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

TPB Technical Committee
June 28, 2013
Item #3

MEMORANDUM

June 13, 2013

To: Transportation Planning Board

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

Re: Briefing on the Draft 2013 Constrained Long-Range Plan

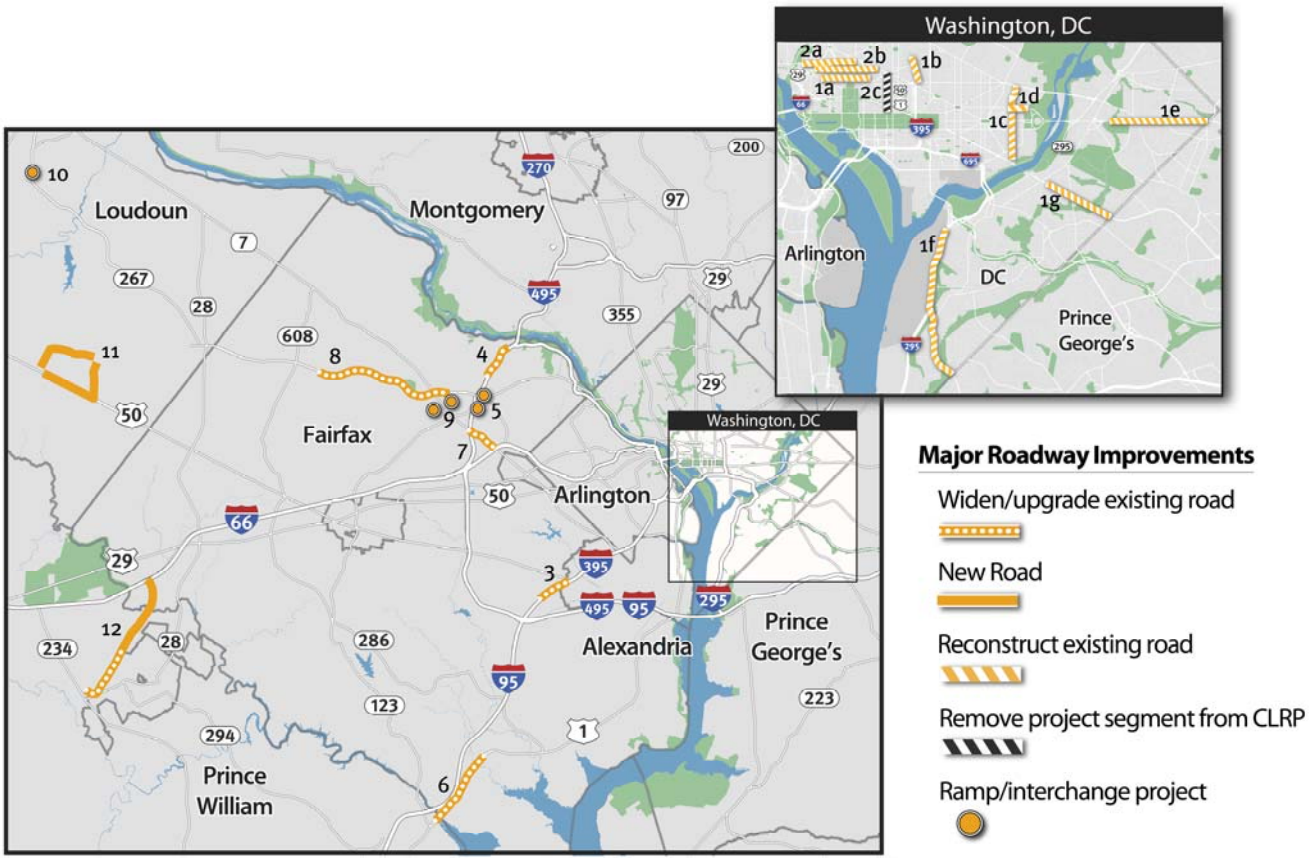
On June 13, 2013 the Transportation Planning Board (TPB) released the draft 2013 Update to the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP) for public comment. The 30-day public comment period ends at midnight on Saturday, July 13, 2013. Interested parties may submit their comments via email to TPBPublicComment@mwcog.org, online at www.mwcog.org/transportation/public/, by phone at (202) 962-3262 or TDD: (202) 962-3213, or in person at the TPB meeting on June 19.

This memo describes the proposed significant new projects and changes to existing projects in the CLRP since it was approved in 2012. This summary covers changes only to those projects that are considered to be regionally significant, i.e., transit, interstates, principal arterials and some minor arterials. A complete listing of all proposed projects and changes titled, "2013 CLRP and FY 2013-2018 TIP Air Quality Conformity Inputs" is available for review online at http://www.mwcog.org/clrp/resources/.

The regionally significant additions and changes proposed to the 2013 CLRP include nine new projects (or groups of projects), an update on a set of Bike Lane pilot projects in the District of Columbia, updated cost information for two transit projects in Maryland, a change to the Capital Beltway HOT Lanes project, and one study in Virginia. The following pages provide further detail on these projects.

The TPB is scheduled to approve the 2013 CLRP along with the Air Quality Conformity Assessment at its meeting on July 17.

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-Build Alternative (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: $100 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

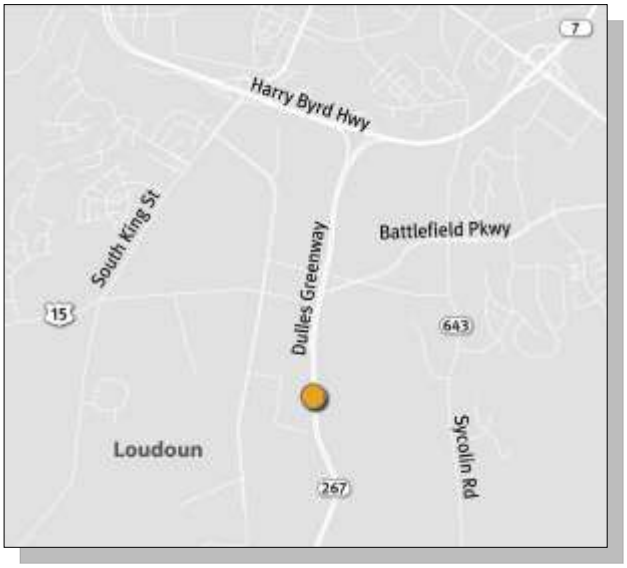
See the project descriptions in Attachment A for more information.

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 are currently being considered for improving access to Dulles Airport, particularly for air cargo. Each alternative will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the alternatives for inclusion in the Plan.

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-build Alternative (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.

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.

11a. Construct Dulles Air Cargo, Passenger, Metro Access Highway

BASIC PROJECT INFORMATION

1. Agency Project ID: 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: Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:		Unassigned	Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)	
5. From (_ at):		Rt. 50	John Mosby Highway	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County

8. Description: Construct the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) between Route 50 and Washington Dulles International Airport in Loudoun County, Virginia. The DACPMA is a planned four lane (expandable to six lanes) limited access highway on a minimum 200' right of way which will generally take the same alignment as the planned North Star Boulevard between Route 50 and approximately 1 to 1.5 miles north of Rt. 50. The highway alignment will then shift east and traverse south of Broad Run terminating at Route 606 (Loudoun County Parkway) on Washington Dulles International Airport property. The facility is envisioned to ultimately have interchanges at Rte. 50, Rte. 606 (Loudoun County Parkway) and the anticipated intersection of the Northstar Blvd. to the north of this roadway. Additionally this proposed project is being examined as an alternative to the New highway - limited access, grade separated Rte 50 and new limited access at grade Loudoun County Pkwy (Rte 606) - project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 3 miles
11. Project Manager: Tom Fahrney 12. E-Mail:tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
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): $153,000,000
18. Remaining cost (in Thousands): $153,000,000
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other
    The study has been supported by the local government (Loudoun County) and the Metropolitan

Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

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:

    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.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

    The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport. This proposed project is fully consistent with the planned Master Plan improvements at the Dulles International Airport focusing on the forecast growth in passenger and freight movement in and out of the Airport.


774
606
659
620
50
BELMONT RIDGE RD. RTE.659
BRAMBLETON
PROP. LOUDOUN COUNTY PKWY
PROP. SHREVEPORT DRIVE
ADESA
PROP. NORTHSTAR BLVD
EVERGREEN MILLS RD. RTE.621
Alt. 1: DACPMA Hwy.
BROAD RUN
CABIN BRANCH
WASHINGTON DULLES INTERNATIONAL AIRPORT
TRACON RD.
ARCOLA
LOGBOOK RD.
ARCOLA CENTER
EMCODER RD.
LOUDOUN COUNTY PKWY - RTE.606
PROP. GLASCOCK BLVD
VANCE RD.
TO RTE.15
JOHN MOSBY HIGHWAY - US 50
TO RTE.28
Alt. 2: Rte. 50/606
STONERIDGE
PROPOSED TRI-COUNTY PKWY
SOUTH RIDING
GUM SPRINGS RD. RTE.659
BRADDOCK ROAD - RTE.620
VDOT

11b. New US 50/VA 606, Loudoun County Parkway

BASIC PROJECT INFORMATION

1. Agency Project ID: 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: New LA Rte 50 (And Loudoun County Parkway -Rte 606)

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	New - Limited Access Rte 50 and Limited Access Loudoun County Parkway - Highway	
5. From (_ at):		Tri County Parkway	* Rt. 50 - from Tri County Parkway to Loudoun County Parkway * Loudoun County Parkway - from Rt. 50 to approx. 1.5 miles north of Rt. 50	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County
8. Description: Construct a separate, grade separated 4-lane limited access facility along Route 50, within the existing ROW, between Tri County Parkway and Loudoun County Parkway. Construct Loudoun County Parkway (Rte. 606) as a separate, at grade 4-lane limited access facility continuing from the new grade separated limited access Rt. 50 roadway for approximately 1.5 miles north of Rt. 50. The total cost of this project is estimated to be about $813M. Additionally this proposed project is being examined as an alternative to the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.
9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney 12. E-Mail:tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
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): $812,895
18. Remaining cost (in Thousands): $812,895
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other

    The study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development

community) as well. As noted under question 8 above, parts of the project is already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

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:
    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.
    _ 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

    The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.


774
CREIGHTON RD. RTE.774
BELMONT RIDGE RD. RTE.659
BRAMBLETON
659
606
PROP. LOUDOUN COUNTY PKWY
ADESA
PROP. SHREVEPORT DRIVE
PROP. NORTHSTAR BLVD
EVERGREEN MILLS RD. RTE.621
Alt. 1: DACPMA Hwy.
BROAD RUN
CABIN BRANCH
WASHINGTON DULLES INTERNATIONAL AIRPORT
TRACON RD.
ARCOLA
LOGBOOK RD.
LOUDOUN COUNTY PKWY RTE.606
ENCODER RD.
ARCOLA CENTER
PROP. GLASCOCK BLVD
VANCE RD.
TO RTE.15
50
JOHN MOSBY HIGHWAY US 50
TO RTE.28
Alt. 2: Rte. 50/606
STONERIDGE
SOUTH RIDING
PROPOSED TRI-COUNTY PKWY
GUM SPRINGS RD. RTE.659
659
620
BRADDOCK ROAD - RTE.620
VDOT

11c. Loudoun County Countywide Transportation Plan Alignment

BASIC PROJECT INFORMATION

1. Agency Project ID: 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: Alternative 3B: Dulles Air Cargo, Passenger, Metro Access Highway – Loudoun CTP Alignment

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	Widen and Covert to Limited Access – US 50 and Rte 606	
5. From (_ at):		Tri County Parkway	* Rt. 50 - from Tri County Parkway Interchange * Loudoun County Parkway/rte. 606 - from US 50 Interchange	
6. To:		Lou. Co. Pkwy / Rt. 606	* Rt. 50 - to Loudoun County Parkway/Rte. 606 Interchange * Loudoun County Parkway/rte. 606 - to approx. 1.5 miles north of US 50 interchange	

7. Jurisdiction(s): Loudoun County

8. Description: The proposed project will widen to six lanes and convert the portion of US 50 between Tri County Parkway (currently referred to as North Star Blvd. in the Loudoun Countywide Transportation Plan) and Loudoun County Parkway into a limited access facility by 2025. This stretch of US 50 will have interchanges at the Tri County Pkwy., Rte. 659 Gum Springs Rd., and Rte. 606/Loudoun County Parkway. The project will also expand a stretch of 1.5 miles of Loudoun County Parkway (Rte. 696 / Rte. 607), starting from the Us 50 interchange, to 8 lanes and convert it into a limited access facility with an interchange with Old Ox Rd. (Rte. 606). This proposed project is one of the three build alternatives being examined as part of the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) Environmental Assessment (EA) study being conducted by the Virginia Department of Transportation (VDOT) in cooperation with the Federal Highway Administration, Loudoun County and the Metropolitan Washington Airports Authority. The total cost of this project is estimated to be about $268M. This project, Alternative 3B, is being examined at the request of Loudoun County since the improvements proposed are fully consistent with and contained in the Loudoun Countywide Transportation Plan (CTP).

   The DACPMAH EA will analyze this proposed project as well as Alternative 1 (No-build), 2 - Dulles Air Cargo, Passenger and Metro Access Highway (North Star alignment) and Alternative 3A - New Limited Access Grade Separated US 50 / New Limited Access VA 606 project – both of which are included in the air quality conformity inputs for the 2013 CLRP/FY 2013-2018 TIP update. Additionally, a no-build alternative will be analyzed in the EA. Only one of the three build alternatives or no-build alternative will be selected as VDOT's preferred alternative in the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A

10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney 12. E-Mail:tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
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): $268,000
18. Remaining cost (in Thousands): $0
19. Funding Sources: X Federal; X State; X Local; X Private; X Bonds; X Other

    The EA study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. As noted under question 8 above, parts of the project are already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

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:

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.

_ 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

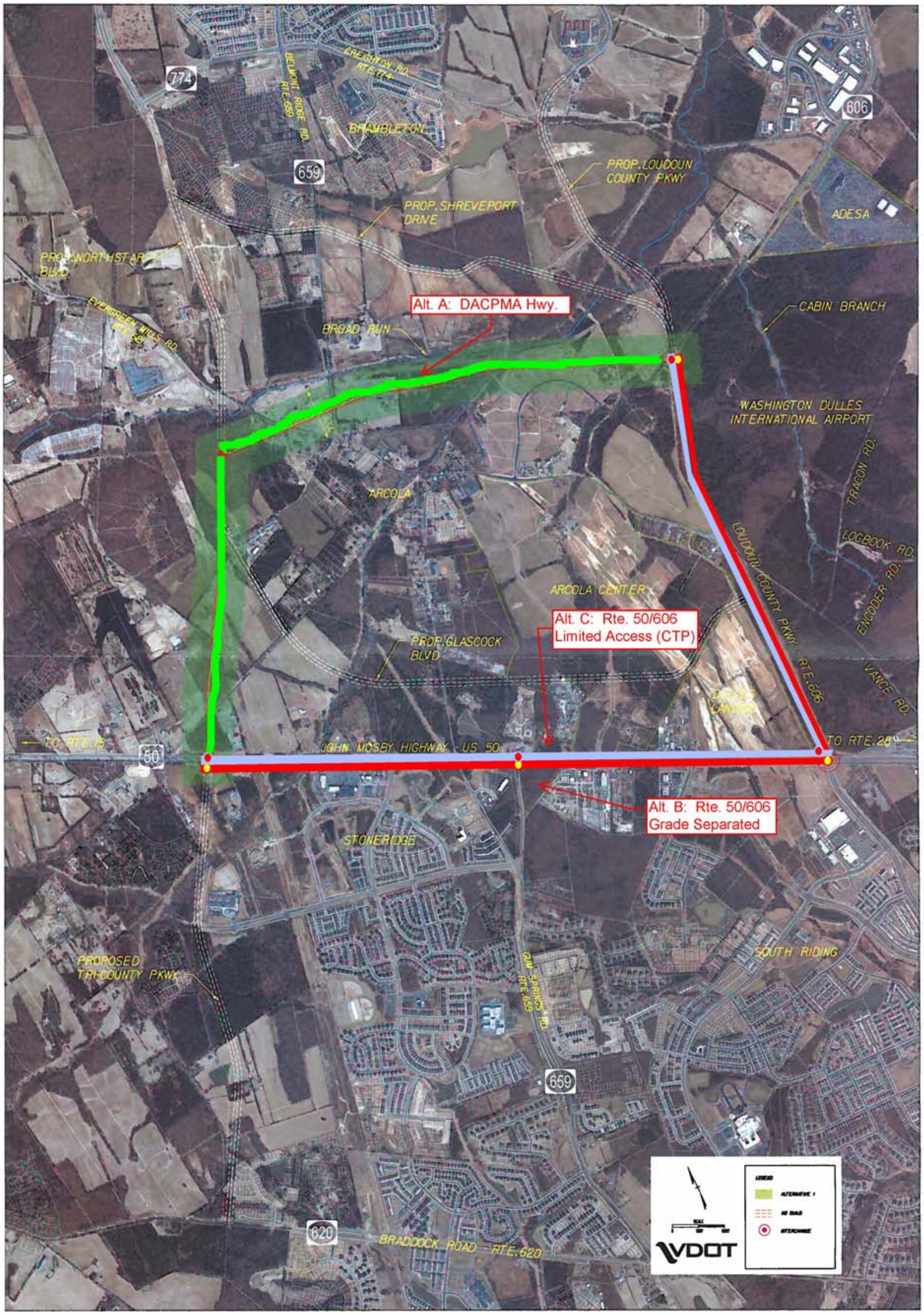
    _ WMATA Architecture

    _ COG/TPB Regional ITS Architecture

    _ Other, please specify:

31. Other Comments

    The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport, reduce congestion and improve capacity on the roadway network in the Dulles South area by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.


Alt. A: DACPMA Hwy.
Alt. C: Rte. 50/606
Limited Access (CTP)
Alt. B: Rte. 50/606
Grade Separated
BELMONT RIDGE RD. RTE.659
CREIGHTON RD. RTE.774
BRAMBLETON
PROP. LOUDOUN COUNTY PKWY
PROP. SHREVEPORT DRIVE
PROP. NORTHSTAR BLVD.
ADESA
CABIN BRANCH
BROAD RUN
WASHINGTON DULLES INTERNATIONAL AIRPORT
TRACON RD.
LOGBOOK RD.
ENCODER RD.
ARCOLA
ARCOLA CENTER
LOUDOUN COUNTY PKWY RTE.606
VANCE RD.
PROP. GLASCOCK BLVD
TO RTE.15
JOHN MOSBY HIGHWAY - US 50
TO RTE.28
STONERIDGE
SOUTH RIDING
PROPOSED TRI-COUNTY PKWY
GUM SPRINGS RD. RTE.659
BRADDOCK ROAD - RTE.620
774
606
659
50
620
VDOT

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