

## **National Capital Region Transportation Planning Board**

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### **M E M O R A N D U M**

January 15, 2008

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director of Transportation Planning

**SUBJECT:** Proposed Significant Additions and Changes for the 2008 CLRP  
and FY 2009-2014 TIP for the Air Quality Conformity Analysis

The attachment describes the proposed significant changes and additions reflected in the air quality conformity inputs for the 2008 Update to the Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2009-2014 Transportation Improvement Program (TIP). Also attached is the draft Scope of Work for the Air Quality Conformity Analysis for the new CLRP and TIP.

Figure 1 shows the proposed significant additions and changes to the 2008 Update to the CLRP; descriptions of each project follow. The detailed CLRP description forms for these changes begin on page 7. Please note that significant changes are those relating to interstates, principal arterials, and other limited access parkways and roadways. Therefore, some changes will be shaded on the air quality conformity table provided in Appendix A, but not described in the significant changes listing.

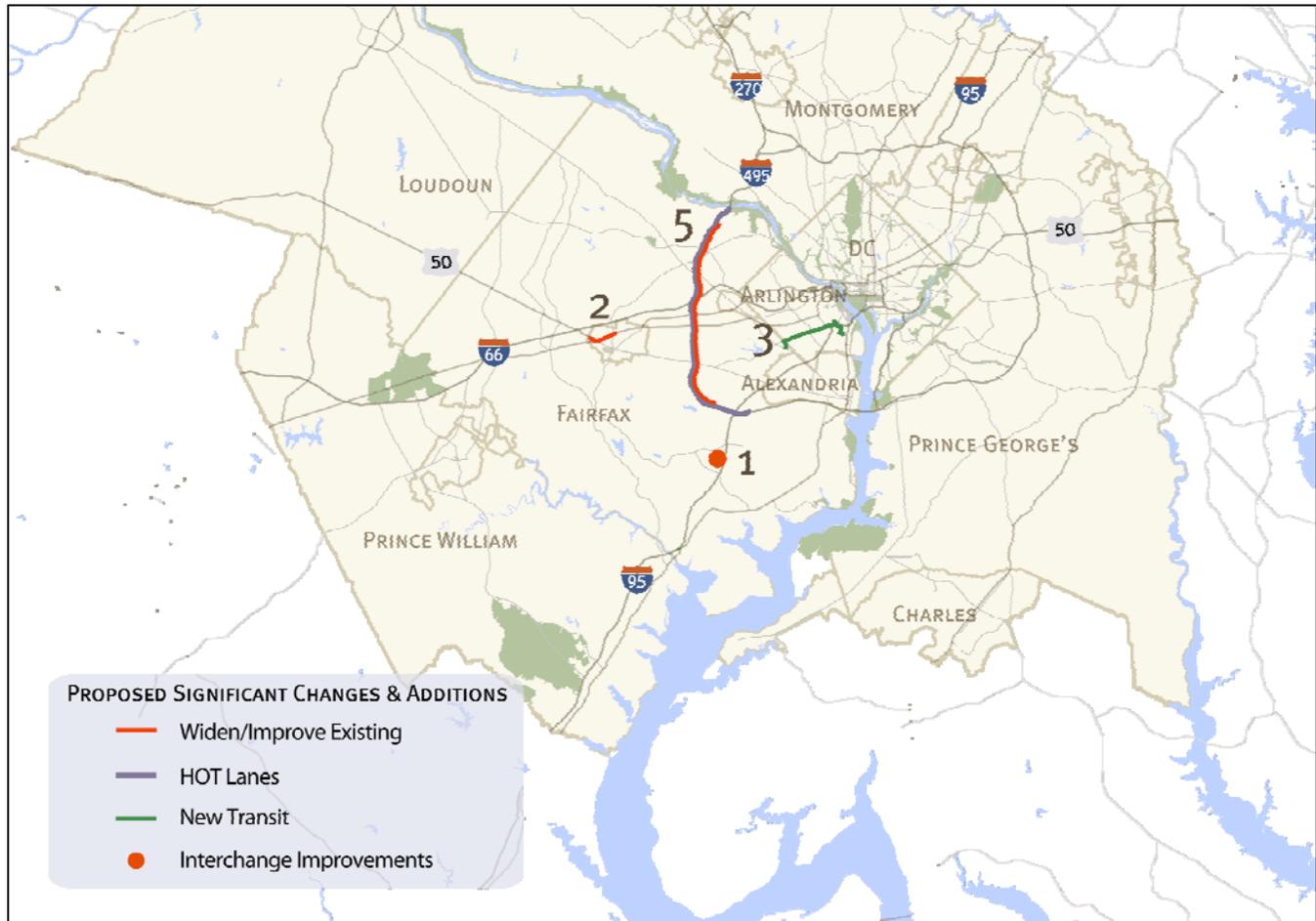
Appendix A, which is bound separately, provides a table listing all projects to be included in the air quality conformity analysis for the 2008 CLRP and FY 2009-2014 TIP, with shading to highlight proposed changes from the 2007 CLRP and FY 2008-2013 TIP.

Attachment

# Significant Additions and Changes to The 2008 Update to the Financially Constrained Long-Range Transportation Plan (CLRP)



Figure 1: Significant Additions and Changes to the 2008 Update to the CLRP



## Significant Additions to the CLRP

1. Access to Ft. Belvoir Engineering Proving Grounds (EPG): I-95 and Fairfax County Parkway (BRAC)
2. Widen Segments of US 50 between Eaton Place and Jermantown Road Within the City of Fairfax
3. Columbia Pike Streetcar From Skyline to Pentagon City
4. Fairfax Connector Service Transit Development Plan (Not shown on map)

## Significant Changes to the CLRP

5. I-495 Capital Beltway HOV-HOT Lanes
6. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions (Not shown on map)

## Significant Additions to the CLRP

### 1. Access to Ft. Belvoir Engineering Proving Grounds (EPG): I-95 and Fairfax County Parkway (BRAC)

Two projects have been proposed to meet expected demand at the Fort Belvoir EPG due to the Base Realignment and Closures (BRAC) act.

#### A. I-95 Access to Fort Belvoir includes the following improvements:

- Widen the existing ramp from southbound I-95 to the Fairfax County Parkway and EPG southern loop road with an additional barrier-separated lane, providing dedicated access to the EPG for DOD personnel only.
- A new reversible, single-lane approach bridge from the northbound HOV/Bus/HOT lanes to the EPG's southern loop road. This connection will provide access from the northbound I-95 HOV lanes in the morning. In the evening, access will reverse to the northbound I-95 general purpose lanes and the southbound HOV lanes.

Complete: 2011, 2013  
Cost: \$28.8 million  
Source: Federal funding

#### B. Fairfax County Parkway Access to Fort Belvoir

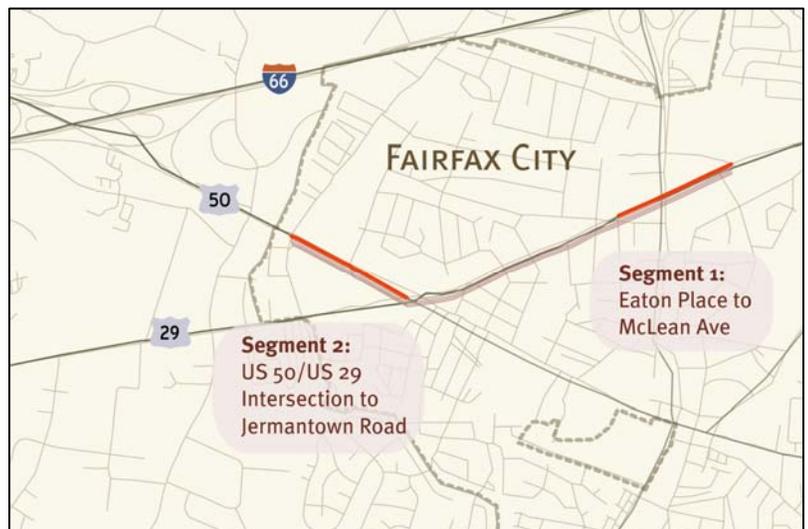
- A one-lane ramp from the EPG Access Road to northbound Fairfax County Parkway and a two-lane ramp from the Access Road to southbound Fairfax County Parkway. The proposed ramps will connect to the proposed interchange at Rolling Road, which is already included in the CLRP.

Complete: 2011  
Cost: \$6.8 million  
Source: Federal funding

### 2. Widen Segments of US 50 between Eaton Place and Jermantown Road Within the City of Fairfax

Widen two segments of US 50 from Eaton Place to McLean Avenue and from the VA 236/VA 29 to Jermantown Road from four to five lanes. Project will also include pedestrian improvements and support the development of express shuttle service to the Vienna/Fairfax-GMU Metrorail Station and other circulator shuttle services to connect activity centers.

Length: 5 miles  
Complete: 2009



Cost: \$2 million  
Source: Local funding

### 3. Columbia Pike Streetcar From Skyline to Pentagon City

Design, construct and operate a streetcar system running approximately 4.7 miles between Pentagon City in Arlington County and Skyline in Fairfax County. For most of the route, streetcars will travel in mixed traffic.

Length: 4.7 miles  
Complete: 2014  
Cost: \$138.5 million  
Source: State and local funding



### 4. Fairfax Connector Service Transit Development Plan

Not shown on map.

Increase bus service on priority routes and purchase 76 new Fairfax Connector buses. Expand the West Ox Bus Operations Facility to accommodate new buses and increased service. Also includes bus stop access and safety improvements identified as part of the Bus Stop Inventory and Safety Study.

Complete: 2010  
Cost: \$91.9  
Source: Local funding

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## Significant Changes to the CLRP

The following projects are included in the 2007 CLRP, but significant changes have been proposed for the 2008 CLRP.

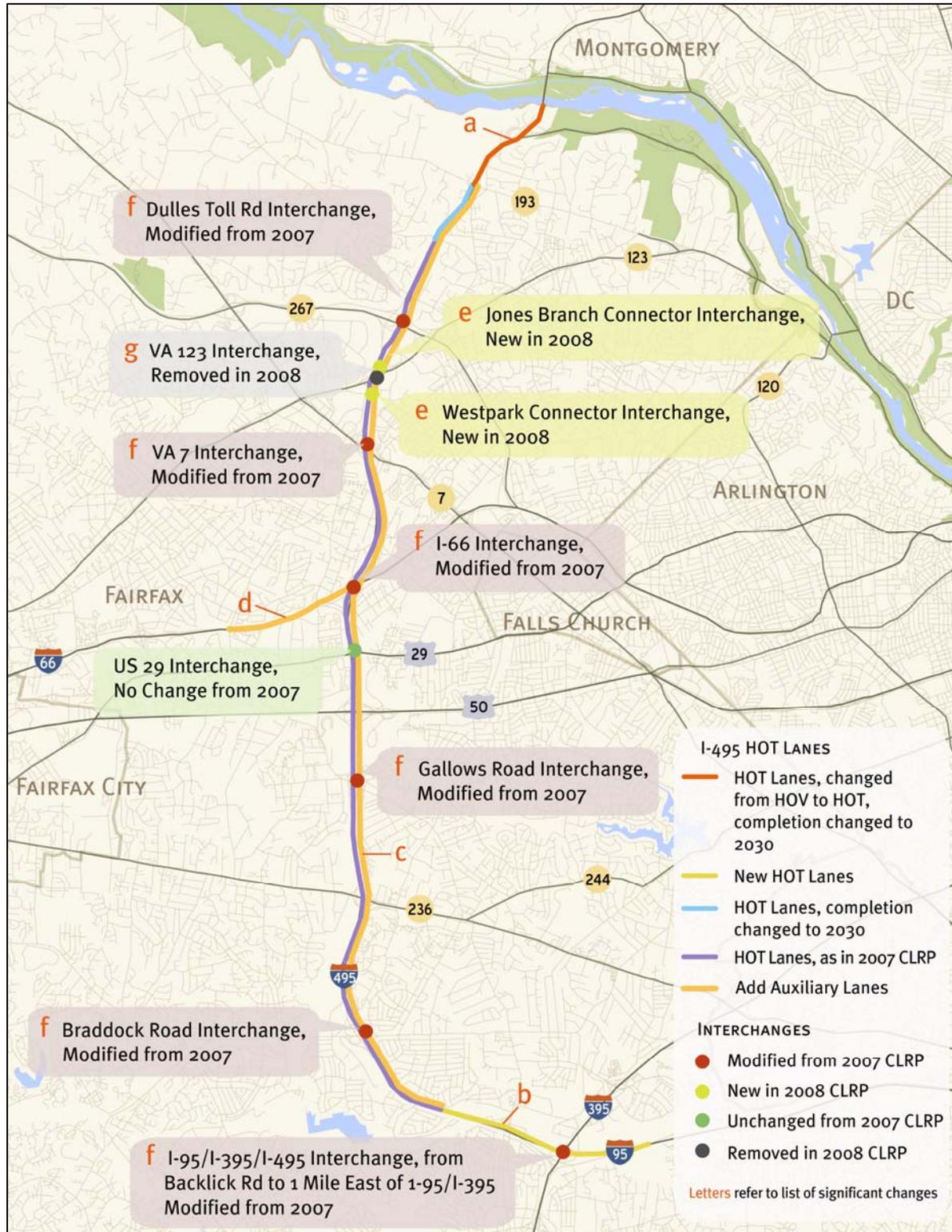
### 5. I-495 Capital Beltway HOV-HOT Lanes

The 14 mile stretch of HOV-HOT Lanes on the Capital Beltway between Backlick Road and Old Dominion Drive is scheduled to be complete in 2013. The following changes have been proposed for the Capital Beltway HOT-HOV Lanes Project, as shown in the figure on the following page:

- a) The northern terminus of the HOT lanes will extend 2 lanes from Georgetown Pike to the American Legion Bridge. These were previously planned as HOV lanes to be complete in 2015 and are now proposed as HOT lanes to be complete in 2030.  
A 4 lane stretch of HOT lanes from Georgetown Pike (193) to Old Dominion Drive will be complete in 2030 instead of 2013.
- b) The southern terminus of the HOT lanes has been extended to include 2 HOT lanes from the Hemming Avenue underpass to one mile east of the I-95/395/495 Interchange. This segment is scheduled to be completed by 2013.
- c) One additional general purpose auxiliary lane from Georgetown Pike to the Hemming Avenue underpass will be added in each direction to connect the on-ramps and off-ramps between interchanges.
- d) Auxiliary lanes will be added on eastbound and westbound I-66 between the I-495 interchange and Cedar Lane (see accompanying CLRP description Form for details).
- e) Two new interchanges are planned at the westbound Jones Branch Connector and the westbound WestPark Connector.
- f) Planned HOT lane interchanges at the Dulles toll Road, VA 7, I-66, Gallows Road, Braddock Road and I-95/395 will be modified (see accompanying CLRP Description Form for details).
- g) A planned HOT lane interchange at VA 123 is being removed from the project scope.

Length: 14 miles  
Complete: 2013, 2030  
Cost: \$1.619 billion  
Source: Federal, state, private and bond funding

# Proposed Changes to the I-495 Capital Beltway HOV-HOT Lanes Project for the 2008 CLRP



## 6. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions

Not shown on map.

The Transit Plan for the I-95/395 HOT Lanes project has been revised to reflect the results of the Transit/Transportation Demand Management (TDM) Study conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the Technical Advisory Committee. The following significant changes have been proposed for the Transit Plan. Full details can be found in Attachment A to the accompanying CLRP Description Form).

- The Transit/TDM plan's cost and revenue estimates has been revised from \$390 million to \$298 million to reflect the revised transit investment strategy for the corridor.
  - Earlier capital investments of \$76 million revised to \$137 million to reflect increased investment into transit facilities
  - Earlier operating revenues of \$314 million revised to \$161 million to reflect revised service plan, service duration and fare box recover
  
- Greater level of improvement/investment into transit facilities.
  - 4 new BRT stations along the corridor
  - Improvements at 4 VRE stations – platform extension and overnight storage
  - 9 new or enhanced TDM initiatives
  - 3,750 park and ride spaces in addition to the 3,000 proposed earlier
  - 3 new/improved transit centers instead of 1 bus maintenance facility
  - 76 new buses and 6 VRE rail cars instead of 184 new buses

# 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
7. Facility:			I-95 Reversible Ramp	
8. From ( _ at):			EPG Southern Loop Road	
9. To:		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.
  - 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:
- 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:
  - 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



## Widen Segments of US 50 between Eaton Place and Jermantown Road

### BASIC PROJECT INFORMATION

1. Submitting Agency: DPW, City of Fairfax
2. Secondary Agency: None
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:

	Prefix	Route	Name	Modifier
7. Facility:	Rte.	50	Route 50 Corridor Multi-modal Improvements	
8. From ( _ at):			Eaton Place/Route 50/29 Intersection	
9. To:			Jermantown Road/Route 236 Intersection	

10. Description: Multi-modal improvements to support the development of multi-use activity centers. Improvements will include, widening of Route 50 from the intersection of Route 50 and Eaton Place to the intersection of Route 50/236 and Jermantown Road, local roads around and within the activity centers, wider sidewalks around the activity centers, trails connecting to residential communities, express shuttle service connecting the activity centers to the Vienna/Fairfax-GMU Metrorail station, and circulator shuttles connecting the activity centers.
11. Projected Completion Date: 2009
12. Project Manager: Alexis Versoza
13. Project Manager E-Mail: Averzosa@fairfaxva.gov
14. Project Information URL:
15. Total Miles: Five (5)
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions: City of Fairfax, Virginia
20. Total cost (in Thousands): \$2,000
21. Remaining cost (in Thousands): Not applicable
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# WIDEN SEGMENTS OF US 50 BETWEEN EATON PLACE AND JERMANTOWN ROAD

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

# WIDEN SEGMENTS OF US 50 BETWEEN EATON PLACE AND JERMANTOWN ROAD

## 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



## Columbia Pike Streetcar from Skyline to Pentagon City

### BASIC PROJECT INFORMATION

1. Submitting Agency: **VDOT**
2. Secondary Agency: **Arlington County DPW**
3. Agency Project ID: **ARL0016**
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: **Columbia Pike Street Cars**

	Prefix	Route Name	Modifier
7. Facility:		<b>Columbia Pike</b>	
8. From ( _ at):		<b>Skyline (Fairfax County)</b>	
9. To:		<b>Pentagon City</b>	

10. Description: Provides streetcars and stops on Columbia Pike.

**This is a joint project between Fairfax and Arlington Counties along Columbia Pike to bring an enhanced form of surface transit to this heavily used transit corridor. The project consists of environmental studies, preliminary engineering, design and construction of a streetcar running approx. 4.7 miles between Pentagon City in Arlington County and Skyline in Fairfax County. The Streetcar was selected by the Board of each county in 2006 as the locally preferred alternative to provide enhanced transit and promote revitalization and redevelopment of this corridor. For most of its length, the streetcar will run in mixed traffic. It will be constructed in coordination with another project to reconstruct Columbia Pike through Arlington County with enhanced streetscape and consistent five lane cross section.**

11. Projected Completion Date: **2014**
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: **4.7**
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions: Arlington County
20. Total cost (in Thousands): **\$138,500**
21. Remaining cost (in Thousands):
22. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:
- a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - d.  Increase **accessibility and mobility** of people and freight.
  - e.  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.
  - f.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
  - g.  Promote efficient system **management and operation**.
  - h.  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:
  - 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 principal arterial?  Yes;  No
- a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see page 34 of the *Call for Projects* document)?  Yes; [Click here to access a Congestion Management Documentation Form](#).
  - 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.
    - The construction costs for the project are less than \$5 million.
    - The project will not use any Federal funds in any phase of development or construction.

# CLRP PROJECT DESCRIPTION FORM

## 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
- a. 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
- b. Under which Architecture:
- DC, Maryland or Virginia State Architecture
  - WMATA Architecture
  - COG/TPB Regional ITS Architecture
  - Other, please specify:
28. Completed Date:
29.  Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator: John Barr
- 32: Created On: 11/1/2007
33. Last Updated by: Andrew Austin
34. Last Updated On: 1/11/2008
35. Comments

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



## Fairfax Connector Service Transit Development Plan

### BASIC PROJECT INFORMATION

1. Agency Project ID: \_\_\_\_\_ Secondary Agency: Fairfax County, VA
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  ITS;  Enhancement;  Other
3. Project Title: \_\_\_\_\_
4. Facility: 

Prefix	Route	Name	Modifier
		Fairfax CONNECTOR Service Improvements	
		Countywide	
5. From ( \_ at): \_\_\_\_\_
6. To: \_\_\_\_\_
7. Jurisdiction(s): Fairfax County
8. Description: Fairfax Connector Service Improvements including: Bus Stop, Access and Safety Improvements identified as part of the Bus Stop Inventory and Safety Study; Increased bus service on priority routes; the Purchase of 76 new Fairfax Connector buses to implement the increased bus service; and the expansion of the West Ox Bus Operations Facility to accommodate the increased service and new buses.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: N/A
11. Project Manager: Tom Black
12. E-Mail: [Thomas.Black@Fairfaxcounty.gov](mailto:Thomas.Black@Fairfaxcounty.gov)
13. Project Information URL: \_\_\_\_\_
14. Projected Completion Year: 2010
15. Actual Completion Year: \_\_\_\_\_  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of: \_\_\_\_\_
17. Total cost (in Thousands): \$91,901
18. Remaining cost (in Thousands): \$91,901
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
  - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility

# FAIRFAX CONNECTOR SERVICE TRANSIT DEVELOPMENT PLAN

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

## **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

This project will improve the safety and access to the transit stops utilized by the bus passengers. Numerous stops do not have sufficient (if any at all) pedestrian facilities adjacent to them; have no waiting area or shelter; and are poorly lit. This project will address many of these safety issues.

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

## **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes;  No

27. If yes, what types of mitigation activities have been identified?

- Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;
- Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## **INTELLIGENT TRANSPORTATION SYSTEMS**

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

# FAIRFAX CONNECTOR SERVICE TRANSIT DEVELOPMENT PLAN

\_ Other, please specify:

31. Other Comments

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



## 5. Capital Beltway (I-495) Improvements and HOV/HOT Lanes Project

### BASIC PROJECT INFORMATION (Jan. 2008 Update)

1. Submitting Agency: Virginia Department of Transportation
2. Secondary Agency:
3. Agency Project ID: 87771
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: Capital Beltway (I-495) Improvements and HOV/HOT Lanes Project

	Prefix	Route	Name	Modifier
7. Facility:	I	495	Capital Beltway	
8. From ( _ at):			Backlick Road Underpass	
9. To:			South of Old Georgetown Pike (VA 193)	

10. Description:

The project proposes to implement most of the improvements recommended in the federally approved EIS (as amended via the 2007 Re-evaluation) for the approximately 14 mile stretch of the Capital Beltway (I 495) between Backlick Road underpass to the south and Old Georgetown Pike (VA 193) to the north. The improvements are proposed to be implemented via a joint, public-private partnership between the Virginia Department of Transportation and the consortium of two private sector firms, Fluor Virginia, Inc. and Transurban (USA) Development Inc. The EIS-Reevaluation recommended improvements that are proposed to be implemented may be grouped under two categories: those improvements that are part of the HOV/HOT lanes project funded by the private sector and those that are not explicitly part of the HOV/HOT lanes system and funded by VDOT. A brief description of the combined set of improvements follows, with explanations of VDOT funded improvements at the appropriate places in the text.

This project is being implemented concurrently and in coordination with the implementation of two other VDOT funded projects: (1) the Springfield Interchange – Phase 8 project (between Backlick Rd. and 1 mi. east of the I-95/395/495 interchange), which is at the southern end, and the (2) Capital Beltway HOV/HOT lane project at the northern end of this project (between south of Old Georgetown Pike and the American Legion Bridge). Both of these two projects are listed as independent projects in the MPO's CLRP/Conformity documents.

This Beltway Improvements/HOV-HOT lanes project proposes to Widen I-495 (Capital Beltway) by:

1. Adding 4 HOV-HOT lanes, two in each direction, between the Hemming Ave. underpass at the south to South of the Old Dominion Drive overpass in the north – by 2013; at the southern end this segment will tie in with the proposed Springfield Interchange Phase 8 project and provide the I-495 HOV/HOT lanes traffic access to the HOV/BUS/HOT lanes on I-395 and I-95.
2. Adding 4 HOT lanes, two in each direction, between South of Old Dominion Drive and Old Georgetown Pike (VA 193) in the north – by 2030. This segment will match the previously proposed construction of 2 HOT lanes (one in each direction) between Old Georgetown Pike (VA 193) and the America Legion Bridge by 2030 and allow HOV & HOT traffic to continue

## 5. CAPITAL BELTWAY (I-495) IMPROVEMENTS AND HOV/HOT LANES PROJECT

past the terminus of the HOT lanes in this project all the way up to the VA border at American Legion Bridge.

3. The following access points are provided with the proposed project 2013.
  - a. Braddock Road -
    - i. Drivers headed both west and east on Braddock Road will be able to access NB HOT
    - ii. Drivers on SB HOT will be able to access Braddock west and east
  - b. Gallows Road -
    - i. Drivers headed both west and east on Gallows Road will be able to access NB HOT
    - ii. Drivers on SB HOT will be able to access Gallows Road west and east
  - c. Route 29 -
    - i. Drivers headed both west and east on Route 29 will be able to access SB HOT
    - ii. Drivers on NB HOT will be able to access Route 29 west and east
  - d. I-66 Interchange -
    - i. Drivers on EB I-66 will be able to access NB and SB HOT
    - ii. Drivers on WB I-66 will be able to access SB HOT
    - iii. Drivers on NB HOT will be able to access EB and WB I-66
    - iv. Drivers on SB HOT will be able to access WB I-66

Additional improvements at this interchange (under UPC 56356) will include relocating the existing GP exit ramp from EB I 66 to NB I 495 GP lanes, so as to have the ramp merge with NB I 495 on the right side. Additionally, modification to other GP ramps including roadway, bridge reconstruction, sound walls, pedestrian/bicycle facilities and incidental construction such as lighting, draining, etc, within the interchange may also be included.
  - e. Route 7 -
    - i. Drivers headed both west and east on Route 7 will be able to access SB HOT
    - ii. Drivers on NB HOT will be able to access Route 7 west and east
  - f. Westpark Drive Connection -
    - i. Drivers on Westpark Drive will be able to access NB and SB HOT
    - ii. Drivers on NB and SB HOT will be able to access Westpark Drive
  - g. Jones Branch Drive Connection -
    - i. Drivers on Jones Branch Drive will be able to access NB and SB HOT
    - ii. Drivers on NB and SB HOT will be able to access Jones Branch Drive
  - h. Dulles Toll Road (DTR)
    - i. Drivers on EB DTR will be able to access SB HOT
    - ii. Drivers on NB HOT will be able to access WB DTR and Dulles Airport Access Road (DAAR)
    - iii. Drivers on SB HOT will be able to access WB DTR and DAAR
  - i. Auxiliary/CD Lanes will also be included between interchanges on I-495.
  - j. Other construction 'Other Construction' activities may include UPC 84742): Pavement rehabilitation along I-66 within the limits of the HOT lanes project; reconstruction of existing interchanges (other than any portion of such interchanges that will provide access to the HOT Lanes for toll-paying vehicles); roadway/bridge reconstruction; sound walls; pedestrian / bicycle facilities; and incidental construction such as lighting, drainage etc. at the following locations within the project limits: Wakefield Park Pedestrian Bridge, Little River Turnpike (Route 236), W&OD Pedestrian Bridge, Idylwood Road (Route 695), Oak Street (Route 769), and Lewinsville Road (Route 694). All of this work is anticipated to be complete by 2013.
4. The following improvements are anticipated by 2030.

## 5. CAPITAL BELTWAY (I-495) IMPROVEMENTS AND HOV/HOT LANES PROJECT

- a. Braddock Road -
  - i. Drivers headed both west and east on Braddock Road will be able to access SB HOT
  - ii. Drivers on NB HOT will be able to access Braddock west and east
- b. Dulles Toll Road (DTR)
  - i. Drivers on EB DTR will be able to access NB HOT
  - ii. Drivers on SB HOT will be able to access EB DTR and Dulles Airport Access Road
- c. Auxiliary/CD Lanes will also be included between interchanges on I-495 and I-66. On I-66 the limits of auxiliary lanes will be as follows: along EB I-66: 2 lane CD Road between South of Gallows Rd. overpass and SB I-495 Off ramp, and 1 auxiliary lane between Cedar Lane overpass and south of Gallows Rd. overpass; along WB I-66: 2 lane CD road between on ramp from SB I-495 and south of Gallows Rd. overpass and 1 auxiliary lane between Cedar Rd. overpass and south of Gallows Rd. overpass.

### Tolling Policy

HOT lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day with time of day and with day of week corresponding to demand and congestion levels. Toll rates will be at its lowest when the demand and congestion levels are at its lowest. SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the HOV/Bus/HOT lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to insure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

### Incident Management

The project designs will focus on the safety aspects of the facility including cross section layout (lane width and shoulders), operations and incident management. The design and operational features of the project will be integrated with and supported by a performance based, computer aided incident management system. The incident management system will provide 24/7 monitoring and surveillance of the facility and have dedicated motorists assistance equipment and personnel. This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes.

### Financial Plan

Construction cost for the proposed Project is estimated to be \$1,619M (in year of expenditure dollars). Funding sources for the Project includes a combination of private equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, FTU will explore all avenues of funding to ensure the lowest cost of capital for the Project.

FTU will be fully authorized to toll the facility, which will serve to pay debt service, operating costs and return on equity. Toll revenue will be the main source of revenue for the project. The Commonwealth will enter into a Comprehensive Agreement with FTU, which will authorize FTU to raise the necessary funds to construct the Project.

## 5. CAPITAL BELTWAY (I-495) IMPROVEMENTS AND HOV/HOT LANES PROJECT

11. Projected Completion Date: 2013
12. Project Manager: Theresa DeFore
13. Project Manager E-Mail: Theresa.DeFore@vdot.virginia.gov
14. Project Information URL: [www.VirginiaDOT.org/projects/HOT\\_495.asp](http://www.VirginiaDOT.org/projects/HOT_495.asp)
15. Total Miles: 14 miles
16. Schematic: [www.virginiadot.org/projects/resources/495access.pdf](http://www.virginiadot.org/projects/resources/495access.pdf). and [www.virginiadot.org/projects/resources/TysonsEntryExitpoints.pdf](http://www.virginiadot.org/projects/resources/TysonsEntryExitpoints.pdf).
17. Documentation:
18. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
19. Jurisdictions: Fairfax County
20. Total cost (in Thousands): \$1,619,000
21. Remaining cost (in Thousands):
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:
  - c. What is the measured or estimated Level of Service on this facility? \_\_\_\_ ;  Measured;  Estimated

## 5. CAPITAL BELTWAY (I-495) IMPROVEMENTS AND HOV/HOT LANES PROJECT

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.
  - 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
- This project will include various ITS elements which will be consistent with the applicable requirements of Federal Rule 940. A Rule 940 Compliance Checklist will be completed and submitted to FHWA Virginia Division (Danny Jenkins) for concurrence. A Concept of Operations has been prepared. A Project Level ITS Architecture, compliant with the VDOT Northern Region ITS Architecture, will be developed.
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: [VDOT Northern Region ITS Architecture](#)
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: Updated CLRP form submitted as part of the 2008 CLRP Update on 1/14/08.

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



## I-95/395 HOV/Bus/HOT Lanes Project

### BASIC PROJECT INFORMATION (Jan. 2008 Update)

1. Agency Project ID: \_\_\_\_\_ Secondary Agency: \_\_\_\_\_
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: **I-95 / I-395 HOV / Bus / HOT Lanes Project**
4. Facility: I-95 / 395
5. From ( \_ at): Eads Street, Arlington County
6. To: Route 610 (Garrisonville Road), Stafford County

No.	Route	Connection Location:	Morning connections:	Evening connections:	Type of Modification:
1	I 395	Eads Street	NB HOT Lanes to Eads Street	Eads Street to SB HOT Lanes	Expanded
2	I 395	Between South Hayes Street and Washington Blvd.	SB Express Lanes to SB general purpose lanes	SB Express Lanes to SB general purpose lanes	Deleted (to accommodate No. 1 above) <sup>1</sup>
3	I 395	VA 402 (Shirlington Circle)	NB HOT Lanes to Shirlington Circle	Shirlington Circle to SB HOT Lanes	New
4	I 395	VA 420 (Seminary Road)	NB HOT Lanes to Seminary Road	Seminary Road to SB HOT Lanes	New <sup>1</sup> (Bus only access)
5	I 95	Between VA 236 (Duke Street) and VA 648 (Edsall Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
6	I 95	VA 7100 (Fairfax County Parkway)	N/A	Fairfax County Parkway to SB HOT Lanes	New
7	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 638 (Pohick Road)	N/A	SB HOV Lanes to SB general purpose lanes	Deleted (to accommodate No. 6 above) <sup>1</sup>
8A	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
8B	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to new bus station, back to NB HOT lanes (Buses only)	SB HOT lanes to new bus station, back to SB HOT lanes (Buses only)	New, reversible bus-only ramp
9	I 95	Between VA 123 (Gordon Road) and VA 3000 (Prince William County Parkway)	NB HOT Lanes to NB general purpose lanes	SB HOT Lanes to SB general purpose lanes	New
10	I 95	Between VA 610 (Cardinal Drive) and US 234 (Dumfries Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
11	I 95	Between US 234 (Dumfries Road) and VA 610 (Garrisonville Road)	N/A	SB HOT Lanes to SB general purpose lanes	Expanded

<sup>1</sup> Integration of this proposed modification in the project design is currently under evaluation.

# I-95/395 HOV/Bus/HOT LANES PROJECT

7. Jurisdiction(s): Arlington County, City of Alexandria, Fairfax County, Prince William County, Town of Dumfries, Stafford County
8. Description:

The region's CLRP and air quality conformity analyses have assumed adding a third HOV lane on I-395 and part of I-95 since 1994. This project was assumed to be accomplished by re-stripping the existing pavement with no other modifications to access, egress, without any enhancements to transit services and or any new/improved incident management services. The project was assumed to be complete by 2010.

The HOT Lane project provides a funding mechanism for not just building the third lane, but also a comprehensive upgrade to the access/egress locations, pavement replacement within the existing right of way as needed, significant new transit services on the facility, and a dedicated, performance based, computer aided incident management system.

A private consortium led by Fluor Virginia, Inc. and Transurban (USA) Development Inc. (together "FTU") has been selected to construct this third lane on portions of I-95/395, and operate the entire three lane facility as a system of High Occupancy Vehicle/Bus/High Occupancy Toll Lanes ("HOV/Bus/HOT"). In October 2006, VDOT and FTU signed an Interim Agreement to commence development activities on the Project.

The Project entails expanding the existing reversible High Occupancy Vehicle ("HOV") lanes between Eads Street and south of the Town of Dumfries from two to three lanes, and converting the lanes to include High Occupancy Toll ("HOT"), bus and HOV traffic. New entry/exit points into and out of the HOV/Bus/HOT lanes, as listed in Items 5 and 6 above, will be added along the corridor. The design of the proposed new entry/exit points will continue to be refined through the traffic operational analysis and the environmental review ("NEPA") process.

The Project also proposes to address traffic operational issues noted with the existing HOV system. During peak pm periods, traffic traveling in a southbound ("SB") direction in the current HOV system is often congested at the point where the HOV lanes terminate and merge into the general purpose ("GP") lanes at Dumfries. This Project proposes to relieve the current congestion problem by both expanding the current merge point, and providing for the extension of lanes south of the current merge to Route 610 (Garrisonville Road) in Stafford County. Under the proposed design, vehicles exiting at Route 234 would be merged into the GP lanes north of the exit. The remaining two HOV/Bus/HOT lanes would extend south of Quantico Creek. At a point south of Quantico Creek, one of two lanes would branch off on a new, single-lane fly-over from the SB HOT lanes to the SB GP lanes. This fly-over would service vehicles exiting to Route 619 (Joplin Road) and Russell Road. The fly-over lane would merge into a newly constructed GP auxiliary lane running between the ramp and Route 619. The remaining HOT lane would continue south as a separated lane, merging into the SB GP lanes just north of Route 610 (Garrisonville Road).

The Project also proposes to make improvements at Eads Street, the proposed northern termination point (for tolling purposes) of the HOT lanes. Improvements at Eads Street would affect both am and pm peak traffic, and provide for additional lanes for HOV/Bus/HOT lane traffic exiting at Eads Street, including a ramp dedicated exclusively for use by buses exiting into/out of the Pentagon reservation. The exact configuration of the northern and southern termini will be refined through the traffic operational analysis and the NEPA process. If such refinements affect conformity, the changes would be proposed in future conformity analyses.

Access to the HOT lanes would be available to automobiles, motorcycles, light-trucks, buses and transit vehicles only. Vehicles with three or more occupants would travel on the HOT lanes for free, as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that

# I-95/395 HOV/Bus/HOT LANES PROJECT

complies with the statutory requirements of the Commonwealth. Buses, transit vehicles, and emergency response vehicles would also travel on the HOT lanes for free. Other vehicles not meeting the occupancy requirement would pay a toll, using electronic toll collection equipment, at a rate that would vary by time of day, day of week and level of congestion, to insure the level of free-flow conditions as specified by Federal SAFE-TEA-LU regulations at a minimum.

The current two-lane HOV facility along I-395 and I-95 had been planned, for at least the past 14 years, to be expanded to three lanes. This planned expansion to three lanes would have utilized one of the two existing shoulders. Based on preliminary field reviews VDOT believes that a design which provides adequate shoulders on both sides of I-95, south of the Capital Beltway, and an adequate shoulder on one side on I-395 is possible. As preliminary designs are completed, these will be shared with all stake holders, including the CTB, TPB and NVTA. VDOT's design practices emphasize safety and will ensure that any design impacts on operations are adequately mitigated. It must be noted that all designs and design exceptions have to comply with the FHWA requirements and oversight.

## Transit/TDM Plan

There are numerous transit elements integrated into this Project, including a proposed increase in bus service along the I-95/395 corridor, expansion of HOV capacity from two lanes to three lanes, an increase or expansion of access points between the HOV/Bus/HOT lanes and the general purpose lanes, and other infrastructure additions and improvements along the corridor.

The transit service plan proposed by the Project provides for additional bus services in the I-95/395 corridor in the form of new and expanded bus services. This is a ~~preliminary~~ transit plan that has been developed for the conformity analysis, and is based on what is reasonably expected to be funded by this Project. **The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with** the Transit Advisory Committee ("TAC"), a group established by the VA Secretary of Transportation to facilitate coordination between the transit service providers in the corridor and the Project, ~~has is-developed~~ a detailed Transit/TDM Plan. The TAC will, working with the City of Alexandria, evaluate the benefits of a bus only ramp from northbound HOV/Bus/HOT lanes to Seminary Road and recommend whether to include such a ramp in the project's final design. The consortium partners will model the scenario of reserving the new lane for buses only and the results of this analysis will be shared with the TAC. The TAC, in coordination with the state, will develop the Transit/TDM Plan (including the proposed bus only ramp at Seminary Road) and park and ride recommendations for the northern segment of the I-95/395 HOV/BUS/HOT lane project. The Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Authority (NVTA) and Fredericksburg Area Metropolitan Planning Organization (FAMPO) will approve any transit/park-and-ride plans for the areas under their purview, and these will be submitted as inputs to the 2008 CLRP/Conformity update.

The proposed new and expanded bus service in the I-95/395 corridor will add about ~~40,000~~ **38,000** hours of bus service in 2010, about ~~80,000~~ **98,000** hours of bus service in 2020 and about ~~88,000~~ **98,000** hours of bus service in 2030. Compared to the bus services assumed for the base year (2006) these additional hours of bus service represents an increase of approximately 11% in 2010, ~~22%~~ **28%** in 2020 and ~~25%~~ **28%** in 2030. These increases in bus operating hours in the corridor will be realized via addition of new routes and reducing headways of services currently assumed in the CLRP in the respective years. Compared to the bus services assumed for future years in the **2006** CLRP, the additional hours of bus service represents an increase of approximately 10% in-2010, ~~46%~~ **19%** in 2020 and ~~46%~~ **18%** in 2030.

**The TAC Transit/TDM plan includes a greater level of facility improvements than that assumed in the 2007 CLRP. A new transit center is recommended at**

## I-95/395 HOV/Bus/HOT LANES PROJECT

Massaponax along with 4 new in-line transit stations in the corridor in order to provide Bus Rapid Transit Service in the corridor. The location plans for these in-line stations are being developed in consultation with the local jurisdictions and the TAC. The TAC Transit/TDM plan also include improvements to the VRE components such as purchasing 6 additional rail cars to increase 3 of the Fredericksburg trains to 8 car trains, extending the platforms at selected stations, and provision of overnight storage space in Fredericksburg by 2015. The new plan also proposes improvements to the WMATA system in the form of additional bus bays, real time transit information, traffic circulation/access/egress, and security improvements at the Pentagon and Franconia-Springfield Transit Centers. The TAC plan also includes the construction of an additional 3,700 park-and-ride spaces in the corridor, beyond the 3,000 already assumed as part of the project. The location plans for these lots are being developed in consultation with the local jurisdictions and the TAC.

The Transit/TDM plan includes funds to provide new and increased TDM services in the corridor. Programs to assist vanpools exclusively include capital assistance, vanpool driver incentives, a vanpool insurance program, and supplementing the VanStart/VanSave program in the corridor. Carpool programs which also benefit vanpool users include an enhanced Guaranteed Ride Home program, a carpool incentive program, and additional rideshare program operational support. Additional funds are recommended for increasing TDM marketing as well as providing financial incentives to increase teleworking in the corridor.

~~The proposed transit service plan will in 2010 reduce the CLRP maximum headways to no more than 40 minutes on all routes. Additionally the new service plan will in 2020 reduce the CLRP maximum headways to no more than 30 minutes on all routes. Also the new service plan will reduce the CLRP maximum headways to no more than 22 minutes on all routes along the I-95/395 corridor and within Fairfax County, Arlington County and the City of Alexandria. The Project provides funding for capital, operating and maintenance~~ **supporting** facilities of the proposed new bus service **and for additional capacity for VRE**. Attachment A shows the ~~current (2006) TAC proposed~~ bus service in the corridor, the **proposed fixed facilities**, and the **proposed TDM elements** ~~new bus service proposed, by the Project, for 2010, 2020 and 2030.~~

The Project team will continue working with the TAC ~~to conduct~~ **complete** the planning study and **maintain** coordination between the HOV/Bus/HOT lane Project and local transit agencies and service providers.

In addition to the new bus service, the seamless, free-flowing network of the HOV/Bus/HOT lanes, park and ride lots and access points along the corridor will create the opportunity for current public, private regional/local service providers to expand their existing services, or provide new services to key activity and employment centers in the I-95/395 and I-495 corridors beyond that which is included in this Project.

Beyond the addition of the above high quality bus service and the opportunities afforded to existing transit providers through the addition of new/expanded infrastructure, the Project also proposes to provide a bus-only ramp into and out of the Pentagon at Eads Street (part of the northern terminus of the HOT lanes), a transit-only access ramp at Seminary Road in the City of Alexandria, and a reversible bus-only ramp from the HOT lanes into and out of a new bus station located adjacent to the Lorton VRE Station. A pedestrian bridge would provide access between the proposed bus station and the VRE station.

The Project also proposes to add six (6) park and ride facilities, an equivalent of 3,000 additional parking spaces, to the network of park & ride lots along the corridor. The Project has proposed one facility be located in Fairfax County, two in Prince William County, two in

# I-95/395 HOV/Bus/HOT LANES PROJECT

Stafford County and one in Spotsylvania County. The location plans for these lots are being developed in consultation with the local jurisdictions and the TAC. The Project also proposes to provide enhancements to several existing bus stations/stops along the corridor. The current plans for the park and ride facilities and the bus station enhancements will be assessed further **by the TAC** ~~within the TAC's detailed Transit/TDM Plan.~~

Once the I-95/395 HOV lanes have been converted into HOV/Bus/HOT lanes, traffic operations will be monitored and managed such that they will continue to be classified as "fixed guideway miles" for purposes of the transit funding formulas, in accordance with FTA's final policy statement on when HOT lanes shall be classified as fixed guideway miles, published in the January 11, 2007 Federal Register (Vol. 72, pages 1366-1372) ("FTA Policy"). The current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility's current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement. In the event that the implementation of the project fails to comply with the FTA's 2/11/07 Federal Register applicable requirements for considering HOT lanes as fixed guideway and results in loss of associated FTA revenue, the project will reimburse the current designated recipients for this lost revenue.

The project team believes initiating the enhanced transit services at the same time as the work to convert the HOV lanes into HOV/Bus/HOT lanes begins should be considered. This transit enhancement could form part of the Project's Congestion Management Plan (CMP) and would allow direct stakeholder and community outreach to promote transit services.

## **Tolling Policy**

HOT lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day with time of day and with day of week corresponding to demand and congestion levels. Toll rates will be at its lowest when the demand and congestion levels are at its lowest. The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. These target speeds, determined through the traffic modeling completed to date, correspond to a maximum flow rate of 1,600 vehicles per hour per lane and meet the objective of maximizing travel time savings for all users, including transit. Currently the I-395/95 HOV lanes carry up to 1900 vehicles per lane per hour during some portions of the restricted period. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the HOV/Bus/HOT lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to insure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

## **Incident Management**

The project designs will focus on the safety aspects of the facility including cross section layout (lane width and shoulders), operations and incident management. The design and operational features of the project will be integrated with and supported by a performance based, computer aided incident management system. The incident management system

# I-95/395 HOV/Bus/HOT LANES PROJECT

will provide 24/7 monitoring and surveillance of the facility and have dedicated motorists assistance equipment and personnel. This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes. As transit is a significant component of the system, specific response procedures plans, including use of use of appropriate equipment will be in place for dealing with transit specific incidents. The Incident Management Plan developed for the project will be shared with the CTB and NVTA for their review.

## **Schedule**

Construction for the Project is projected to begin in early 2008, with an estimated construction completion time of two and a half years. The facility is expected to enter operations in mid to late 2010. The current schedule calls for environmental review in compliance with Federal (NEPA) and state regulations. The FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

## **Federal Environmental Review ("NEPA") Process**

At the end of August 2006, the FHWA signed the NEPA documentation concurrence form for pursuing the environmental review for the Project, with a Categorical Exclusion as the suggested level of NEPA Document. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. The NEPA guidelines require the Project to be part of a conforming CLRP prior to receiving environmental clearance. Subsequent to receiving environmental clearance on an approved scope, the Project team will pursue the final engineering design of the Project.

## **Congestion Management Plan**

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts congestion management plans for its construction projects. The congestion mitigation plan used for the Springfield Interchange project has been widely acclaimed as successful. VDOT and the consortium will similarly have a robust congestion management plan for the I-95/395 HOV/BUS/HOT lane project. The Congestion Management Plan developed for the project will be shared with the CTB, TPB and NVTA for their review.

Recognizing that the construction of this project could overlap with the construction of other significant projects, such as the Beltway HOT lanes, Dulles Corridor Rail, Widening of I-95 (between Newington and Occoquan), VDOT/VDRPT will coordinate the implementation of all of these congestion management plans under a Regional Transportation Management Plan (TMP). VDOT is in the process of recruiting a full time Regional TMP manager.

## **Coordination with Other Projects in the Corridor**

### BRAC Actions

The project team is working with the Army, the Marines, and their respective teams of consultants to coordinate the transportation project needs related to the BRAC action with the HOV/Bus/HOT Lanes Project. The proposed elements for this Project reflect the latest discussions with the Army relative to their planned transportation-related activities at the Engineering Proving Ground in Fairfax County. Close coordination with the BRAC consultants will continue as they further develop their road improvement plans, and reasonable transportation needs related to this Project are not precluded.

### 14<sup>th</sup> Street Bridge Corridor Project

The project team will continue to coordinate with Eastern Federal Lands of FHWA ("FHWA-EFL") relative to the northern terminus of the HOV/Bus/HOT Lanes Project. FHWA-EFL is currently working on the Draft Environmental Impact Statement ("EIS") for the 14<sup>th</sup> Street Bridge Corridor Project, which is scheduled for completion in May 2008. The Steering Committee for the EIS is currently developing alternative improvement scenarios to be evaluated. VDOT, District of Columbia DOT (DDOT) and Arlington County DPW are members of the Steering Committee along with the Department of Defense and National

# I-95/395 HOV/Bus/HOT LANES PROJECT

Parks Service. VDOT, DDOT and Arlington County DPW all have voiced their strong support for including extension of the HOV/Bus/HOT lanes across the 14<sup>th</sup> Street Bridge as one of the alternatives to be studied. FHWA indicates that the Steering Committee will decide the final set of alternatives to be studied. FHWA's schedule anticipates beginning the analyses of the alternatives during the fall of 2007 and completing the analyses by winter of 2008. In the unlikely event that the alternative scenarios tested as part of the EIS do not include extending the HOV/Bus/HOT lanes across the 14<sup>th</sup> Street Bridge, VDOT will work with DDOT and Arlington County in determining how best such a scenario can be evaluated. More information on the 14<sup>th</sup> Street Bridge Corridor Project may be found at [www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com).

## Financial Plan

Construction cost for the proposed Project is estimated to be \$492M (**in year of expenditure dollars**, PE-\$60M, ROW-\$4M and CN-\$428M). This estimate includes the cost of constructing the third HOV/Bus/HOT lane, all additional entry/exit connections, the nine mile southbound extension at the southern terminus, proposed park and ride lots, and enhancement to several existing bus stations/stops. Funding sources for the Project includes a combination of private equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, FTU will explore all avenues of funding to ensure the lowest cost of capital for the Project. The Project will not require Commonwealth or Federal funds for the construction component.

FTU will be fully authorized to toll the facility, which will serve to pay debt service, operating costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with FTU, which will authorize FTU to raise the necessary funds to construct the Project.

The Project also estimates to incur additional costs of about ~~\$390M~~ **\$410M (in year of expenditure funds)** to fund the capital, operating and maintenance expenses of the proposed transit service. Attachment B summarizes the bus service plan cost estimate. The capital cost component of this is estimated to be about ~~\$76M~~ **\$165M**. Funding is assumed to be derived, ~~equally~~, from US-DOT transit capital funding program grants (including **the Congestion Relief Initiative** program ~~section 5308, section 5309 and funds under the Urban Partnership program~~) and a dedicated transit initiative fund provided by the project sponsor.

The operating and maintenance costs are estimated to be about ~~\$314M~~ **\$245M**, including provision of maintenance facilities for the new buses. Funding for the operating and maintenance expense is assumed to be derived from the fare box of the service (~~approximately 50%~~), toll revenues and a dedicated transit initiative fund provided by the project sponsor. The above estimates of the capital and operating costs and the relative distribution of the two within the total cost may change when the **TAC proposed Transit/TDM plan** ~~current transit service plan~~ is refined **as part of implementing the various components of the plan.** ~~with the advice of the TAC and the findings of its detailed Transit/TDM Plan.~~

## Stakeholder Outreach

FTU, in conjunction with VDOT, has and will continue to put a great deal of effort into communicating with local stakeholders. The stakeholder outreach program provides the opportunity for direct engagement with various groups along the corridor, including all the local political leadership, transit service providers, the Transit Advisory Committee, various special interest groups, and business and community leaders. There are also opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

# I-95/395 HOV/Bus/HOT LANES PROJECT

As a prerequisite to submitting the NEPA documentation, FHWA requires the Project to conduct a series of Citizen Information Meetings and a Public Hearing. The Citizen Information Meetings are scheduled to be held in spring 2007. The dates for the meetings will be communicated to stakeholders along the corridor through various channels, including area publications, postings via the website, and direct interface with the leadership within the local jurisdictions. A date for the Public Hearing will be identified as the Project advances through the process

FTU has also conducted a series of meetings with transit stakeholders operating in the corridor. Starting in June 2006, FTU met with these operators to solicit input on how transit services in the corridor might change as a result of the addition of the HOT Lanes system. The recommendations resulting from this outreach are contained in FTU's Transit Opportunity Study, which was provided to the TAC in December. FTU maintains active participation with the TAC.

9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A  
Design work for the proposed Project, in accordance with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations, will be initiated with the presumption that the Project shall accommodate the bicycle and pedestrians needs, as appropriate.
10. Total Miles: 36
11. Project Manager: Larry Cloyed - VDOT
12. E-Mail: [larry.cloyed@VDOT.Virginia.gov](mailto:larry.cloyed@VDOT.Virginia.gov)
13. Project Information URL: [www.virginiadot.gov](http://www.virginiadot.gov)
14. Projected Completion Year: 2010
15. Actual Completion Year: N/A  Project is ongoing. Year refers to implementation.
16. N/A\_ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): ~~\$882~~ **\$ 902**million (PE-\$60M, ROW-\$4M, Construction-\$428M, Other-  
**\$410M** ~~\$390M~~)
18. Remaining cost (in Thousands): N/A
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
  - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
  - The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

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

## **ENVIRONMENTAL MITIGATION**

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

## **INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No  
Although the I 95/395 HOV/BUS/HOT Lane project itself is not an ITS project, the project will include various ITS elements as part its operations and toll collection. All ITS components of the project will comply with the applicable requirements of rule 940. Should the Commonwealth be nominated as an Urban Partner under the FHWA's Urban Partnership program, ITS components of this project will be part of the Commonwealth's effort under the Urban Partnership program.
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete N/A  
The operations concept for the HOT lanes (HOT-OC), including the Traffic Management and Tolling systems, have been described in a draft Concept of Operations, along with a System Interface Specification that details interaction between NRO ATMS and HOT-OC. As part of the ongoing project development activities, coordination of the HOT-OC with the VDOT Northern Region Architecture and COB/TPB Regional architecture will be addressed.
30. Under which Architecture: N/A
- DC, Maryland or Virginia State Architecture
  - WMATA Architecture
  - COG/TPB Regional ITS Architecture
  - Other, please specify: VDOT Northern Region Architecture
31. Other Comments

**I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR TRANSIT/TDM PLAN FINANCIAL PLAN FOR CLRP**

**Funding Summary (in year of expenditure dollars):**

- **Total Transit/TDM Plan Cost:           \$410M**
  - **Capital Costs:                           \$165M**
  - **Operating Costs:                       \$245M**

Capital costs includes vehicles (buses and train cars) and fixed facilities (transit centers, park-and-ride lots, rail platforms, etc.) as detailed in Appendix A. Unit cost assumptions for capital expenditures vary and are listed in Appendix A.

Operating costs varies depending on the type of service and the agency. Unit cost assumptions are listed in Appendix A.

- **Funding Source:                               \$410M**
  - **US DOT Congestion Relief Initiative:                               \$40M**
  - **Farebox recovery from proposed new transit service:           \$95M**
  - **One time contribution from the project’s private sector partners, dedicated for transit/TDM program:           \$195M**
  - **Earnings on dedicated funds from private sector:               \$80M**  
(Earnings correspond to an average annual rate of return of 4% up to 20 years)

**Proposed Bus Service Addition Metrics**

Year	Increase in Annual Vehicle Hours	% Increase Over Existing Service*	% Increase Over CLRP Service Assumptions**
2010	40,000— <b>38,000</b>	11 %	10 %
2020	80,000— <b>98,000</b>	<del>22%</del> <b>28%</b>	<del>16%</del> <b>19%</b>
2030	88,000— <b>98,000</b>	<del>25%</del> <b>28%</b>	<del>16%</del> <b>18%</b>

\* 2006 Service Assumption: 356,000 Annual Vehicle Hours

\*\* ~~Current~~ **2006** CLRP’s 2010 Service Assumption: 395,000 Annual Vehicle Hours  
~~Current~~ **2006** CLRP’s 2020 Service Assumption: 505,000 Annual Vehicle Hours  
~~Current~~ **2006** CLRP’s 2030 Service Assumption: 538,000 Annual Vehicle Hours

- ~~Capital: \$76 million~~
  - ~~\$38 million from US DOT Transit program grants~~
  - ~~\$38 million from Project’s dedicated transit initiative fund~~
- ~~Operating: \$ 314 million~~
  - ~~\$157 million from Fare Box Recovery (50 % assumed)~~
  - ~~\$157 million from Project’s toll revenues/transit initiative fund~~
- ~~Total Plan: \$390 million~~

**Appendix A**  
2008 CLRP and FY 2009-2014 TIP  
Air Quality Conformity Inputs (All Projects)

## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
<b>Washington Metropolitan Area Transit Authority</b>									
WMATA		Modify		Revised Metrorail Operating Plan				2010	
WMATA		Modify		Revised Metrorail Operating Plan				2011	
WMATA		Modify		Revised Metrorail Operating Plan				2015	
<b>District of Columbia</b>									
DDOT		Construct	Pending	Anacostia Streetcar project Phase I (replaces CSX Shepherd Branch project)	Firth Sterling and S. Capitol St.	Howard Rd. and MLK Jr. Ave.		2010	Yes
DDOT		Study	Pending	Anacostia Streetcar project Phase II (replaces CSX Shepherd Branch project)	Howard Rd. and MLK Jr. Ave.	Good Hope Rd. and Minnesota Ave.		not coded	Yes
DDOT		Study	Pending	Anacostia Streetcar project Phase III (replaces CSX Shepherd Branch project)	MLK Jr. Ave.	over 11th St. Bridge on M. St. to S. Capitol St.		not coded	Yes
DDOT		Study	Pending	Anacostia Streetcar project Phase IV (replaces CSX Shepherd Branch project)	11th St. Br.	8th and H St.		not coded	Yes
DDOT		Study		Downtown Circulator Bus System	Implementation Study			not coded	Yes
DDOT		Construct		Banneker Circle Parking	1200 spaces				
DDOT		Reconstruct		Georgia Ave. Rapid Bus (Operation Enhancements)	Eastern Ave. / Silver Spring Metro Station	Archives Navy Memorial Metro Station		2007	Yes
DDOT		Reconstruct		Pennsylvania Rapid Bus (Operation Enhancements)	Archives Navy Memorial Metro Station	Naylor Road Metrorail Station		2007	Yes
DDOT		Study		Rapid Bus Corridors	Rhode Island Ave., Military Rd.,			not coded	
		Study		16th St. Rapid Bus (Operation Enhancement)	Silver Spring Metro Station	Archives Navy Memorial Metro Station		not coded	Yes

Note: Shaded areas represent changes from the 2007 CLRP and FY2008-2013 TIP

## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
		Study		Neighborhood Circulation Study	District-Wide			not coded	No
DDOT		Reconstruct		K St. Busway	Mt. Vernon Sq./7th St. NW	Wash.Circle / 23rd St. NW		2010	
<b>Maryland</b>									
MTA		Construct		Purple Line Transitway	Bethesda	Silver Spring	No	2015	Yes
MTA		Study		Purple Line Transitway	Silver Spring	New Carrollton	No	not coded	Yes
MTA		Construct		Silver Spring Transit Center	Phase II		Yes	2011	Yes
MTA		Construct		Corridor Cities Transitway	Shady Grove	COMSAT		2016	Yes
MTA		Construct		Southern MD Commuter Bus Initiative	Park-and-Ride lots and increase bus service	La Plata	Completed	2008	No
MTA		Construct		Southern MD Commuter Bus Initiative	Park-and-Ride lots and increase bus service	Waldorf		2010	No
MTA		Implement		ICC Corridor Bus Service Improvements			No	2010	Yes
MTA		Implement		Extend evening/wk end service on Penn Line; mid-day on Camden	First phase of new MARC plan		No	2010	No
MTA		Construct		Takoma/ Langley Park Transit Center	Intersection New Hampshire Ave and University Blvd.	Takoma / Langley Park	No	2011	Yes
<b>Montgomery County</b>									
Mont.Co.				Clarksburg Transit Center	Clarksburg			2015	No
Mont.Co.	MCT4	Construct	N/A	Four Corners Transit Center	US 29/MD 193		No	2015	No
Mont.Co.				Metropolitan Grove Transit Center	Vicinity of Watkins Mill Road and MD 117			2015	No
Mont.Co.	MCT16			NIH Naval Medical Transportation Management	Bethesda				No
Mont.Co.				Norbeck Road Bus Enhancement				2020	No

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
Mont.Co.				Norbeck Road Park and Ride	Norbeck Road at Georgia Avenue			2015	Yes
Mont.Co.	MCT7	Construct	N/A	Olney Transit Center	adjacent to or north of MD 108		No	2015	No
Mont.Co.				Randolph Road Bus Enhancement				2010	No
Mont.Co.		Construct		University Blvd Bus Enhancement	Kensington	Silver Spring	No	2020	No
Mont.Co.	MCT22	Construct		Veirs Mill Road Bus Enhancement	Rockville	Wheaton	No	2020	No
<b>Virginia</b>									
VDOT		Widen	Pending	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	No	2025	No
VDOT		Study	Pending	Circumferential Metro Rail	Dunn Loring	American Legion Bridge	No	not coded	No
Arlington Co.		Construct	Approved	Crystal City / Potomac Yard Busway (2-lane)	Vicinity of Glebe Rd. Ext.- City/County line	Crystal City Metro Station	ROW acquired	2010	Yes
Arlington Co.		Upgrade	Pending	Crystal City / Potomac Yard Busway to BRT	Vicinity of Glebe Rd. Ext.	Crystal City Metro Station	No	2012	Yes
VDOT		Study		Alexandria Bus Lanes Citywide- 3 corridors			No	not coded	No
VDOT		Construct	Pending	Potomac Yard Transit Bus lanes (2 lanes)	Four Mile Run	Braddock Rd.	No	2011	Yes
VDOT		Study	Pending	US 1 Priority Bus	SCL Alexandria (I-95 Capital Beltway)	King Street Metro Station	No	not coded	No
VDOT		Study	Pending	US 1 Priority Bus	Stafford County	SCL Alexandria (I-95 Capital Beltway)	No	not coded	No
VDOT		Study		US 1 Transit Service Improvements	Stafford County Line	Pentagon		not coded	No
VDOT		Study	Pending	I-495 Transit Improvements	Woodrow Wilson Bridge	American Legion Bridge	No	not coded	No
VDOT		Study	PCE-1	I-66 & I-95 corridors	Location /Feasibility Studies for Addl. PnR Lots		Yes	not coded	No
VDOT		Study	Pending	I-66 Transit Service Improvements	Metro Stations inside I-495	Underserved locations inside I-495	No	not coded	No

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
VDOT		Study	Pending	I-66 Transit Service Improvements	Fauquier County Line	Vienna	No	not coded	No
VDOT		Study	Pending	I-95 Corridor Metro Rail Extension	Lorton/Fort Belvoir	Potomac Mills Mall	No	not coded	No
VDOT		Study	Pending	I-95 Corridor Metro Rail Extension	Franconia-Springfield	Lorton/Fort Belvoir	No	not coded	No
VDOT		Study	Pending	Light Rail	Manassas	Dulles Airport	No	not coded	No
VDOT		Construct	Pending	Metro Station (Proposed)	@ Potomac Yards		No	2030	No
VDOT		Study	Pending	Proposed EPG People Mover	Fort Belvoir	Franconia/Springfield	No	not coded	No
VDOT		Study	Pending	US 50 Transit Service Improvements	Eastern Loudoun County	Arlington County	No	not coded	No
VDOT		Study	Pending	VA 236 Priority Bus	City of Fairfax	City of Alexandria	No	not coded	No
VDOT		Implement	Pending	VA 244 (Columbia Pike) Streetcar	Skyline Center	Pentagon City	No	2014	Yes
VDOT		Study	Pending	VA 7 Transit Service Improvements	Tysons Corner	Baileys Crossroads	No	not coded	No
VDOT		Study	Pending	VA 7100 Priority Bus	US 1	VA 7	No	not coded	No
VDOT		Construct	Pending	Transit Center (Reston)	Reston Town Center	@ Explorer Dr. & Bluemont Way	Complete	2006	Yes
VDOT		Construct	Pending	Transit Center (Bradlee Shopping Center)	King St. and Braddock Rd.		No	2011	Yes
VDOT		Construct	Pending	Transit Center (Seven Corners)	Seven Corners Shopping Center		No	2008	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	Reston East Parking Structure	@ Reston East Park-and-Ride Lot	No	2011	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	VA 7900 (F-S Pkwy.) PnR	@ Gambrill Road Location	Complete	2006	Yes
VDOT		Construct	N/A	Park-and-Ride Lot	Dulles Corridor Park-and-Ride Lots	Reston East at Wiehle Ave & Herndon-Monroe P & R Lots	Complete	2006	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	VA 7900 (F-S Pkwy.) PnR	@ Backlick Road North	yes	2007	Yes

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
VDOT		Reconstruct	N/A	Park-and-Ride Lot Enhancements	@ Reston, Centreville, West Springfield		Complete	2006	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	Springfield CBD	vic. I-95 & Old Keene Mill Road	No	2011	Yes
VDOT		Relocate/Con	Pending	Park-and-Ride Lot (Leesburg)	Relocate to vic. of Leesburg Bypass	VA 7, and / or the Dulles Greenway	Yes	2007	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	Purcellville	100-space park-and-ride lot.	Complete	2006	Yes
VDOT		Construct		Town of Leesburg -Harrison St & Catocin Circle	Loudoun County Commuter Bus Service.	400 Space Park & Ride Lot		2007	No
VDOT		Construct		VA 772 (Ryan) Station	Loudoun County Commuter Bus Service.	300 Space Park & Ride Lot		2010	No
VDOT		Construct		Park-and-Ride Lot	Dulles Town Center	100 spaces	Proffered	2006	
VDOT		Construct		Park-and-Ride Lot	VA 643 east of Leesburg	700 spaces	No	2009	
VDOT		Construct		Park-and-Ride Lot	US 50 at Stone Ridge	250 spaces	Proffered	2006	
VDOT		Construct		Park-and-Ride Lot	US 50 Dulles			2010	
VDOT		Construct	pending	Park-and-Ride Lot	VA 234 (vicinity of I-66)		No	2010	Yes
VDOT		Construct	pending	Park-and-Ride Lot	Sterling / Ashburn		No	2010	No
VDOT		Construct	pending	Park-and-Ride Lot	at EPG			2011	
VDRPT		Construct	Complete	Dulles Corridor Metrorail	East Falls Church Metrorail Station	Wiehle Ave.	No	2011	Yes
VDRPT		Construct	Complete	Dulles Corridor Metrorail	Wiehle Ave. Station	Route 772	No	2015	Yes
VRE		Construct	Pending	VRE - Cherry Hill Commuter Rail Station	Cherry Hill	Prince William County	No	2010	Yes
VRE		Implement	Pending	Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		No	2010	No
VRE		Study		VRE Extension	Manassas	Gainesville (spurline)	No	not coded	No

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
		Implement		Beltway HOT lanes transit service			No	2013	
		Implement		Beltway HOT lanes transit service			No	2020	
		Implement		Beltway HOT lanes transit service			No	2030	
VDOT		Implement		I-95/I-395 HOV /BUS / HOT lanes: TAC transit service	Buses and additional VRE railcars		No	2010	
VDOT		Implement		I-95/I-395 HOV /BUS / HOT lanes: TAC transit service	Buses and additional VRE railcars		No	2020	
VDOT		Implement		I-95/I-395 HOV /BUS / HOT lanes: TAC transit service	Buses and additional VRE railcars		No	2030	
VDOT		Implement		Transit Development Plan (Fairfax Connector Service Enhancements)			No	2010	No

## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compt. Date or Status	In TIP?
							from	to	from	to			
<b>District of Columbia</b>													
DDOT			pending	New York Avenue	Bladensburg Road							beyond 2010	Yes
DDOT			pending	New York Avenue	Florida Avenue							beyond 2010	Yes
DDOT		Study	pending	South Capitol Street	MLK	Suitland Parkway						not coded	Yes
DDOT			pending	Southeast/Southwest Frwy Reversible Lanes	14th Street Bridges	Pennsylvania Ave. SE							Yes
DDOT	nrs	Study	pending	Southern Avenue	Naylor Road	Erie Street						not coded	Yes
DDOT		Construct	pending	Foxhall Road, N.W.	W Place	Calvert Street						2003	Yes
DDOT		Construct	pending	Klingle Road Reconstruction	Porter Street	Woodley Road						2007	Yes
DDOT		Construct	pending	Minnesota Ave. NE ext.	Sheriff Rd	Meade St. N.E.						2011	Yes
DDOT		Study	pending	Whitehurst Fwy/Roosevelt Bridge	Porter Street	Woodley Road						not coded	Yes
DDOT	DP9A	Widen / Realign	pending	South Capitol St. Corridor: Frederick Douglass Bridge	S. Capitol St. (east)	Potomac Ave. (west)	2	2	5	6		2015	
DDOT	DP9B	Widen	pending	South Capitol St. Corridor: S. Capitol St.	O St.	Potomac Ave.	2	2	5	6		2015	
DDOT	DP9C	Construct	pending	South Capitol St. Corridor: S. Capitol St. intersection	at Potomac Ave.							2015	
DDOT	DP9D	Construct	pending	South Capitol St. Corridor: Suitland Parkway Intch.	at MLK Jr. Blvd to complete movements							2015	
DDOT	D17A	reconstruct/widen	pending	11th St. Bridges (2 spans)	I-295	Southeast Freeway			8	4	8 freeway 4 local	2013	
DDOT	D17A	Construct	pending	11th St. Bridges (2 spans)	ramp movements to/from the northbound Anacostia Freeway for each span							2013	
DDOT		Study	pending	I-295 Interchange	at Malcolm X Blvd							not coded	
<b>Maryland</b>													
<b>MDOT Freeway</b>													

Note: Shaded areas represent changes from the 2007 CLRP and the FY2008-2013 TIP

## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compt. Date or Status	In TIP?
							from	to	from	to			
MDSHA	MI2q	Construct	Approved	I-270	Interchange at Watkins Mill Road Extended		1	1	8	8+2	No	2020	Yes
MDSHA	MI2SHOV MI2S	Construct	Pending	I-270/US 15 Corridor	Shady Grove Metro	I-70	1	1	varies		No	2020	Yes
MDSHA		Reconstruct	Pending	I-270	Interchange at MD 121		1	1	1	2	No	2010	Yes
MDSHA	MI4	Widen	Approved	I-70	Mount Phillip Road	MD 144FA	1	1	4	6	No	2020	Yes
MDSHA	MI1f	Construct	Pending	I-95	Contee Road Relocated w/ CD Roads		1	1	8	8+4	No	2020	Yes
MDSHA	MI1k	Construct	Approved	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access (Phases I & II)		1	1	8	8	Yes	2009	Yes
MDSHA	MI1p	Construct	approved	I-95/I-495 (Capital Beltway)	Interchange at Greenbelt Metro		1	1	8	8+2	No	2010	Yes
MDSHA	VA	Widen	Approved	I-95/I-495 Woodrow Wilson Bridge (see Virginia listing)	MD 210 Interchange	Virginia Line	1	1	6	12	Yes	2008	Yes
MDSHA	MI1m	Construct	Approved	I-95/I-495/Arena Drive Interchange	MD 214	MD 202	1	1	8	8+2	Yes	2009	Yes
MDSHA	MI1a	Study	Pending	I-95/I-495 (Capital Beltway)	American Legion Bridge	Woodrow Wilson Bridge	1	1	6	6+4	No	not coded	Yes
MDSHA	MP12	Construct	Approved	Intercounty Connector	I-270	I-95 / US 1	0	1	0	6	Yes	2012	Yes
<b>MDOT Primary</b>													
MDSHA	MP10a	Reconstruct	Approved	US 1 (Baltimore Avenue)	College Avenue	Cherry Hill Road	2	2	4	4	No	2020	Yes
MDSHA	MP10b	Widen	Approved	US 1, Baltimore Avenue	Cherry Hill Road	I-95/I-495	2	2	4	6	No	2010	Yes
MDSHA	MP9b	Construct	Pending	MD 2/4 at Lusby Southern Conn. Rd.	MD 765	MD 2/4 at Lusby	0	2	0	3	No	2010	No
MDSHA	MP9c	Construct	Approved	MD 2/4	MD 231 Intersection Improvs.		2	2	4	6+2	No	2010	No
MDSHA	MP2c	Construct	pending	MD 3 (Robert Crain Highway)	US 50	Anne Arundel County Line	2	2	4	6	No	2020	Yes
MDSHA		Construct	Approved	MD 4 (Pennsylvania Avenue)	Interchange at Westphalia Rd		2	5	4	6	No	2010	Yes
MDSA		Construct	Approved	MD 4 (Pennsylvania Avenue)	Interchange at Suitland Pkwy		2	5	4	6	No	2011	Yes
MDSHA	MP3a	Upgrade/W	Approved	MD 4	MD 223	I-95/I-495	2	1	4	6	No	2020	No

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compt. Date or Status	In TIP?
							from	to	from	to			
MDSHA		Construct	Approved	MD 5 (Branch Avenue)	Interchange at Earnshaw/Burch Hill Roads		2	5	4	6	No	2010	No
MDSHA	MP4f	Upgrade/W	Approved	MD 5 (Branch Avenue)	US 301 at T.B.	North of the Capital Beltway	2	5	4	6	No	2030	Yes
MDSHA		Construct	Approved	MD 5 (Branch Avenue)	Interchange at MD 373/Brandywine Road Rel.		2	5	4	6	No	2010	No
MDSHA		Construct	Approved	MD 5 (Branch Avenue)	Interchange at Surratts Road		2	5	4	6	No	2010	No
MDSHA	MP4k	Construct	Approved	MD 5 Relocated at Hughesville	End of divided highway south of Hughesville	End of divided highway north of Hughesville	2	2	3	3	Yes	2007	No
MDSHA		Construct	Approved	US 15 Catoctin Mountain Highway	MD 26 Liberty Road		2	2	4	4	Complete?	2006	Yes
MDSHA	MP15	Study	Pending	US 15 Catoctin Mountain Highway	@ Monocacy Blvd		1	1	4	4	No	2010	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	Musgrove/Fairland Road		2	5	6	6	No	2010	Yes
MDSHA		Upgrade	approved	US 29 (Columbia Pike)	Briggs Chaney Road		2	5	6	6	Complete	2006	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	Stewart Lane, Tech Rd., Greencastle Road, and Blackburn Road		2	5	6	6	No	2020	Yes
MDSHA	MP5a	Upgrade	Approved	US 29 (Columbia Pike)	Sligo Creek Parkway	south of MD 193	2	5	6	6	No	2020	No
MDSHA	MP5c	Upgrade	Approved	US 29 (Columbia Pike)	north of MD 193	south of MD 650	2	5	6	6	No	2020	No
MDSHA	MP5e	Upgrade	Approved	US 29, Columbia Pike	north of MD 650	Howard County Line	2	5	6	6	No	2020	No
MDSHA		Construct	N/A	MD 75 Relocated	MD 80		0	4	0	4	No	2020	Yes
MDSHA	FP1B	Construct	N/A	MD 80/MD 355 Relocated	South of Urbana	North of Urbana	0	2	0	4	Yes	2005	No
MDSHA	FP2	Widen	Approved	MD 85 (Buckeystown Pike)	English Muffin Way	north of Grove Road	2	2	2/4	4/6	No	2020	Yes
MDSHA	MP12c	Construct	Approved	MD 97 (Brookeville Bypass)	South of Brookeville	North of Brookeville	0	2	0	2	No	2020	Yes
MDSHA		Upgrade	Approved	MD 97 (Georgia Avenue)	interchange @ MD 28 (Norbeck Road)		2	2	6	6	No	2020	Yes
MDSHA		Upgrade	Approved	MD 97 (Georgia Avenue)	interchange @ Randolph Road		2	2	6	6	No	2015	Yes

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
MDSHA		Study		MD 97 (Georgia Avenue)	16th St.	Capital Beltway					not coded		
MDSHA	MP14	Reconstruct	Approved	MD 202 (Largo Town Ctr. Metro Access Improvs. )	at Brightseat Rd		2	2	6	6	No	2020	Yes
MDSHA		Upgrade	Approved	MD 210 interchange improvs.	@ Livingston Rd. / Kerby Hill Rd.		2	5	6	6		2020	Yes
MDSHA	MP6d	Upgrade	Approved	MD 210 (Indian Head Highway) with interchange improvements at: Wilson Bridge Dr., Livingston Rd./Palmer Rd., Old Fort Rd. North, Ft. Washington Rd., and Livingston Rd/Swan Creek Rd. Intersections	MD 228	Capital Beltway	2	5	6	6	No	2030	Yes
MDSHA	MP8e	Widen	pending	US 301	North of Mount Oak Road	US 50	2	5	4/6	6+2	No	2020	Yes
MDSHA	MP8a	Study	pending	US 301 South Corridor Transportation Study	South of La Plata	Mount Oak Road	2	5	4	4/6	No	not coded	Yes
MDSHA		Study	pending	US 301 Waldorf Bypass	Turkey Hill Rd. in Charles Co. @US 340 at Jefferson Tech Park	N. of US 301/MD 5 at TB	2	5	4	4/6	No	not coded	Yes
MDSHA	MP16	Construct	Pending	US 340 Interchange			1	1	4	4	No	2010	No
MDSHA	BRAC	Reconstruct		BRAC Intersection Improvements near the National Naval Medical Center, Bethesda								2011	
MDSHA		Construct	Approved	MD 355	Montrose/Randolph Rds.	CSX RR	2	2	6	6	No	2010	Yes
MDSHA		Reconstruct		MD 450	CSX grade separation at Peace Cross		2	2	4	4	Yes	2008	Yes
MDTA		Study	Pending	US 301 Governor Harry Nice Bridge							No	not coded	No
<b>MDOT Secondary</b>													
MDSHA	MS33	Widen	N/A	MD 27	MD 355	A 305	2	2	4	6	Yes	2006	No

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## 2008 CLRP AND FY2009-2014 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compt. Date or Status	In TIP?
							from	to	from	to			
MDSHA	MS3e	Construct	Pending	MD 28/ West Montgomery Ave.	MD 586/MD 911		3	3	2	4	No	2020	Yes
MDSHA	MS2f	Construct	Pending	MD 28 (Norbeck Road) / MD 198 (Spencerville Road)	MD 97	I-95	2	2	2/4	4/6	No	2020	Yes
MDSHA	MS32	Widen	Approved	MD 117	I-270	Great Seneca Park	2	2	2	4	No	2020	Yes
MDSHA	MS34	Widen	N/A	MD 121	I-270	W. Old Baltimore Rd.	3	3	4	6	No	2010	No
MDSHA	MS6b	Widen	Approved	MD 124 (Woodfield Road)	Midcounty Highway	S. of Airpark Dr.	2	2	2	6	No	2015	Yes
MDSHA	MS6c	Widen	Approved	MD 124 (Woodfield Road)	S. of Airpark Dr.	N. of Fieldcrest Rd.	2	2	2	6	No	2010	Yes
MDSHA	MS6d	Widen	Approved	MD 124 (Woodfield Road)	N. of Fieldcrest Rd.	Warfield Road	2	2	2	6	No	2015	Yes
MDSHA	MS10a	Study	Pending	MD 201 Extended / US 1	I-95/I-495	MD 198	0	2	0	4-6	No	not coded	Yes
MDSHA	MS10b	Widen	N/A	MD 201 (Kenilworth Ave.)	Rittenhouse Road	Pontiac St.	2	2	4	6	No	2020	No
MDSHA	PGS6	Construct	Approved	MD 212 Relocated (Ammendale/Virginia Manor)	US 1	I-95	3	2	2	4	Yes	2007	Yes
MDSHA	MS30	Widen/Cons	Approved	MD 414 Extended	MD 210	I-295	0	3	0	4	Yes	2008	Yes
MDSHA	MS18d	Widen	Approved	MD 450 (Annapolis Road)	Stonybrook Drive	West of MD 3	2	2	2	4	No	2020	No
MDSHA	MS20c	Construct	Approved	MD 475 (East Street Extended)	South Street	proposed Monocacy Boulevard	0	3	0	4	Yes	2010	Yes
MDSHA		Study	Pending	UM Connector	I-95/I-495 Interchange	University of Maryland campus	0	0	0	0	No	not coded	Yes
<b>Montgomery County</b>													
Mont.Co.	MC11b	Construct	N/A	A-305 - MidCounty Highway Extended	Stringtown Road	MD 27 (Ridge Road)	0	3	0	4	No	2010	No
Mont.Co.	MC11c	Construct	N/A	A-305 - MidCounty Highway Extended	MD 355	Stringtown Road	0	3	0	2	No	2010	No
Mont.Co.	nrs	Construct		Burtonsville Access Rd.	MD 198	School Success Rd.	0	4	0	2		2011	Yes
Mont.Co.	nrs			Century Blvd./Crystal Rock Loop	existing Century Blvd.	Crystal Rock Drive		3		4	No	2010	No

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							from	to	from	to			
Mont.Co.	nrs	Construct		Chapman Avenue	Randolph Road	Old Georgetown Road	0	3	0	2	No	2011	No
Mont.Co.	MC38a	Construct		Citadel Avenue Extended	dead end of existing road south of Marinelli Road	Nicholson Lane	0	4	0	2	No	2008	Yes
Mont.Co.	MC44	Widen		Fairland Rd.	US 29	Briggs Chaney Rd.	3	3	2	3	No	2008	Yes
Mont.Co.	MC5d	Construct		Father Hurley Blvd.	Wisteria	MD 118 Relocated	0	2	0	4	No	2011	Yes
Mont.Co.	MC5c	Widen		Father Hurley/ Ridge Rd.	I-270	existing MD 27	2	2	4	6	No	2010	No
Mont.Co.	MC7a	Widen		Goshen Rd. South	Odenhal Avenue.	Warfield Road	3	3	2	4	No	2015	No
Mont.Co.	MC43	Construct		I-4 Bridge over I-270	Century Boulevard	Milestone Center Drive	0	3	0	4	No	2015	No
Mont.Co.	MC41	Widen		Longdraft Road	MD 124	MD 117	3	3	2	4	No	2015	No
Mont.Co.		Study		M-83 (with MD 118 Ext. and Middlebrook Rd. Ext. widening projects below)	MD 27 (Ridge Road)	Montgomery Village Avenue	0	2	0	4-6	No	2006 for study	No
Mont.Co.	MC11a	Construct		M-83 - Midcounty Highway Extended	MD 27 (Ridge Road)	Middlebrook Road	0	2	0	4-6	No	2020	No
Mont.Co.	MC11d	Construct		M-83 - Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	No	2020	No
Mont.Co.	MC12f	Widen		MD 118 Ext (Grmntwn. Rd.)	MD 355	M-83/Watkins Mill Rd.	2	2	3	6	No	2020	No
Mont.Co.	MC14g	Widen		Middlebrook Road Ext. Widening	MD 355	M-83	2	2	3	6	No	2015	No
Mont.Co.	MC15b	Construct		Montrose Parkway East	Parklawn Drive	MD 586 - Veirs Mill Road	0	2	0	4	No	2014	No
Mont.Co.	MC15	Construct	N/A	Montrose Parkway West	Montrose Road (Tower Oaks Blvd.)	old' Old Georgetown Road	0	2	0	4	No	2009	No
Mont.Co.	MC30	Construct		Nebel St Extended	Randolph Rd	Target Store Site	0	3	0	4		2011	Yes
Mont.Co.	MC18a	Widen	N/A	Norbeck Rd. Ext.	MD 28	MD 198	3	3	2	4	No	2020	No
Mont.Co.	nrs	Construct		Observation Drive Extended	existing terminus	MD 355 Bypass	0	3	0	2	No	2020	No
Mont.Co.	MC42	Construct		Randolph Road	Parklawn Drive	Rock Creek Park	2	2	4	5	No	2010	No

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Mont.Co.	MC34	Widen		Snouffer School Rd. Fac. Planning	Goshen Rd.	MD 124	3	3	2	4	No	2015	No
Mont.Co.	MC28a	Widen	N/A	Stringtown Rd. Ext.	MD 355	Piedmont Road	3	3	2	4	No	2015	No
Mont.Co.	MC28	Construct	N/A	Stringtown Rd. Ext.	I270/ MD 121 int.	existing Stringtown Rd. @ MD 355	0	3	0	4	No	2007	Yes
Mont.Co.	MC23a	Construct		Watkins Mill Rd. ext.	Md 117	MD 355	0	3	0	4	No	2015	No
Mont.Co.	MC13	Construct		Woodfield Rd.( MD 124 Ext.)	1200' North of MD 108	MD 27	0	2	0	2		2011	Yes
<b>Prince Georges County</b>													
PG Co.	PGS3a	Widen	N/A	Addison Road	MD 214	Walker Mill Road	3	3	2	4	Yes	2014	No
PG Co.		Reconstruct	N/A	Addison Road	Sheriff Road	MD 704	4	4	2	2	Yes	2014	
PG Co.	PGS5	Construct	N/A	Allentown Road Relocated	Indian Head Highway (MD 210)	Brinkley Road	0	3	0	4	No	2025	No
PG Co.	PGS6	Widen	N/A	Ammendale/Virginia Manor Road	I-95	west of US 1	3	3	2	6	Yes	2008	Yes
PG Co.	PGS73	widen	N/A	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	Yes	2015	No
PG Co.	PGP4a	Construct	N/A	Baltimore Washington Pkwy/Greenbelt Rd (MD 193)	ramp to southbound Baltimore Washington Pkwy		0	5	0	4	No	2025	No
PG Co.	PGS74b	Construct	N/A	Bell Station Road	Annapolis Road (MD 450)	Church Road	0	4	0	4	Yes	2006	No
PG Co.	PGS75	Widen	N/A	Berry Road	Livingston Road	Accokeek Road (MD 373)	4	4	2	4	No	2010	No
PG Co.	PGS9b	Widen	N/A	Bowie Race Track Road	Laurel-Bowie Road (MD 197)	Old Chapel Road	4	4	2	4	No	2015	No
PG Co.	PGS9a	Widen	N/A	Bowie Race Track Road	Annapolis Road (MD 450)	Old Chapel Road	4	4	2	4	No	2015	No
PG Co.	PGS10	Widen	N/A	Brandywine Road	north of Piscataway Road (MD 223)	Thrift Road	4	4	2	4	No	2020	No
PG Co.	PGS76	Widen	N/A	Briggs Chaney Road	Montgomery County line	Old Gunpowder Road	4	4	2	4	Yes	2010	No
PG Co.	PGS11	Widen	N/A	Brightseat Road	Sheriff road	MD 214	4	4	2	4	Yes	2004	Yes

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PG Co.	PGS12	Widen	N/A	Brinkley Road	St. Barnabas Road (MD 414)	Allentown Road (MD 337)	3	3	4	6	No	2015	no
PG Co.	PGS13	Construct	N/A	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	No	2020	No
PG Co.	PGS14	Widen	N/A	Cabin Branch Drive	Columbia Park Road	north of Sheriff Road	4	4	2	4	No	2015	No
PG Co.	PGS16a	Construct	N/A	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	No	2004	No
PG Co.	PGS16b	Construct	N/A	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	No	2010	No
PG Co.	PGS17	Widen	N/A	Cherry Hill Road	Montgomery County line	Baltimore Avenue (US 1)	3	3	2	4	No	2012	Yes
PG Co.	PGS18	Widen	N/A	Church Road	Oak Grove Road	Annapolis Road (MD 450)	4	4	2	4	No	2005	No
PG Co.	PGS20a	Widen	N/A	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	No	2015	No
PG Co.	PGS20b	Widen	N/A	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	No	2015	No
PG Co.	PGS21a	widen/const	N/A	Contee Road	US 1	Van Dusen Road	3	3	2	3	Yes	2004	Yes
PG Co.	PGS21b	Widen	N/A	Contee Road	Briarwood Drive	US 1	4	4	2	4	No	2000	Yes
PG Co.		Construct Reconstruct	N/A	Contee Road	US 1	Old Gunpowder Road	4	4	2	4	No	2014	
PG Co.	PGS22	Widen	N/A	Dangerfield Road	Cheltenham Avenue	Woodyard Road (MD 223)	4	4	2	4	No	2015	No
PG Co.	PGS24a	Widen	N/A	Dower House Road	Woodyard Road (MD 223)	Foxley Road	4	4	2	4	No	2025	No
PG Co.	PGS24b	Widen	N/A	Dower House Road	Foxley Road	Pennsylvania Avenue (MD 4)	4	4	2	6	No	2015	No
PG Co.	PGS25	Widen	N/A	Fisher road	Brinkley Road	Holton Lane	4	4	2	4	No	2012	No
PG Co.	PGS26	Construct	N/A	Forbes Boulevard Extended	south of Amtrak	Greenbelt Road (MD 193)	0	4	0	4	No	2015	No
PG Co.	PGS27	Widen	N/A	Forestville Road	Allentown Road (MD 337)	Pennsylvania Avenue (MD 4)	4	4	2	4	No	2012	Yes
PG Co.	PGS29	Widen	N/A	Fort Washington Road	Riverview road	Indian Head Highway (MD 210)	4	4	2	4	No	2015	No

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PG Co.	PGS30a	Widen	N/A	Good Luck Road	east of Kenliworth Avenue (MD 201)	Cipriano Road	4	4	2	4	No	2020	No
PG Co.	PGS30b	Widen	N/A	Good Luck Road	Cipriano Road	Greenbelt Road (MD 193)	4	4	2	4	No	2015	No
PG Co.	PGS87	Widen	N/A	Governor Bridge Road	US301	Anne arundel County	4	4	2	4	No	2012	No
PG Co.	PGS34a	Widen	N/A	Hill Road	Central Avenue (MD 214)	ML King Jr Highway (MD 704)	4	4	2	4	No	2013	Yes
PG Co.	PGS34b	Construct	N/A	Hill Road	ML King Jr Highway (MD 704)	Sheriff Road	0	4	0	2	No	2015	No
PG Co.	PGS88	Construct	N/A	Iverson St. Extended	Wheeler Road	19th Avenue	0	4	0	4	No	2010	No
PG Co.	PGS35	Widen	N/A	Karen Boulevard	Walker Mill Road	Central Avenue (MD 214)	4	4	2	4	No	2020	No
PG Co.	PGS38a	Widen	N/A	Livingston Road	Indian Head Highway (MD 210) at Eastover	Kerby Hill Rd.	4	3/4	2	4	No	2015	No
PG Co.	PGS38b	Widen	N/A	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	No	2020	No
PG Co.	PGS40a	Widen	N/A	Lottsford Road	Archer Lane	Enterprise Road (MD 193) Ardwick-Ardmore	3	3	2	4	No	2011	Yes
PG Co.	PGS39b	Widen	N/A	Lottsford Vista Road	ML King Jr Highway (MD 704)	Road/Relocated University Boulevard (MD 193)	4	4	2	4	No	2020	No
PG Co.	PGS44b	Widen	N/A	Metzerott Road	Adelphi Road	University Boulevard (MD 193)	4	4	2	4	No	2020	No
PG Co.	PGS44a	Widen	N/A	Metzerott Road	New Hampshire Avenue (MD 650)	Adelphi Road	4	4	2	4	No	2020	No
PG Co.	PGS45	Widen	N/A	Mitchellville Road	Mount Oak Road	Collington Road (MD 197)	4	4	2	6	Yes	2000	No
PG Co.	PGS89	Widen	N/A	Mt. Oak	Church Road	Mitchellville Road	3	3	2	4	No	2009	No
PG Co.	PGS46	Widen	N/A	Murkirk Road	west of Baltimore Avenue (US 1)	Odell Road	4	4	2	4	No	2020	No
PG Co.	nrs	Construct	N/A	National Harbor Main Circulation Roads	I-95/I-295 Interchange	Waterfront Parcel, National Harbor	0	4	0	4/6		2008	Yes
PG Co.	PGS47	Widen	N/A	Oak Grove and Leeland Roads	Watkins Park Road (MD 193)	Robert Crain Highway (US 301)	4	4	2	4	No	2005	No
PG Co.	PGS48	Widen	N/A	Old Alexandria Ferry Road	Woodyard Road (MD 223)	Branch Avenue (MD 5)	4	4	2	4	No	2015	No

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(Highway and HOV)

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PG Co.	PGS80	Construct	N/A	Old Baltimore Pike Extended	Muirkirk Road	Contee Road	0	4	0	2	Yes	2020	No
PG Co.	PGS50	Widen	N/A	Old Branch Avenue	north of Piscataway Road (MD 223)	Allentown Road (MD 337)	4	4	2	4	Yes	2015	No
PG Co.	PGS90	Construct	N/A	Old Fort Rd. Extended	Piscataway Road (MD 223)	Old Fort Rd	0	4	0	4	No	2010	No
PG Co.	PGS51a	Widen	N/A	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	No	2015	No
PG Co.	PGS52	Widen	N/A	Oxon Hill Road	Fort Foote Rd - North	MD 210	4	4	2	4	No	2010	Yes
PG Co.		Widen	N/A	Oxon Hill Road	National Harbor Entrance	Fort Foote Rd - North	4	4	2	4	Yes	2011	Yes
PG Co.	PGS81	Construct	N/A	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	No	2025	No
PG Co.		Construct		Regency Parkway/ Regency Lane	Regency Lane	Hil-Mar Drive	0	4	0	4		2007	Yes
PG Co.	PGS54	Widen	N/A	Rhode Island Avenue	University Boulevard (MD 193)	Baltimore Avenue (US 1)	4	4	2	4	No	2015	No
PG Co.	PGS55a	Widen	N/A	Ritchie Marlboro Road	Ritchie Rd	White House Road	3	3	2	4	No	2003	Yes
PG Co.		Widen	N/A	Ritchie Marlboro Road	White House Road	Old Marlboro Rd.	3	3	2	4		2020	
PG Co.	PGS56a	Widen	Approved	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	4	4	2	4	Yes	2009	Yes
PG Co.	PGS56e	Widen	N/A	Ritchie Road/Forestville Road	Alberta Drive	Edgeworth Drive	4	4	2	4	No	2004	Yes
PG Co.	PGS57	Widen	N/A	Rollins Avenue	Central Avenue (MD 214)	Walker Mill Road	4	4	2	4	No	2020	No
PG Co.	PGS58	Widen	N/A	Rosaryville Road	Robert Crain Highway (US 301)	Woodyard Road (MD 223)	4	4	2	4	No	2020	No
PG Co.	PGS60b	Construct	N/A	Spine Road	Branch Avenue (MD 5)/US 301	Brandywine Road (MD 381)	3	3	0	4	No	2016	No
PG Co.	PGS61	Widen	N/A	Springfield Road	Lanham-Severn Road (MD 546)	Good Luck Road	4	4	2	4	No	2015	No
PG Co.	PGS82	Construct	N/A	St. Joseph's Drive	MD 202	Ardwick-Ardmore Road	0	4	0	4	No	2015	No
PG Co.	PGP2	Construct	N/A	Suitland Parkway	interchange at Rena/Forestville Roads		5	5	0	0	No	2025	No

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PG Co.	PGS62a	Widen	N/A	Suitland Road	Allentown Road (MD 337)	Suitland Parkway	3	3	2	4	No	2009	Yes
PG Co.	PGS62b	Widen	N/A	Suitland Road	Suitland Parkway	Silver Hill Road (MD 458)	3	3	2	4	No	2015	No
PG Co.	PGS63	Widen	N/A	Sunnyside Avenue	Baltimore Avenue (US 1)	Kenliworth Avenue (MD 201)	4	4	2	4	No	2015	No
PG Co.	PGS64	Widen	N/A	Surratts Road	Beverly Avenue	Brandywine Road	4	4	2	4	No	2005	Yes
PG Co.	PGS65	Widen	N/A	Temple Hill Road	Piscataway Road (MD 223)	St. Barnabas Road (MD 414)	4	4	2	4	No	2015	No
PG Co.	PGP5a	Construct	N/A	US 50/Columbia Park Road Ramp	westbound ramp to Columbia Park Road		5	5	1	1	No	2025	No
PG Co.	PGP5b	Construct	N/A	US 50/Columbia Park Road Ramp	eastbound ramp Cheverly vicinity		5	5	1	1	Yes	2003	No
PG Co.	PGS67a	Widen	N/A	Van Dusen Road	Contee Road	Sandy Springs Road (MD 198)	3	3	2	4	No	2020	No
PG Co.	PGS67b	Construct	N/A	Van Dusen Road Interchange	@Contee Road		0	0	0	0	No	2025	No
PG Co.	PGS68	Widen	N/A	Virginia Manor Road	Muirkirk Road	Contee Road	4	4	2	4	No	2015	No
PG Co.	PGS69a	Widen	N/A	Walker Mill Road	Silver Hill Road	I-95	3	3	2	4	No	2015	No
PG Co.		Widen		Westphalia Rd.	MD 4	Ritchie-Marlboro Rd.			2	4		2020	
PG Co.	PGS70	Widen	N/A	Wheeler Road	St. Barnabas Road (MD 414)	District of Columbia limits	4	4	2	4	No	2020	No
PG Co.	PGS71	Widen	N/A	White House Road	Ritchie-Marlboro Road	Largo-Landover Road (MD 202)	3	3	2	6	Yes	2015	No
PG Co.	PGS72	Widen	N/A	Whitfield Chapel Road	Annapolis Road (MD 450)	Ardwick-Ardmore Road	4	4	2	4	No	2020	No
PG Co.	PGS40b	Construct	N/A	Woodmore Road	Enterprise Road (MD 193)	Church Road		3		4	No	2015	No
PG Co.	PGS42	Widen	N/A	Woodyard Road (MD 223)	Rosaryville Road	Dower House Road	2	2	2	4	No	2007	No
PG Co.	PGS42b	Construct	N/A	Woodyard Road Relocated (MD 223)	Piscataway Creek	Livingston Road	0	3	0	2	No	2010	No
PG Co.	PGS42c	Widen	N/A	Woodyard Road Relocated (MD 223)	Piscataway Creek	Livingston Road	3	3	2	4	No	2020	No

**Frederick County**

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							from	to	from	to			
Fred.Co.	FS2	Construct	N/A	Monocacy Blvd	Hughes Ford Rd.	Gas House Pike	0	3	0	4	Yes	2009	No
<b>Charles County</b>													
Chas.Co.	CHS1	Widen/Realign	N/A	Cross County Connector (Billingsly Rd.)	Middletown Rd.	MD 210	3	3	2	4		2009	No
<b>Anne Arundel County</b>													
BMC	AA1d	Widen	N/A	I-97	US 50/301	MD 32/3	1	1	4	6		2010	
BMC	AA15a	Widen	N/A	I-295	I-695	MD 100	1	1	4	6		2010	
BMC	AA3e	Widen	N/A	MD 2	US 50	MD 100		2	4/5	6		2020	
BMC	AA3g	Widen	N/A	MD 2	MD 450	South River Bridge	2	2	4	6		2030	
BMC	AA4e	Widen	N/A	MD 3	MD 32	Prince George Co. Line	2	2	4	6		2030	
BMC	AA5c	Widen	N/A	MD 32	BW Parkway	Howard County Line		1	4	8		2020	
BMC	AA14C	Widen	N/A	US50 / MD 301	AA / PG line	Bay Bridge	1	1	6	8		2020	
BMC	AA6e	Widen	N/A	MD 100	Howard Co. Line	MD 2		5/1	4/6	6/8		2020	
BMC	AA7	Widen	N/A	MD 170	MD 175	MD 100		2	2	4		2015	
BMC	AA8a	Widen	N/A	MD 175	MD 170	BW Parkway		2	2	4		2010	
BMC	AA29	Widen	N/A	MD 177	MD 100	South Carolina Avenue	2	2	3/2	5		2020	
BMC	AA30	Widen	N/A	MD 198	MD 32	BW Parkway	2	2	2	4		2025	
BMC	AA30a	Widen	N/A	MD 198	PG line	BW Parkway	2	2	4	6		2025	
BMC		Widen	N/A	MD 607	Woods Rd.	MD 173			2	4		2025	
<b>Carroll County</b>													
BMC	CA3A	Construct	N/A	Hampstead Bypass (MD 30)	Wolf Hill Dr	Brodbeck Rd		2	0	2		2008	

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							from	to	from	to				
BMC	CA1B	Widen	N/A	MD 140	MD 31	Market St.		1	4/6	8		2020		
BMC	nrs	Construct	N/A	MD 140 (3 new interchange)	@ MD 97S, Center St. & Englar Rd			1	-	-		2020		
BMC	CA2a	Widen	N/A	MD 26	MD 32	Liberty Reservoir		2	4	6		2015		
BMC	in base	Widen	N/A	MD 32	MD 26	Howard County Line		2	2	4		2020		
BMC	CA5	Widen	N/A	MD 97	MD 140	Pleasant Valley Rd		2	2	4		2020		
<b>Howard County</b>														
BMC	HW1b	Widen	N/A	I-70	US 29	US 40		1	1	4	6		2030	
BMC	HW1a	Reconstruct	N/A	I-70 (partial to full interchange)	@ Marriottsville Road			1	1				2020	
BMC	HW19	Widen	N/A	I-95	Howard / PG line	Balt. / Howard line		1	1	8	10		2020	
BMC	HW10d	Widen	N/A	US 29	I-70	MD 100			5	4/6	8		2030	
BMC	HW10b	Widen	N/A	US 29 NB	S. of MD 175	Middle Patuxent River			5	4	6		2010	
BMC	HW3c	Widen	N/A	MD 32	Cedar Lane	Anne Arundel County Line			1	4/6	8		2015	
BMC	HW3b	Widen	N/A	MD 32	MD 108	I-70			1	2	4		2015	
BMC	HW3d	Widen	N/A	MD 32	I-70	Carroll County Line			2	2	4		2030	
BMC		Construct	N/A	MD 32 (interchange)	@ Burntwoods Rd.								2009	
BMC	HW6c	Widen	N/A	MD 108	Trotter Road	MD 32			2	2	4		2025	
BMC	HW6d	Widen	N/A	MD 108	Woodland Rd.	1200' w. of Centennial Ln.		2	2	2	4		2011	
BMC	HW8b	Widen	N/A	MD 216	West of US 29	Sanner Road			3	2	4		2020	
BMC	nrs	Construct	N/A	Dorsey Run Rd., North	MD 103	MD 175				0	4		2011	

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							from	to	from	to			
BMC		Construct	N/A	Dorsey Run Rd., South	MD 175	Gulford Rd.			0	4		2010	
BMC	HW16C	Widen	N/A	Gorman Road	Stephens Road	US 1		3	2	3		2025	
BMC	HW18a	Widen	N/A	Marriottsville Road	MD 99	MD 144		3	2	4		2015	
BMC	nrs	Widen	N/A	Patuxent Range Road	US 1	Dorsey Run Road			2	4		2015	
BMC	HW11b	Widen	N/A	Rodgers Avenue	US 40	Courthouse Drive		3	2	4		2010	
BMC	HW13a	Construct	N/A	Sanner Road South	Johns Hopkins Road	MD 216		3	0	4		2015	
BMC	HW13b	Widen	N/A	Sanner Road North	Johns Hopkins Road	Pindell School Road		3	2	4		2015	
BMC	HW14c	Widen	N/A	Snowden River Parkway	MD 100	Broken Land Parkway		3	4	6		2020	
<b>Federal Lands</b>													
Fed. Lands		Widen		Mulligan Rd. (previously Old Mill Rd.)	US 1	Telegraph Rd.	4	4	2	4		2011	
Fed. Lands		Study to Close		US 29 and VA 234 within Manassas National Battlefield			2	0	2	0		not coded	
Fed. Lands		Study		Manassas National Battlefield Bypass (segment 1)	US 29 (near VA 621)	VA 234 (north of Manassas National Battlefield Park)	0	3	0	4		not coded	
Fed. Lands		Study		VA 234 - Manassas National Battlefield Bypass (segment 2)	north of Manassas National Battlefield Park	east of VA 705	4	3	2	4		not coded	
<b>Virginia</b>													
<b>VDOT Freeway</b>													
VDOT	VI1w	Widen	CE-1	I-66 HOV during peak	US 15 (includes intch. reconst.)	US 29 (Gainesville)	1	1	4	6	No	2015	No
VDOT	VI1z	Reconstruct	EA/FONSI	I-66 Interchange	@ US 29 (Gainesville)		1	1	-	-	No	2014	Yes
VDOT	VI1ca	Widen	CE-4	I-66 HOV during peak	US 29 (Gainesville)	VA 234 (Prince William Parkway)	1	1	4	8	yes	2010	Yes

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							from	to	from	to			
VDOT	VI1ab	Reconstruct		I-66 Interchange	@ I-495 (Capital Beltway)		1	1	-	-	No	2013	Yes
VDOT		Study	Pending	I-66 Preliminary Engineering EIS	US 15 (@ Haymarket)	I-495 (Capital Beltway)	1	1	4/6	6/8	No	not coded	Yes
VDOT		Construct		I-66 Vienna Metro Station HOV Ramp	Transit Ramps - from EB to WB	at Vaden Drive	1	1	0	1	No	2014	Yes
VDOT		Widen	Approved	I-66 EB Auxiliary Lanes	South of Gallows Road	Off Ramp I-66 SB	1	1	3+1	+2	No	2030	Yes
VDOT		Widen	Approved	I-66 WB Auxiliary Lanes	On Ramp from SB I-495	South of Gallows Road	1	1	3+1	+2	No	2030	Yes
VDOT		Widen	Approved	I-66 EB Auxiliary Lanes	Cedar Lane	South of Gallows Road	1	1	3+1	+1	No	2030	Yes
VDOT		Widen	Approved	I-66 WB Auxiliary Lanes	South of Gallows Road	Cedar Lane	1	1	3+1	+1	No	2030	Yes
VDOT	VI1I	Study	PCE-1	I-66 ramp	EB on-ramp from US 29 (Arlington)		1	1	-	-	no	not coded	No
VDOT	VI1ae	Reconstruct	Pending	I-66 WB Operational/ Spot Improvements- extend acceleration/ deceleration lanes	Fairfax Dr.	Sycamore St.	1	1	2	3	no	2013	Yes
VDOT	VI1af	Reconstruct	Pending	I-66 WB Operational/ Spot Improvements- extend acceleration/ deceleration lanes	Washington Blvd.	Dulles Airport Access Rd. connector	1	1	3	4	no	2013	Yes
VDOT	VI1ag	Reconstruct	Pending	I-66 WB Operational/ Spot Improvements- extend acceleration/ deceleration lanes	Lee Hwy. / Spout Run	Glebe Rd.	1	1	2	3	no	2013	Yes
VDOT	VI2ka	Widen	SEIS-2	I-95 (Wilson Bridge and approaches)	VA 241 (Telegraph Rd.)	US 1	1	1	6	12	yes	2011	Yes
VDOT	VI2k	Widen	SEIS-2	I-95 (Wilson Bridge and approaches)	US 1	MD 210	1	1	6	12	yes	2009	Yes
VDOT	VI2ac	Reconstruct	Pending	I-95 Interchange	@ VA 613 (Van Dorn Street)		1	1	-	-	No	2015	No
VDOT	VI2p	Widen	CE-1	I-95 (provide 4th lane)	Newington	VA 123	1	1	6	8	No	2010	Yes
VDOT	VI2ab	Reconstruct	Pending	I-95 Interchange	@ VA 642 (Lorton Road)		1	1	-	-	No	2010	No

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							from	to	from	to			
VDOT	VI2d	Construct	CE-4	I-95 Interchange	@ VA 7900 (Franconia-Springfield Parkway)	LOV Access to & from West/from & to North	-	1	-	-	No	2015	Yes
VDOT	VI2r	Widen / Construct	Pending	I-395/I-95 HOV/ BUS/ HOT Lanes	Eads St.	VA 234 (Dumfries Rd.)	1	1	2	3	No	2010	Yes
VDOT	VI2r	Construct	Pending	I-395/I-95 HOV/ BUS/ HOT Lanes Transition	VA 234	VA 610 (Garrisonville Rd.) in Stafford Co.	1	1		2/1	No	2010	Yes
VDOT	VI2r	Widen	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT lanes	Eads Street	1	1	1	2	No	2010	Yes
VDOT	VI2r	Widen	Pending	I 95: HOV / Bus / HOT Ramp:	Eads Street	SB HOV/Bus/HOT Lanes	1	1	1	2	No	2010	Yes
VDOT	VI2r	Remove	Pending	I 95: HOV / Bus / HOT Ramp:	SB Express to SB Gen. use lanes	Between S Hayes St. & Washington Blvd.	1	-	1	0	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT Lanes	Shirlington Circle	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	Shirlington Circle	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95 : HOV / Bus / HOT Bus Only Ramp:	NB HOV/Bus/HOT Lanes	Seminary Road (bus only)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	Seminary Road (bus only)	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 236 (Duke St.) and VA 648 (Edsall Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	VA 7100 (Fairfax Co. Pkwy.)	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2010	Yes
FFx Co.	BRAC	Construct	EIS	I-95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	NB HOV/BUS/HOT Lanes - Located N of Rte. 7100/I 95 I/C	EPG Southern Loop Road. - AM Only	1	1	0	1	No	2013	No
FFx Co.	BRAC	Construct	EIS	I-95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road. - PM Only	SB HOV/BUS/HOT Lanes - Located N of Rte. 7100/I 95 I/C	1	1	0	1	No	2011	No
FFx Co.	BRAC	Construct	EIS	I-95 Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	EPG Southern Loop Road. - PM Only	NB I 95 GP Lanes	1	1	0	1	No	2011	No

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							from	to	from	to			
FFx Co.	BRAC	Widen	EIS	I-95 Ramp	SB General Purpose Lanes	NB Fairfax Co. Parkway / EPG Southern Loop Road	1	1	1	2	No	2011	no
VDOT	VI2r	Delete	Pending	I 95: HOV / Bus / HOT Ramp:	SB HOV/Bus/HOT to Gen. use lanes	Between VA 7100 (Fairfax Co. Pkwy.) and VA 638 (Pohick Rd.)	1	-	1	0	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOT lanes to new bus station, back to NB HOT lanes (bus only)	Between VA 7100 (Fairfax Co. Pkwy.) and VA 642 (Lorton Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	SB HOT lanes to new bus station, back to SB HOT lanes (bus only)	Between VA 7100 (Fairfax Co. Pkwy.) and VA 642 (Lorton Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 7100 (Fairfax Co. Pkwy.) and VA 642 (Lorton Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	SB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 3000 (Prince William Pkwy.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 3000 (Prince William Pkwy.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 610 (Cardinal Rd.) & VA 234 (Dumfries Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2c	Reconstruct	approved	I-95/395/495 Interchange			1	1	-	-	completed	2008	Yes
VDOT	VI2ca	Construct	approved	I-495 access ramps (Phase VIII of I-95/394/495 Interchange)	Backlick Rd. to 1. mi. E. of I95/I395/I495	All Movements (I-95/395 NB & SB main & HOT to/from I-495/I-95 EB & WB main & HOV lanes)	1	1	-	-	No	2013	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	North of Hemming Ave. Underpass	Off Ramp to Braddock Rd	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Braddock Rd	North of Hemming Ave. Underpass	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On Ramp from Braddock Rd	Off Ramp to Rte 236	1	1	4+2	5+2	No	2030	Yes

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							from	to	from	to			
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Braddock Rd	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Gallows Road	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Rte 236	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Route 50	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Route 50	Off Ramp to Gallows Road	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	5+2	6+2	No	2030	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from I-66	Off Ramp to Route 50	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 NB	On ramp from EB I 66	Off Ramp to Rte 7	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On ramp from Rte 7	Off Ramp to WB I 66	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On ramp from Rte 7	Off Ramp to Rte 123	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Route 7	1	1	4+2	6+2	No	2013	Yes
VDOT		Widen	Approved	I-495 NB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Rte 267	1	1	4+2	5+2	No	2030	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 123	1	1	4+2	5+2	No	2013	Yes
VDOT		Widen	Approved	I-495 SB Auxiliary Lane	On Ramp from Route 193	Off Ramp to Route 267	1	1	4+2	5+2	No	2030	Yes
VDOT	VI4k	Construct	EA-2	I-495 HOT	American Legion Bridge S. of VA 193 (Georgetown Pike)	S. of VA 193 (Georgetown Pike)	1	1	8	8+2	No	2030	No
VDOT	VI4ia	Construct	Pending	I-495 HOT	S. of VA 193 (Georgetown Pike)	S. of Old Dominion Dr.	1	1	8	8+4	No	2030	No
VDOT	VI4ib	Construct	Pending	I-495 HOT	S. of Old Dominion Dr.	Hemming Ave. Underpass	1	1	8	8+4	No	2013	Yes
VDOT	VI4ic	Construct	Pending	I-495 HOT	Hemming Ave. Underpass	1 mi. east of I-95/I-395/I-495	1	1	8	8+2	No	2013	Yes

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VDOT		Construct	Pending	I-495 HOT Lanes Interchange	Provides SB to WB, EB to SB, & NB to WB HOV to HOT or HOT to HOV movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	Provides SB HOT to EB HOV movement	@ VA 267 (Dulles Toll Road)	1	1	-	-	No	2030	No	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	Provides WB HOV to NB HOT movement	@ VA 267 (Dulles Toll Road)	1	1	-	-	No	2030	No	
VDOT		Relocate / Reconstruct	Pending	I-495 HOT Lanes Interchange	move ramps from left side to right side: NB GP lanes to WB DTR; SB GP lanes to EB DTR	@ VA 267 (Dulles Toll Road)	1	1	-	-	No	2030	No	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ Jones Branch Connector	1	1	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ West Park Connector	1	1	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	All movements	@ VA 123 (Chain Bridge Road)	4	4	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 7	1	1	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, & EB to NB movements	@ I-66	1	1	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	WB to NB and NB to EB	@ I-66	1	1	-	-	No	2013	Yes	
VDOT		Relocate	Pending	I-495 HOT Lanes Interchange		I 495 to WB I 66 relocated to combine with right side off ramp from NB I 495 to WB I	@ I-66	1	1	1	2	No	2013	Yes
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	SB to EB, SB to WB, EB to SB, and WB to SB	@ US 29	1	1	-	-	No	2013	Yes	
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 650 (Gallows Road)								
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 620 (Braddock Road)	1	1	-	-	No	2013	Yes	

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VDOT		Construct	Pending	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 620 (Braddock Road)	1	1	-	-	No	2030	Yes
VDOT		Reconstruct	N/A	VA 267 (Dulles Toll Road) Interchange	@ VA 674 (Hunter Mill Road)		-	-	-	-	No	2012	No
VDOT	MW1	Widen	Pending	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	No	2010	No
VDOT	VP21d	Widen	N/A	Dulles Greenway	Goose Creek Bridge	VA 901 (Claiborne Parkway)	1	1	4	6	No	2005	No
VDOT	VP21e	Widen	N/A	Dulles Greenway	VA7/15 Bypass	Goose Creek Bridge	1	1	4	6	No	2007	No
VDOT	VP21b	Construct	N/A	Dulles Greenway Interchanges	@ VA 653 & @ Battlefield Parkway		1	1	-	-	No	2007	No
<b>VDOT Primary</b>													
VDOT	VP26	Study	N/A	Techway	Dulles Toll Road	MD State Line	-	-	-	-	No	not coded	Yes
VDOT	VP1ac	Widen	Pending	US 1	Stafford County Line	Joplin Rd.	2	2	4	6	No	2016	No
VDOT	VP1ab	Widen	Pending	US 1	Joplin Rd.	Featherstone Rd.	2	2	4	6	No	2011	Yes
VDOT	VP1a	Widen	Pending	US 1	Featherstone Rd.	VA 235 South	2	2	4	6	No	2015	No
VDOT	VP1u	Widen	Pending	US 1	VA 235 South	VA 235 North	2	2	4	6	No	2015	No
VDOT	VP1t	Widen	Pending	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2	2	6	8	No	2025	No
VDOT	VP1o	Widen	Approved	US 1 (Neabsco Creek Bridge)	S. Cardinal Dr.	North Blackburn Rd.	2	2	4	6	No	2009	yes
VDOT	VP1p	Widen	Pending	US 1 (part of 1/123 interchange)	Occoquan Rd.	Annapolis Way	2	2	4	6	No	2017	No
VDOT	nrs	Reconstruct	Pending	US 1 Interchange	@ Russell Road		1	1	-	-	No	2010	No
VDOT	VP2s	Widen / Upg	Pending	VA 7	Route 9	Market Street (Leesburg)	2	1	4	6	No	2015	Yes
VDOT	VP2j	Widen	Pending	VA 7 Bypass	VA 7 West	VA 7/US 15 East	5	1	4	6	No	2015	No
VDOT	VP2g	Upgrade	Pending	VA 7 (new interchanges)	VA 7/15 (Leesburg Bypass)	VA 28	2	1	6	6	No	2015	No

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VDOT	VP2m	Widen	Pending	VA 7	Rolling Holly Drive	Dulles Toll Rd.	2	2	4	6	No	2020	Yes
VDOT	VP2L	Widen	Pending	VA 7	Dulles Toll Rd.	I-495	2	2	6	8	No	2013	No
VDOT	VP2b	Widen	Pending	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	No	2020	No
VDOT	nrs	Reconstruct	Pending	VA 7	@ VA 606 (Baron Cameron Ave.)		-	-	-	-	No	2005	Yes
VDOT	VP2t	Construct	Pending	VA 7 interchange	@ Claiborne Pkwy./West Spine Rd.		-	-	-	-	No	2006	No
VDOT		Construct	Pending	VA 7 interchange	@ Ashburn Villiage Blvd.		-	-	-	-	No	2009	Yes
VDOT		Construct	Pending	VA 7 interchange	@ Loudoun County Parkway		-	-	-	-	No	2010	No
VDOT		Construct	Pending	VA 7 interchange	@ River Creek Parkway / Crosstrail Blvd.		-	-	-	-	Yes	2008	No
VDOT		Construct	Pending	VA 7 interchange	@ VA 659 (Belmont Ridge Rd.)		-	-	-	-	No	2015	No
VDOT	nrs	Reconstruct	Pending	VA 7	@ VA 711 (Williams Gap Road)		2	2	4	4	No	2006	Yes
VDOT	VP3b	Study	Pending	VA 9	West Virginia State Line	VA 7	2	2	2	4	No	not coded	No
VDOT	nrs	Reconstruct	Pending	VA 9	@ VA 662 (Clarks Gap Road)		3	3	-	-	No	2006	Yes
VDOT	VP4e	Widen	Pending	US 15 (James Madison Highway)	US 29	I-66	2	2	2	4	No	2020	No
VDOT	VP4fa	Widen	N/A	US 15 (James Madison Highway)	I-66	VA 234	2	2	2	4	No	2009	Yes
VDOT	VP4fb	Widen	N/A	US 15 (James Madison Highway)	VA 234	Loudoun County Line	2	2	2	4	No	2020	No
VDOT	nrs	Reconstruct	N/A	US 15 (James Monroe Highway)	Whites Ferry Rd.	Maryland State Line	3	3	2	2	No	2008	Yes
VDOT	nrs	Reconstruct	Pending	VA 27 Interchange	@ VA 244 (Columbia Pike)		-	-	-	-	No	2011	No
VDOT	VP6h	Widen	Pending	VA 28	Fauquier County Line	VA 652 (Fitzwater Dr.)	3	3	2	4	No	2020	No
VDOT	VP6ka	Widen	Pending	VA 28	VA 652 (Fitzwater Dr.)	VA 215 (Vint Hill Road)	3	3	2	4	No	2013	Yes

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							from	to	from	to			
VDOT	VP6k	Upgrade/Widen	EA complete	VA 28	VA 215 (Vint Hill Road)	VA 234 Bypass	3	2	4	6	No	2012	Yes
VDOT	nrs	Recons/Wid	Pending	VA 28	Bridge over Broad Run	Replace / Widen to ultimate width	3	3	2	6	Yes	2007	Yes
VDOT	VP6b	Widen	Pending	VA 28 (Centreville Road)	N. City Limits of Manassas Park	Old Centreville Rd.	2	2	4	6	No	2025	No
VDOT	VP6e	Widen/Upgr	N/A	VA 28 PPTA (Phase II)	I-66	VA 7	2	1	6	8	No	2010	No
VDOT	VP6ea	Widen/Upgr	N/A	VA 28	Dulles Toll Rd.	VA 606 (Old Ox Rd.)	2	1	6	6	No	2008	No
VDOT	VP6eb	Construct		VA 28 Interchange	@ VA 209 (Innovation Ave.)		-	-	-	-	No	2009	No
VDOT		Reconst.		VA 28 Interchange	@ New Braddock Rd.		-	-	-	-	No	2008	Yes
VDOT	VP6v	Construct/U	N/A	VA 28 PPTA (Phase I) Interchange	@ VA 668 (McLearen Road)	SASM Interchange to VA 668 upgrade	2	1	6	6	No	2006	Yes
VDOT	VP6w	Construct/U	N/A	VA 28 PPTA (Phase I) Interchange	@ Sterling Park	VA 606 to VA 625 upgrade	2	1	6	6	Yes	2007	Yes
VDOT	VP6x	Construct	N/A	VA 28 PPTA (Phase I) Interchange	@ VA 625 (Church & Waxpool Rds.)		2	2	6	6	Yes	2006	Yes
VDOT	VP6y	Construct	N/A	VA 28 PPTA Interchange	@Nokes Boulevard		-	-	-	-	No	2009	No
VDOT		Reconstruct		VA 28 Intersection	@ Braddock Rd./ Walney Rd.	eliminate left turns from EB Braddock to NB VA 28, eliminate left turns from VA 28 SB to Walney, and from WB Walney to SB VA 28, eliminate through movement from Braddock to/from Walney					No	2008	No
VDOT	VI1bb	Remove		VA 28 SB ramp	at I-66	eliminate left turn movement- EB I-66 off-ramp to SB VA 28					No	2008	
VDOT	VI1cc	Remove		VA 28 NB ramp	at I-66	eliminate turn movement- NB VA 28 to WB I-66					No	2008	
VDOT	VP7ae	Construct	Pending	US 29 Interchange	@ VA 55/VA 619		-	-	-	-	No	2014	Yes

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VDOT	VP7r	Widen	Pending	US 29	Virginia Oaks Drive	I-66	2	5	4	6	No	2014	Yes
VDOT	VP7s	Widen	Pending	US 29 (add NB lane)	I-66	Entrance to Conway Robinson MSF	3	2	4	5	No	2016	Yes
VDOT	VP7ad	Widen	Pending	US 29	US 50	I-66	2	2	4	6	No	2010	No
VDOT	VP7aa	Widen	Pending	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	No	2020	No
VDOT	VP7ab	Widen	Pending	US 29	Espana Court	I-495	2	2	4	6	No	2015	No
VDOT	VP7n	Study	Pending	US 29	Pleasant Valley Drive	VA 28	2	2	4	6	No	not coded	No
VDOT	VP7g	Study	Pending	US 29	Fauquier County Line	I-66 (Gainesville)	2	2	4	6	No	not coded	No
VDOT	VSP57a	Construct	Pending	Route 29 (Parallel)	US 29 (Lee Highway) (near US 15)	Sommerset Crossing Drive	0	4	0	4	No	2025	No
VDOT	nrs	Construct	Pending	US 50 Traffic Circle	@ US 15 (Gilbert's Corner)		-	-	-	-	No	2010	Yes
VDOT	VP8q	Widen	Pending	US 50	VA 659 Relocated	VA 742 (Poland Rd.)	2	2	4/5	6	No	2010	No
VDOT	VP8c	Widen	Pending	US 50	VA 742 (Poland Rd.)	VA 609 (Pleasant Valley)	2	2	4/5	6	No	2012	Yes
VDOT	VP8r	Widen	Pending	US 50	VA 609 (Pleasant Valley)	VA 661 (Lee Rd.)	2	2	4/5	6	Yes	2012	Yes
VDOT	VP8n	Widen	Pending	US 50 (WBL)	I-66	Waples Mill Road	2	2	2	3	No	2020	No
VDOT	VP8g	Widen	Pending	US 50	I-66	WCL Fairfax City	2	2	6	8	No	2020	No
VDOT	VP8h	Widen	Pending	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	No	2020	No
VDOT	AR2e	Reconstruct	Pending	US 50 (Arlington Blvd.)	ARC/FFX Line	Washington Blvd.	2	2	6	6	No	2015	No
VDOT	AR2f	Reconstruct	Pending	US 50 (Arlington Blvd.)	Pershing Dr.	Ft. Myer Dr.	2	2	6	6	No	2015	No
VDOT	nrs	Reconstruct	Pending	US 50 Interchange	@ Jaguar Trail		2	2	-	-	No	2007	Yes
VDOT	nrs	Reconstruct	Pending	US 50 Interchange	@ VA 120 (Glebe Road)		-	-	-	-	No	2010	No

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VDOT	nrs	Reconstruct	CE-1	US 50 Interchange	@ VA 27 (Washington Blvd.)		-	-	-	-	No	2015	No
VDOT	VP8o	Reconstruct	Pending	US 50 Interchange	@ Courthouse Road / 10th Street		-	-	-	-	No	2010	Yes
VDOT	nrs	Reconstruct	Pending	US 50 Interchange	@ VA 110 (N. Scott St.)		1	1	-	-	No	2020	No
VDOT	VP23a	Widen	Pending	VA 55 (John Marshall Highway)	Gainesville UM Church	US 29 @ VA 619	3	3	2	4	No	2014	Yes
VDOT	nrs	Reconstruct	Approved	VA 120 (Glebe Road)	@ VA 244 (Columbia Pike)		-	-	-	-	No	2004	Yes
VDOT	nrs	Reconstruct	Approved	VA 120 (Glebe Road)	@ Arlington Ridge Rd.	left turn lanes	-	-	-	-	No	2005	Yes
VDOT	nrs	Reconstruct	Pending	VA 120 (Glebe Road)	Military Rd.	DC line	2	2	2	2	No	2020	No
VDOT	nrs	Reconstruct	N/A	VA 120 (Glebe Road)	Quebec St.	2nd St.	2	2	-	-	No	2006	Yes
VDOT	nrs	Reconstruct	Pending	VA 120 (Glebe Road)	W. Glebe Rd.	24th Rd.	2	2	4	4	No	2010	No
VDOT	nrs	Construct	Approved	VA 123 Interchange	@ US 1		-	-	-	-	No	2017	Yes
VDOT	VP10g	Widen	Pending	VA 123	Route 1	Horner Road	2	2	4	6	No	2008	No
VDOT	VP10s	Widen	Approved	VA 123	Horner Road	Devil's Reach Road	2	2	4	6	No	2015	No
VDOT	VP10ea	Widen	Pending	VA 123 (Ox Road)	VA 722 North	Hooes Rd.	2	2	2	6	Yes	2006	Yes
VDOT	VP10h	Widen	Approved	VA 123 (Ox Road)	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	No	2015	No
VDOT	VP10f	Widen	Pending	VA 123 (Ox Road)	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	No	2015	No
VDOT	VP10r	Widen	Pending	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	No	2020	No
VDOT	VP10l	Widen	Pending	VA 123 (Occoquan River Bridge)	South Approach	VA 722 North	2	2	2	6	yes	2007	Yes
VDOT	nrs	Reconstruct	Pending	VA 193	@ Riverbend Road & 0.5 mi. west of VA 28 intersection	@ Nethercliff Hall Road	3	3	2	2	complete	2007	Yes
VDOT	VP24a	Relocate/Widen	Approved	VA 215		VA 28	4	3	2	4	No	2011	No

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VDOT	nrs	Construct	Pending	VA 234 Interchange	@ US 1		-	1	-	-	No	2016	Yes
VDOT	VP12d	Widen/Upgr	Pending	VA 234 (Dumfries Road)	I-95	US 1	2	5	2	6	No	2016	No
VDOT	VP12i	Widen	Approved	VA 234 (Dumfries Road)	VA 234 Bypass (at Limstrong, VA 649)	SCL of Manassas		2	2	4	No	2010	No
VDOT	VP12k	Widen/upgr	Approved	VA 234 (Manassas Bypass)	VA 234 S. of Manassas	I-66	5	1	4	6	No	2020	No
VDOT	VP12o	Construct	Pending	Tri-County Parkway (CTB alignment C & D)	I-66	Loudoun County Line	0	2	0	4	No	2017	No
VDOT	VP13a	Widen	Pending	VA 236	Pickett Road	I-395	2	2	4	6	No	2020	No
VDOT	nrs	Reconstruct	Pending	VA 236 (intersection/spot improvements)	Pickett Road	Lake Drive	2	2	4	4	No	2008	Yes
VDOT	nrs	Reconstruct	Pending	VA 236 EB	@ VA 620 (Braddock Road)		-	-	-	-	No	2009	Yes
VDOT	nrs	Reconstruct	Pending	VA 236 WB	@ VA 620 (Braddock Road)		-	-	-	-	No	2009	Yes
VDOT	VP26a	Construct	Pending	VA 28 Bypass	VA 234 (Sudley Road) @ Godwin Drive	I-66	0	5	0	6	No	2020	No
VDOT	VP26b	Construct	Pending	VA 28 Bypass	I-66	VA 620 (Braddock Road) @ VA 613	0	2	0	4	No	2020	No
<b>VDOT Urban</b>													
VDOT	VU28b	Construct	Developer	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	No	2005	No
VDOT	VU28c	Construct	Developer	Battlefield Parkway	Dulles Greenway	Sycolin Road	0	2	0	4	Yes	2007	No
VDOT	VU28d	Widen/upgr	Pending	Battlefield Parkway / Lawson Rd.	Sycolin Road	Kincaid Boulevard	4	2	2	4	Yes	2007	No
VDOT	VU28da	Construct	Approved	Battlefield Parkway	Kincaid Boulevard	Route 7	0	2	0	4	Yes	2008	Yes
VDOT	VU28e	Construct	Developer	Battlefield Parkway	Route 7	Fort Evans Road	0	2	0	4	No	2005	No
VDOT	VU28f	Construct	Pending	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road	0	2	0	4	Yes	2010	No
VDOT	VU28a	Study	Pending	Battlefield Parkway	US 15 south of Leesburg	US 15 Bypass North	0	2	0	4/6	not coded	2010	No
VDOT	VU2b	Construct	Approved	Clermont Ave.	Eisenhower Ave.	Duke St.	-	3	-	4	no	2015	Yes

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VDOT	nrs	Reconstruct		Duke St.	Fairfax County Line	Washington St.	2	2	4/6	4/6		2005	No
VDOT	VU30f	Widen	Pending	East Elden Street	Herndon Parkway East	Fairfax County Parkway	3	3	4	6	No	2012	No
VDOT	VU52	Widen	Pending	Eisenhower Ave.	Stovall St.	Holland Lane	3	3	4	6	No	2009	No
VDOT	nrs	Construct	Pending	George Mason Blvd.	Univer. Dr @ Armstrong St.	Univ. Dr. @ Parking Entr.	0	4	0	2	No	2009	Yes
VDOT	VU35b	Construct	N/A	Mill Road Extension	Telegraph Rd.	DMV complex	-	3	-	2	No	2010	Yes
VDOT	VU51a	Construct	Pending	Potomac Yard Spine Road	US Route 1	Chrystal Dr.	0	4	0	4	No	2009	No
VDOT	VU30a	Widen	Approved	South Elden Street/Centreville Road	Worldgate Drive	Herndon Parkway	2	2	4	6	complete	2006	Yes
VDOT	VU10b	Widen	Pending	Spring Street	Herndon Parkway East	Fairfax County Parkway	3	3	4	6	No	2011	No
VDOT	VU33	Widen	Pending	Sycolin Road	VA 7/US 15 Bypass	SCL of Leesburg	3	3	2	4	No	2007	No
VDOT	VU32	Widen	Pending	US 15 (South King Street)	Evergreen Mill Road	SCL of Leesburg	3	2	2	4	No	2011	Yes
VDOT		Construct		US 15 Bypass Interchange	Edwards Ferry Rd.		2	2	-	-	No	2015	No
VDOT	nrs	Construct	Approved	VA 28 Overpass & Interchg.	Overpass Norfolk-Southern RR B line	Interchange w/Wellington Rd.	2	2	4	4	No	2009	Yes
VDOT	VU40	Widen	Pending	US 29 (Lee Highway)	US 50	Chain Bridge Road	2	2	4	6	No	2011	Yes
VDOT	VU6b	Widen	Approved	US 29 (Lee Highway)	Chain Bridge Road	Eaton Place	2	2	4	6	No	2010	Yes
VDOT		Widen		US 50	Eaton Place/Route 50/29 Intersection	Jermantown Road/Route 236 Intersection	2	2	4	5	No	2009	No
VDOT	VU29	Construct	Approved	VA 123 (Chain Bridge Road)	US 50	I-66	2	2	5	6	No	2010	Yes
VDOT		Reconstruct		Chain Bridge Road/Eaton Place Intersection Improvements	New "Right in/Right out" intersection at NB Chain Bridge Rd. & Willow Crescent Dr.		2	2			No	2009	No
VDOT	VU45	Widen	Approved	VA 234 (Dumfries Road)	South Corporate Limits	Hastings Drive	3	3	2	4	No	2011	No

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VDOT	nrs	Widen	N/A	VA 234 (Sudley Road) 3rd NB lane	Dorsey Circle	Godwin Dr.	2	2	4	5	No	2010	No
VDOT	VU48b	Widen	Approved	Wellington Road	Godwin Drive	VA 28 (Nokesville Road)	3	3	2	4	No	2010	Yes
<b>Arlington Secondary</b>													
VDOT	AR26	Widen	Pending	N. Pershing Dr.	George Mason Dr.	VA 120	3	3	2	4	No	2012	No
VDOT	AR28b	Widen	N/A	N. Quincy St.	Wilson Blvd.	VA 237	3	3	2	3	No	2007	No
VDOT	AR5a	Widen	Pending	VA 244 (Columbia Pike)	Oakland St.	Washington Blvd.	2	2	4	5	No	2010	No
VDOT	AR17a	Widen	Pending	Washington Blvd.	Wilson	Kirkwood	3	3	3	4	No	2015	No
VDOT	AR19c	Reconstruct	Pending	Wilson Blvd.	N. Quincy	Washington Blvd.	2	2	4	4	No	2010	No
<b>Fairfax Secondary</b>													
VDOT	FFX2a	Construct	Pending	VA 602 (Reston Pkwy.)	VA 5320 (Sunrise Valley Dr.)	VA 606 (Baron Cameron Avenue)	3	3	4	6	No	2015	No
VDOT	FFX3c	Study	Pending	Frying Pan Rd.	VA 28	VA 657 (Centreville Rd.)	3	3	2/4	6	No	not coded	Yes
VDOT	VSF2a	Widen	Pending	VA 608 (West Ox Road)	VA 6558 (Penderbrook Drive)	VA 6985 (Ox Trail)	3	3	2	4	yes	2008	Yes
VDOT	FFX4	Study	Pending	VA 609 (Pleasant Valley Road)	US 29	US 50	3	3	2/4	4	No	not coded	No
VDOT	VSF4f	Widen	Pending	VA 611 (Furnace Road)	VA 123 (Ox Road)	VA 642 (Lorton Road)	3	3	2	4	No	2013	No
VDOT	VSF4c	Widen	Pending	VA 611 (Telegraph Road)	VA 613 (Beulah St.)	Old Telegraph Rd.	3	3	2	4	No	2011	Yes
VDOT	VSF4ca	Widen	Pending	VA 611 (Telegraph Road)	Old Telegraph Rd.	VA 635 (Hayfield Road)	3	3	2	4	No	2020	Yes
VDOT	VSF4i	Widen	Pending	VA 611 (Telegraph Road)	VA 635 (Hayfield Road)	VA 633 (S. Kings Hwy.)	3	3	2	4	No	2014	Yes
VDOT	VSF4h	Widen	Pending	VA 611 (Telegraph Road)	VA 633 (S. Kings Hwy.)	VA 644 (Franconia Road)	3	3	2	4	No	2015	No
VDOT	FFX5c	Study	Approved	VA 613 (S. Van Dorn St.)	VA 644	Kingstowne Village Pkwy.	3	3	4	6	No	not coded	No
VDOT	VSF15b	Construct	Pending	VA 613 (Van Dorn Street)	@ VA 644 (Franconia Road)	interchange	0	0	0	0	No	2013	Yes

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VDOT	VSF7	Widen	Pending	VA 618 (Woodlawn Road)	US 1 (Richmond Highway)	VA 613 (Beulah Road)	3	3	2	4	No	2015	No
VDOT	VSF8g	Widen	Pending	VA 620 (Braddock Rd)	VA 7100 (Fairfax Co. Pkwy.)	VA 123 (Ox Road)	3	3	4	6	No	2015	No
VDOT	VSF8l	Study	Pending	VA 620 (Braddock Road)	VA 609 (Pleasant Valley Road)	Flat Lick Branch	4	3	2	2	No	not coded	No
VDOT	VSF8d	Study	Pending	VA 620 (Braddock Road)	VA 645 (Burke Lake Road)	VA 651 (Guinea Road)	3	3	4	6	No	not coded	No
VDOT	VSF8c	Study	Pending	VA 620 (Braddock Road) (HOV)	I-495	VA 645 (Burke Lake Road)	0	0	0	2	No	not coded	No
VDOT	VSF8j	Construct/W	Pending	VA 620 (New Braddock Rd.)	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	No	2015	No
VDOT	VSF10c	Widen	Pending	VA 638 (Pohick Road)	US 1	I-95	3	3	2	4	No	2015	No
VDOT	VSF10e	Widen	Pending	VA 638 (Rolling Road)	VA 5297 (DeLong Dr.)	VA 6922 (Odell Street) / Fairfax County Parkway	3	3	2	4	No	2010	No
VDOT	VSF10a	Widen	Approved	VA 638 (Rolling Road)	VA 7100 (Fairfax County Parkway)	VA 644 (Old Keene Mill Road)	3	3	2	4	No	2012	Yes
VDOT	FFX8	Study	Pending	VA 640 (Sydenstricker Rd.)	VA 644 (Old Keene Mill Rd)	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	VSF13d	Widen	Pending	VA 642 (Lorton Road)	VA 123 (Ox Road)	VA 600 (Silverbrook Road)	3	3	2	4	No	2013	No
VDOT	FFX9a	Study	Pending	VA 643 (Lee Chapel Rd.)	VA 123 (Ox Road)	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	VSF15	Widen	Pending	VA 644 (Franconia Road)	VA 3290 (Craft Road)	VA 611 (Telegraph Road)	3	3	2	4	No	2015	No
VDOT	FFX10	Study	Pending	VA 644 (Old Keene Mill)	VA 643	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	FFX11a	Widen	Pending	VA 645 (Stringfellow Rd.)	US 50	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	2010	Yes
VDOT	VSF16g	Widen	Pending	VA 645 (Stringfellow Road)	VA 7735 (Fair Lakes Blvd.)	US 50	3	3	2	4	No	2013	Yes
VDOT	VSF37	Widen	Approved	VA 650 (Gallows Road)	Gatehouse Road	Providence Forest Dr.	3	3	4	6	No	2013	No
VDOT	VSF33d	Widen	Pending	VA 651 (Guinea Road)	VA 620 (Braddock Road)	VA 2430 (Braeburn Road)	3	3	2	4	No	2015	No
VDOT	VSF33a	Widen	Pending	VA 651 (Guinea Road)	VA 6197 (Roberts Parkway)	VA 4807 (Pommeroy Drive)	3	3	2	4	No	2015	No

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VDOT	FFX12a	Construct	Pending	VA 651 (New Guinea Rd.)	VA 123 (Ox Road)	Roberts Rd.	0	3	0	4	No	2015	No
VDOT	VSF17b	Construct	Pending	VA 655 (Shirley Gate Road)	VA 7100 (Fairfax County Parkway)	VA 620 (Braddock Road)	0	3	0	4	No	2015	No
VDOT	VSF18c	Widen	N/A	VA 657 (Centreville Road)	VA 8390 (Metrotech Dr.)	VA 668 (McLearen Road)	3	3	4	6	No	2020	No
VDOT	VSF18b	Widen	N/A	VA 657 (Centreville Road)	VA 8390 (Metrotech Dr.)	VA 668 (McLearen Road)	3	3	2	4	No	2015	no
VDOT	VSF18e	Study	Pending	VA 657 (Centreville Road)	VA 668 (McLearen Rd)	VA 608 (Frying Pan Rd)	3	3	4	6	No	not coded	No
VDOT	VSF18h	Widen	Pending	VA 657 (Centreville Road)	VA 608 (West Ox Rd)	VA 608 (Frying Pan Rd)	3	3	2	4	No	2012	Yes
VDOT	FFX14	Study	Pending	VA 657 (Walney Rd.)	VA 662 (Poplar Tree)	Westfields. Blvd.	3	3	2	4	No	not coded	No
VDOT	FFX15a	Study	Pending	VA 662 (Poplar Tree Rd.)	VA 645 (Stringfellow Rd.)	Westfields. Blvd.	3	3	2	4	No	not coded	No
VDOT	VSF35b	Study	Pending	VA 662 (Stone Rd/Poplar Tree Rd)	VA 620 (Braddock Road)	VA 8460 (Stonecroft Blvd.)	3	3		4	No	not coded	No
VDOT	FFX16a	Study	Pending	VA 665 (Fox Mill Rd.)	VA 602 (Reston Pkwy)	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	FFX17a	Study	Pending	VA 666 (Monroe St.)	VA 608 (W. Ox Rd.)	VA 665 (Fox Mill)	3	3	2	4	No	not coded	No
VDOT	FFX17b	Widen	Pending	VA 666 (Monroe St.)	VA 665 (Fox Mill)	Herndon	3	3	2	6	No	2010	No
VDOT	FFX18	Widen	Pending	VA 668 (McLearen Rd.)	VA 28	VA 657 (Centreville Rd.)	3	3	2/4	6	Yes	2020	No
VDOT	VSF21c	Construct	Approved	VA 673 (McLearen Rd)	VA 608	VA 602/Interchange at Fairfax Co. Parkway	0	3	0	4	No	2015	No
VDOT	VSF21b	Widen	Approved	VA 673 (McLearen Rd)	VA 657 (Centreville Road)	VA 608	3	3	2	4	No	2015	No
VDOT	FFX20b	Widen	Pending	VA 674 (Hunter Mill Rd.)	VA 673 (Vale Rd.)	VA 123 (Chain Bridge Road)	3	3	2	4	No	2012	No
VDOT	VSF22e	Widen	N/A	VA 674 (Hunter Mill Road)	VA 267 (Dulles Toll Road)	Crowell Road	3	3	2	4	No	2015	No
VDOT	VSF36	Relocate	N/A	VA 675 (Sunset Hills Rd.)	West of Edlin School	VA 675 (Crowell Road)	3	3	4	4	No	2012	No
VDOT	FFX21b	Study	Pending	VA 675 (Sunset Hills Rd.)	VA 828 (Wiehle Ave.)	VA 7100 (Fairfax County Parkway)	3	3	4	6	No	not coded	No

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							from	to	from	to			
VDOT	VSF24	Widen	N/A	VA 684 (Spring Hill Road)	VA 7 (Leesburg Pike)	VA 6034 (International Drive)	3	3	2	4	No	2008	Yes
VDOT	FFX22c	Study	Pending	VA 828 (Wiehle Ave.)	VA 228 (Dranesville Road)	Loudoun Co. Line	0	3	0	4	No	not coded	No
VDOT	VSF25aa	Convert	Pending	VA 7100 (Fairfax Co Pkwy HOV)	VA 267 (Dulles Toll Road)	Sunrise Valley Dr.	5	5	6	4+2	No	2015	Yes
VDOT	VSF25ea	Widen	Pending	VA 7100 (Fairfax Co Pkwy HOV)	Sunrise Valley	Rugby Rd.	5	5	4	4+2	No	2015	Yes
VDOT	VSF25e	Widen	Pending	VA 7100 (Fairfax Co Pkwy HOV)	Rugby Rd.	US 50	5	5	4	4+2	No	2015	Yes
VDOT	VSF25y	Upgrade/W	Pending	VA 7100 (Fairfax Co Pkwy HOV)	US 50	VA 7735 (Fair Lakes Pkwy)	2	5	4	4+2	No	2010	No
VDOT	VSF25z	Upgrade/W	Pending	VA 7100 (Fairfax Co Pkwy HOV)	VA 7735 (Fair Lakes Pkwy)	I-66	2	5	6	6+2	No	2010	No
VDOT	VSF25g	Widen	Approved	VA 7100 (Fairfax Co Pkwy)	I-66	VA 123 (Ox Road)	5	5	4	6	No	2015	No
VDOT	VSF25j	Widen	Approved	VA 7100 (Fairfax County Parkway)	VA 636 (Hooes Road)	VA 640 (Sydenstricker Road)	2	2	4	6	No	2015	No
VDOT	VSF25l	Construct	Pending	VA 7100 (Fairfax Co Pkwy HOV)	VA 640 (Sydenstricker Road)	VA 7900 (Franconia-Springfield Parkway)	0	2	0	2	No	2015	No
VDOT	VSF25n	Construct	Approved	VA 7100 (Fairfax County Parkway)	VA 4600 (Fullerton Road)	Donegal La. / Hooes Rd.	0	1	0	4/6	No	2010	Yes
VDOT	VSF25na	Construct	Approved	VA 7100 (Fairfax County Parkway)	Donegal La. / Hooes Rd.	VA 7900 (Franconia-Springfield Parkway)	0	1	0	6	No	2020	Yes
VDOT	BRAC	Construct	Approved	VA 7100 (Fairfax County Parkway) Interchange	@ Franconia Springfield Parkway	Various movements; includes relocated Rolling Rd.	-	-	-	-	No	2020	No
VDOT	BRAC	Construct	Approved	VA 7100 (Fairfax County Parkway) Interchange	@ Rolling Rd. / EPG Access Road	Ramp movements: EB F.C.Pkwy to NB & SB Rolling Rd. via one ramp; NB Rolling Rd. to EB F.C.Pkwy; NB Rolling Rd. to WB F.C.Pkwy; WB F.C.Pkwy to NB & SB Rolling Rd. via one ramp;	-	-	-	-	No	2010	No
VDOT	BRAC	Construct	EIS	VA 7100 (Fairfax County Parkway) Interchange	@ Rolling Rd. / EPG Southern Loop Road (SLR)	Ramp movements: EPG (SLR) to NB F.C.Pkwy.; EPG (SLR) to SB F.C.Pkwy.	1	1	0	1/2	No	2010	no

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VDOT	BRAC	Construct	Approved	VA 7100 (Fairfax County Parkway) Interchange	@ Boudinat Drive (BD)	Ramp movements: EB F.C.Pkwy. To SB BD; NB BD to EB F.C.Pkwy.; WB F.C.Pkwy to SB BD; NB BD to WB F.C.Pkwy.	-	-	-	-	No	2020	No
VDOT		Construct	Pending	VA 7100 Interchange	@ VA 7735 (Fair Lakes Pkwy) & Monument Dr.		2	5	-	-	No	2010	Yes
VDOT	VSF39	Widen	Pending	VA 7735 (Fair Lakes Pkwy) (3rd EB Lane)	VA 7100	Fair Lakes Circle	4	4	4	5	No	2010	No
VDOT	VSF26	Construct	Pending	VA 7900 HOV (Franconia-Springfield Parkway)	VA 7100 (Fairfax County Parkway)	VA 2677 (Frontier Drive)	5	5	-	2	No	2010	No
VDOT	VSF26a	Construct	Pending	VA 7900 HOV (Franconia-Springfield Parkway)	Interchange @ Neuman St.		1	1	-	-	No	2020	No
VDOT	VSF26b	Upgrade	Pending	VA 7900 HOV (Franconia-Springfield Parkway)	VA 638 (Rolling Rd.)	VA 617 (Backlick Rd.)	5	1	6+2	6+2	No	2020	No
VDOT	FFX24c	Widen	Pending	VA 8460 (Stonecroft Blvd.)	VA 661 (Old Lee Rd.)	Willard Rd.	3	3	4	6	No	2010	No
FHWA/VDOT	FED2	Widen	Pending	Old Mill Rd.	US 1	Pole Rd	4	4	2	4	No	2009	No
FHWA/VDOT	FED3	Construct	Pending	Old Mill Rd. extended	Pole Rd.	Telegraph	0	3	0	4	No	2009	No
<b>Loudoun Secondary</b>													
VDOT	VSL51	Construct	Pending	Atlantic Boulevard	VA 625 (Church Road)	VA 7	-	3	-	4	No	2010	No
VDOT	VSL39	Construct	N/A	Broadlands Boulevard (Ryan Bypass)	VA 659	VA 625	0	3	0	4	No	2005	No
VDOT	VSL1b	Widen/Upgrade	Pending	VA 606 (Ldn Co. Pkwy) (nee Old Ox Rd.)	VA 634	VA 621	4	3	2	4	No	2015	No
VDOT		Widen	N/A	VA 606 (Dulles Greenway Interchange)	within Greenway R/W		1	1	2	6	No	2004	No
VDOT	VSL10c	Construct	Pending	VA 607 (Loudoun County Pkwy)	VA 606 / VA 842	VA 772 / VA 607	-	3	-	4	Yes	2010	No
VDOT	VSL10d	widen/Constr.	N/A	VA 607 (Loudoun County Pkwy) (nee VA 28 Bypass)	VA 620 @ VA 613	Edgewater St.		3		4	Yes	2005	No
VDOT	VSL10ba	Widen	Pending	VA 607 (Loudoun County Pkwy)	VA 625 (Waxpool Road)	W&OD Trail	3	3	4	6	No	2015	No
VDOT	VSL10bb	Widen/Upgrade	Pending	VA 607 (Loudoun County Pkwy)	W&OD Trail	Redskin Park Drive	4	3	2	6	No	2015	No

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VDOT	VSL10bf	Widen/Upgrade	Pending	VA 607 (Loudoun County Pkwy) (dirt road)	Redskin Park Drive	Gloucester Parkway	4	3	2	4	No	2005	No
VDOT	VSL10bc	Widen	Pending	VA 607 (Loudoun County Pkwy)	Redskin Park Drive	Gloucester Parkway	3	3	4	6	No	2015	No
VDOT	VSL10bd	Widen/Upgrade	Pending	VA 607 (Loudoun County Pkwy)	Gloucester Parkway	VA 7	4	3	2	4	No	2005	No
VDOT	VSL12	Widen	Pending	VA 625 (Church Rd.)	VA 28	VA 637	3	3	2	4	Yes	2006	Yes
VDOT	VSL12b	Widen	Pending	VA 625 (Waxpool Rd.)	Loudoun County Parkway	Broad Run	3	3	4	6	Yes	2005	Yes
VDOT	VSL12c	Widen	Pending	VA 625 (Waxpool Rd.)	Broad Run	VA 28	3	3	4	6	Yes	2005	No
VDOT	VSL45	Widen/Upgrade	Pending	VA 643 (Sycolin Road) Phase II	Leesburg Town Limits	VA 659 (Belmont Ridge Road)	4	3	2	4	No	2009	No
VDOT	VSL4a	Widen/Upgrade	Pending	VA 659 (Belmont Ridge Rd.)	National Rec. & Park Ent.	Dulles Greenway	4	3	2	4	No	2020	Yes
VDOT	VSL4ab	Widen/Upgrade	Pending	VA 659 (Belmont Ridge Road)/VA 659 Relocated	Dulles Greenway	VA 7	4	3	2	4	No	2015	Yes
VDOT	VSL4d	Widen/Upgrade	Pending	VA 659 (Belmont Ridge Road)	VA 659 Relocated	National Rec. & Park Ent.	4	3	2	4	No	2010	No
VDOT	VSL4e	Widen/Upgrade	N/A	VA 659 (Gum Spring Rd.)	VA 620 (Braddock Road)	US 50	4	3	2	4	No	2009	No
VDOT	VSL4f	Widen/Upgrade	Pending	VA 659 (Gum Spring Rd.)	Prince William County Line	VA 620 (Braddock Road)	4	3	2	4	No	2010	No
VDOT	VSL4c	Construct	Pending	VA 659 Relocated	PWCL / VA 234 Bypass	US 50	0	3	0	4	No	2015	No
VDOT	VSL4b	Construct	Pending	VA 659 Relocated	US 50	VA 659 (Belmont Ridge Rd.)	0	3	0	4	No	2012	No
VDOT	VSL44	Widen/Upgrade	N/A	VA 772 (Ryan Road)	VA 659 (Belmont Ridge Rd.)	Dulles Greenway @ exit #6	4	3	2	6	Yes	2004	No
VDOT	VSL50	Widen/Upgrade	Pending	VA 773 (Fort Evans Road)	Leesburg Town Limits	River Creek Parkway	4	3	2	4	No	2009	No
VDOT	nrs	Construct	Pending	VA 868 (Davis Dr.)	VA 606 (Old Ox Road)	VA 625 (Church Road)	-	4	-	4	No	2007	Yes
VDOT	VSL40a	Widen	N/A	VA 901 (Claiborne Parkway)	VA 640 (Ashburn Farm Pkwy)	W&OD Trail	4	3	2	4	Yes	2007	No
VDOT	VSL40b	Construct	N/A	VA 901 (Claiborne Parkway)	W&OD Trail	VA 7	0	3	0	4	Yes	2006	No

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VDOT	VSL46	Construct	Pending	VA 1036 (Pacific Boulevard)	Sterling Blvd.	Gloucester Parkway	-	3	-	4	No	2010	Yes
VDOT	VSL47	Widen/Upgrade	N/A	River Creek Parkway	Riverside Parkway	VA 773 (Edwards Ferry Road)	4	3	2	4	No	2007	No
VDOT	VSL49	Construct	Pending	Russell Branch Parkway	VA 659 (Belmont Ridge Road)	Loudoun County Parkway	-	3	-	4	No	2015	No
VDOT		Study		Springfield Connectivity Study Improvements							not coded	2011	No
VDOT		Construct		Southern Collector Rd. (Purcellville)	VA 690	VA 7	0	4	0	2	No	2011	No
<b>Prince William Secondary</b>													
VDOT	BRAC	Construct	Pending	Bypass Rd.	Russell Rd.	MDIA site entrance	0	3	0	2	No	2011	No
VDOT	VSP49b	Construct	Pending	Heathcote Boulevard	VA 625 (Old Carolina Rd.)	US 15 (James Madison Highway)	0	3	0	4	No	2010	No
VDOT	VSP49	Construct	Pending	Heathcote Boulevard	US 29	VA 676 (Catharpin Road)	0	3	0	4	Yes	2007	No
VDOT	VSP60	Construct		Neabsco Mills Rd.	Dale Blvd.	Opitz Blvd.	0	3	0	4	Yes	2007	No
VDOT	VSP54	Construct	N/A	North/South Road at Innovation	VA 840 (University Blvd.)	VA 674 (Wellington Road)/VA 660 (Bethlehem Road)	0	3	0	4	No	2010	Yes
VDOT	VSP59	Construct	N/A	Peaks Mill (Purcell Road east)	Route 643 (Purcell Road )	Route 3000 (Prince William Parkway)	0	4	0	2	No	2025	No
VDOT	VSP39	Widen	Pending	Russell Road	I-95	Ponderosa Y-Gate	3	3	2	4	No	2011	No
VDOT	VSP46	Construct	Pending	VA 1566 (Sudley Manor Drive Extension)	VA 234 Bypass	Chatsworth Drive	0	3	0	4	Yes	2007	Yes
VDOT	VSP24	Construct	Pending	VA 1596 (Williamson Blvd)	Sudley Manor Dr.	Portsmouth Rd.	0	4	0	4	No	2020	No
VDOT	VSP21c	Widen	N/A	VA 1600 (Ashton Ave.)	Coverstone Dr.	VA 621 (Balls Ford Rd.)	3	3	2	4	No	2010	No
VDOT	VSP25b	Widen	Pending	VA 1781 (New Telegraph Rd/Summit School Road)	VA 849 (Caton Hill Road)	VA 640 (Minnieville Rd.)	4	4	2	4	No	2015	No
VDOT	VSP25c	Widen	Pending	VA 1781 (Telegraph Rd.)	VA 3000 (Prince William Parkway)	VA 849 (Caton Hill Rd.)	4	4	2	4	No	2015	No
VDOT	VSP23d	Widen	Pending	VA 3000 (Prince William Pkwy.)	VA 776 (Liberia Ave.)	Old Bridge Rd.	2	2	4	6	No	2013	No
VDOT	VSP23da	Widen	Pending	VA 3000 (Prince William Pkwy.)	Old Bridge Rd.	Minnieville Rd.	2	2	4	6	No	2013	No

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VDOT	VSP2a	Widen/Upgrade	Approved	VA 619 (Linton Hall Road)	US 29 (Lee Highway)	VA 675 (Glenkirk Road)	4	3	2	6	complete	2007	Yes
VDOT	VSP2b	Widen/Upgrade	Approved	VA 619 (Linton Hall Road)	VA 675 (Glenkirk Road)	VA 621 (Devlin Road)	4	3	2	4	complete	2007	Yes
VDOT	VSP2e	Widen/Upgrade	Approved	VA 619 (Linton Hall Road)	VA 621 (Devlin Road)	VA 1566 (Sudley Manor Dr.)	4	3	2	4	complete	2007	Yes
VDOT	VSP2ea	Widen/Upgrade	Approved	VA 619 (Linton Hall Road)	VA 1566 (Sudley Manor Dr.)	VA 28 (Nokesville Road)	4	3	2	4	No	2009	yes
VDOT	VSP3a	Widen/Upgrade		VA 621 (Balls Ford Road)	VA 234 (Sudley Road)	Bethlehem Road	4	3	2	4	No	2015	No
VDOT	VSP3b	Widen/Upgrade	N/A	VA 621 (Balls Ford Road)	Bethlehem Road	VA 234 Bypass	4	3	2	4	No	2015	No
VDOT	VSP3d	Widen	Pending	VA 621 (Devlin Road)	Route 674 (Wellington Road)	Route 619 (Linton Hall Road)	3	3	2	4	No	2025	No
VDOT	VSP3e	Widen	Pending	VA 621 (Devlin Road)	Route 674 (Wellington Road)	VA 234	3	3	2	4	No	2015	
VDOT	nrs	Widen	Pending	VA 625 (Old Carolina Rd.)	I-66 Underpass	Piedmont Vista Dr.			2	4	No	2010	Yes
VDOT	VSP40a	Construct	Pending	VA 635 (Cherry Hill VRE Access Road)	US 1	Future VRE Station site	0	4	0	2	No	2010	Yes
VDOT	VSP5d	Widen	Pending	VA 640 (Minnieville Road)	VA 610 (Cardinal Drive)	VA 643 (Spriggs Road)	3	3	2	4	Yes	2009	Yes
VDOT	VSP5e	Widen	Pending	VA 640 (Minnieville Road)	VA 643 (Spriggs Road)	VA 234	3	3	2	4	No	2012	Yes
VDOT	VSP15c	Widen	Pending	VA 640 (Minnieville Road)	VA 849 (Caton Hill Road)	VA 641 (Old Bridge Road)	3	3	2	4	Yes	2008	Yes
VDOT	VSP8a	Widen	Pending	VA 643 (Purcell Rd.)	VA 234 (Dumfries Rd.)	VA 642 (Hoadly Rd.)	3	3	2	4	No	2020	No
VDOT	VSP12a	Widen	Pending	VA 643 (Spriggs Rd.)	VA 234 (Dumfries Rd.)	VA 642 (Hoadly Road)	3	3	2	4	complete	2007	Yes
VDOT	VSP17b	Widen	Approved	VA 674 (Wellington Rd.)	VA 621 (Devlin Road)	VA 668 (Rixlew Lane)	3	3	2	4	No	2012	No
VDOT	VSP17c	Widen	Pending	VA 674 (Wellington Rd.)	Limestone Dr.	Vicinity Cellar Door Dr.	3	3	2	4	complete	2006	Yes
VDOT	VSP18	Widen	Pending	VA 676 (Catharpin Rd.)	VA 55 (John Marshall Highway)	Heathcote Blvd.	3	3	2	4	No	2020	No
VDOT	VSP20b	Widen	Pending	VA 784 (Dale Blvd.)	I-95	VA 640 (Minnieville Rd.)		3	4	6	No	2020	No

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VDOT		Widen/UPgrade	Pending	VA 1392 (Rippon Boulevard Extension)	US 1 (Jefferson Davis Highway)	West of Wigeon Way	4	3	2	4	complete	2007	No
VDOT		Widen/UPgrade	Pending	VA 1392 (Rippon Boulevard Extension)	West of Wigeon Way	Rippon VRE Station	4	3	2	4	No	2020	No
VDOT	VSP47d	Construct	Pending	VA 840 (University Blvd.) (nee East-West Connector)	Route 660 (Hornbaker Road)	Sudley Manor Dr.	0	3	0	4	No	2012	Yes
VDOT	VSP45	Construct	N/A	VA 861 (Clover Hill Road Extended/ Airport Access Rd.)	VA 234 Bypass	Manassas Airport	0	4	0	2	complete	2006	Yes
VDOT	VSP62	Construct	Pending	Rollins Ford Rd.	Songsparrow Dr.	VA 215 (Vint Hill Rd.)	0		0	4	No	2012	Yes
<b>FAMPO</b>													
FAMPO	FAI1a	Construct	EA Compl.	I-95 diamond interchange	at VA 627		1	1	0	0	Yes	2008	
FAMPO		Reconst/Constr.	EA Compl.	I-95 interchange	at VA 627						No	2030	
	FAI1E	construct		I-95 CD lanes	VA 630	VA 627	1	1	6	6+4	No	2025	
FAMPO		Reconstruct	EA Compl.	I-95 interchange	at VA 630		1	1	0	0	No	2020	
FAMPO	FAP5h	Widen		US 1	Rt 212	Princess Anne Street	2	2	4	6	No	2030	
FAMPO	FAP5b	Widen		US 1	Princess Anne St.	VA 3 (Plank Rd.)	2	2	4	6	No	2015	
FAMPO	FAP5	Widen		US 1	VA 3 interchange	SCL	3	3	4	6	No	2030	
FAMPO	FAP5e	Widen		US 1	SCL Fredericksburg	VA 208 (Courthouse Rd.)	2	2	4	6	No	2030	
FAMPO	FAP5d	Widen		US 1	VA 208 (Courthouse Rd.)	Mills Dr.	2	2	4	6	No	2010	
FAMPO	FAP5f	Widen		US 1	Widewater Parkway	Rt 610	2	2	4	6	No	2025	
FAMPO	FAP5g	Widen		US 1	Rt 610	Rt 630	2	2	4	6	No	2025	
FAMPO	FAP6a	Widen		US 17 Bypass	VA 1	VA 2	2	2	2	4	No	2025	

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FAMPO	FAP6c	Widen		US 17 Bypass	I-95	Village Parkway	2	2	4	6	No	2010	
FAMPO	FAP7	Widen		VA 212 (Butler Rd)	US 1	VA 212 / VA 218 Connection	4	4	2	4	No	2025	
FAMPO	FAS23a	Construct	Pending	VA 208 Bypass (Spotsylvania)	West of Ta River	East of Po River	0	3	0	2	ROW	2009	
FAMPO	FAS23b	Construct	Pending	VA 208 Bypass (Spotsylvania)	East of Po River	West of Ni River	0	3	0	4	ROW	2007	
<b>STAFFORD COUNTY SECONDARY</b>													
FAMPO	FAS7a	Widen	Compl.	VA 607 (Deacon Rd.)	VA 626	VA 218	4	4	2	4	Yes	2010	
FAMPO	FAS3c	Widen		VA 610 (Garrisonville Rd.)	VA 610 (existing 4 lane section)	VA 643	4	4	2	4	Yes	2020	
FAMPO	FAS3db	Widen		VA 610 (Garrisonville Rd.)	VA 684 (Mine Rd.)	I-95 SB ramp	4	3	6	6	No	2020	
FAMPO	FAS3da	Widen		VA 610 (Garrisonville Rd.)	I-95 SB ramp	US 1	4	3	6	8	No	2020	
FAMPO	FAS3d	Widen		VA 610 (Garrisonville Rd.)	VA 684 (Mine Rd.)	VA 641	4	3	4	6	No	2030	
FAMPO	FAS3e	Widen		VA 610 (Garrisonville Rd.)	VA 641	VA 648	4	3	4	6	No	2025	
FAMPO	FAS8	Reconstruct		VA 624	US 1	VA 626	4	4	2	4	No	2010	
FAMPO	FAS29	Widen		VA 626 (Leeland Rd.)	new conn. With VA 624	VA 607	4	4	2	4	No	2015	
FAMPO	FAS5b	Widen		VA 630 (Courthouse Rd)	I-95	VA 648	4	4	2	4	No	2010	
FAMPO	FAS13	Reconstruct		VA 648 (Shelton Shop Rd.)	VA 610	VA 627	4	4	2	4	No	2015	
FAMPO	FAS11a	Construct		VA 684 Extension	Existing Mine Rd.	VA 628	0	4	0	4	No	2020	
FAMPO	FAS11b	Construct		VA 684 Extension	VA 628	VA 652	0	4	0	4	No	2030	
<b>CITY OF FREDERICKSBURG</b>													
FAMPO	FAS16	Widen		VA 3 (William St.) (fredericksb	Mahone Dr.	US 1	3	3	4	6	No	2020	

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FAMPO	FAS25	Widen		Princess Anne St.	US 1	Herndon St.	3	3	2	4	No	2010	
<b>SPOTSYLVANIA COUNTY SECONDARY</b>													
FAMPO	FAS22	Widen		VA 3 (Spotsylvania)	Rutherford Dr.	VA 627 (Gordon Rd.)	2	2	3	6	No	2020	
FAMPO	FAS26a	Widen		VA 606 (Mudd Tavern Rd.)	US 1	I-95	3	3	2	4	No	2030	
FAMPO	FAS26b	Widen		VA 606 (Morris Rd)	US 1	VA 208	3	3	2	4	No	2030	
FAMPO	FAS27	Widen		VA 608 (Massaponax Church	VA 628	US 1	3	3	2	4	No	2030	
FAMPO	FAS31	Widen		VA 610 (Old Plank Rd.)	VA 627	VA 612	4	4	2	4	No	2030	
FAMPO	FAS17	Widen		VA 612 (Catharpin Rd.)	Ni River Reservoir	VA 610	4	4	2	4	No	2030	
FAMPO	FAS18a	Widen		VA 620 (Harrison Rd)	VA 639	US 1 Bypass	4	4	2	4	No	2020	
FAMPO	FAS9b	Widen		VA 627 (Gordon Rd.)	VA 628	VA 620	4	4	2	4	No	2030	
FAMPO	FAS28	Widen		VA 628 (Smith Station Rd)	VA 608	VA 627	4	4	2	4	No	2030	
FAMPO	FAS19	Widen		VA 636 (Hood Dr.)	US 1	VA 208	4	4	2	4	No	2020	
FAMPO	FAS19b	Widen		VA 636 (Mine Rd.)	US 1	VA 638	4	4	2	4	No	2030	
FAMPO	FAS20a	Widen	Pending	VA 639 (Leavells Rd.)	VA 620	VA 208	4	4	2	4	Yes	2005	
FAMPO	FAS20b	Widen		VA 639 (Leavells Rd.)	VA 208	VA 628	4	4	2	4	Yes	2030	
FAMPO	FAS20c	Widen		VA 639 (Bragg Rd.)	VA 618	VA 3	4	4	2	4	No	2010	
FAMPO	FAS21	Construct		Parallel Facility to I-95 (Spotsy	US 1	VA 620	0	4	0	4	No	2020	