

ITEM 11- Information

March 17, 2004

Briefing on Project Submissions and Comments Received to date for the Air Quality Conformity Assessment for the 2004 Constrained Long Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP)

Staff

Recommendation: Receive briefing and provide comments on the project submissions.

Issues: None

Background: The TPB was briefed at its February 18, 2004 meeting on the submissions received from state, regional and local agencies for the 2004 CLRP and the FY 2005-2010 TIP. These submissions were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 12. Because additional information on the submissions has been received since February 12, on March 5, 2004 the TPB Program Committee decided that the public comment period should be extended by releasing the updated project submission information at the CAC meeting on March 11, 2004. This extended public comment period will close on April 10, 2004.

**MEMORANDUM**

District of Columbia

Bowie

College Park

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

Date: March 11, 2004

To: Transportation Planning Board

From: Ronald F. Kirby *RFK*
Director, Department of Transportation PlanningSubject: Proposed Significant Changes for the Air Quality Conformity Analysis
of the 2004 CLRP and the FY2005-2010 TIP

The attached document describes the proposed significant changes reflected in the air quality conformity inputs for the 2004 Constrained Long Range Plan (CLRP) and the FY2005-2010 Transportation Improvement Program (TIP) relative to the approved 2003 CLRP and FY2004-2009 TIP. Significant changes are those relating to facility types 1, 2, and 5 (interstates, principal arterials, and other limited access parkways and roadways). Table 1a lists the significant change projects that are inside the TPB planning area, and Table 1b lists the significant change projects that are outside the TPB planning area but are inside the MSA. Exhibit 1 maps the significant change projects that are inside the TPB planning area. Detailed description sheets for each of the projects are attached.

Two appendices to this memorandum are bound separately. Appendix A contains maps and summary descriptions of projects in the approved 2003 CLRP (as of December 31, 2003). Appendix B provides a table listing all projects to be included in the air quality conformity analysis for the 2004 CLRP and the FY2005-2010 TIP, with shading to highlight proposed changes from the approved 2003 CLRP and FY2004-2009 TIP.

A large number of letters, faxes, and e-mails has been received following the presentation of the initial set of these submissions at the February 18, 2004 TPB meeting. Attached to this memorandum is a letter from the Maryland Department of Transportation (MDOT) responding to questions and comments raised at the February 18 TPB meeting. A revised table describing the ICC Conceptual Funding Plan has also been provided by MDOT and is included in the attached project description materials following the map depicting the proposed alternative ICC corridors. Also attached is a letter from the Prince George's County Council dated February 24, 2004 stating the Council's position on the ICC relative to the CLRP, the TIP, and the Environmental Impact Statement (EIS).

The other comments received to date are two numerous to be included in this mailout packet. However, copies of these comments will be provided to TPB members and other interested parties at the March 17 TPB meeting. In addition, TPB staff will

Transportation Planning Board
March 11, 2004
Page 2

provide at the March 17 meeting a summary of the comments received together with initial responses for review and discussion by the Board.

Attachment



Maryland Department of Transportation

The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

Trent M. Kittleman
Deputy Secretary

March 10, 2004

The Honorable Christopher Zimmerman, Chairman
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington D.C. 20002

Dear Chairman Zimmerman:

Given the extent of questions and comments raised by Transportation Planning Board (TPB) members and the public during the February 18th TPB meeting regarding the project submissions for inclusion in the air quality conformity analysis for the 2004 Constrained Long Range Plan (CLRP) and FY2005-2010 Transportation Improvement Program (TIP), the Maryland Department of Transportation (MDOT) strongly supports that the vote on the submissions be delayed until the April 21st TPB meeting. This action will allow the board and public additional time to review the complete project submissions as well as to provide sufficient time for TPB staff to prepare the comment/response document.

A number of questions/comments were raised at the February TPB meeting specifically related to the Intercounty Connector (ICC) project and we wish to respond.

The Draft Environmental Impact Statement (DEIS)/ Final Environmental Impact Statement (FEIS) is not complete, so why is the ICC being submitted for inclusion in the CLRP now?

It is common to include projects in the CLRP that have not fully completed the National Environmental Policy Act (NEPA) process as well as many projects that are not currently in the planning phase or do not have an established schedule for planning, design, or construction. Examples of projects that have been included in the CLRP prior to a completed environmental document include the Woodrow Wilson Bridge, the Springfield Interchange, and the Dulles Rail Project.

In addition, the ICC is being studied using a streamlining process, as part of Executive Order 13274 (EO) on Environmental Stewardship and Transportation Infrastructure Project Reviews. Having the federal, state, and local agencies work concurrently and resolve issues in a collaborative and timely manner makes for an effective NEPA review process. These reviews are rigorous and comprehensive and include all of the requirements; no steps or regulations are skipped.

My telephone number is 410-_____
Toll Free Number 1-888-713-1414, TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The schedule for the ICC, which is summarized below, shows the time frame for this study, with a Record of Decision (ROD) anticipated in May 2005. Although this represents an ambitious task, the ICC Project Team, as well as the other agencies involved, are currently in line with the enclosed schedule. The ICC needs to be included in the 2004 CLRP and FY 2005 TIP in order stay on schedule to receive the ROD in May 2005 and, if a build alternate is selected begin design. The TPB will not be approving the CLRP/TIP until September and will not receive approval from the federal agencies until late 2004 or early 2005. To wait until next year's update of the CLRP/TIP would delay the project.

Interagency Kickoff Meeting	June 15, 2003	Completed
Public Open Houses	June 26 & 30, 2003	Completed
Alternatives Public Meetings	November 13, 15, 19, 2003	Completed
Preliminary Engineering/ Environmental Analysis	Winter – Fall 2004	Beginning
Public Information Meetings	Summer 2004	
Draft EIS/ Public Hearings	Fall 2004	
Select Final Alternative	Late Fall 2004	
Final EIS	March 2005	
Record of Decision	May 2005	
Detailed Engineering (if build alternate is chosen)	2004-2007	
Right-of-way Acquisition	2003-2007	
First Construction Contract Underway	Fall 2006	
Construction	2006-2010	

Placing the Inter-County Connector into the CLRP now will lead to better regional planning decisions. The regional modeling and planning processes for other studies and facilities will benefit from this more accurate depiction of the future transportation network.

What about induced demand?

The ICC is a regional facility that would carry regional traffic, thus expanding mobility and reducing congestion on local roads that are currently carrying significantly more traffic than they were ever intended to.

In addition, the multimodal element of the project, which utilizes express bus service in conjunction with roadway enhancements, is critical to improving overall transit usage, especially in connecting key transit hubs. The managed facility will provide opportunities to increase bus routes that are not feasible due to the amount of east/west traffic on disconnected local roadways.

The ICC, regardless of which build alternative might be selected, will facilitate east-west traffic movements across and within the bicounty Study Area. Some of these trips are trips that are currently being made with slightly different origins and designations. This latent demand is realized because of the improvements to local roadways and intersections brought about by the addition of the ICC. However, these are still trips currently being made and the traffic analysis for the ICC study indicates that these are not entirely new trips.

What about air quality?

One purpose of including the ICC in the CLRP is to test its effects on the region's air quality plan. The ICC must be included to complete the federal transportation conformity assessment because it is a planned facility that is envisioned to be completed well within the life of the CLRP.

The State of Maryland is committed to working on mitigation measures. The ICC is not planned as a Single Occupancy Vehicle (SOV) roadway. Managed lanes and express buses are both important components of this project.

One of the reasons to include the ICC in the CLRP is to get an official sense of the impacts. TPB staff maintains the region's travel demand model and the region's official mobile emissions post-processor, and so any other analysis tool would only provide an estimated emissions outcome. Using TPB's federally approved analysis tools will definitively establish the emissions outcomes associated with the ICC's construction, and this information will help the State prepare for any related air quality planning issues that may arise.

It should be noted that the emissions outcome associated with ICC construction is not known at this time, and that the congestion relief brought by the ICC is expected to provide the region with an emissions benefit, not an emissions detriment. It is anticipated that the ICC will improve mobility and is a key piece of the long-planned transportation network.

What's the public input on the project?

It is hard to imagine a project in the region that has received more public input, and more is to come. The Study Team, working closely with federal, state and local agencies, has developed a comprehensive and interactive public involvement process to ensure that comments are received and project information is disseminated. Public involvement is essential to the success of any transportation project. Throughout the 40 years of master planning and project planning history of the ICC studies, the public has been heavily involved in ICC study efforts. SHA is committed to reaching out to the public and encouraging residents, business owners, elected officials, motorists and special interest groups to become involved in the ICC study, and the public has responded. Public open houses, workshops, newsletters and media briefings have been and will continue to be conducted. The public involvement efforts that we are successfully employing include:

- The ICC website (www.iccstudy.org), including community input obtained through the "Contact Us" page
- Public meetings including virtual Open Houses on the website that contain all the materials presented at the public meetings
- Newsletters
- Fact Sheets providing project information at a glance
- Information Centers located throughout the Study Area
- Community meetings and outreach programs
- Attendance at the Montgomery County and Prince George's County fairs

Also, in November 2003, Alternatives Public Workshops were held at three locations in the Study Area, with two meetings in Montgomery County and one in Prince George's County. A total of 1,230 people attended and close to 800 comment cards were received (including those received through the mail and project website). Intense and interactive public involvement will continue throughout this study. More public information meetings and the public hearing on the DEIS will be held in 2004.

Does the funding concept presented for the ICC adequately address the financial requirements of the CLRP process?

Yes. The State of Maryland has been working with the Federal Highway Administration, Division Office. The FHWA Division Office has agreed that the funding concept plan MDOT has provided is more than sufficient to meet the requirements of the Long Range Plan.

MDOT is committed to funding the ICC with the sources that have been outlined, which include the use of GARVEE bonds, Maryland Transportation Authority (MdTA) bonding capacity, revenues from tolls on the ICC, trust fund contribution and special federal funds.

GARVEE, or Grant Anticipation Revenue Vehicles, are bonds whose debt service is paid with federal transportation funds received by a State. GARVEEs have been issued by at least 11 states, and are generally well regarded in the bond market. GARVEEs have been rated either AA or A -, both of which are good investment grade ratings.

GARVEEs are one of several components of the ICC concept-funding plan. Use of GARVEEs on the ICC is intended to allow the project to be implemented sooner than otherwise would be possible with less reliance on the State's available funds in the short term, thus maximizing the funding available for other needed transportation projects throughout the State.

GARVEE bonds are paid back with future federal dollars. The debt service on this bond amounts to approximately 10-15% of MDOT's annual federal apportionment. Legislation allowing MDOT to issue GARVEE bonds was adopted during the 2003 General Assembly Session without any dissenting votes. The term for GARVEE bonds should be based on market conditions at the time the bonds are issued. Today's conditions suggest that GARVEEs should not extend beyond two federal authorizations. This thinking has been incorporated into MDOT's funding concept plan for the ICC.

While a full range of funding has been indicated in several funding sources, any of the funding sources indicated is available to accommodate any amount in that range.

How will other important transportation projects be funded given how much the ICC will cost?

The beauty of the funding concept plan for the ICC is that it has very little impact on the Transportation Trust Fund. It was the intent of this Administration to find a way to fund the ICC that did not impact future funding of other projects across the State. As mentioned above, the debt service on the GARVEE bond is only 10-15% of MDOT's annual federal apportionment, and the proposed trust fund contribution is estimated to be between \$50-\$100 million for the entire project. This leaves the trust fund fully available to be able to accomplish the Governor's vision of "delivering a more mobile Maryland in every corner of the State".

Governor Ehrlich has developed a funding plan to address the ICC and other needs throughout the State. Our current estimate of the cost of the ICC is \$1.7 billion. The federal government will provide a majority of the funding. As explained above, we will include a combination of creative funding sources for the balance so that money will be available in Maryland's Transportation Trust Fund for other highway needs. These additional sources include tolls, various types of bonds and federal grants.

What is the economic impact of the ICC, particularly on Prince George's County?

The Intercounty Connector Study is in the process of quantifying economic analysis information associated with project alternatives through an independent evaluation by the University of Maryland. The study includes analysis of the economic impact of the ICC. It will measure transportation-related factors affecting economic strength such as business travel costs, changes in business market, personal travel costs, access to employment, and quality of life. In addition, it will evaluate the following factors:

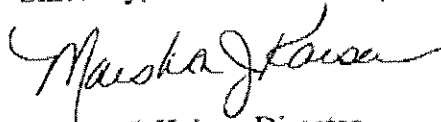
- Lowering production costs due to travel time savings to road users
- Increasing the relative attractiveness of an interstate highway corridor location (I-95, I-270) by enhancing accessibility

The Honorable Christopher Zimmerman
Page Six

The connection to major growth centers and economic engines like BWI Airport and the Baltimore area would not only provide better connectivity to the I-270 and I-95 corridors, but would also reduce the cost of doing business for companies throughout the Study Area that benefit from better mobility when accessing these growth centers.

Hopefully, we have provided information in our response that assists the Board in better understanding the ICC project, which is a critical part of the State's and regions planned infrastructure.

Sincerely,



Marsha J. Kaiser, Director
Office of Planning and Capital Programming

cc: MD TPB members
Mr. Robert L. Flanagan, Secretary, MDOT
Ms. Trent M. Kittleman, Deputy Secretary, MDOT



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3860

February 24, 2004

Chairman
County Council
TONY KNOTTS
Council Member, 8th District

Mr. Chris Zimmerman, Chairman
Transportation Planning Board
Council Of Governments
777 North Capitol Street N.E.
Washington, D. C. 20002

Dear Chairman Zimmerman and The Transportation Planning Board:

The Prince George's County Council has ratified its opposition to the Inter County Connector (ICC). Until we fully understand the social, economic, environmental, and fiscal impacts of this proposed highway on our county, we respectfully request that the Transportation Planning Board not undertake, at this time, an air quality conformity analysis of the proposed Inter-County Connector. We also request that the proposed freeway not be included in either the short-term Transportation Improvement Program (TIP) nor the Constrained Long Range Plan (CLRP) until a full Final Environmental Impact Statement (FEIS) is completed and the Record of Decision is entered by the US Department of Transportation.

First, we believe it is premature to study the highway's air quality impacts prior to the time a study is fully completed and accepted under the pending EIS process. Second, to place this proposed highway into the official regional short and long-range transportation plans prior to its full social, economic, environmental, and fiscal implications having been fully revealed and publicly discussed, would undermine the official and formal National Environmental Policy Act process and pre-judge the outcome of a full and fair evaluation. Third, we believe that until the State of Maryland has adequately and in sufficient detail stated and agreed upon a funding program for this proposed highway, it is inappropriate to accept it under the requirements for Constrained Long-range Plans. In our view, the state is a long way from having developed such a program in any acceptable detail or to any acceptable degree of certainty.

Thank you for your careful consideration of our request.

Sincerely,

Tony Knotts, Chairman
Prince George's County Council

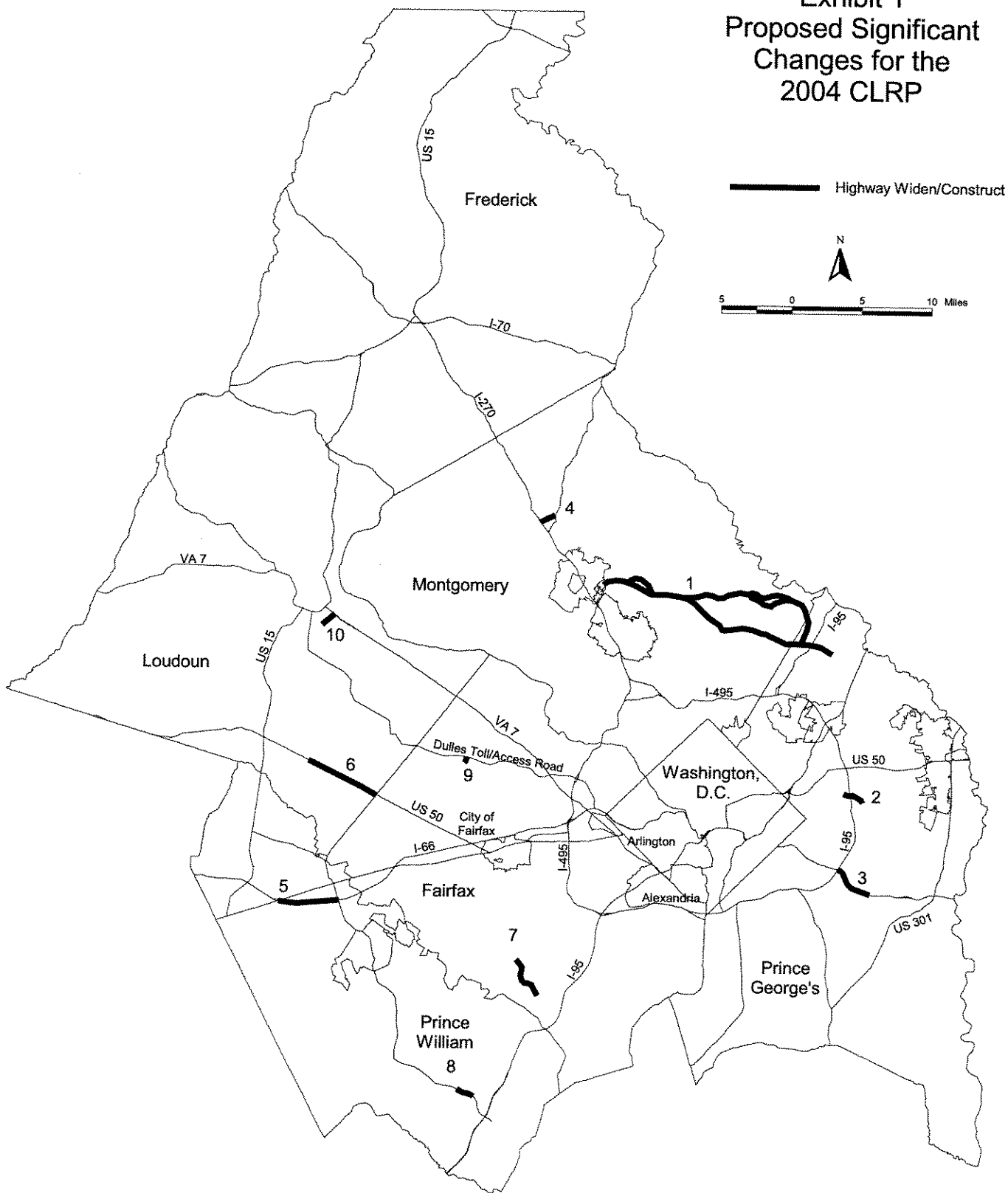
Table 1a
Significant Changes
for the
Air Quality Conformity Analysis
of the
2004 CLRP and FY2005-2010 TIP
Projects Inside the TPB Planning Area

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type from to	# Lanes from to
MARYLAND								
1	MDOT	Study- Construct	Intercounty Connector	I-270	I-95 / US 1	not-coded- 2010	0 1	0 6
		Reconstruct- Widen	MD 202	N. of Brightseat Rd.	S. of Technology Way	2005- 2015	2 2	6 6+2
3	MDOT	Upgrade/Widen	MD 4 HOV and general-use lanes	MD 223	I-95 / I-495	2015	2 5	4 6+2
4	Mont. Co.	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	2020- 2010	2 2	4 6
VIRGINIA								
5	VDOT	Widen	I-66 (HOV during peak) (5 lanes EB)	US 29 Gainesville	VA 234	2010	1 1	4 9
6	VDOT	Widen	US 50	Loudoun/Fairfax Line- VA 659 Relocated	VA 661 (Lee Rd.)	2020- 2012	2 2	4 6
7	VDOT	Widen	VA 123	Lee-Chapel Hooes Rd.	Fairfax County Parkway	2015	2 2	4 6
8	VDOT	Widen	VA 234	Waterway-Dr.- Country Club Dr.	Eclipse Dr.	2006	2 2	2 4
9	VDOT	Modify	Fairfax County Pkwy. (convert existing 5th & 6th lanes to HOV)	Sunrise Valley Dr.	Dulles Toll Rd.	2015	2 2	6 4+2
10	VDOT	Construct	Battlefield Parkway	Kincaid Blvd.	VA 7	2006- 2009	0 2	2 4

**Table 1b
Significant Changes
for the
Air Quality Conformity Analysis
of the
2004 CLRP and FY2005-2010 TIP
Projects Outside the TPB Planning Area**

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type		# Lanes	
							from	to	from	to
MARYLAND										
1	MDOT	Widen	MD 2/4	S. of MD 765	N. of Stoakley Rd.	2025 2015	2	2	4	6- 6+2
VIRGINIA										
2	FAMPO	Reconstruct	I-95 Interchange w/CD lanes (Phase 2 construction)	at VA 627		2025				
3	FAMPO	Widen	US 17 Bypass	I-95	VA-654 Parkway Village	2010	2	2	4	6
4	FAMPO	Widen	VA-218 (White Oak Rd.)	VA-212/VA-218	VA-600	2015	3	3	2	4
5	FAMPO	Construct	Outer Connector	US 1 in Stafford	VA-3 (W. of Frd. brg)	2010	0	3	0	4
6	FAMPO	Widen	US 1	1.5 mi. n. of US 637N	VA 610	2025	2	2	4	6
7	FAMPO	Widen	US 1	VA 610	VA 630	2025	2	2	4	6
8	FAMPO	Widen	US 1	VA 212	Princess Anne St.	2030	2	2	4	6

Exhibit 1 Proposed Significant Changes for the 2004 CLR



Proposed Significant Changes from the 2003 CLRP

1. Construct a new east-west , multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations. The conformity analysis will include each of the two submitted alignments of the six-lane facility. The completion date is 2010. The 2003 CLRP includes the project as a study only.
2. Add an auxiliary lane to the reconstruction of MD 202 from north of Brightseat Rd. to south of Technology Way, and change the completion date to 2015. The 2003 CLRP does not include the auxiliary lane and has a completion date of 2005.
3. Remove HOV lanes from the widening to a six-lane freeway of MD 4 from MD 223 to I-95/I-495. The 2003 CLRP includes a widening to four conventional lanes plus two HOV lanes.
4. Change the completion date to 2010 on the widening to a six-lane divided highway of Father Hurley/ Ridge Rd. from I-270 to existing MD 27. The 2003 CLRP has a completion date of 2020.
5. Add an east-bound auxiliary lane to the widening of I-66 from US 29 Gainesville to VA 234. The facility will now provide eight conventional lanes plus the auxiliary lane during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. The 2003 CLRP does not include the auxiliary lane.
6. Change the project limits to include widening to six lanes of an additional segment of US 50 from the Loudoun/Fairfax County line to VA 659 relocated. Change the completion date to 2012. The 2003 CLRP includes the widening from VA 661 (Lee Rd.) to the Fairfax/Loudoun County line, with a completion date of 2020.
7. Change the project limits to include widening to six lanes of an additional segment of VA 123 from Hooes Rd. to Lee Chapel Rd. with a completion date of 2015. The 2003 CLRP includes the widening of VA 123 from Lee Chapel Rd. to the Fairfax County Parkway by 2015.
8. Change the project limits to include widening to a four lane facility (on a six-lane right-of-way) of an additional segment of VA 234 from County Club Dr. to Waterway Dr. by 2006. The 2003 CLRP includes the widening from Waterway Dr. to Eclipse Dr. by 2006.
9. Modify the Fairfax County Parkway to convert the existing 5th and 6th lanes to HOV from Sunrise Valley Dr. to the Dulles Toll Rd. with a completion date of 2015. The 2003 CLRP does not include this conversion.
10. Add an additional lane in each direction to the construction of the Battlefield Parkway from Kincaid Blvd. to VA 7 with a completion date of 2009. The new facility will be a four-lane divided roadway. The 2003 CLRP includes the construction of a two-lane facility with a completion date of 2006.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Intercounty Connector**
From/At: **I-270**
To: **I-95/US 1**
Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: **MDOT/SHA/MdTA**

Last Modified On: **2/17/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	Intercounty Connector	I-270	I-95/US 1	0	6	2010

5. Purpose/contribution to regional goals

The purpose of the Intercounty Connector (ICC) project is to link existing and proposed developed areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.

6. Funding and Schedule Information

Cost (In Thousands): **\$1,700,000**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

Project is in preliminary planning. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, special federal funds, Garvee bonds, tolls and state funds. (See attached table)

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/SHA/MdTA**

Last Modified On: **2/17/2004**

2. Location and Jurisdiction

Facility: **Intercounty Connector**
From/At: **I-270**
To: **I-95/US 1**
Jurisdiction: **Montgomery County, Prince George's County**

3. Description of Project or Action

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.

4. Project Status

In previous TIP for planning and right-of-way for protective and hardship acquisitions. Proceeding as scheduled

5. Environmental Review

DEIS Under preparation

6. Funding and Schedule Information

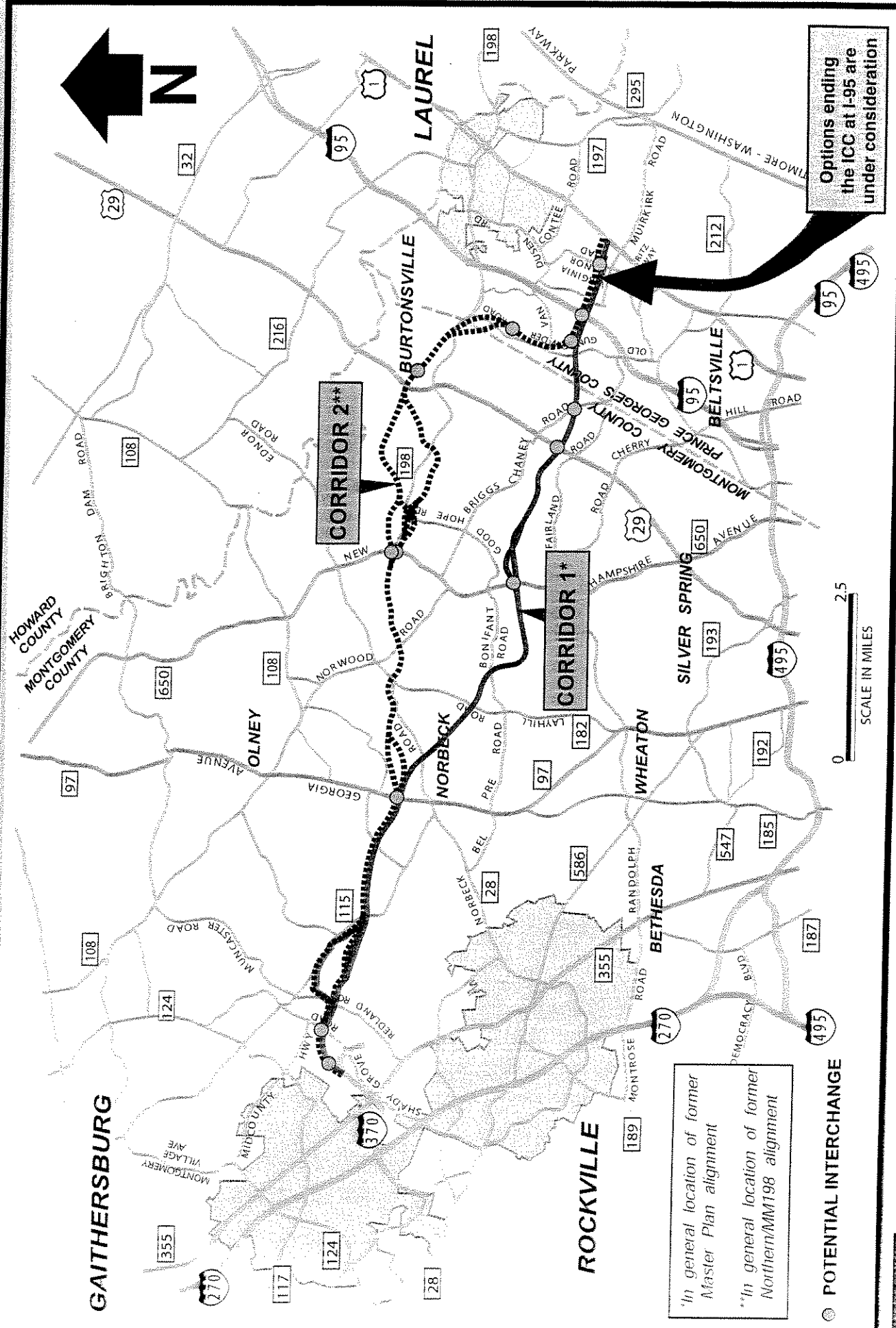
Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Federal/State					
	2004	\$32,000	P.E.	80	20
	2004	\$15,100	R.O.W. Acquisition	80	20
	2005	\$36,000	R.O.W. Acquisition	80	20
	2005	\$53,000	P.E.	80	20

Cost and schedule remarks:

Project is in preliminary planning. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, special federal funds, Garvee bonds, tolls and state funds. (See attached table)



Options ending the ICC at I-95 are under consideration

CORRIDOR 2**

CORRIDOR 1*

*In general location of former Master Plan alignment
**In general location of former Northern/MM198 alignment

POTENTIAL INTERCHANGE

LEGEND

CORRIDOR 1
CORRIDOR 2

Preliminary Alternatives



ICC CONCEPTUAL FUNDING PLAN - OPTIONS

Components (Funding Sources)	Range (millions)	Comments
Total Required	\$1,700	<ul style="list-style-type: none"> - Preliminary estimate - subject to change
GARVEE Bonds (Federal Funds)	\$900 - \$1,000	<ul style="list-style-type: none"> - New / additional future federal highway funds pay debt service - Approx. \$60 million /yr. for 30 years. Compare to: <ul style="list-style-type: none"> - FY 98-03 MD average = \$430 M / year - \$50 M to \$100 M in new federal funds from reauthorization; \$480 M to \$530 M / year total - MdTA could issue GARVEES, does not impact MDOT debt affordability / caps - Issues: amount, term, interest rates, bond insurance and pledge requirements. - Reasonable contribution from MdTA - May need to reduce amount / term of GARVEES
MdTA Bonds (ICC Tolls)	\$400 - \$600	<ul style="list-style-type: none"> - No final decision to impose tolls - Tolls assist in financing project without causing burden to other parts of program - Tolls could be effective way to manage traffic - Toll-managed roadway could assure predictable and travel time for transit - Amount supported by tolls not yet defined; more study required
MdTA Bonds (bonding capacity)	\$100 - \$350	<ul style="list-style-type: none"> - Reasonable contribution from MdTA - If ICC is a toll project - MdTA involvement would enhance financing (pooled resources).
Pay-As-You-Go (MDOT - ITF)	\$50 - \$300	<ul style="list-style-type: none"> - Logical - given that ICC has been such a high priority for state - and for DC area - Could include revenues from sale of assets and additional federal funds from re-authorization
Pay-As-You-Go (Special Fed Funds)	\$10 - \$50	<ul style="list-style-type: none"> - Specific to ICC from re-authorization and / or annual appropriations - Special request to Congress and Bush Administration

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

2. Submitting Agency: **MDOT/State Highway Administration**

Facility: **MD 202 Largo Town Center Metro Access**
 From/At: **North of Brightseat Road**
 To: **South of Technology Way**
 Jurisdiction: **Prince George's County**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Provide improved access to the planned metro station at Largo Town Center. This includes intersection improvements and auxiliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, and including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows:

- MD 202 at Brightseat Road;**
- MD 202 at Lottsford Road;**
- MD 202 at Technology Way;**
- MD 202 at McCormick Road;**
- I-95 at MD 202 Interchange;**
- I-95 at MD 214 Interchange.**

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Reconstruct	MD 202 Largo Town Center Metro Access Improvement	North of Brightseat Road	South of Technology Way	6	6	2015

5. Purpose/contribution to regional goals

This project will improve traffic operation along MD 202 and will enhance access to the new Largo Town Center Metro Station and the joint Transit Oriented Development (TOD) in the vicinity of the Metro Station. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision, policy, goals and objectives:

Policy Goals 1, 2, 3 and 4.

6. Funding and Schedule Information

Cost (In Thousands): **\$17,000** Date of completion or implementation: **2015**
 Source: **Federal, State**
 Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

The purpose of this project is to improve access to the Largo Town Center Metro Station and the proposed TOD at the Metro Station.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **3/1/2004**

2. Location and Jurisdiction

Facility: **MD 202 Largo Town Center Metro Access Improvement**
From/At: **North of Brightseat Road**
To: **South of Technology Way**
Jurisdiction: **Prince George's County**

3. Description of Project or Action

Provide improved access to the planned Largo Town Center Metro Station. This includes intersection improvements and auxilliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows:

MD 202 at Brightseat Road;

MD 202 at Lottsford Road;

MD 202 at Technology Way;

MD 202 at McCormick Road;

I-95 at MD 202 Interchange;

I-95 at MD 214 Interchange.

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Proposed for preparation

6. Funding and Schedule Information

Date of completion or implementation: **2015**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
Fed/State					
	2004	\$200	Carry Over	80	20
	2005	\$1,900	P.E.	80	20

Cost and schedule remarks:

These improvements were added to the Development and Evaluation Program of the FY04-09 Consolidated Transportation Program.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **3/1/2004**

2. Location and Jurisdiction

Facility: **MD 4**
From/At: **MD 223**
To: **I-95/I-495**
Jurisdiction: **Prince George's County,**

3. Description of Project or Action

Provide one additional lane in each direction within the limits of project.
No bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: **2015**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
--------	----	-------------------	-------	-----------------

Cost and schedule remarks:

Cost shown in the MD 4 Interchanges Project.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Father Hurley/ Ridge Rd.**
From/At: **eastern gore Father Hurley/I-270 interch.**
To: **existing Ridge Rd. (MD 27) between MD**
Jurisdiction: **Montgomery County,**

2. Submitting Agency: **Montgomery County**

Last Modified On: **3/10/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
- Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:

This project provides for the widening of Father Hurley Blvd/Ridge Road from four lanes to a six lane divided highway. The widening extends for approximately 4200 feet from the eastern gore of the interchange with I-270 to north of MD 355.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MC5c	<input type="checkbox"/>	Widen	Father Hurley/ Ridge Rd.	I-270	existing MD 27	4	6	2010

5. Purpose/contribution to regional goals

This project improves the transportation system and reduces congestion between MD 27, I-270 and the Germantown Town Center.

6. Funding and Schedule Information

Cost (In Thousands): **\$2,500**

Date of completion or implementation: **2010**

Source: **Local, Bonds, Other,**

Cost and schedule remarks:

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-66 (HOV during peak)**
 From/At: **US 29 (Gainesville)**
 To: **VA 234 Business (Sudley Road)**
 Jurisdiction: **Prince William County,**

2. Submitting Agency: VDOT

Last Modified On: **2/10/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.

To be constructed in phases.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Widen	I-66 (HOV during peak)	VA 234 (Prince William Parkway)	VA 234 Business (Sudley Road)	4	8	2006
	<input checked="" type="checkbox"/>	Widen	I-66 (HOV during peak) (5 lanes EB)	US 29 (Gainesville)	VA 234 (Prince William Parkway)	4	9	2010

5. Purpose/contribution to regional goals

Goal 1, Objective 1; Goal 2, Objective 3; & Goal 5, Objectives 2, 3, 4, & 5: Provision of an HOV lane for use in the peak direction during the peak period, in conjunction with the traffic management system, will increase the people moving capacity of this facility and increase the attractiveness of the existing HOV lanes on I-66 between VA 234 and Washington, D.C.'s CBD. By encouraging multi-modal (carpool, vanpool, and bus) use of the existing HOV facility to the east, vehicle emissions and fuel consumption will be improved.

The region's Vision Plan encourages HOV measures. This facility will improve reliability, reduce travel times for HOVs, and improve and expand regional ridesharing activities. The HOV lanes would encourage increased bus ridership in the region by reducing bus travel times in the corridor.

The proposed construction is consistent with the county master plan. Adding capacity within an existing corridor minimizes impacts on watersheds and other natural resources. Construction of an additional conventional lane in each direction will accommodate existing high volumes of regional and interregional traffic and increase the efficient movement of freight.

6. Funding and Schedule Information

Cost (In Thousands): **\$122,028**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

I-66 (HOV during peak), US 29 (Gainesville) to VA 234 (Prince William Parkway): \$65 M

I-66 (HOV during peak), VA 234 (Prince William Pkwy) to VA 234 Bus. (Sudley Road): \$40 M

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Funded for Construction in the FY98 TIP.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **2/10/2004**

2. Location and Jurisdiction

Facility: **I-66 (HOV during peak) (5 lanes EB)**
From/At: **US 29 (Gainesville)**
To: **VA 234 (Prince William Parkway)**
Jurisdiction: **Prince William County,**

3. Description of Project or Action

The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.

To be constructed in phases.

Includes VA 234 (Prince William Parkway) and US 29 (Gainesville) interchange modifications.

No bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, reprogrammed

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
NHS					
	2008	\$64,686	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **US 50**
 From/At: **VA 659 Relocated**
 To: **VA 661 (Lee Road)**
 Jurisdiction: **Fairfax County, Loudoun County**

2. Submitting Agency: VDOT

Agency Project ID:
 Last Modified On: **2/11/2004**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)

 Study
 Illustrative Project
 Other Action/Strategy

Description of project or action:
Widen to 6 lanes.

Implement safety and operational improvements, as necessary. Reconstruct / replace bridges, as necessary.
Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>	Widen	US 50 (3rd. EB Lane)	Avion / Airline Parkway	VA 661 (Lee Road)	4	5	1998
	<input type="checkbox"/>	Widen	US 50	South Riding Blvd.	VA 742 (Poland Road)	4	6	2000
	<input type="checkbox"/>	Widen	US 50 (3rd. EB Lane)	VA 621 (Elk Lick Road)	South Riding Blvd.	4	5	2003
	<input checked="" type="checkbox"/>	Reconstruct	US 50	@ VA 609 (Pleasant Valley Road)		4	4	2005
	<input checked="" type="checkbox"/>	Widen	US 50	VA 742 (Poland Road)	VA 661 (Lee Road)	4	6	2012
	<input checked="" type="checkbox"/>	Widen	US 50	VA 659 Relocated	VA 742 (Poland Road)	4	6	2015
	<input type="checkbox"/>	Widen	US 50	Loudoun Co. Line	VA 661 (Lee Rd.)	4	6	2020

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation: **2015**

Source: **Federal, State, Local, Private,**

Cost and schedule remarks:

VP8c-\$7,628,000

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Not funded for construction - VP8c or Constructed by private developers.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 123 (Ox Road)**
 From/At: **Southward from Burke Center Parkway**
 To: **Prince William County Line**
 Jurisdiction: **Fairfax County,**

2. Submitting Agency: VDOT

Last Modified On: **1/6/2004**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Widen VA 123 (Ox Road) from an existing 2-lane roadway section to a 4-lane facility within a 6-lane right-of-way, as part of an overall project to widen Ox Road between the City of Fairfax and the Woodbridge area. Ultimately, in the 2010-2020 timeframe, this segment of Route 123 is planned for widening to 6 lanes and a parallel bridge across the Occoquan.

Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary. Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Widen	VA 123 (Ox Road)	Lee Chapel Rd.	Burke Lake Rd.	2	4	2003
<input type="checkbox"/>		Widen	VA 123 (Ox Road)	Hooes Rd.	Lee Chapel Rd.	2	4	2004
<input type="checkbox"/>		Widen	VA 123 (Ox Road)	VA 772 North	Hooes Rd.	2	6	2004
<input type="checkbox"/>		Landscape	VA 123 (Ox Road)	Lee Chapel Rd.	Burke Lake Rd.	-	-	2004
<input type="checkbox"/>		Widen	VA 123 (Occoquan River Bridge)	South Approach	VA 772 North	2	6	2006
<input type="checkbox"/>		Widen	VA 123 (Ox Road)	Hooes Rd.	Fairfax Co. Parkway	4	6	2015
<input type="checkbox"/>		Widen	VA 123 (Ox Road)	Fairfax Co. Parkway	Burke Center Parkway	4	6	2015

5. Purpose/contribution to regional goals

The purpose of this project is to reduce the increasing congestion on this heavily traveled principal arterial. Ox Road now serves as a major connector between the residential areas of Woodbridge and Lake Ridge and the City of Fairfax as well as I-66 and the Vienna Metrorail station. As one of the few crossings over the Occoquan River, Ox Road is used by commuters, freight haulers, and other motorists. This project will extend the existing 4-lane portion of Ox Road southward in Fairfax County, eventually linking to the widened section already constructed in Prince William County. As such, the widened roadway will reduce congestion, travel time between Woodbridge and the City of Fairfax, emissions, and fuel consumption. By expanding the existing roadway, instead of acquiring additional land for a new alignment, existing forest land and open space can be preserved to the maximum extent.

6. Funding and Schedule Information

Cost (In Thousands): **\$59,412** Date of completion or implementation: **2015**
 Source: **Federal, State,**
 Cost and schedule remarks:

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 234 (Dumfries Road)**
 From/At: **US 1**
 To: **VA 234 Bypass (at Limstrong, VA 649)**
 Jurisdiction: **Prince William County,**

2. Submitting Agency: VDOT

Agency Project ID:
 Last Modified On: **3/10/2003**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Study/Widen VA 234 (Dumfries Road) from 2 to 4 lanes on a 6-lane right-of-way between US 1 and the VA 234 Bypass, south of the City of Manassas in the vicinity of Limstrong. Construct an interchange w/ US 1.

Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.

VP12c – Study/Design the widening from US 1 to VA 234 Bypass

VP12d - Widen from US 1 to I-95 & construct an interchange w/ US 1 (see also VI2j)

Completed 6 lanes from I-95 to Waterway Drive

VP12b - Widen to 4 lanes from Waterway Drive to Eclipse Drive

VP12a - Widen to 4 lanes from Eclipse Drive to Snowfall Drive

VP12ea Widen to 4 lanes from Snowfall Drive to Purcell Road

VP12eb Widen to 4 lanes from Purcell Road to VA 234 Bypass

Bicycle/pedestrian accomodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Purcell Rd.	VA 234 Bypass (at Limstrong, VA 649)	2	4	2002
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Snowfall Dr.	Purcell Rd.	2	4	2003
<input checked="" type="checkbox"/>		Construct	VA 234 Bike Trail	US 1 to I-95 &	Montclair to vic. Manassas	-	-	2005
<input checked="" type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Eclipse Dr.	Snowfall Dr.	2	4	2006
<input checked="" type="checkbox"/>		Widen	VA 234 (Dumfries Road)	Country Club Drive	Eclipse Drive	2	4	2006
<input type="checkbox"/>		Widen	VA 234 (Dumfries Road)	I-95	US 1	2	6	2011
<input type="checkbox"/>		Construct	VA 234 Interchange	@ US 1		-	-	2011

5. Purpose/contribution to regional goals

Policy Goal 2, Objective 5: The Washington Metropolitan Region will develop, implement, and maintain an interconnected transportation system ... Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

6. Funding and Schedule Information

Cost (In Thousands): **\$96,380** Date of completion or implementation: **2003**

Source: **Federal, State, Local, Bonds,**

Cost and schedule remarks:

VP12a - \$17,625

VP12b - \$14,575

VP12d - \$25,000 K (formerly, \$23,275 K)

VP12ea - \$15,725

VP12eb - \$20,300

VP12m - \$3,075

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Project completed

Preliminary engineering only: VP12m

Project funded for const. in FY98 TIP: VP12a, 12b, 12ea, & 12eb

Proposed construction will result in the addition of less than 1 lane-mile of new arterial highway: VP12d

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **1/30/2004**

2. Location and Jurisdiction

Facility: **VA 234 (Dumfries Road)**
From/At: **Country Club Drive**
To: **Eclipse Drive**
Jurisdiction: **Prince William County,**

3. Description of Project or Action

Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way

4. Project Status

In previous TIP, delayed or reprogrammed

5. Environmental Review

FONSI/4(f) Approved

6. Funding and Schedule Information

Date of completion or implementation: **2006**

Source	FY	Amount	Phase	% Fed/State/Loc
FRANs				
	2004	\$19,884	Construction	100

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 7100 (Fairfax County Parkway)**
 From/At: **VA 123 (Ox Road)**
 To: **VA 267 (Dulles Toll Road)**
 Jurisdiction: **Fairfax County,**

2. Submitting Agency: VDOT

Agency Project ID: **VSF25g**
 Last Modified On: **2/11/2004**

3. Project Type and Description

- | | |
|---|--|
| <input checked="" type="checkbox"/> Construction
<input checked="" type="checkbox"/> Transportation Emissions Reduction Measure (TERM) | <input checked="" type="checkbox"/> Study
<input type="checkbox"/> Illustrative Project
<input type="checkbox"/> Other Action/Strategy |
|---|--|

Description of project or action:

Widen the Parkway to 6 lanes within the existing right of way. Additional lanes will function as HOV lanes in the peak period.

Implement safety and operational improvements, as needed.

Reconstruct/replace bridges, culverts, retaining walls, structures, etc.; as necessary.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Study	VA 7100 (Fairfax Co Pkwy HOV)	VA 123 (Ox Road)	VA 5320 (Sunrise Valley Dr.)	4	6	2006
	<input type="checkbox"/>	Convert	VA 7100 (Fairfax County Parkway) HOV	VA 123 (Ox Road)	VA 267 (Dulles Toll Road)	-	2	2015
	<input type="checkbox"/>	Widen	VA 7100 (Fairfax Co Pkwy)	VA 123 (Ox Road)	I-66	4	6	2015
	<input type="checkbox"/>	Widen	VA 7100 (Fairfax Co Pkwy HOV)	Rugby Road	VA 5320 (Sunrise Valley Dr.)	4	6	2015

5. Purpose/contribution to regional goals

Additional lanes will ease congestion caused by increased development.

6. Funding and Schedule Information

Cost (In Thousands): **\$55,460**

Date of completion or implementation: **2015**

Source: **Federal, State, Bonds**

Cost and schedule remarks:

RSTP (w/ state match): FY-01 \$3,500 K (\$1,375 K transferred to Route 236 spot Improvements (UPC 17671)).

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Not funded for construction.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Battlefield Parkway**
 From/At: **US 15 south of Leesburg**
 To: **US 15 Bypass north**
 Jurisdiction: **Leesburg,**

2. Submitting Agency: VDOT

Last Modified On: **3/12/2003**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct Battlefield Parkway; totaling approximately 2.4 miles of 4-lane divided on 6-lane right-of-way and 1 mile of 4-lane divided. Construct 3 interchanges planned at the Dulles Greenway, Route 7 East, and Route 15 Bypass North. A short portion of the northern end of Battlefield Parkway has been completed through the Potomac Crossing development. Some other portions will be built in accordance with proffered conditions as development occurs, however, the interchanges remain unfunded.

- VU28b - US 15 south to Dulles Greenway - 2005 - 4 lanes on 6-lane ROW - by developer
 - VU28c - Dulles Greenway to Sycolin Road - 2006 - 4 lanes on 6-lane ROW - by developer
 - VU28d - Sycolin Road to Kincaid Blvd. - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town
 - VU28? - Kincaid Blvd. to Route 7 - 2006 - construct 2 lanes on 6-lane ROW - by VDOT
 - VU28? - Kincaid Blvd. to Route 7 - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town
 - VU28e - Route 7 to Fort Evans Road - 2005 - 4 lanes on 6-lane ROW - by developer
 - VU28f - Fort Evans Road to Edwards Ferry - 2010 - 4 lanes on 6-lane ROW - by Leesburg
 - VU28g - Edwards Ferry to Cattail Branch - 2003 - 4 lanes - by developer
 - VU28h - Cattail Branch to US 15 Bypass - completed - 4 lanes - by developer
- Bicycle/pedestrian accomodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Construct	Battlefield Parkway	Edwards Ferry Road	Cattail Branch		4	2003
<input type="checkbox"/>		Construct	Battlefield Parkway	Route 7	Fort Evans Road		4	2005
<input type="checkbox"/>		Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway		4	2005
<input type="checkbox"/>		Construct	Battlefield Parkway	Dulles Greenway	Sycolin Road		4	2006
<input type="checkbox"/>		Construct	Battlefield Parkway	Sycolin Road	Kincaid Boulevard		4	2009
<input checked="" type="checkbox"/>		Construct	Battlefield Parkway	Kincaid Boulevard	Route 7		4	2009
<input type="checkbox"/>		Study	Battlefield Parkway	US 15 south of Leesburg	US 15 Bypass North		4,6	2010
<input type="checkbox"/>		Construct	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road		4	2010

5. Purpose/contribution to regional goals

Policy Goal 2, Objective 5: The proposed projects will promote a strong and growing economy in Leesburg while contributing to the efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

Battlefield Parkway will be a semi-circumferential, arterial roadway serving two-thirds of the town's land area. It will be the primary distributor of traffic from Route 7, the Bypass, and the Dulles Greenway to all parts of town outside of the Bypass. Intensive urban development is projected in this area. Battlefield Parkway is included in the Town's Transportation Plan and in the 2010 Statewide Highway Plan. Furthermore, the Route 7 interchange is indicated in VDOT's Route 7 Corridor Study.

6. Funding and Schedule Information

Cost (In Thousands): **\$45,000**

Date of completion or implementation: **2010**

Source: **Federal, State, Local, Private,**

Cost and schedule remarks:

Proffers

7. CMS Documentation

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

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **1/28/2004**

2. Location and Jurisdiction

Facility: **Battlefield Parkway**
From/At: **Kincaid Boulevard**
To: **Route 7**
Jurisdiction: **Leesburg,**

3. Description of Project or Action

Construct Battlefield Parkway within the cited limits.
Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

EA/4F Proposed for preparation

6. Funding and Schedule Information

Date of completion or implementation: **2009**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
STP	2007	\$5,183	R.O.W. Acquisition	80 20

Cost and schedule remarks:

RSTP (w/ state match): FY-04 \$600 K.

