**TPB R2-2014**
**July 17, 2013**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**
**777 North Capitol Street, N.E.**
**Washington, D.C. 20002**

# RESOLUTION APPROVING THE 2013 CONSTRAINED LONG RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area;

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

**WHEREAS**, on July 18, 2012, the TPB approved the 2012 Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP) which were developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on October 17, 2012, the TPB issued a solicitation document for projects and strategies to be included in the 2013 CLRP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

**WHEREAS,** the transportation implementing agencies in the region provided submissions for the 2013 CLRP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January and February 2012; and

**WHEREAS,** on February 20, 2013, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2013 CLRP; and

**WHEREAS**, on June 13, 2013, the draft 2013 CLRP and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

**WHEREAS**, the significant changes for the 2013 CLRP are described in the attached memorandum of July 17, 2013 and on the CLRP website, and detailed information on all of the projects in the 2013 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted July 17, 2013; and

**WHEREAS**, an updated financial plan for the 2010 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

**WHEREAS**, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

**WHEREAS**, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

**WHEREAS**, as a result of the federal legislation enacted in October 2008 to authorize $150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2012 CLRP and the transit ridership constraint to or through the core area was applied in the 2012 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040; and

**WHEREAS**, during the development of the 2013 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 17, 2013 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting; (2) At the February 20 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP documentation; (3) On January 31st, the 2013 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (4) On June 13 in conjunction with the CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on July 13, (5) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings; and (6) the documentation of the 2013 CLRP will include summaries of all comments and responses; and

**WHEREAS**, since as of July 17, 2013, Virginia's Commonwealth Transportation Board had not identified a preferred alternative for the Dulles Air Cargo, Passenger, Metro Access Highway (DACPMA), the Virginia Department of Transportation (VDOT) has requested that the TPB use the 'No Action' alternative that was included in the Air Quality Conformity Assessment; and

**WHEREAS**, on July 17, 2013, the TPB determined that the 2013 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the 2013 CLRP by the Board; and

**NOW, THEREFORE, BE IT RESOLVED THAT** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2013 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report.

**Adopted by the Transportation Planning Board at its regular meeting on July 17, 2013.**

# National Capital Region Transportation Planning Board

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


**MEMORANDUM**

July 11, 2013

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: Briefing on the Draft 2013 Financially Constrained Long-Range Plan (CLRP)

On June 13, the TPB released the draft 2013 CLRP public comment at the Citizens Advisory Committee meeting. The 30-day public comment period ends on Saturday, July 13, 2013. Comments may be submitted and reviewed online at mwcog.org/tpbpubliccomment. Comments may also be submitted by phone at (202) 962-3262/TDD (202) 962-3213 or by sending an email to tpbpubliccomment@mwcog.org.

The projects that were release for public comment included three alternative configurations of the "Dulles Air Cargo, Passenger, Metro Access" (DACPMA) project as well as a no-build scenario. All four alternatives were included in the air quality conformity assessment of the 2013 Update to the CLRP. The attached letter from the Virginia Department of Transportation (VDOT) states that the Commonwealth Transportation Board will not have selected a locally preferred alternative by July 17, 2013 when the TPB is scheduled to approve the CLRP. VDOT has therefore requested that the TPB select the "No Action" alternative when approving the CLRP.

The following pages detail the significant additions and changes proposed for inclusion in the 2013 CLRP. A full listing of all project inputs for the Plan can be found in Appendix B of the Draft Air Quality Conformity report. Complete documentation of the Plan and the TIP are available online at mwcog.org/clrp, including a searchable project database.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

July 10, 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: Dulles Access Improvement Project - Alternative for Inclusion in the 2013 CLRP Update

Dear Chairman York:

I am writing on behalf of the Virginia Department of Transportation (VDOT) to inform the Board about the current status of the preferred alternative for the proposed Dulles Air Cargo Passenger Metro Access Highway to assist in its action on approving the air quality conformity analysis for the 2013 Constrained Long Range Plan (CLRP)/FY 2013-2018 Transportation Improvement Program (TIP) and adopting the 2013 CLRP Update.

You will recall that at the request of VDOT and consistent with the work scope for the Environmental Assessment (EA) study, VDOT, at its February 20, 2013, meeting, the Board approved conducting a set of alternative regional air quality conformity analysis for the proposed 2013 CLRP update to reflect the alternatives that was being examined by VDOT in its EA study: (1) No action; (2) Build option A (Northstar alignment); (3) Build option B (Grade separated US 50 and Route 606 alignment); (4) Build option C (At grade limited access US 50 and Route 606 alignment). VDOT had anticipated being able to inform the Board at its July 17, 2013, meeting which alternative the Commonwealth Transportation Board (CTB) had selected as the locally preferred alternative, for inclusion in the TPB's 2013 CLRP, after completing a public hearing and responding to comments received.

VDOT has completed the analysis of the alternatives and has also held a public hearing on the results of the analysis on June 13, 2013. VDOT is still in the process of responding to all of the public comments received and is also still engaged in discussions on the alternatives with the stakeholders and the Federal Highway Administration. As such, the CTB is yet to select a preferred alternative alignment for this important improvement project.

VDOT recognizes that the schedule to approve the regional air quality conformity analysis for one of the alternative sets and thus adopt the 2013 CLRP at the July 17, 2013, meeting is important to other member jurisdictions of the TPB. In the interest of not impacting the TPB's schedule of updating its CLRP, I request the Board to consider the No Action alternative for the Dulles Air Cargo Passenger Metro Access Highway project at this time.

VDOT anticipates completing its stakeholder and FHWA consultation and coordination process later this year leading to the CTB selecting a Build option for this project. At such time VDOT will return to the Board with this information and work with the Board to update the 2013 CLRP to reflect Northern Virginia's updated transportation improvement plan.

We greatly appreciate the Board's consideration of VDOT's earlier request to conduct alternative air quality conformity analyses and the Board's understanding in providing VDOT additional time to reach a decision on this regionally significant transportation improvement project. Thank you for your consideration of this request.

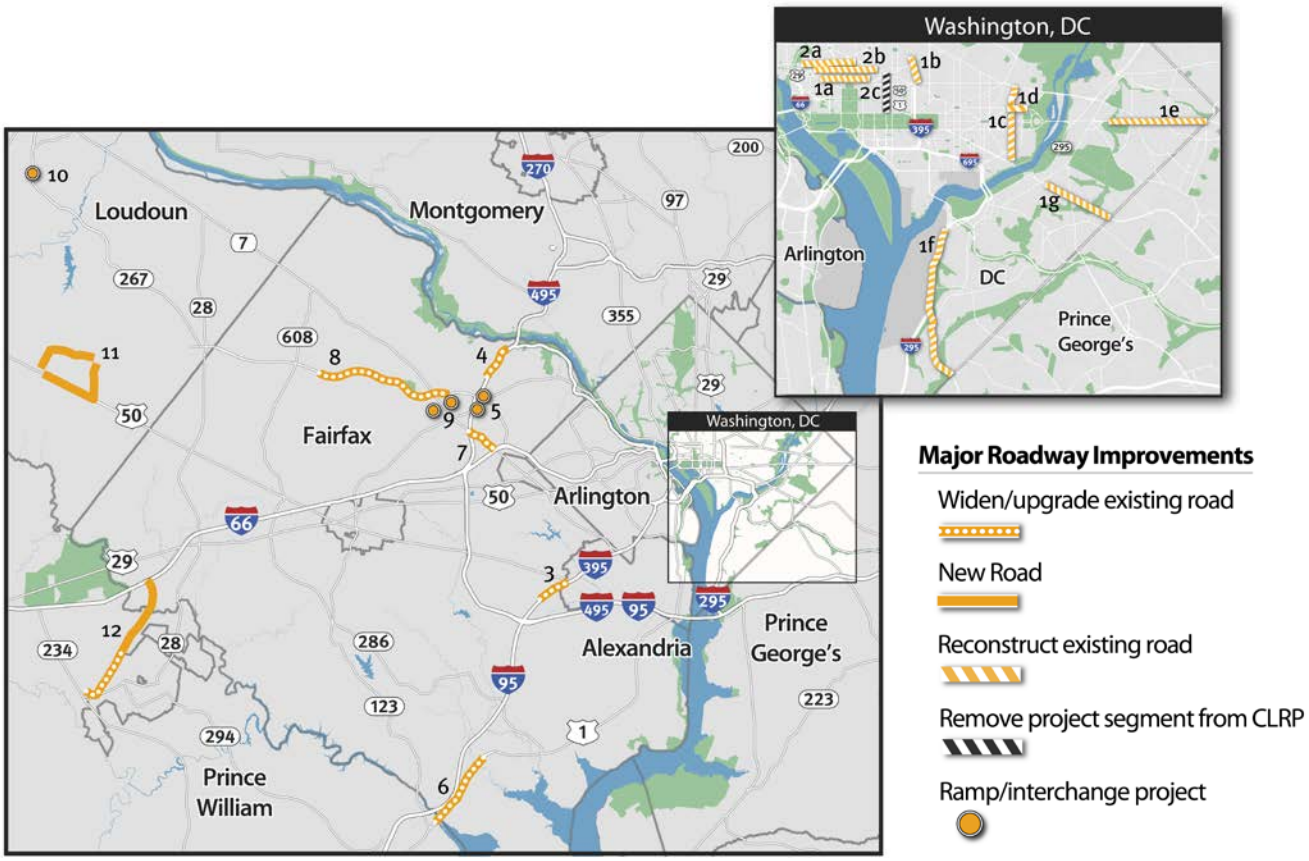
Sincerely,

Helen L. Cuervo

Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

Copy: Mr. Garrett Moore, P.E., VDOT
Ms. Renée Hamilton, VDOT-NoVA
Mr. Tom Fahrney, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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




DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17th St. NE and SE
2. Bike Lane Pilot Projects – 9th St. NW, L St. NW, and M St. NW

VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
5. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
7. Widen VA 7, Leesburg Pike from I-495 to I-66
8. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
9. Construct Dulles Toll Road Ramps in Tysons
10. Construct Dulles Greenway Ramp in Leesburg
11. ~~Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway~~
    ~~Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway~~
    ~~Alt. C: Loudoun County Countywide Transportation Plan Alignment~~
    Alt. D: No Action (2012 CLRP Baseline)
12. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

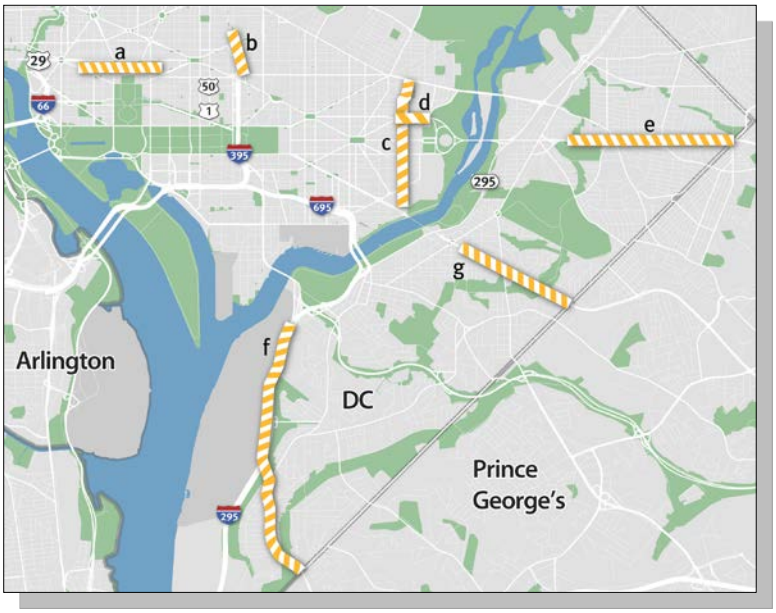
MARYLAND

13. Change in Project Cost for the Corridor Cities Transitway (not mapped)
14. Change in Project Cost for the Purple Line (not mapped)

## DISTRICT OF COLUMBIA PROJECTS

### 1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:




a) **I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW**
I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: $500,000.

b) **New Jersey Ave. NW from H St. NW to N St. NW**
Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: $7.5 million.

c) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**
Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost $1.95 million.

d) **C St. NE from 16th St. NE to Oklahoma Ave. NE**
Implement traffic-calming measures by removing one of two travel lanes in each direction. Complete: 2013. Cost: $4.5 million.

e) **East Capitol St. from 40th St. to Southern Ave.**
Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction.
Complete: 2015. Cost: $5 million.

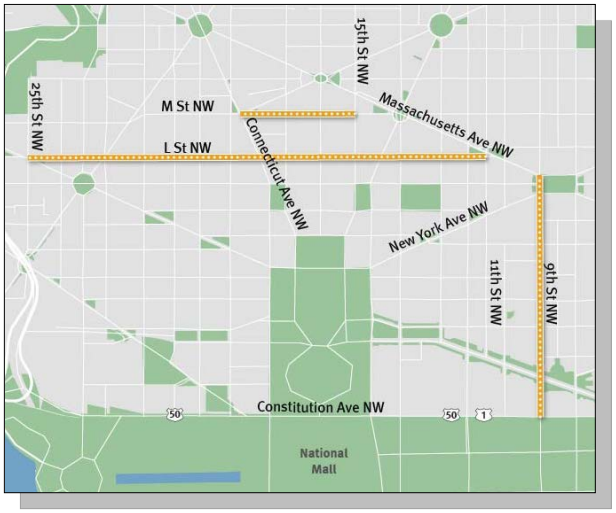
f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**
Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost $5 million.

g) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**
As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

See the project descriptions in Attachment A for more information.

## 2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15th St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – were completed in 2010. The 15th St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:




a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
b. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn

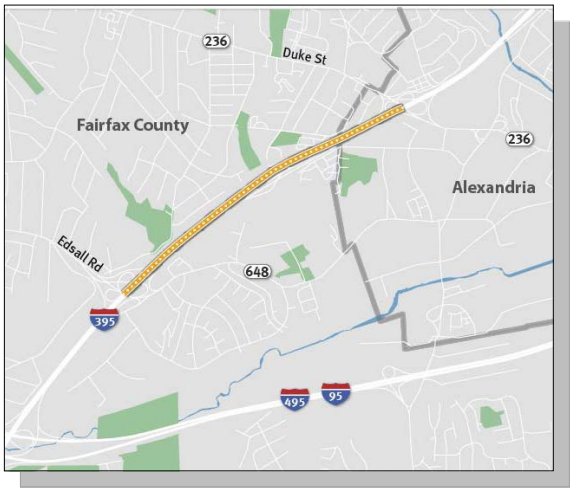
# NORTHERN VIRGINIA PROJECTS

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

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

Complete: 2018
Length: 1.5 miles
Cost: $58.5 million
Funding: Federal, State, Other

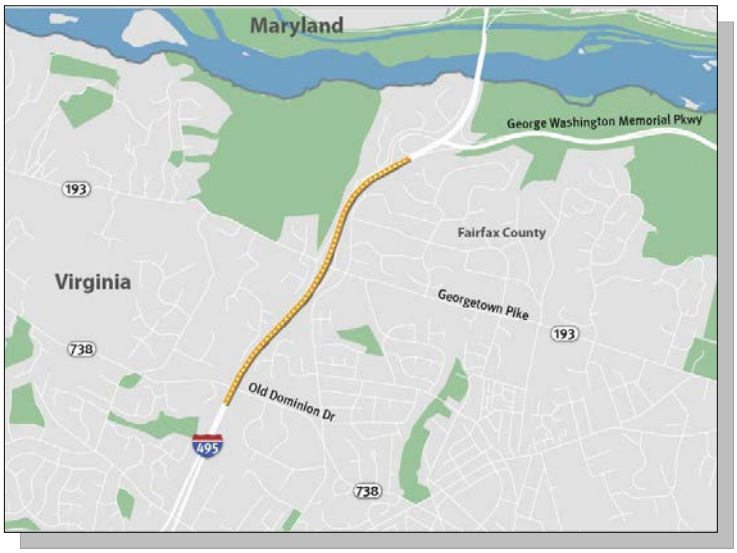
See the project description in Attachment A for more information.



**4. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.**

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

Complete: 2015
Length: 1.5 miles
Cost: $75 million
Funding: Private



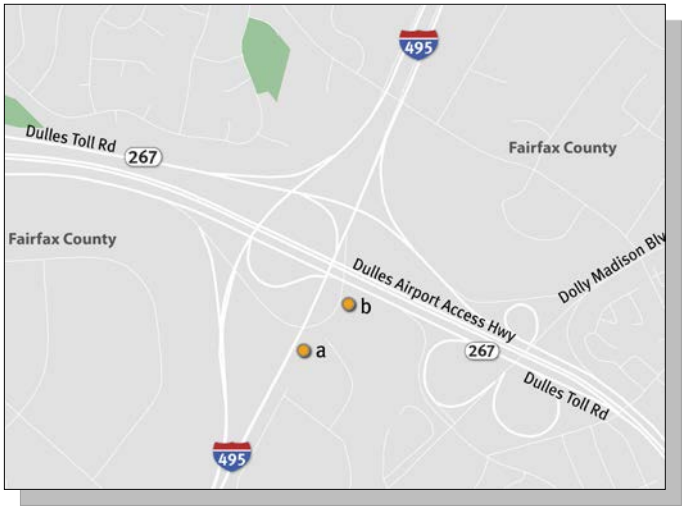

**5. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road**

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

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

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

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




See the project description in Attachment A for more information.

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

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

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

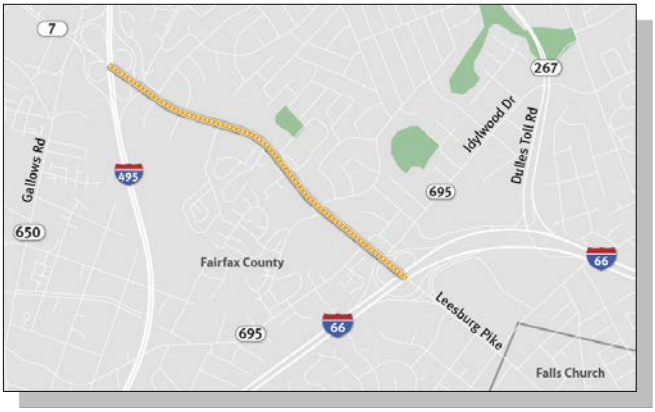
See the project description in Attachment A for more information.


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

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

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

See the project description in Attachment A for more information.




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

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

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

See the project description in Attachment A for more information.

## 9. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.

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

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

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

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

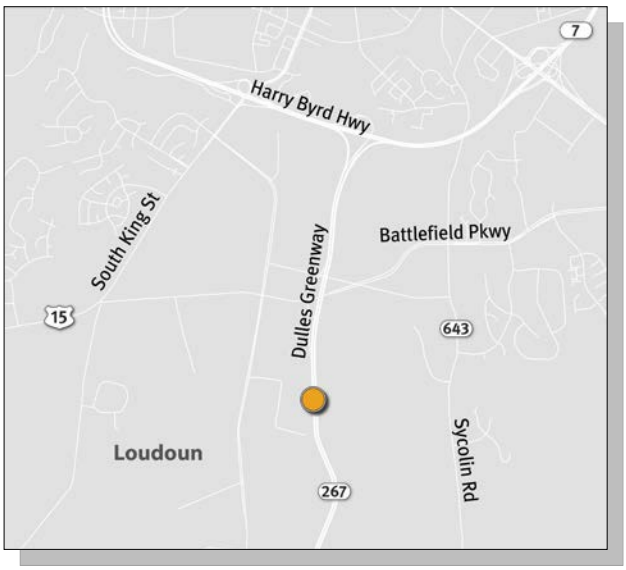

See the project descriptions in Attachment A for more information.

## 10. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg

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

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

See the project description in Attachment A for more information.



## 11. Improved Access to Dulles Airport

Four alternatives were considered for improving access to the western side of Dulles Airport. Each alternative was examined during the TPB's air quality conformity analysis. Virginia's Commonwealth Transportation Board will not have selected a locally-preferred alternative in time for the TPB to approve the CLRP on July 17, 2013 so VDOT has requested that the "No Action" scenario be included for approval at this time.

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

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


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

b. ~~Construct new Limited Access Routes along US 50 and VA 606~~

~~Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.~~

~~Complete: 2025~~
~~Length: 4 miles~~
~~Cost: $813 million~~
~~Funding: Federal, State, Local, Private, Bonds, Other~~

c. ~~Widen and Upgrade US 50 and VA 606 to Limited Access Facilities~~

~~Widen and upgrade US 50 to a 6-lane limited access facility from the planned Tri-County Parkway to VA 606. Widen and upgrade VA 606 to an 8-lane limited access facility from US 50 to 1.5 miles north, and a 6-lane limited access facility from 1.5 miles north of US 50 to the Dulles Greenway.~~

~~Complete: 2025~~
~~Length: 4 miles~~
~~Cost: $268 million~~
~~Funding: Federal, State, Local, Private, Bonds, Other~~

d. No Action (2012 CLRP Baseline)

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

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.


Complete: 2018
Length: 6 miles
Cost: $500,000
Funding: Federal, State, Local

See the project description in Attachment A for more information.

## SUBURBAN MARYLAND PROJECTS

### 13. Change Project Cost of the Corridor Cities Transitway

Complete: 2020
Length: 14 miles
Cost: ~~$1.2 billion~~ $828 million (Phase 1: $545 million, Phase 2: $283 million)

### 14. Change Project Cost of the Purple Line

Complete: 2020
Length: 16 miles
Cost: ~~$1.79 billion~~ $2.245 billion
Funding: Federal, State, Local

# ATTACHMENT A
## Project Descriptions

## 1a. C St. NE from 16th St. NE to Oklahoma Ave.

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED0C2A
4. Project Type: _ Interstate _ Primary X 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; X Other

6. Project Name: C Street NE Implementation

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | C St. NE | |
| 8. From (_ at): | | | 16th St. NE | |
| 9. To: | | | Oklahoma Ave. NE | |

10. Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicle lane of traffic.

11. Projected Completion Date: 2013
12. Project Manager: Colleen Hawkinson
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $4.5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

## 1b. East Capitol St. from 40th St. to Southern Ave.

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR086A
4. Project Type: _ Interstate _ Primary X 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; X Other

6. Project Name: East Capitol Street Corridor Mobility & Safety Plan

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | East Capitol Street | |
| 8. From (_ at): | | | 40th Street | |
| 9. To: | | | Southern Ave. | |

10. Description: Design and Construct pedestrian safety and traffic operations improvements.

11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

## 1c. I St. NE Peak Period Bus-Only Lanes from 13th St. to Pennsylvania Ave. NW

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency: WMATA
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary X 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; X Operational Program; _ Study; _ Other

6. Project Name: Bus Only Lane (Planning & Implementation)

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | I Street NW Bus-Only Lane | Peak Period |
| 8. From (_ at): | | | 13th Street NW | |
| 9. To: | | | Pennsylvania Ave. NW | |

10. Description: DDOT and WMATA identified the H and I Street couplet (on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to Pennsylvania Ave NW) as two possible locations for bus lanes due to the high number of WMATA buses traversing these segments (over 400 buses a day). WMATA has undertaken a feasibility study. This project would complete any planning/outreach needed, and implement.

11. Projected Completion Date: 2013
12. Project Manager: Brooke Fossey
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.7 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $500,000
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

## 1d. New Jersey Ave. NW from H St. NW to N St. NW

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR055A
4. Project Type: _ Interstate X 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; X Operational Program; _ Study; X Other

6. Project Name: Bus Only Lane (Planning & Implementation)

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | New Jersey Avenue NW | |
| 8. From (_ at): | | | H Street NW | |
| 9. To: | | | N Street NW | |

10. Description: This is a safety improvement project to facilitate pedestrian and motorists flows. New Jersey will be converted into two-way traffic from H Street to N Street, NW.

11. Projected Completion Date: 2015
12. Project Manager: Ali Shakeri
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $7.5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

## 1e. Pennsylvania Ave. SE from 27th St. Se to Southern Ave. SE

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED061A
4. Project Type: _ Interstate _ Primary _ Secondary X 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; X Other

6. Project Name: Pennsylvania Avenue-Change order

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | Pennsylvania Avenue SE | |
| 8. From (_ at): | | | 200 Feet west of 27th Street | |
| 9. To: | | | Southern Avenue | |

10. Description: The $25M Pennsylvania Avenue Great Streets Project extends two miles east of the Sousa Bridge, beginning 200 feet west of 27th Street, SE and ending at Southern Avenue, SE. The construction completion was originally anticipated for December 12, 2012; completion was extended to February 22, 2012; an additional extension is due to contractor's failure to complete punch list and filing of claim.
11. Projected Completion Date: 2011
12. Project Manager: Robert Chrusciel
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost:
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

## 1f. South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ZUT10C
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge X 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; X Other
6. Project Name: S. Capitol Street Trail

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | South Capitol Street | |
| 8. From (_ at): | | | Firth Sterling Avenue SE | |
| 9. To: | | | Southern Avenue SE | |

10. Description: Design and construct a paved bicycle and pedestrian trail along the South Capitol Street, based on the 2010 Concept Plan
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; X Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $5 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

## 1g. 17th Street NE/SE from Benning Ave. NE to Potomac Ave. SE

**BASIC PROJECT INFORMATION**

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR071A
4. Project Type: _ Interstate _ Primary _ Secondary X 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; X Other
6. Project Name: Capitol Hill Infrastructure Improvements, 17th St

| | Prefix | Route | Name | Modifier |
|---|---|---|---|---|
| 7. Facility: | | | 17th Street NE/SE | |
| 8. From (_ at): | | | Benning Avenue NE | |
| 9. To: | | | Potomac Avenue SE | |

10. Description: Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor.
11. Projected Completion Date: 2013
12. Project Manager: James Cheeks
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost: $1.95 million
21. Remaining cost:
22. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

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

## 3. Widen I-395 Southbound from Duke St. to Edsall Rd.

**BASIC PROJECT INFORMATION**

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

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

7. Jurisdiction(s): Fairfax County
8. Description: The project will add a continuous southbound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four though lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: Approx. 2.2 miles
11. Project Manager: W. Calvin Britt, P.E. 12. E-Mail: calvin.britt@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2018
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): PE: $6,500,000, RW: $2,000,000, CN: $50,000,000
18. Remaining cost (in Thousands):
19. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; X Other

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

**CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No

23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No

24. If not, please identify the criteria that exempt the project here: N/A
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X Increase the safety of the transportation system for all motorized and non-motorized users.
    a. Is this project being proposed specifically to address a safety issue? _ Yes; X No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
    _ Truck or freight safety; _ Engineer-identified problem
    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    _ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project? _ Yes; X No

27. If yes, what types of mitigation activities have been identified?
    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:
    _ DC, Maryland or Virginia State Architecture
    _ WMATA Architecture
    _ COG/TPB Regional ITS Architecture
    _ Other, please specify:

# 5a. I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

## BASIC PROJECT INFORMATION

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

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

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

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    X The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    X The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project? _ Yes; X No

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

# 5b. DTR/I-495 Interchange Ramp Widening (Phase III DTR)

## BASIC PROJECT INFORMATION

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

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

7. Jurisdiction(s): VDOT, MWAA
8. Description: Widen a portion of the existing EB Dulles Toll Road to I-495 NB General Purpose lanes ramp to provide for two lanes along the entire ramp roadway.
9. Bicycle or Pedestrian Accommodations: X Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.7
11. Project Manager: Larry Cloyed  12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/
14. Projected Completion Year: 2030
15. Actual Completion Year:  _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $10,000
18. Remaining cost (in Thousands): $10,000
19. Funding Sources: X Federal; X State; _ Local; X Private; _ Bonds; X Other

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    X The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    X The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project? _ Yes; X No

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

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

**BASIC PROJECT INFORMATION**

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: X_ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County

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

7. Jurisdiction(s): Fairfax County & Prince William County
8. Description: Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day – particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Brady's Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2035
15. Actual Completion Year:_ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $125,000
18. Remaining cost (in Thousands):
19. Funding Sources: _X_ Federal;_X_ State; --X Local; _X_ Private; Bonds; _ Other
    US 1 facility is a major and important facility in Northern Virginia. The complimentary / supplementary nature of this proposed improvement with the other improvement projects underway and in design is recognized in programming considerations by all entities involved. Given the

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

**CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X_ Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X_ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    _ Increase the safety of the transportation system for all motorized and non-motorized users.

    a. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
    _ Truck or freight safety; _ Engineer-identified problem

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

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

**ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project? _ Yes; X No

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

## BASIC PROJECT INFORMATION

1. Agency Project ID: N/A  Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; x Primary; _ Secondary; x Urban; _ Bridge; x Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Route 7 (Leesburg Pike) Widening (I-495 to I-66)

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

7. Jurisdiction(s): Fairfax County, City of Falls Church
8. Description: Road widening between I-495 and I-66. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: _ Not Included; x Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 1.33 miles
11. Project Manager: Karyn Moreland  12. E-Mail: Karyn.Moreland@fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation/
14. Projected Completion Year: FY 2021
15. Actual Completion Year:  _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $71,000
18. Remaining cost (in Thousands): $71,000
19. Funding Sources: x Federal; _ State; x Local; x Private; x Bonds; _ Other

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; _ No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds

were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

_ Increase accessibility and mobility of people and freight.

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

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

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

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

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; _ No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

# 8a. Dulles Toll Road Westbound Collector/Distributor/Additional Lane

## BASIC PROJECT INFORMATION

1. Agency Project ID: N/A  Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Westbound Collector/Distributor/Additional Lane

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

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

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

x Increase accessibility and mobility of people and freight.

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

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

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

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; x No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

# 8b. Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

## BASIC PROJECT INFORMATION

1. Agency Project ID: N/A  Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

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

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

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

x Increase accessibility and mobility of people and freight.

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

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

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

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; x No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

# 9a. Dulles Toll Road Ramp to Boone Blvd Extension

## BASIC PROJECT INFORMATION

1. Agency Project ID: N/A  Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Ramp to Boone Blvd Extension

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

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

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

x Increase accessibility and mobility of people and freight.

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

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

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

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; x No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

# 9b. Dulles Toll Road Ramp to Greensboro Drive Extension

## BASIC PROJECT INFORMATION

1. Agency Project ID: N/A  Secondary Agency:
2. Project Type: x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Toll Road Ramp to Greensboro Drive Extension

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

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

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: x Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

x Increase accessibility and mobility of people and freight.

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

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

x Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

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

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; x No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

# 10. Construct Dulles Greenway Ramp in Leesburg

## BASIC PROJECT INFORMATION

1. Agency Project ID: TRIP II  Secondary Agency:
2. Project Type: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Airport Collector Access / Crosstrail Ramp

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

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

## CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; X No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    X The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

X The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

_ Increase accessibility and mobility of people and freight.

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

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

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project? _ Yes; X No

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

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

# 12. Route 28 Manassas Bypass Study

**BASIC PROJECT INFORMATION**

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

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

7. Jurisdiction(s): City of Manassas
8. Description: Study a proposed 4 to 6 lane bypass from the intersection of Route 234 (Sudley Road) and VA 411 (Godwin Drive) at the Manassas City Limits through Prince William County and Fairfax County connecting to a proposed interchange at I-66. A Right of Way strip exists between Route 234 and the Fairfax County Line. This study will evaluate the challenges identified with the previous Tri-County Parkway study and determine the feasibility and anticipated costs required to construct a six mile bypass and an interchange at I-66.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 5.97
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2018
15. Actual Completion Year:
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $ 500
18. Remaining cost (in Thousands): $ 500
19. Funding Sources: x Federal; x State; x Local; _ Private; _ Bonds; _ Other

**CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project? x Yes; _ No
21. If so, describe those conditions: X Recurring congestion; X Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; X No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

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

_ The project will not allow motor vehicles, such as a bicycle or pedestrian facility

X The project consists of preliminary studies or engineering only, and is not funded for construction

_ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

**SAFETEA-LU PLANNING FACTORS**

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

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

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

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

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

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

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

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

X Increase accessibility and mobility of people and freight.

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

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

X Promote efficient system management and operation.

X Emphasize the preservation of the existing transportation system.

**ENVIRONMENTAL MITIGATION**

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

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

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

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

**INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

x DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture