

Proposed Significant Changes for the 2005 CLRP

Maryland

1. Add auxiliary lanes to the interchange construction project at the Capital Beltway (I-95/I-495) and Arena Drive in Prince George's County. The CLRP already includes this project, which will convert the existing interchange from a part-time facility to a full-time interchange. The proposed change for the 2005 CLRP would add auxiliary lanes north and south of the interchange, between MD 214 and MD 202.

- **Length:** Less than 2 miles
- **Completion date:** 2010
- **Cost:** \$29.7 million (entire project)

2. Widen MD 27 between Brink Road and Skylark Road from 4 to 6 lanes to support proposed development in Clarksburg, Montgomery County.

- **Length:** Less than 2 miles
- **Completion date:** 2006
- **Cost:** Funded by the private developer

Virginia

3. Widen the Capital Beltway (I-495) by adding High-Occupancy/Toll (HOT) lanes between the Springfield Interchange and a point just south of VA 123 (Georgetown Pike). Two new lanes will be added in each direction, widening this portion of the Beltway to a total of 12 lanes. Access will be provided directly onto the HOT lanes by separate ramps at VA 620 (Braddock Road), US 29 (Lee Highway – to and from the south only), I-66, VA 123 (Chain Bridge Road), and VA 267 (Dulles Airport Access and Toll Road). The project will be funded under Virginia's Public-Private Transportation Act of 1995. Financing will be arranged by a private contractor, and therefore will not make use of traditional funding sources. HOT lanes typically are open to carpools for free or at a discount, while others pay a toll.

- **Length:** 15 miles
- **Completion date:** 2010
- **Cost:** \$899 million (The board released a proposed financial plan on March 16, 2005, providing additional project cost and revenue details.)

4. Upgrade VA 7900. The CLRP already includes a project to build HOV lanes along VA 7900 from Rolling Road (where the Fairfax County Parkway begins) to Frontier Drive, less than one mile east of I-95. The proposed change for the 2005 CLRP would upgrade the facility to a limited access freeway, including the construction of a new interchange at VA 1220 (Neuman Street).

- **Length:** 3 miles
- **Completion dates:** 2010 (HOV); 2020 (upgrade)
- **Cost:** \$16 million (entire project)

5. ~~Construct a new 4-lane roadway bypassing Manassas Battlefield Park.~~ The new road will begin at US 29 at Luck Stone Quarry and will go north around the park, ending at the junction

~~of I-66 and the VA 234 Bypass. Sections of US 29 and VA Business Route 234 inside the Battlefield Park will be closed to public through traffic. Currently, the road through the park is two lanes and cannot be widened for historic preservation reasons.~~

- ~~● **Length:** Approximately 6-8 miles~~
- ~~● **Completion date:** 2021~~
- ~~● **Cost:** Not yet available~~

This project was deleted on March 16, 2005, at the request of the Eastern Federal Lands Highway Division.

6. Construct a new busway between Crystal City Metro Station and Potomac Yard in Arlington to provide dedicated right-of-way for frequent bus service. The project is planned in two phases: 1) The southern portion between the Alexandria City line (south of S. Glebe Road) and 26th Street, and 2) the northern portion between 26th Street and Crystal City Metro Station. The project is designed to be upgraded to higher capacity rapid transit in 2012.

- **Length:** A little more than a half mile (phase one); 0.75 mile (phase two)
- **Completion dates:** 2006 (phase one); 2008 (phase two); 2012 (upgrade)
- **Cost:** \$6.3 million