

**ITEM 9 – Information**  
September 18, 2013

Briefing on Regional Highlighted Freight Projects

**Staff Recommendation:** Receive briefing on the attached Power Point presentation on an update of the list of regional highlighted freight projects.

**Issues:** None

**Background:** In March 2011, the Regional Freight Planning Subcommittee presented a list of highlighted freight transportation projects to the TPB which included one long-term and one short-term project for each freight railroad and one each for the District of Columbia, Maryland and Virginia.



# 2013 Freight Transportation Highlighted Projects *"2013 TPB Freight Project List"*

## Transportation Planning Board Item #9

TPB Freight Subcommittee Chairman: Eulois Cleckley  
Manager of Statewide and Regional Planning  
District Department of Transportation  
September 18, 2013

# Background on Top 10

- Aim of the Top 10 is to highlight important freight transportation projects, some of which may not be in MPO plans
- First iteration of the TPB 2011 Freight Project List, accepted by the TPB, March 2011
- TPB 2011 Freight Project List subject of a panel at the TPB Regional Freight Forum, April 2011
- TPB Freight Subcommittee approves 2013 TPB Freight Project List, August 2013
- Presentation to TPB Technical Committee, September 6, 2013
- Presentation to TPB, September 18, 2013



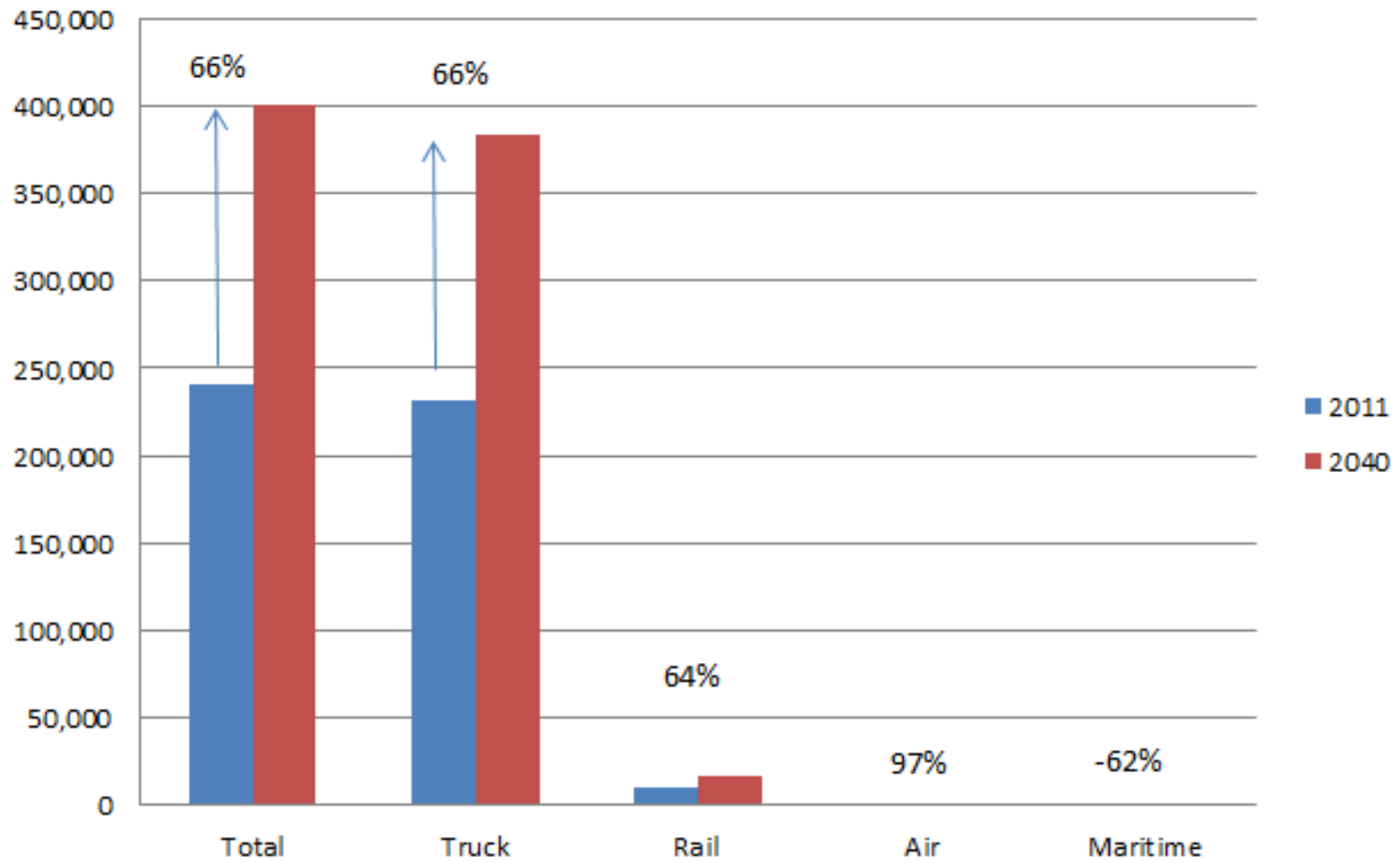
# Unique Nature of Freight Projects

- 2013 TPB Freight Project List
  - Mix of funded and unfunded projects (funded projects included to recognize important projects that support freight in the region)
  - Some projects included in the MPO planning process, and some not included
  - Includes projects in the MPO planning process that are not identified individually but are part of a group of projects
- States/District regularly contribute millions to freight projects that are not included in the MPO Constrained Long-Range Transportation planning process
  - Freight railroads (State \$ to CSX and NS listed in Memo)
  - Port infrastructure
  - Developer freight accommodations



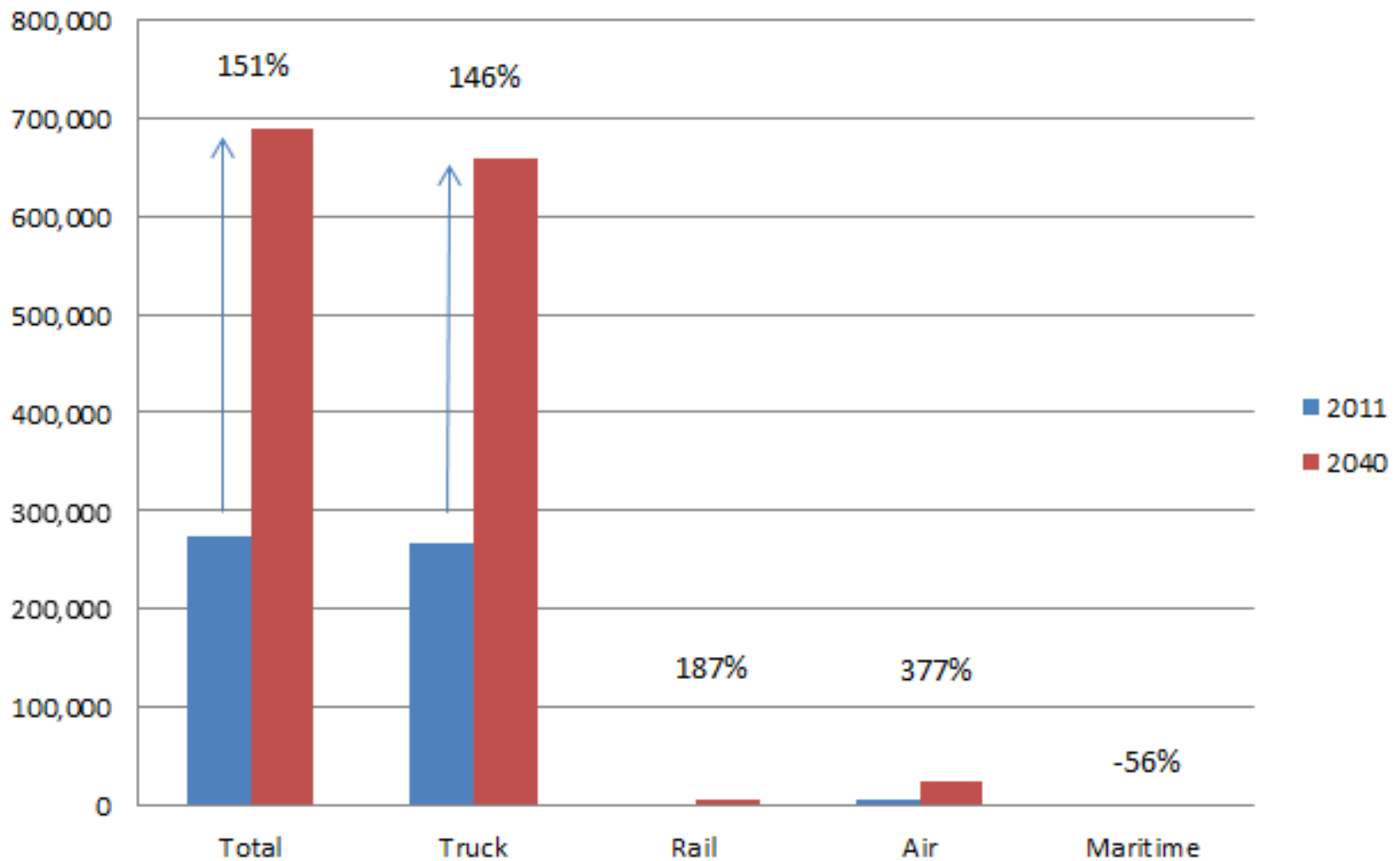
## Growth in Freight by K Tons in the National Capital Region

(% represents the change from 2011 to 2040)



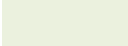
## Growth in Freight by Millions \$ Value in the National Capital Region

(% represents the change from 2011 to 2040)



# 2013 Top 10 Freight Projects

2013 Freight Transportation Highlighted Project List			
#	Railroad/Jurisdiction	Short-Term	Long-Term
<b>Railroad Transportation Projects</b>			
1	CSX	CSX National Gateway-Spotlight on the Virginia Avenue Tunnel	CSX Long Bridge Capacity Expansion
2	Norfolk Southern	Class 4 Maintenance Status from Alexandria to Manassas	NS Crescent Corridor
<b>Highway/Other Transportation Projects</b>			
3	District of Columbia	District of Columbia Freight Plan	Integrated Intelligent Transportation System that Informs Motor Carriers with Real-Time Information
4	Maryland	MDOT Statewide Truck Parking Improvements-Spotlight Project in Prince George's County	Congestion relief along Critical Freight Corridors: I-95/I-495 and I-70
5	Virginia	Dulles Loop-Spotlight on Route 606 Old Ox Road	Congestion relief along Critical Freight Corridor I-95

 Fully or Partially Funded

 Under Development/Unfunded Elements



# CSX Virginia Avenue Tunnel

## Project Description/Objective:

- 100+ year old rail tunnel (0.72 miles long)
- Upgrade from 1 track single-stack to 2 track double-stack clearance
- Reduce freight and passenger train delays
- Construction time estimated to be 3-5 years depending on NEPA alternative

## Total Project Cost:

- \$168M-\$215M depending on NEPA alternative

## Funding Status:

- Funded by CSX
- VA \$24M contribution

CSX Virginia Avenue Tunnel West Portal View





# Norfolk Southern Crescent Corridor

## Project Description/Objective:

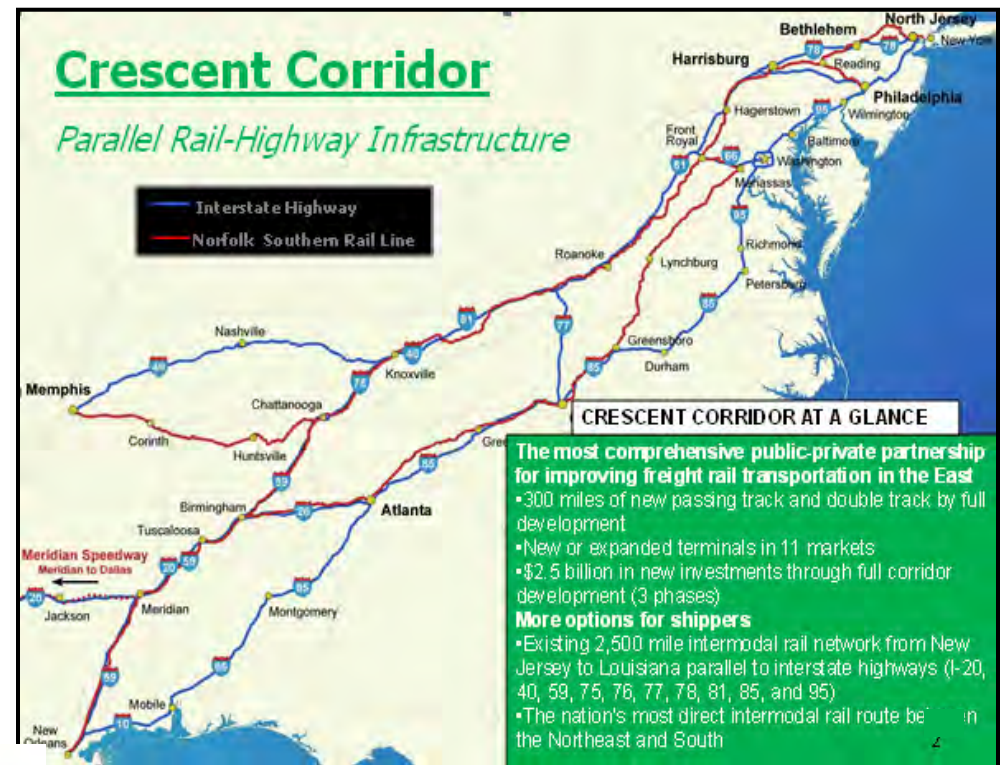
- 11 new or expanded intermodal terminals
- Update 2,500-mile network from New Jersey to New Orleans parallel to major interstates
- 300 miles of passing track
- Shift trucks to rail

## Total Project Cost:

- \$2.3B

## Funding Status:

- Funded by Norfolk Southern
- TIGER award \$105M
- VA \$103M, PA \$45M



# DDOT

## Real-Time Motor Carrier Info. System

### Project Description/Objective:

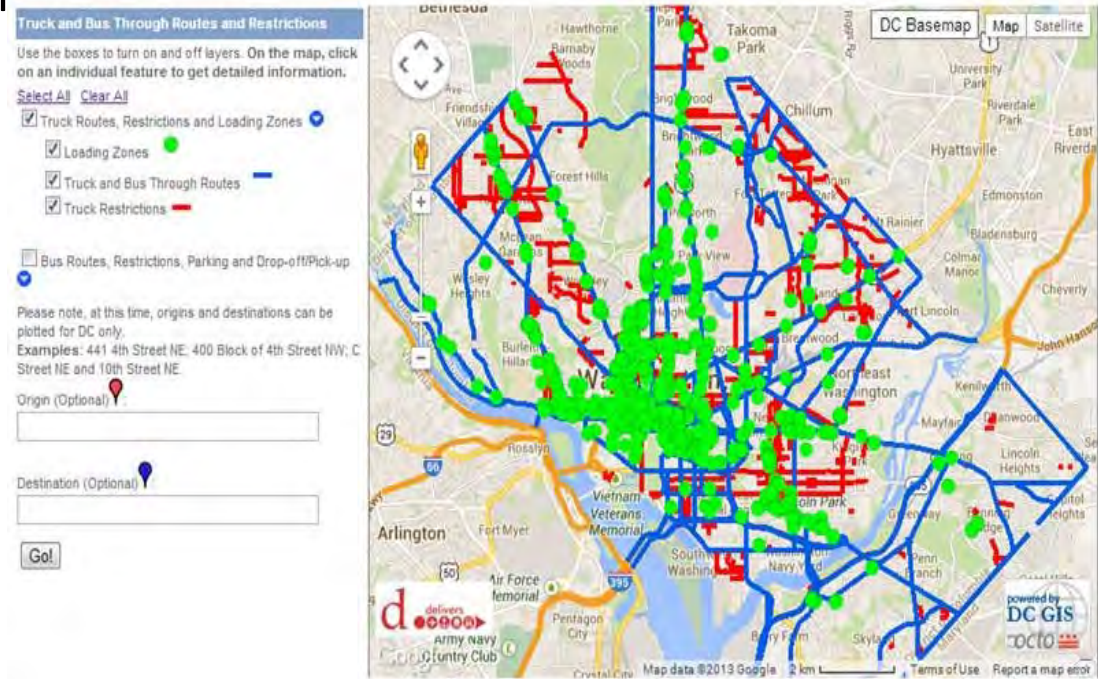
- Real-time traffic information for motor carriers (trucks/buses), commercial loading zone availability information, and parking information for buses
- Mitigate truck/bus impacts on neighborhoods
- Enhanced data collection

### Total Project Cost:

- \$1M

### Funding Status

- FHWA grant



# MDOT Truck Parking Improvements

## Project Description/Objective:

- MDOT statewide initiative to add parking capacity for trucks
- 10 new truck parking spaces
- Reduce illegal truck parking especially on shoulders

## Total Project Cost:

- \$1.9M

## Funding Status

- FY 2013-2018 TIP with CMAQ funds

Maryland I-95 at I-495 Park & Ride Expansion Project



# VDOT

## Dulles Loop-Route 606 Old Ox Road

### Project Description/Objective:

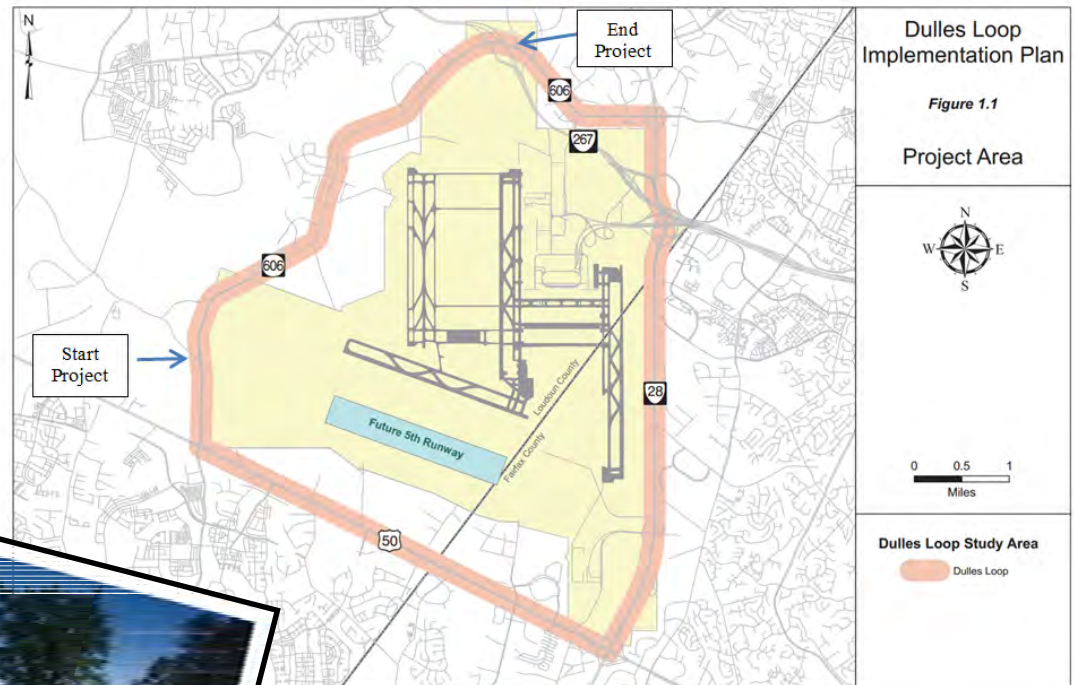
- Provide additional capacity to Route 606
- Improve access to Dulles
- Current project to widen from 2-4 lanes (ultimate goal 6 lanes)

### Total Project Cost:

- \$80M

### Funding Status:

- FY 2012-2017 TIP



# CSX Long Bridge Capacity Expansion

## **Project Description/Objective:**

- Expand capacity of the CSX Long Bridge to accommodate projected growth in freight and passenger rail

## **Total Project Cost:**

- Unknown

## **Funding Status:**

- Unfunded



# I-70 Corridor MD-Market St. to Mount Phillip Road

## Project Description/Objective:

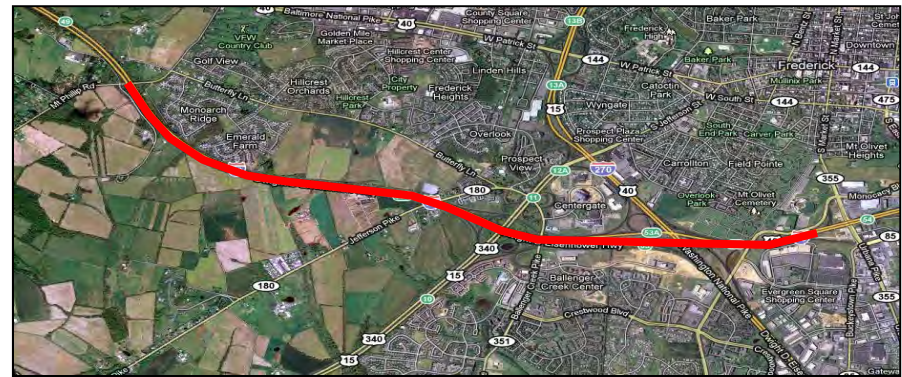
- Add capacity along a critical corridor with a high percentage of truck traffic and serving as a major link to the Midwest for the Port of Baltimore

## Total Project Cost:

- \$130M

## Funding Status:

- Engineering, right-of-way, construction unfunded
- In the 2013 CLRP



# I-95/I-395 Integrated Corridor Management Initiative

## Project Description/Objective:

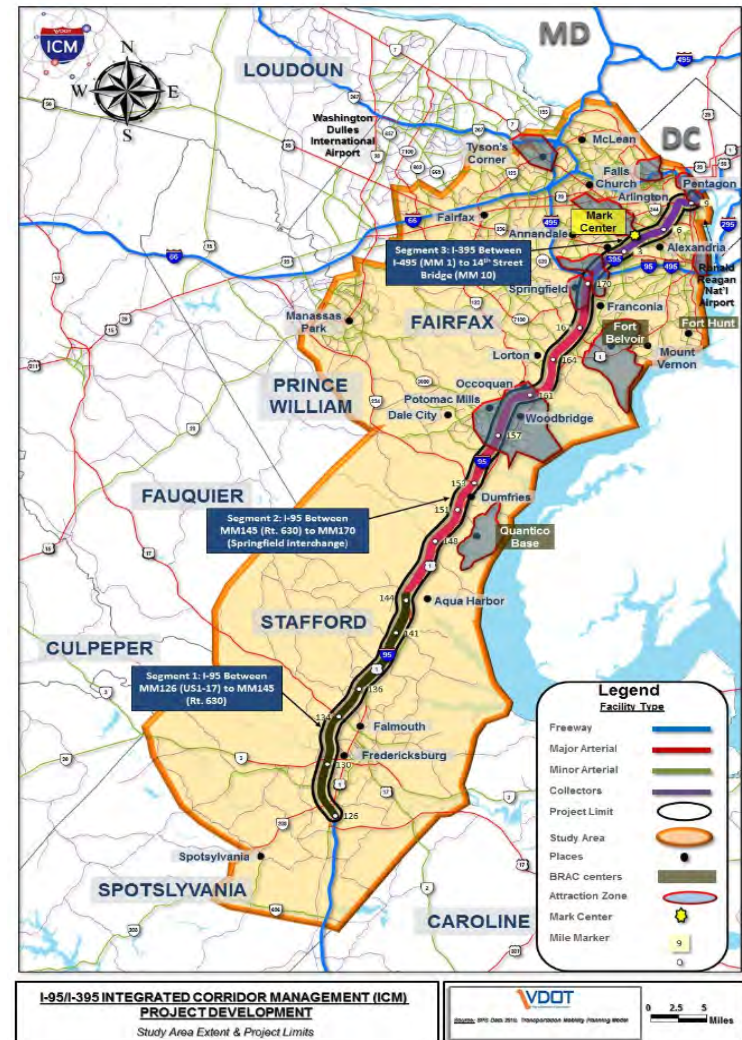
- Use technology and innovative tools to better manage capacity thru optimizing the use of infrastructure assets
- Improve the quality of service for travelers along the corridor

## Total Project Cost:

- \$60M estimate

## Funding Status:

- Unfunded



# Thank You Questions?



TPB Freight Forum 2011

Eulois Cleckley  
Chairman of the TPB Freight Subcommittee  
Manager of Statewide and Regional Planning  
District of Columbia Department of Transportation  
September 18, 2013

[www.mwcog.org/freight](http://www.mwcog.org/freight)





# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

**Date:** September 18, 2013

**To:** Transportation Planning Board

**From:** Karin Foster  
Transportation Planner IV, Freight Programs

**Subject:** 2013 TPB Freight Transportation Highlighted Projects

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As part of a process whereby the Transportation Planning Board (TPB) subcommittees identify regional priorities that bring public attention to specific transportation areas, the TPB Freight Subcommittee presents its list of the *2013 TPB Freight Transportation Highlighted Projects* (referred to as the “*2013 Freight Project List*” in this document).

Federal transportation legislation, *Moving Ahead for Progress in the 21<sup>st</sup> Century*, increasingly requires states and encourages Metropolitan Planning Organizations (MPO) to address freight transportation. The nature of “freight” projects is unique to other projects such as highway, transit, or bicycle projects, in that freight projects do not have a history of being consistently compiled in the MPO Constrained Long-Range Transportation Plans. Maryland and Virginia (and to a lesser extent the District of Columbia) regularly contribute millions of dollars to support freight transportation through port infrastructure and freight rail investments; however, these investments have not been recognized in MPO plans. The aim of this document is to make the TPB aware of important freight transportation projects in the National Capital Region, some of which may not be directly identified in MPO planning documents.

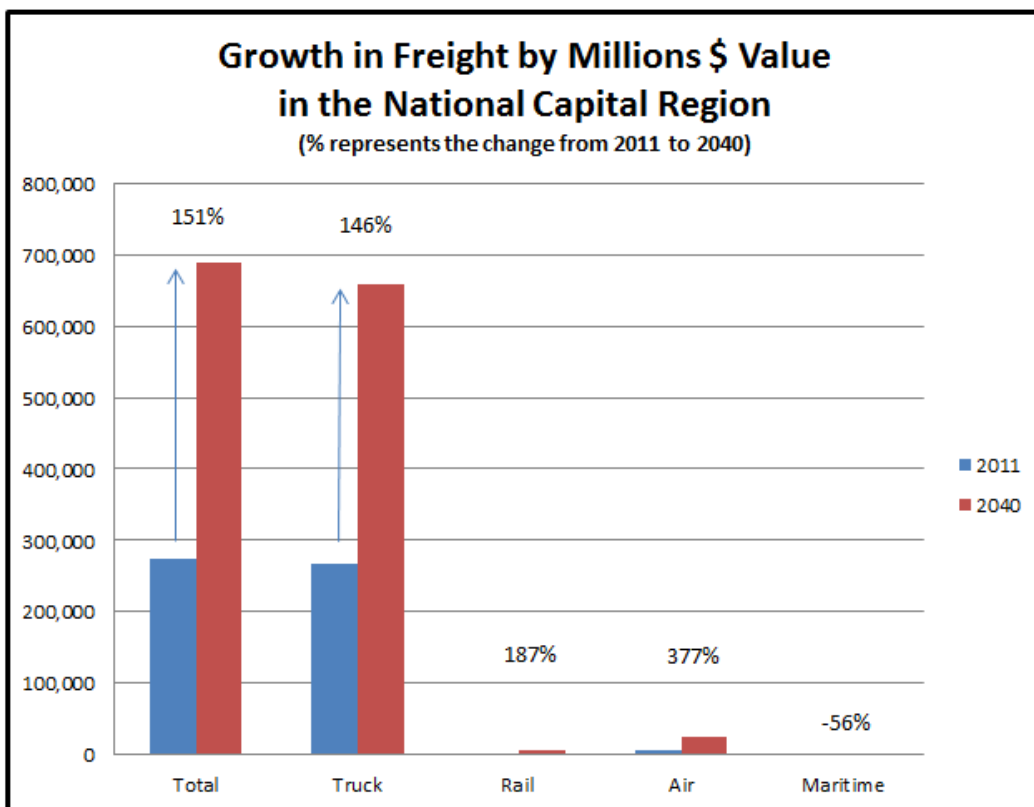
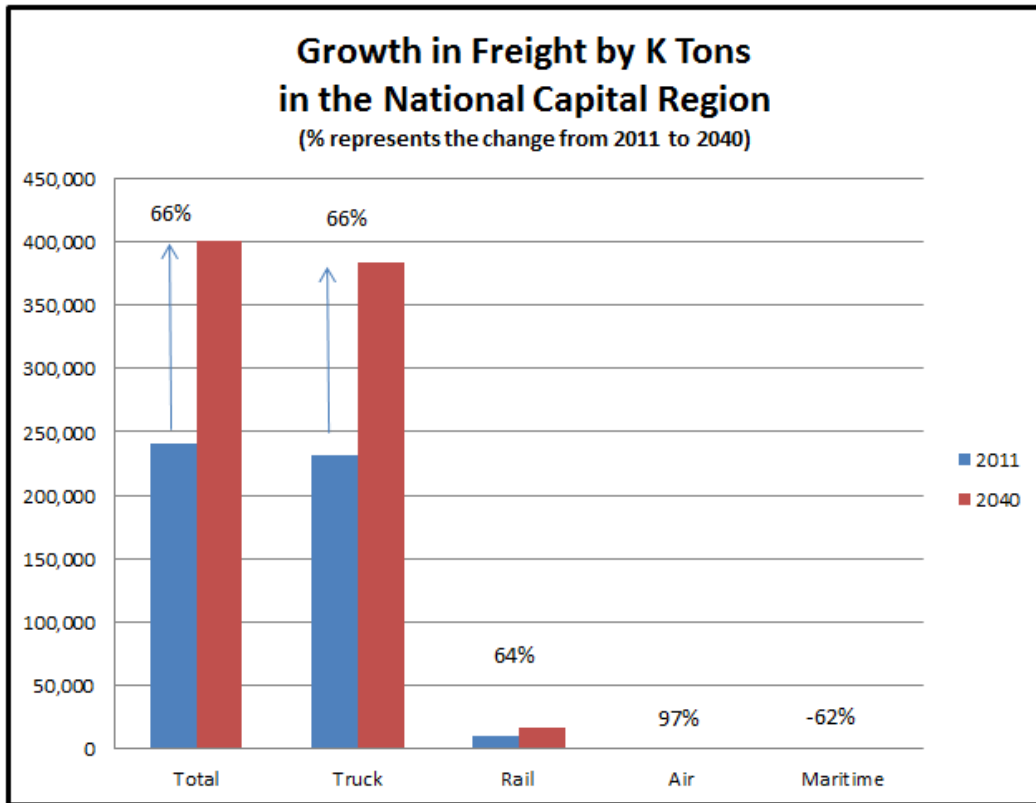
### Background

The Transportation Planning Board (TPB) accepted the first-ever *TPB List of Freight Transportation Highlighted Projects* on March 16, 2011. This *TPB List of Freight Transportation Highlighted Projects* was the subject of a panel discussion at the *TPB Regional Freight Forum* held on April 27, 2011. In the spring of 2013, the TPB Freight Subcommittee members considered an update to the 2011 list of projects. This discussion resulted in updates and changes to the 2011 list and the development of the *2013 Freight Project List*.

The National Capital Region’s four million-plus population is a major consumer of goods and services. Given the region’s service economy focus, many of the goods-movement trips are short and/or last-mile deliveries. To maintain the region’s strong economy, it is necessary to have a reliable freight transportation network that can facilitate the consistent availability of goods. Suppliers, shippers, and consumers all rely on the efficient movement of goods. The following bullets and the bar charts emphasize the importance of drawing public attention to freight transportation topics in the National Capital Region.

- The National Capital Region ranks #1 in the nation for annual hours of **congestion** delay (TTI Urban Mobility Report 2012)
- The region's **population** is forecasted to grow by 25% to 6.5 million people between now and 2040 (TPB Constrained Long Range Transportation Plan 2012)
- Total regional **tonnage** (all modes/domestic, import, export) is expected to grow by 66% between 2011 and 2040\*
- Total regional **value** (all modes/domestic, import, export) is expected to grow by 151% between 2011 and 2040
- Total regional **truck tonnage** is expected to grow by 66% between 2011 and 2040
- Total regional **rail tonnage** is expected to grow by 64% between 2011 and 2040
- Total regional **air tonnage** is expected to grow by 97% between 2011 and 2040
- Total regional **maritime tonnage** is expected to decline by 62% between 2011 and 2040
- Total regional **truck value** is expected to grow by 146% between 2011 and 2040
- Total regional **rail value** is expected to grow by 187% between 2011 and 2040
- Total regional **air value** is expected to grow by 378% between 2011 and 2040
- Total regional **maritime value** is expected to decline by 56% between 2011 and 2040

\*The source of all regional total and modal tonnage and value numbers is the FHWA Freight Analysis Framework Data Tabulation Tool, August 2013.



Source: FHWA FAF August 19, 2013

## Process

TPB Freight Subcommittee members were asked to submit nominations to the *2013 Freight Project List* by May 17, 2013. Nominations for new projects and updates to existing projects were submitted. A draft update of the *2013 Freight Project List* was discussed at the June 13, 2013 TPB Freight Subcommittee meeting. The *2013 Freight Project List* was finalized at the August 9, 2013 TPB Freight Subcommittee meeting. Ten freight transportation projects were selected to be highlighted, some of which are a collection of projects along an important freight corridor.

## Project Criteria

The TPB Freight Subcommittee's first iteration of the Freight Project List derived the following criteria for projects. This criterion was maintained for the *2013 Freight Project List*, with minor adjustments. A description of each follows:

√ **Beneficial to Freight Movement in the National Capital Region**-Projects that relieve freight bottlenecks, improvements near major freight generators (e.g. airports, warehouses, parking facilities, rail yards), or projects on facilities with significant freight traffic.

√ **Modal Project Selection Criteria**-As freight transportation is multi-modal (truck, rail, air, maritime), the criteria for the nomination of railway, highway, and other freight transportation projects differ slightly.

- **Railway Projects**-Projects that are recommended by Class 1 freight railroads and acknowledged by the TPB Freight Subcommittee;
- **Highway Projects**-Projects that are listed in the *Constrained Long Range Transportation Plan, Maryland Statewide Freight Plan, and/or Virginia Statewide Multimodal Freight Program*;
- **Other Projects**-Projects that are not included in state or jurisdiction plans, but acknowledged by the TPB Freight Subcommittee as important for goods movement (e.g. new technologies to improve goods movement, intermodal facilities, air cargo, maritime projects).

√ **Mode Representation**-Develop a Freight Project List that reflects the multimodal nature of freight transportation. Each Class 1 railroad serving the region, CSX Transportation and Norfolk Southern, were invited to nominate rail projects for consideration by the TPB Freight Subcommittee. Each state and the District of Columbia were invited to nominate Highway or Other projects.

√ **Time Span Representation**-The TPB Freight Subcommittee found it important to make a distinction between short-term and long-term freight projects. One short-term (under 5-years) and one long-term (5-years or greater) project was identified for each Class 1 railroad as well as for non-railroad projects (Highway or Other Projects) from each state (Maryland and Virginia) and the District of Columbia.

√ **Regional Representation**-The list identifies a regional representation of freight transportation projects that improve goods movement across the region, the District of Columbia, Maryland, and Virginia.

## **Conclusion**

The TPB Freight Subcommittee recognizes the *2013 Freight Project List* as a short list of freight transportation priority investments that would increase safety, reduce congestion, and improve commerce by providing for more efficient goods movement in the region.

Please keep in mind that projects that benefit freight transportation may not be clearly articulated in either the *TPB Constrained Long Range Transportation Plan* or the *TPB Transportation Improvement Program*, depending on the funding mechanism used to fund the project(s). Many projects that have freight benefits have other benefits as well, which make this document all the more useful. Also, some projects on the *2013 Freight Project List* are not in existing MPO planning documents; however, they are being pursued by the states or railroads to relieve critical freight bottlenecks in our region.

In trying to reach the adopted goals of the *TPB Vision* and the *TPB Freight Plan*, and to provide background to the *TPB Regional Transportation Priorities Plan*, the TPB Freight Subcommittee supports the funding of the multi-modal freight transportation projects identified in the *2013 Freight Project List*.

# National Capital Region Transportation Planning Board

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## 2013 Freight Transportation Highlighted Project List

#	Railroad/Jurisdiction	Short-Term	Long-Term
<b>Railroad Transportation Projects</b>			
1	CSX	CSX National Gateway-Spotlight Project on the Virginia Avenue Tunnel	CSX Long Bridge Capacity Expansion
2	Norfolk Southern	Class 4 Maintenance Status from Alexandria to Manassas	NS Crescent Corridor
<b>Highway/Other Transportation Projects</b>			
3	District of Columbia	District of Columbia Freight Plan	Integrated Intelligent Transportation System to Inform Motor Carriers with Real-Time Information
4	Maryland	MDOT Statewide Truck Parking Improvements-Spotlight Project in Prince George's County	Congestion relief along Critical Freight Corridors: I-95/I-495 and I-70
5	Virginia	Dulles Loop-Spotlight on Route 606 Old Ox Road	Congestion relief along Critical Freight Corridor I-95

\*Note: Please read the project description sheets on following pages for additional project details.



**CSX Short-Term:  
National Gateway  
Including the Virginia Avenue Tunnel (Washington DC)**

**Project Source:**

- CSX Transportation  
[www.nationalgateway.org](http://www.nationalgateway.org)  
<http://www.virginiaavenuetunnel.com/>

**Project Description/Objective:**

*The CSX National Gateway is a coordinated program of multistate improvements to CSX rail lines and intermodal terminals to improve double-stack rail connections between the Mid-Atlantic and Midwestern markets.*

- 61 clearance projects in six states and the District of Columbia (12 National Gateway projects in the National Capital Region including the Virginia Avenue Tunnel)
- Seven new or enhanced intermodal terminals (including the Mount Clare intermodal terminal in southwest Baltimore)
- 27 new markets that can be serviced by freight rail
- Diversion of truck traffic to rail from interstates, including I-95, I-81, I-70, I-66, and I-64

**Freight Benefits:**

- Volume per train and travel speed efficiencies
- Reduced emissions

**Project Status:**

- Project Underway in Phase 2 (last phase)
  - Phase 1: 40 clearance projects completed; 5 intermodal terminals completed
  - Phase 2: 21 clearance projects and 2 intermodal terminals (Pittsburgh and Baltimore City) are underway
- 40 of 61 clearance projects completed
- Not in the 2013-2018 TIP or 2013 CLRP

**Project Update- Virginia Avenue Tunnel**

**Project Description/Objective:**

*The CSX Virginia Avenue Tunnel is over a century old single-track and single stack freight rail tunnel in the District of Columbia. This project will update the antiquated tunnel to achieve a two-track tunnel with double-stack clearance.*

- Update antiquated 100+ year old rail infrastructure
- Remove single track bottleneck by restoring to a two track tunnel
- Achieve double-stack clearance
- Reduce freight and passenger train delays



**Freight Benefits:**

- Minimize freight train delays from the Southeastern U.S. to lines running to the Midwest
- Minimize passenger train delays (at present, freight trains often queue for long periods of time on either end of the tunnel in Virginia and Maryland to wait their turn to enter the Virginia Avenue Tunnel and this impacts freight and passenger train service)
- Volume per train doubled and travel speed efficiencies
- Reduced emissions

**Project Status:**

- Virginia Avenue Tunnel Draft Environmental Impact Statement (EIS) was released to the public July 12, 2013. The public comment period ends September 25, 2013. The final EIS will be followed by another 45-day review and record of decision. CSX anticipates completion of the National Environmental Protection Act (NEPA) process and obtaining permits to begin construction by the end of 2013/early 2014.
- Construction time is estimated to be three to five years depending on the alternative selected through the NEPA process

**Total Project Cost:**

- \$168M-\$215M depending on the selected NEPA alternative

**Funding Status**

- CSX \$160M, VA \$24M
- Not in the 2013-2018 TIP or 2013 CLRP

**Total National Gateway Project Cost:**

- \$850M

**Funding Status:**

- Current Funding
  - CSX: \$575M
  - Federal: \$98M TIGER Funds (40 clearance projects total in OH, PA, MD, WV)
  - State: MD \$75M, VA \$31M, OH \$30M, PA \$35M, NC \$100K
- Not in the 2013-2018 TIP or 2013 CLRP

**Note on the CSX Mount Clare Rail Yard:** *As part of the National Gateway, CSX is seeking to build a new intermodal facility in the Baltimore-Washington region. The Mayor of Baltimore encouraged the repurposing of an existing rail storage yard in Baltimore City at Mount Clare as the site for the new intermodal facility. The location is also closer to the Port of Baltimore. This is one of two intermodal facilities that will be built under Phase 2 of the National Gateway project, within the next couple years.*









CSX National Gateway Projects in the National Capital Region						
#	City, County	Project Name	Description	Cost	Historic Designation	Project Status
1	District of Columbia	<b>Virginia Ave. Tunnel and New Jersey Ave.</b>	VAT-Raise/Replace Tunnel Roof, Double Track and Double Stack; NJA-Lower Track	\$168,000,000-\$215,000,000 depending on NEPA alternative chosen	Within Historic District, not on Register	VAT and NJ Ave projects combined in NEPA doc, DEIS released for public comment, public comment ends Sept 25
2	District of Columbia	<b>10th Street SW</b>	Lower Track	*	No	Permits obtained
3	District of Columbia	<b>I-395 Ramp</b>	Lower Track	*	No	Permits obtained
4	District of Columbia	<b>12th Street SW</b>	Lower Track	\$6,387,000*	No	Permits obtained
5	District of Columbia	<b>Long Bridge-Swing Part of Bridge Modifications</b>	Brace Modification on Swing Part of Bridge	\$415,000	No	Design underway
6	Catoctin, Frederick	<b>Catoctin Tunnel</b>	Total Arch Liner Removal	\$2,757,000	No	Design underway
7	Point of Rocks, Frederick	<b>Point of Rocks Tunnel</b>	Total Arch Liner Removal	\$4,522,000	No	Design underway
8	Germantown, Montgomery	<b>Germantown Road North</b>	Replace Bridge	\$1,433,500	No	Not started
9	Washington Grove, Montgomery	<b>Deer Park Road</b>	Replace Bridge	\$3,749,200	Within Historic District, not on Register	Not started
10	Hyattsville, Prince George's	<b>Baltimore Washington Parkway Route 295</b>	Lower Track	*	No	Design complete, bid and contract underway
11	Hyattsville, Prince George's	<b>Kenilworth Ave.</b>	Lower Track	\$254,000*	No	Design complete, bid and contract underway
12	Woodbridge, Prince William	<b>Railroad Ave.</b>	Replace Bridge	\$2,757,000	No	Design underway
				<b>TOTAL: \$190M-\$237M</b>		

\* The cost for #4 includes the cost for #2 and #3. The cost for #11 includes the cost for #10.

Source: CSX 2013, costs 2011 (except for #1)

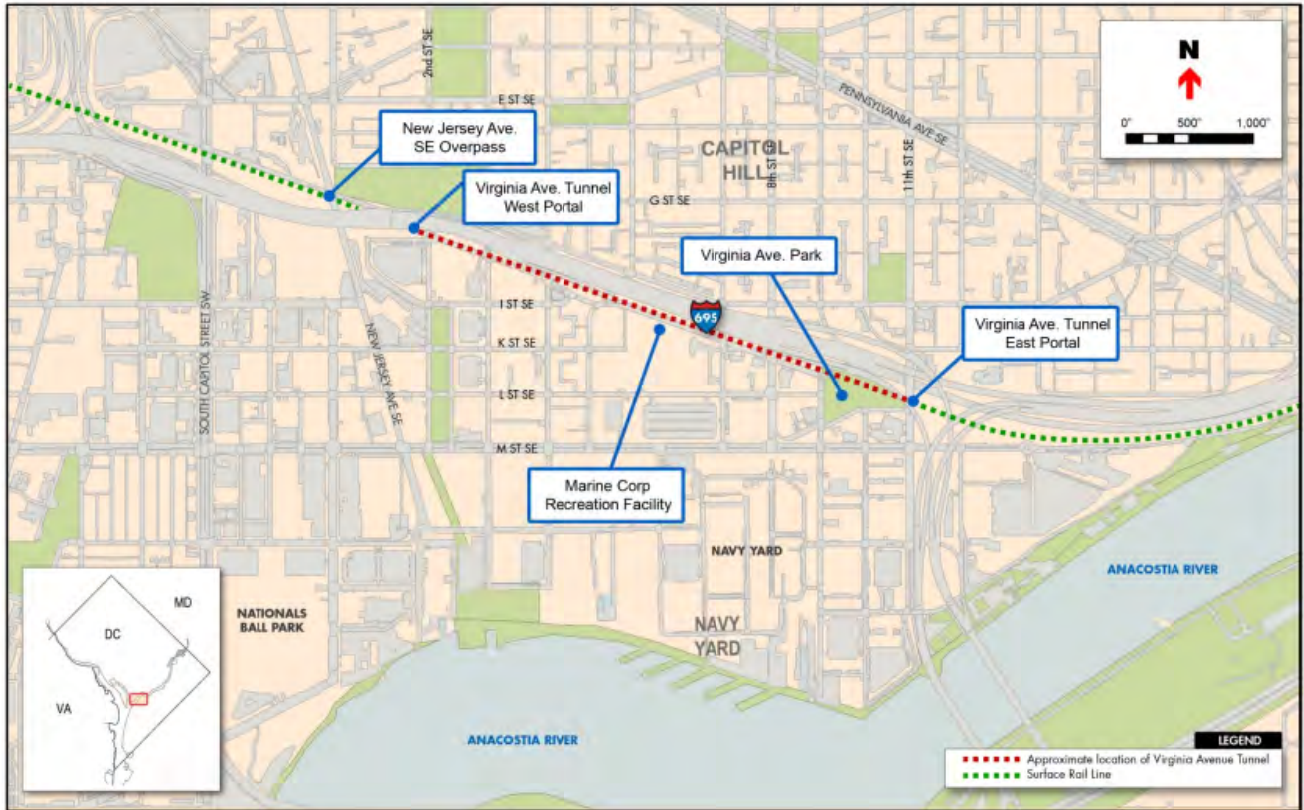


-  National Gateway Project
-  Existing Doublestack Clearance Routes
-  Construction In Progress
-  NW Ohio Intermodal Transfer Hub

Note: "Construction In Progress" to Boston is complete, double-stacked



### CSX Virginia Avenue Tunnel Project Map



### CSX Virginia Avenue Tunnel West Portal View





**CSX Long-Term:**  
**CSX Long Bridge Capacity Expansion**

**Project Source:**

- CSX Transportation
- *Additionally, the District Department of Transportation in cooperation with the Federal Railroad Administration is completing a study on the Long Bridge, a two-track railroad bridge crossing the Potomac River-information on the Long Bridge Study is provided in bullets and italics below.*

**Project Description/Objective:**

*Given the forecasted growth in freight and passenger rail, CSX is researching capacity expansion options for the CSX Long Bridge.*

- Expand capacity on the CSX Long Bridge to accommodate projected growth in passenger rail and freight rail (at present passenger rail makes up 2/3<sup>rd</sup>s of all bridge traffic)
- *DDOT-FRA Study objectives:*
  - *Analyze multi-modal connectivity and operational improvements*
  - *Analyze the long-term multi-modal capacity improvements to include the future operating requirements of high speed and intercity passenger rail, commuter rail, transit, bike and pedestrian, and freight services over the Potomac River*
  - *Analyze the structural integrity of the CSX Long Bridge and prepare short-term and long-term structural remediation requirements*

**Freight Benefits:**

- Minimize freight train delays from the Southeastern U.S. to lines running to the Midwest
- Minimize passenger train delays

**Project Status:**

- CSX reviewing options

- *Under the FRA-DDOT study, DDOT has presented the alternatives to move through analysis to the public and interagency partners. That alternatives analysis is underway. The results of the analysis will be presented to the public and interagency partners in Fall 2013 and the final report is anticipated to be complete by Fall/Winter 2013.*

**Total Project Cost:**

- To be determined
- *\$1.6M for DDOT-FRA Long Bridge Study, cost estimates for NEPA, design, and construction have not been completed*

**Funding Status:**

- CSX does not have funding set-aside for this project
- *FRA American Recovery and Reinvestment Act grant total \$2.9M (of which \$1.6M for Long Bridge Study), DDOT local capital match \$100K, CSX provided information*
- *DDOT-FRA Long Bridge Study in the 2013-2018 TIP and 2013 CLRP*



**NORFOLK SOUTHERN Short-Term:**  
**Class 4 Maintenance Status from Alexandria to Manassas**

**Project Source:**

- Norfolk Southern

**Project Description/Objective:**

*Under an agreement between Norfolk Southern and Virginia Department of Rail and Public Transportation, Norfolk Southern maintains an upgraded Class 4 rail track status between Alexandria and Manassas for travel speed efficiencies and safety to serve passenger train service (Virginia Railway Express and Amtrak) as the rail track serves both freight and passenger service.*

**Freight Benefit:**

- Increase safety for rail traffic on the corridor
- Speed and volume efficiencies
- Minimize passenger and freight rail interference

**Project Status:**

- Current agreement
- Rail track upgraded to Class 4 Status and maintained by Norfolk Southern

**Total Project Cost:**

- Agreement calls for Virginia Department of Rail and Public Transportation to pay Norfolk Southern \$82M (over a five-year period) to achieve Class 4 status as well as continued maintenance and inspections

**Funding Status:**

- Virginia Department of Rail and Public Transportation funded, Norfolk Southern maintained
- Not in the 2013-2018 TIP or 2013 CLRP

**NORFOLK SOUTHERN Long-Term:**  
**Crescent Corridor**



**Project Source:**

- Norfolk Southern  
<http://www.nscorp.com/nscintermodal/Intermodal/>

**Project Description/Objective:**

*The Crescent Corridor is a coordinated program of multistate improvements to Norfolk Southern rail lines and intermodal terminals along the 2,500-mile network between New Jersey and New Orleans, that parallels I-81 and I-95, heavy truck traffic corridors.*

- One Crescent Corridor project falls within the National Capital Region, the 2.1 mile Main Line Expansion project in Manassas.
- 11 new or expanded intermodal terminals
- 300 miles of passing track and double track
- Diversion of truck traffic to rail from interstates, including I-81, I-95
- Access to market for future freight rail customers

**Freight Benefit:**

- Speed and volume efficiencies
- Reduced emissions

**Project Status:**

- Intermodal terminals completed in Memphis, Birmingham, and Greencastle
- Intermodal terminal construction underway at Rutherford and Harrisburg
- Given waning market in Alexandria, VA, terminal is being used as a trans-loading facility for ethanol

**Total Project Cost:**

- \$2.5B over three phases

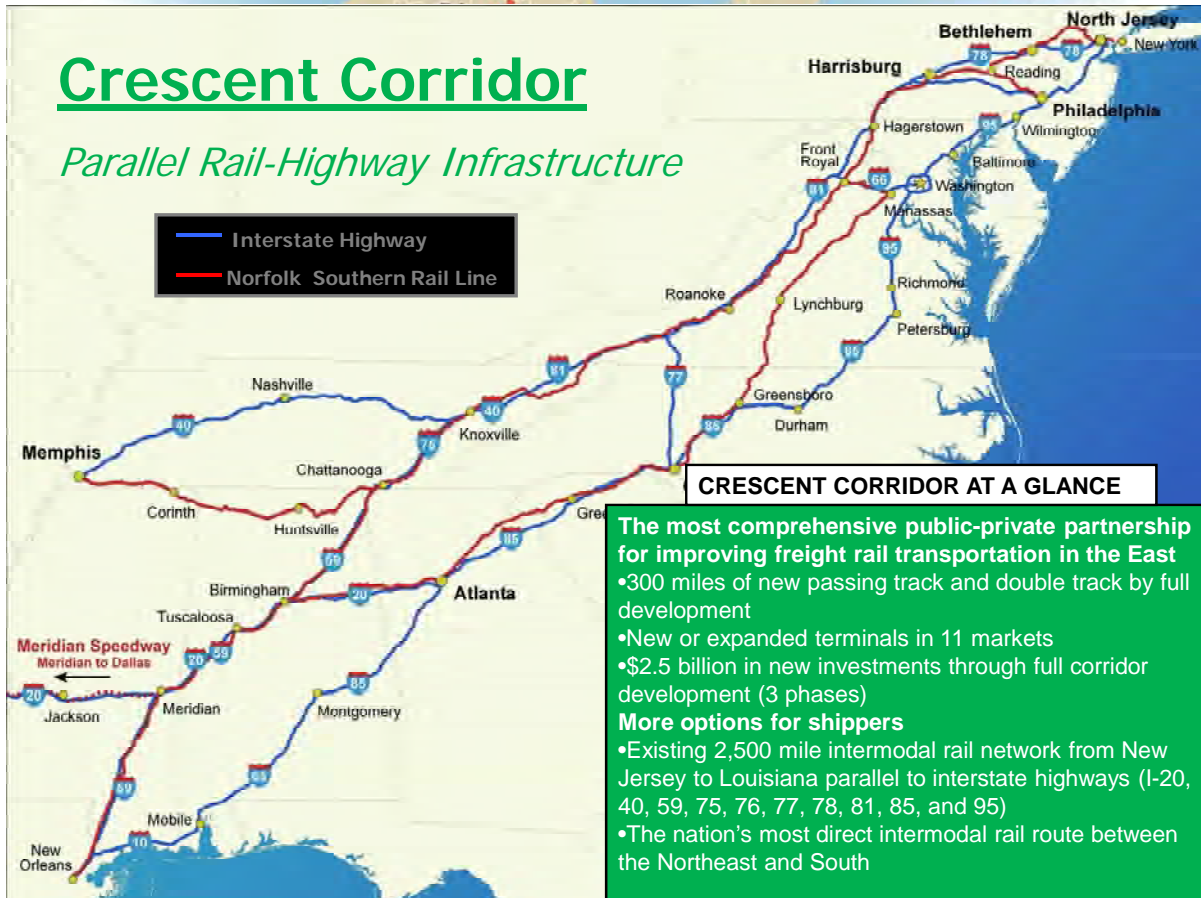
**Funding Status:**

- Partially Funded
  - Norfolk Southern: \$264M
  - Federal: \$105M TIGER Funds (for two intermodal facilities in AL and TN)
  - State: VA \$103M, PA \$45M
- Not in the 2013-2018 TIP or 2013 CLRP



# Crescent Corridor

## Parallel Rail-Highway Infrastructure



**CRESCENT CORRIDOR AT A GLANCE**

The most comprehensive public-private partnership for improving freight rail transportation in the East

- 300 miles of new passing track and double track by full development
- New or expanded terminals in 11 markets
- \$2.5 billion in new investments through full corridor development (3 phases)

**More options for shippers**

- Existing 2,500 mile intermodal rail network from New Jersey to Louisiana parallel to interstate highways (I-20, 40, 59, 75, 76, 77, 78, 81, 85, and 95)
- The nation's most direct intermodal rail route between the Northeast and South



**DC Short-Term:**  
**District of Columbia Freight Plan**

**Project Source:**

- District of Columbia Department of Transportation

**Project Description/Objective:**

*The District of Columbia Freight Plan will identify ways to better integrate freight transportation and freight-dependent facilities into the District of Columbia's sustainability vision for steady growth, strong neighborhoods and employment centers, and high-density mixed-use areas.*

- Identify specific freight projects that will provide for the efficient movement of trucks

**Freight Benefit:**

- Establish a vision for projects and policy that support sustainable freight movement
- Inform shippers/carriers about the District's freight vision and policies
- Provide information for future District freight priority projects

**Project Status:**

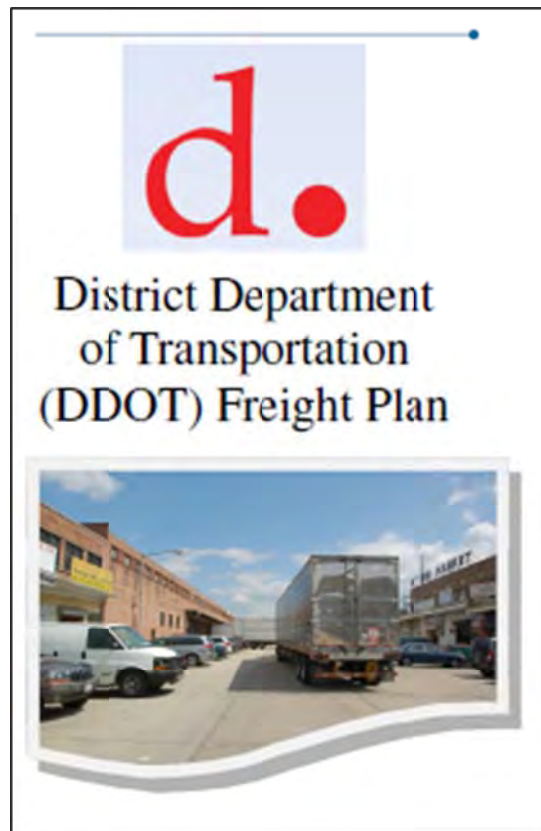
- Freight Plan began May 2013
- Freight Plan stakeholder meeting July 15, 2013
- Anticipated publication January 2014

**Total Project Cost:**

- \$300K

**Funding Status:**

- Funded in the 2013-2018 TIP and 2013 CLRP



**DC Long-Term:**  
**Integrated Intelligent Transportation System to**  
**Inform Motor Carriers with Real-Time Information**

**Project Source:**

- District of Columbia Department of Transportation

**Project Description/Objective:**

*The Integrated Intelligent Transportation System aims to inform motor carriers (trucks and buses) with real-time traffic information, commercial loading zone information, and parking information.*

- To deploy advanced technology applications that will help develop an integrated transportation system where motor carriers can receive real-time truck route, commercial loading zone, and bus parking availability information, resulting in more efficient freight movement in the District

**Freight Benefit:**

- Mitigate truck/bus impacts on surrounding neighborhoods
- Improve travel information for motor carriers and buses in the District
- Provide real time parking availability for motor carriers
- Enhance data collection

**Project Status:**

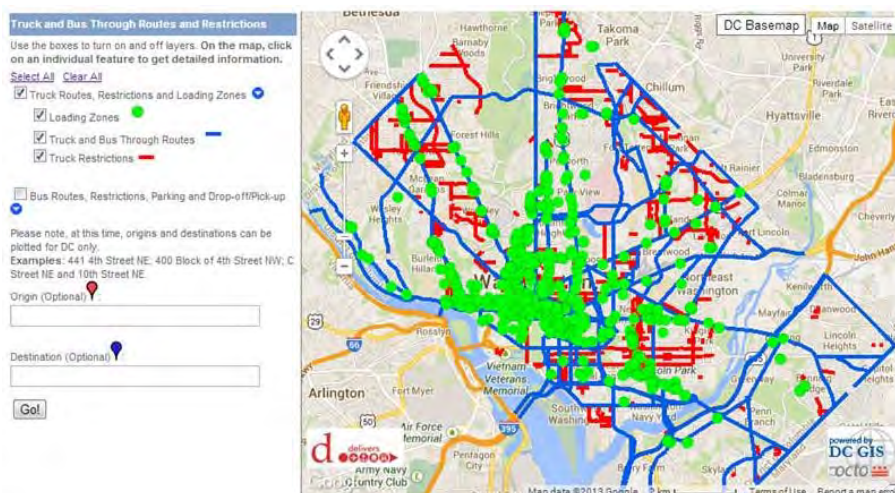
- Kick-off late 2013

**Total Project Cost:**

- \$1M

**Funding Status:**

- FHWA grant funding and District funds will support technology integration
- Not currently in the 2013-2018 TIP or 2013 CLR



**MD Short-Term:**  
**MDOT Statewide Truck Parking Improvements**  
**Spotlight: I-95 at I-495 Park & Ride Expansion**

**Project Source:**

- MDOT/State Highway Administration

**Project Description/Objective:**

*MDOT is working to add parking capacity for trucks and commuters throughout the state. The spotlight location at I-95 and I-495 will help alleviate the region-wide truck parking shortage along an important truck corridor.*

- Provide parking for truckers to minimize safety concerns of truck parking on shoulders
- Improve operational concerns at this location by separating truck and auto parking

**Freight Benefit:**

- Total of 10 new truck parking spaces (previously there were none), 250 auto parking spaces
- Improve safety by providing authorized truck parking spaces for safe rest
- Reduce illegal truck parking on shoulders and ramps

**Project Status:**

- Construction underway, began March 2013
- Estimated completion date: December 2013

**Total Project Cost:**

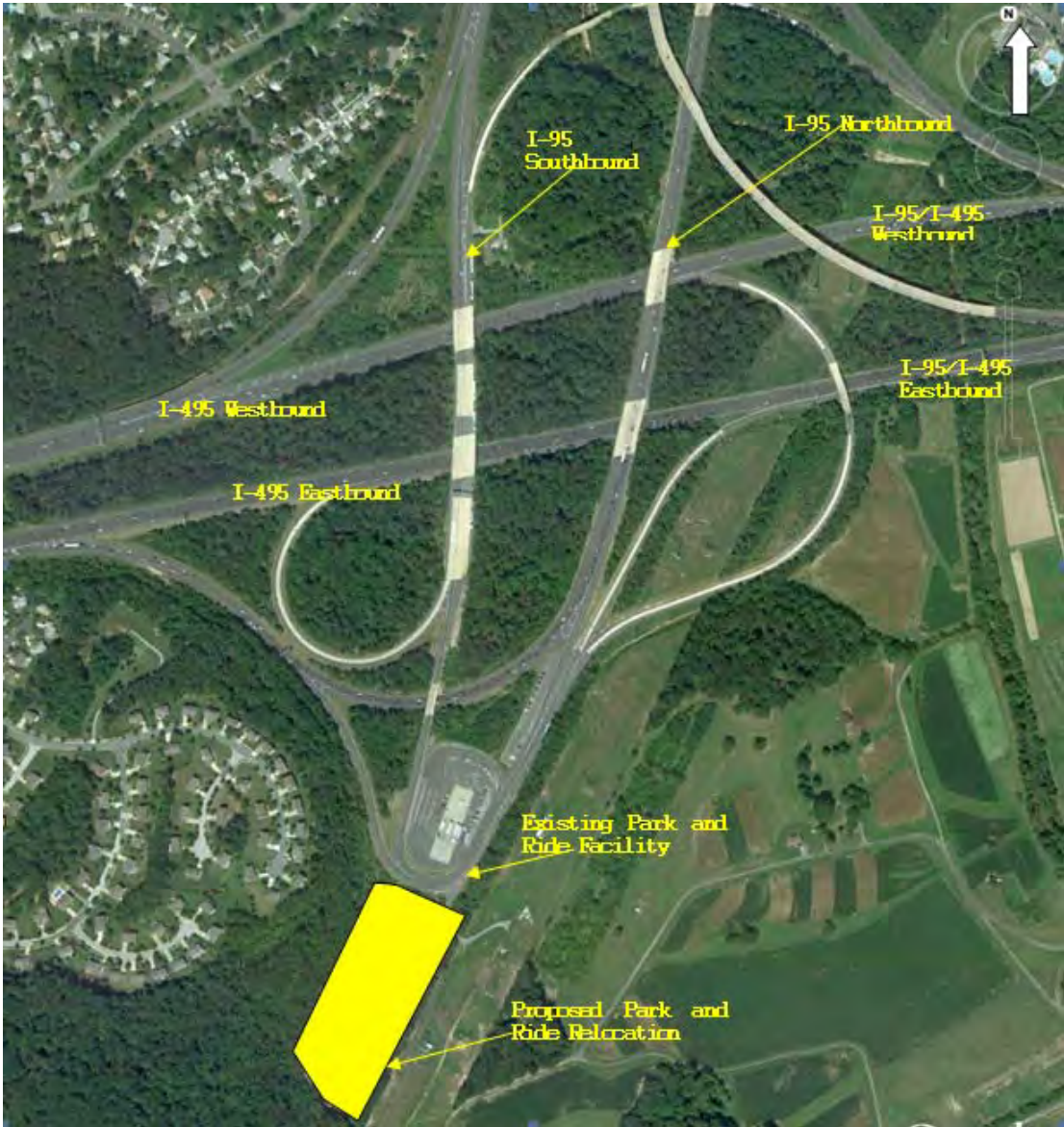
- \$1.9M

**Funding Status:**

- Funded in the 2013-2018 TIP and 2013 CLRP under a group of Maryland Congestion Mitigation and Air Quality projects

**Note on the Truck Parking Shortage:** *The availability of truck parking is becoming a growing regional and national problem as more trucks are on the road and Federal Motor Carrier Safety Administration's new hours-of-service regulations require truckers to rest for more hours and during night-time hours. Most states, including Maryland, are looking for ways to relieve the parking shortage. Maryland has developed additional concepts for truck parking expansion at a number of locations along I-70 in Frederick County. Additionally, the I-95 Corridor Coalition is working on a real-time truck parking information pilot program, with initial deployment in the fall of 2013 in Maryland, Virginia, and Delaware. Based on the success of this deployment, the program will be expanded along the I-95 corridor.*

Maryland I-95 at I-495 Park & Ride Expansion Project



**MD Long-Term:**

**Relieve Congestion along Two Important State Freight Corridors:**

- 1) I-95/I-495 from the Woodrow Wilson Bridge to the Howard County Boundary; and**
- 2) I-70 Corridor**

**1) I-95/I-495 from the Woodrow Wilson Bridge to the Howard County Boundary**

**Project Source:**

- MDOT/State Highway Administration

**Project Description/Objective:**

*The projects listed under Project Status below contribute to congestion relief along I-95/I-495 corridor, a critical corridor for goods movement in the region.*

- Relieve congestion, provide access to planned developments east/west of the corridor
- Determine the feasibility of managed lanes along this critical corridor for goods movement

**Freight Benefit:**

- Relieve congestion and increase travel time reliability for freight deliveries
- Improve access to regional distribution points
- Relieve the bottleneck at the I-95/I-495 interchange

**Project Status:**

The following projects help to address the congestion bottlenecks along the I-95/I-495 corridor.

\*All the project costs listed are estimates.

**Development and Evaluation Program:**

- MD 5 at Branch Avenue Metro Station to I-95/I-495-Construct access improvements, design and engineering underway, not funded for construction (unfunded amount \$51M)
- MD 5 from US 301 at T.B. to north of I-95/I-495-Project planning study underway, not funded for design and engineering (unfunded amount \$1B)
- MD 4 from MD 223 to I-95/I-495-Project planning complete, design underway for MD 4/Suitland Parkway interchange, not funded for right-of-way or construction (unfunded amount for MD 4/Suitland: \$150 million), remainder of corridor not funded for design and engineering (unfunded amount \$341M)
- US 1 from College Avenue to I-95-Reconstruction and engineering underway, not funded for right-of-way and construction (unfunded amount \$89M)
- Reconstruct full interchange along I-95/I-495 at Greenbelt Metro Station-Design and engineering on hold (preliminary cost estimates between \$80M-\$100M)

**System Operations/Resurfacing:**

- Advanced Traffic Management Systems Project, at I-270 and I-495, active SHA effort to maximize flow and improve travel efficiencies through low to moderate cost operational improvements, with potential to be extended to other important state corridors, ongoing (\$4.5M funded from 2013-2018)
- Resurfacing projects at D'Arcy Road to Arena Drive (\$11.6M) and Glenarden Parkway to US 50, funded for construction (\$5.5M)

**Total Project Cost:**

- See Project Status for the estimated total project cost of individual projects

**Funding Status:**

- See Project Status for the funding status of individual projects
- All projects funded in the 2013-2018 TIP and 2013 CLRP, some have remaining unfunded amounts noted

## **2) I-70 Corridor – Phase 4: Market Street to Mount Phillip Road**

### **Project Source:**

- MDOT/State Highway Administration

### **Project Description/Objective:**

*The I-70 Corridor project aims to add capacity along a critical corridor that contains a high percentage of truck traffic and is a major link to the Midwest for the Port of Baltimore.*

- To upgrade I-70 from Mount Philip Road to west of MD 355, to upgrade existing interchanges, lengthen existing acceleration and deceleration lanes, correct deficient merge/weaving actions, and to bring the segment up to modern highway standards

### **Freight Benefit:**

- I-70 is a critical link between the Port of Baltimore and the Midwest, a corridor that supports the Ports strength in the roll-on/roll-off (automobiles/tractors, etc.) and heavy commodity (coal, lumber) business lines
- Improve opportunities for the numerous businesses along the I-70 corridor that use the Port, such as Toys ‘r Us and Frederick Auto Center in Frederick County, and numerous others along the corridor
- Improve highway safety at interchanges
- Provide a modern high-capacity highway capable of handling current and future freight hauling vehicles
- Increase travel time reliability for freight deliveries

### **Project Status:**

- National Environmental Policy Act (NEPA) project planning is complete
- SHA is currently updating traffic analysis models along the I-70 corridor and reviewing opportunities for how to proceed on this project in the short and long-term

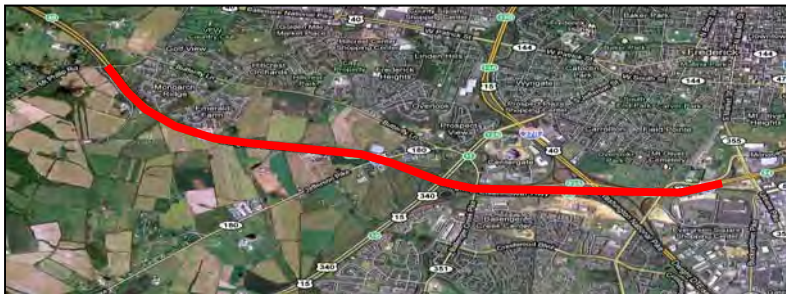
### **Total Project Cost:**

- \$130M

### **Funding Status:**

- Engineering (\$12M), right-of-way (\$3M), and construction (\$84M) are unfunded
- Currently in conformity documentation and the 2013 CLRP

### **Maryland I-70 Corridor Project**



**VA Short-Term:**  
**The Dulles Loop-Spotlight on Route 606 Old Ox Road**

**Project Source:**

- Virginia Department of Transportation
  - The “Dulles Loop” consists of three segments: Portions of Routes 28, Route 50, and Route 606 that form an 18-mile loop around Washington Dulles International Airport.
- [http://www.virginiadot.org/projects/northernvirginia/old\\_ox\\_road\\_widening.asp](http://www.virginiadot.org/projects/northernvirginia/old_ox_road_widening.asp)

**Project Description/Objective:**

*This project is to provide additional capacity to Route 606 over time, first from two to four lanes and ultimately to six lanes between the Loudoun County Parkway and the Dulles Greenway to improve access to Washington Dulles International Airport.*

- Route 606 (Loudoun County Parkway/Old Ox Road) connects two major roads, Route 50 and Route 28 (Sully Road) along the rapidly growing and congested industrial corridor
- Current VDOT projects include the reconstruction and widening of the existing segment between Evergreen Mills Road (Route 621) and the Dulles Greenway (Route 267) from two lanes to four lanes (a distance of about 5 miles), including a depressed, grass median wide enough to allow for future growth (to 6 lanes),

**Freight Benefits:**

- Improve access to Washington Dulles International Airport along the rapidly growing industrial corridor that largely serves the Airport
- Reduce congestion bottleneck delays through increased capacity
- Improve travel time, reliability, and reduce freight costs (safety, time, fuel)

**Project Status:**

Project status of the of the current VDOT projects:

- Design approval (fall 2013)
- Request for bids (late 2013)
- Begin construction (late 2014)

**Total Project Cost:**

- \$80M

**Funding Status:**

- Funded in a previous TIP, widening from two to four lanes is in the 2013 CLRP (widening from 4 to 6 lanes is not in the CLRP)

**Note on Dulles Loop Projects:** *The “Dulles Loop” comprises those portions of Routes 28, Route 50, and Route 606 that form an 18-mile loop around Washington Dulles International Airport. Several Virginia transportation projects are underway to improve the Dulles Loop given the forecasted growth in passenger and air cargo traffic. Interchange improvements at Route 28 and McLaren and at Route 28 and Frying Pan Road have been completed. A project to add capacity to Route 50 is currently underway (Route 50 is being widened from four to six lanes between Poland Road and Route 28) with an anticipated completion date of June 2015.*



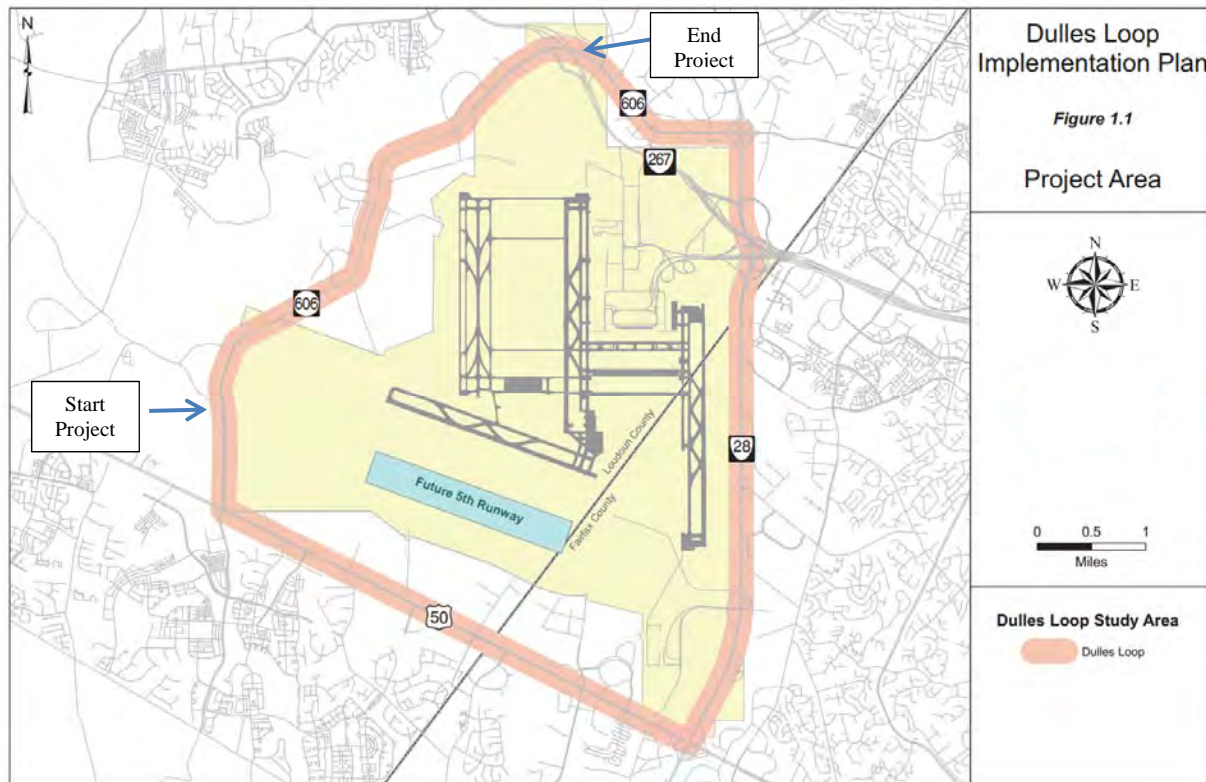
<http://www.washingtonairports.com/assets/documents/Why%20the%20Dulles%20Loop%20is%20Important%20to%20You%20copy.pdf>

<http://www.washingtonairports.com/assets/documents/Dulles%20Loop%20Implementation%20Plan%20Report051509%20copy.pdf>

**Note on July 2013 TPB Discussion on Dulles Access Improvements:**

*At the July 2013 TPB, members discussed three VDOT alternatives to the Dulles Access Improvements and decided on the “No Dulles Access Improvement” for now. It is anticipated that VDOT will select one of the alternatives with an amendment in the near future. All three alternatives include the southern portion of Route 606 described under the project description.*

**Note on Growth in Air Cargo:** *Although air cargo appears to be a small piece of the total freight transportation moved in the bar chart on page 3, air cargo, with its high value and low weight commodities is the fastest growing mode of freight transportation. Passenger carriers are finding new ways to generate revenue and increasingly adding cargo business from markets they already serve with passenger service. Air cargo is a high-revenue business for passenger carriers since the passengers are already paying for the flights. With increased baggage fees, passengers are carrying more baggage in the cabin. The passenger carrier air cargo cost advantage is putting increasing pressure on all-cargo jet service such as FedEx and UPS.*



Route 606 Looking North –  
 Just north of Evergreen Mills Road



Route 606 Looking North  
 Approaching Overland Drive

**VA Long-Term:**  
**Relieve Congestion along the I-95 Corridor**  
**From Prince William County Southern Boundary to the Maryland Boundary**

**Project Source:**

- Virginia Department of Transportation

**Project Description/Objective:**

*The four VDOT projects highlighted aim to relieve congestion along the I-95 Corridor, a critical corridor for goods movement.*

- Improve congestion and travel times
- Accommodate for the projected growth in truck traffic

**Freight Benefits:**

- Relieve congestion bottlenecks and improve travel times
- Improve safety and access along the corridor

**Project Status:**

The following projects address the congestion bottlenecks and improve safety along the I-95 corridor from Prince William County's southern boundary, including U.S. 1 (a parallel reliever highway to I-95).

**1) Project Name: I-95 Express Lanes**, from Stafford County to north of I-495  
<http://www.vamegaprojects.com/about-megaprojects/i-95-hov-hot-lanes/>

- *Virginia Statewide Multimodal Freight Study 2010 recommendation*

**Project Description/Objective:**

*The I-95 Express Lanes project aims to keep traffic moving by using dynamic tolling that will adjust based on real-time traffic conditions, video technology to identify accidents, and variable message signs to inform drivers. Although semi-trucks are not allowed on the I-95 Express Lanes, it is anticipated that the Express Lanes will relieve capacity along the important truck corridor (double-axle mid-size trucks are allowed on the I-95 Express lanes).*

- The I-95 Express Lanes are divided into the following four segments:

**Segment 1 (8.3 miles)**

- Garrisonville Road to Dumfries Road (weigh inspection station)
- New 2-lane reversible section (7 new bridges)

**Segment 2 (7 miles)**

- Dumfries Road to Prince William Parkway
- Maintains geometry of existing roadway

**Segment 3 (11.9 miles)**

- Prince William Parkway to I-495
- Add new 3rd lane

**Segment 4 (2.2 miles)**

- I-495 to north of Edsall Road
- Add new 3rd lane

**Freight Benefit:**

- Reduce congestion bottleneck delays and improve travel times

**Project Status:**

- Construction underway
- Scheduled to be complete in 2014

**Total Project Cost:**

- \$888.3M

**Funding Status:**

- Funded in the 2013-2018 TIP and 2013 CLRP
  - Financed, constructed, and operated under Virginia's Public-Private Transportation Act
- 

**2) Project Name: I-95 Auxiliary Lane and Shoulder Safety Improvements,**  
along a seven-mile section of I-95 in Prince William County

- *Virginia Statewide Multimodal Freight Study 2010 recommendation*

**Project Description/Objective:**

*The I-95 Auxiliary Lane and Shoulder Safety Improvements will create safer merging access, particularly along the truck scale areas.*

- Auxiliary lane and shoulder safety improvements to create safer merging and access, particularly around the truck scale areas
  - I-95 southbound, auxiliary lane will connect the Opitz Boulevard on-ramp with the Prince William Parkway off-ramp, as well as the truck rest area on-ramp with the off-ramp to Route 234
  - I-95 northbound, auxiliary lane will connect the Dumfries Road on-ramp with the truck weigh station off-ramp
- Extend the acceleration and deceleration lanes for the on-ramps and off-ramps
- Widen northbound and southbound, inside and outside shoulders, between Dumfries Road and the Prince William Parkway, to 12-feet with full-depth pavement to accommodate heavy vehicles, traffic use during accidents, evacuation, enforcement, and detours, and add new guard rails and lighting

**Freight Benefit:**

- Reduce congestion bottleneck delays through increased capacity
- Improve safety along corridor and around truck scale areas

**Project Status:**

- Construction underway, completion date August 2015

**Total Project Cost:**

- \$40.5M

**Funding Status:**

- Funded in a previous TIP, in the 2013 CLRP
- 

**3) Project Name: U.S. 1 Widening**, from Joplin Road in Prince William County to Route 235 north in Fairfax County  
[http://www.efl.fhwa.dot.gov/projects/Rt1\\_ftbelvoir.aspx](http://www.efl.fhwa.dot.gov/projects/Rt1_ftbelvoir.aspx)

**Project Description/Objective:**

*The U.S. 1 widening projects add capacity along a reliever corridor to I-95.*

- Add capacity with one additional lane in each direction, from 4 lanes to 6 lanes
- Improve traffic flow, reduce accidents, and support traffic demand from the planned development in the area

**Freight Benefit:**

- Reduce congestion bottleneck delays through increased capacity
- Safer access to the corridor for truck traffic

**Project Status:**

The status of the U.S. 1 widening projects are listed below.

\*All the project costs listed are estimates.

- Widening from Neabsco Mills to Featherstone, project design/build underway, planned completion date 2016 (estimated cost \$58.8M), funded in the 2013-2018 TIP and 2013 CLRP
- Route 1 at U.S. 123 interchange reconstruction and widening U.S. 1, between Mary's Way and Annapolis Way, current schedule is to advertise for construction in December 2014 (estimated cost \$45.75M), funded in the 2013 CLRP
- Widening from Featherstone to Mary's Way, currently in the preliminary engineering phase, additional out-year funding for preliminary engineering and partial right-of-way has been identified, construction is unfunded, planned completion date 2020 (estimated cost \$52.34M), funded in the 2013 CLRP
- Widening from Annapolis Way to Lorton Road, planned completion date 2035 (unfunded, estimated cost \$125M), funded in the 2013 CLRP

**Total Project Cost:**

- See above for individual project costs

**Funding Status:**

- See above for individual project status

**Note on the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division Project:** *In cooperation with Fairfax County, the U.S. Army Garrison Fort Belvoir, and the Virginia Department of Transportation, FHWA is proposing alternatives for the improvement of deficiencies in the 3.4-mile section of U.S. 1 between Telegraph Road (Route 611) and Mount Vernon Memorial Highway (Route 235) in Fairfax County, Virginia. Planned completion date 2025; Cost not yet determined.*

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**4) Project Name: I-95/I-395 Integrated Corridor Management Initiative**  
<http://www.mwcog.org/uploads/committeedocuments/b11eXlla20120112121321.pdf>

**Project Description/Objective:**

*The I-95/I-395 Integrated Corridor Management Initiative aims to use advanced technology and innovative tools to better manage capacity along the corridor thru optimizing the use of multimodal infrastructure assets. The overarching goal of this Governor's initiative is to improve the quality of service for travelers along the corridor.*

- Provide comparative information on all travel and parking options
- Manage roadway capacity and traffic demand dynamically to reduce bottlenecks, congestion, and accidents
- Increase travel time reliability
- Forecast travel times
- Traffic and weather information

**Freight Benefit:**

- Real-time truck parking availability information
- Enhance truck parking lots with additional spaces
- Improve incident management coordination between the Virginia Department of Transportation, counties, and emergency responders
- Optimize signal operations and detours
- Improve warnings of mainline and off-ramp queuing to reduce crash potential
- Reduce costs associated with travel delays

**Project Status:**

- Governor's initiative, currently under planning

**Total Project Cost:**

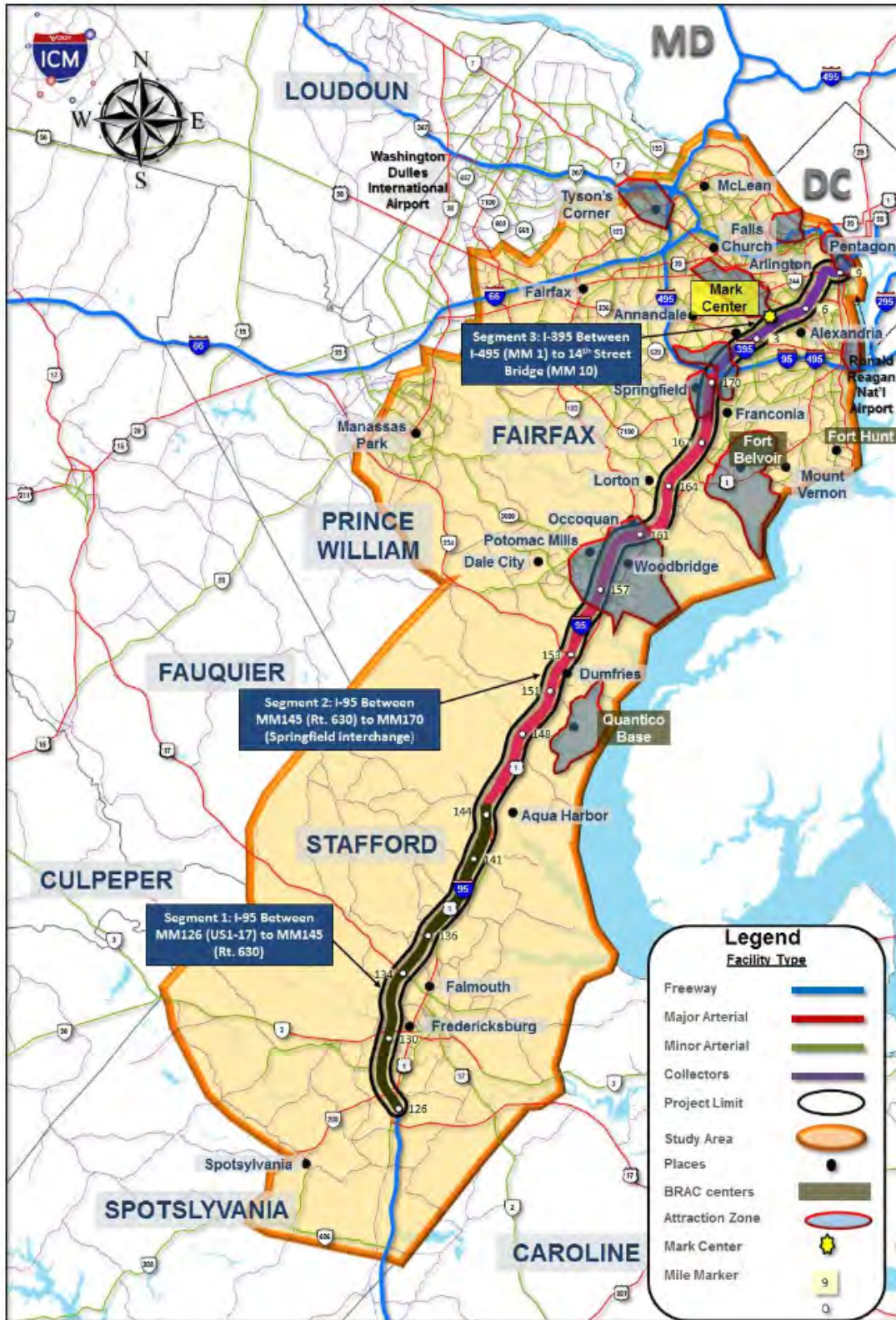
- \$60M estimate

**Funding Status:**

- Currently unfunded and not in the 2013 CLRP

# I-95/I-395 Integrated Corridor Management Initiative

Source: Virginia Department of Transportation



**I-95/I-395 INTEGRATED CORRIDOR MANAGEMENT (ICM)  
 PROJECT DEVELOPMENT**  
 Study Area Extent & Project Limits

**VDOT**  
 Virginia Department of Transportation  
 2012-2013 Statewide Transportation Planning / Planning Section

0 2.5 5 Miles

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