

National Capital Region Transportation Planning Board

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DRAFT

MEMORANDUM

Date: September 6, 2013

To: TPB Technical Committee

From: Karin Foster
Transportation Planner IV, Freight Programs

Subject: 2013 TPB Freight Transportation Highlighted Projects

As part of a process whereby the Transportation Planning Board (TPB) subcommittees identify regional priorities that bring public attention to specific transportation areas, the TPB Freight Subcommittee presents its list of the *2013 TPB Freight Transportation Highlighted Projects* (referred to as the “*2013 Freight Project List*” in this document).

Federal transportation legislation, *Moving Ahead for Progress in the 21st Century*, increasingly requires states and encourages Metropolitan Planning Organizations (MPO) to address freight transportation. The nature of “freight” projects is unique to other projects such as highway, transit, or bicycle projects, in that freight projects do not have a history of being consistently compiled in the MPO Constrained Long-Range Transportation Plans. Maryland and Virginia (and to a lesser extent the District of Columbia) regularly contribute millions of dollars to support freight transportation through port infrastructure and freight rail investments; however, these investments have not been recognized in MPO plans. The aim of this document is to make the TPB aware of important freight transportation projects in the National Capital Region, some of which may not be directly identified in MPO planning documents.

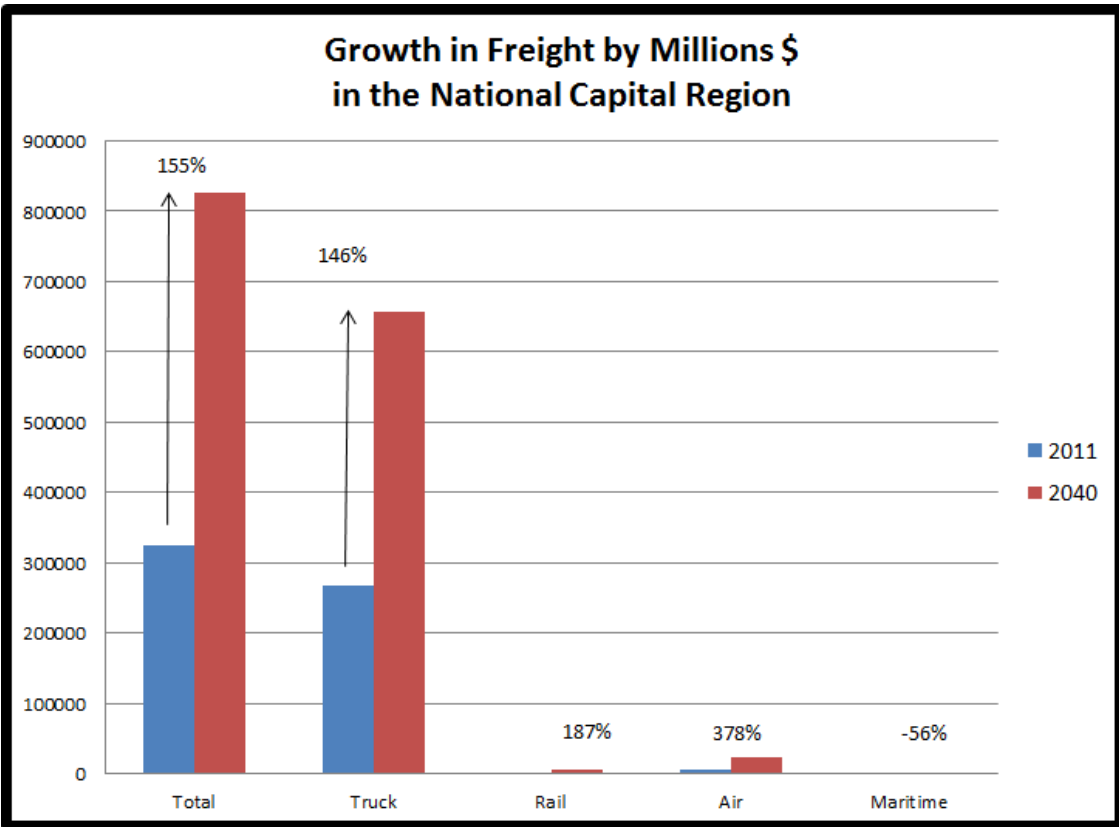
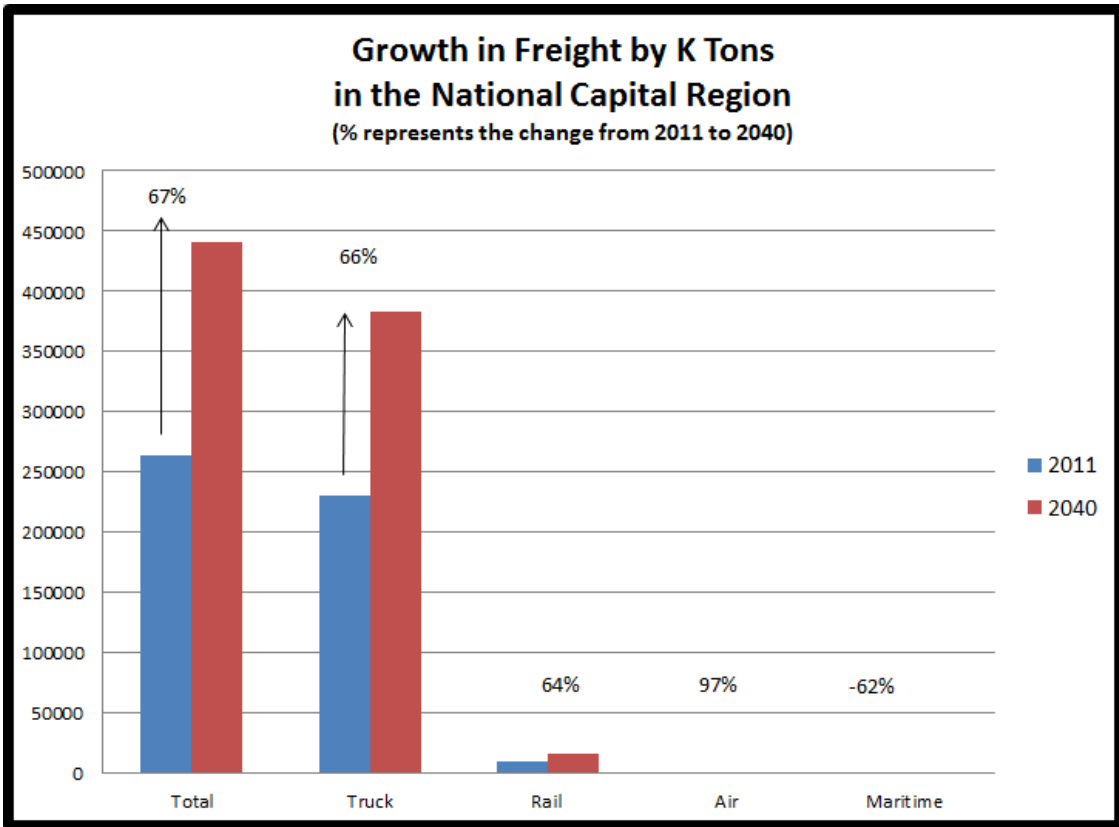
Background

The Transportation Planning Board (TPB) approved the first-ever *TPB List of Freight Transportation Highlighted Projects* on March 16, 2011. This *TPB List of Freight Transportation Highlighted Projects* was the subject of a panel discussion at the *TPB Regional Freight Forum* held on April 27, 2011. In the spring of 2013, the TPB Freight Subcommittee members considered an update to the 2011 list of projects. This discussion resulted in updates and changes to the 2011 list and the development of the *2013 Freight Project List*.

The National Capital Region’s four million-plus population is a major consumer of goods and services. Given the region’s service economy focus, many of the goods-movement trips are short and/or last-mile deliveries. To maintain the region’s strong economy, it is necessary to have a reliable freight transportation network that can facilitate the consistent availability of goods. Suppliers, shippers, and consumers all rely on the efficient movement of goods. The

following bullets and the bar charts emphasize the importance of drawing public attention to freight transportation topics in the National Capital Region.

- The National Capital Region ranks #1 in the nation for annual hours of **congestion** delay (TTI Urban Mobility Report 2012)
- The region's **population** is forecasted to grow by 25% to 6.5 million people between now and 2040 (TPB Constrained Long Range Transportation Plan 2012)
- Total regional **tonnage** (all modes/domestic, import, export) is expected to grow by 67 percent between 2011 and 2040 (FAF, 2013)
- Total regional total **value** (all modes/domestic, import, export) is expected to grow by 155 percent between 2011 and 2040 (FAF, 2013)



Source: FHWA FAF August 19, 2013

Process

TPB Freight Subcommittee members were asked to submit nominations to the *2013 Freight Project List* by May 17, 2013. Nominations for new projects and updates to existing projects were submitted. A draft update of the *2013 Freight Project List* was discussed at the June 13, 2013 TPB Freight Subcommittee meeting. The 2013 Freight Project List was finalized at the August 9, 2013 TPB Freight Subcommittee meeting. Ten freight transportation projects were selected to be highlighted, some of which are a collection of projects along an important freight corridor.

Project Criteria

The TPB Freight Subcommittee's first iteration of the Freight Project List derived the following criteria for projects. This criterion was maintained for the *2013 Freight Project List*, with minor adjustments. A description of each follows:

√ **Beneficial to Freight Movement in the National Capital Region**-Projects that relieve freight bottlenecks, improvements near major freight generators (e.g. airports, warehouses, parking facilities, rail yards), or projects on facilities with significant freight traffic.

√ **Modal Project Selection Criteria**-As freight transportation is multi-modal (truck, rail, air, maritime), the criteria for the nomination of railway, highway, and other freight transportation projects differ slightly.

- **Railway Projects**-Projects that are recommended by Class 1 freight railroads and acknowledged by the TPB Freight Subcommittee;
- **Highway Projects**-Projects that are listed in the *Constrained Long Range Transportation Plan, Maryland Statewide Freight Plan, and/or Virginia Statewide Multimodal Freight Program*;
- **Other Projects**-Projects that are not included in state or jurisdiction plans, but acknowledged by the TPB Freight Subcommittee as important for goods movement (e.g. new technologies to improve goods movement, intermodal facilities, air cargo, maritime projects).

√ **Mode Representation**-Develop a Freight Project List that reflects the multimodal nature of freight transportation. Each Class 1 railroad serving the region, CSX Transportation and Norfolk Southern, were invited to nominate rail projects for consideration by the TPB Freight Subcommittee. Each state and the District of Columbia were invited to nominate Highway or Other projects.

√ **Time Span Representation**-The TPB Freight Subcommittee found it important to make a distinction between short-term and long-term freight projects. One short-term (under 5-years) and one long-term (5-years or greater) project was identified for each Class 1 railroad as well as for non-railroad projects (Highway or Other Projects) from each state (Maryland and Virginia) and the District of Columbia.

√ **Regional Representation**-The list identifies a regional representation of freight transportation projects that improve goods movement across the region, the District of Columbia, Maryland, and Virginia.

Conclusion

The TPB Freight Subcommittee recognizes the *2013 Freight Project List* as a short list of freight transportation priority investments that would increase safety, reduce congestion, and improve commerce by providing for more efficient goods movement in the region.

Please keep in mind that projects that benefit freight transportation may not be clearly articulated in either the *TPB Constrained Long Range Transportation Plan* or the *TPB Transportation Improvement Program*, depending on the funding mechanism used to fund the project(s). Many projects that have freight benefits have other benefits as well, which make this document all the more useful. Also, some projects on the *2013 Freight Project List* are not in existing MPO planning documents; however, they are being pursued by the states or railroads to relieve critical freight bottlenecks in our region.

In trying to reach the adopted goals of the *TPB Vision* and the *TPB Freight Plan*, and to provide background to the *TPB Regional Transportation Priorities Plan*, the TPB Freight Subcommittee supports the funding of the multi-modal freight transportation projects identified in the *2013 Freight Project List*.

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2013 Freight Transportation Highlighted Project List

#	Railroad/Jurisdiction	Short-Term	Long-Term
Railroad Transportation Projects			
1	CSX	CSX National Gateway-Spotlight Project on the Virginia Avenue Tunnel	CSX Long Bridge Capacity Expansion
2	Norfolk Southern	Class 4 Maintenance Status from Alexandria to Manassas	NS Crescent Corridor
Highway/Other Transportation Projects			
3	District of Columbia	District of Columbia Freight Plan	Integrated Intelligent Transportation System to Inform Motor Carriers with Real-Time Information
4	Maryland	MDOT Statewide Truck Parking Improvements-Spotlight Project in Prince George's County	Congestion relief along Critical Freight Corridors: I-95/I-495 and I-70
5	Virginia	Dulles Loop-Spotlight on Route 606 Old Ox Road	Congestion relief along Critical Freight Corridor I-95

*Note: Please read the project description sheets on following pages for additional project details.



**CSX Short-Term:
National Gateway
Including the Virginia Avenue Tunnel (Washington DC)**

Project Source:

- CSX Transportation
www.nationalgateway.org
<http://www.virginiaavenuetunnel.com/>

Project Description/Objective:

The CSX National Gateway is a coordinated program of multistate improvements to CSX rail lines and intermodal terminals to improve double-stack rail connections between the Mid-Atlantic and Midwestern markets.

- 61 clearance projects in six states and the District of Columbia (12 National Gateway projects in the National Capital Region including the Virginia Avenue Tunnel)
- Seven new or enhanced intermodal terminals (including the Mount Clare intermodal terminal in southwest Baltimore)
- 27 new markets that can be serviced by freight rail
- Diversion of truck traffic to rail from interstates, including I-95, I-81, I-70, I-66, and I-64

Freight Benefits:

- Volume per train and travel speed efficiencies
- Reduced emissions

Project Status:

- Project Underway in Phase 2 (last phase)
 - Phase 1: 40 clearance projects completed; 5 intermodal terminals completed
 - Phase 2: 21 clearance projects and 2 intermodal terminals (Pittsburgh and Baltimore City) are underway
- 40 of 61 clearance projects completed
- Not in the 2013-2018 TIP or 2013 CLRP

Project Update- Virginia Avenue Tunnel

Project Description/Objective:

The CSX Virginia Avenue Tunnel is over a century old single-track and single stack freight rail tunnel in the District of Columbia. This project will update the antiquated tunnel to achieve a two-track tunnel with double-stack clearance.

- Update antiquated 100+ year old rail infrastructure
- Remove single track bottleneck by restoring to a two track tunnel
- Achieve double-stack clearance
- Reduce freight and passenger train delays

Freight Benefits:



- Minimize freight train delays from the Southeastern U.S. to lines running to the Midwest
- Minimize passenger train delays (at present, freight trains often queue for long periods of time on either end of the tunnel in Virginia and Maryland to wait their turn to enter the Virginia Avenue Tunnel and this impacts freight and passenger train service)
- Volume per train doubled and travel speed efficiencies
- Reduced emissions

Project Status:

- Virginia Avenue Tunnel Draft Environmental Impact Statement (EIS) was released to the public July 12, 2013. The public comment period ends September 25, 2013. The final EIS will be followed by another 45-day review and record of decision. CSX anticipates completion of the National Environmental Protection Act (NEPA) process and obtaining permits to begin construction by the end of 2013/early 2014.
- Construction time is estimated to be three to five years depending on the alternative selected through the NEPA process

Total Project Cost:

- \$168M-\$215M depending on the selected NEPA alternative

Funding Status

- CSX \$160M, VA \$24M
- Not in the 2013-2018 TIP or 2013 CLRP

Total National Gateway Project Cost:

- \$850M

Funding Status

- Current Funding
 - CSX: \$575M
 - Federal: \$98M TIGER Funds (40 clearance projects total in OH, PA, MD, WV)
 - State: MD \$75M, VA \$31M, OH \$30M, PA \$35M, NC \$100K
- Not in the 2013-2018 TIP or 2013 CLRP

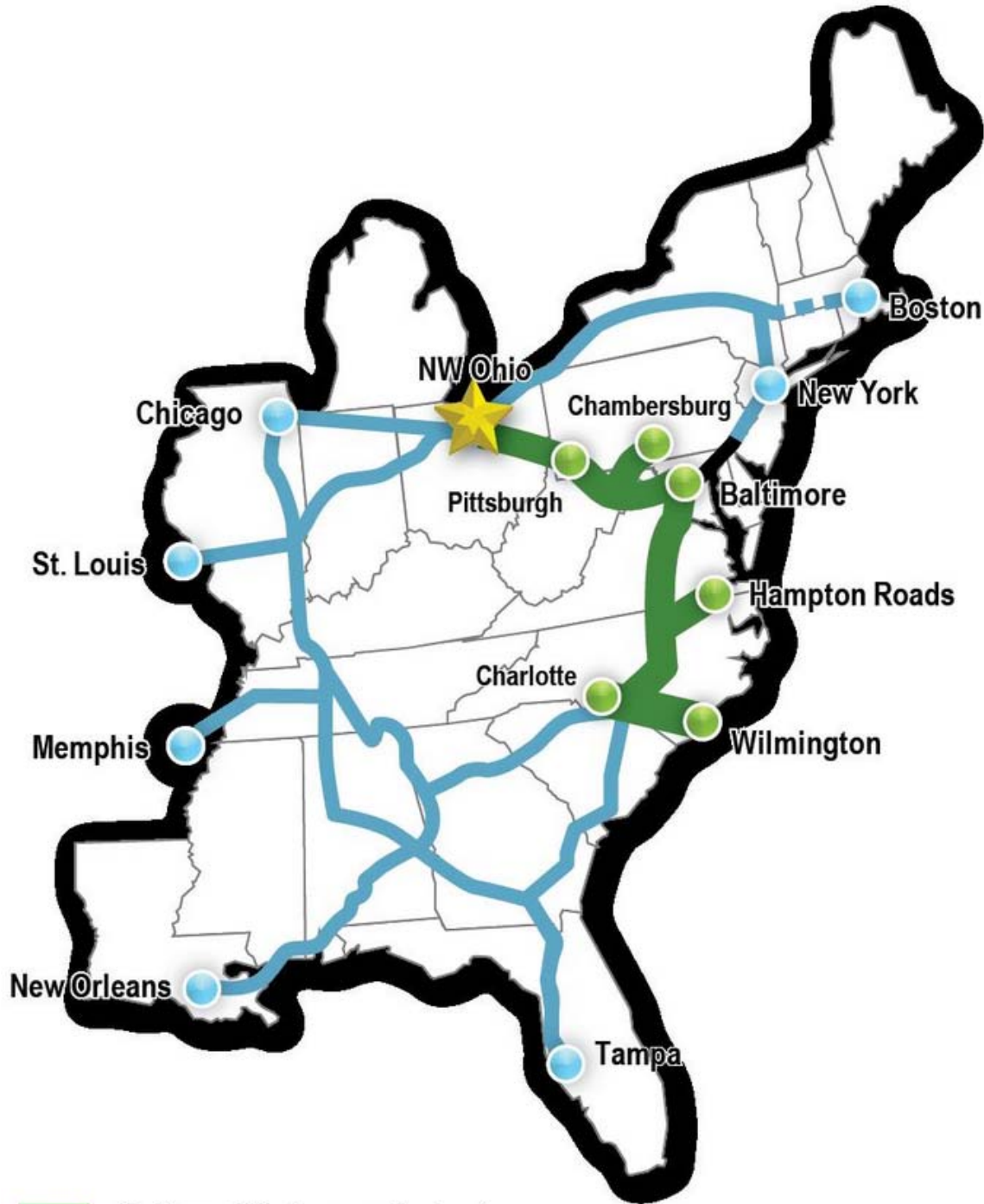
Note on the CSX Mount Clare Rail Yard: *As part of the National Gateway, CSX is seeking to build a new intermodal facility in the Baltimore-Washington region. The Mayor of Baltimore encouraged the repurposing of an existing rail storage yard in Baltimore City at Mount Clare as the site for the new intermodal facility. The location is also closer to the Port of Baltimore. This is one of two intermodal facilities that will be built under Phase 2 of the National Gateway project, within the next couple years.*







CSX National Gateway Projects in the National Capital Region						
#	City, County	Project Name	Description	Cost	Historic Designation	Project Status
1	District of Columbia	Virginia Ave. Tunnel and New Jersey Ave.	VAT-Raise/Replace Tunnel Roof, Double Track and Double Stack; NJA-Lower Track	\$168,000,000-\$215,000,000 depending on NEPA alternative chosen	Within Historic District, not on Register	VAT and NJ Ave projects combined in NEPA doc, DEIS released for public comment, public comment ends Sept 25
2	District of Columbia	10th Street SW	Lower Track	*	No	Permits obtained
3	District of Columbia	I-395 Ramp	Lower Track	*	No	Permits obtained
4	District of Columbia	12th Street SW	Lower Track	\$6,387,000*	No	Permits obtained
5	District of Columbia	Long Bridge-Swing Part of Bridge Modifications	Brace Modification on Swing Part of Bridge	\$415,000	No	Design underway
6	Catoctin, Frederick	Catoctin Tunnel	Total Arch Liner Removal	\$2,757,000	No	Design underway
7	Point of Rocks, Frederick	Point of Rocks Tunnel	Total Arch Liner Removal	\$4,522,000	No	Design underway
8	Germantown, Montgomery	Germantown Road North	Replace Bridge	\$1,433,500	No	Not started
9	Washington Grove, Montgomery	Deer Park Road	Replace Bridge	\$3,749,200	Within Historic District, not on Register	Not started
10	Hyattsville, Prince George's	Baltimore Washington Parkway Route 295	Lower Track	*	No	Design complete, bid and contract underway
11	Hyattsville, Prince George's	Kenilworth Ave.	Lower Track	\$254,000*	No	Design complete, bid and contract underway
12	Woodbridge, Prince William	Railroad Ave.	Replace Bridge	\$2,757,000	No	Design underway
				TOTAL: \$190M-\$237M		

* The cost for #4 includes the cost for #2 and #3. The cost for #11 includes the cost for #10.

Source: CSX 2013, costs 2011 (except for #1)

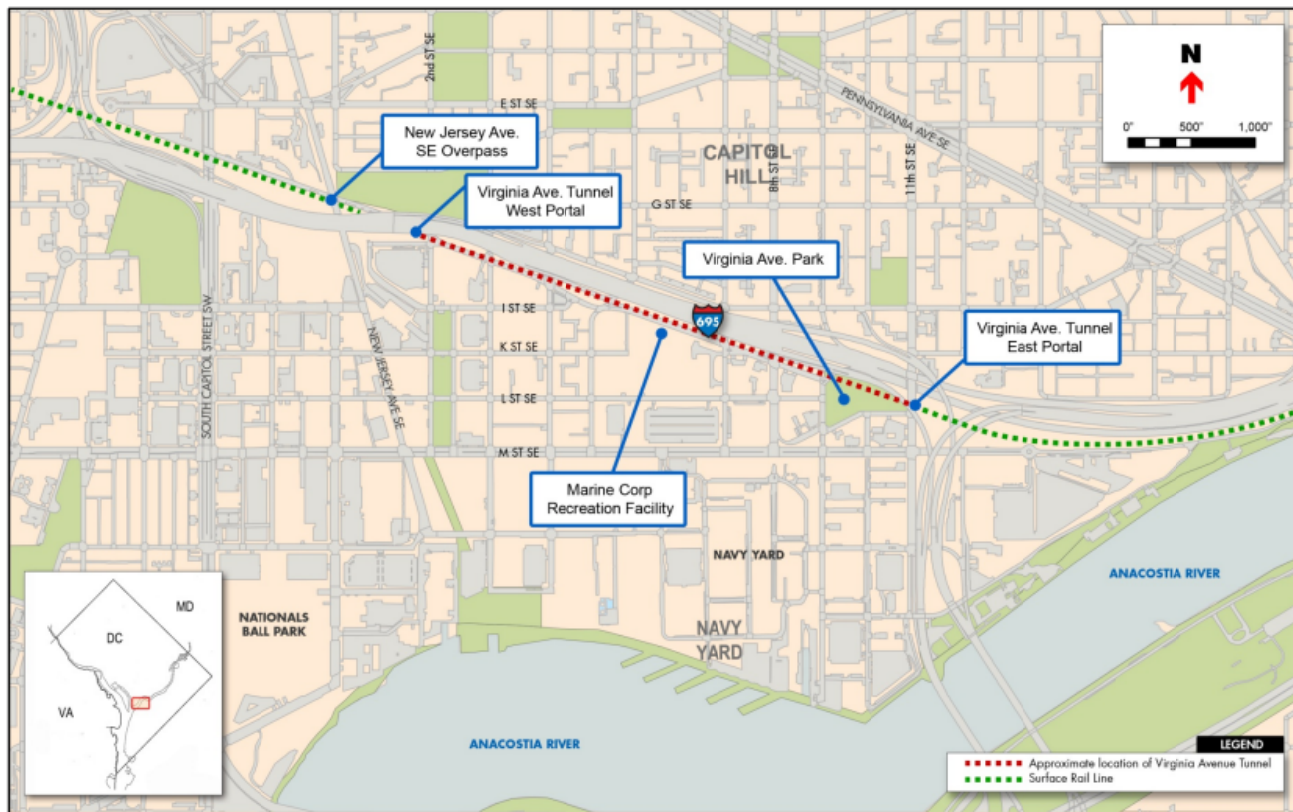


-  National Gateway Project
-  Existing Doublestack Clearance Routes
-  Construction In Progress
-  NW Ohio Intermodal Transfer Hub

Note: "Construction In Progress" to Boston is complete, double-stacked



CSX Virginia Avenue Tunnel Project Map



CSX Virginia Avenue Tunnel West Portal View





CSX Long-Term:
CSX Long Bridge Capacity Expansion

Project Source:

- CSX Transportation
- *Additionally, the District Department of Transportation in cooperation with the Federal Railroad Administration is completing a study on the Long Bridge, a two track railroad bridge crossing the Potomac River-information on the Long Bridge Study is provided in bullets and italics below.*

Project Description/Objective:

Given the forecasted growth in freight and passenger rail, CSX is researching capacity expansion options for the CSX Long Bridge.

- Expand capacity on the CSX Long Bridge to accommodate projected growth in passenger rail and freight rail (at present passenger rail makes up 2/3rds of all bridge traffic)
- *DDOT-FRA Study objectives:*
 - *Analyze multi-modal connectivity and operational improvements*
 - *Analyze the long-term multi-modal capacity improvements to include the future operating requirements of high speed and intercity passenger rail, commuter rail, transit, bike and pedestrian, and freight services over the Potomac River*
 - *Analyze the structural integrity of the CSX Long Bridge and prepare short-term and long-term structural remediation requirements*

Freight Benefits:

- Minimize freight train delays from the Southeastern U.S. to lines running to the Midwest
- Minimize passenger train delays

Project Status:

- CSX reviewing options

- *Under the FRA-DDOT study, DDOT has presented the alternatives to move through analysis to the public and interagency partners. That alternatives analysis is underway. The results of the analysis will be presented to the public and interagency partners in Fall 2013 and the final report is anticipated to be complete by Fall/Winter 2013.*

Total Project Cost:

- To be determined
- *\$1.6M for DDOT-FRA Long Bridge Study, cost estimates for NEPA, design, and construction have not been completed*

Funding Status

- CSX does not have funding set-aside for this project
- *FRA American Recovery and Reinvestment Act grant total \$2.9M (of which \$1.6M for Long Bridge Study), DDOT local capital match \$100K, CSX provided information*
- *DDOT-FRA Long Bridge Study in the 2013-2018 TIP and 2013 CLRP*



NORFOLK SOUTHERN Short-Term:
Class 4 Maintenance Status from Alexandria to Manassas

Project Source:

- Norfolk Southern

Project Description/Objective:

Under an agreement between Norfolk Southern and Virginia Department of Rail and Public Transportation, Norfolk Southern maintains an upgraded Class 4 rail track status between Alexandria and Manassas for travel speed efficiencies and safety to serve passenger train service (Virginia Railway Express) as the rail track serves both freight and passenger service.

Freight Benefit:

- Increase safety for rail traffic on the corridor
- Speed and volume efficiencies
- Minimize passenger and freight rail interference

Project Status:

- Current agreement
- Rail track upgraded to Class 4 Status and maintained by Norfolk Southern

Total Project Cost:

- Agreement calls for Virginia Department of Rail and Public Transportation to pay Norfolk Southern \$82M (over a five-year period) to achieve Class 4 status as well as continued maintenance and inspections

Funding Status:

- Virginia Department of Rail and Public Transportation funded, Norfolk Southern maintained
- Not in the 2013-2018 TIP or 2013 CLRP

NORFOLK SOUTHERN Long-Term:
Crescent Corridor



Project Source:

- Norfolk Southern

<http://www.nscorp.com/nscintermodal/Intermodal/>

Project Description/Objective:

The Crescent Corridor is a coordinated program of multistate improvements to Norfolk Southern rail lines and intermodal terminals along the 2,500-mile network between New Jersey and New Orleans, that parallels I-81 and I-95, heavy truck traffic corridors.

- One Crescent Corridor project falls within the National Capital Region, the 2.1 mile Main Line Expansion project in Manassas.
- 11 new or expanded intermodal terminals
- 300 miles of passing track and double track
- Diversion of truck traffic to rail from interstates, including I-81, I-95
- Access to market for future freight rail customers

Freight Benefit:

- Speed and volume efficiencies
- Reduced emissions

Project Status:

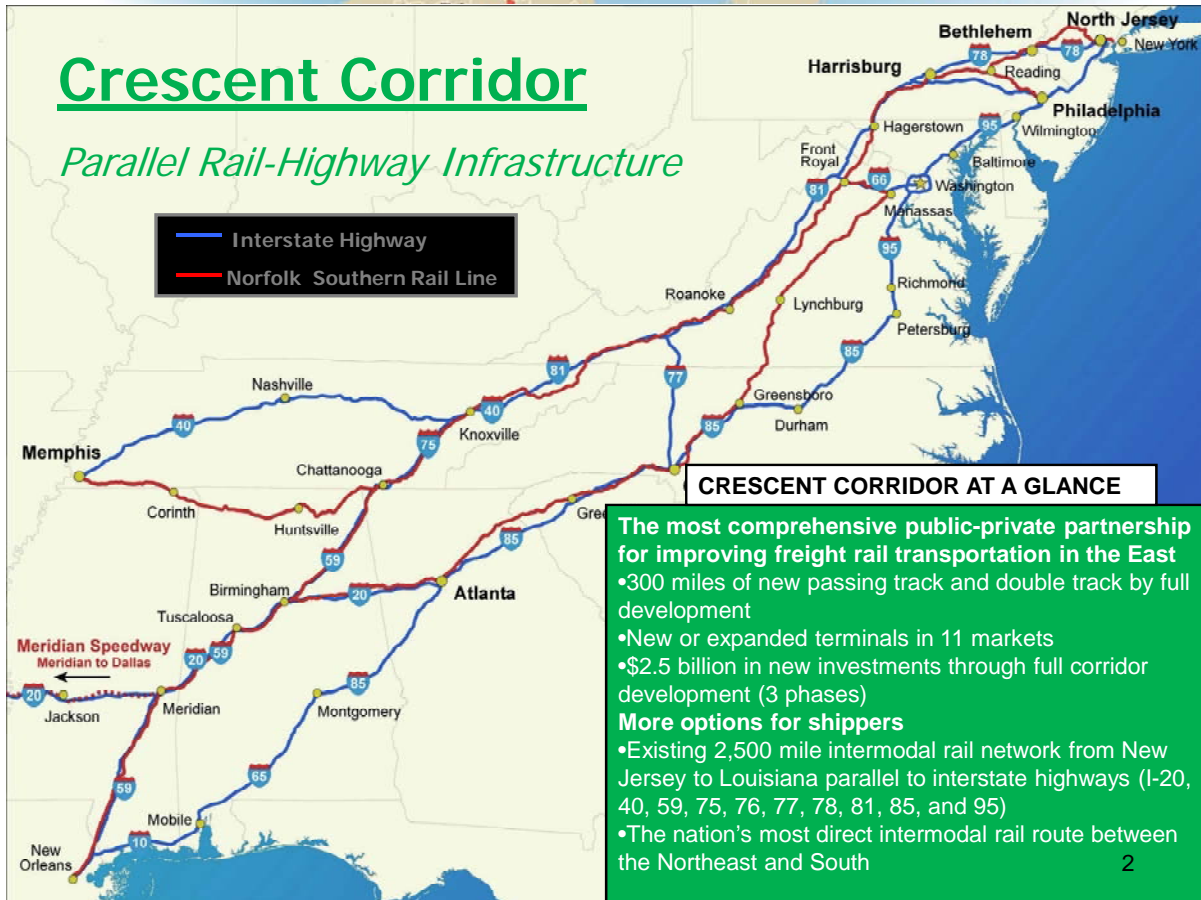
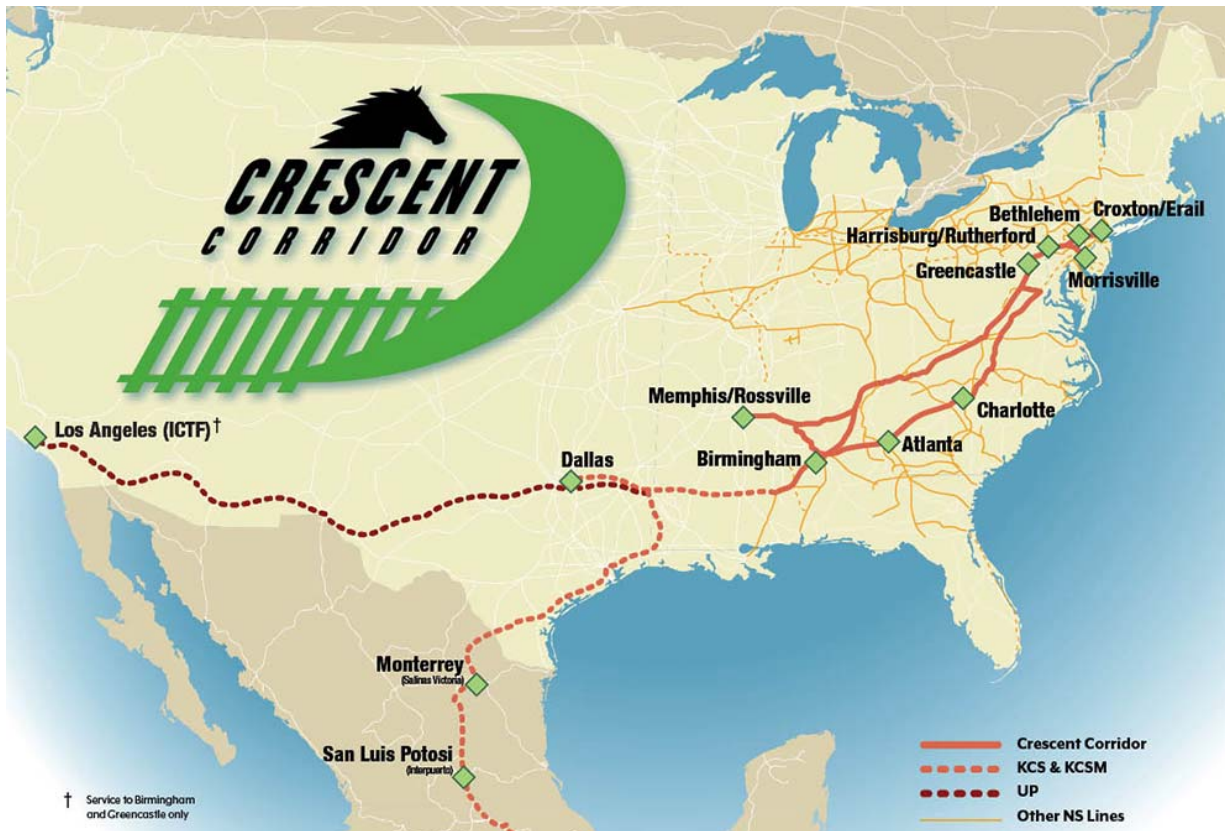
- Intermodal terminals completed in Memphis, Birmingham, and Greencastle
- Intermodal terminal construction underway at Rutherford and Harrisburg
- Given waning market in Alexandria, VA, terminal is being used as a trans-loading facility for ethanol

Total Project Cost:

- \$2.5B over three phases

Funding Status:

- Partially Funded
 - Norfolk Southern: \$264M
 - Federal: \$105M TIGER Funds (for two intermodal facilities in AL and TN)
 - State: VA \$103M, PA \$45M
- Not in the 2013-2018 TIP or 2013 CLRP



DC Short-Term:
District of Columbia Freight Plan

Project Source:

- District of Columbia Department of Transportation

Project Description/Objective:

The District of Columbia Freight Plan will identify ways to better integrate freight transportation and freight-dependent facilities into the District of Columbia's sustainability vision for steady growth, strong neighborhoods and employment centers, and high-density mixed-use areas.

- Identify specific freight projects that will provide for the efficient movement of trucks

Freight Benefit:

- Establish a vision for projects and policy that support sustainable freight movement
- Inform shippers/carriers about the District's freight vision and policies
- Provide information for future District freight priority projects

Project Status:

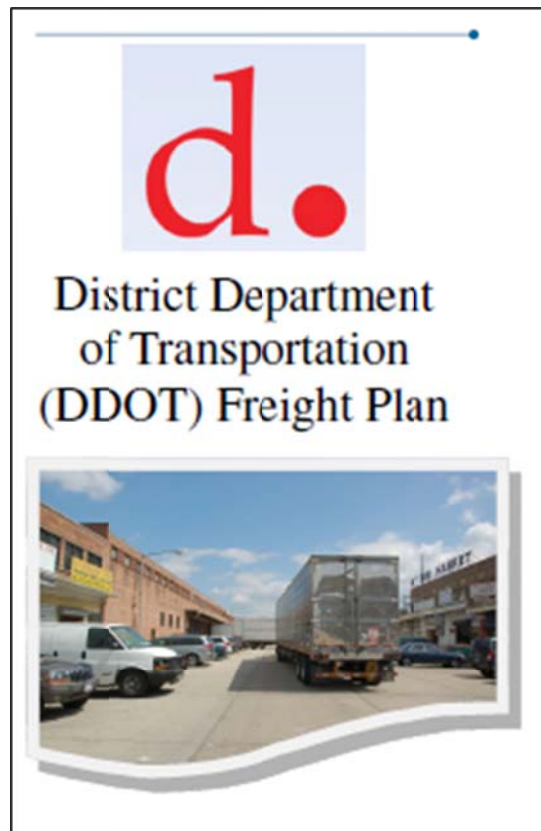
- Freight Plan began May 2013
- Freight Plan stakeholder meeting July 15, 2013
- Anticipated publication January 2014

Total Project Cost:

- \$300K

Funding Status:

- Funded in the 2013-2018 TIP and 2013 CLRP



DC Long-Term:
Integrated Intelligent Transportation System to
Inform Motor Carriers with Real-Time Information

Project Source:

- District of Columbia Department of Transportation

Project Description/Objective:

The Integrated Intelligent Transportation System aims to inform motor carriers (trucks and buses) with real-time traffic information, commercial loading zone information, and parking information.

- To deploy advanced technology applications that will help develop an integrated transportation system where motor carriers can receive real-time truck route, commercial loading zone, and bus parking availability information, resulting in more efficient freight movement in the District

Freight Benefit:

- Mitigate truck/bus impacts on surrounding neighborhoods
- Improve travel information for motor carriers and buses in the District
- Provide real time parking availability for motor carriers
- Enhance data collection

Project Status:

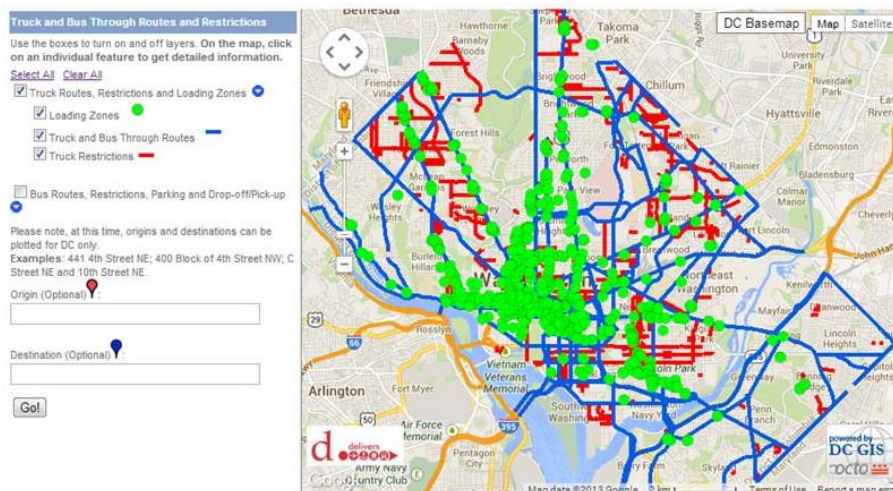
- Kick-off late 2013

Total Project Cost:

- \$1M

Funding Status:

- FHWA grant funding and District funds will support technology integration
- Not currently in the 2013-2018 TIP or 2013 CLR



MD Short-Term:
MDOT Statewide Truck Parking Improvements
Spotlight: I-95 at I-495 Park & Ride Expansion

Project Source:

- MDOT/State Highway Administration

Project Description/Objective:

MDOT is working to add parking capacity for trucks and commuters throughout the state. The spotlight location at I-95 and I-495 will help alleviate the region-wide truck parking shortage along an important truck corridor.

- Provide parking for truckers to minimize safety concerns of truck parking on shoulders
- Improve operational concerns at this location by separating truck and auto parking

Freight Benefit:

- Total of 10 new truck parking spaces (previously there were none), 250 auto parking spaces
- Improve safety by providing authorized truck parking spaces for safe rest
- Reduce illegal truck parking on shoulders and ramps

Project Status:

- Construction underway, began March 2013
- Estimated completion date: December 2013

Total Project Cost:

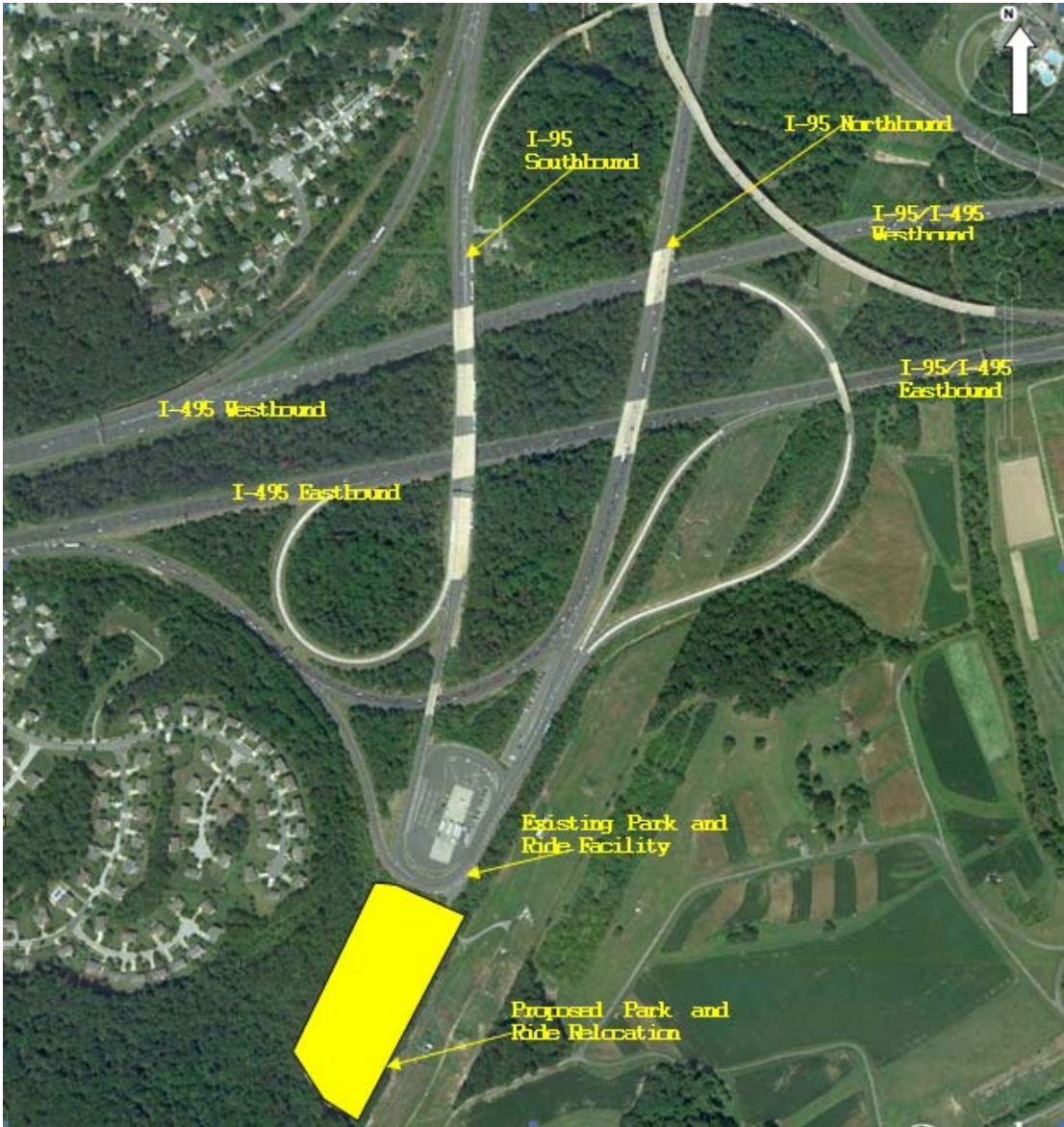
- \$1.9M

Funding Status:

- Funded in the 2013-2018 TIP and 2013 CLRP under a group of Maryland Congestion Mitigation and Air Quality projects

Note on the Truck Parking Shortage: *The availability of truck parking is becoming a growing regional and national problem as more trucks are on the road and Federal Motor Carrier Safety Administration's new hours-of-service regulations require truckers to rest for more hours and during night-time hours. Most states, including Maryland, are looking for ways to relieve the parking shortage. Maryland has developed additional concepts for truck parking expansion at a number of locations along I-70 in Frederick County. Additionally, the I-95 Corridor Coalition is working on a real-time truck parking information pilot program, with initial deployment in the fall of 2013 in Maryland, Virginia, and Delaware. Based on the success of this deployment, the program will be expanded along the I-95 corridor.*

Maryland I-95 at I-495 Park & Ride Expansion Project



MD Long-Term:

Relieve Congestion along Two Important State Freight Corridors:

- 1) I-95/I-495 from the Woodrow Wilson Bridge to the Howard County Boundary; and**
2) I-70 Corridor

1) I-95/I-495 from the Woodrow Wilson Bridge to the Howard County Boundary

Project Source:

- MDOT/State Highway Administration

Project Description/Objective:

The projects listed under Project Status below contribute to congestion relief along I-95/I-495 corridor, a critical corridor for goods movement in the region.

- Relieve congestion, provide access to planned developments east/west of the corridor
- Determine the feasibility of managed lanes along this critical corridor for goods movement

Freight Benefit:

- Relieve congestion and increase travel time reliability for freight deliveries
- Improve access to regional distribution points
- Relieve the bottleneck at the I-95/I-495 interchange

Project Status:

The following projects help to address the congestion bottlenecks along the I-95/I-495 corridor.

*All the project costs listed are estimates.

Development and Evaluation Program:

- MD 5 at Branch Avenue Metro Station to I-95/I-495-Construct access improvements, design and engineering underway, not funded for construction (unfunded amount \$51M)
- MD 5 from US 301 at T.B. to north of I-95/I-495-Project planning study underway, not funded for design and engineering (unfunded amount \$1B)
- MD 4 from MD 223 to I-95/I-495-Project planning complete, design underway for MD 4/Suitland Parkway interchange, not funded for right-of-way or construction (unfunded amount for MD 4/Suitland: \$150 million), remainder of corridor not funded for design and engineering (unfunded amount \$341M)
- US 1 from College Avenue to I-95-Reconstruction and engineering underway, not funded for right-of-way and construction (unfunded amount \$89M)
- Reconstruct full interchange along I-95/I-495 at Greenbelt Metro Station-Design and engineering on hold (preliminary cost estimates between \$80M-\$100M)

System Operations/Resurfacing:

- Advanced Traffic Management Systems Project, at I-270 and I-495, active SHA effort to maximize flow and improve travel efficiencies through low to moderate cost operational improvements, with potential to be extended to other important state corridors, ongoing (\$4.5M funded from 2013-2018)
- Resurfacing projects at D'Arcy Road to Arena Drive (\$11.6M) and Glenarden Parkway to US 50, funded for construction (\$5.5M)

Total Project Cost:

- See Project Status for the estimated total project cost of individual projects

Funding Status:

- See Project Status for the funding status of individual projects
- All projects funded in the 2013-2018 TIP and 2013 CLRP, some have remaining unfunded amounts noted

2) I-70 Corridor – Phase 4: Market Street to Mount Phillip Road

Project Source:

- MDOT/State Highway Administration

Project Description/Objective:

The I-70 Corridor project aims to add capacity along a critical corridor that contains a high percentage of truck traffic and is a major link to the Midwest for the Port of Baltimore.

- To upgrade I-70 from Mount Philip Road to west of MD 355, to upgrade existing interchanges, lengthen existing acceleration and deceleration lanes, correct deficient merge/weaving actions, and to bring the segment up to modern highway standards

Freight Benefit

- I-70 is a critical link between the Port of Baltimore and the Midwest, a corridor that supports the Ports strength in the roll-on/roll-off (automobiles/tractors, etc.) and heavy commodity (coal, lumber) business lines
- Improve opportunities for the numerous businesses along the I-70 corridor that use the Port, such as Toys ‘r Us and Frederick Auto Center in Frederick County, and numerous others along the corridor
- Improve highway safety at interchanges
- Provide a modern high-capacity highway capable of handling current and future freight hauling vehicles
- Increase travel time reliability for freight deliveries

Project Status:

- National Environmental Policy Act (NEPA) project planning is complete
- SHA is currently updating traffic analysis models along the I-70 corridor and reviewing opportunities for how to proceed on this project in the short and long-term

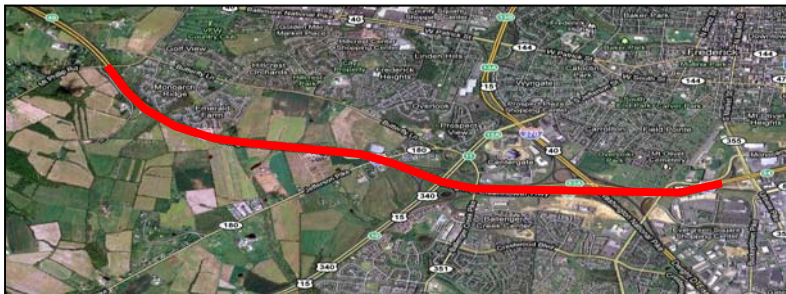
Total Project Cost:

- \$130M

Funding Status:

- Engineering (\$12M), right-of-way (\$3M), and construction (\$84M) are unfunded
- Currently in conformity documentation and the 2013 CLRP

Maryland I-70 Corridor Project



VA Short-Term:
The Dulles Loop-Spotlight on Route 606 Old Ox Road

Project Source:

- Virginia Department of Transportation
 - The “Dulles Loop” consists of three segments: Portions of Routes 28, Route 50, and Route 606 that form an 18-mile loop around Washington Dulles International Airport.
- http://www.virginiadot.org/projects/northernvirginia/old_ox_road_widening.asp

Project Description/Objective:

This project is to provide additional capacity to Route 606 over time, first from two to four lanes and ultimately to six lanes between the Loudoun County Parkway and the Dulles Greenway to improve access to Washington Dulles International Airport.

- Route 606 (Loudoun County Parkway/Old Ox Road) connects two major roads, Route 50 and Route 28 (Sully Road) along the rapidly growing and congested industrial corridor
- Current VDOT projects include the reconstruction and widening of the existing segment between Evergreen Mills Road (Route 621) and the Dulles Greenway (Route 267) from two lanes to four lanes (a distance of about 5 miles), including a depressed, grass median wide enough to allow for future growth (to 6 lanes),

Freight Benefits:

- Improve access to Washington Dulles International Airport along the rapidly growing industrial corridor that largely serves the Airport
- Reduce congestion bottleneck delays through increased capacity
- Improve travel time, reliability, and reduce freight costs (safety, time, fuel)

Project Status:

Project status of the of the current VDOT projects:

- Design approval (fall 2013)
- Request for bids (late 2013)
- Begin construction (late 2014)

Total Project Cost:

- \$80M

Funding Status:

- Funded in a previous TIP, widening from two to four lanes is in the 2013 CLRP (widening from 4 to 6 lanes is not in the CLRP)

Note on Dulles Loop Projects: *The “Dulles Loop” comprises those portions of Routes 28, Route 50, and Route 606 that form an 18-mile loop around Washington Dulles International Airport. Several Virginia transportation projects are underway to improve the Dulles Loop given the forecasted growth in passenger and air cargo traffic. Interchange improvements at Route 28 and McLaren and at Route 28 and Frying Pan Road have been completed. A project to add capacity to Route 50 is currently underway (Route 50 is being widened from four to six lanes between Poland Road and Route 28) with an anticipated completion date of June 2015.*

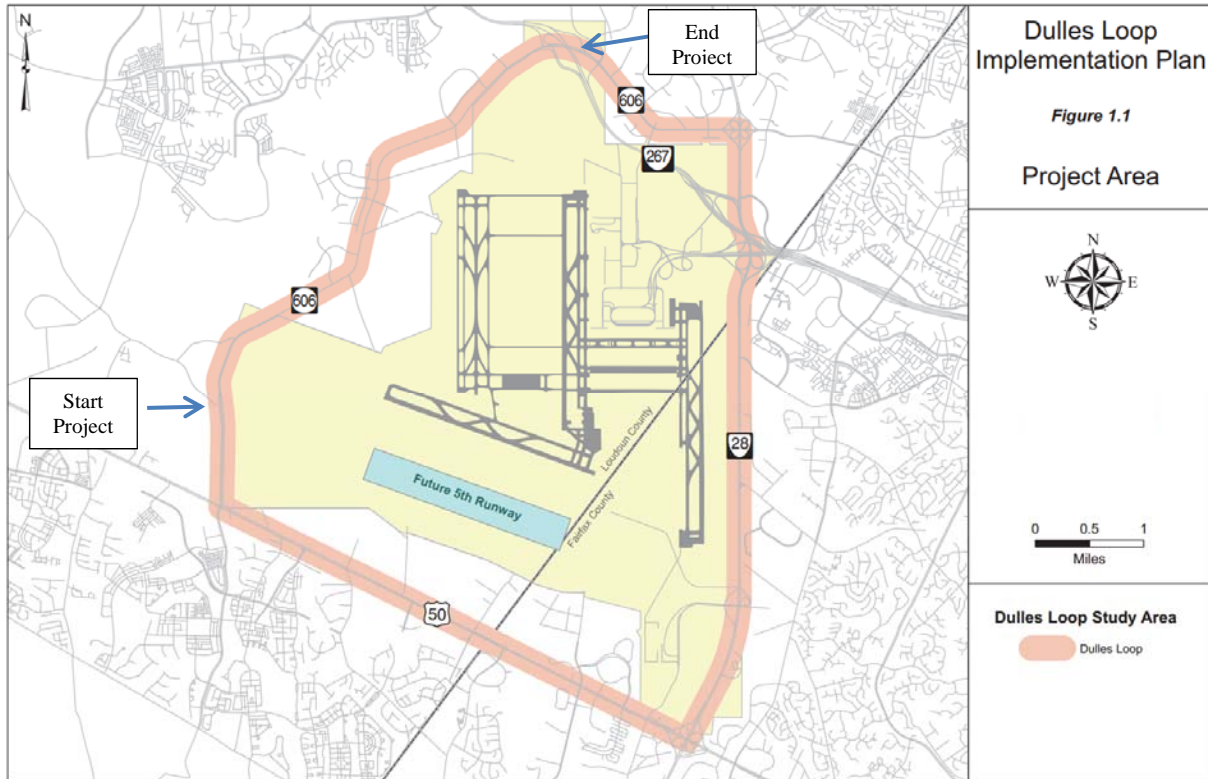
<http://www.washingtonairports.com/assets/documents/Why%20the%20Dulles%20Loop%20is%20Important%20to%20You%20copy.pdf>

<http://www.washingtonairports.com/assets/documents/Dulles%20Loop%20Implementation%20Plan%20Report051509%20copy.pdf>

Note on July 2013 TPB Discussion on Dulles Access Improvements:

At the July 2013 TPB, members discussed three VDOT alternatives to the Dulles Access Improvements and decided on the “No Dulles Access Improvement” for now. It is anticipated that VDOT will select one of the alternatives with an amendment in the near future. All three alternatives include the southern portion of Route 606 described under the project description.

Note on Growth in Air Cargo: *Although air cargo appears to be a small piece of the total freight transportation moved in the bar chart on page 3, air cargo, with its high value and low weight commodities is the fastest growing mode of freight transportation. Passenger carriers are finding new ways to generate revenue and increasingly adding cargo business from markets they already serve with passenger service. Air cargo is a high-revenue business for passenger carriers since the passengers are already paying for the flights. With increased baggage fees, passengers are carrying more baggage in the cabin. The passenger carrier air cargo cost advantage is putting increasing pressure on all-cargo jet service such as FedEx and UPS.*



Route 606 Looking North –
 Just north of Evergreen Mills Road



Route 606 Looking North
 Approaching Overland Drive

VA Long-Term:
Relieve Congestion along the I-95 Corridor
From Prince William County Southern Boundary to the Maryland Boundary

Project Source:

- Virginia Department of Transportation

Project Description/Objective:

The four VDOT projects highlighted aim to relieve congestion along the I-95 Corridor, a critical corridor for goods movement.

- Improve congestion and travel times
- Accommodate for the projected growth in truck traffic

Freight Benefits:

- Relieve congestion bottlenecks and improve travel times
- Improve safety and access along the corridor

Project Status:

The following projects address the congestion bottlenecks and improve safety along the I-95 corridor from Prince William County's southern boundary, including U.S. 1 (a parallel reliever highway to I-95).

- 1) Project Name: I-95 Express Lanes**, from Stafford County to north of I-495
<http://www.vamegaprojects.com/about-megaprojects/i-95-hov-hot-lanes/>
• *Virginia Statewide Multimodal Freight Study 2010 recommendation*

Project Description/Objective:

The I-95 Express Lanes project aims to keep traffic moving by using dynamic tolling that will adjust based on real-time traffic conditions, video technology to identify accidents, and variable message signs to inform drivers. Although semi-trucks are not allowed on the I-95 Express Lanes, it is anticipated that the Express Lanes will relieve capacity along the important truck corridor (double-axle mid-size trucks are allowed on the I-95 Express lanes).

- The I-95 Express Lanes are divided into the following four segments:

Segment 1 (8.3 miles)

- Garrisonville Road to Dumfries Road (weigh inspection station)
- New 2-lane reversible section (7 new bridges)

Segment 2 (7 miles)

- Dumfries Road to Prince William Parkway
- Maintains geometry of existing roadway

Segment 3 (11.9 miles)

- Prince William Parkway to I-495
- Add new 3rd lane

Segment 4 (2.2 miles)

- I-495 to north of Edsall Road
- Add new 3rd lane

Freight Benefit:

- Reduce congestion bottleneck delays and improve travel times

Project Status:

- Construction underway
- Scheduled to be complete in 2014

Total Project Cost:

- \$888.3M

Funding Status:

- Funded in the 2013-2018 TIP and 2013 CLRP
 - Financed, constructed, and operated under Virginia's Public-Private Transportation Act
-

2) Project Name: I-95 Auxiliary Lane and Shoulder Safety Improvements,
along a seven-mile section of I-95 in Prince William County

- *Virginia Statewide Multimodal Freight Study 2010 recommendation*

Project Description/Objective:

The I-95 Auxiliary Lane and Shoulder Safety Improvements will create safer merging access, particularly along the truck scale areas.

- Auxiliary lane and shoulder safety improvements to create safer merging and access, particularly around the truck scale areas
 - I-95 southbound, auxiliary lane will connect the Opitz Boulevard on-ramp with the Prince William Parkway off-ramp, as well as the truck rest area on-ramp with the off-ramp to Route 234
 - I-95 northbound, auxiliary lane will connect the Dumfries Road on-ramp with the truck weigh station off-ramp
- Extend the acceleration and deceleration lanes for the on-ramps and off-ramps
- Widen northbound and southbound, inside and outside shoulders, between Dumfries Road and the Prince William Parkway, to 12-feet with full-depth pavement to accommodate heavy vehicles, traffic use during accidents, evacuation, enforcement, and detours, and add new guard rails and lighting

Freight Benefit:

- Reduce congestion bottleneck delays through increased capacity
- Improve safety along corridor and around truck scale areas

Project Status:

- Construction underway, completion date August 2015

Total Project Cost:

- \$40.5M

Funding Status:

- Funded in a previous TIP, in the 2013 CLRP
-

3) Project Name: U.S. 1 Widening, from Joplin Road in Prince William County to Route 235 north in Fairfax County
http://www.efl.fhwa.dot.gov/projects/Rt1_ftbelvoir.aspx

Project Description/Objective:

The U.S. 1 widening projects add capacity along a reliever corridor to I-95.

- Add capacity with one additional lane in each direction, from 4 lanes to 6 lanes
- Improve traffic flow, reduce accidents, and support traffic demand from the planned development in the area

Freight Benefit:

- Reduce congestion bottleneck delays through increased capacity
- Safer access to the corridor for truck traffic

Project Status:

The status of the U.S. 1 widening projects are listed below.

*All the project costs listed are estimates.

- Widening from Neabsco Mills to Featherstone, project design/build underway, planned completion date 2016 (estimated cost \$58.8M), funded in the 2013-2018 TIP and 2013 CLRP
- Route 1 at U.S. 123 interchange reconstruction and widening U.S. 1, between Mary's Way and Annapolis Way, current schedule is to advertise for construction in December 2014 (estimated cost \$45.75M), funded in the 2013 CLRP
- Widening from Featherstone to Mary's Way, currently in the preliminary engineering phase, additional out-year funding for preliminary engineering and partial right-of-way has been identified, construction is unfunded, planned completion date 2020 (estimated cost \$52.34M), funded in the 2013 CLRP
- Widening from Annapolis Way to Lorton Road, planned completion date 2035 (unfunded, estimated cost \$125M), funded in the 2013 CLRP

Total Project Cost:

- See above for individual project costs

Funding Status:

- See above for individual project status

Note on the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division Project: *In cooperation with Fairfax County, the U.S. Army Garrison Fort Belvoir, and the Virginia Department of Transportation, FHWA is proposing alternatives for the improvement of deficiencies in the 3.4-mile section of U.S. 1 between Telegraph Road (Route 611) and Mount Vernon Memorial Highway (Route 235) in Fairfax County, Virginia. Planned completion date 2025; Cost not yet determined.*

4) Project Name: I-95/I-395 Integrated Corridor Management Initiative
<http://www.mwcog.org/uploads/committeedocuments/b11eXlla20120112121321.pdf>

Project Description/Objective:

The I-95/I-395 Integrated Corridor Management Initiative aims to use advanced technology and innovative tools to better manage capacity along the corridor thru optimizing the use of multimodal infrastructure assets. The overarching goal of this Governor's initiative is to improve the quality of service for travelers along the corridor.

- Provide comparative information on all travel and parking options
- Manage roadway capacity and traffic demand dynamically to reduce bottlenecks, congestion, and accidents
- Increase travel time reliability
- Forecast travel times
- Traffic and weather information

Freight Benefit:

- Real-time truck parking availability information
- Enhance truck parking lots with additional spaces
- Improve incident management coordination between the Virginia Department of Transportation, counties, and emergency responders
- Optimize signal operations and detours
- Improve warnings of mainline and off-ramp queuing to reduce crash potential
- Reduce costs associated with travel delays

Project Status:

- Governor's initiative, currently under planning

Total Project Cost:

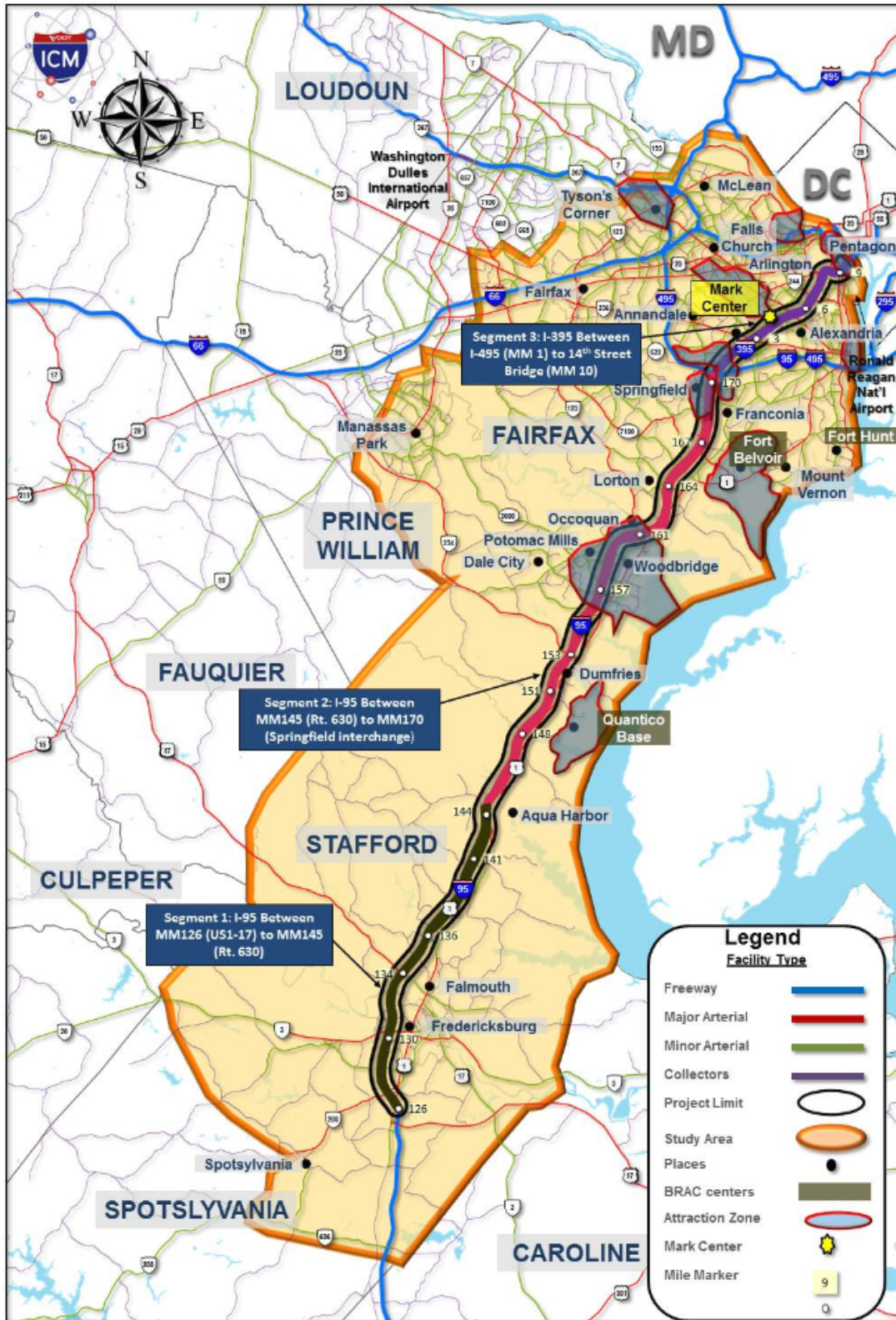
- \$60M estimate

Funding Status:

- Currently unfunded and not in the 2013 CLRP

I-95/I-395 Integrated Corridor Management Initiative

Source: Virginia Department of Transportation



I-95/I-395 INTEGRATED CORRIDOR MANAGEMENT (ICM)
PROJECT DEVELOPMENT
 Study Area Extent & Project Limits

VDOT
 Virginia Department of Transportation

201202 - 0912 Data 2010 - Transportation Modeling Planning Section

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