

## CMS Documentation for Projects in the 2006 CLRP

### 1. Project ID:

Record No: -673174372

Agency Project ID: 00012797

### 2. Project Location

Project Name Rte 495 (Captl Beltwy) - 5th Lane (HOV)  
Facility: I 495 Rte 495 (Cap. Beltwy) - 5th Lane (HOV)  
From/At: American Legion Bridge  
To: I 95/395/495 Springfield Interchange  
Jurisdiction: Fairfax County,

### 3. Description of the traffic congestion conditions that necessitate the proposed project

Congestion on this section of I-495 (stop-and-go traffic) occurs for several hours in both the AM and PM peak periods; as well as, on weekends, holidays, and frequently during other times of the day. There is no alternate circumferential transportation route or mode in this corridor.

CMS Documentation is not available, form will be completed at a later date.

Anticipated date of completion:

Reason for unavailability:

### 4. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

- Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
- A Transportation Management Association is in the vicinity
- Channelized or grade-separated intersection(s) or roundabouts
- Reversible, turning, acceleration/deceleration, or bypass lanes
- High occupancy vehicle facilities or systems
- Transit stop (rail or bus) within a 1/2 mile radius of the project location
- Park-and-ride lot within a one-mile radius of the project location
- Real-time surveillance/traffic device controlled by a traffic operations center
- Motorist assistance/hazard clearance patrols
- Interconnected/coordinated traffic signal system
- Other in-place congestion management strategy or strategies (briefly describe below)

This Corridor includes an existing express bus route between Tysons Corner and Bethesda.

### 5. List and briefly describe how the following categories of (additional) strategies were considered as full or

a. Transportation demand management measures, including growth management and congestion pricing

Prince William County has recently reduced housing density in 1/3 of the County - the rural crescent. Loudon County's comprehensive plan directs growth to the east of US 15. At the behest of jurisdictions in NoVA, the Virginia legislature is considering legislation which would allow jurisdictions to better control growth.

b. Traffic operational improvements

Safety Service Patrols serve this corridor.

c. Public transportation improvements

Construction of the HOV lanes will facilitate the development of circumferential bus routes on the Beltway. Additionally, these HOV lanes will tie into existing HOV facilities on the Dulles Toll Road, I-66, and I-95/I-395; further promoting the use of transit on the Beltway as an alternative to SOV.

d. Intelligent Transportation Systems technologies

The Washington Metropolitan Traveler Information Service is scheduled to start in 1999.

e. Other congestion management strategies

N/A

f. Combinations of the above strategies

N/A

6. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

No, work to date indicates that even with the implementation of the proposed transit/transportation demand management measures, there will still be a need for additional SOV capacity within the corridor.

7a. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

N/A

7b. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of

N/A