TPB Technical Committee
April 4, 2014
Item # 3

MEMORANDUM

March 13, 2014

To: Transportation Planning Board

From: Gerald Miller and Robert Griffiths
Acting Co-Directors,
Department of Transportation Planning

Re: Major Project Submissions for the 2014 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2014 Update to the CLRP were released for public comment on March 13. The project submissions were reviewed and approved for public release by the TPB Steering Committee on March 7th. The attached materials present a summary of the major new projects or changes to existing major projects included in the project submissions. Comments may be submitted:

- online at mwcog.org/TPBPublicComment,
- via email at tpbpubliccomment@mwcog.org,
- by calling (202) 962-3262, TDD: (202) 962-3213
- or in writing to The Transportation Planning Board
  777 North Capitol Street, NE, Suite 300
  Washington, DC 20002-4239

The public comment period ends on April 12 and the TPB is scheduled to approve the project submissions on April 16.

Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14th Street/ Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. VDOT is also proposing three alternatives for the Dulles Air Cargo, Passenger, Metro Access Highway project. The TPB released the three alternatives for public comment, but expects that VDOT will select a preferred alternative prior to the approval of project inputs on April 16 so only one of the alternatives will be carried forward into the Air Quality Conformity Analysis. Virginia Railway Express is updating its System Plan.

A complete technical listing of all project submissions can be found in the Air Quality Conformity Inputs for the 2014 CLRP and the FY 2015-2020 TIP, which was released for public comment on March 13.

Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan

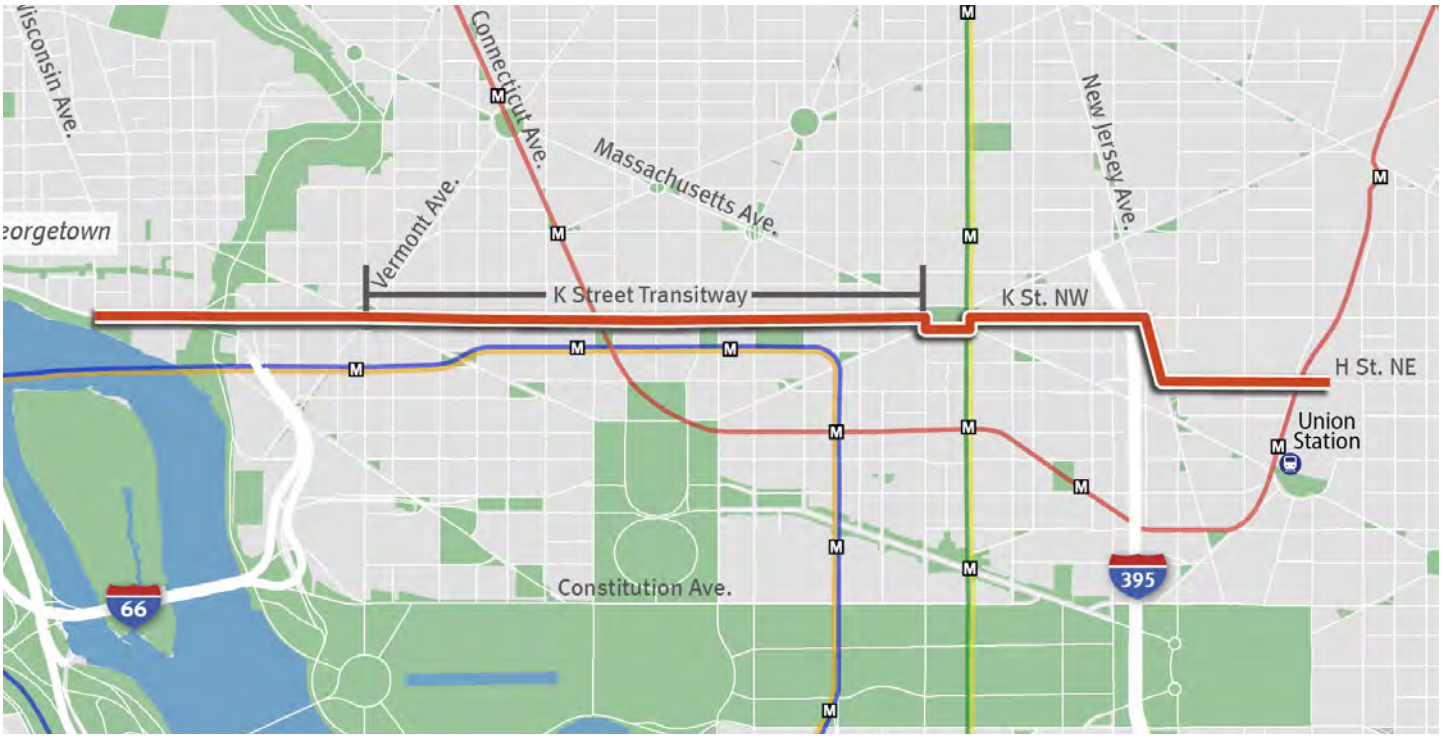
District of Columbia

1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: $348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE – Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9th Street NW and Washington Circle/23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

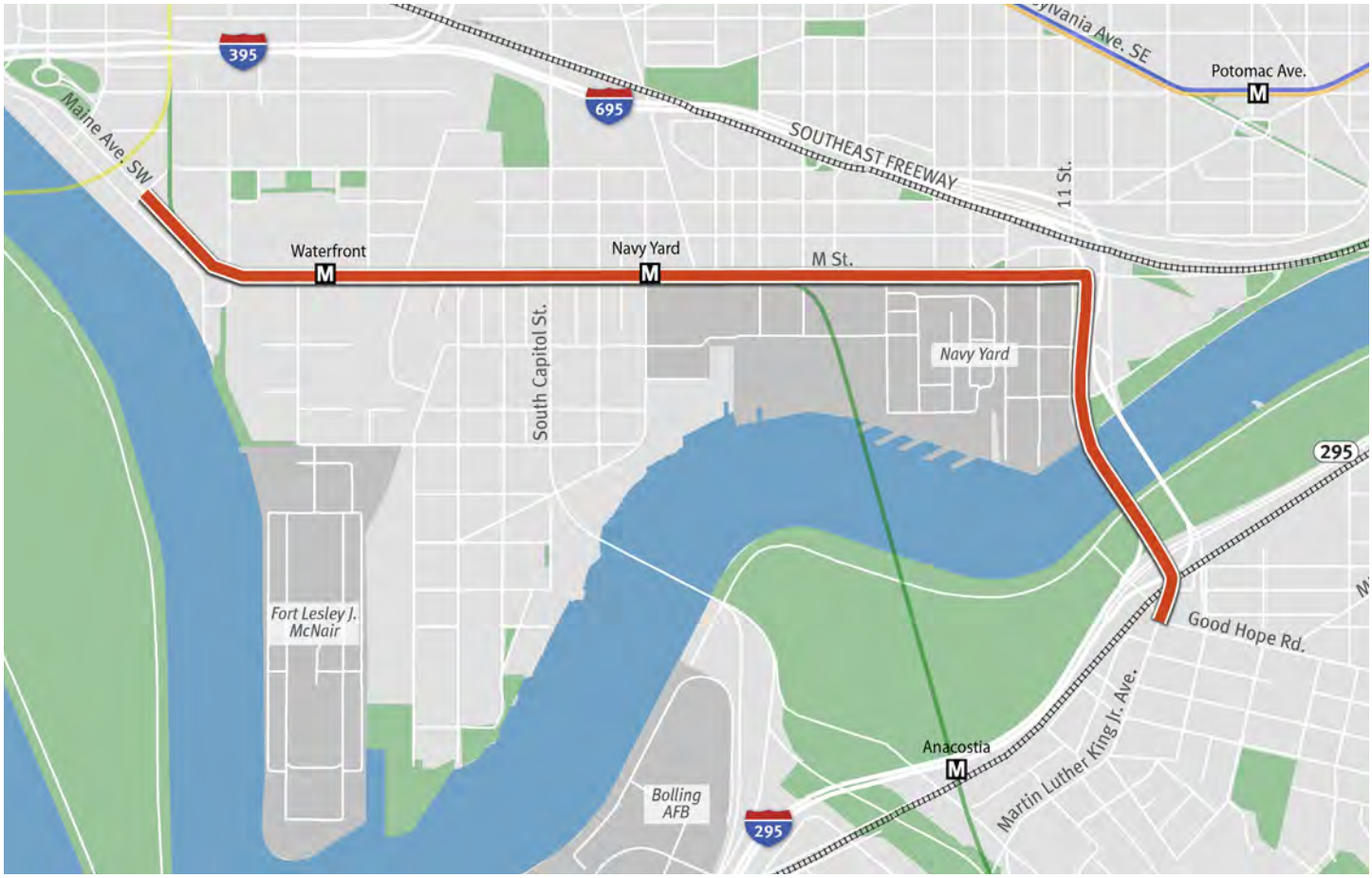
See CLRP Project Description Form in Attachment A for more information.

2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: $250 million



Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.

3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: $40 million

Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.

5. ***Studies: Managed Lanes on 14th Street/Rochambeau Bridge, I-395/I-695, and I-295***

Length: ≈9 miles

Complete: 2015

Cost: $5.9 million

A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.

Maryland

6. MARC Growth and Investment Plan

Complete: 2040

Cost: $1.06 billion (Washington region)

MDOT is including $1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The $1.06 billion shown reflects the Washington region's proposed contribution towards projects in the larger $2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

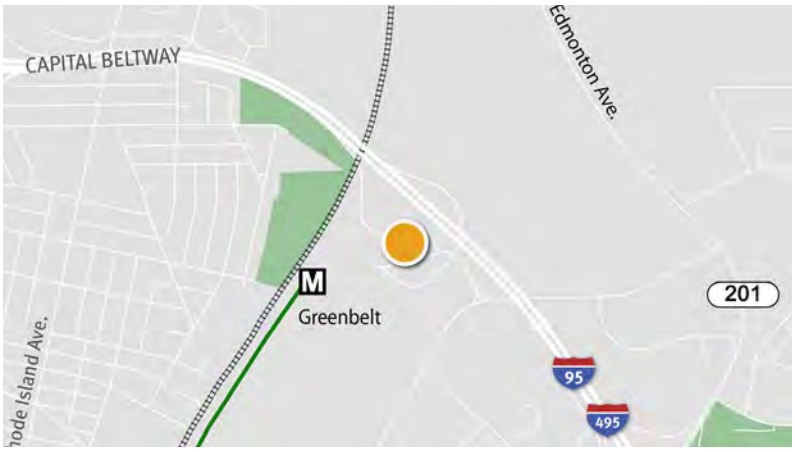
7. I-95/495 Interchange at Greenbelt Metro Station

Length: <1 mile

Complete: 2020

Cost: $78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.



See CLRP Project Description Form in Attachment A for more information.

Virginia

8. Virginia Railway Express System Plan

Cost: 2040

Cost: $977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling $3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the $977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.

9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: $76 million

Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

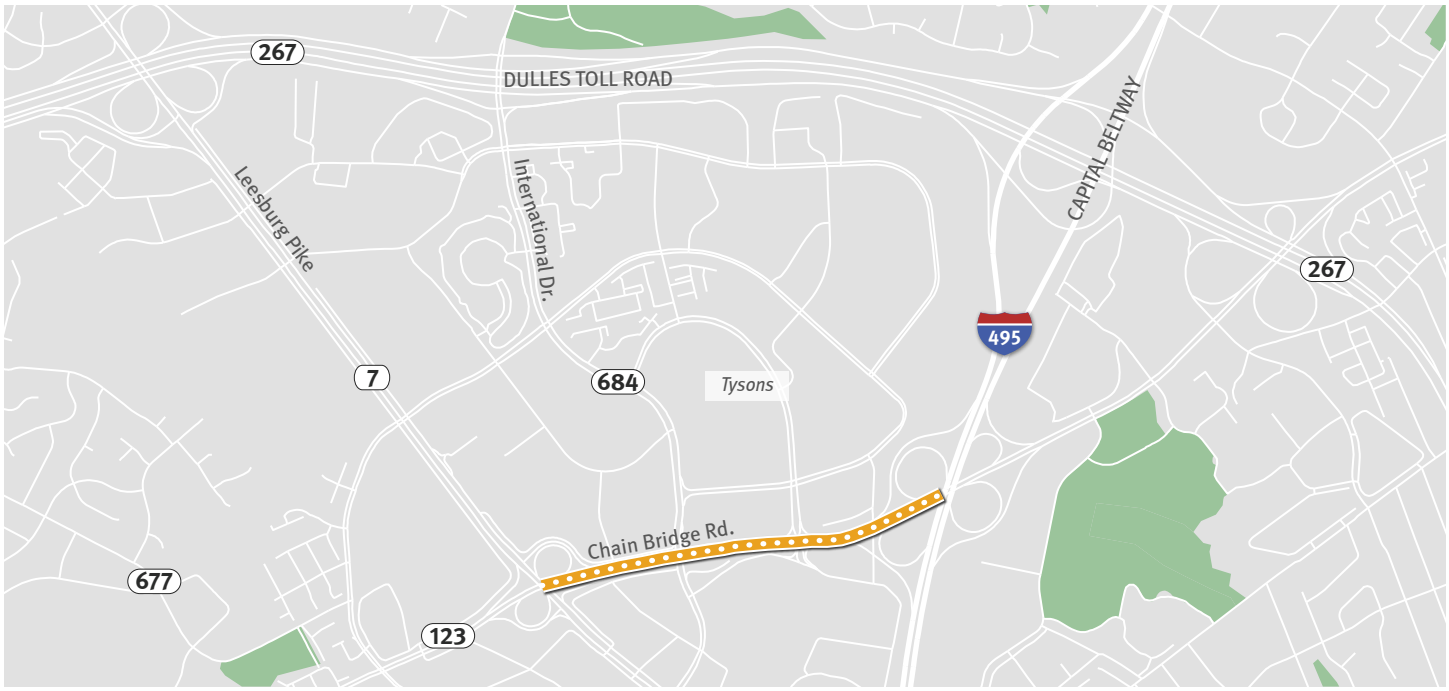
See CLRP Project Description Form in Attachment A for more information.

10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: $22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.

11. Dulles Air Cargo, Passenger, Metro Access Highway Alternatives

VDOT is proposing three alternatives to improve access to the western side of Dulles Airport, particularly for cargo. VDOT will select one preferred alternative by April 16, when the TPB is scheduled to approve the inputs to the Air Quality Conformity Analysis. These alternatives are labeled 2, 3B and 3C to remain consistent with their nomenclature in the Draft Environmental Assessment.

Alt. 2: New Dulles Air Cargo, Passenger, Metro Access Highway (North Star alignment)

Length: 2.5 miles
Complete: 2025
Cost: $240 million

Construct a new four-lane facility from US 50 at Northstar Boulevard/Bi-County Parkway to VA 606, Loudoun County Parkway at New Dulles Airport Access

Alt. 3B: Convert US 50 and VA 606 to Limited Access

Length: 3.75 miles
Complete: 2025
Cost: $330 million

Convert US 50 to limited access and widen from 4 to 6 lanes from Bi-County Parkway/ Northstar Boulevard to VA 606, Loudoun County Parkway, and Convert VA 606, Loudoun County Parkway, to limited access and widen from 4 to 8 lanes from US 50 to 1.5 miles north of US 50/new access to Dulles Airport.

Alt. 3C: Airport Express Lanes on US 50 and New Limited Access VA 606, Loudoun County Parkway

Length: 2.34 miles
Complete: 2025
Cost: $250 million

Construct two Airport Express Lanes in the median of US 50 between Northstar Boulevard/Bi-County Parkway and VA 606, Loudoun County Parkway, at New Dulles Airport Access. Upgrade and widen from 4 to 8 lanes a new limited access VA 606, Loudoun County Parkway, from US 50 to VA 606 at New Dulles Airport Access.

See CLRP Project Description Form in Attachment A for more information.

Attachment A

Project Description Forms

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

1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type: _ Interstate X_ 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; X_ Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):			3rd / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon
K Street @ McPherson Square	side platform	14th and 15th Streets
K Street @ Farragut Square	side platform	17th and 18th Streets
K Street @ 19th and 20th Streets	side platform	19th and 20th Streets
K Street @ 25th and 26th Streets	split center	Foggy Bottom / GU
K Street @ Wisconsin Avenue	center	Georgetown

Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
	EB: south side		curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
	New Jersey	shared lanes	center
	H Street	shared lanes	curb
At Union Station	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.

11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: lezlie.rupert@dc.gov
14. Project Information URL: www.unionstationtogeorgetown.com
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: $348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; _X State; _X Local; _X Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. 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. 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. X_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. 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

24. 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:
25. 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.

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

2. M Street Southeast/Southwest Streetcar Line

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: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Name: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From (_ at):			11th Street Bridge	
9. To:			Maine Avenue SW	

10. Description: Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail:Thomas.Perry@dc.gov
14. Project Information URL:www.dcstreetcar.com
15. Total Miles:3
16. Schematic:
17. Documentation:NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): $250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands):TBD cost estimate as of MM/DD/YYYY
21. Funding Sources: _ Federal; _ State; x Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. 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; _ 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. [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. [x] Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. 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

24. 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? [x] Recurring; _ Non-recurring

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

25. 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):

_ 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
[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 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.

3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
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: _ System Expansion; _ System Maintenance; X_ Operational Program; _ Study; _ Other
6. Project Name: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From (_ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: $40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ 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. _ 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. _ 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

23. 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

24. 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:

25. 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):

_ 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

_X 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.

5A. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
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: _ System Expansion; _ System Maintenance; _ Operational Program; X Study; _ Other
6. Project Name: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From (_ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	

10. Description:

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: $5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; X_ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ 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; _ 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. _ 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

23. 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

24. 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:

25. 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):

_ 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
_X 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.

5B/C. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
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: _ System Expansion; _ System Maintenance; _ Operational Program; X Study; _ Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility: 8. From (_ at): 9. To: 10. Description:			{Corridor 2 SE/SW Freeway (I-395/I-695)} {Corridor 3 (I-295)}	
			{Corridor 2 At Case Bridge} {Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11th Street Bridge} {Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11th Street Bridge. Corridor III will be along I-295 beginning near the 11th Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; X_ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ 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; _ 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. _ 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

23. 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

24. 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:
25. 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):

    _ 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
    _X 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.

7. I-95/I-495 Interchange at Greenbelt Metro Station

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ
5. Category: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From (_ at):			Greenbelt Metro Station	
9. To:				

10. Description: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: $78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ 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; _X 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. X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

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

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

ENVIRONMENTAL MITIGATION

23. 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; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

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

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; _ 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:

25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ 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):

    _ 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
    _X 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.

9. Widen US 1 from Fuller Road to Russell Road Interchange

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From (_ at):			Fuller Road	
6. To:			Russell Road	Interchange

7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:mbackmon@pwcgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost: $76 million
18. Remaining cost (in Thousands):
19. Funding Sources: XFederal; _ State; X Local; _ Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: _XRecurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. 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
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. 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.

SAFETEA-LU PLANNING FACTORS

25. 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; X 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.

X 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.

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

26. Have any potential mitigation activities been identified for this project? _ Yes XNo

27. 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

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; X No

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

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

10. Widen VA 123 from VA 7 to I-495

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: _x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _x Primary; _ Secondary; _ Urban; _ Bridge; _x Bike/Ped; _x Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

	Prefix	Route	Name	Modifier
4. Facility:	VA	123	Chain bridge Road	
5. From (_ at):	VA	7	Leesburg Pike	
6. To:	I	495	Capital Beltway	

7. Jurisdiction(s): Fairfax County, VA
8. Description: Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.
9. Bicycle or Pedestrian Accommodations: _ Not Included; _x Included; _x Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.35 miles
11. Project Manager: Tad Borkowski 12. E-Mail: Tad.Borkowski@Fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation
14. Projected Completion Year: 2021
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $22 million
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x_ Yes; _ No
21. If so, describe those conditions: x_ Recurring congestion; x_ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. 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
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. 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
    _ 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.

SAFETEA-LU PLANNING FACTORS

25. 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; x_ 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

26. Have any potential mitigation activities been identified for this project? _ Yes; x_No

27. 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

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; x_ No

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

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

11. Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

1. Agency Project ID: Agency: VDOT
2. Project Type: _x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:			Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)	
5. From (_ at):			Various Access Points	
6. To:			Dulles International Airport	

7. Jurisdiction(s): Loudoun County
8. Description:

The Virginia Department of Transportation, in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a limited-access roadway to the west of the Washington Dulles International Airport (IAD) in Loudoun County, Virginia. Presently, IAD is accessible from the west by way of US Route 50, Evergreen Mills Road (VA Route 621), Dulles Greenway (VA Route 267), and VA Route 606. The purpose of this project is to enhance the movement of people, passenger services and air cargo traffic to Washington Dulles International Airport and the planned Phase 2 extension of the Metrorail Silver Line. The proposed project is intended to reduce congestion and improve capacity on the existing roadway network in the Dulles South area. A number of alternatives alignments and configurations have been evaluated.

The proposed Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) will begin in the vicinity of the proposed interchange of the planned Tri-County Parkway (VA Route 411) and Lee-Jackson Memorial Highway (US Route 50) and terminate at the north wetern corner of the Dulles Airport along the existing Old Ox Road (VA Route 606)

VDOT is in the final stages of completing an Environmental Assessment (EA) report for the project. Based on the technical analysis and stakeholder consultations held to date three alternatives are being considered to select one preferred build alternative. VDOT anticipates selecting this one alternative during the Spring of 2014. The three alternatives under consideration are as follows:

Alternative 2: New Alignment (Figure in Technical Report)
Alternative 2 consists of a new roadway originating at US Route 50, approximately 2.2 miles west of its existing intersection with the Loudoun County Parkway (Route 606 / VA Route 607), in the location where the Bi-County Parkway (VA Route 411) interchange is planned. Alternative 2 would connect to the proposed interchange allowing for all movements to and from US Route 50 and the proposed Bi-County Parkway (VA Route 411). From US Route 50, the Alternative 2 would follow a new alignment located within the same corridor as Loudoun County's proposed Northstar Boulevard, extending approximately one-mile northeast before turning due east approximately 0.25 mile south of Evergreen Mills Road (VA Route 621). The alignment would continue east for approximately 1.7 miles, with an overpass at Belmont Ridge Road (VA Route 659) and Evergreen Mills Road (VA Route 621) until intersecting with existing Old Ox Road (VA Route 606) / Loudoun County Parkway.

This connection would consist of a full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. Alternative 2 would be a limited access highway, with no direct access to adjoining properties.

Instead, connections with arterial roadways would be provided via US Route 50, Bi-County Parkway, Old Ox Road (VA Route 606), planned extension of Loudoun County Parkway (VA Route 606 / VA Route 607) and the future airport connector roads. Alternative 2 would consist of a four-lane divided principal arterial with a design speed of 60 miles per hour.

Alternative 3B: Loudoun County: Countywide Transportation Plan (CTP) (Figure in Technical Report)
Alternative 3B would originate at the planned full-access interchange of US Route 50 and the Bi- County Parkway (VA Route 411). To meet Loudoun County's CTP (Loudoun County, 2012a) US Route 50 would be widened from four (4) lanes to six (6) lanes plus two (2) auxiliary lanes, from the planned interchange at Bi-County Parkway (VA Route 411) to Gum Spring Road (VA Route 659). At-grade access would be closed along US Route 50 from Bi-County Parkway to Loudoun County Parkway to meet the limited access requirements. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659). The Loudoun County CTP identifies proposed Glascock Boulevard as a parallel facility to the north of US Route 50, but this facility is not currently included in the CLRP and therefore not included in this study. Should this Glascock Boulevard be constructed prior to 2025, this facility could function in place of the proposed frontage road; however, in Alternative 3B a separate frontage road is assumed within the proposed corridor along US Route 50. A full access interchange at Gum Spring Road (VA Route 659) and US Route 50 would also be provided, in order to conform to the long term transportation plan found in Loudoun County's CTP.

A full access interchange would be provided at Old Ox Road (VA 606) / Loudoun County Parkway and US Route 50 where Alternative 3B would follow Old Ox Road (VA Route 606) / Loudoun County Parkway to the north. Under Alternative 3B, Old Ox Road (VA Route 606) / Loudoun County Parkway would be upgraded to an eight (8) lane limited access facility to match the Loudoun County CTP designation of the facility as a freeway. The Loudoun County CTP shows at-grade intersections at proposed Glascock Boulevard, Evergreen Mills Rd (VA Route 621) and Arcola Boulevard (VA Route 842) with the proposed freeway facility. However, at grade intersections are generally not allowed within a limited access freeway. Therefore, Alternative 3B assumes a frontage road will be provided within the proposed corridor along Old Ox Road (VA Route 606) / Loudoun County Parkway in the southbound direction to provide limited access to and from Evergreen Mills Road (VA Route 621). The frontage road is anticipated to be for the southbound direction only. Alternative 3B would terminate at a full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. This proposed alternative would be a six (6) lane limited access facility plus two (2) auxiliary lanes along US Route 50 and an eight (8) lane limited access highway along Old Ox Road (VA Route 606) / Loudoun County Parkway, with design speeds of 60 miles per hour.

Alternative 3C: US Route 50 Limited Access and Loudoun County Parkway At-Grade (Figure in Tech Report)
On July 26, 2013, at the request of the Loudoun County Board of Supervisors following the release of the preliminary draft EA and after conducting an associated location study public hearing, VDOT agreed to incorporate an additional modification to the Alternative 3 Location Study Corridor for evaluation in the revisions of the draft EA. This modified scenario would originate at the planned full access interchange of US Route 50 and the Bi-County Parkway (VA Route 411) and extend along US Route 50 to an interchange at VA Route 606 / Loudoun County Parkway / IAD property. At the eastern terminus, airport access would be provided into the southwest corner of IAD, where MWAA has agreed their airport plans would be updated as necessary to reflect a link to the public roadway network. Under Alternative 3C, access to and from the airport would be provided from both directions of US Route 50 and both directions of VA Route 606/Loudoun County Parkway. This proposed modification would consist of six through lanes (three in each direction), two auxiliary lanes (one in each direction), and two dedicated lanes for traffic in and out of IAD (one in each direction). VA Route 606 would be widened to six lanes between its interchange with US Route 50 and the split between the planned Loudoun County Parkway (VA Route 607) and VA Route 606. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659).

9. Bicycle or Pedestrian Accommodations: _ Not Included; x Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: Tom Fahrney

12. E-Mail:tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025

15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands):
18. Remaining cost (in Thousands): Alt. 2: $240,000 Alt. 3B: $330,000 Alt. 3c: $250,000
19. Funding Sources: _x Federal; _x State; _ xLocal; _ Private; _ Bonds; _x Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x_ Yes; _ No
21. If so, describe those conditions: _x Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; x Other
22. 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
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x Yes; _ No
24. 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.

SAFETEA-LU PLANNING FACTORS

25. 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. 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.
    X 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.

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

26. Have any potential mitigation activities been identified for this project? x Yes; _No
27. If yes, what types of mitigation activities have been identified?

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

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

Note: further study will be needed to determine the need and extent of any specific mitigation actions that may be required by the selected alternative.

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
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
30. Under which Architecture:

    _ DC, Maryland or Virginia State Architecture

    _ WMATA Architecture

    _ COG/TPB Regional ITS Architecture

    _ Other, please specify:

31. Other Comments

The VDOT Technical Report provides more information.

http://www.mwcog.org/clrp/resources/2014/DACPMAHTechReport.pdf