



National Capital Region Transportation Planning Board

Significant Additions and Changes to the 2012 Update to the CLRP and the FY 2013-2018 TIP

Item #9

January 18, 2012

Significant Additions and Changes to the 2012 CLRP



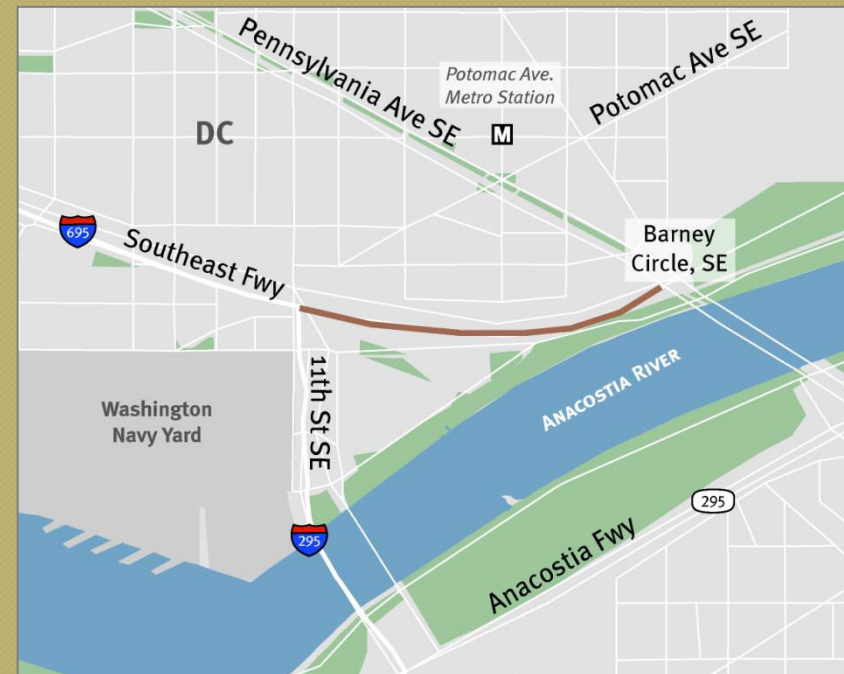
1. CREATE SOUTHEAST BOULEVARD FROM 11TH STREET BRIDGE TO BARNEY CIRCLE
2. BUS RAPID TRANSIT FROM VAN DORN METRO STATION TO PENTAGON METRO STATION
3. I-395 AUXILIARY LANE, NORTHBOUND FROM DUKE STREET TO SEMINARY ROAD
4. DATE CHANGE ON SEGMENTS OF I-495 HOT LANES AND AUXILIARY LANES (~~2030~~ 2013)
5. REMOVE WIDENING OF US 29 FROM US 50 TO EATON PLACE IN THE CITY OF FAIRFAX
6. CONSTRUCT MANASSAS NATIONAL BATTLEFIELD PARK BYPASS



1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions, the segment between 11th Street SE and Barney Circle/ Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.

Complete: 2015
Length: 0.5 mile
Cost: \$80 million
Funding: Federal, Local and Private

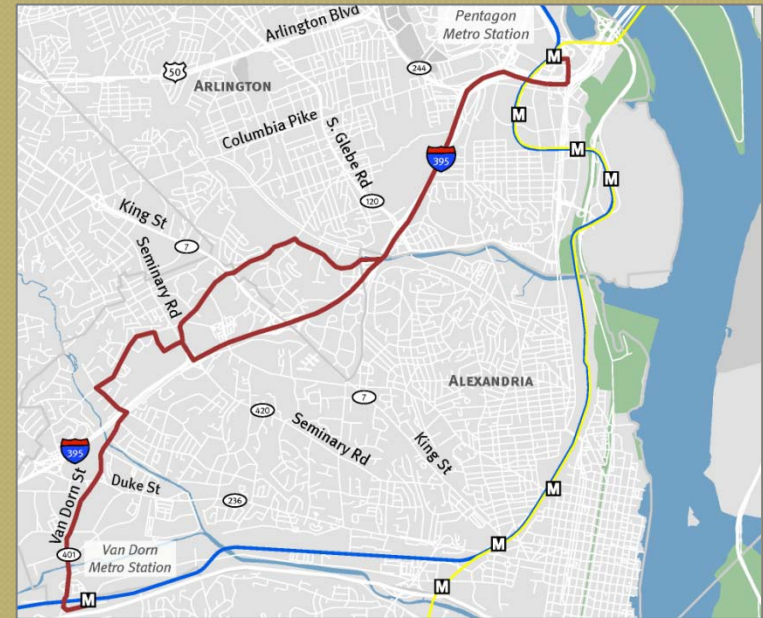




2. Bus Rapid Transit from Van Dorn Metro Station to Pentagon Metro Station

This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT spur will continue north on Beauregard Street, serving the Northern Virginia Community College at Braddock Road, turn east on S. Arlington Mill Drive to serve the Shirlington Transit Center, then continue on I-395 to the Pentagon. A separate rapid bus spur will travel on the I-395 HOV lanes from the Mark Center directly to the Pentagon.

The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as pre-board payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.



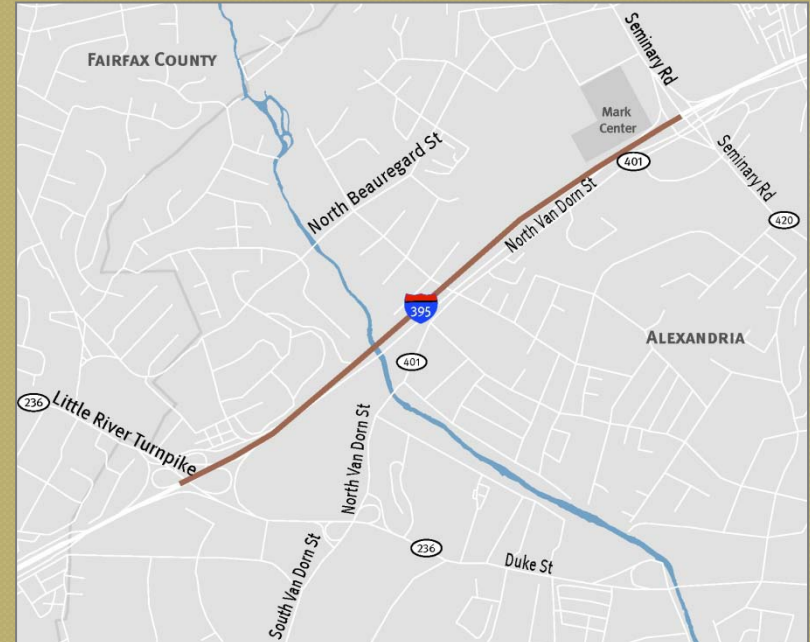
Complete: 2016
Length: 6.5 miles
Cost: \$100 million
Funding: Federal, Local and Private



3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015
Length: 1 mile
Cost: \$20 million
Funding: Federal and State



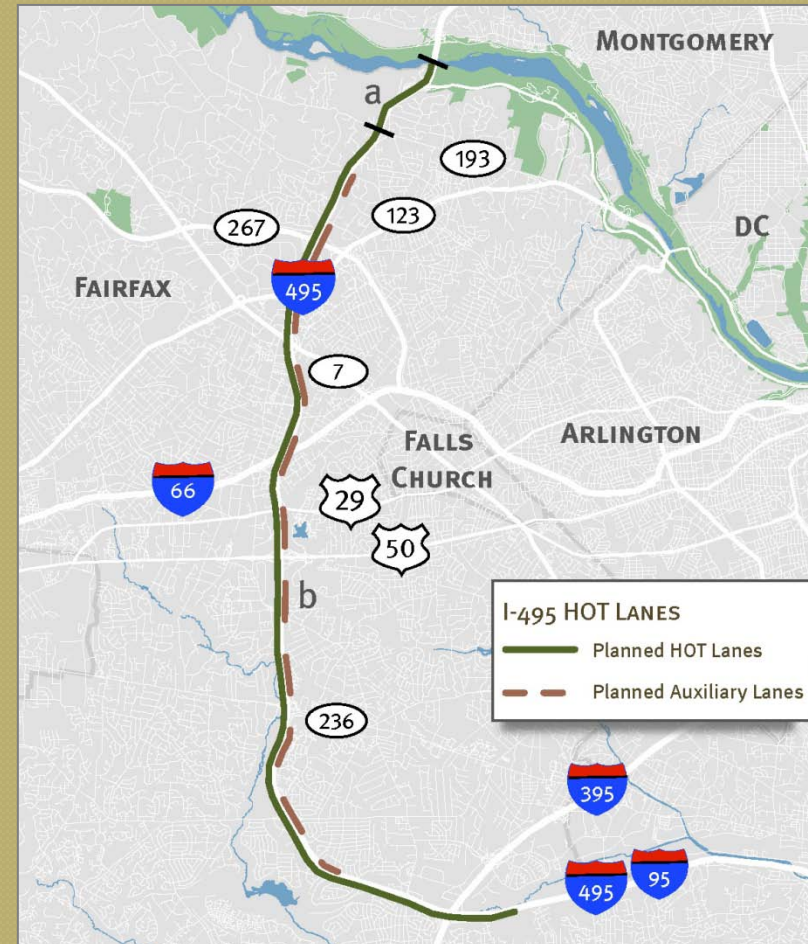


4. Date Change on Segments of I-495 HOT and Auxiliary Lanes

The 2011 CLRP includes the widening of the Capital Beltway to include a system of HOT lanes from the American Legion Bridge to the Backlick Road Underpass and a series of auxiliary lanes in each direction connecting the on and off ramps adjacent to the general purpose lanes. VDOT is proposing to advance the completion dates of multiple segments of this project as follows:

- a. HOT lanes from the American Legion Bridge to south of Old Dominion Drive – 2030 2013
- b. Various segments of auxiliary lanes – 2030 2013

Complete: 2013
Length: 14 miles
Cost: \$1.619 billion
Funding: Federal, State, Private and Bonds

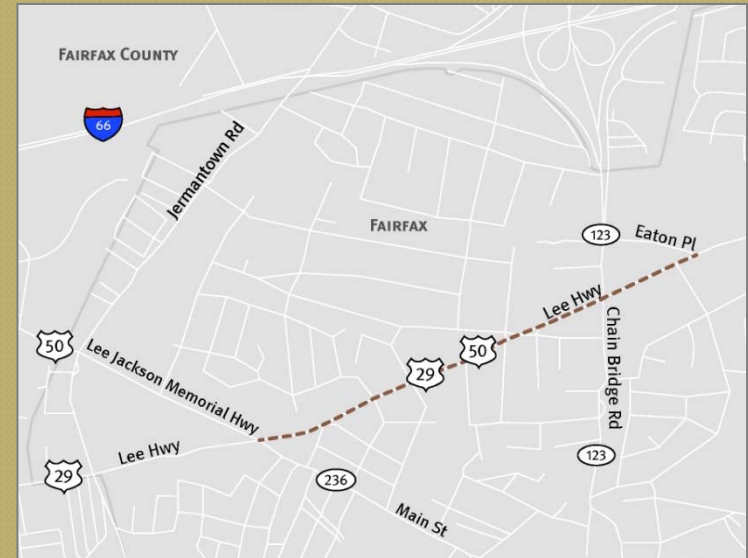




5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.

Complete: ~~2013, 2040~~
Cost: ~~\$30.2 million~~



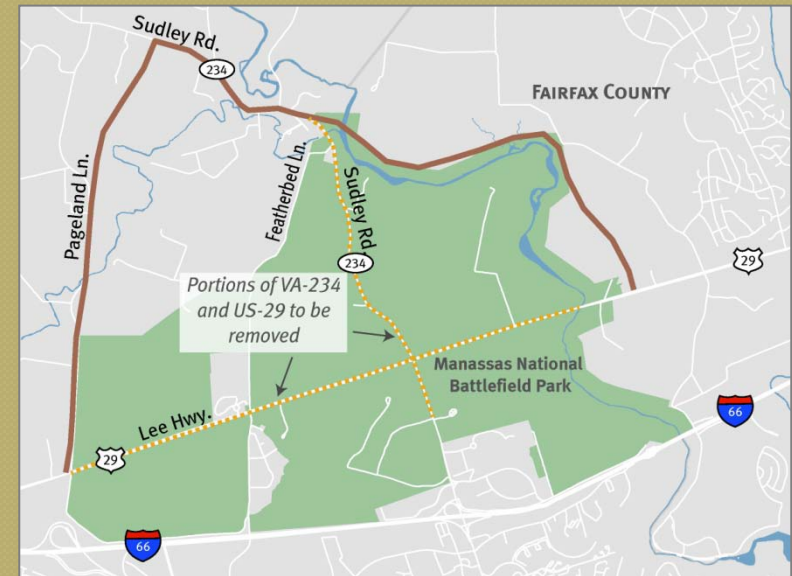


6. Construct the Manassas National Battlefield Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.



Complete:	2035
Length:	9 miles
Cost:	\$305 million
Funding:	Federal, State and Local



Schedule for the 2011 CLRP

- February 11 Public comment period closes
- February 15 TPB reviews comments and is asked to approve project submissions and draft Scope of Work for Air Quality Conformity Analysis
- June 14 Draft CLRP, FY 2013-2018 TIP and Conformity Assessment released for 30-day public comment period
- June 20 TPB briefed on draft CLRP, TIP and Conformity Assessment
- July 18 TPB reviews comments and responses and is presented with the Draft CLRP, TIP and Conformity Assessment for adoption