



Proposed Significant Changes for the 2007 CLRP

COG Board of Directors
June 13, 2007



Summary List of Changes

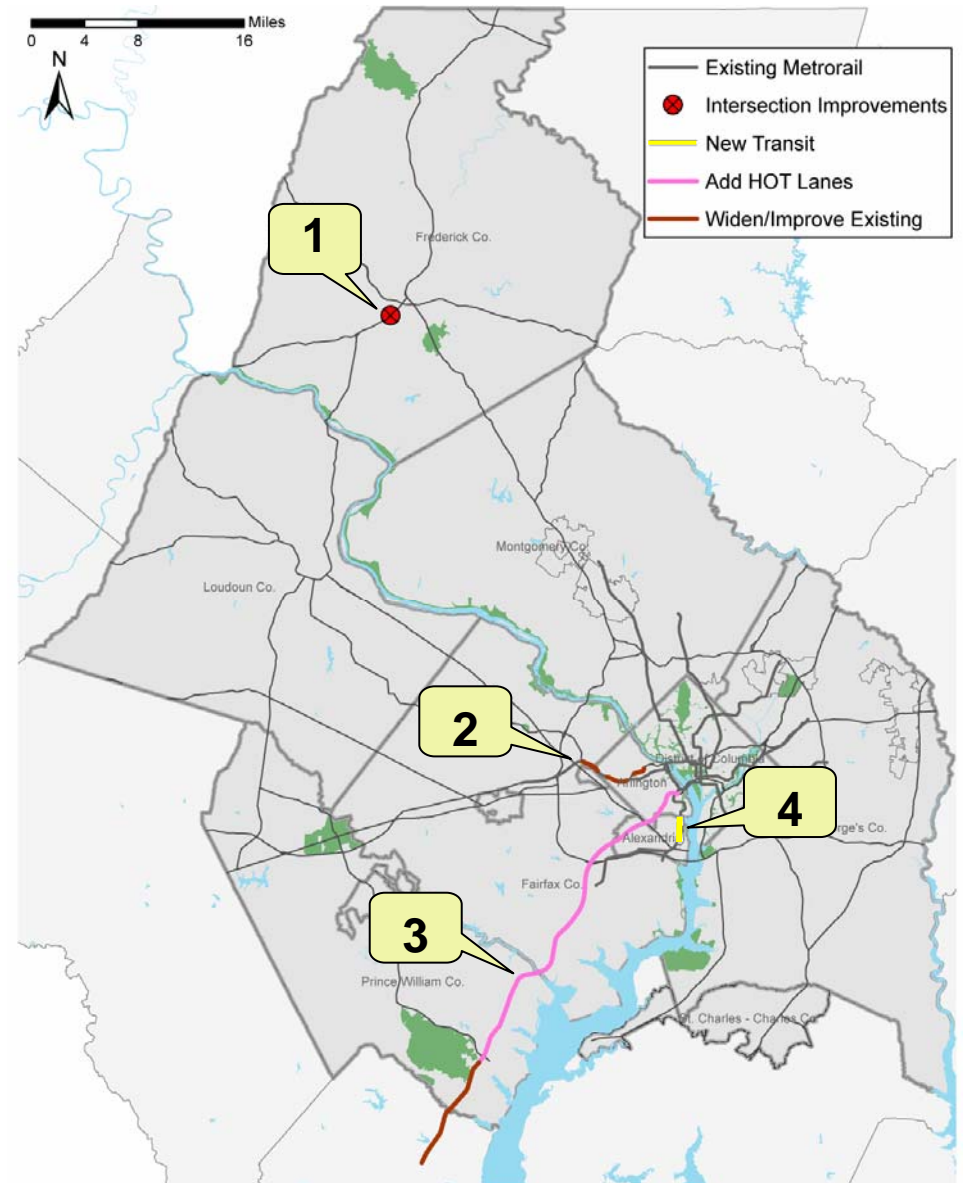
Construction

Maryland

1. U.S. 340, Intersection at Jefferson Technology Park

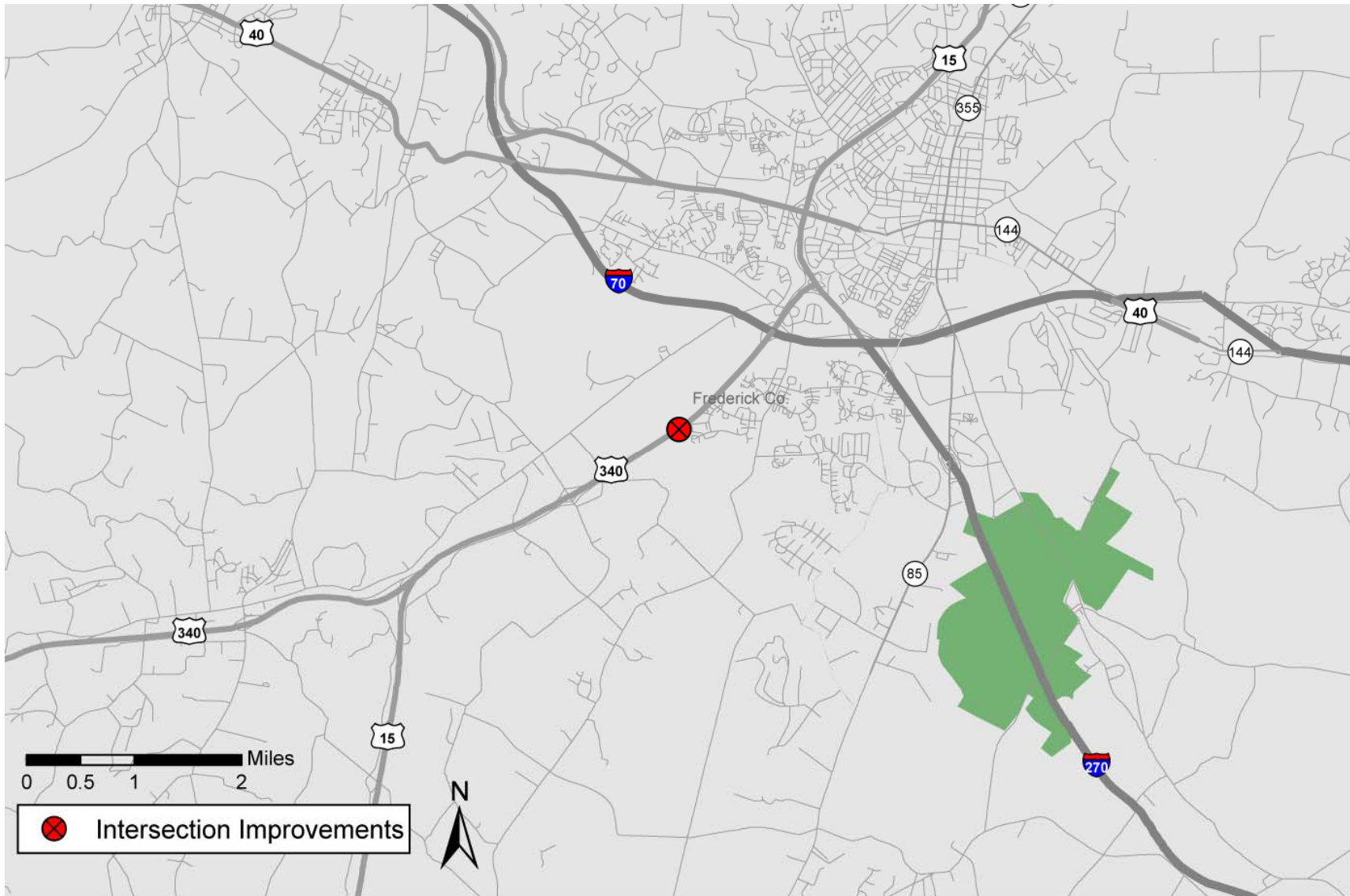
Virginia

2. I-66 Spot Improvements Inside the Beltway
3. I-95/I-395 HOV, Bus and HOT Lanes
4. Potomac Yard Transitway in Alexandria





1. US 340 - Jefferson National Pike, Interchange for Jefferson Technology Park





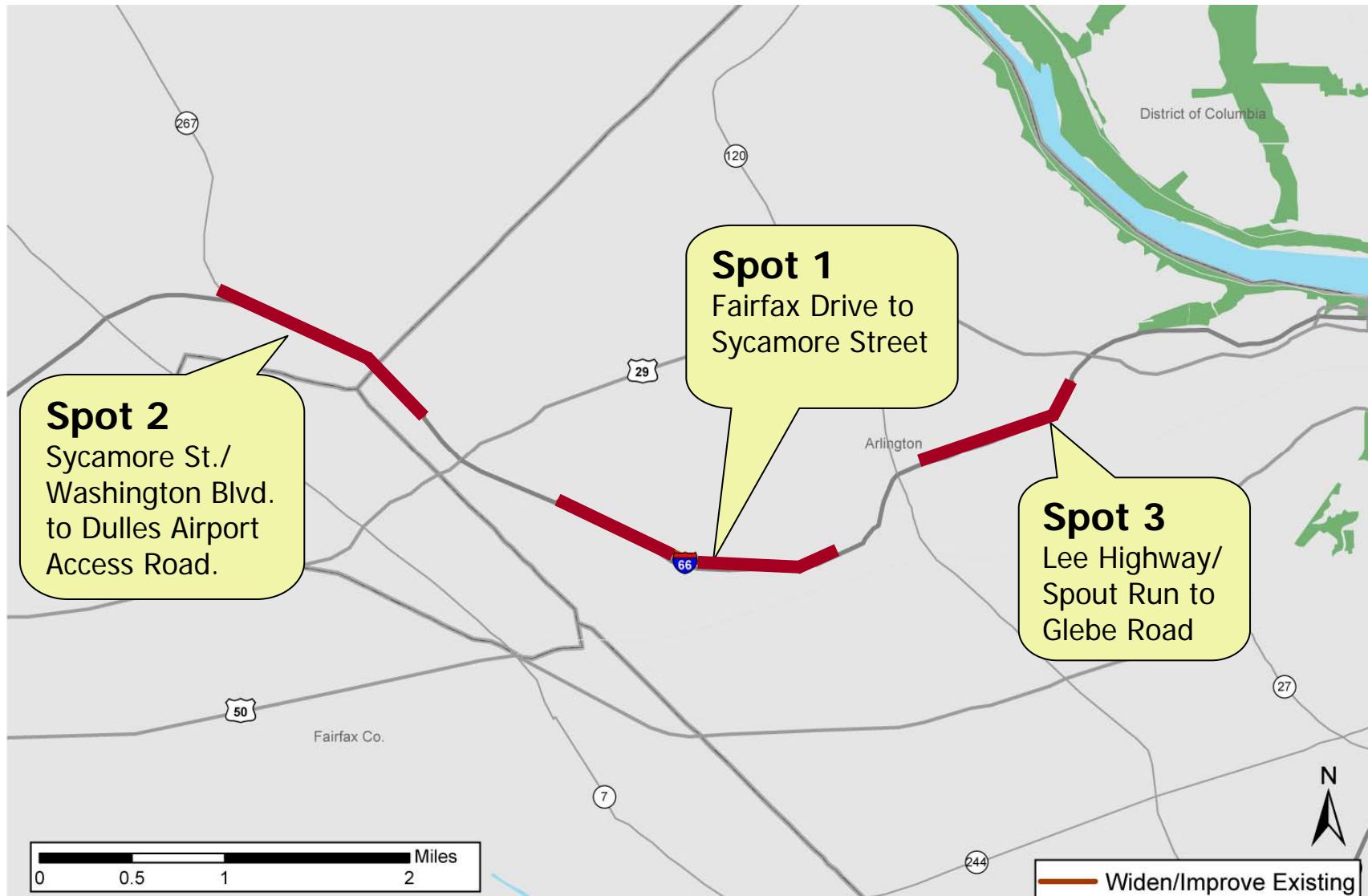
1. US 340 - Jefferson National Pike, Interchange for Jefferson Technology Park

- ▶ 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





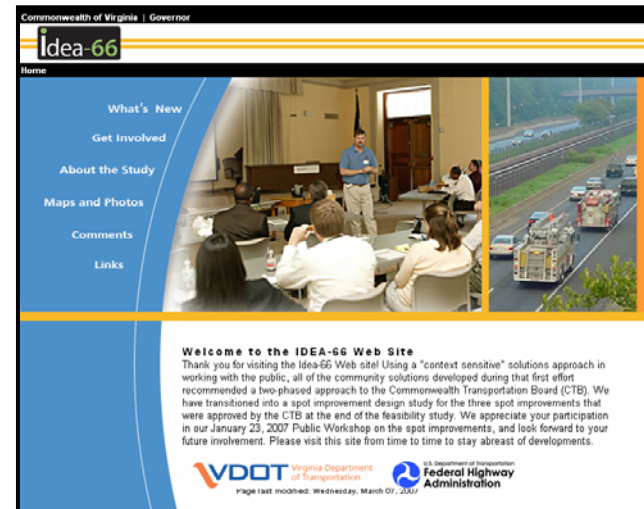
2. I-66 Spot Improvements Westbound, Inside the Beltway





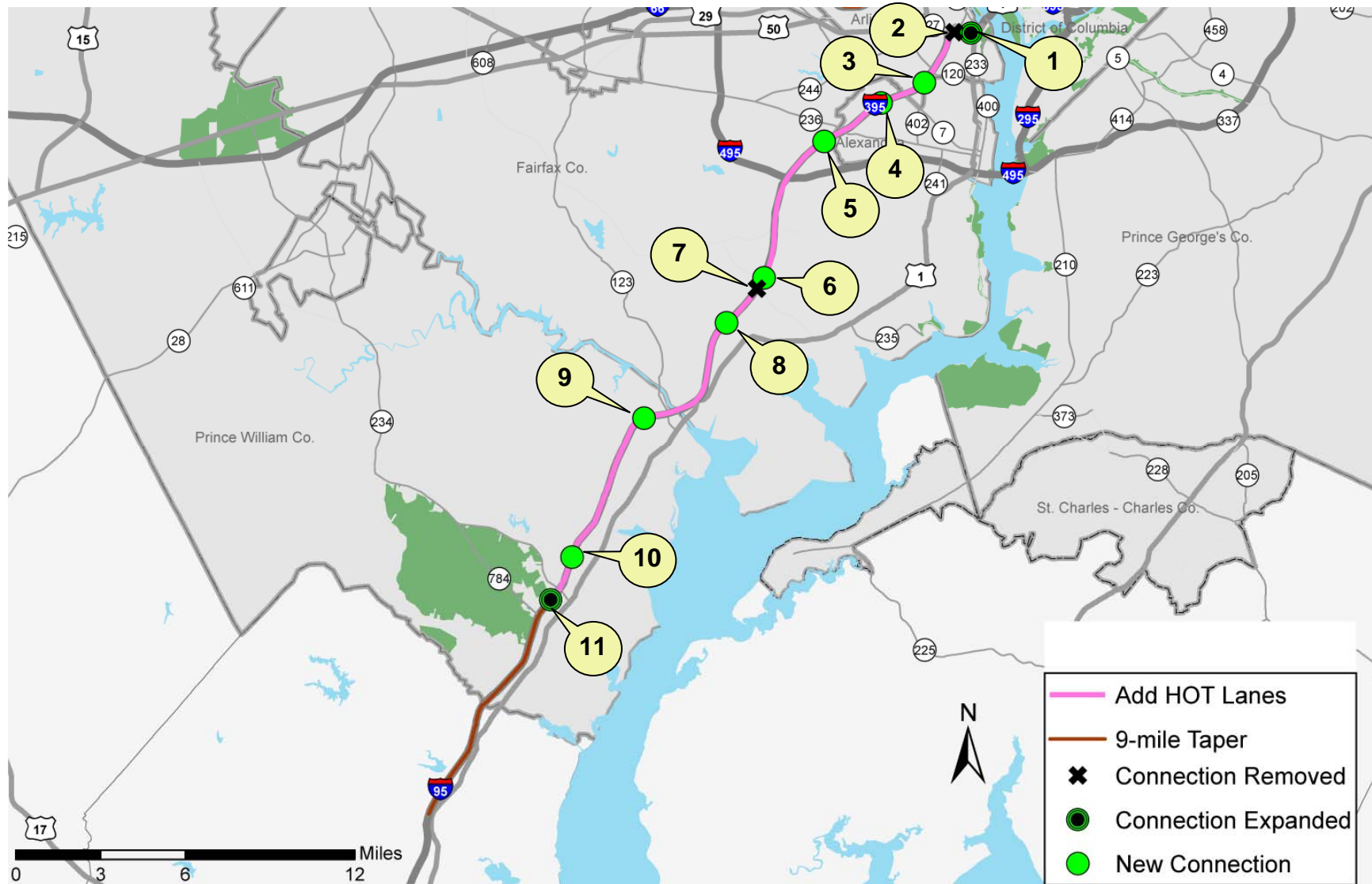
2. I-66 Spot Improvements Inside the Beltway

- ▶ Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:
 - ▶ Fairfax Drive to Sycamore Street, from 2 to 3 lanes
 - ▶ Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes
 - ▶ Washington Boulevard to the Dulles Airport Access Road, from 3 to 4 lanes
- ▶ Length: 4 miles (total)
- ▶ Complete: 2013
- ▶ Cost: \$75.6 million
- ▶ Funding: Federal, State
- ▶ <http://www.idea66.com>





3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road





3. I-95/395 HOT Lanes Project

Eads Street to VA 610, Garrisonville Road

- ▶ Reconfigure the existing HOV facility between Eads St. and south of the Town of Dumfries from 2 to 3 lanes.
- ▶ Convert to High Occupancy Toll (HOT) Lanes
 - ▶ HOV (3), transit, buses and emergency response vehicles use for free.
 - ▶ Other vehicles may use 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.
- ▶ Extend a 9 mile, barrier-separated taper from the end of the southbound HOT Lanes to ease congestion as traffic merges into the general purpose lanes.



3. I-95/395 HOT Lanes Project

Eads Street to VA 610, Garrisonville Road

- ▶ Create/modify connections to the HOT lanes at (see map).

①	Eads Street	Expand HOT lane connections to and from Eads St.
②	Between South Hayes Street and Washington Boulevard	Fold existing southbound connection from HOT to general purpose lanes into Eads St. connection.
③	Shirlington Circle (VA 402)	Create new connections to and from Shirlington Cir.
④	Seminary Road (VA 420)	Create new connections to and from, for buses only.
⑤	Between Duke Street (VA 236) and Edsall Road (VA 648)	Create a new northbound connection from HOT to general purpose lanes.
⑥	Fairfax County Pkwy (VA 7100)	Create a new southbound connection to HOT lanes
⑦	Between Fairfax County Pkwy and Pohick Road (VA 638)	Remove existing southbound connection from HOT to general purpose lanes.
⑧	Between Fairfax County Pkwy and Lorton Road (VA 642)	Create a new reversible connection from HOT to general purpose lanes. Includes in-line bus station.
⑨	Between Gordon Road (VA 123) and Prince William County Pkwy	Create new north- and southbound connections from HOT to general purpose lanes.
⑩	Between Cardinal Dr. (VA 610) and Dumfries Rd. (US 234)	Create a new northbound connection from HOT to general purpose lanes.
⑪	Between Dumfries Road and Garrisonville Road (VA 610)	Expand southbound connection from HOT to general purpose lanes with a 9-mile taper lane.



3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road

- ▶ The Transit Service Plan calls for the following enhancements:
 - ▶ 13 new bus routes.
 - ▶ Continued reduction of headways on existing and planned routes in 2010, 2020, and 2030.
 - ▶ Addition of bus-only ramps in and out of the Pentagon at Eads Street, an in-line bus station near the Lorton VRE station, and a transit-only access ramp at Seminary Road.
 - ▶ 6 new Park & Ride facilities with a total of 3,000 additional parking spaces.
- ▶ Proposal is expected to be revised in 2008 to reflect the work of the Transit Advisory Committee (TAC).



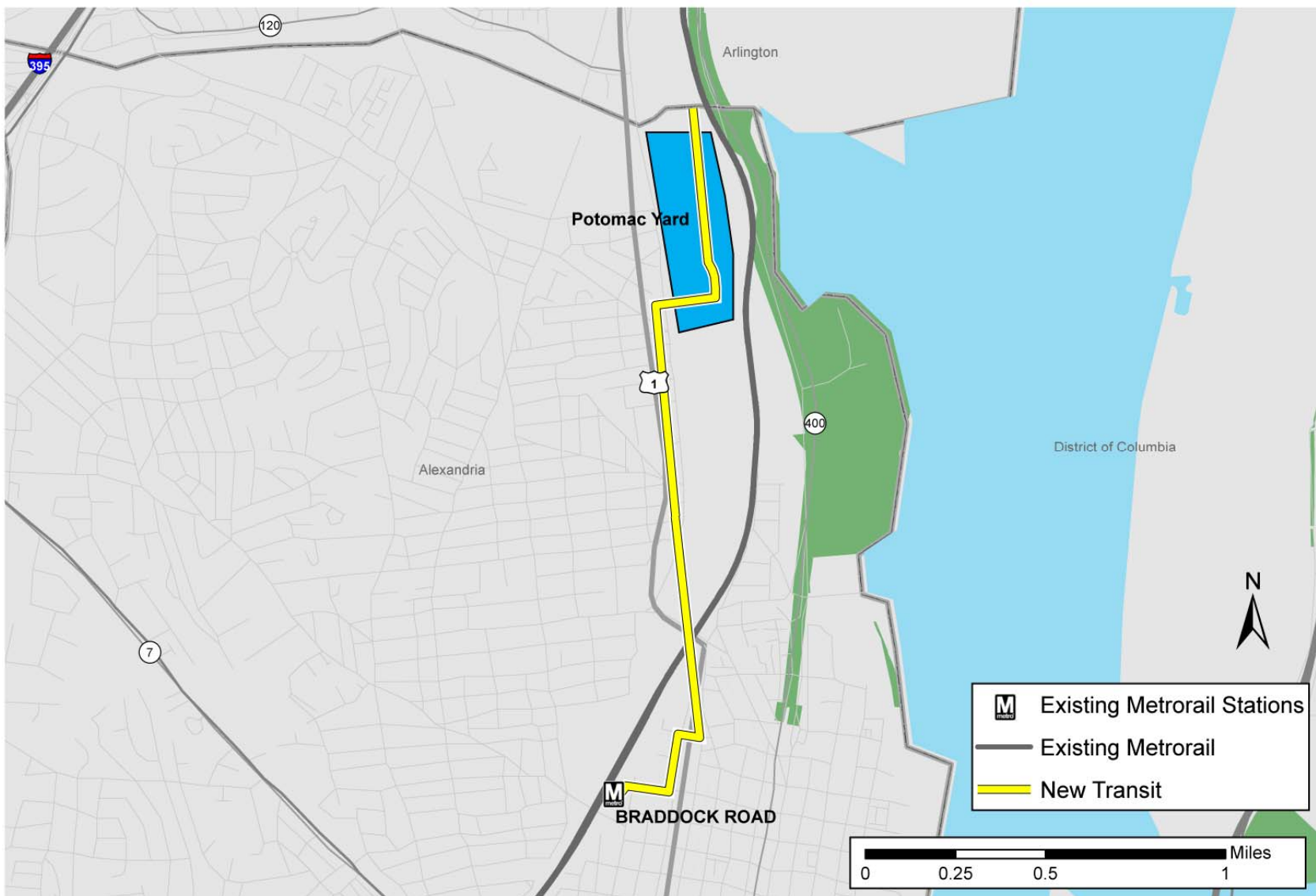
3. I-95/395 HOT Lanes Project **Eads Street to VA 610, Garrisonville Road**

- ▶ Length: 36 miles
- ▶ Complete: 2010
- ▶ Capital Cost: \$882 million
 - ▶ 492 million – P.E., ROW and Construction
 - ▶ 390 million – Transit Capital
- ▶ Funding: Private, Tolls, Federal Transit Capital and Farebox Revenues
- ▶ www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp



4. Potomac Yard Transitway

Four Mile Run to Braddock Road Metro Station





4. Potomac Yard Transitway

Four Mile Run to Braddock Road Metro Station

- ▶ Construct the Alexandria portion of a transitway that will ultimately run from the Pentagon to the Braddock Road Metro Station.
 - ▶ Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Ave. Bridge.
 - ▶ From Monroe Ave. Bridge 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 (5 miles total)
- ▶ Complete: 2011
- ▶ Cost: \$18.1 million
- ▶ Funding: Federal, State, Local & Private



Summary List of Changes

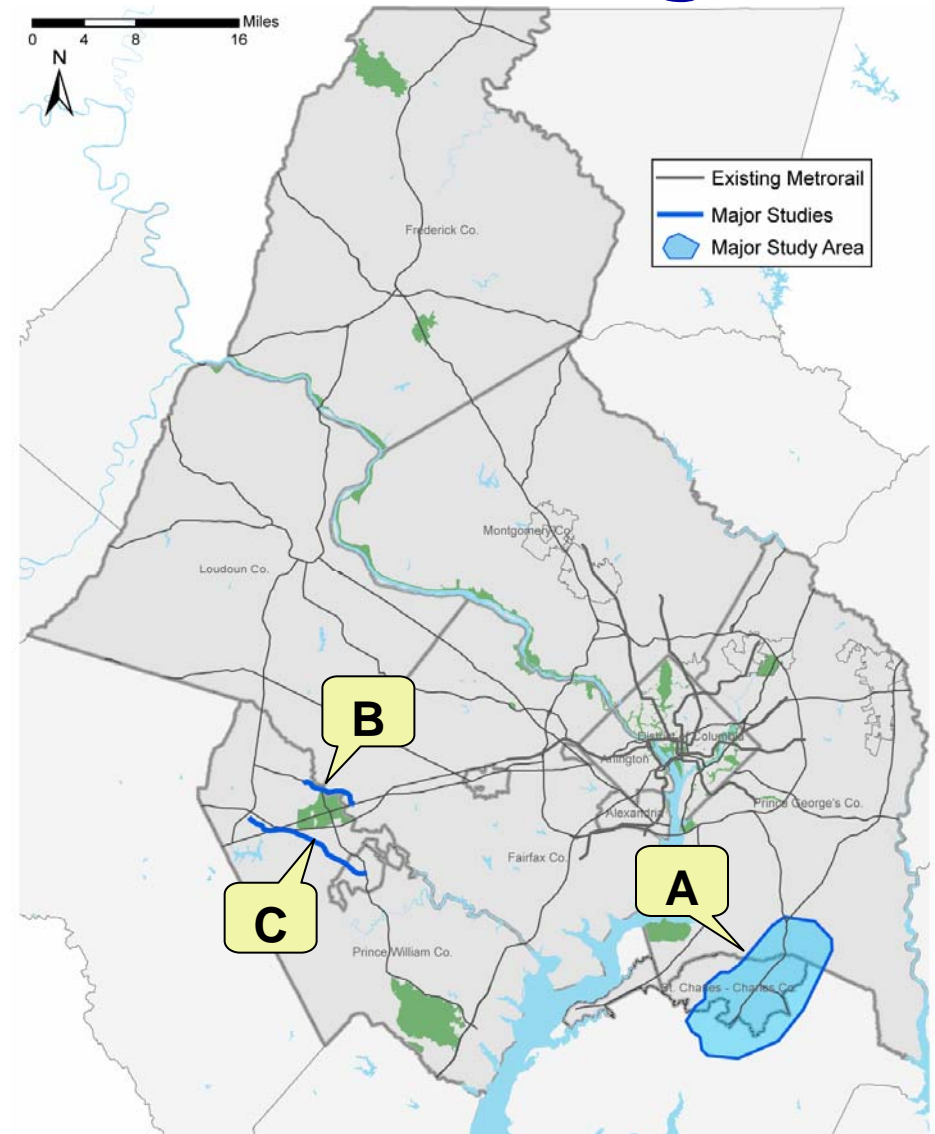
Studies

Maryland

- A. US 301, Waldorf Bypass

Virginia

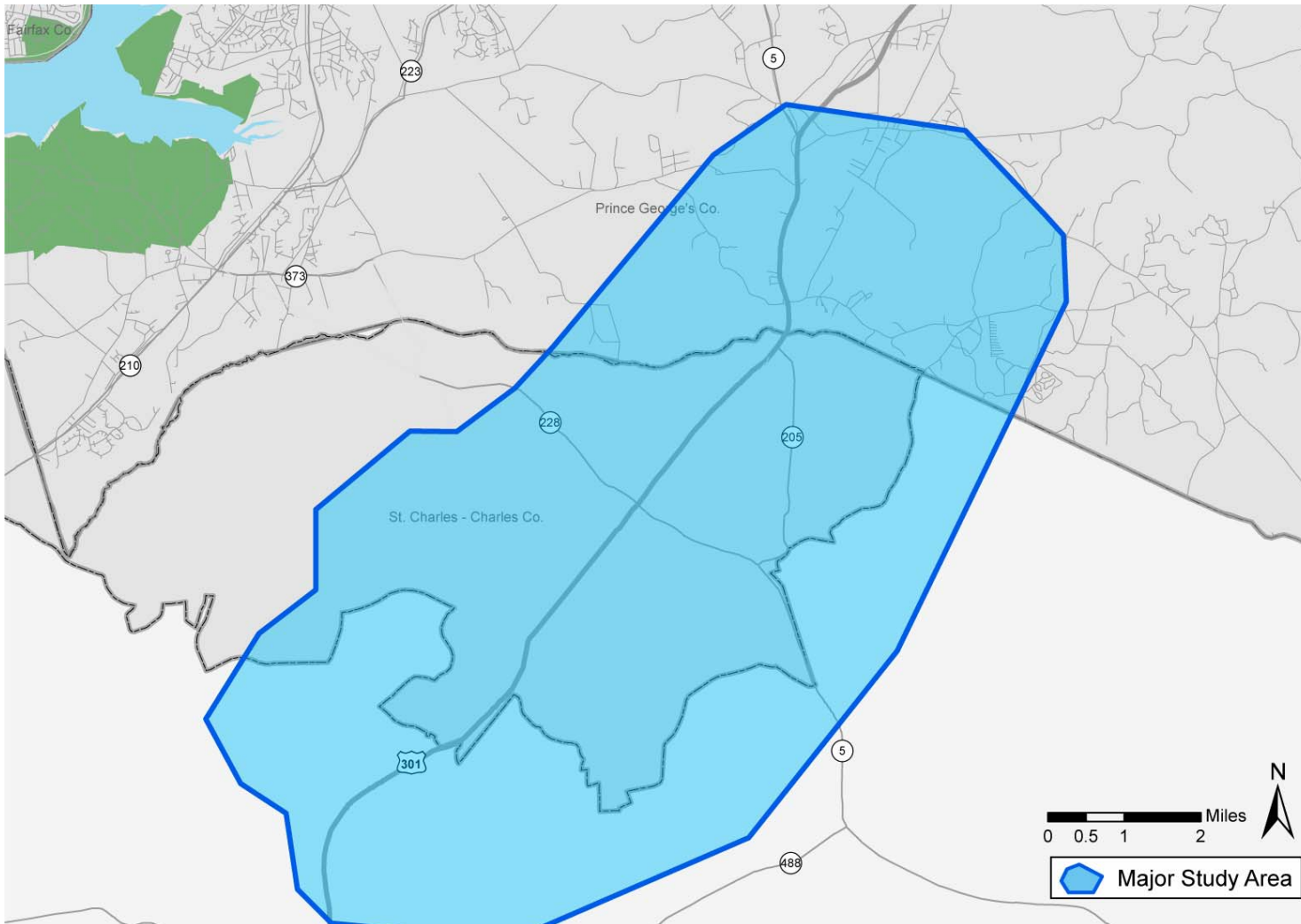
- B. Manassas National Battlefield Bypass
- C. VRE Expansion to Gainesville/Haymarket





A. US 301 Waldorf Bypass

Turkey Hill Rd./Washington Ave. to North of the MD 5 Interchange at TB





A. US 301 Waldorf Bypass

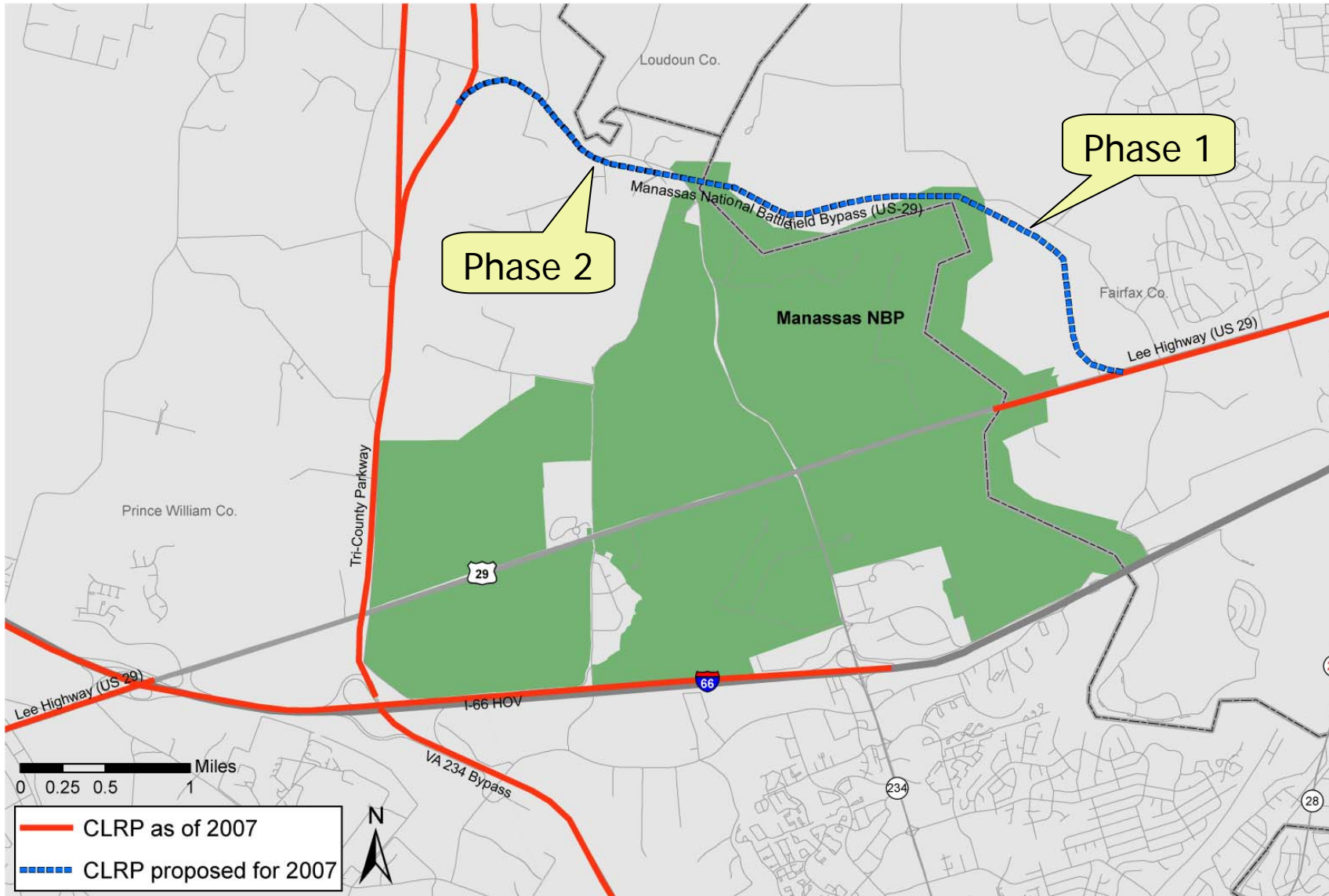
Turkey Hill Rd./Washington Ave. to North of the MD 5 Interchange at TB

- ▶ Study alternatives for upgrading and widening US 301 through Waldorf and/or constructing an access-controlled bypass to the west.
- ▶ Complete: 2030
- ▶ Cost: \$1.48 billion (Charles County/TPB area)
\$2.78 billion (total)
- ▶ Funding: Federal, State
- ▶ <http://www.us301waldorf.org>





B. Manassas National Battlefield Bypass US 29 to Planned Tri-County Parkway/Rte. 234





B. Manassas National Battlefield Bypass

US 29 to Planned Tri-County Parkway/VA 234 Bypass

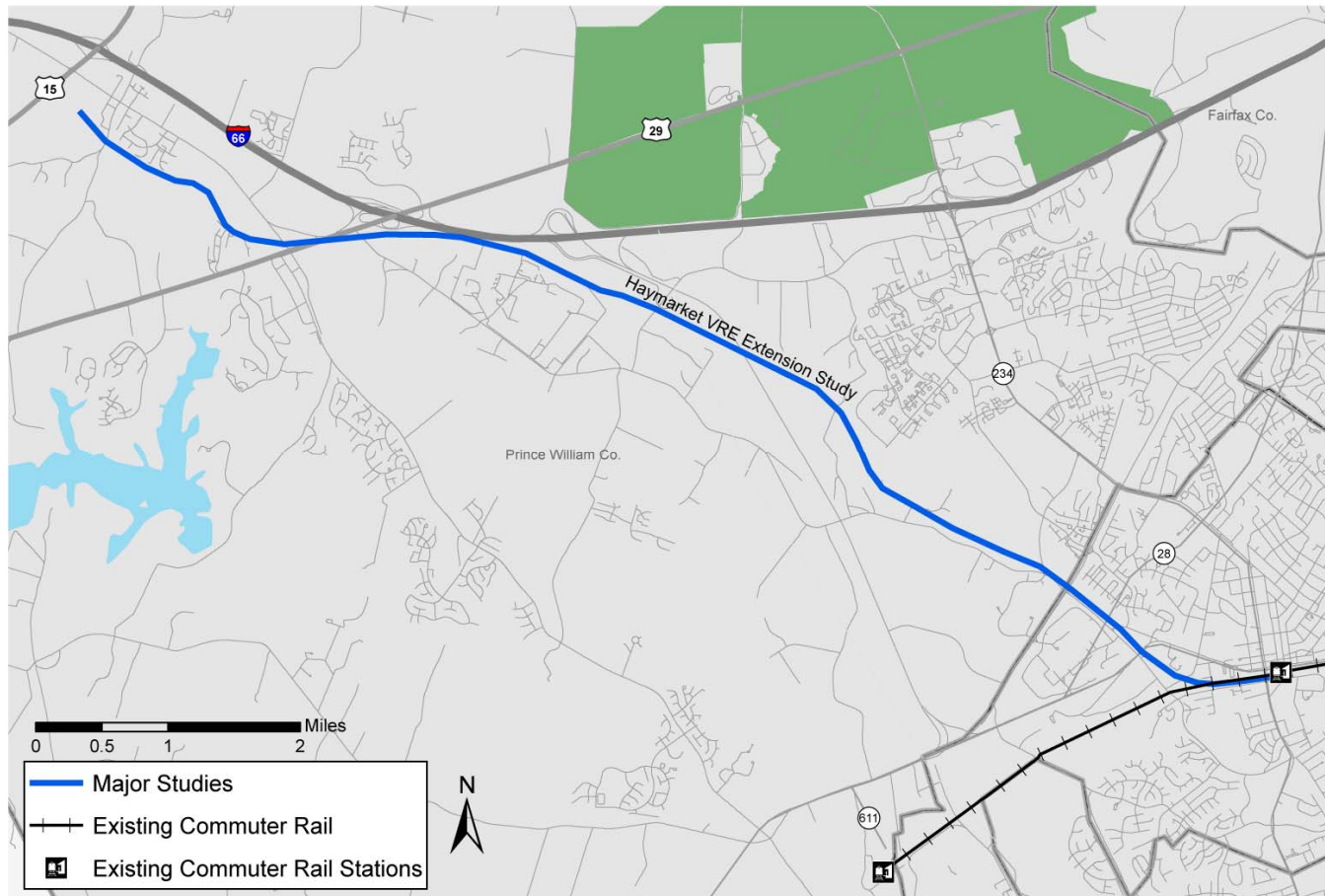
- ▶ Close Routes 29 and 234 through the Manassas National Battlefield Park to through traffic.
 - ▶ Phase 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park.
 - ▶ Phase 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.
- ▶ Complete: 2020
- ▶ Cost: \$133 million
- ▶ Funding: Not Identified
- ▶ <http://www.battlefieldbypass.com>





C. VRE Expansion

City of Manassas to Gainesville/Haymarket





C. VRE Expansion

City of Manassas to Gainesville/Haymarket

- ▶ Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket.
- ▶ Complete: 2018
- ▶ Cost: \$280 million
- ▶ Funding: Federal, State, Local & Private