

## **ITEM 8 - Information**

April 16, 2003

Briefing on Project Submissions for the  
2003 Constrained Long Range Plan (CLRP) and  
FY 2004-2009 Transportation Improvement Program (TIP)

### **Staff**

**Recommendation:** Receive briefing on the attached project submissions received from state, regional, and local agencies. The submissions were released for public comment and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting on April 10.

**Issues:** None

**Background:** At its February 19, 2003 meeting, the Board approved the solicitation document for the year 2003 CLRP and the FY2004-2009 TIP. The public comment period began on April 10 and will extend through May 16, 2003. At its May 21, 2003 meeting, the Board will be asked to approve both the responses to public comments and the final project submissions to be included in the air quality conformity analysis for the year 2003 CLRP and the FY 2004-2009 TIP.

**Significant Changes Or Additions To the 2003 CLRP and FY 2004 - 2009 TIP**

ID	Agency	Facility	From/At	To	Complete Date	Improvement	Fac. Type		# Lanes		
							From	To	From	To	
<b>MARYLAND</b>											
1	SHA	<b>I-95/495</b>	<b>Interchange at Arena Drive</b>			<b>2010</b>	<b>Construct</b>	1	1	8	8
2	SHA	<b>I-95/495</b>	<b>Interchange at Greenbelt Metro</b>			<b>2010</b>	<b>Construct</b>	1	1	8	8
3	SHA	MD 28/Rockville Town Center Interchanges	Middle Lane	MD 586/MD 911		TBD	Study				
4	SHA	MD 355	Montrose/Randolph Roads	CSX Railroad		<b>2015</b>	<b>Construct</b>	2	2	6	6
5	SHA	University of Maryland Connector	I-95/495	UMD Campus		<b>2025</b>	<b>Study</b>				
6	SHA	US 15	at MD 26			<b>2010</b>	<b>Construct</b>	5	5	4	4
7	SHA	East-West Link Improvements <b>InterCounty Connector (ICC)</b>	I-370	US 1		TBD	Study				
8	SHA	I-70	Mt. Phillip Rd.	MD 144	2040	<b>2015</b>	Widen	1	1	4	6
9	SHA	I-95 Interchange and CD Lanes	at Contee Road		2040	<b>2015</b>	Construct	1	1	8	8+4
10	SHA	I-95/495	Branch Ave. Metro	MD 5 and I-95/495	2020	<b>2010</b>		1	1	8	8
11	SHA	I-270	Interchange at Watkins Mill Road Extended		2040	<b>2025</b>	Construct	1	1	0 4	0 6+2
12	SHA	I-270/US 15 (HOV)	Shady Grove Metro	Biggs Ford Road I-70	TBD	<b>2030</b>	Study Construct	1	1	4	6+2
13	SHA	MD 3	US 50	MD 32	TBD	<b>2030</b>	Study Upgrade	2	2	4 to 6	4 to 6
14	SHA	MD 4	MD 223	I-95/495	2040	<b>2015</b>	Upgrade/Widen	5	5	4	6+2
15	SHA	MD 201 Extended, US 1	Sunnyside Avenue I-95/495	MD 198	2020	<b>2030</b>	Construct Study				
16	SHA	MD 204 (Kenilworth Avenue)	Rittenhouse Road	Pontiac Street		<b>WITHDRAWN FROM PLAN</b>					
17	SHA	MD 210	MD 228	I-95/495	2007	<b>2015</b>	Widen	2	2	6	6+2
18	SHA	US 29	MD 650	Howard County Line	2025	<b>2020</b>	Upgrade	2	2	6	6
19a	SHA	US 301	south of MD 5 at T.B.	US-50 Mount Oak Road	2020	<b>2030</b>	Study Upgrade/Widen	2	5	4 to 6	6+2
19b	SHA	US 301	Mount Oak Road	US 50	2020	<b>2030</b>	Upgrade/Widen	2	5	4 to 6	6+2
23	Mont. Co.	Middlebrook Road Ext. Widening	MD 355	M-83	2020	<b>2010</b>	Widen	2	2	3	6
24	Mont. Co.	Father Hurley Blvd.	Wisteria	MD 118 Relocated	2020	<b>2010</b>	Construct		2		4
25	Mont. Co.	M-83 - Midcounty Highway Extended	MD 27 (Ridge Road)	Montgomery Village Avenue Middlebrook Road	2025	<b>2010</b>	Construct		2	0	4-6
26	P.G. Co.	Suitland Parkway	interchange at Rena/Forestville Roads		2020	<b>2025</b>	Construct		5		
27	MTA	Georgetown Branch Transitway <b>Bi-County Transitway</b>	Bethesda	Silver Spring	2040	<b>2012</b>	Construct				
28	MTA	<b>Bi-County Transitway</b>	Silver Spring	New Carrollton		<b>2015</b>	Study/PE				
29	MTA	Corridor Cities Transitway	Metropolitan Grove	COMSAT		<b>2020</b>	Construct				
30	MTA	Corridor Cities Transitway	Shady Grove	Metropolitan Grove		<b>2012</b>	Construct				
31	MTA	<b>Southern Maryland Commuter Bus Initiative</b>				<b>2010</b>	<b>Construct</b>				

Strikeout - Correction/Deletion

**Bold** - New/Change

**Significant Changes or Additions to the 2003 CLRP and FY 2004 - 2009 TIP**

ID	Agency	Facility	From/At	To	Complete Date	Improvement	Fac. Type		# Lanes		
							From	To	From	To	
<b>VIRGINIA</b>											
32a	VDOT	Dulles Greenway	VA7/15 Bypass	Goose Creek Bridge		2006	Widen	1	1	4	6
32b	VDOT	Dulles Greenway	Goose Creek Bridge	VA 901 (Claiborne Parkway)		2004	Widen	1	1	4	6
32c	VDOT	VA 606 (Dulles Greenway Interchange)	within Greenway R/W			2004	Widen	1	1	2	6
33	VDOT	I-395 HOV Connection	at Seminary Road		<b>WITHDRAWN FROM PLAN</b>						
34	VDOT	I-95 Interchange	@ VA 7900 (Franconia-Springfield Parkway)	LOV Access to & from West/from & to North	2010	2015	Construct	-	1	-	-
35	VDOT	US 1 (HOV Lanes) w/ bus/right-turn lanes	Route 235 North	I-495	2025		Widen	2	2	6	8
36	VDOT	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2015	2020	Widen	2	2	4	6
37	VDOT	US 29	VA 898 (Old Centerville Road)	WCL of Fairfax County	2003	2010	Study Construct	2	2	4	6
38a	VDOT	US 50	Arlington County/Fairfax County Line	Washington Blvd.	2020		Upgrade	2	4	5	6
38b	VDOT		Arlington County/Fairfax County Line	Carlin Springs Road		2015	Reconstruct	2	2	6	6
38c	VDOT		Carlin Springs Road	Glebe Road		2015	Reconstruct	2	2	6	6
38d	VDOT		Glebe Road	Washington Blvd.		2015	Reconstruct	2	2	6	6
38e	VDOT	US 50	Pershing Drive	Ft. Myer Drive	2020	2015	Upgrade Reconstruct	2	4	6	6
39	VDOT	VA 7	Route 9	Market Street (Leesburg)	2004	2015	Study Widen/Upgrade	2	1	4	4 6
40	VDOT	VA 7 (King Street) - RR underpass	Commonwealth Ave.	Russell Rd.	<b>WITHDRAWN FROM PLAN</b>						
41	VDOT	VA 7 (King Street)	I-395 @ Beauregard Street	Western City Limit of Alexandria	2011	2008	Widen Reconstruct	2	2	4	6 4
42a	VDOT	VA 28	Fauquier County Line	VA 215 (Vint Hill Road)	2012	2020	Widen	2	2	2	4
42b	VDOT	VA 28	VA 215 (Vint Hill Road)	VA 234 Bypass	2010		Widen	3	2	4	6
42c		VA 28	Bridge over Broad Run	Replace/Widen to ultimate width		2004	Reconstruct/Widen	3	3	2	6
42d		VA 28	VA 215 (Vint Hill Road)	Residency Road		2005	Widen	3	3	2	4
42e		VA 28	VA 215 (Vint Hill Road)	Residency Road		2015	Widen/Upgrade	3	2	4	6
43a	VDOT	VA 28 (8-lane widen & interchanges)	I-66	VA 7	2015		Widen	2	1	6	8
43b			US 50	Barnsfield Road/SASM Interchange		2004	Widen/Upgrade	2	1	6	8
43c		Interchange	@ Barnsfield Road/SASM Interchange			2004	Construct				
43d		Interchange	@ VA 606			2005	Construct				
43e		Interchange	@ Westfields Boulevard			2005	Construct				
43f		Interchange	@ Sterling Boulevard			2006	Construct				
43g			VA 606	VA 625		2006	Widen/Upgrade	2	1	6	8
43h		Interchange	@ VA 668 (McLearen Road)			2006	Construct				
43i			SASM	VA 668		2006	Widen/Upgrade	2	1	6	8
44a	VDOT	VA 28 Bypass 411 (Tri-County Parkway)	VA 620 (Braddock Road)	VA 234 (Sudley Rd) FFX/LDN Co Line	2004	2020	Study Construct	-	2	-	4 - 6
44b	VDOT	VA 28 Bypass 411 (Tri-County Parkway)	VA 234 (Sudley Rd) FFX/LDN Co Line	I-66	2015	2020	Construct	-	5	-	6 4
45	VDOT	VA 641 (Old Bridge Rd.)	VA 3000 (Prince William Parkway)	VA 640 (Minnieville Rd.)	<b>WITHDRAWN FROM PLAN</b>						
46a	VDOT	VA 7100 (Fairfax Co Pkwy HOV)	I-66	VA 7735 (Fair Lakes Pkwy)	2010		Upgrade / Widen	2	5	6	6-8
46b	VDOT	VA 7100 (Fairfax Co Pkwy HOV)	VA 123 (Ox Road)	I-66	2015		Widen	5	5	4	6
46c	VDOT	VA 7100 (Fairfax Co Pkwy HOV)	VA 123 (Ox Road)	VA 5320 (Sunrise Valley Dr.)	2004		Study	5	5	4	6
46d	VDOT	VA 7100 (Fairfax Co Pkwy HOV)	VA 640 (Sydenstricker Road)	VA 7900 (Franconia-Springfield Parkway)	2015		Construct	2	2	-	2
46e	VDOT	VA 7100 (Fairfax Co Pkwy HOV)	I-66 Rugby Road	VA 5320 (Sunrise Valley Dr.)	2015		Widen	5	5	4	6
47	VDOT	Proposed Metro and VRE Station(s)	@ Potomac Yards		2010		Study				
48a	VDOT	Wilson Blvd.	N. Frederick	George Mason Drive	2010	2004	Widen Reconstruct	2	2	4	6 4
48b	VDOT	Wilson Blvd.	N. Quincy St.	Washington Blvd.	2020	2010	Widen Reconstruct	2	2	4	6 4

Strikeout - Correction/Deletion

**Bold** - New/Change

## CONSTRAINED LONG RANGE PLAN (CLRP)

1. Location and Jurisdiction

**I-95/I-495/ Arena Drive Interchange Impr**

To:

Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **1**

Last Modified On: **4/10/2003**

3. Project Type and Description



Transportation Emissions Reduction Measure (TERM)

Study

Illustrative Project

Other Action/Strategy

Description of project or action:

**Study to construct a fully operational interchange along I-95/I-495 at Arena Drive.**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		Arlington Boulevard Ped and Bike Trail	Fairfax County Line				
	<input type="checkbox"/>		Arlington Boulevard Ped and Bike Trail					

5. Purpose/contribution to regional goals

**Relieve congestion to the adjacent Capital Beltway interchanges at MD 202 and MD 214 in the future so that planned economic development in the area can be better served.**

6. Funding and Schedule Information

Cost (In Thousands): **\$48,000**

Date of completion or implementation:

**Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **I-95/I-495**  
From/At: **Greenbelt Metro Station**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **2**  
Last Modified On: **4/9/2003**

Jurisdiction: **Prince George's County,**

3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct a full interchange at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Metro Station and from the Metro Station to outer loop Capital Beltway.**

4. Project Phasing

5. Purpose/contribution to regional goals

**This project will improve traffic operation along the Capital Beltway at this interchange and will enhance access to the Greenbelt Metro Station and development in the vicinity of the Metro Station. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision, policy, goals and objectives:**

**Policy Goals 1, 2, 3 and 4.**

6. Funding and Schedule Information

Cost (In Thousands): **\$50,399**  
**Federal, State,**

Date of completion or implementation:

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Adding ramps to an existing partial interchange. Improve access to the Greenbelt Metro Station.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **MD 28 (West Montgomery Ave.)**  
From/At: **MD 355/Middle Ln, MD 355/MD 28, MD 5**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **3**  
Last Modified On: **4/2/2003**

Jurisdiction: **Montgomery County,**

3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study to construct interchange improvements at MD 355/Middle Lane, MD 355/MD 28 and MD 28/MD 586/MD 911 in Montgomery County. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.**

**Bicycle/pedestrian accommodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): **\$0**                      Date of completion or implementation:  
Source: **Federal, State,**

Cost and schedule remarks: **SHA may break out the the MD 28/MD 586 intersection as a separate entity.**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**CMS requirement will addressed as part of project planning study.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **MD 355 (Rockville Pike)**  
From/At: **CSX RR & Interchange@Montrose/Rand**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **4**  
Last Modified On: **3/11/2003**

**Montgomery County,**

3. Project Type and Description



Transportation Emissions Reduction Measure (TERM)

Study

Illustrative Project

Other Action/Strategy

Description of project or action:

**Construct a CSX Railroad grade-separated crossing and interchange improvements on Randolph Road/Montrose Road. Sidewalks will be included where appropriate. Bicycle/pedestrian accommodations included**

4. Project Phasing

**This project would improve safety and relieve traffic crossing that occurs at the MD 355/Randolph/Montrose Road intersection and the CSX railroad crossing. This project is compatible for the local master plan and is consistent with the following adopted TPB's goals and strategies. Goals 1, 2, and 3.**

6. Funding and Schedule Information

Cost (In Thousands): **\$93,474**

Date of completion or implementation:

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Upgrade of an existing intersection.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **I-95/I495 University of Maryland Connec**  
**University of Maryland campus in Colle**  
Jurisdiction: **Prince George's County**

### 2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **5**  
Last Modified On: **4/9/2003**

### 3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study to provide improved access between the I-95/I-495 park and ride facility and the University of Maryland campus in College Park.**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Dynamic Message Signs		3 Locations in the City of Fairfax				

### 5. Purpose/contribution to regional goals

**Provide improved access between I-95/I-495 park and ride facility to the University of Maryland campus at College Park.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$0** Date of completion or implementation:

**Federal, State,**

Cost and schedule remarks: **Project included in CLRP as study only.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:



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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **US 15 Catoclin Mountain Highway**  
From/At: **MD 26 Liberty Road**  
To:  
Jurisdiction: **Frederick County,**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **6**  
Last Modified On: **4/3/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study to reconstruct the existing interchange at MD 26 to provide missing movements to and from the north, with a possible extension to Thomas Johnson Drive.**

4. Project Phasing

5. Purpose/contribution to regional goals

**The missing movements to and from the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, and 3.**

6. Funding and Schedule Information

Cost (In Thousands): **\$38,070**  
**Federal, State, Local,**

Date of completion or implementation:

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **Intercounty Connector**  
From/At: **I-370**  
To: **US 1**  
Jurisdiction: **Montgomery County, Prince George's C**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **7**  
Last Modified On: **4/2/2003**

3. Project Type and Description

- Construction  
 Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**The InterCounty Connector (ICC) is a proposed new limited access roadway that would connect the I-270 corridor in Montgomery County with the I-95 corridor in Prince George's County. It would run parallel to and approximately 5 to 8 miles north of the Capital Beltway.**

**Bicycle/pedestrian accomodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): **\$0**  
**Federal, State,**

Date of completion or implementation:

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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#### 1. Location and Jurisdiction

**I-70 (Baltimore National Pike)**  
From/At: **Mt. Phillip Road**  
To: **MD 144**  
Jurisdiction: **Frederick County**

#### 2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **8**  
Last Modified On: **4/3/2003**

#### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**This project would upgrade existing I-70 to include the following phased improvements:**

**Phase I - Provide missing movements at US 15/US 340 interchange. Construction complete.**

**Phase 1A - Construction of missing movements at the I-70/I-270 interchange; I-70 WB to I-270 SB and I-270 NB to I-70 EB; construction of a third lane on WB I-70; dualization of two existing ramps: US 15/US 40 SB to I-70 EB and I-70 WB to US 15/US 40 NB; construction of 5 new bridges and widening and/or redecking four bridges . Reconstruction of the New Design Road structure over I-70. Construction of MD 914 Relocated and New Design Road Relocated. Improve the MD 914/New Design Road intersection. Construction is complete.**

#### **Phase 2A – Under Construction**

**Proposed construction of ramps from eastbound I-70 to MD 35**  
**Construction of Relocated MD 85 at MD 355 intersectio**  
**Widening of MD 355 from south of I-70 for approximately 2000 feet**

- **Interstate Maintenance Discretionary Funds, FFY 2000 (\$4.0 million) used for advanced**
- **Interstate Maintenance Discretionary Funds, FFY 2001 (\$4.4 million) used for construction funding.**
- **Construction began July 2002.**
- **Estimated Cost: \$16.8 million (includes design and construction - \$15.7 million)**
- **Estimated Completion Date: Spring 2004**

**-Construction of Walser Drive Storm Water Management Ponds and Pumping Station**

**-Preliminary grading of Walser Drive Embankment**

**-Force Main along Proposed East Street Extended**

#### **Phase 2C**

**-The MD 85 Urban Diamond Interchange and Ramps**

**-Completion of Walser Drive**

**-MD 355 from just south of Walser Drive to the northern project limit.**

**-Necessary widening of I-70 associated with the above improvements.**

**-Park and Ride Lot in the northeast quadrant of I-70/MD 355**

#### **Phase 2D**

**-The Patrick Street Roundabout, westbound ramp, and widening of I-70 at westbound ramp**

**-The I-70 Bridges over Reich's Ford Road**

**-The Reich's Ford Road Pumping Station**

**-Ultimate eastbound and westbound widening on I-70**

#### **Phase 3**

**-Construction of new MD 355 structure over I-70**

**-Widening of MD 355 from north of Walser Drive to north of the new structure**

**-Construction of Phase 3 is required before construction of Phase 2D**

**Phase 4**

**-Widening westbound and eastbound I-70 from Mt. Phillip Road to west of US 40.**

**Bicycle/pedestrian accommodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

**This section of I-70 was constructed as US 40 Relocated, and is known as the Frederick Bypass. Because it is a significant link in the National Highway System and is the only section of I-70 not meeting current interstate standards, this section of I-70 should be upgraded. This facility supports higher levels of development along an existing regional corridor, which continues to be targeted as the commercial/industrial employment hub of the county. This project supports ongoing and planned growth which is consistent with the Frederick County Comprehensive Plan (1995) and the Frederick City Comprehensive Plan (1995) which calls for the I-70 corridor to continue as the region's growth center. This project promotes energy efficient travel patterns. The proposed additional ramps will provide direct access to a designated growth area, and eliminate circuitous travel. Direct access is also provided between I-70 and I-270. These movements will improve mobility in a State Primary Corridor by connecting interstate and state primary routes. This is especially significant for I-70 since its role is to serve as the major east-west interstate, servicing trips from Baltimore to West Virginia. This project promotes existing and planned intercounty, intrastate and interstate economic growth. Construction of the missing interchange ramp movements will provide direct access for industrial and commercial vehicles and also help promote tourism. It will also improve mobility in a State Primary Corridor by connecting interstate and state primary routes.**

**This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, and 3.**

6. Funding and Schedule Information

Cost (In Thousands): **\$202,804**  
**Federal, State,**

Date of completion or implementation:

Cost and schedule remarks:

**Phase IIA - 2005**  
**Phases II - IV - 2010**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Received NEPA approval prior to April 6, 1992.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **I-95**  
From/At: **Contee Road Relocated w/ CD Roads**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **9**  
Last Modified On: **4/3/2003**

Jurisdiction: **Prince George's County**

3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct a new interchange at Contee Road Relocated with two lane collector-distributor roads both northbound and southbound from north of MD 212 to north of MD 198. 5.5 miles**

4. Project Phasing

5. Purpose/contribution to regional goals

**This project will improve traffic flow on I-95 mainline and at the I-95/MD198 interchange and provide access for proposed development east and west of I-95. The project is consistent with the Subregion I Master Plan which includes the I-95 corridor in Prince George's County and is compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, 3 and 7.**

6. Funding and Schedule Information

Cost (In Thousands): **\$100,761**      Date of completion or implementation:  
Source: **Federal, State, Private**

Cost and schedule remarks: **Developer will participate in the cost for project planning study.**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes     No

If yes, does this project require a CMS Documentation form under the given criteria?     Yes     No

If not, please identify the criteria that exempt the project here:

**CMS requirements will be addressed as part of project planning study.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **I-95/I-495**  
From/At: **Branch Avenue Metro Station**  
To:  
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **10**  
Last Modified On: **4/3/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct a flyover ramp from the Capital Beltway inner loop to southbound MD 5. Construct a four-lane direct access road (approximately 2400 feet) between MD 5 and the Branch Avenue Metro Station. This project would include:**

**A grade-separated signalized structure in the MD 5 median between Auth Road and Auth Way to eliminate the existing traffic signal at the MD 5/Auth Road intersection. WB traffic on Auth Road will use the structure to access MD 5 and the outer loop Capital Beltway.**

**Provide four through lanes and a left-turn lane along Auth Road from Auth Place to MD 5. Bicycle/pedestrian accommodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

**This project will improve traffic operations along the Capital Beltway at this interchange and will enhance access to the Branch Avenue Metro Station.**

**This project is consistent with the local master plans and is compatible with the following TPB adopted**

6. Funding and Schedule Information

Cost (In Thousands): **\$69,648** Date of completion or implementation:  
**Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**The purpose of this project is to improve access to the Branch Avenue Metro Station.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

1. Location and Jurisdiction

From/At: **I-270 Interchange  
at Watkins Mill Road Extended**

Jurisdiction: **Montgomery County,**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **11**  
Last Modified On: **4/3/2003**

3. Project Type and Description



Transportation Emissions Reduction Measure (TERM)

Study

Illustrative Project

Other Action/Strategy

Description of project or action:

**Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.**

**Bicycle/pedestrian accommodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

**This project will relieve existing congestion at the I-270/MD 124 interchange and MD 355/MD 124 intersection resulting from rapid growth in the I-270 corridor. This project would provide direct access from I-270 to the Metropolitan Grove Road MARC commuter rail station. This project is also compatible with the following adopted TPB goals, objectives and strategies: Policy Goals 1, 2, 3 and 7.**

6. Funding and Schedule Information

Cost (In Thousands): **\$0**

Date of completion or implementation:

Source: **Federal, State,**

Cost and schedule remarks: **\$132,868 is included in the CLRP. Construction schedule depends on completion of Watkins Mill Road Extended by the County.**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**CMS requirements will be addressed as part of project planning study.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **I-270/US 15 Corridor**  
From/At: **Shady Grove Metro**  
To: **I-70**  
Jurisdiction: **Montgomery County, Frederick County,**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **12**  
Last Modified On: **4/9/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study highway and transit improvements in the I-270/US 15 corridor. The I-270/MD 85 interchange will be**

4. Project Phasing

**Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and freight transportation route and improvements are needed to relieve existing and future traffic and to tie into improvements already underway in Montgomery County. This project is consistent with the local master plans, including: Clarksburg and Vicinity, Germantown Master Plan, Gaithersburg and Vicinity Master Plan and the Frederick County Regional Plan. This project is also compatible with the following adopted TPB goals, objectives and strategies: Policy Goals 1, 2, and 3.**

6. Funding and Schedule Information

Cost (In Thousands): **\$1,655,000** Date of completion or implementation:  
**Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**CMS requirements will be addressed as part of the project planning study.**



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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

**MD 3, Robert Crain Highway**  
From/At: **US 50**  
To: **Anne Arundel County Line**  
Jurisdiction: **Prince George's County,**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **13**  
Last Modified On: **4/10/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**MD 3 is currently a four-lane divided principal arterial serving north/south travel from US 50 to I-97. There is little access control today. This project will study upgrading and capacity improvements along MD 3 in Prince George's and Anne Arundel Counties.**

4. Project Phasing

5. Purpose/contribution to regional goals

**Adjacent development and heavy through traffic along MD 3 cause safety and congestion problems. This project would improve travel between the Washington and Baltimore regions and improve access to the Baltimore-Washington International Airport. This project is consistent with local master plans, including the Master Plan for Bowie-Collington-Mitchellville and Vicinity.**

**This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, and 3.**

6. Funding and Schedule Information

Cost (In Thousands): **\$106,747** Date of completion or implementation:  
**Fed, State**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**CMS requirements will be addressed during project planning study.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **MD 4, Pennsylvania Avenue**  
From/At: **MD 223**  
To: **I-95/I-495**  
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **14**  
Last Modified On: **3/12/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**MD 4 west of MD 223 is currently a four-lane divided principal arterial with partial access controls. This project will eliminate all at-grade intersections, widen the existing MD 4 to a six-lane freeway and provide additional room for the future HOV lanes.**

4. Project Phasing

5. Purpose/contribution to regional goals

**This project would eliminate existing congestion and accommodate projected development in the corridor. This project is consistent with local land-use plans, including the Master Plan for Melwood-Westphalia and the Master Plan for Subregion V. HOV lanes will improve the people moving capacity during commute hours.**

6. Funding and Schedule Information

Cost (In Thousands): **\$138,304**  
**Federal, State,**

Date of completion or implementation:

Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No  
If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**CMS requirements was addressed as part of project planning in 1996 (See Congestion Management Document Form).**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

**MD 201 Extended/US 1**  
From/At: **I-95/I-495**  
To: **MD 198**  
Jurisdiction: **Prince George's County,**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **15**  
Last Modified On: **4/2/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct an extension of MD 201 from Sunnyside Avenue to MD 198 as a four-lane divided highway including an interchange at MD 212. Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange on US 1 at MD 212 (Powder Mill Road).  
Bicycle/pedestrian accommodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

**The intent of this project is to improve traffic mobility and enhance safety along this segment of MD 201. This project is consistent with the Langley Park, College Park , Greenbelt Master Plan. In addition it is compatible with the following goals indicated in the Long-Range Transportation Plan for the National Capital Region:**

- \* Use transportation strategies to encourage local plans which promote concentrated development along the existing transportation corridors and in close proximity to transportation centers.**
- \* Consider the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short and long term land use and development plans.**
- \* Encourage transportation system improvements based on how well they advance the overall development, transportation, and environmental goals for the region.**
- \* Serve the region's transportation needs identified through the state intermodal facilities and system management systems.**

**This project is consistent with the following TPB's goals and strategies. Goals 1, 2, and 3.**

6. Funding and Schedule Information

Cost (In Thousands): **\$201,637** Date of completion or implementation:  
**Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No  
If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**CMS requirements will be addresssed as part of project planning study.**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **MD 210, Indian Head Highway**  
From/At: **MD 228**  
To: **I-95/I-495 (Capital Beltway)**  
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **17**  
Last Modified On: **4/10/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Old Fort Road South  
Farmington Road & MD 373**

**Also various multi-modal options will be examined for inclusion in this project. These TDM/TSM strategies are:**

**Enhanced bus service with additional routes, increased express service, reduced headways, and traffic signal preemption  
Park and Ride Facilities  
Bus stop relocations to better serve transit patrons and provide improved traffic operations**

4. Project Phasing

5. Purpose/contribution to regional goals

**Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements will relieve traffic congestion. This project is consistent with the Prince George's County Master Plan for Subregion V and VII and is compatible with the following goals**

**\* Manage the supply of parking to support development and environmental objectives and to encourage high-occupancy travel.**

**\* Develop and manage the transportation system to meet the requirements of the Clean Air Act Amendments of 1990.**

**This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, 3, 4 and 5.**

6. Funding and Schedule Information

Cost (In Thousands): **\$264,259**  
**Federal, State,**

Date of completion or implementation:

Cost and schedule remarks:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**US 29, Columbia Pike**  
From/At: **Sligo Creek Parkway**  
To: **Howard County Line**  
Jurisdiction: **Montgomery County,**

### 2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **18**  
Last Modified On: **4/3/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**This project will upgrade existing US 29 from Sligo Creek Parkway to the Howard County line. The project includes grade separations at MD 198, Blackburn Road, Dustin Road, Greencastle Road, Musgrove/Fairland Road, Briggs Chaney Road, Randolph Road, Industrial Pkwy./Tech Road and Stewart Lane. The project also includes intersection improvements along US 29 at MD 193 and Sligo Creek Parkway and widening the bridge over MD 650. The project will include a neighborhood protection plan during construction to discourage cut-through traffic.**

### 4. Project Phasing

### 5. Purpose/contribution to regional goals

**This project serves rapidly developing areas of Montgomery County and may influence growth in southern Howard County by providing an improved road connection to the Washington, D.C. and Capital Beltway job markets. The project is consistent with the Four Corners - Kemp Mill Area Plan and partially consistent with the Eastern Montgomery County Master Plan. The Four Corners - Kemp Mill Area Plan identifies the Four Corners and Sligo Creek intersections for improvements. The Eastern Montgomery County Master Plan identified MD 198 and Dustin Road for intersection improvements. The current revision process for this Master Plan is considering the other intersections.**

**This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, 3 and 4.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$216,027** Date of completion or implementation:  
Source: **Federal, State,**

Cost and schedule remarks: **Costs for completion of the interchanges at Briggs Chaney Rd, MD 198, Randolph Road is included in the TIP. Partial costs for planning, engineering and right-of-way acquisition for the interchanges at Briggs Chaney Road, Stewart Lane, Musgrove/Fairland and Greencastle roads is included in the TIP.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No  
If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

- \* Intersection improvement at MD 193 - construction is complete.**
- \* MD 650 overpass - construction is complete.**
- \* All proposed grade separations will replace existing at-grade intersections.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**US 301 Northern Corridor Transportatio  
South of MD 5 at T.B.**

Jurisdiction: **Prince George's County**

### 2. Submitting Agency: **MDOT/State Highway Administrati**

Project ID: **19**

Last Modified On: **4/2/2003**

### 3. Project Type and Description

Transportation Emissions Reduction Measure (TERM)

Study

Illustrative Project

Other Action/Strategy

Description of project or action:

**South of Rosaryville Road (A-62), MD 4, Collington Center, MD 214 and MD 197. Intersections will be**

**Project planning study and right-of-way preservation along US 301, from south of MD 5 at T.B. to Mount**

**Bicycle/pedestrian accommodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>			Bus Garage (WMATA) Arl. Division	Wilson Blvd. / Randolph St.	Another Location in Ballston			

**The project will address transportation and related environmental and growth issues in the corridor. This project will expand the transportation system in a manner that protects sensitive environmental features. The project will encourage concentrated development in the corridor. The study will consider the effects of transportation alternatives on land use and development. This project is consistent with the Prince**

**This project is compatible with the adopted TPB goals, vision and strategies for the National Capital Region:**

**Goals 1, 2,3 4 and 5.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$0**

Date of completion or implementation:

**Fed, State**

Cost and schedule remarks:

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**Middlebrook Road Ext. Widening**  
From/At: **MD 355**  
To: **M-83**  
Jurisdiction: **Montgomery County,**

### 2. Submitting Agency: **Montgomery County**

Project ID: **23**  
Last Modified On: **3/25/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**This project provides for the widening of Middlebrook Road Extended from MD 355 to M-83 to its ultimate design as a six-lane divided roadway.**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

	In TIP					Completion Date	
						From	To
MC14g	<input type="checkbox"/>	Middlebrook Road Ext. Widening	MD 355	M-83	3	6	2010

### 5. Purpose/contribution to regional goals

**This project addresses the regional goal of improving the transportation network by extending Middlebrook Road between MD 355 and M-83. The project provides improved access and reduces congestion for residents on the east side of I-270. It provides an important connection to MD 355 and I-270.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$6,000** Date of completion or implementation:  
Source: **Local, Bonds,**

Cost and schedule remarks: **Phase I Facility Planning is scheduled to start in July 2004. Project is accelerated through the Go Montgomery! program.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **Father Hurley Blvd.**  
From/At: **Wisteria Rd.**  
To: **MD 118 Relocated**  
Jurisdiction: **Montgomery County,**

### 2. Submitting Agency: **Montgomery County**

Project ID: **24**  
Last Modified On: **3/27/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**This project provides for the construction of the final link of Father Hurley Blvd from Wisteria Road to MD 118 Relocated as a four to six lane roadway. This 1.2 mile extension of Father Hurley Blvd includes the construction of a bridge over the CSX railroad. Pedestrian provisions include include an eight-foot wide bikeway along the west side of the roadway and five-foot wide sidewalk along the east side. Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MC5d	<input type="checkbox"/>	Construct	Father Hurley Blvd.	Wisteria	MD 118 Relocated		4	2010

### 5. Purpose/contribution to regional goals

**This project improves the transportation system and reduces congestion by providing an important connection between MD 27, Father Hurley Blvd, I-270, MD 118, MD 117, and the Germantown Town Center.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$16,000** Date of completion or implementation:  
Source: **Local, Bonds, Other,**

Cost and schedule remarks: **A study entitled "Transportation Facility Planning Study" was completed for the project in December 2002 which is consistent with the approved Germantown Master Plan. This completed Phase I Facility Planning. \$745,000 is programmed for Phase II Facility Planning studies during the balance of FY 03 and in FY 04. Phase II is expected to be completed by Fall 2003. This project is being accelerated as part of the Go Montgomery! program.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No  
If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No  
If not, please identify the criteria that exempt the project here:



# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

From/At: **MidCounty Highway Extended**  
**MD 27 (Ridge Road)**  
To: **Montgomery Village Avenue**  
Jurisdiction: **Montgomery County,**

### 2. Submitting Agency: **Montgomery County**

Project ID: **25**  
Last Modified On: **3/20/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Upon completion, this project would provide a four- to six-lane divided highway or parkway connecting the Corridor Cities of Clarksburg, Germantown Gaithersburg, and Rockville on the eastern side of the I-270 corridor as described in the Montgomery County General Plan. The project would extend from the current northern terminus of Midcounty Highway at Montgomery Village Avenue to Ridge Road (MD 27).**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>			M-83 - Midcounty Highway Extended	MD 27 (Ridge Road)				
<input type="checkbox"/>			M-83 - Midcounty Highway Extended		Montgomery Village Avenue			

### 5. Purpose/contribution to regional goals

### 6. Funding and Schedule Information

Cost (In Thousands): **\$80,000**  
Source: **Local, Private, Bonds,**

Date of completion or implementation:

Cost and schedule remarks:

**Phase I Facility Planning is currently underway for the portion of the project between Middlebrook Road and MD 27. Additional funds have been added in FY 04 and 05 to include the entire project limits in the Phase I study (Montgomery Village Avenue to MD 27). The County Council will review the results of Phase I to determine whether all, or any part, of this portion of Midcounty Highway should proceed into Phase II Facility Planning. The project is included in the Go Montgomery! program.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **Suitland Parkway**  
From/At: **interchange at Rena/Forestville Roads**

### 2. Submitting Agency: **Prince Georges County**

Project ID: **26**  
Last Modified On: **2/8/2001**

Jurisdiction: **Prince George's County**

### 3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construction of a new interchange to replace the Suitland PKY/Forestville Road intersection and Suitland PKY/Allentown Road EB crossover which will serve to improve area traffic flow and reduce safety hazards. Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
PGP2	<input type="checkbox"/>		Suitland Parkway	interchange at Rena/Forestville				

### 5. Purpose/contribution to regional goals

**Foster transportation strategies that encourage shorter trip lengths through balanced development of jobs and housing for different income and cost levels.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$2,830** Date of completion or implementation:

**Local, Other,**

Cost and schedule remarks:

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**The project is a traffic engineering improvement (a replacement of an at-grade intersection with an interchange).**

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## CONSTRAINED LONG RANGE PLAN (CLRP)

### Proposed Project or Action Description Form

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1. Location and Jurisdiction

Facility: **Bi-County Transitway**  
From/At: **Bethesda**  
To: **Silver Spring**  
Jurisdiction: **Montgomery**

2. Submitting Agency: **MDOT/Maryland Transit Administr**

Project ID: **27**  
Last Modified On: **4/8/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construction of the Bi-County Transitway as light rail transit (LRT) from Bethesda to Silver Spring. Project will include hiker-biker trail for full length as well as bike accommodation on all trains. Bicycle/pedestrian accommodations included**

4. Project Phasing

5. Purpose/contribution to regional goals

**Providing a transitway between Bethesda and Silver Spring will improve access and increase the availability of travel options in these two major commercial and employment areas. The system will increase the region's transit ridership, reduce congestion, aid in Maryland's efforts to meet clean air standards, and support the State's Smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility and (2) Regional multimodal interconnectivity.**

6. Funding and Schedule Information

Cost (In Thousands): **\$371,000**  
**Federal, State**

Date of completion or implementation:

Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No  
If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No  
If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**Bi-County Transitway**  
From/At: **Silver Spring**  
To: **New Carrollton**  
Jurisdiction: **Montgomery, Prince George's**

### 2. Submitting Agency: **MDOT/Maryland Transit Administr**

Project ID: **28**  
Last Modified On: **4/8/2003**

### 3. Project Type and Description

- Construction  
 Transportation Emissions Reduction Measure (TERM)  
 Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construction of the Bi-County Transitway as light rail transit (LRT) from Silver Spring to New Carrollton. Project will include hiker-biker trail for full length as well as bike accommodation on all trains. Bicycle/pedestrian accommodations included**

### 4. Project Phasing

In TIP	From	To	Completion Date
<input type="checkbox"/>			
	Metro Station (Eisenhower Avenue)	Platform Extension, etc.	

### 5. Purpose/contribution to regional goals

**Providing light rail or busway between Silver Spring and New Carrollton will improve access and increase the availability of travel options in these two major commercial and employment areas. The system will increase the region's transit ridership, reduce congestion, aid in Maryland's effort to meet clean air standards, and support the State's smart Growth law. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility and (2) Regional multimodal interconnectivity.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$10,000** Date of completion or implementation:  
**Federal, State**

Cost and schedule remarks:

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

From/At: **Corridor Cities Transitway  
Metropolitan Grove**  
To: **COMSAT**  
Jurisdiction: **Montgomery**

2. Submitting Agency: **MDOT/Maryland Transit Administr**  
Project ID: **29**  
Last Modified On: **4/8/2003**

- Construction  
 Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**To be built as light rail transit (LRT) line along the corridor between Metropolitan Grove and COMSAT. Project will include hiker-biker trail for full length as well as bike accommodation on all trains. Bicycle/pedestrian accommodations included**

#### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000160	<input type="checkbox"/>		Accotink Gateway Connector Trail					

#### 5. Purpose/contribution to regional goals

**Reduces congestion, improves safety and enhances mobility in the corridor. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility (2) Regional multimodal interconnectivity.**

#### 6. Funding and Schedule Information

Cost (In Thousands): **\$356,000**      Date of completion or implementation:  
**Federal, State**

Cost and schedule remarks:

#### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

From/At: **Corridor Cities Transitway**  
**Shady Grove**  
To: **Metropolitan Grove**  
Jurisdiction: **Montgomery**

2. Submitting Agency: **MDOT/Maryland Transit Administr**  
Project ID: **30**  
Last Modified On: **4/8/2003**

- Construction  
 Transportation Emissions Reduction Measure (TERM)  
 Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construction of the Corridor Cities Transitway (CCT) as light rail transit (LRT) line from Shady Grove to Metropolitan Grove. The CCT will provide an essential connection between the Washington, DC metropolitan area and central and western Maryland. Project will include hiker -biker trail for full length as well as bike accommodation on all trains.**

**Bicycle/pedestrian accommodations included**

#### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date	
						From	To		
	<input checked="" type="checkbox"/>		Dynamic Message Signs						3 Locations in the City of Fairfax

#### 5. Purpose/contribution to regional goals

**Reduces congestion, improves safety and enhances mobility in the corridor. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility and (2) Regional multimodal interconnectivity.**

#### 6. Funding and Schedule Information

Cost (In Thousands): **\$515,000** Date of completion or implementation:  
**Federal, State**

Cost and schedule remarks:

#### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### S. MD Commuter Bus Initiative

From/At:

To:

Jurisdiction: **Southern Maryland**

2. Submitting Agency: **MDOT/Maryland Transit Administr**

Project ID: **31**

Last Modified On: **4/8/2003**

- Construction  
 Transportation Emissions Reduction Measure (TERM)

- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Planning, design and construction of the Southern Maryland Commuter Bus Initiative. Components of the initiative include construction of parking facilities in Charles, St. Mary's and Calvert Counties, acquisition of over the road coaches to provide the service and intersection improvements at key locations along the MD 5 corridor from Waldorf to Branch Avenue Metrorail Station just inside the Capital Beltway. No bicycle/pedestrian accommodations included**

#### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>		Arlington Boulevard Ped and Bike Trail	Fairfax County Line				
	<input type="checkbox"/>		Arlington Boulevard Ped and Bike Trail					

#### 5. Purpose/contribution to regional goals

**Providing commuter bus facilities in Southern Maryland will help reduce congestion. This project is compatible with the following TPB's adopted Vision policy goals: (1) Accessibility (2) Regional multimodal interconnectivity.**

#### 6. Funding and Schedule Information

Cost (In Thousands): **\$36,000**

Date of completion or implementation:

**Federal, State**

Cost and schedule remarks:

#### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Dulles Greenway**  
 From/At: **VA7/15 Bypass**  
 To: **VA 267 (Dulles Toll Road)**  
 Jurisdiction: **Loudoun County,**

2. Submitting Agency: **VDOT**

Project ID: **32**  
 Last Modified On: **4/7/2003**

3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct interchanges at Route 653 and at Battlefield Parkway. Widen to 6-lanes**

**Implement safety and operational improvements, as necessary.**

**Reconstruct/replace bridges, as necessary.**

**No bicycle/pedestrian accomodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>			VA 606 (Dulles Greenway Interchange)	within Greenway R/W				
<input type="checkbox"/>			VA 772 (Dulles Greenway Interchange)	within Greenway R/W				
<input type="checkbox"/>				Goose Creek Bridge	VA 901 (Claiborne Parkway)			
<input type="checkbox"/>			Dulles Greenway Interchanges	@ VA 653 & @ Battlefield Parkway				
<input type="checkbox"/>				Goose Creek Bridge				

5. Purpose/contribution to regional goals

**These projects are consistent with the original intent of the Dulles Greenway - to provide an additional connection between Leesburg and the western part of northern Virginia with Dulles International Airport. This connection is expected to improve the movement of freight as well as stimulate the economic development of eastern Loudoun County. As such, these projects support regional goals A-4, F-6, and F-12.**

6. Funding and Schedule Information

Cost (In Thousands): \_\_\_\_\_ Date of completion or implementation: \_\_\_\_\_

Source: **Private,**

Cost and schedule remarks: **Goose Creek to VA 901: \$4,500 K.**  
**VA7/15 Bypass to Goose Creek: \$19,000 K.**  
**Battlefield Parkway Interchange: \$5,000 K.**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Project is privately funded.**



# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **I-95 Interchange**  
From/At: **@ VA 7900 (Franconia-Springfield Park  
LOV Access to & from West/from & to N**  
Jurisdiction: **Fairfax County,**

### 2. Submitting Agency: **VDOT**

Project ID: **34**  
Last Modified On: **3/17/2003**

### 3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study provision of LOV (Low Occupancy Vehicle) access to and from the west/from and to the north at the Franconia-Springfield Parkway (Route 7900) / I-95 Interchange, which currently only provides HOV access. That is, EB to NB and SB to WB movements will be permitted.**

**Construct this improvement.**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000525	<input checked="" type="checkbox"/>		I-95 Interchange		LOV Access to & from West/from & to North			

### 5. Purpose/contribution to regional goals

**Policy Goal 2, Objective 3: The proposed improvement will promote the economic vitality of the Franconia-Springfield Area.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$88,375** Date of completion or implementation:

Source: **Federal, State,**

Cost and schedule remarks: **RSTP: \$5.5 M in FY-03, \$1.0 M in FY-02; \$3.1M in FY-01; \$2M in FY-00.  
Construction: \$60M.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Not funded for construction.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **US 1**  
 From/At: **Stafford County Line**  
 To: **SCL Alexandria (I-95 Capital Beltway)**  
**Fairfax County, Prince William County,**

**2. Submitting Agency:**

Project ID: **35**  
 Last Modified On: **4/7/2003**

**3. Project Type and Description**

- Transportation Emissions Reduction Measure (TERM)
- Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Improvements to Route 1 to improve the safety and operation of intersections and/or roadway segments. By 2015, widen to 6 lanes throughout Prince William County northward into Fairfax County to connect to the existing 6 lane roadway at Route 235 North.**

**By 2025, widen an additional lane in each direction from VA 235 north to the Capital Beltway. During the peak period, in the peak direction, these additional lanes will be reserved for use by buses and right-turning vehicles.**

**Reconstruct/replace bridges, as necessitated by maintenance demands or other causes, to the 6-lane width.**

**PE for Location Study. The Location Study will follow-up on the US Route 1 Corridor Study and will result in Location Approval for the highway improvements recommended by the Corridor Study.**

**Bicycle/pedestrian accomodations included**

**4. Project Phasing**

	In TIP					Completion Date		
						From	To	
	<input type="checkbox"/>	Widen	US 1	VA 235 South	VA 235 North	4	6	2015
000188	<input type="checkbox"/>	Study	US 1 Location Study	Stafford County Line	SCL Alexandria (I-95 Capital Beltway)	4/6	6/8	2003
000637	<input checked="" type="checkbox"/>	Install	US 1	@ VA 1332 (Huntington Avenue)		6	6	2003
000129	<input type="checkbox"/>	Widen	US 1 (as part of VP1f)	Armistead Rd.	Lorton Rd.	4	6	2005
000129	<input checked="" type="checkbox"/>	Widen	US 1 (3la. NB - 4 la. SB)	Lorton Rd.	Telegraph Rd.	4	7	2005
	<input type="checkbox"/>	Reconstruct	US 1 Interchange	@ Russell Road		-	-	2010
000164	<input type="checkbox"/>	Widen	US 1 (Neabsco Creek Bridge)	VA 610 (Neabsco Road)	VA 638 (Neabsco Mills Road)	4	6	2010
	<input type="checkbox"/>	Widen	US 1	Stafford County Line	VA 235 South	4	6	2015
	<input type="checkbox"/>	Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	6	8	2025

**5. Purpose/contribution to regional goals**

**Policy Goal 1, Objective 1: Improvement of Route 1 will complement the existing HOV, VRE, and transit facilities in the Corridor.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$655,232** Date of completion or implementation:

Source: **Federal, State, Local, Private,**

Cost and schedule remarks: **Reconstruction of the Russell Road Interchange to funded by the US Marine Corps (est. cost \$20M).**  
**Widen Stafford Co. to Fairfax County Line. -\$197,000,000**  
**US 1 widening Possum Point Rd. to Wayside Lane covered by VA 234 interchange project - \$41,349,000**  
**Replace Neabsco Creek Bridge, widen US 1 from VA 610 to VA 638 - \$28,769,000**  
**Construct US 1/VA 123 Interchange, Widen US 1 from Occoquan Road to Occoquan River - \$61,435,000**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **US 29**  
From/At: **ECL City of Fairfax (vic. Nutley St.)**

### 2. Submitting Agency:

Project ID: **36**  
Last Modified On: **3/11/2003**

### 3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)  Study  Illustrative Project  Other Action/Strategy

Description of project or action:

**Widen US 29 to 6 lanes between Nutley Street and I-495, and study the feasibility of constructing an interchange at US 29 and Gallows Road.**

**Break into three segments:**

**ECL City of Fairfax (vic. Nutley St.) to Espana Court,  
Espana Court to Merrilee Drive, and  
Merrilee Drive to I-495.**

**As part of the Merrilee Drive to I-495 segment, widen VA 650  
(Gallows Road) from 4 to 6 lanes between Gatehouse Road  
and Prescott Drive.**

**Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.  
Bicycle/pedestrian accommodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000114	<input type="checkbox"/>	Widen	VA 650 (Gallows Road)	Gatehouse Road	Prescott Drive	4	6	2012
	<input type="checkbox"/>	Widen	US 29	Espana Court	Merrilee Drive	4	6	2015
000114	<input type="checkbox"/>	Widen	US 29	Merrilee Drive	I-495	4	6	2012
	<input type="checkbox"/>		US 29	ECL City of Fairfax (vic. Nutley St.)				

### 5. Purpose/contribution to regional goals

**This project is intended to relieve the increasing congestion presently experienced by commuters travelling from the City of Fairfax or the Town of Vienna toward the City of Falls Church. US 29, in this segment, parallels I-66 and serves as an alternative to that heavily-traveled corridor. Supports regional goal F-6.**

### 6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation:

Cost and schedule remarks:

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Not funded for R/W or Construction.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**US 29**  
From/At: **Pleasant Valley Drive**  
To: **WCL of Fairfax**  
Jurisdiction: **Fairfax County,**

### 2. Submitting Agency: **VDOT**

Project ID: **37**  
Last Modified On: **3/11/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Study feasibility of widening 4 lanes to 6 lanes from Pleasant Valley Drive to the Western City Limit of the City of Fairfax. Cost is anticipated to be \$42,805,000. Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000590	<input type="checkbox"/>	Study	US 29	VA 898 (Old Centreville Road)	WCL of Fairfax	4	6	2003
	<input type="checkbox"/>	Study	US 29	Pleasant Valley Drive	VA 28	4	6	2010

### 5. Purpose/contribution to regional goals

### 6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation:

Source: **Federal, State, Local,**

Cost and schedule remarks: **VP7n - Study widening from Pleasant Valley Dr. to WCL City of Fairfax - \$**  
**VP7I - Reconstruct bridge and approaches at Big Rocky Run - \$1,055,000**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **US 50**  
 From/At: **Fairfax County Line**  
 To: **The District of Columbia**  
 Jurisdiction: **Arlington County,**

**2. Submitting Agency: VDOT**

Project ID: **38**  
 Last Modified On: **3/11/2003**

**3. Project Type and Description**

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Improve the safety of US 50 within Arlington County by upgrading it to a limited access highway via the construction of interchanges and the reconstruction of existing interchanges and intersections.**

**Sort 404 equivalent to Arl. Co. #AR2e**  
**Sort 405 equivalent to Arl. Co. #AR2b**  
**Sort 406 equivalent to Arl. Co. #AR39**  
**Sort 407 equivalent to Arl. Co. #AR2d**  
**Sort 408 equivalent to Arl. Co. #AR2c**  
**Bicycle/pedestrian accomodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>	Upgrade	US 50 (Arlington Blvd.)	ARC/FFX Line	Carlin Springs Road	6	6	2015
	<input type="checkbox"/>	Upgrade	US 50 (Arlington Blvd.)	Carlin Springs Road	Glebe Road	6	6	2015
	<input type="checkbox"/>	Upgrade	US 50 (Arlington Blvd.)	Glebe Road	Washington Blvd.	6	6	2015
	<input type="checkbox"/>	Upgrade	US 50 (Arlington Blvd.)	Pershing Dr.	Ft. Myer Dr.			2015
000091	<input type="checkbox"/>	Reconstruct	US 50- median barrier	North Jackson Street	Fillmore Street	6	6	2005
000135	<input checked="" type="checkbox"/>	Reconstruct	US 50 Interchange	@ Courthouse Road / 10th Street		-	-	2007
000146	<input type="checkbox"/>	Reconstruct	US 50 Interchange	@ VA 27 (Washington Blvd.)		-	-	2010
	<input type="checkbox"/>	Reconstruct	US 50 Interchange	@ VA 120 (Glebe Road)		-	-	2010
	<input type="checkbox"/>	Reconstruct	US 50 Interchange	@ VA 110 (N. Scott St.)		-	-	2020

**5. Purpose/contribution to regional goals**

**Policy goal 3. The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.**

**A. Objectives:**

**(1) Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure.**

**B. Strategies:**

**(3) Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$36,800** Date of completion or implementation:  
**Federal, State, Bonds,**

Cost and schedule remarks:

**7. CMS Documentation**

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**VA 7**  
From/At: **WVA/VA State Line**  
To: **Market Street (Leesburg)**  
Jurisdiction: **Loudoun County, Leesburg**

### 2. Submitting Agency: **VDOT**

Project ID: **39**  
Last Modified On: **4/8/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Improve the safety/operation of intersections and/or non-regionally significant segments of VA 7.**

**Reconstruct/replace bridges, retaining walls, and other structures as necessitated by maintenance demands or other causes.**

**Widen to six lanes between Route 9 and West Market Street in Leesburg and implement limited access on Route 7 Construct an interchange at the Route 7/White Gate Road intersection and construct frontage roads.**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000626	<input checked="" type="checkbox"/>	Reconstruct	VA 7	@ VA 711 (Williams Gap Road)		4	4	2006
000585	<input checked="" type="checkbox"/>	Widen / Upgra	VA 7	Route 9	Market Street (Leesburg)	4	6	2015

### 5. Purpose/contribution to regional goals

**Policy Goal 3: Improving the safety/operation of Route 7 while maintaining Route 7's structures is consistent with the region's goal to give priority to management, performance, maintenance, and safety of all modes and facilities.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$2,199** Date of completion or implementation:  
Source: **Federal, State,**

Cost and schedule remarks: **\$2,199,000 – to perform limited access study**  
**STP (w/ state match): FY-03 \$467 K; FY-02 \$733 K.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

From/At: **VA 7 (King Street)**  
To: **I-395**  
Jurisdiction: **Western City Limit of Alexandria, Alexandria,**

### 2. Submitting Agency: **VDOT**

Project ID: **41**  
Last Modified On: **3/28/2003**

### 3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)  Study  Illustrative Project  Other Action/Strategy

Description of project or action:

**PROJECT SCOPE REDUCED from "Widen King Street (VA 7) to 6 lanes between I-395 and the western corporate limits of the city," to**

**"Reconstruct King Street's intersection with Beauregard Street to provide additional turning lanes and improved pedestrian and bicycle flows through the intersection."**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000086	<input checked="" type="checkbox"/>	Reconstruct	VA 7 (King Street)	@ Beauregard Street			4 4	2008

### 5. Purpose/contribution to regional goals

### 6. Funding and Schedule Information

Cost (In Thousands): **\$6,253** Date of completion or implementation:  
Source: **Federal, State, Local,**

Cost and schedule remarks: **PROJECT SCOPE REDUCED. Monies previously allocated to this project will be applied to the Clermont Avenue project.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

1. Location and Jurisdiction

**VA 28**  
 From/At: **Fauquier County Line**  
 To: **WCL Manassas (vicinity of VA 234 Bypa**  
 Jurisdiction: **Prince William County,**

2. Submitting Agency: **VDOT**

Project ID: **42**  
 Last Modified On: **3/31/2003**

3. Project Type and Description

- Transportation Emissions Reduction Measure (TERM)  Study  Illustrative Project  Other Action/Strategy

Description of project or action:

**Widen from 2 to 4 lanes from Fauquier County Line to VA 215. Retain as facility type 3.**

**Widen from 2 to 6 lanes from VA 215 to Manassas; construct in phases - 4 lanes / retain as facility type 3; then 6 lanes / upgrade to facility type 2.**

**Replace the existing bridge over Broad Run with a 6-lane structure and 4-lane approaches.**

**Implement safety and operational improvements as necessary.**

**Bicycle/pedestrian accomodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>	Widen	VA 28	Residency Road	WCL Manassas (vicinity of VA 234 Bypass)	2	4	2002
	<input checked="" type="checkbox"/>	Recons/Widen	VA 28	Bridge over Broad Run	Replace / Widen to ultimate width	2	6	2004
000528	<input type="checkbox"/>	Widen	VA 28	VA 215 (Vint Hill Road)	Residency Road	2	4	2005
	<input type="checkbox"/>	Widen	VA 28	VA 215 (Vint Hill Road)	VA 234 Bypass	4	6	2015
000179	<input type="checkbox"/>	Widen	VA 28	Fauquier County Line	VA 215 (Vint Hill Road)	2	4	2020

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands): **\$19,193**  
**Federal, State,**

Date of completion or implementation:

Cost and schedule remarks: **VP6h - \$19,157,000**  
**VP6k - included above**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Upgrade to facility type 2 is not funded.**



# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

**1. Location and Jurisdiction**

From/At: **VA 28**  
**I-66**  
 To: **VA 7**  
**Fairfax County, Loudoun County,**

**2. Submitting Agency: VDOT**

Project ID: **43**  
 Last Modified On: **3/31/2003**

**3. Project Type and Description**

- Construction
  Transportation Emissions Reduction Measure (TERM)
  Study
  Illustrative Project
  Other Action/Strategy

Description of project or action:

**Bicycle/pedestrian accommodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>		VA 28 PPTA (Phase I) @ Barnsfield	US 50 to Barnsfield (SASM) widen /				
	<input checked="" type="checkbox"/>		VA 28 PPTA (Phase I)					
	<input type="checkbox"/>		VA 28 interchange	@ VA 763 (Barnsfield Rd.)				
	<input type="checkbox"/>		VA 28 PPTA (Phase I) Interchange	@ VA 625 (Church & Waxpool Rds.)				
	<input type="checkbox"/>		VA 28 PPTA (Phase I) Interchange	@ VA 606 (Old Ox Rd.)				
	<input type="checkbox"/>		VA 28 PPTA (Phase I) Interchange	@ Westfields Boulevard				
	<input type="checkbox"/>		VA 28 PPTA (Phase I) Interchange	@ VA 668 (McLearen Road)	SASM Interchange to VA 668			
	<input type="checkbox"/>		VA 28 PPTA (Phase I) Interchange	@ Sterling Boulevard				
	<input type="checkbox"/>		VA 28 PPTA (Phase II)					

**5. Purpose/contribution to regional goals**

**If implemented, the proposed improvements would be consistent with the Region's Policy Goal 8 in that they would improve access to Washington Dulles International Airport; thereby, supporting international and inter-regional travel and commerce. The proposed improvements would also be consistent with Policy Goal 2 in that they would promote a strong and growing economy.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$173,791** Date of completion or implementation:

Source: **Federal, State, Local, Private, Bonds,**

Cost and schedule remarks: **VP6a-Construct turn lanes at VA 606 (Old Ox Road)-\$800,000**  
**VP6c-Construct partial interchange at Barnsfield Road-\$5,950,000**  
**VP6e-Study widening and upgrade from I-66 to Dulles Toll Road-**  
**VP6ga-Study upgrading to freeway from Dulles Toll Road to VA 7-**  
**VP6gb-Construct interchange at VA 625 (Church Rd.) (PE & RW only)-\$**

**7. CMS Documentation**

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

Facility: **VA 411 (Tri-County Parkway) (nee VA 28  
VA 234 (Sudley Road) @ Godwin Drive**

Jurisdiction: **Fairfax County, Loudoun County, Princ**

### 2. Submitting Agency: **VDOT**

Project ID: **44**

Last Modified On: **4/1/2003**

### 3. Project Type and Description



Transportation Emissions Reduction Measure (TERM)



Illustrative Project

Other Action/Strategy

Description of project or action:

**New 4/6 lane facility between Route 234 in Prince William County (west of Manassas) to I-66 in Fairfax County. A 200' right-of-way strip exists between Route 234 and the Fairfax County Line. Alignment concept extends into Fairfax County and includes an interchange with I-66. From I-66, it is envisioned that the alignment would proceed northwesterly, passing west of Dulles Airport, intersecting with US 50 opposite VA 606 (Old Ox Road).**

**Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000524	<input type="checkbox"/>		VA 411 (Tri-County Parkway) (nee VA 28					
	<input type="checkbox"/>		VA 411 (Tri-County Parkway) (nee VA 28					
	<input type="checkbox"/>		VA 411 (Tri-County Parkway) (nee VA 28					

### 5. Purpose/contribution to regional goals

**Policy Goal 2, Objective 5: The Washington Metropolitan Region will develop, implement, and maintain an interconnected transportation system ... Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$68,000**

Date of completion or implementation:

Source: **Federal, State,**

Cost and schedule remarks: **RSTP: \$1.5M FY-02.**

**\$68,000,000 - VP6f – VA 234 Bypass to I-66**

**VP6i (I-66 to US 50) and VP6j (US 50 to VA 7/VA 607) are identified as studies only.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**The segments are not funded for construction.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

**1. Location and Jurisdiction**

Facility: **VA 7100 (Fairfax Co Pkwy HOV)**  
 From/At: **I-66 to Rugby Road**  
 To: **w/ Interchange @ Fair Lakes Parkway/M**  
 Jurisdiction: **Fairfax County,**

**2. Submitting Agency: VDOT**

Project ID: **46**  
 Last Modified On: **3/20/2003**

**3. Project Type and Description**

- Transportation Emissions Reduction Measure (TERM)  Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct interchange at Fair Lakes Parkway & Monument Drive, widen VA 7100 to 8 lanes between I-66 and Fair Lakes Parkway, widen VA 7100 to 6 lanes between Fair Lakes Parkway and Rugby Road, and upgrade VA 7100 to a freeway between I-66 and US 50. Additional lanes will function as HOV lanes in the peak period.**

**Widen VA 7735 (Fair Lakes Pkwy) to 5 lanes (3 lanes EB) between Fair Lakes Parkway and Fair Lakes Circle. Bicycle/pedestrian accomodations included**

**4. Project Phasing**

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
000524	<input type="checkbox"/>		VA 7735 (Fair Lakes Pkwy) (3rd EB Lane)		Fair Lakes Circle			
	<input type="checkbox"/>		VA 7100 (Fairfax Co Pkwy HOV)					
	<input type="checkbox"/>		VA 7100 (Fairfax Co Pkwy HOV)	VA 7735 (Fair Lakes Pkwy)				
	<input checked="" type="checkbox"/>		VA 7100 Interchange	@ VA 7735 (Fair Lakes Pkwy) &				
	<input type="checkbox"/>		VA 7100 (Fairfax Co Pkwy HOV)		VA 7735 (Fair Lakes Pkwy)			

**5. Purpose/contribution to regional goals**

**Policy Goal 2, Objective 5: The proposed improvements will improve the safety and and efficiency of people and goods traveling within and to this planned regional acitivity center, and will improve access to the HOV lanes on I-66.**

**The proposed construction is consistent with the master plan of Fairfax County.**

**6. Funding and Schedule Information**

Cost (In Thousands): **\$78,721** Date of completion or implementation:  
 Source: **Federal, State,**

Cost and schedule remarks: **Funded for PE only. Cost based on 1/7/03 VDOT est. Includes all elements on screen. RSTP (w/ state match): FY-02 \$4,000 K; FY-01 \$3,500 K; \$1,750 K in FY-00; \$350 K in FY-99.**

**7. CMS Documentation**

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

**Not funded for construction.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**Metro Station (Proposed)**  
From/At: **@ Potomac Yards**  
To:

### 2. Submitting Agency: **VDOT**

Project ID: **47**  
Last Modified On: **3/31/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct a Metro station on an existing rail line in order to provide access to the Potomac Yard development. VRE component has been dropped.  
Bicycle/pedestrian accomodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>	Construct	Metro Station (Proposed)	@ Potomac Yards	-	-	-	-	2010

### 5. Purpose/contribution to regional goals

**Policy Goal 2, Objective 3: Reduce car dependency, provide for a multi-modal transportation center, and improve air quality.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$50,000** Date of completion or implementation:  
Source: **Federal, State, Local, Private,**

Cost and schedule remarks: **The project was originally to be paid for by the developer and completed by 2005. However, the nature of the development changed and was approved without the requirement for the developer to build the Metro/VRE station. Thus, the timing for the project has been moved back and other funding sources will be used.**

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

## Proposed Project or Action Description Form

### 1. Location and Jurisdiction

**Wilson Blvd.**  
From/At: **N. Frederick**  
To: **Washington Blvd.**  
Jurisdiction: **Arlington County,**

### 2. Submitting Agency: **VDOT**

Project ID: **48**  
Last Modified On: **3/25/2003**

### 3. Project Type and Description

- Construction  Study  
 Transportation Emissions Reduction Measure (TERM)  Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Construct any additional through lanes, turning lanes, and pedestrian facilities in accordance with the County's master plan, to make this road safer for all citizens.**

**Construct a raised median between George Mason Drive and Frederick Street.  
Bicycle/pedestrian accommodations included**

### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Reconstruct	Wilson Blvd.	N. Frederick	George Mason Dr.	4	4	2004
	<input type="checkbox"/>	Reconstruct	Wilson Blvd.	N. Quincy	Washington Blvd.	4	4	2010

**Eliminate potential safety hazards in this short piece of pavement and increase the beauty of the existing roadway.**

**3. The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.**

#### A. Objectives:

**(1) Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure.**

#### B. Strategies:

**(3) Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls.**

### 6. Funding and Schedule Information

Cost (In Thousands): **\$3,000** Date of completion or implementation:  
**Local, Private,**

Cost and schedule remarks:

### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?  Yes  No

If yes, does this project require a CMS Documentation form under the given criteria?  Yes  No

If not, please identify the criteria that exempt the project here: