

# Proposed Significant Changes for the 2007 CLRP

Public Comment Release  
March 15, 2007



## Summary List of Changes

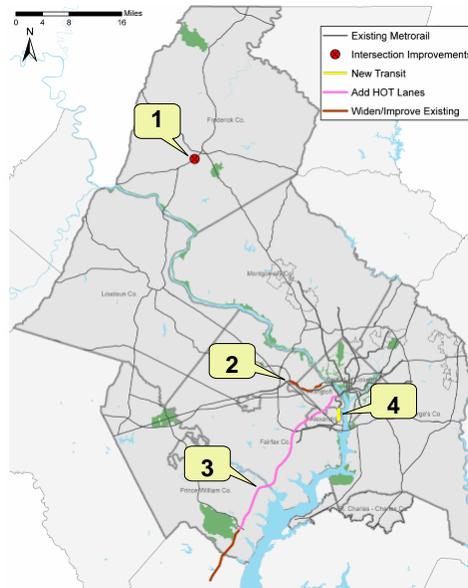
### Construction

#### Maryland

1. U.S. 340, Intersection at Jefferson Technology Park

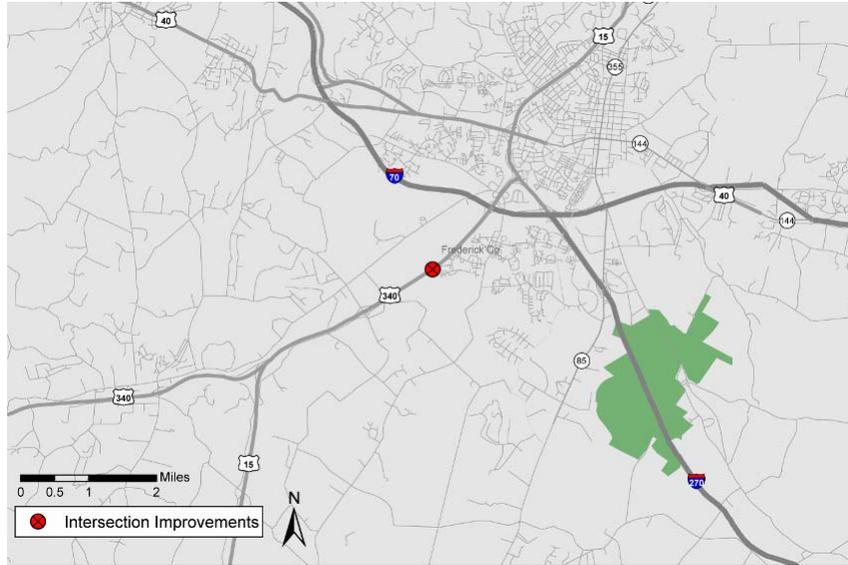
#### Virginia

2. I-66 Spot Improvements Inside the Beltway
3. I-95/I-395 HOV, Bus and HOT Lanes
4. Potomac Yard Transitway in Alexandria





## 1. US 340 - Jefferson National Pike, Interchange for Jefferson Technology Park



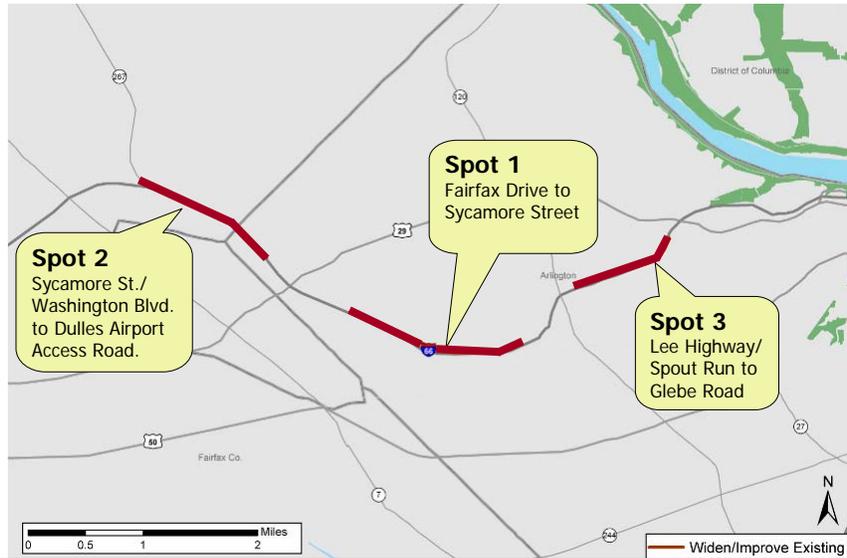
## 1. US 340 - Jefferson National Pike, Interchange for Jefferson Technology Park

- ▶ Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.
- ▶ Complete: 2009
- ▶ Cost: \$11 million
- ▶ Funding: Developer





## 2. I-66 Spot Improvements Westbound, Inside the Beltway



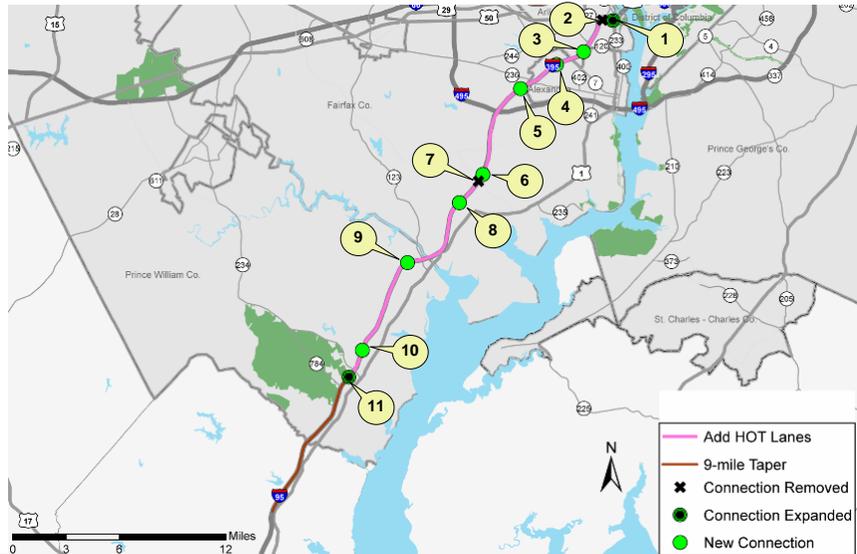
## 2. I-66 Spot Improvements Inside the Beltway

- ▶ Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:
  - ▶ Fairfax Drive to Sycamore Street, from 2 to 3 lanes
  - ▶ Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes
  - ▶ Washington Boulevard to the Dulles Airport Access Road, from 3 to 4 lanes
- ▶ Length: 4 miles (total)
- ▶ Complete: 2013
- ▶ Cost: \$75.6 million
- ▶ Funding: Federal, State
- ▶ <http://www.idea66.com>





### 3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road



### 3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road

- ▶ Reconfigure the existing HOV facility between Eads St. and south of the Town of Dumfries from 2 to 3 lanes.
- ▶ Convert to High Occupancy Toll (HOT) Lanes
  - ▶ HOV (3), transit, buses and emergency response vehicles use for free.
  - ▶ Other vehicles may use facility by paying an electronic toll.
  - ▶ Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.
- ▶ Extend a 9 mile, barrier-separated taper from the end of the southbound HOT Lanes to ease congestion as traffic merges into the general purpose lanes.



### 3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road

- ▶ Create/modify connections to the HOT lanes at (see map).

①	Eads Street	Expand HOT lane connections to and from Eads St.
②	Between South Hayes Street and Washington Boulevard	Fold existing southbound connection from HOT to general purpose lanes into Eads St. connection.
③	Shirlington Circle (VA 402)	Create new connections to and from Shirlington Cir.
④	Seminary Road (VA 420)	Create new connections to and from, for buses only.
⑤	Between Duke Street (VA 236) and Edsall Road (VA 648)	Create a new northbound connection from HOT to general purpose lanes.
⑥	Fairfax County Pkwy (VA 7100)	Create a new southbound connection to HOT lanes
⑦	Between Fairfax County Pkwy and Pohick Road (VA 638)	Remove existing southbound connection from HOT to general purpose lanes.
⑧	Between Fairfax County Pkwy and Lorton Road (VA 642)	Create a new reversible connection from HOT to general purpose lanes. Includes in-line bus station.
⑨	Between Gordon Road (VA 123) and Prince William County Pkwy	Create new north- and southbound connections from HOT to general purpose lanes.
⑩	Between Cardinal Dr. (VA 610) and Dumfries Rd. (US 234)	Create a new northbound connection from HOT to general purpose lanes.
⑪	Between Dumfries Road and Garrisonville Road (VA 610)	Expand southbound connection from HOT to general purpose lanes with a 9-mile taper lane.



### 3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road

- ▶ The Transit Service Plan calls for the following enhancements:
  - ▶ 13 new bus routes.
  - ▶ Continued reduction of headways on existing and planned routes in 2010, 2020, and 2030.
  - ▶ Addition of bus-only ramps in and out of the Pentagon at Eads Street, an in-line bus station near the Lorton VRE station, and a transit-only access ramp at Seminary Road.
  - ▶ 6 new Park & Ride facilities with a total of 3,000 additional parking spaces.
- ▶ Proposal is expected to be revised in 2008 to reflect the work of the Transit Advisory Committee (TAC).



### 3. I-95/395 HOT Lanes Project Eads Street to VA 610, Garrisonville Road

- ▶ Length: 36 miles
- ▶ Complete: 2010
- ▶ Capital Cost: \$882 million
  - ▶ 492 million – P.E., ROW and Construction
  - ▶ 390 million – Transit Capital
- ▶ Funding: Private, Tolls, Federal Transit Capital and Farebox Revenues
- ▶ [www.virginiadot.org/projects/ppta-I-95\\_I-395HOTLanes.asp](http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp)



### 4. Potomac Yard Transitway Four Mile Run to Braddock Road Metro Station





## 4. Potomac Yard Transitway

### Four Mile Run to Braddock Road Metro Station

- ▶ Construct the Alexandria portion of a transitway that will ultimately run from the Pentagon to the Braddock Road Metro Station.
  - ▶ Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Ave. Bridge.
  - ▶ From Monroe Ave. Bridge to E. Glebe Rd. buses will travel on a dedicated transit right-of-way.
  - ▶ From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.
- ▶ Length: 2.5 miles (5 miles total)
- ▶ Complete: 2011
- ▶ Cost: \$18.1 million
- ▶ Funding: Federal, State, Local & Private



## Summary List of Changes

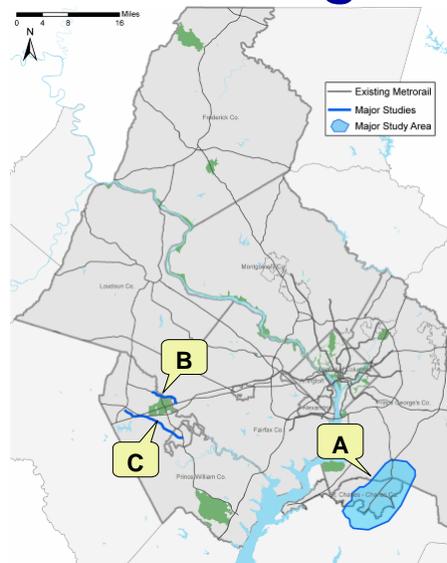
### Studies

#### Maryland

- A. US 301, Waldorf Bypass

#### Virginia

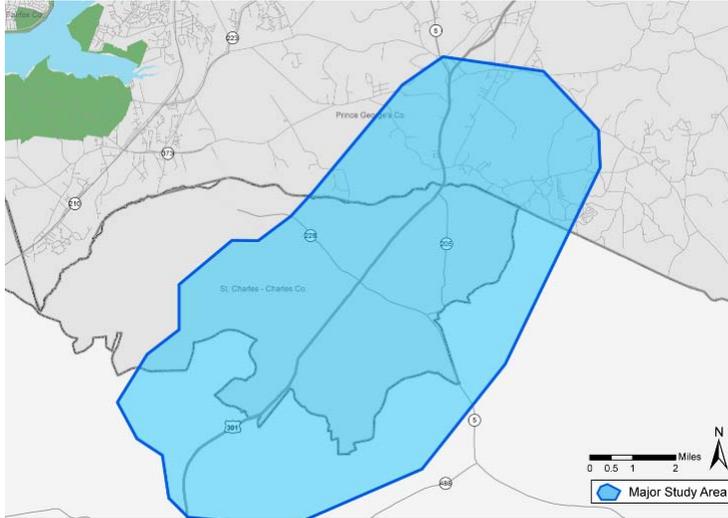
- B. Manassas National Battlefield Bypass
- C. VRE Expansion to Gainesville/Haymarket





## A. US 301 Waldorf Bypass

Turkey Hill Rd./Washington Ave. to  
North of the MD 5 Interchange at TB



## A. US 301 Waldorf Bypass

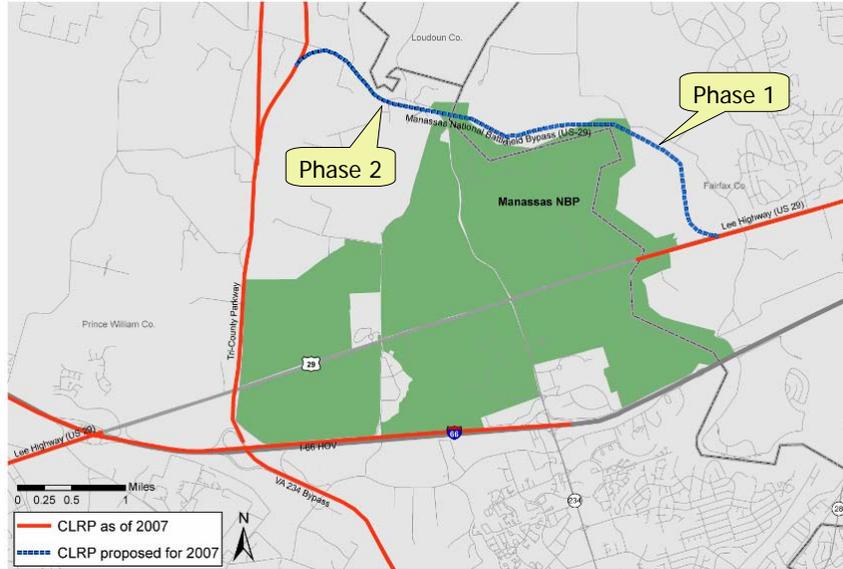
Turkey Hill Rd./Washington Ave. to  
North of the MD 5 Interchange at TB

- ▶ Study alternatives for upgrading and widening US 301 through Waldorf and/or constructing an access-controlled bypass to the west.
- ▶ Complete: 2030
- ▶ Cost: \$1.48 billion (Charles County/TPB area)  
\$2.78 billion (total)
- ▶ Funding: Federal, State
- ▶ <http://www.us301waldorf.org>





## B. Manassas National Battlefield Bypass US 29 to Planned Tri-County Parkway/Rte. 234



## B. Manassas National Battlefield Bypass US 29 to Planned Tri-County Parkway/VA 234 Bypass

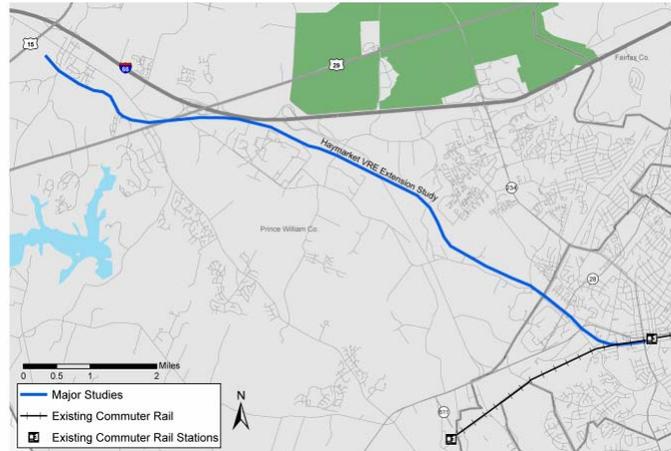
- ▶ Close Routes 29 and 234 through the Manassas National Battlefield Park to through traffic.
  - ▶ Phase 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park.
  - ▶ Phase 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.
- ▶ Complete: 2020
- ▶ Cost: \$133 million
- ▶ Funding: Not Identified
- ▶ <http://www.battlefieldbypass.com>





## C. VRE Expansion

### City of Manassas to Gainesville/Haymarket



## C. VRE Expansion

### City of Manassas to Gainesville/Haymarket

- ▶ Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket.
- ▶ Complete: 2018
- ▶ Cost: \$280 million
- ▶ Funding: Federal, State, Local & Private