

# PROPOSED SIGNIFICANT CHANGES TO THE 2007 CONSTRAINED LONG-RANGE PLAN



This document provides a summary of significant changes for the new 2007 Constrained Long-Range Transportation Plan (CLRP). For information on the projects that are already included in the 2006 CLRP, visit <http://www.mwcog.org/clrp>.

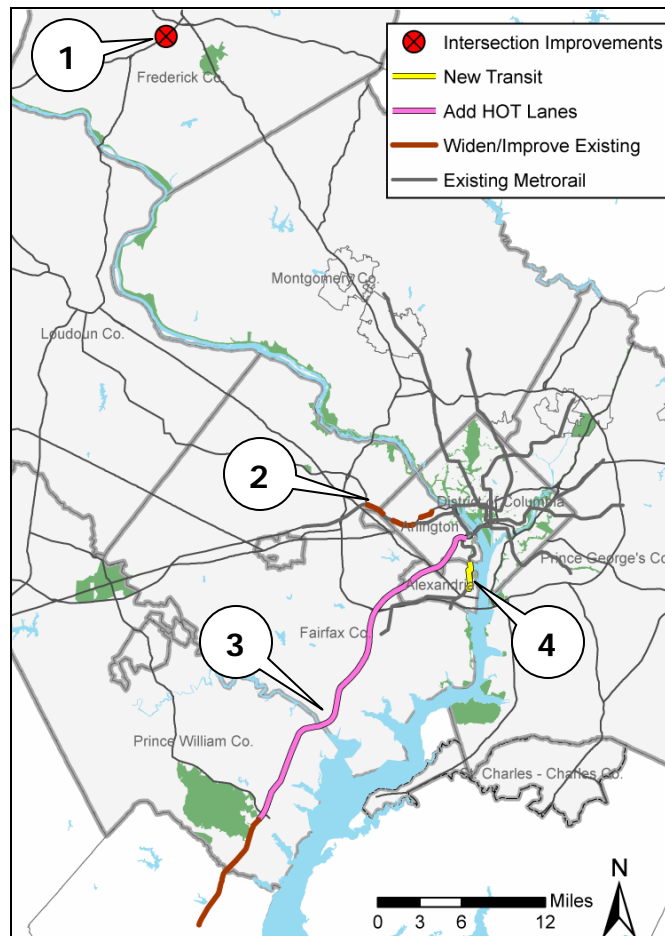
## PROJECTS PROPOSED FOR CONSTRUCTION

### MARYLAND

1. **US 340 – Jefferson National Pike**  
Interchange at Jefferson Technology Park

### VIRGINIA

2. **I-66 Spot Improvements**  
Westbound, Inside the Beltway
3. **I-95/I-395 HOT Lanes Project**  
From Eads St. in Arlington County to Garrisonville Road (VA 610) in Stafford County
4. **Potomac Yard Transitway**  
Alexandria Segment from Four Mile Run to Braddock Road Metro Station



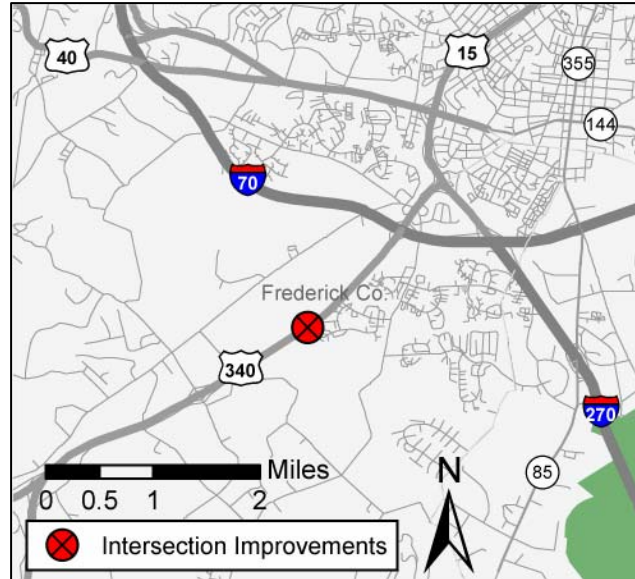


## 1. US 340 – Jefferson National Pike Interchange at Jefferson Technology Park

Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

Complete: 2009  
Cost: \$11 million  
Funding: Developer

See Project Description Form on page 10 for more information.

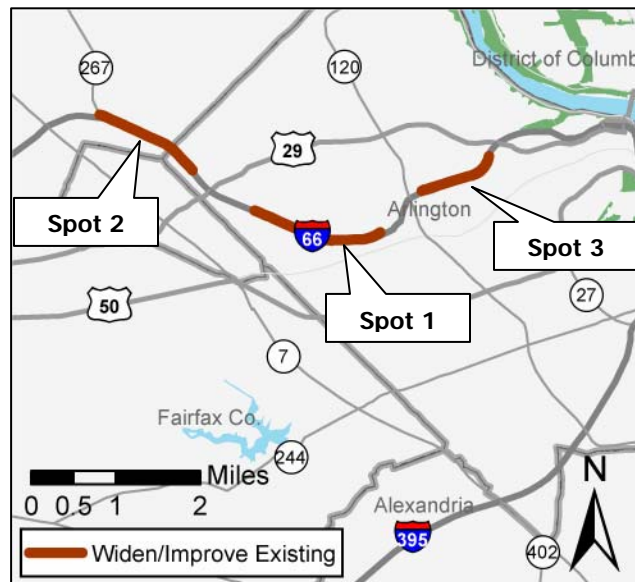


## 2. I-66 Spot Improvements Westbound, Inside the Beltway

Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:

- Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
- Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
- Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

Length: 4 miles (total)  
Complete: 2013  
Cost: \$75.6 million  
Funding: Federal, State  
<http://www.idea66.com>



See Project Description Form on page 12 for more information.



### 3. I-95/I-395 HOT Lanes Project Eads Street to Garrisonville Road

Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp, from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.



#### Transit Service Plan

The following enhancements to transit services are included as a part of the project:

- 13 new bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an in-line bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- 6 new Park & Ride facilities with a total of 3,000 additional parking spaces.

Total capital, operating, maintenance and maintenance facility costs for the Transit Service Plan are \$390 million. The proposed transit element is likely to be refined based on the findings of a detailed Transit/TDM Plan being developed by the Transit Advisory Committee (TAC).

Length: 36 miles

Complete: 2010

Capital Cost: \$882 million

\$492 million – Preliminary engineering, right-of-way acquisition, and construction

\$390 million – Transit Service Plan capital and operating costs

Funding: Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues

[http://www.virginiadot.org/projects/ppta-i-95\\_i-395HOTLanes.asp](http://www.virginiadot.org/projects/ppta-i-95_i-395HOTLanes.asp)

See Project Description Form on page 17 for more information.



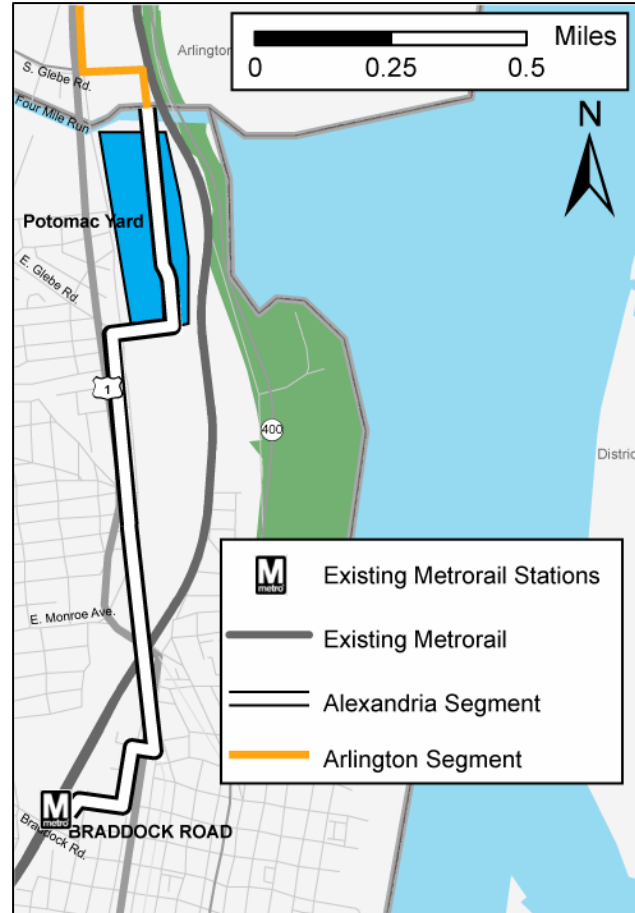
#### 4. Potomac Yard Transitway

Four Mile Run to Braddock Road Metro Station

Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.

Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

- Length: 2.5 miles
- Complete: 2011
- Cost: \$18.1 million
- Funding: Federal, State, Local & Private



See Project Description Form on page 30 for more information.



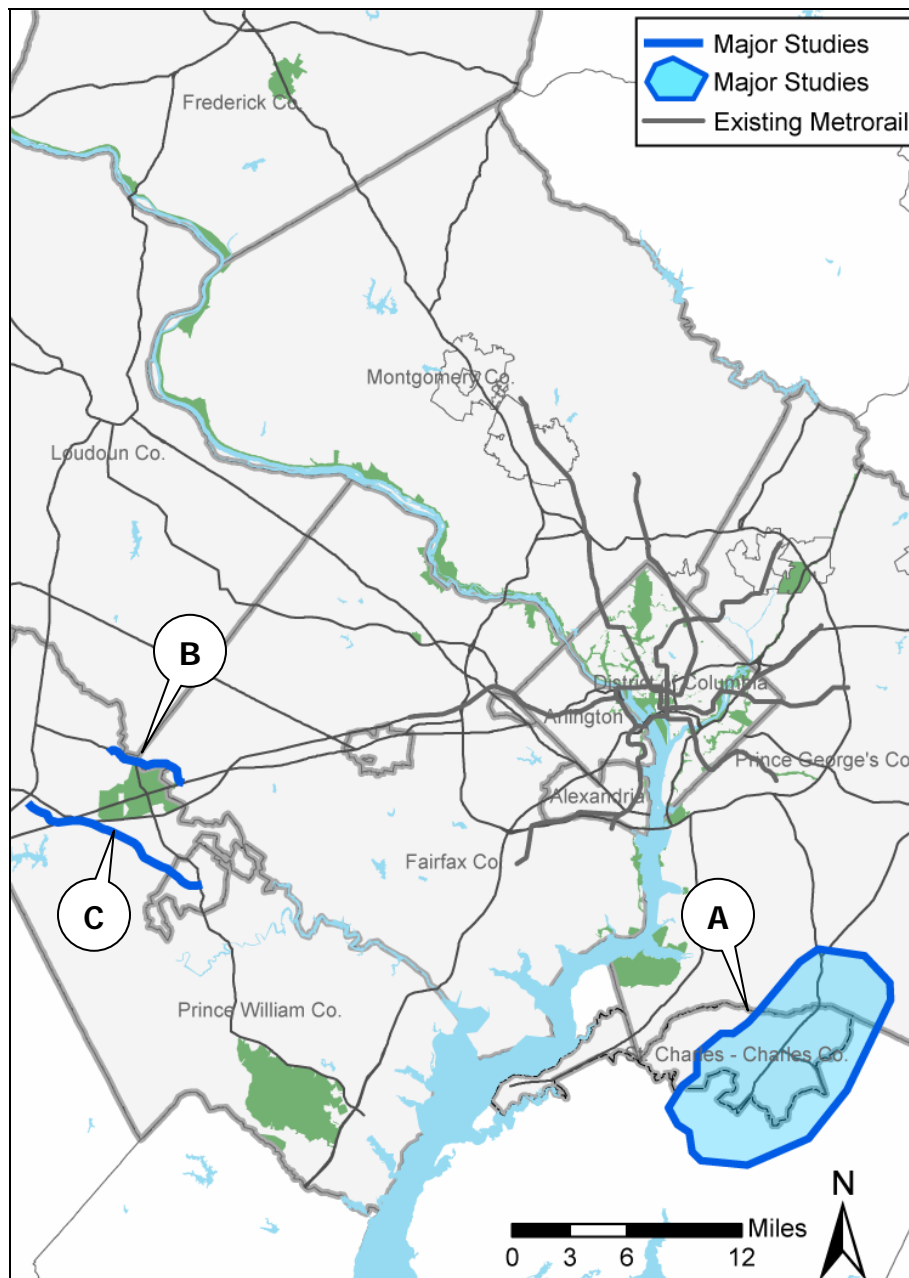
## PROJECTS PROPOSED FOR STUDY

### MARYLAND

- A. **US 301 – Waldorf Bypass**  
Washington Avenue/Turkey Hill Road to  
North of the MD 5 Interchange at T.B.

### VIRGINIA

- B. **Manassas National Battlefield Bypass**  
US 29 to the Planned Tri-County Parkway/VA 234
- C. **VRE Expansion**  
From the City of Manassas to Gainesville/Haymarket



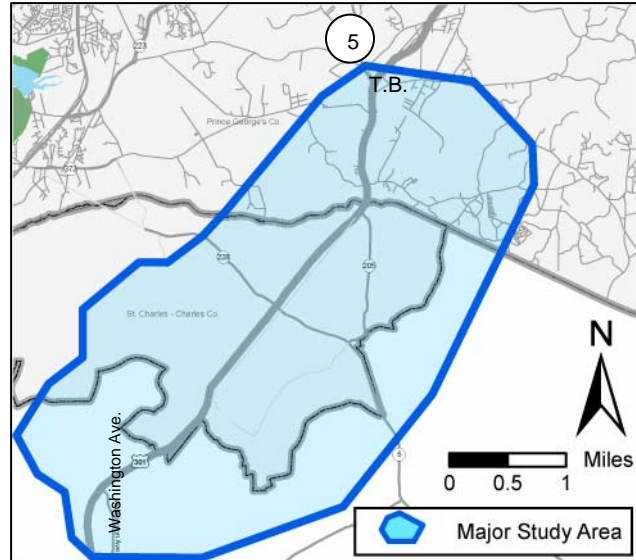


### A. US 301 – Waldorf Bypass

Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.

Study alternatives for upgrading and widening US 301 through Waldorf and/ or constructing an access-controlled bypass.

Complete: 2030  
Cost: \$1.48 billion (Charles County/TPB area)  
\$2.78 billion (total)  
Funding: Not identified  
<http://www.us301waldorf.org>



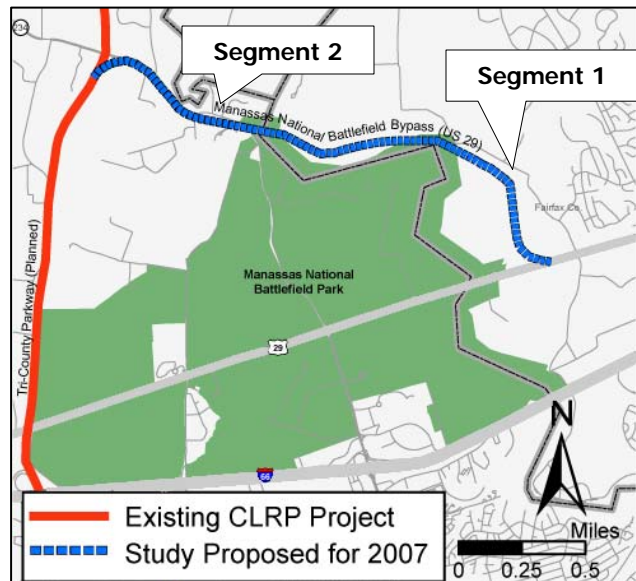
See Project Description Form on page 32 for more information.

### B. Manassas National Battlefield Bypass

US 29 to Planned Tri-County Parkway/ Route 234

Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- Segment 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- Segment 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.



Length: 8.9 miles (total)  
Complete: 2020  
Cost: \$133 million  
Funding: Not identified  
<http://www.battlefieldbypass.com>

See Project Description Form on page 34 for more information.

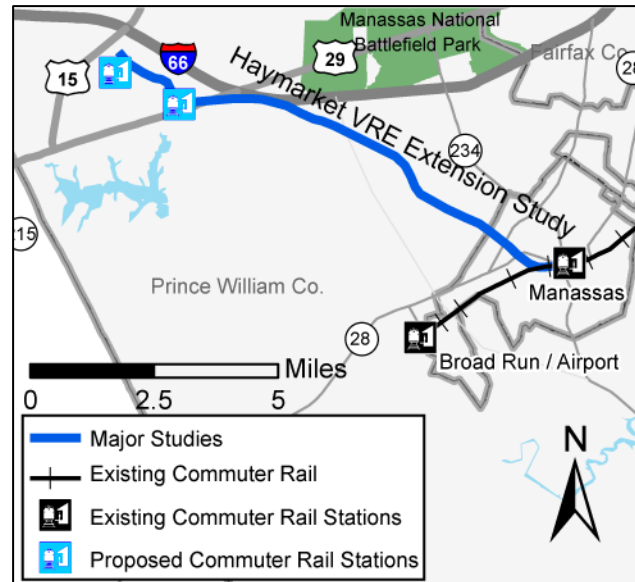


## VRE Expansion

City of Manassas to Gainesville and Haymarket

Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville

Length: 11 miles  
Complete: 2018  
Cost: \$280 million  
Funding: Not Identified



See Project Description Form on page 36 for more information.



## CHANGES TO SELECTED EXISTING MAJOR PROJECTS

The following changes were made to three of the region's highlighted existing major projects.

### MARYLAND

1. Intercounty Connector (ICC) – Completion date changed from 2010 to 2012

### VIRGINIA

2. Springfield Interchange – Completion date changed from 2007 to 2008
3. Tri-County Parkway – Alignment changed (revised alignment below) and completion date changed from 2020 to 2012.

