

PROJECT SUBMISSION FORM

Basic Project Information

CEID 2069

1. Submitting Agency: VDOT
2. Secondary Agency:
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: **I-495 HOT/HOV Lanes**

Prefix	Route	Name	Modifier
I	495	Capital Beltway	
I	95/	395/495 – Springfield Interchange	
		American Legion Bridge	
7. Facility:
8. From (☐ at):
9. To:
10. Description:

The northern extension of VDOT's I-495 High Occupancy/Toll (HOT) lanes has been in the long range transportation plan since 2005, as part of the larger project that resulted in creation of HOT lanes from the Springfield Interchange to Old Dominion Drive near Tysons. The plan is being amended to better coordinate with the I-495 HOT lanes project in Maryland. VDOT will extend the I-495 HOT Lanes from Old Dominion Drive north to the American Legion Bridge. The project will include two HOT lanes in each direction. VDOT anticipates this will be funded primarily by toll revenues, possibly through a public private partnership.

The existing CLRP includes extension of two HOT lanes in each direction from Old Dominion Drive to George Washington Parkway by 2025, and extension of one HOT Lane in each direction from George Washington Parkway to the American Legion Bridge by 2030. The plan is being amended to extend two HOT lanes in each direction from George Washington Parkway to the American Legion Bridge by 2025.

As a result of the collaboration between VDOT and MDOT, Maryland's HOT lanes project, which includes improving the capacity of the American Legion Bridge, will connect to an equivalent managed lane system at the Virginia state line.
11. Projected Completion Year: 2025
12. Project Manager: Mitch Bell
13. Project Manager E-Mail: Stephan.Ball@VDOT.Virginia.gov
14. Project Information URL:
15. Total Miles: 12 miles
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. 2018 Baseline Cost (in Thousands): \$500,000 cost estimate as of 12/11/2017
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal ☒ State ☐ Local ☒ Private ☒ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT | <input checked="" type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other |
| | | <input checked="" type="checkbox"/> Local Bus |

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- ☐ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☐ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. 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.
- e. ☒ Increase accessibility and mobility of **freight**.
- f. ☒ 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.

- g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.
- j. ☒ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. 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

31. Congested Conditions

- a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No
- b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:

32. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - ☒ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one 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, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:
34. Project is being withdrawn from the CLRP: ☐ Yes
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On: **12/13/2006**
38. Last Updated by: **Norman Whitaker**
39. Last Updated On: **12/12/2017**
40. Comments: