

ITEM 11 - Information

March 15, 2006

Briefing on Project Submissions for the
2006 Financially Constrained Long Range Plan (CLRP) and
FY 2007-2012 Transportation Improvement Program (TIP)

Staff

Recommendation: Receive briefing on the project submissions. At its April 19, 2006 meeting, the Board will be briefed on comments received and recommended responses, and asked to approve the submissions for inclusion in the air quality conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP.

Issues: None

Background: At the February 15 meeting, the Board was briefed on some of the project submissions for the 2006 CLRP and the FY 2007-2012 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 9. Because additional information on the submissions had been received since February 9, the public comment period was extended by releasing the updated project submission information at the March 9 CAC meeting. This extended public comment period will close on April 10.

National Capital Region Transportation Planning Board

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M E M O R A N D U M

March 9, 2006

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Proposed Significant Changes for the Air Quality Conformity Analysis of the 2006 CLRP and FY 2007-2012 TIP

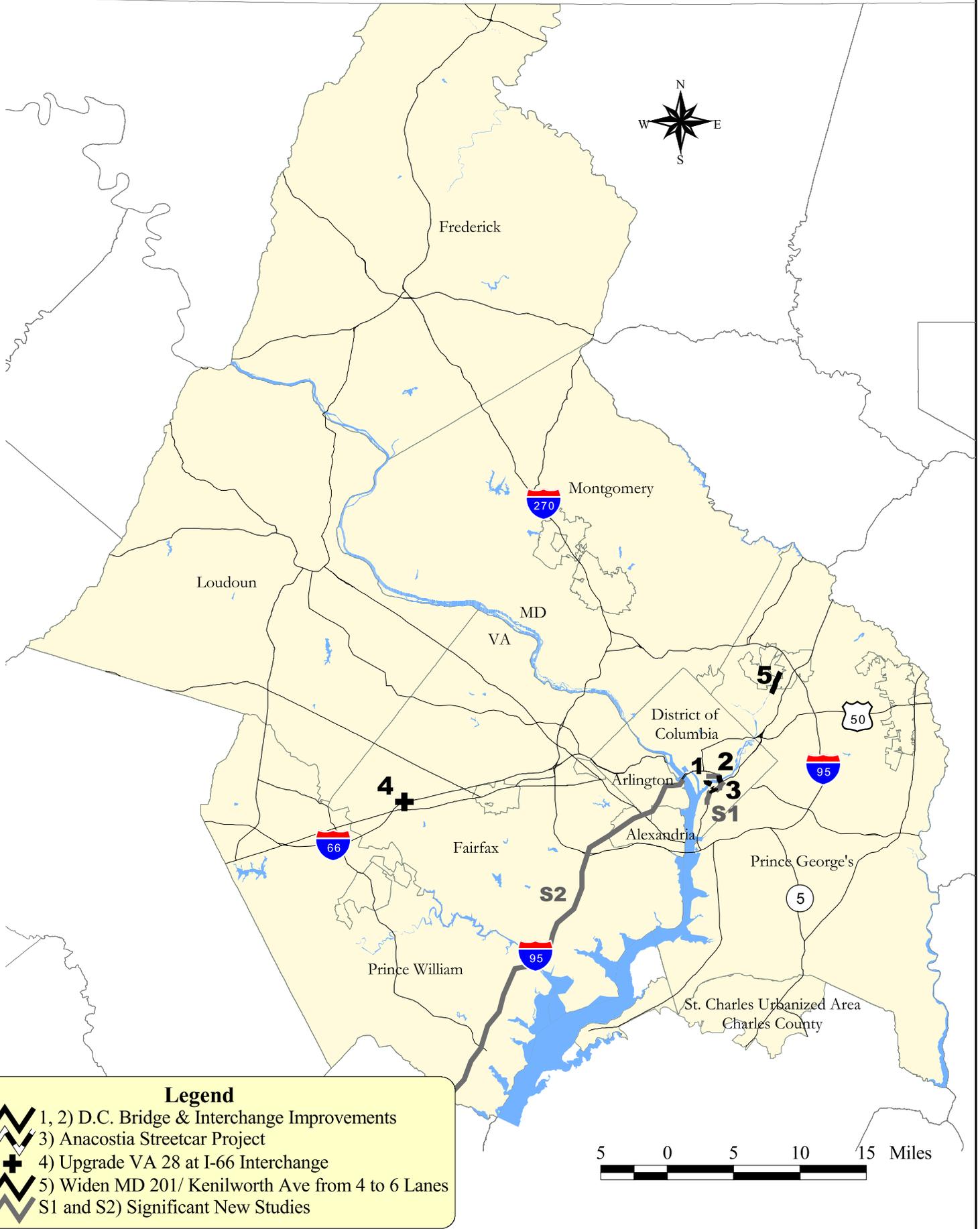
The attachment describes the proposed significant changes reflected in the air quality conformity inputs for the 2006 CLRP and the FY 2007-2012 TIP. Significant changes are those relating to facility types 1, 2 and 5 (interstates, principal arterials, and other limited access parkways and roadways). Figure 1 shows the general locations of the projects with significant changes and the new studies. Project descriptions of the significant changes and new studies are then presented. The detailed locations of the projects with significant changes are show in Figures 2-4.

Two appendices to this memorandum are bound separately. Appendix A contains maps and summary descriptions of projects in the approved 2005 CLRP (as of October 19, 2005). Appendix B provides a table listing all projects to be included in the air quality conformity analysis for the 2006 CLRP and FY 2007-2012 TIP, with shading to highlight proposed changes from the approved 2005 CLRP and FY 2006-2011 TIP.

Attachment

Figure 1: Significant Proposed Changes for the 2006 CLRP (Financially Constrained Long-Range Transportation Plan)

March 9, 2006



Legend

-  1, 2) D.C. Bridge & Interchange Improvements
-  3) Anacostia Streetcar Project
-  4) Upgrade VA 28 at I-66 Interchange
-  5) Widen MD 201/ Kenilworth Ave from 4 to 6 Lanes
-  S1 and S2) Significant New Studies

5 0 5 10 15 Miles

PROJECT DESCRIPTIONS
2006 CLRP – SIGNIFICANT PROPOSED CHANGES

March 9, 2006

PROJECTS PROPOSED FOR CONSTRUCTION

DISTRICT OF COLUMBIA

1. South Capitol Street Corridor with Frederick Douglas Memorial Bridge Improvements

Between Independence Avenue and Martin Luther King, Jr. Avenue

Convert South Capitol Street from an urban highway to a grand six-lane boulevard. Construct a newly aligned, six-lane Frederick Douglas Bridge.

- Length: 3.5 miles
- Complete: 2015
- Cost: \$625 million
- Funding: Federal earmarks and local funds

2. 11th Street Bridges and Interchange Reconstruction

Between the Anacostia Freeway (I-295) and the Southeast Freeway (I-395)

Replace and reconfigure the 11th Street Bridges. The current two spans—carrying four inbound lanes on one span and four outbound lanes on the other—would be reconfigured so that each span carries traffic in both directions, with one span carrying freeway traffic and the other, local traffic. The freeway span would be four lanes in each direction; the local span would be two lanes in each direction. New ramps east of the Anacostia River would connect both directions of the Anacostia Freeway (I-295) with each span.

- Length: 1 mile
- Complete: 2011
- Cost: \$377 million
- Funding: Federal earmarks and local funds

3. Anacostia Streetcar Project

Phase I: From Firth Sterling Avenue and South Capitol Street to Howard Road and Martin Luther King, Jr. Avenue

Build the first phase of the streetcar line from Firth Sterling Avenue and South Capitol Street to Howard Road and Martin Luther King, Jr. Avenue. The remaining three phases of the project will be included in the CLRP for study (see S1 in “Studies” below). This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP.

- Length: Approximately ½ mile (Phase I only)
- Complete: 2011
- Cost: \$21 million
- Funding: Bonds and local funds

VIRGINIA

4. Upgrade VA 28 at I-66 Interchange

Between VA 28/I-66 interchange and Braddock/Walney Roads

Eliminate turn movements and implement signal timing/phasing changes near the interchange of VA 28 and I-66 at three locations:

- VA28 and Braddock/Walney Road: Eliminate through and left turn movement from eastbound Braddock Road and from westbound Walney Road. Also eliminate left turn movements from southbound VA 28. The affected movements will be redirected towards the recently completed, grade separated interchange at VA 28 and Westfields Boulevard.
- VA 28 and ramps to westbound I-66: Eliminate left turn movements from northbound VA 28 to westbound I-66. The affected movements will be redirected to the VA 28 and VA 29 interchange.
- VA 28 and ramps from eastbound I-66: Eliminate left turn movements from eastbound I-66 off-ramp to southbound VA 28. The affected movements will be redirected to the I-66 and VA 29 interchange.

- Length: Operational improvements within a half-mile area
- Complete: 2008
- Cost: \$750,000
- Funding: Federal, state, local, private and bonds

MARYLAND

5. Widen MD 201, Kenilworth Avenue

Between River Road and Pontiac Street

Widen Kenilworth Avenue from 4 to 6 lanes between River Road and Pontiac Street, in the vicinity of Greenbelt Park. This project will support the planned development within the Riverside subdivision and the College Park – Riverdale Transit District.

- Length: 2 miles
- Complete: 2010
- Cost: \$3 million
- Funding: The University of Maryland

STUDIES

DISTRICT OF COLUMBIA

S1. Anacostia Streetcar Study (Phases II-IV)

Phase II: Firth Sterling Avenue and South Capitol Street to Malcolm X Avenue

Phase III: Howard Road and Martin Luther King, Jr. Avenue to Good Hope Road and Minnesota Avenue

Phase IV: Martin Luther King, Jr. Avenue over the 11th Street Bridge on M Street, SE to South Capitol Street.

Phases II-IV of this project are included for study in the 2006 CLRP, while Phase I is included for construction (see description above). This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP.

- Length: Approximately 4 miles (all four phases, including half-mile in Phase I)
- Complete: 2011
- Cost: \$3 million

VIRGINIA

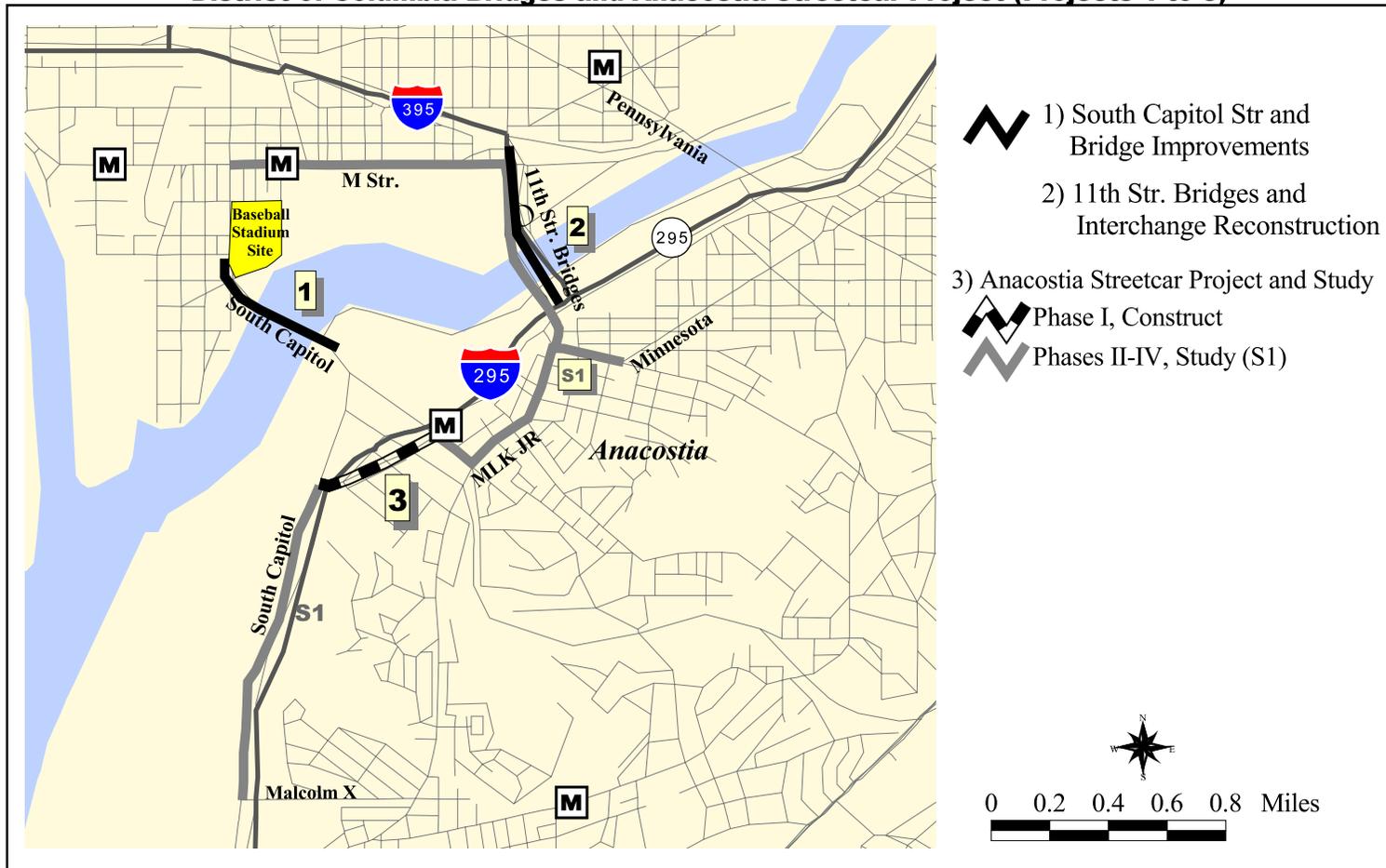
S2. Study Proposal to Build and Operate HOV/HOT Lanes on I-95/I-395

Between the District of Columbia line and the I-95 Massaponax exit in Spotsylvania County

The CLRP already includes the extension of HOV lanes from Quantico Creek to the Stafford County line and the re-striping to 3 lanes of existing HOV lanes from the District of Columbia line to Quantico Creek. The proposed change for the 2006 CLRP would provide for the development of environmental documents, consistent with federal (NEPA) and state requirements, for a proposal to build high occupancy/toll (HOT) lanes. The HOT lanes have been proposed by the private sector under Virginia's Public/Private Transportation Act (PPTA). The PPTA proposal consists of two actions: 1) Re-stripe two existing HOV lanes to three HOT lanes between the District of Columbia line to VA 234 in Dumfries; and 2) Construct two new HOT lanes on I-95 between VA 234 and the Massaponax exit. The study will be coordinated with the TPB and with the Fredericksburg MPO.

- Length: 47 miles
- Complete: 2007
- Cost: \$380,000

**Figure 2:
District of Columbia Bridges and Anacostia Streetcar Project (Projects 1 to 3)**



**Figure 3:
Upgrade VA 28 at I-66 (Project 4)**

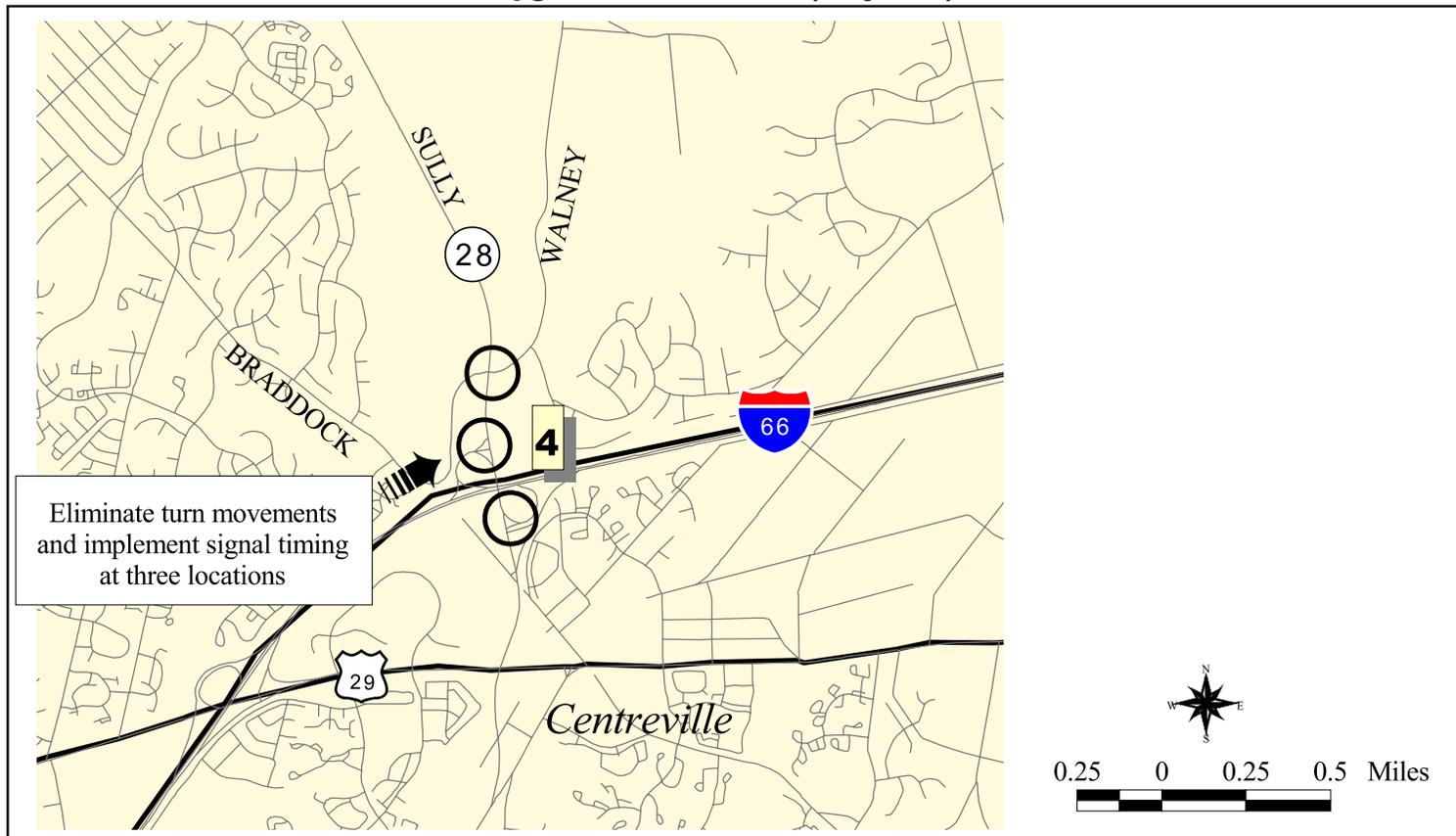


Figure 4:
Widen MD 201 / Kenilworth Avenue (Project 5)

