

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



1A. I-95 Access to Fort Belvoir Engineering Proving Grounds (BRAC) – 1 of 2

BASIC PROJECT INFORMATION

1. Submitting Agency: FHWA – Eastern Federal Lands Highway Division
2. Secondary Agency: Virginia Department of Transportation
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ ITS Enhancement Other Federal Lands Highways Program Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other

6. Project Name: EGP Access to I-95 – reversible ramp from the EPG southern loop road to / from I-95.

Prefix	Route	Name	Modifier
		I-95 Reversible Ramp	
		EPG Southern Loop Road	
	I-95	NB HOV/BUS/HOT Lanes	

10. Description: The proposed construction would include a reversible single lane approach road and structure over Backlick Road, Southbound I-95 general purpose lanes, and HOV/BUS/HOT lanes; tying into an existing slip ramp from the HOV lanes to northbound general purpose lanes. The project will provide access to the EPG from NB I-95 HOV in the AM and egress from the EPG to NB I-95 NB general purpose lanes and SB HOV lanes in the PM.

This project is being proposed as part of the nationwide BRAC activities, which calls for provision of 8,500 new Defense Department employees within the EPG site. The proposed roadway will improve traffic flow along the Fairfax County Parkway and provide for efficient access/egress in and out of the EPG site.

The project is currently in the Preliminary Engineering phase with construction anticipated to begin in March 2010 and complete by September 2011. Funding for the project is anticipated to be provided by the Department of Defense's Defense Access Roadway Program.

11. Projected Completion Date: September 2011
12. Project Manager: Kurt Dowden
13. Project Manager E-Mail: Kurt.Dowden@fhwa.dot.gov
14. Project Information URL: N/A
15. Total Miles: 0.24 miles
16. Schematic: See attachment (EPG I-95 Reversible Ramp SLR CLRP Form Fig.pdf).
17. Documentation: N/A
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost (in Thousands): \$17,750

1A. I-95 ACCESS TO FT. BELVOIR EPG (BRAC) – 1 OF 2

21. Remaining cost (in Thousands): \$17,750
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - Increase **accessibility and mobility** of people and freight.
 - Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - Promote efficient system **management and operation**.
 - Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? Yes; No
- a. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- b. If the congestion is on another facility, please identify it: Fairfax County Parkway
- c. What is the measured or estimated Level of Service on this facility? ____ ; Measured; Estimated
26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
- a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
- b. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

1A. I-95 ACCESS TO FT. BELVOIR EPG (BRAC) – 1 OF 2

The construction costs for the project are less than \$5 million.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
28. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
29. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:
30. Completed Date:
31. Project is being withdrawn from the CLRP.
32. Withdrawn Date:
33. Record Creator:
34. Created On:
35. Last Updated by:
36. Last Updated On:
37. Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



1B. I-95 Access to Fort Belvoir Engineering Proving Grounds (BRAC) – 2 of 2

BASIC PROJECT INFORMATION

1. Submitting Agency: FHWA – Eastern Federal Lands Highway Division
2. Secondary Agency: Virginia Department of Transportation
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: SB I-95 Ramp

	Prefix	Route	Name	Modifier
7. Facility:			I-95 Ramp	
8. From (_ at):		I-95	SB I-95	
9. To:		7100	NB Fairfax County Pkwy. / EPG Southern Loop Road	

10. Description:

The proposed construction would include adding a lane to the existing ramp from SB I-95 to NB Fairfax County Parkway. This additional lane would be barrier separated and would provide access to the EPG southern loop road.

The proposed project will add an additional lane to the ramp from SB I-95 to NB Fairfax County Parkway. This additional lane will be barrier separated from the Parkway and will provide a dedicated lane for access to the EPG. This ramp is intended to be used only by Defense Department personnel employed at the EPG site.

This project is being proposed as part of the nationwide BRAC activities, which calls for provision of 8,500 new Defense Department employees within the EPG site. The proposed roadway will improve traffic flow along the Fairfax County Parkway and provide for efficient access to the EPG site.

The project is currently in the Preliminary Engineering phase with construction anticipated to begin in 2009 and be completed by December, 2010. Funding for the project is anticipated to be provided by the Department of Defense's Defense Access Roadway Program.
11. Projected Completion Date: December 2010
12. Project Manager: Kurt Dowden
13. Project Manager E-Mail: Kurt.dowden@fhwa.dot.gov
14. Project Information URL: N/A
15. Total Miles: 0.75 miles
16. Schematic: See attachment (EPG SB I-95 to FCP CLRP Form Fig.pdf).
17. Documentation: N/A

1B. I-95 ACCESS TO FT. BELVOIR EPG (BRAC) – 2 OF 2

18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost (in Thousands): \$11,088
21. Remaining cost (in Thousands): \$11,088
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - Increase **accessibility and mobility** of people and freight.
 - Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - Promote efficient system **management and operation**.
 - Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? Yes; No
- a. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- b. If the congestion is on another facility, please identify it: Fairfax County Parkway
- c. What is the measured or estimated Level of Service on this facility? ____ ; Measured; Estimated
26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
- a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
- b. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility

1B. I-95 ACCESS TO FT. BELVOIR EPG (BRAC) – 2 OF 2

- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
28. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
29. Under which Architecture:
 - DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:
30. Completed Date:
31. Project is being withdrawn from the CLRP.
32. Withdrawn Date:
33. Record Creator:
34. Created On:
35. Last Updated by:
36. Last Updated On:
37. Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



1B. Fairfax County Parkway Access to Ft. Belvoir EPG (BRAC)

BASIC PROJECT INFORMATION

1. Submitting Agency: FHWA – Eastern Federal Lands Highway Division
2. Secondary Agency: Virginia Department of Transportation
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Fairfax County Parkway Interchange – from EPG to Fairfax County Parkway

	Prefix	Route	Name	Modifier
7. Facility:		7100	Fairfax County Parkway Ramps	
8. From (_ at):			EPG Access Road	
9. To:		7100	NB and SB Fairfax County Parkway	

10. Description:

The proposed construction would provide access to the Fairfax County Parkway from the Fort Belvoir Engineering Proving grounds. The construction would include a one-lane ramp from SB EPG Access Road to NB Fairfax County Parkway and a two-lane ramp from SB EPG Access Road to SB Fairfax County Parkway. The proposed ramps would tie into the proposed Fairfax County Parkway / Rolling Road interchange which is already included in the TPB's CLRP and Conformity. This previously proposed interchange includes access into the EPG from both directions of the Parkway.

This project is being proposed as part of the nationwide BRAC activities, which calls for provision of 8,500 new Defense Department employment within the EPG site. The proposed roadway will improve traffic flow along the Fairfax County Parkway and provide for efficient access/egress in and out of the EPG site.

The project is currently in the Preliminary Engineering phase with construction anticipated to begin in October 2009 and be completed by December 2010. Funding for the project is anticipated to be provided by the Department of Defense's Defense Access Roadway Program.
11. Projected Completion Date: December 2010
12. Project Manager: Kurt Dowden
13. Project Manager E-Mail: Kurt.Dowden@fhwa.dot.gov
14. Project Information URL: N/A
15. Total Miles: NB Ramp – 0.40 miles; SB Ramp – 0.60 miles
16. Schematic: See attachment (EPG FCP Ramps at Rolling Rd CLRP Form Fig.pdf)
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:

1B. FAIRFAX COUNTY PARKWAY ACCESS TO FT. BELVOIR EPG (BRAC)

20. Total cost (in Thousands): \$6,775
21. Remaining cost (in Thousands): \$6,775
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - Increase **accessibility and mobility** of people and freight.
 - Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
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ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? Yes; No
- a. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- b. If the congestion is on another facility, please identify it:
- c. What is the measured or estimated Level of Service on this facility? ____ ; Measured; Estimated
26. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
- a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
- b. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992

1B. FAIRFAX COUNTY PARKWAY ACCESS TO FT. BELVOIR EPG (BRAC)

- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
28. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
29. Under which Architecture:
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