N. of Stoakley Rd.	2025 2015	2	2	4	6- 6+2
<b>VIRGINIA</b>										
2	FAMPO	Reconstruct	I-95 Interchange w/CD lanes (Phase 2 construction)	at VA 627		2025				
3	FAMPO	Widen	US 17 Bypass	I-95	VA-654 Parkway Village	2010	2	2	4	6
4	FAMPO	Widen	VA-218 (White Oak Rd.)	VA-212/VA-218	VA-600	2015	3	3	2	4
5	FAMPO	Construct	Outer Connector	US 1 in Stafford	VA-3 (W. of Frd. brg)	2010	0	3	0	4
6	FAMPO	Widen	US 1	1.5 mi. n. of US 637N	VA 610	2025	2	2	4	6
7	FAMPO	Widen	US 1	VA 610	VA 630	2025	2	2	4	6
8	FAMPO	Widen	US 1	VA 212	Princess Anne St.	2030	2	2	4	6

# Exhibit 1 Proposed Significant Changes for the 2004 CLR





## Proposed Significant Changes from the 2003 CLRP

1. Construct a new east-west , multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations. The conformity analysis will include each of the two submitted alignments of the six-lane facility. The completion date is 2010. The 2003 CLRP includes the project as a study only.
2. Add an auxiliary lane to the reconstruction of MD 202 from north of Brightseat Rd. to south of Technology Way, and change the completion date to 2015. The 2003 CLRP does not include the auxiliary lane and has a completion date of 2005.
3. Remove HOV lanes from the widening to a six-lane freeway of MD 4 from MD 223 to I-95/I-495. The 2003 CLRP includes a widening to four conventional lanes plus two HOV lanes.
4. Change the completion date to 2010 on the widening to a six-lane divided highway of Father Hurley/ Ridge Rd. from I-270 to existing MD 27. The 2003 CLRP has a completion date of 2020.
5. Add an east-bound auxiliary lane to the widening of I-66 from US 29 Gainesville to VA 234. The facility will now provide eight conventional lanes plus the auxiliary lane during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. The 2003 CLRP does not include the auxiliary lane.
6. Change the project limits to include widening to six lanes of an additional segment of US 50 from the Loudoun/Fairfax County line to VA 659 relocated. Change the completion date to 2012. The 2003 CLRP includes the widening from VA 661 (Lee Rd.) to the Fairfax/Loudoun County line, with a completion date of 2020.
7. Change the project limits to include widening to six lanes of an additional segment of VA 123 from Hooes Rd. to Lee Chapel Rd. with a completion date of 2015. The 2003 CLRP includes the widening of VA 123 from Lee Chapel Rd. to the Fairfax County Parkway by 2015.
8. Change the project limits to include widening to a four lane facility (on a six-lane right-of-way) of an additional segment of VA 234 from County Club Dr. to Waterway Dr. by 2006. The 2003 CLRP includes the widening from Waterway Dr. to Eclipse Dr. by 2006.
9. Modify the Fairfax County Parkway to convert the existing 5<sup>th</sup> and 6<sup>th</sup> lanes to HOV from Sunrise Valley Dr. to the Dulles Toll Rd. with a completion date of 2015. The 2003 CLRP does not include this conversion.
10. Add an additional lane in each direction to the construction of the Battlefield Parkway from Kincaid Blvd. to VA 7 with a completion date of 2009. The new facility will be a four-lane divided roadway. The 2003 CLRP includes the construction of a two-lane facility with a completion date of 2006.

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **Intercounty Connector**  
From/At: **I-270**  
To: **I-95/US 1**  
Jurisdiction: **Montgomery County, Prince George's County**

### 2. Submitting Agency: **MDOT/SHA/MdTA**

Last Modified On: **2/17/2004**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	Intercounty Connector	I-270	I-95/US 1	0	6	2010

### 5. Purpose/contribution to regional goals

**The purpose of the Intercounty Connector (ICC) project is to link existing and proposed developed areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$1,700,000**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

**Project is in preliminary planning. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, special federal funds, Garvee bonds, tolls and state funds. (See attached table)**

### 7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

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



**ICC CONCEPTUAL FUNDING PLAN - OPTIONS**

Components (Funding Sources)	Range (millions)	Comments
Total Required	\$1,700	<ul style="list-style-type: none"> <li>- Preliminary estimate - subject to change</li> </ul>
GARVEE Bonds (Federal Funds)	\$900 - \$1,000	<ul style="list-style-type: none"> <li>- New / additional future federal highway funds pay debt service</li> <li>- Approx. \$60 million /yr. for 30 years. Compare to:               <ul style="list-style-type: none"> <li>- FY 98-03 MD average = \$430 M / year</li> <li>- \$50 M to \$100 M in new federal funds from reauthorization; \$480 M to \$530 M / year total</li> </ul> </li> <li>- MdTA could issue GARVEES, does not impact MDOT debt affordability / caps</li> <li>- Issues: amount, term, interest rates, bond insurance and pledge requirements.</li> <li>- Reasonable contribution from MdTA</li> <li>- May need to reduce amount / term of GARVEES</li> </ul>
MdTA Bonds (ICC Tolls)	\$400 - \$600	<ul style="list-style-type: none"> <li>- No final decision to impose tolls</li> <li>- Tolls assist in financing project without causing burden to other parts of program</li> <li>- Tolls could be effective way to manage traffic</li> <li>- Toll-managed roadway could assure predictable and travel time for transit</li> <li>- Amount supported by tolls not yet defined; more study required</li> </ul>
MdTA Bonds (bonding capacity)	\$100 - \$350	<ul style="list-style-type: none"> <li>- Reasonable contribution from MdTA</li> <li>- If ICC is a toll project - MdTA involvement would enhance financing (pooled resources).</li> </ul>
Pay-As-You-Go (MDOT - ITF)	\$50 - \$300	<ul style="list-style-type: none"> <li>- Logical - given that ICC has been such a high priority for state - and for DC area</li> <li>- Could include revenues from sale of assets and additional federal funds from re-authorization</li> </ul>
Pay-As-You-Go (Special Fed Funds)	\$10 - \$50	<ul style="list-style-type: none"> <li>- Specific to ICC from re-authorization and / or annual appropriations</li> <li>- Special request to Congress and Bush Administration</li> </ul>

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

1. Location and Jurisdiction

2. Submitting Agency: **MDOT/State Highway Administration**

Facility: **MD 202 Largo Town Center Metro Access**  
 From/At: **North of Brightseat Road**  
 To: **South of Technology Way**  
 Jurisdiction: **Prince George's County**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Provide improved access to the planned metro station at Largo Town Center. This includes intersection improvements and auxiliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, and including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows:**

- MD 202 at Brightseat Road;**
- MD 202 at Lottsford Road;**
- MD 202 at Technology Way;**
- MD 202 at McCormick Road;**
- I-95 at MD 202 Interchange;**
- I-95 at MD 214 Interchange.**

**Bicycle/pedestrian accommodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Reconstruct	MD 202 Largo Town Center Metro Access Improvement	North of Brightseat Road	South of Technology Way	6	6	2015

5. Purpose/contribution to regional goals

**This project will improve traffic operation along MD 202 and will enhance access to the new Largo Town Center Metro Station and the joint Transit Oriented Development (TOD) in the vicinity of the Metro Station. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision, policy, goals and objectives:**

**Policy Goals 1, 2, 3 and 4.**

6. Funding and Schedule Information

Cost (In Thousands): **\$17,000** Date of completion or implementation: **2015**  
 Source: **Federal, State**  
 Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No  
 If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

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

**The purpose of this project is to improve access to the Largo Town Center Metro Station and the proposed TOD at the Metro Station.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **MD 4, Pennsylvania Avenue**  
From/At: **MD 223**  
To: **I-95/I-495**  
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/11/2004**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**MD 4 west of MD 223 is currently a four-lane divided principal arterial with partial access controls. This project will eliminate all at-grade intersections, widen the existing MD 4 to a six-lane freeway.**

**Bicycle/pedestrian accommodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Construct	MD 4 (Pennsylvania Avenue)	Interchanges at Westphalia Rd., Suitland Pkwy., Dower House Rd.			4 4	2015
<input checked="" type="checkbox"/>		Upgrade/Wide	MD 4	MD 223	I-95/I-495		4 6	2015

### 5. Purpose/contribution to regional goals

**This project would eliminate existing congestion and accommodate projected development in the corridor. This project is consistent with local land-use plans, including the Master Plan for Melwood-Westphalia and the Master Plan for Subregion V.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$180,455**

Date of completion or implementation: **2015**

Source: **Federal, State,**

Cost and schedule remarks:

### 7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

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

**CMS requirements was addressed as part of project planning in 1996 (See Congestion Management Document Form).**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **Father Hurley/ Ridge Rd.**  
From/At: **eastern gore Father Hurley/I-270 interch.**  
To: **existing Ridge Rd. (MD 27) between MD**  
Jurisdiction: **Montgomery County,**

2. Submitting Agency: **Montgomery County**

Last Modified On: **3/10/2004**

### 3. Project Type and Description

- Construction  
 Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**This project provides for the widening of Father Hurley Blvd/Ridge Road from four lanes to a six lane divided highway. The widening extends for approximately 4200 feet from the eastern gore of the interchange with I-270 to north of MD 355.**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MC5c	<input type="checkbox"/>	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	4	6	2010

### 5. Purpose/contribution to regional goals

**This project improves the transportation system and reduces congestion between MD 27, I-270 and the Germantown Town Center.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$2,500**

Date of completion or implementation: **2010**

Source: **Local, Bonds, Other,**

Cost and schedule remarks:

### 7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

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

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **I-66 (HOV during peak)**  
 From/At: **US 29 (Gainesville)**  
 To: **VA 234 Business (Sudley Road)**  
 Jurisdiction: **Prince William County,**

**2. Submitting Agency: VDOT**

Last Modified On: **2/10/2004**

**3. Project Type and Description**

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.**

**To be constructed in phases.**

**No bicycle/pedestrian accommodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Widen	I-66 (HOV during peak)	VA 234 (Prince William Parkway)	VA 234 Business (Sudley Road)	4	8	2006
	<input checked="" type="checkbox"/>	Widen	I-66 (HOV during peak) (5 lanes EB)	US 29 (Gainesville)	VA 234 (Prince William Parkway)	4	9	2010

**5. Purpose/contribution to regional goals**

**Goal 1, Objective 1; Goal 2, Objective 3; & Goal 5, Objectives 2, 3, 4, & 5: Provision of an HOV lane for use in the peak direction during the peak period, in conjunction with the traffic management system, will increase the people moving capacity of this facility and increase the attractiveness of the existing HOV lanes on I-66 between VA 234 and Washington, D.C.'s CBD. By encouraging multi-modal (carpool, vanpool, and bus) use of the existing HOV facility to the east, vehicle emissions and fuel consumption will be improved.**

**The region's Vision Plan encourages HOV measures. This facility will improve reliability, reduce travel times for HOVs, and improve and expand regional ridesharing activities. The HOV lanes would encourage increased bus ridership in the region by reducing bus travel times in the corridor.**

**The proposed construction is consistent with the county master plan. Adding capacity within an existing corridor minimizes impacts on watersheds and other natural resources. Construction of an additional conventional lane in each direction will accommodate existing high volumes of regional and interregional traffic and increase the efficient movement of freight.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$122,028**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

**I-66 (HOV during peak), US 29 (Gainesville) to VA 234 (Prince William Parkway): \$65 M**

**I-66 (HOV during peak), VA 234 (Prince William Pkwy) to VA 234 Bus. (Sudley Road): \$40 M**

**7. CMS Documentation**

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

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No



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# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

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1. Agency: **VDOT**

Last Modified On: **2/10/2004**

2. Location and Jurisdiction

Facility: **I-66 (HOV during peak) (5 lanes EB)**  
From/At: **US 29 (Gainesville)**  
To: **VA 234 (Prince William Parkway)**  
Jurisdiction: **Prince William County,**

3. Description of Project or Action

**The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.**

**To be constructed in phases.**

**Includes VA 234 (Prince William Parkway) and US 29 (Gainesville) interchange modifications.  
No bicycle/pedestrian accommodations included**

4. Project Status

**In previous TIP, reprogrammed**

5. Environmental Review

**CE Approved**

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source      FY      Amount (\$1,000s)      Phase      % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
NHS	2008	\$64,686	Construction	80	20

Cost and schedule remarks:

## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **US 50**  
 From/At: **VA 659 Relocated**  
 To: **VA 661 (Lee Road)**  
 Jurisdiction: **Fairfax County, Loudoun County**

**2. Submitting Agency: VDOT**

Agency Project ID:  
 Last Modified On: **2/11/2004**

**3. Project Type and Description**

- Construction  
 Transportation Emissions Reduction Measure (TERM)
 
 Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:  
**Widen to 6 lanes.**

**Implement safety and operational improvements, as necessary. Reconstruct / replace bridges, as necessary.**  
**Bicycle/pedestrian accommodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>	Widen	US 50 (3rd. EB Lane)	Avion / Airline Parkway	VA 661 (Lee Road)	4	5	1998
	<input type="checkbox"/>	Widen	US 50	South Riding Blvd.	VA 742 (Poland Road)	4	6	2000
	<input type="checkbox"/>	Widen	US 50 (3rd. EB Lane)	VA 621 (Elk Lick Road)	South Riding Blvd.	4	5	2003
	<input checked="" type="checkbox"/>	Reconstruct	US 50	@ VA 609 (Pleasant Valley Road)		4	4	2005
	<input checked="" type="checkbox"/>	Widen	US 50	VA 742 (Poland Road)	VA 661 (Lee Road)	4	6	2012
	<input checked="" type="checkbox"/>	Widen	US 50	VA 659 Relocated	VA 742 (Poland Road)	4	6	2015
	<input type="checkbox"/>	Widen	US 50	Loudoun Co. Line	VA 661 (Lee Rd.)	4	6	2020

**5. Purpose/contribution to regional goals**

**6. Funding and Schedule Information**

Cost (In Thousands):

Date of completion or implementation: **2015**

Source: **Federal, State, Local, Private,**

Cost and schedule remarks:

**VP8c-\$7,628,000**

**7. CMS Documentation**

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

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

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

**Not funded for construction - VP8c or Constructed by private developers.**

## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **VA 234 (Dumfries Road)**  
 From/At: **US 1**  
 To: **VA 234 Bypass (at Limstrong, VA 649)**  
 Jurisdiction: **Prince William County,**

**2. Submitting Agency: VDOT**

Agency Project ID:  
 Last Modified On: **3/10/2003**

**3. Project Type and Description**

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study/Widen VA 234 (Dumfries Road) from 2 to 4 lanes on a 6-lane right-of-way between US 1 and the VA 234 Bypass, south of the City of Manassas in the vicinity of Limstrong. Construct an interchange w/ US 1.**

**Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.**

**VP12c – Study/Design the widening from US 1 to VA 234 Bypass**

**VP12d - Widen from US 1 to I-95 & construct an interchange w/ US 1 (see also VI2j)**

**Completed 6 lanes from I-95 to Waterway Drive**

**VP12b - Widen to 4 lanes from Waterway Drive to Eclipse Drive**

**VP12a - Widen to 4 lanes from Eclipse Drive to Snowfall Drive**

**VP12ea Widen to 4 lanes from Snowfall Drive to Purcell Road**

**VP12eb Widen to 4 lanes from Purcell Road to VA 234 Bypass**

**Bicycle/pedestrian accomodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Purcell Rd.	VA 234 Bypass (at Limstrong, VA 649)	2	4	2002
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Snowfall Dr.	Purcell Rd.	2	4	2003
<input checked="" type="checkbox"/>		Construct	VA 234 Bike Trail	US 1 to I-95 &	Montclair to vic. Manassas	-	-	2005
<input checked="" type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Eclipse Dr.	Snowfall Dr.	2	4	2006
<input checked="" type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Country Club Drive	Eclipse Drive	2	4	2006
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	I-95	US 1	2	6	2011
<input type="checkbox"/>		Construct	VA 234 Interchange	@ US 1		-	-	2011

**5. Purpose/contribution to regional goals**

**Policy Goal 2, Objective 5: The Washington Metropolitan Region will develop, implement, and maintain an interconnected transportation system ... Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$96,380**

Date of completion or implementation: **2003**

Source: **Federal, State, Local, Bonds,**

Cost and schedule remarks:

**VP12a - \$17,625**

**VP12b - \$14,575**

**VP12d - \$25,000 K (formerly, \$23,275 K)**

**VP12ea - \$15,725**

**VP12eb - \$20,300**

**VP12m - \$3,075**

**7. CMS Documentation**

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## Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

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1. Agency: **VDOT**

Last Modified On: **1/30/2004**

2. Location and Jurisdiction

Facility: **VA 234 (Dumfries Road)**  
From/At: **Country Club Drive**  
To: **Eclipse Drive**  
Jurisdiction: **Prince William County,**

3. Description of Project or Action

**Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way**

4. Project Status

**In previous TIP, delayed or reprogrammed**

5. Environmental Review

**FONSI/4(f) Approved**

6. Funding and Schedule Information

Date of completion or implementation: **2006**

Source	FY	Amount	Phase	% Fed/State/Loc
FRANs				
	2004	\$19,884	Construction	100

Cost and schedule remarks:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **Battlefield Parkway**  
 From/At: **US 15 south of Leesburg**  
 To: **US 15 Bypass north**  
 Jurisdiction: **Leesburg,**

**2. Submitting Agency: VDOT**

Last Modified On: **3/12/2003**

**3. Project Type and Description**

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct Battlefield Parkway; totaling approximately 2.4 miles of 4-lane divided on 6-lane right-of-way and 1 mile of 4-lane divided. Construct 3 interchanges planned at the Dulles Greenway, Route 7 East, and Route 15 Bypass North. A short portion of the northern end of Battlefield Parkway has been completed through the Potomac Crossing development. Some other portions will be built in accordance with proffered conditions as development occurs, however, the interchanges remain unfunded.**

- VU28b - US 15 south to Dulles Greenway - 2005 - 4 lanes on 6-lane ROW - by developer
  - VU28c - Dulles Greenway to Sycolin Road - 2006 - 4 lanes on 6-lane ROW - by developer
  - VU28d - Sycolin Road to Kincaid Blvd. - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town
  - VU28? - Kincaid Blvd. to Route 7 - 2006 - construct 2 lanes on 6-lane ROW - by VDOT
  - VU28? - Kincaid Blvd. to Route 7 - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town
  - VU28e - Route 7 to Fort Evans Road - 2005 - 4 lanes on 6-lane ROW - by developer
  - VU28f - Fort Evans Road to Edwards Ferry - 2010 - 4 lanes on 6-lane ROW - by Leesburg
  - VU28g - Edwards Ferry to Cattail Branch - 2003 - 4 lanes - by developer
  - VU28h - Cattail Branch to US 15 Bypass - completed - 4 lanes - by developer
- Bicycle/pedestrian accomodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Construct	Battlefield Parkway	Edwards Ferry Road	Cattail Branch		4	2003
<input type="checkbox"/>		Construct	Battlefield Parkway	Route 7	Fort Evans Road		4	2005
<input type="checkbox"/>		Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway		4	2005
<input type="checkbox"/>		Construct	Battlefield Parkway	Dulles Greenway	Sycolin Road		4	2006
<input type="checkbox"/>		Construct	Battlefield Parkway	Sycolin Road	Kincaid Boulevard		4	2009
<input checked="" type="checkbox"/>		Construct	Battlefield Parkway	Kincaid Boulevard	Route 7		4	2009
<input type="checkbox"/>		Study	Battlefield Parkway	US 15 south of Leesburg	US 15 Bypass North		4,6	2010
<input type="checkbox"/>		Construct	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road		4	2010

**5. Purpose/contribution to regional goals**

**Policy Goal 2, Objective 5: The proposed projects will promote a strong and growing economy in Leesburg while contributing to the efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.**

**Battlefield Parkway will be a semi-circumferential, arterial roadway serving two-thirds of the town's land area. It will be the primary distributor of traffic from Route 7, the Bypass, and the Dulles Greenway to all parts of town outside of the Bypass. Intensive urban development is projected in this area. Battlefield Parkway is included in the Town's Transportation Plan and in the 2010 Statewide Highway Plan. Furthermore, the Route 7 interchange is indicated in VDOT's Route 7 Corridor Study.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$45,000**

Date of completion or implementation: **2010**

Source: **Federal, State, Local, Private,**

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form  
FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **1/28/2004**

2. Location and Jurisdiction

Facility: **Battlefield Parkway**  
From/At: **Kincaid Boulevard**  
To: **Route 7**  
Jurisdiction: **Leesburg,**

3. Description of Project or Action

**Construct Battlefield Parkway within the cited limits.**  
**Bicycle/pedestrian accomodations included**

4. Project Status

**In previous TIP, proceeding as scheduled**

5. Environmental Review

**EA/4F Proposed for preparation**

6. Funding and Schedule Information

Date of completion or implementation: **2009**

Source      FY      Amount (\$1,000s)      Phase      % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
STP	2007	\$5,183	R.O.W. Acquisition	80 20

Cost and schedule remarks:

**RSTP (w/ state match): FY-04 \$600 K.**