Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan

Significant Additions and Changes to the CLRP

DISTRICT OF COLUMBIA

1. C ST. NE LANE REDUCTIONS FROM 16TH ST. NE TO OKLAHOMA AVE. NE
2. EAST CAPITOL ST. LANE REDUCTIONS FROM 40TH ST. TO SOUTHERN AVE.
3. I ST. NW PEAK PERIOD BUS-ONLY LANES FROM 13TH ST. NW TO PENNSYLVANIA AVE. NW
4. NEW JERSEY AVE. NW RECONSTRUCTION FROM H ST. NW TO N ST. NW
5. PENNSYLVANIA AVE. SE LANE REDUCTION FROM 27TH ST. SE TO SOUTHERN AVE. SE
6. SOUTH CAPITOL ST. TRAIL AND LANE REDUCTION FROM FIRTH STERLING AVE. TO SOUTHERN AVE. SE
7. 17TH ST. NE/SE LANE REDUCTION FROM BENNING RD. NE TO POTOMAC AVE. SE
8. BIKE LANE PILOT STUDIES – 9TH ST. NW, 15TH ST. NW, L ST. NW, M ST. NW AND PENNSYLVANIA AVE. NW

VIRGINIA

9. WIDEN I-395 SOUTHBOUND BETWEEN DUKE ST. AND EDSALL RD.
10. CHANGE OF PLANNED LIMITS ON I-495, CAPITAL BELTWAY AUXILIARY LANES
11. CHANGE OF SCOPE ON I-495, CAPITAL BELTWAY HOT LANES
12. I-495, CAPITAL BELTWAY RAMPS AT DULLES AIRPORT ACCESS HIGHWAY AND DULLES TOLL RD.
13. WIDEN US 1, JEFFERSON DAVIS HIGHWAY FROM LORTON RD. TO ANNAPOLIS WAY
14. WIDEN VA 7, LEESBURG PIKE FROM I-495 TO I-66
15. CONSTRUCT COLLECTOR-DISTRIBUTOR ROADS ALONG DULLES TOLL RD. BETWEEN VA 684, SPRING HILL RD. AND VA 828, WIEHLE AVE.
16. CONSTRUCT DULLES TOLL ROAD RAMPS IN TYSONS AND LEESBURG
17. ALTERNATIVE 1: CONSTRUCT DULLES AIR CARGO, PASSENGER AND METRO ACCESS HIGHWAY
    ALTERNATIVE 2: RECONSTRUCT AND WIDEN US 50 AND LOUDOUN COUNTY PARKWAY
18. STUDY VA 28, MANASSAS BYPASS FROM VA 234, SUDLEY RD. TO I-66

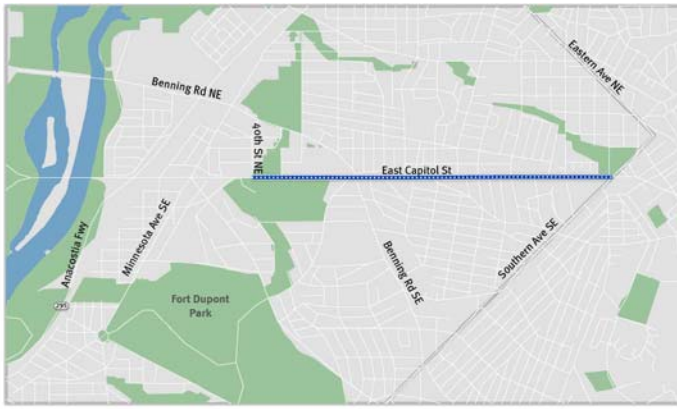
1. **C St. NE Lane Reductions from 16th St. NE to Oklahoma Ave. NE**

Implement traffic-calming measures to slow traffic down by removing one of two travel lanes in each direction.

Complete:	2013
Length:	0.5 miles
Cost:	$4.5 million
Funding:	Federal, DC

See the project description in Attachment A for more information.

2. **East Capitol St. Lane Reductions from 40th St. to Southern Ave.**



Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction.

Complete:	2015
Length:	1.8 miles
Cost:	$5 million
Funding:	Federal, DC

See the project description in Attachment A for more information.

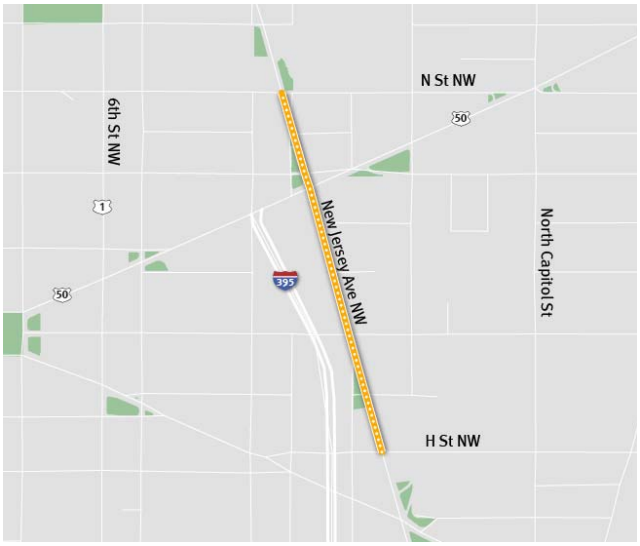
3. **I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW**

I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. This project is a companion to the H St. NW Peak Period Bus-Only Lane from 17th St. NW to New York Ave. that was included in the CLRP in 2011.

Complete:	2013
Length:	1.7 miles
Cost:	$500,000
Funding:	Federal, DC

See the project description in Attachment A for more information.

4. New Jersey Ave. NW from H St. NW to N St. NW



Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction.

Complete: 2013
Length: 1.7 miles
Cost: $500,000
Funding: Federal, DC

See the project description in Attachment A for more information.

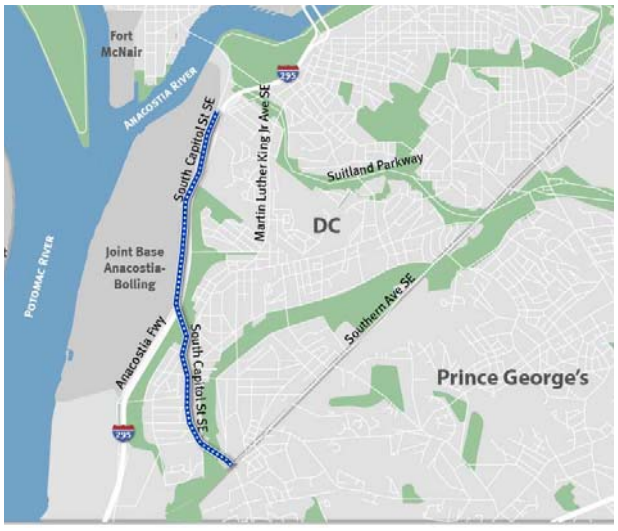
5. Pennsylvania Ave. SE Lane Reductions from 27th St. SE to Southern Ave. SE

As a part of the Pennsylvania Avenue Great Streets Project, a median was installed in 2011 which reduced the number of lanes from 5 to 4.

Complete: 2011
Length: 1.4 miles
Funding: Federal, DC

See the project description in Attachment A for more information.

6. South Capitol St. Trail and Lane Reduction from Firth Sterling Ave. SE to Southern Ave. SE



Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4.

Complete: 2015
Length: 4 miles
Cost: $5 million
Funding: Federal, DC

See the project description in Attachment A for more information.

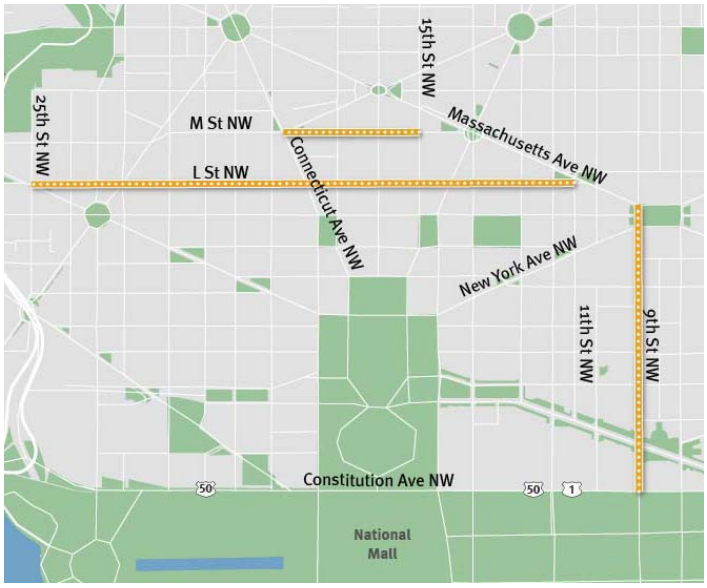
7. 17th St. NE/SE Lane Reduction from Benning Ave. NE to Potomac Ave. SE

Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound.

Complete: 2015
Length: 4 miles
Cost: $5 million
Funding: Federal, DC

See the project description in Attachment A for more information.

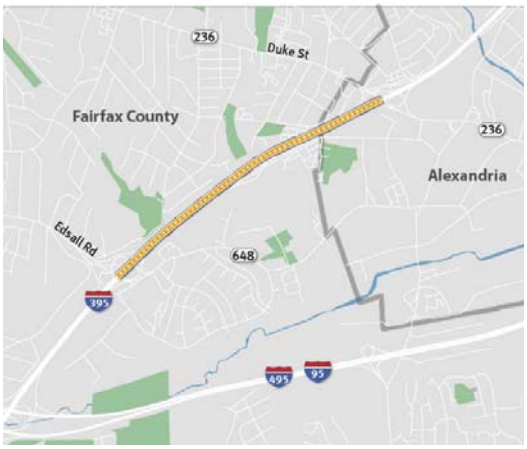
8. Bike Lane Pilot Studies



In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects have now been completed and a third is planned for implementation this year. The remaining two have been withdrawn or altered so as to have no impact on vehicular traffic.

a. 15th St. NW from Constitution Ave. NW to W St. NW – completed 2010, one travel lane removed
b. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
c. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
d. 9th St. NW from Constitution Ave. NW to K St. NW – withdrawn
e. Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – bike lanes were implemented in the median, without removing any travel lanes.

9. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.



Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

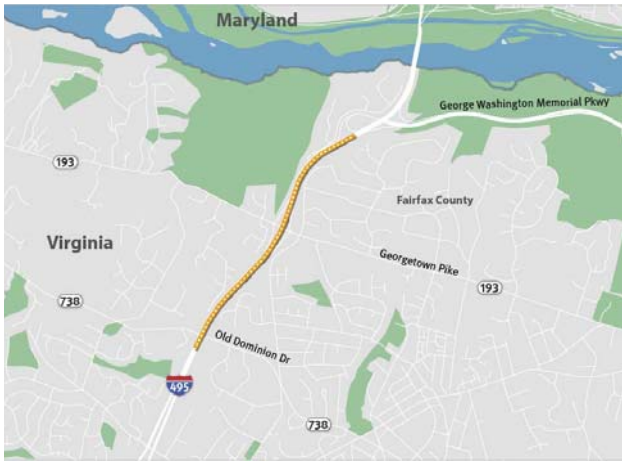
Complete: 20XX
Length: 1.5 miles
Cost: $XX million
Funding:

See the project description in Attachment A for more information.

10. I-495, Capital Beltway Auxiliary Lanes – Change of Project Limits

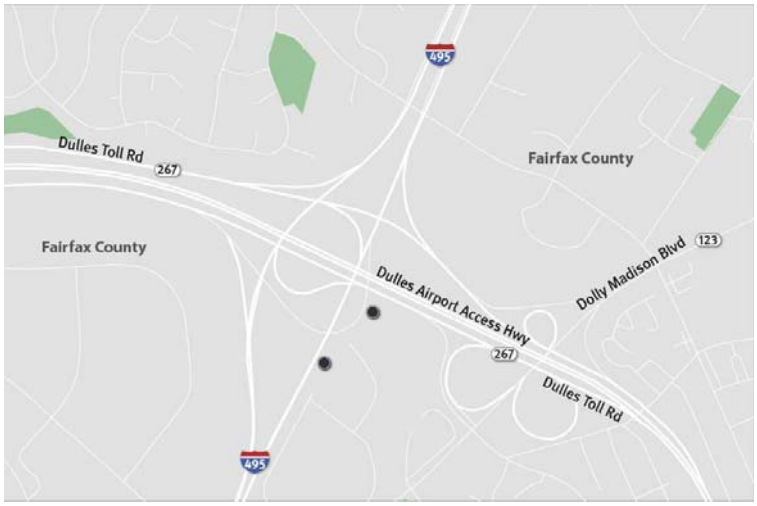
The CLRP includes the addition of one auxiliary lane in each direction on I-495 between VA 193, Georgetown Pike and 1 mile east of the I-95/395/495 Interchange. The segment between the I-95/395/495 Interchange and just north of the Heming Ave. underpass was scheduled to be complete in 2013, but is now being withdrawn from the CLRP. The auxiliary lanes will originate/terminate north of the Heming Ave. underpass.

11. I-495, Capital Beltway HOT Lanes – Change of Project Scope



The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be 2 lanes wide. VDOT proposes to make this segment 4 lanes wide.

12. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road



a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

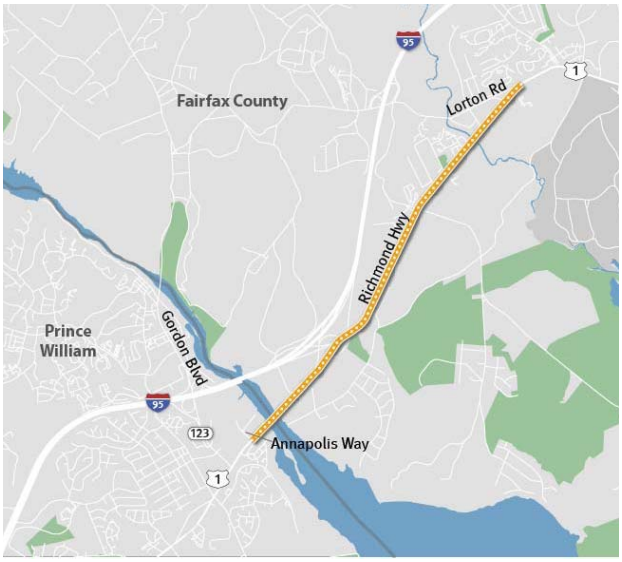
   Complete: 2030
   Length: 0.8 mile
   Cost: $7 million
   Funding: Federal, State, Private, Other

b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from one to two lanes.

   Complete: 2030
   Length: 0.7 mile
   Cost: $10 million
   Funding: Federal, State, Private, Other

See the project description in Attachment A for more information.

13. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way



Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 3.5 miles
Cost: $125 million
Funding: Federal, State, Local

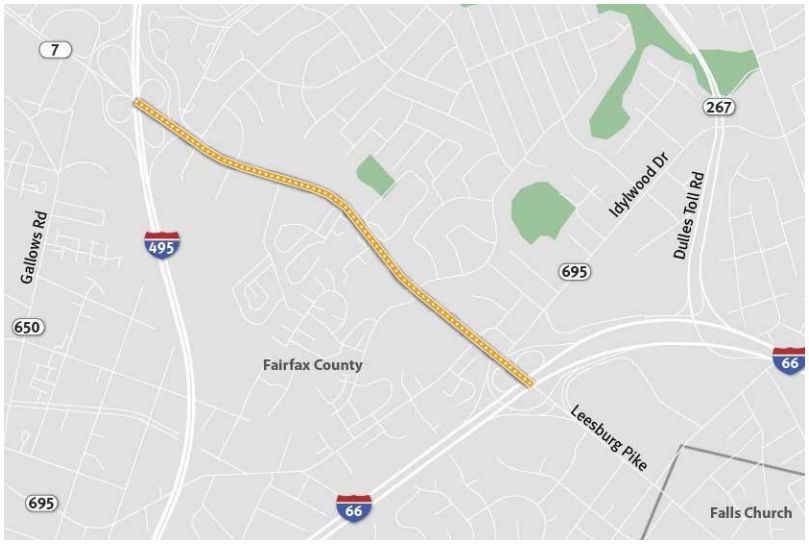
See the project description in Attachment A for more information.

14. Widen VA 7, Leesburg Pike from I-495 to I-66

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 1.3 miles
Cost: $71 million
Funding: Federal, State, Local,

See the project description in Attachment A for more information.

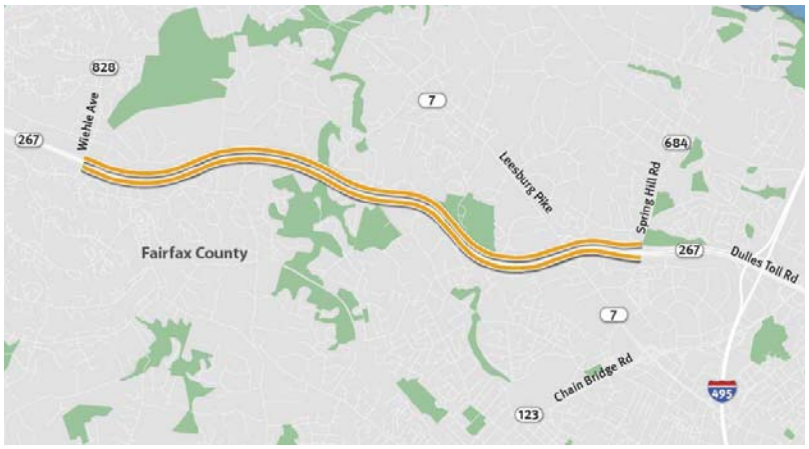


15. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

Complete: 2036, 2037
Length: 6 miles
Cost: $186 million
Funding: Federal, Local, Private, Bonds

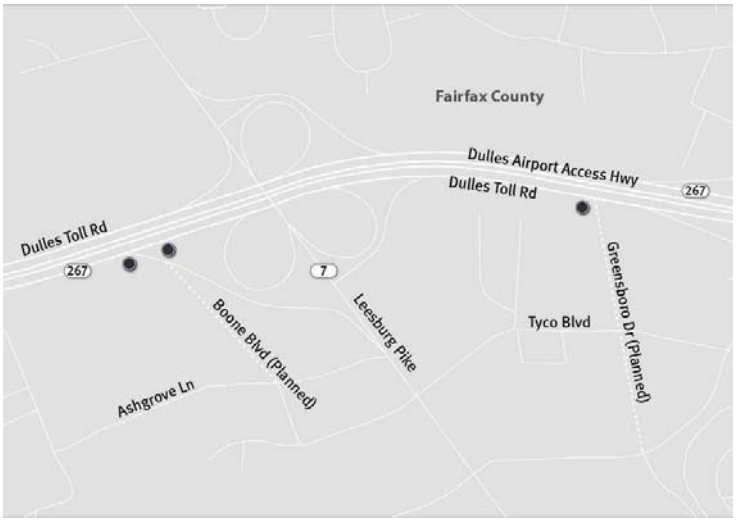
See the project description in Attachment A for more information.



16. Dulles Toll Road/Dulles Greenway Ramps in Tysons at Boone Blvd., New Boone Blvd., Greensboro Dr., and in Leesburg at (planned) Hawling Farm Blvd.

a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037
Cost: $79 million
Funding: Federal, State, Private, Bonds

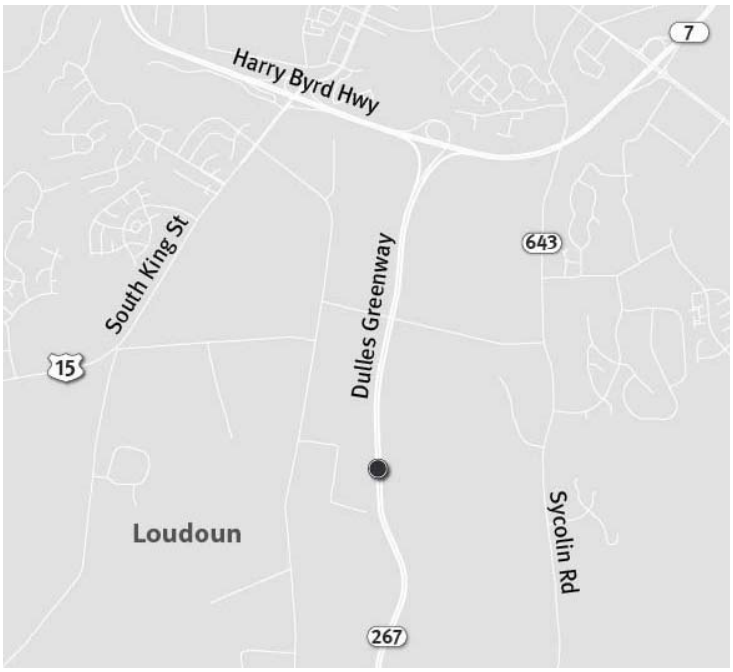


b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036
Cost: $28 million
Funding: Federal, State, Private, Bonds

c. Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015
Cost: $850,000
Funding: Private



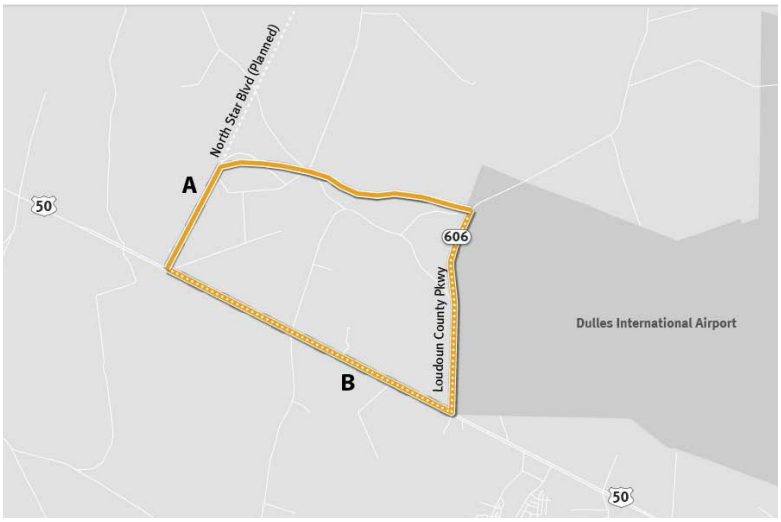
See the project description in Attachment A for more information.

17. Improved Access to Dulles Airport

Two alternatives are currently being considered for improving access to Dulles Airport, particularly for air cargo. Both alternatives will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the two alternatives for inclusion in the Plan.

a. Dulles Air Cargo, Passenger and Metro Access Highway
from US 50, John Mosby Highway to VA 606, Loudoun County Parkway

Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.



Complete: 2025
Length: 3 miles
Cost: $153 million
Funding: Federal, State, Local, Private, Bonds, Other

~~b. Reconstruct US 50, John Mosby Highway and VA 606, Loudoun County Parkway~~

~~This alternative includes the following improvements, some of which are already included in the CLRP:~~

- ~~Widen US 50 between the Tri-County Parkway and VA 606 from 4 to 6 lanes and upgrade to a limited access highway. This is already included in CLRP;~~
- ~~Widen VA 606 from US 50 to 1.5 miles north of US 50 from 4 to 6 lanes. The CLRP currently includes a widening of VA 606 from 2 to 4 lanes for about 1 mile within these limits. That portion would be changed to 6 lanes and the remaining half mile would be expanded from 4 lanes (existing) to 6 lanes and the full 1.5 mile segment would be upgraded to a limited access highway.~~

~~Complete: 2030~~
~~Length: 4 miles~~
~~Cost: $68 million (in addition to $45 million already included in CLRP)~~
~~Funding: Federal, State, Local, Private, Bonds, Other~~

18. VA 28 Manassas Bypass Study from VA 234to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties.

Complete:	2035
Length:	1.3 miles
Cost:	$71 million
Funding:	Federal, State, Local,

See the project description in Attachment A for more information.

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

9. I-395 Construct 4th Southbound Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: UPC 103316 Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; _ Urban; X Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-395 Construct 4th Southbound Lane

	Prefix	Route	Name	Modifier
4. Facility:	I	395	Henry G. Shirley Memorial Highway	
5. From (_ at):		236	North of Duke Street	
6. To:		648	South of Edsall Road	

7. Jurisdiction(s): Fairfax County
8. Description: The project will add a continuous sound bound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four though lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: Approx. 2.2 miles
11. Project Manager: W. Calvin Britt, P.E. 12. E-Mail: calvin.britt@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: To be determined
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): PE: $6,500,000, RW: $2,000,000, CN: $50,000,000
18. Remaining cost (in Thousands):
19. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; X Other

    The Commonwealth Transportation Board has funded the PE phase for the project in its current Six Year Improvement Program (SYP). Preliminary Engineering is currently underway and will conclude with NEPA and Design approvals. Funding for the remaining construction phase is fully anticipated in the upcoming updates of the SYP pending all federal approvals. Funding sources preliminarily identified to date includes: OEA Grant from the Department of Defense, Highway Safety Improvement Program (HSIP) and the required State matching funds.

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; _ 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: N/A
    _ 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.
    X Increase the safety of the transportation system for all motorized and non-motorized users.
    a. Is this project being proposed specifically to address a safety issue? _ Yes; X No
    b. 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:
    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    _ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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:

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

12. I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):	I	495	NB GP Lanes Ramp	
6. To:		DAAH	WB Dulles Airport Access Highway (DAAH) - Inner Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Construct I-495 NB General Purpose Lanes loop ramp to WB Dulles Airport Access Highway (DAAH) - Inner Lanes.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.8
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
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): $7,000
18. Remaining cost (in Thousands): $7,000
19. Funding Sources: X Federal; X State; _ Local; X 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; _ 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)? _ Yes; X 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
    X 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.

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

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

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

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
Will eliminate weaving movements currently experienced on the WB DTR.

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

12. DTR/I-495 Interchange Ramp Widening (Phase III DTR)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _ Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: DTR/I-495 Interchange Ramp Widening (Phase III DTR)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):		DTR	EB Dulles Toll Road (Outer Lanes)	
6. To:	I	495	NB GP Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Widen EB Dulles Toll Road ramp to I-495 NB General Purpose lanes, from one to two lanes.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.7
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
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): $10,000
18. Remaining cost (in Thousands): $10,000
19. Funding Sources: X Federal; X State; _ Local; X 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; _ 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)? _ Yes; X 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
    X 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.

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

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

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

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
Will eliminate abrupt lane drop on existing ramp.

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

13. Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT 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 Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

	Prefix	Route	Name	Modifier
4. Facility:	)US	1	Jefferson Davis Highway	
5. From (_ at):			Lorton Road (Fairfax County)	
6. To:			Annapolis Way (Prince William County)	

7. Jurisdiction(s): Fairfax County & Prince William County
8. Description: Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day – particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Brady's Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.
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:
13. Project Information URL:
14. Projected Completion Year: 2035
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): $125,000
18. Remaining cost (in Thousands):
19. Funding Sources: _X_ Federal;_X_ State; --X Local; _X_ Private; Bonds; _ Other
    US 1 facility is a major and important facility in Northern Virginia. The complimentary / supplementary nature of this proposed improvement with the other improvement projects underway and in design is recognized in programming considerations by all entities involved. Given the

importance of this facility the project is reasonably expected to be funded through a combination of the funding available to the area - Federal, State, Local and Private – as documented in the financial plan for the Virginia portion of the region's 2010 CLRP – as updated.

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; _ 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:

    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    _ 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

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

14. Route 7 (Leesburg Pike) Widening (I-495 to I-66)

BASIC PROJECT INFORMATION

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; x Urban; _ Bridge; x Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 7 (Leesburg Pike) Widening (I-495 to I-66)

	Prefix	Route	Name	Modifier
4. Facility:	VA	7	Leesburg Pike	
5. From (_ at):	I	495	Capital Beltway	
6. To:	US	66	Custis Memorial Parkway	

7. Jurisdiction(s): Fairfax County, City of Falls Church
8. Description: Road widening between I-495 and I-66. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: _ Not Included; x Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 1.33 miles
11. Project Manager: Karyn Moreland 12. E-Mail: Karyn.Moreland@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 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): $71,000
18. Remaining cost (in Thousands): $71,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; _ No
21. If so, describe those conditions: _ Recurring 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; _ 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:

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

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

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

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

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

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

_ Increase accessibility and mobility of people and freight.

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

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

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

15. Dulles Toll Road Westbound Collector / Distributor / Additional Lane

BASIC PROJECT INFORMATION

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; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Westbound Collector/Distributor/Additional Lane

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	Dulles Toll Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	

7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2037
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): $124,000
18. Remaining cost (in Thousands): $124,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x 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; _ 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? 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.

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

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

b. 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.

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

15. Dulles Toll Road Eastbound Collector / Distributor / Additional Lane

BASIC PROJECT INFORMATION

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; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	New Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	

7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2036
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): $62,000
18. Remaining cost (in Thousands): $62,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x 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; _ 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? 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.

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

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

b. 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.

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

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

16. Dulles Toll Road Ramp to Boone Blvd Extension

BASIC PROJECT INFORMATION

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; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Ramp to Boone Blvd Extension

	Prefix	Route	Name	Modifier
4. Facility:			New Bridge/Ramp	
5. From (_ at):	VA	267	Dulles Toll Road	
6. To:			Boone Boulevard at Ashgrove Lane	

7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Boone Boulevard extension at Ashgrove Lane.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2037
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): $79,000
18. Remaining cost (in Thousands): $79,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x 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; _ 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? 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.

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

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

b. 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.

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

16. Dulles Toll Road Ramp to Greensboro Drive Extension

BASIC PROJECT INFORMATION

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; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Ramp to Greensboro Drive Extension

	Prefix	Route	Name	Modifier
4. Facility:			New Bridge/Ramp	
5. From (_ at):	VA	267	Dulles Toll Road	
6. To:			Greensboro Drive at Tyco Road	

7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Greensboro Drive extension at Tyco Road. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: x Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2036
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): $28,000
18. Remaining cost (in Thousands): $28,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x 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; _ 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? 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.

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

a. Is this project being proposed specifically to address a safety issue? _ Yes; _ 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.

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

16. Airport Collector Access / Crosstrail Ramp

BASIC PROJECT INFORMATION

1. Agency Project ID: TRIP II Secondary Agency:
2. Project Type: _ 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: Airport Collector Access / Crosstrail Ramp

	Prefix	Route	Name	Modifier
4. Facility:			Ramp from VA 267 (Dulles Greenway)	
5. From (_ at):		267	Dulles Greenway	Westbound
6. To:			(Future) Hawling Farm Boulevard	

7. Jurisdiction(s): Loudoun County
8. Description: New egress ramp from Westbound Dulles Greenway to future Hawling Farm Blvd.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.3
11. Project Manager: Timothy Belcher 12. E-Mail: tbelcher@dewberry.com
13. Project Information URL:
14. Projected Completion Year: 2015
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): $850
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; X Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; X No
21. If so, describe those conditions: _ Recurring 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:
    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.

X 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:

_ 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 – This ramp will provide egress only from the Westbound Dulles Greenway and will not add additional traffic onto the limited access facility. It will redistribute approximately 7,000 vehicles per day from the adjacent Shreve Mill and Battlefield interchanges to access the west side of the Leesburg Executive Airport.

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

17. New LA Rte 50 (And Loudoun County Parkway -Rte 606)

BASIC PROJECT INFORMATION

1. Agency Project ID: 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: New LA Rte 50 (And Loudoun County Parkway -Rte 606)

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	New Limited Access Rte 50 and Loudoun County Parkway limited access highway	
5. From (_ at):		Tri County Parkway	* Rt. 50 - from Tri County Parkway to Loudoun County Parkway * Loudoun County Parkway - from Rt. 50 to approx. 1.5 miles north of Rt. 50	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County

8. Description: Construct a separate 4-lane limited access facility along Route 50, within the existing ROW, between Tri County Parkway and Loudoun County Parkway. Construct a separate 4-lane limited access Loudoun County Parkway (Rte. 606) continuing from the new Rt. 50 limited access roadway and approximately 1.5 miles north of Rt. 50. The total cost of this project is estimated to be about $1.25B. Additionally this proposed project is being examined as an alternative to the Dulles Air Cargo and Metro Access Highway (DACMA Hwy) project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 4 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): $1,259,000
18. Remaining cost (in Thousands): $1,259,000
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other

    The study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. As noted under question 8 above, parts of the project is already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the

value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

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; _ 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.
    X Increase the safety of the transportation system for all motorized and non-motorized users.
    a. Is this project being proposed specifically to address a safety issue? _ Yes; X No
    b. 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:
    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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?

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

17. New Alignment for Access to Dulles Airport

BASIC PROJECT INFORMATION

1. Agency Project ID: 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: New Alignment for Access to Dulles Airport

	Prefix	Route	Name	Modifier
4. Facility:		unassigned	Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)	
5. From (_ at):		Rt. 50	John Mosby Highway	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County

8. Description: Construct the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) between Route 50 and Washington Dulles International Airport in Loudoun County, Virginia. The DACPMA is a planned four lane (expandable to six lanes) limited access highway on a minimum 200' right of way which will generally take the same alignment as the planned North Star Boulevard between Route 50 and approximately 1 to 1.5 miles north of Rt. 50. The highway alignment will then shift east and traverse south of Broad Run terminating at Route 606 (Loudoun County Parkway) on Washington Dulles International Airport property. The facility is envisioned to ultimately have interchanges at Rte. 50, Rte. 606 (Loudoun County Parkway) and the anticipated intersection of the Northstar Blvd. to the north of this roadway. Additionally this proposed project is being examined as an alternative to the New LA Rte 50 and Rte 606 reconstruction project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 3 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): $153,000,000
18. Remaining cost (in Thousands): $153,000,000
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other

The study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

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

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

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

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

    The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport. This proposed project is fully consistent with the planned Master Plan improvements at the Dulles International Airport focusing on the forecast growth in passenger and freight movement in and out of the Airport.

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

18. Route 28 Manassas Bypass Study

BASIC PROJECT INFORMATION

1. Agency Project ID: Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; x Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; X Urban; _ Bridge; _ Bike/Ped; _ Transit; X CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 28 Manassas Bypass Study

	Prefix	Route	Name	Modifier
4. Facility:	VA	411	Route 28 Manassas Bypass	
5. From (_ at):		234	Sudley Road	
6. To:	I	66	Proposed Interchange	

7. Jurisdiction(s): City of Manassas
8. Description: Study a proposed 4 to 6 lane bypass from the intersection of Route 234 (Sudley Road) and VA 411 (Godwin Drive) at the Manassas City Limits through Prince William County and Fairfax County connecting to a proposed interchange at I-66. A Right of Way strip exists between Route 234 and the Fairfax County Line. This study will evaluate the challenges identified with the previous Tri-County Parkway study and determine the feasibility and anticipated costs required to construct a six mile bypass and an interchange at I-66.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 5.97
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2018
15. Actual Completion Year:
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $ 500
18. Remaining cost (in Thousands): $ 500
19. Funding Sources: x Federal; x State; x 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? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X 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

X 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.

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

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

b. 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:

This project will relieve congestion along the Route 28 corridor north of Manassas and Manassas Park.

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

X Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

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

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

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

x DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture