



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMORANDUM

January 9, 2015

To: TPB Technical Committee

From: Andrew Austin,
Transportation Planner IV

RE: Major Project Submissions for the 2015 Update to the Financially Constrained Long-Range Transportation Plan (CLRP)

The Call for Projects document for the 2015 Update to the CLRP was approved on November 19, and project submissions were due on December 12, 2014. The proposed updates are scheduled to be released for public comment on Thursday, January 15.

This memo provides a preliminary review of the project submissions that TPB staff propose to include in the list of major projects for the 2015 Update to the CLRP. Maps will be created to accompany these project descriptions when the materials are released for public comment.

In the District of Columbia, DDOT has proposed a series of dedicated bike lane projects which will reduce capacity for automobiles on the following streets:

- 4th Street SW from M Street to P Street – 4 to 2 lanes
- 6th Street NE from Florida Avenue to K Street – 2 to 1 lane
- 7th Street NW from New York Avenue to N Street – 4 to 2 lanes
- 12th Street NW from Pennsylvania Avenue to Massachusetts Avenue – 4 to 3 lanes
- 14th Street NW from Florida Avenue to Columbia Road – 4 to 2 lanes
- Brentwood Parkway NE from 6th Street/Penn Street to 9th Street – 2 to 1 lane
- Florida Avenue NE from 2nd Street to West Virginia Avenue – 6 to 4 or 5 lanes
- New Jersey Avenue NW from H Street to Louisiana Avenue – 4 to 2 lanes
- Pennsylvania Avenue NW from 17th Street to 29th Street – varies
- Wheeler Road SE from Alabama Avenue to Southern Avenue – 4 to 2 lanes

Length: 9 miles (approximately)

Cost: (forthcoming)

Complete: 2015

In northern Virginia, VDOT is proposing two projects on I-66; one inside and the other outside the Capital Beltway.

I-66 Corridor Improvements inside the Beltway

I-66, Custis Memorial Parkway from US Route 29 in Rosslyn to I-495, Capital Beltway

VDOT is proposing to implement the following multimodal improvements on I-66 by 2017:

- Convert I-66 to an Express Lanes facility with dynamic, congestion-based tolling for single-occupant vehicles in both directions only during peak periods
- Increase HOV requirements for free travel from HOV-2 to HOV-3
- Enhanced bus service
- Completion of elements of the bicycle and pedestrian network

By 2040, VDOT is proposing to widen I-66 within the limits defined above.

Length: 10 miles (approximately)
Cost: \$75 – 100 million
Complete: 2017 (Express Lanes), 2040 (widening)

I-66 Corridor Improvements outside the Beltway

I-66, Custis Memorial Parkway from I-495, Capital Beltway to US 15 in Prince William County

VDOT has proposed that the following improvements be implemented on I-66 outside the Beltway by 2022:

- Widen by constructing an additional lane in each direction
- The new lane and existing HOV lanes will be converted into two managed Express Lanes in each direction with dynamic, congestion-based tolling for single occupant vehicles
- Increase the HOV requirements for free travel from HOV-2 to HOV-3
- Three general purpose lanes in each direction, with auxiliary lanes where needed
- Implement a new high-frequency bus service
- Construct new and/or expanded commuter park-and-ride lots

Length: 25 miles
Cost: \$2-3 billion
Complete: 2022

Please see the attached CLRP description sheets for more information on the VDOT projects.

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

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **none**
3. Agency Project ID: **UPC 97586**
4. Project Type:
 Interstate Primary Secondary Urban Bridge Bike/Ped
 Transit CMAQ ITS Enhancement Other
 Federal Lands Highways Program Human Service Transportation Coordination
 TERMS
5. Category:
 System Expansion; System Maintenance; Operational Program;
 Study; Other
6. Project Name: **I-66 Multimodal Improvement Project, inside the Beltway**
Prefix Route Name Modifier
7. Facility: **I-66**
8. From (at): **I-495, Fairfax County**
9. To: **Route 29 near Rosslyn, Arlington County**
10. Description:

The June 2012 Final Report of the I-66 Multimodal Study recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The conversion to Express lanes and implementation of initial multimodal improvements will be the first step to mitigate congestion and improve mobility along the I-66 corridor inside the Beltway.

The I-66 **Multimodal Improvement** Project ("Project") includes conversion of the existing I-66 facility inside the Capital Beltway to an Express Lanes facility with the following characteristics:

- Dynamic tolling in both directions during the peak periods only;
- HOV-3+ vehicles ride free at all times;
- Facility free to all traffic during off-peak periods;
- Consistent with current policy, heavy trucks will be prohibited.

In addition to tolling, a set of baseline multimodal assumptions and an initial series of additional multimodal improvements as identified in the *I-66 Multimodal Study* will be further refined and prioritized for implementation and may include:

- Baseline 2040 CLRP/CLRP+ multimodal improvement assumptions
- Enhanced bus service
- Completion of the elements of bicycle and pedestrian network
- ~~Full implementation of an Integrated Corridor Management (ICM) system~~
- Addition and enhancement of existing operational strategies to maximize the use, operations, and safety of the multimodal network within the study corridor
- Addition and enhancement of Transportation Demand Management (TDM) programs

The environmental study will also include consideration of a later phase to widen I-66 from I-495 to Fairfax Drive as identified in the *I-66 Multimodal Study*. A horizon year of 2040 will be evaluated and a potential interim year of 2025 will be tested.

Tolling Policy

As on the other Express Lane facilities in the region, tolls would be congestion-based. To use this section of I-66 inside the Beltway during the peak periods in either direction, motorists would have the choice of forming a 3+ carpool, taking transit, or paying a toll. Carpools of three or more persons, buses, motorcycles, and emergency response vehicles will ride free. Other vehicles not meeting the occupancy requirement will be required to pay a toll, using electronic toll collection equipment, at a rate that will vary based on the level of congestion, to ensure free-flow conditions as specified by Federal and State regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3 vehicles to ride free is consistent with this policy change, and will also match the occupancy requirement on I-495 and I-95 Express Lanes. The Project provides a seamless network of Express lanes by connecting to adjacent Express facilities.

It is envisioned that VDOT will operate and maintain the facility. Toll revenues will be used to offset design, construction, operating and maintenance costs of the project. Excess revenues will provide a funding source to help to offset cost for the baseline multimodal assumption and additional multimodal improvements identified in the Description section for this project.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum.

Incident Management

The existing incident management system which provides 24/7 monitoring and surveillance of the facility with dedicated equipment will be evaluated and enhanced as needed. An Incident Management Plan for the project will be developed.

Schedule

Project development and procurement will take place in 2015, followed by construction starting in 2016. The facility is expected to enter operations in 2017.

Federal Environmental Review (“NEPA”) Process

Project scoping is currently underway and will result in the appropriate level of NEPA documentation in coordination with FHWA and FTA as appropriate.

Coordination with Other Projects

The Project will be coordinated closely with other initiatives such as the Active Traffic Management (ATM) project and the potential I-66 Express Lanes project outside the Beltway. The Project will also be coordinated with future improvements that may be underway in the corridor.

Financial Plan

The total cost for the tolling element is estimated to be approximately \$75M - \$100M (in year of expenditure dollars) plus the annual cost of operations and maintenance. This construction estimate includes the cost of ITS equipment, static signs, and other incidental infrastructure. The capital and operating costs of the refined transit package as defined in the 2013 Multimodal Supplemental Report is expected to be approximately \$5M - \$10M and \$28M respectively. The widening is estimated to cost \$20M per mile and is not included in the project estimate.

Stakeholder Outreach

VDOT will work closely with Arlington County, Fairfax County, the City of Falls Church, transit providers, and other stakeholders to implement a comprehensive outreach program. The outreach program will provide the opportunity for direct engagement with various groups along the corridor, including the local political leadership, transit service providers, various other special interest groups, and business and community leaders. There will also be opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

11. Projected Completion Year: **2017 (tolling, multimodal), 2040 (widening)**

12. Project Manager: **Ms Susan Shaw, P.E.**

13. Project Manager E-Mail: susan.shaw@VDOT.Virginia.gov

14. Project Information URL: [<to be determined>](#)

15. Total Miles: **10 miles (approximate)**

16. Schematic:



17. Documentation: [<to be determined>](#)

18. Jurisdictions: **Fairfax County, Arlington County**

19. Baseline Cost (in Thousands): **\$75,000 - \$100,000**

20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

Single Driver Carpool/HOV Metrorail Commuter Rail Streetcar/Light Rail
 BRT Express/Commuter bus Metrobus Local Bus Bicycling Walking Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Dynamic Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

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

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

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

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

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

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

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

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

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

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

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

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

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

Vibrations;

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

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?

Yes; No

b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

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

32. Capacity

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

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

The number of lane-miles added to the highway system by the project totals less than one lane-mile

The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.

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

RECORD MANAGEMENT

33. Completed Year: **2017 (tolling, multimodal), 2040 (widening)**

34. Project is being withdrawn from the CLRP.

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:

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

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail & Public Transportation**
3. Agency Project ID: **0066-96A-297, P101 UPC#105500**
4. Project Type:
 Interstate Primary Secondary Urban Bridge Bike/Ped
 Transit CMAQ ITS Enhancement Other
 Federal Lands Highways Program Human Service Transportation Coordination
 TERMS
5. Category:
 System Expansion; System Maintenance; Operational Program;
 Study; Other
6. Project Name: **I-66 Corridor Improvements Project**
Prefix Route Name Modifier
7. Facility: **I-66**
8. From (□at): **US 15, Prince William County**
9. To: **I-495, Fairfax County**



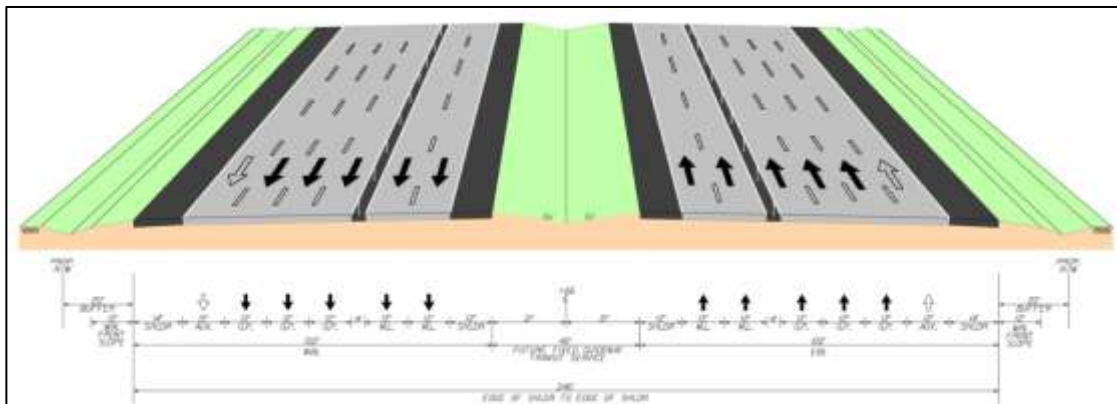
10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") includes:

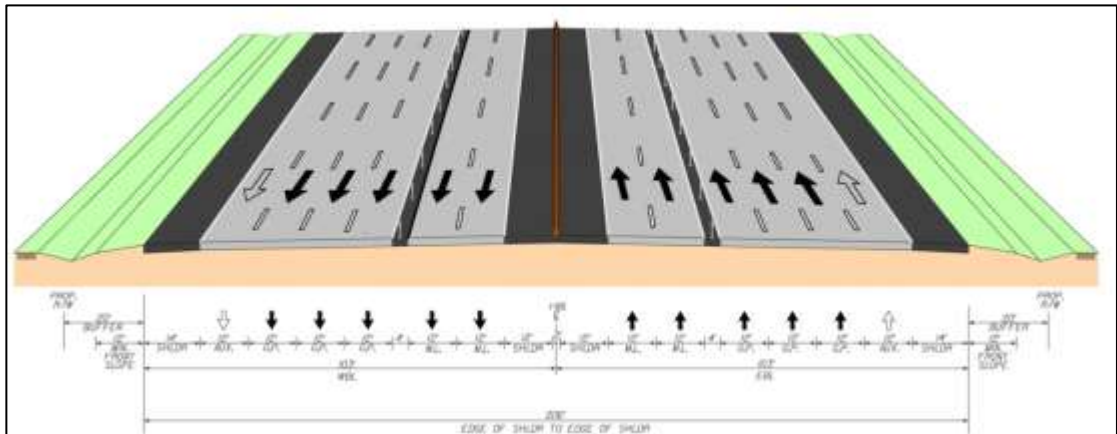
- Three general purpose lanes in each direction (with auxiliary lanes where needed);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- New high-frequency bus service with more predictable travel times;
- Direct access ramps to and from the managed lanes;
- New or expanded commuter park and ride lots in the corridor.

Below are two alternative typical sections being considered, depending on anticipated transit needs and impacts along the corridor.

Alternative 2A – Flexible Barrier with Buffer & Median reserved for Future Center Transit



Alternative 2B – Flexible Barrier with Buffer and No Median



As on the I-495 and I-95 Express Lanes, access to the I-66 Express Lanes will be available to automobiles, motorcycles, light-trucks, emergency vehicles,

buses and transit vehicles only. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of 3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on 495 and 95.

The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("Concessionaire"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

Schedule

Construction for the Project is projected to begin in 2017, with an estimated construction completion time of 4-5 years. The facility is expected to enter operations in early 2021-2022. The current schedule calls for environmental review in compliance with Federal (NEPA) and state regulations. FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review (“NEPA”) Process

The Tier 2 Environmental Assessment scope builds upon and includes a combination of concepts identified in the Tier 1 Environmental Impact Statement. It will evaluate site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. FHWA is the ‘Lead Agency’ for the NEPA document and will provide document review / approval and issuance of FONSI at the conclusion of the process.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency’s commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the Concessionaire will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements
- Active Traffic Management (ATM) project
- Route 28 / I-66 interchange improvements
- US 15 / I-66 interchange improvements
- HOV lane project from Gainesville to US 15

Financial Plan

The total cost for the proposed Project is estimated to be approximately \$2 – 3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, VDOT will explore all avenues of funding to ensure the lowest cost of capital for the Project.

The Concessionaire will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with the selected Concessionaire,

which will authorize the Concessionaire to raise the necessary funds to construct the Project.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) is also actively engaged in project development. There are opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items.

11. Projected Completion Year: **2022**
12. Project Manager: **Ms Susan Shaw, P.E.**
13. Project Manager E-Mail: **susan.shaw@VDOT.Virginia.gov**
14. Project Information URL:
http://www.vdot.virginia.gov/projects/northernvirginia/i66_eis.asp
15. Total Miles: **25 miles**
16. Schematic: **See figures in items 9 and 10 above.**
17. Documentation: **The graphics included in the response to items 9 and 10 above will be uploaded to allow a more readable version.**
18. Jurisdictions: **Fairfax County, Prince William County**
19. Baseline Cost (in Thousands): **\$2,000,000 - \$3,000,000 (approximate) combined public & private cost estimate as of 11/10/2014**
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

Single Driver Carpool/HOV Metrorail Commuter Rail Streetcar/Light Rail
 BRT Express/Commuter bus Metrobus Local Bus Bicycling Walking Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. **Promote Dynamic Activity Centers**

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. **Ensure System Maintenance, Preservation, and Safety**

Does this project contribute to enhanced system maintenance, preservation, or safety?

Yes No

25. **Maximize Operational Effectiveness and Safety**

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Yes No

26. **Protect and Enhance the Natural Environment**

Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? Yes No

27. **Support Interregional and International Travel and Commerce**

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. **Additional Policy Framework**

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

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

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

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

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

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

- d. Increase **accessibility and mobility** of people.
- e. Increase accessibility and mobility of **freight**.
- f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

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

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

Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials;

Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?

Yes; No

b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

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

32. Capacity

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

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

- The number of lane-miles added to the highway system by the project totals less than one lane-mile
- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.

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

RECORD MANAGEMENT

33. Completed Year: **2022**

34. Project is being withdrawn from the CLRP.

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40. Comments: