

# visualize 2045

A long-range  
transportation plan  
for the National  
Capital Region

## APPENDIX B

### Summary of Projects in the Financially Constrained Element

Draft, March 2022



National Capital Region  
**Transportation Planning Board**

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**SUMMARY OF PROJECTS IN THE FINANCIALLY CONSTRAINED ELEMENT  
VISUALIZE 2045 UPDATE (2022) LONG-RANGE TRANSPORTATION PLAN  
FOR THE NATIONAL CAPITAL REGION**

March 2022

**ABOUT VISUALIZE 2045 & THE TPB**

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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## INTRODUCTION

This appendix to the 2022 update to Visualize 2045 provides information about the projects in the financially constrained element of the plan. This appendix is intended to provide high-level information to familiarize the reader with the projects in the financially constrained element, based on information provided by the project sponsors. This appendix also highlights and provides online links to information about how the projects in the 2022 update to Visualize 2045 advance the TPB's policy priorities and federal planning factors, as indicated by the project sponsors. For the detailed listing of conformity projects, please see Appendix C.

## OVERVIEW

The financially constrained element of the 2022 update to Visualize 2045 contains hundreds of projects represented by numerous records in the TPB's Project InfoTrak database. These projects cover all modes, ranging from multi-billion-dollar highway and transit projects to local bridge and transit vehicle replacements and bicycle and pedestrian facilities. Many of these projects have gone through decades of planning prior to being included in the plan. Some of these projects are already under construction and will be completed soon. Of these projects, those listed and mapped in Chapter 7 of the plan are significant enough in scope or cost to be considered a "major" project on the regional scale – these are typically projects on higher class of facilities, such as interstates or state highways.

Most projects in the plan have been included in the constrained element of previous TPB long-range transportation plans. At the outset of the development of Visualize 2045, the region's transportation agencies submitted two new projects and made updates to many of the projects already included in the long-range transportation plan. Updates include changes to information such as completion dates, scopes, or the costs of projects. The information in this document's Attachment A is presented as updated for as of April 1, 2022.

This appendix includes a summary of the topics below and two related attachments:

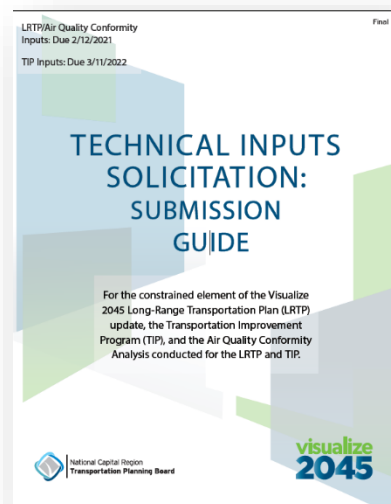
1. The Technical Inputs Solicitation Guide (Attachment B, as approved, December 2020)
2. A complete listing of projects included in the financially constrained element of the 2022 update to Visualize 2045 (Attachment A)
3. An over of project alignment with TPB policy priorities and the federal planning factors (Regional Policy Documentation Tables). This documentation is based on information provided in May 2021 from project sponsors.



# THE TECHNICAL INPUTS SOLICITATION: SUBMISSION GUIDE

## Project Inputs for Conformity Analysis

The Technical Inputs Solicitation: Submission Guide served as a call for projects for the federally required, four-year update to Visualize 2045 in 2022 and for a new TIP spanning fiscal years 2023 through 2026. This call for projects defined the schedule for developing and approving the updated plan and new TIP. It specified which agencies are eligible to submit projects and asked agencies to consider not only federal requirements, but also a regional policy framework, that included the TPB's Aspirational Initiatives, matters of equity, and the reduction of airborne pollutants and greenhouse gases when selecting and prioritizing projects. The Technical Inputs Solicitation also provided instructions on how to submit project data for the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity analysis of those documents. The Submission Guide can be found in its entirety in Attachment B to this Appendix.



The Technical Inputs Solicitation document was approved by the TPB on December 20, 2020. The document provides an overview of the process used by TPB to solicit technical inputs (projects, programs and policies) to be included in Visualize 2045, the TIP and the conformity analysis. The solicitation documents place a particular emphasis on projects that would have to be included in the regional Air Quality Conformity analysis.

## REGIONALLY SIGNIFICANT PROJECTS

Federal regulations (40.CFR.Part 93), based in the Clean Air Act Amendments (section 176(c); 42 U.S.C. 7506(c)), prescribes the process and method for conformity. These regulations dictate that “regionally significant projects” shall be included in the conformity analysis. While all projects across our region are important because of the local and regional benefits they provide, the term ‘regional significance’ has a specific meaning as used by the TPB and the federal agencies in reference to Air Quality Conformity.

The definition from federal regulation document (40 CFR § 93.101) is:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

At the TPB, the staff interpret this definition for the purposes of the technical inputs solicitation as below, irrespective of the funding used for the project.

- 1) Any project on a facility that is included in the TPB model's coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit).

These technical inputs are what the TPB staff include in the Air Quality Conformity project input tables which the TPB staff makes available for comment. After this review the TPB staff asked the TPB to approve the projects along with the scope of work to conduct the conformity analysis so that the required analysis may begin. While the TPB periodically conducts studies to explore alternative or aspirational scenarios regarding future land use, travel demand, transportation projects, programs, policies and fuel types to identify strategies for future implementation, the Air Quality Conformity analysis must be based on official latest planning assumptions with a demonstration of the funding availability to implement all projects, programs and policies assumed in the conformity analysis.

At its June 2021 and July 2022 meetings, the TPB approved the inputs to the Air Quality Conformity analysis of the long-range transportation plan (2022 update to Visualize 2045) and the FY 2023-2026 Transportation Improvement Program (TIP) as well as the scope of work for the conformity analysis.

The projects proposed included in the Air Quality Conformity analysis are a subset of projects in the 2022 update to Visualize 2045 and TIP. Not all projects in the plan and TIP can, nor should be, included in the conformity analysis. Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

In May of 2021, staff to the TPB worked with regional transportation agency technical staff to provide to the TPB the a memorandum and an associated set of [appendices](#) with the responses to policy questions (32-45 of the Technical Inputs Solicitation) for all capital projects. This information was made public, and was provided to assist board members as they continued their review of the projects proposed to be included in the regional conformity analysis.

## 2022 UPDATE TO VISUALIZE 2045: LISTING OF ALL PROJECTS CONSTRAINED ELEMENT

The complete listing of projects in the constrained element of Visualize 2045 is organized by the submitting agencies and then by project or facility type. Each of those groups are also sorted as to whether the project expands the capacity of our region's transportation system, provides maintenance and a state of good repair, or is an ongoing operational program. The constrained element identification number begins with either (CE) (for LRTP projects) or T (for projects that are now programmed in the draft FY 2023-2026 TIP).

The following tables provide information about the projects in the financially constrained element of the Visualize 2045 update. Please note, project sponsors continue to develop projects after the technical inputs submission and approval, therefore, information such as project costs and other

information may differ from information presented prior. Additionally, due to regular database record maintenance identification numbers may have changed for those projects that have been funded in the TIP.

## PROJECT ALIGNMENT WITH TPB POLICY PRIORITIES AND THE FEDERAL PLANNING FACTORS

### PROJECTS IN THE FINANCIALLY CONSTRAINED ELEMENT OF THE PLAN: ALIGNMENT WITH THE RTPP, ASPIRATIONAL INITIATIVES AND FEDERAL PLANNING FACTORS

#### TPB Policy Framework and Federal Planning Factors

The TPB's Visualize 2045 includes a policy element that informs its planning and programming activities. There are a set of documents that comprise this policy framework communicating the region's transportation goals, priorities, and needs that member agencies ought to consider making transportation investment and implementation decisions on projects that have to be part of the regional plan and TIP. The TPB takes strides to achieve its goals and address its priorities through the projects, programs, and policies in Visualize 2045.

Additionally, federal law identifies a list of planning factors meant to guide metropolitan planning. Collectively, the projects, programs, and policies in Visualize 2045 must address these factors. Please visit [Visualize2045.org](https://visualize2045.org) to learn more about these planning factors. A summary of these policy elements is included in each of the appendices. To see the responses by the agencies for all projects included in the technical inputs submission for the constrained element, please visit the plan's website: [visualize2045.org](https://visualize2045.org) or view the policy response page [online](#).

#### REGIONAL AND FEDERAL POLICY QUESTIONS AND RESPONSES

The TPB's project description form has several questions needed to help staff develop the Plan, TIP and prepare for the conformity analysis. Among these, questions 32 thru 45 relate to the TPB's policy priorities and federal planning factors. When projects are submitted to the TPB through the technical inputs solicitation process, the sponsoring agency technical staff are asked to provide responses to these policy questions. The responses help the project sponsor communicate how the project supports the TPB goals, Aspirational Initiatives, and the federal planning factors. A listing of the policy questions is included in each appendix. While most questions are binary (yes/no), four questions seek narrative responses to explain if and how the project addresses issues of equity, greenhouse gas reduction, and how it supports the Aspirational Initiatives and TPB goals.

All of the information received for the policy questions, for existing and new projects, have been compiled for the board and public's use. Given the large number of projects, the information has been arranged and included in appendices and tables. The following section is a guide on how to use the appendices and tables.

#### VISUALIZE 2045 UPDATE: PROJECT LEVEL POLICY QUESTIONS AND RESPONSES

For each existing or proposed project, staff from the sponsoring agencies have responded to policy questions including narrative responses. These responses are listed in Tables 1-4 as described below.

The projects listed in each of these tables are the same. These tables are mapped against the policy questions of the Technical Inputs Solicitation document, showing how projects support:

- Table 1: the goals of the TPB's Regional Transportation Priorities Plan (regional policy questions 32-42 that require a binary response)
- Table 2: Aspirational Initiatives, (regional policy question 43, binary response)
- Table 3: Federal Planning Factors (federal policy question 45, binary response).
- Table 4: narrative responses
  - If a person that reviews the binary responses in the matrices would like more information, the following questions include a narrative response:
    - equity (question 34b),
    - GHG reduction (question 40b),
    - support for the Aspirational Initiatives (44a) or
    - the regional goals (44b).

Each project has a project identification number listed, to quickly find this project across the various tables, this number is a useful reference. Please note, some of the project records/numbers have been updated since April 2021 as part of regular database maintenance.

### Organization of the Appendices:

All of the appendices can be found by online by [clicking here](https://www.mwcog.org/documents/2021/05/12/information-to-support-board-action-on-the-update-to-visualize-2045-regional-and-federal-policy-alignment-for-all-capital-projects-tpb-visualize-2045/) or using the following webpage:  
<https://www.mwcog.org/documents/2021/05/12/information-to-support-board-action-on-the-update-to-visualize-2045-regional-and-federal-policy-alignment-for-all-capital-projects-tpb-visualize-2045/>

APPENDIX	CONTENT	JURISDICTION
A	Responses to policy questions in Tables 1 thru 4	District of Columbia
B	As above	Frederick County
C	As above	Montgomery County
D	As above	Prince George's County
E	As above	Multi-jurisdictional projects in Maryland/MARC <sup>1</sup>
F	As above	City of Alexandria
G	As above	Arlington County
H	As above	Fairfax County
I	As above	Loudoun County
J	As above	Prince William County and the City of Manassas
K	As above	VDOT / VDRPT / VRE/ multiple jurisdiction/owner projects

## HOW TO USE THE APPENDICES

### Overview:

- If there is a particular area of the region you are interested in, find the appendix by state/county.

<sup>1</sup> Note, while the local government is advancing transportation projects in Charles County and the Maryland Department of Transportation (MDOT) has projects that traverse the county, there is not a county-specific appendix. Please see the Appendix E for the projects that traverse Charles County.

- If there is a particular type of project you are interested in, note each table lists projects in categories of roadway or transit as the primary project types, many of these projects also include bicycle and pedestrian improvements as indicated in Table 1.
- If there is a particular type of question you are interested in, see the guidance above as to what questions are addressed in Tables 1-4.

## **ATTACHMENT A: ALL PROJECTS IN THE 2022 UPDATE TO THE CONSTRAINED ELEMENT OF VISUALIZE 2045**

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# District Department of Transportation

## Local Street

Project ID	Title	Cost (\$M)	Complete
<b>CE3651</b>	<b>17th Street NW Protected Bike Lane</b>		<b>2020</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Street Segment**

Route

Facility

**17th Street**

From:

**New Hampshire Avenue**

To

**K Street**

County

Municipality

### Description

Install two-way protected bike lane on 17th Street NW. This would replace the existing southbound-only conventional bike lane currently in place between New Hampshire Avenue NW and Massachusetts Avenue NW, and continue south to K Street NW. This project is intended to increase bicycle accessibility on a busy corridor for bicycling, and to provide an alternative facility to the congested 15th Street NW protected bike lane.

Project ID	Title	Cost (\$M)	Complete
<b>CE3077</b>	<b>C Street NE Implementation</b>		<b>2020</b>

Primary Project Typ

**Study/Planning/Research**

Location Tyhpe:

**Street Segment**

Route

Facility

**C St NE/North Carolina Ave NE**

From:

**Oklahoma Avenue**

To

**14th Street NE**

County

Municipality

**District of Columbia**

### Description

The C Street NE Traffic Calming project will create a facility that slows traffic on the corridor by reducing at least one vehicle lane of traffic. Currently, the inbound lanes of the East Capitol Street bridge terminate in the Rosedale neighborhood at the intersection of C Street NE and Oklahoma Avenue. Traffic enters the neighborhood at a high rate of speed and begins to disperse toward the Capitol and Downtown.



Project ID	Title	Cost (\$M)	Complete
<b>CE3652</b>	<b>K Street NW Bikeway</b>		<b>2018</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Street Segment**

Route

Facility

**K Street**

From:

**7th Street**

To

**1st Street**

County

Municipality

**District of Columbia**

Description

Install bike lanes (protected in places) along K Street NW/NE. This bikeway would connect Downtown, NoMa, and the Mt Vernon Triangle. This project is intended to increase bicycle accessibility on a busy corridor for bicycling.

Project ID	Title	Cost (\$M)	Complete
<b>CE3655</b>	<b>New York Avenue Streetscape &amp; Trail Project</b>	<b>\$27.2</b>	<b>2023</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Street Segment**

Route

Facility

**50 New York Avenue NE**

From:

**Florida Avenue NE**

To

**Bladensburg Avenue NE**

County

Municipality

**District of Columbia**

Description

The New York Avenue Streetscape and Trail Project is a 30% design plan to install streetscape improvements including lighting, new sidewalk connections, landscaping, traffic signals and signage and a raised cycletrack along New York Avenue NE from Florida Avenue NE to Bladensburg Road NE

Project ID	Title	Cost (\$M)	Complete
<b>CE3447</b>	<b>Pennsylvania Avenue NW Protected Bicycle Lanes</b>		<b>2040</b>

Primary Project Typ

**Road - Other Improvement**

Location Tyhpe:

**Street Segment**

Route

Facility

**Pennsylvania Avenue NW**

From:

**17th Street**

To

**29th Street**

County

Municipality

**District of Columbia**

Description

Pennsylvania Avenue NW Protected Bicycle Lanes

Project ID	Title	Cost (\$M)	Complete
<b>CE3654</b>	<b>Pennsylvania Avenue SE</b>		<b>2018</b>

Primary Project Type

Bike/Ped

Location Type:

Street Segment

Route

Facility

Pennsylvania Avenue SE

From:

2nd Street, Independence Avenue

To

Barney Circle

County

Municipality

District of Columbia

## Description

This project will connect the Anacostia River Trail with bicycle lanes through Capitol Hill to the downtown core. In addition, it will provide cyclist access to bike lanes on Pennsylvania Ave west of the Capitol, and to the Metropolitan Branch Trail. It will reduce off-peak lane capacity from 6 to 4 lanes between 2nd and 14th Streets. During peak hours the existing 6 lanes will be utilized. Between 14th Street and Barney Circle, rush hour lane capacity will be reduced from 8 lanes to 6 lanes; the 6 lane off-peak capacity would be unchanged.

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE2860</b>	<b>St. Elizabeth Access</b>		<b>2022</b>

Primary Project Type

Road - Other Improvement

Location Type:

Various Locations

Route

Facility

Several locations

From:

To

County

Municipality

Washington

District of Columbia

## Description

I-295 / Malcolm X interchange I-295 / South Capitol interchange Malcolm X Avenue Access Road to West Campus MLK Ave (between St. Elizabeth's Campus) 13th Street Pecan Street Sycamore Street

Transit			
Project ID	Title	Cost (\$M)	Complete
<b>CE3081</b>	<b>Union Station to Georgetown Streetcar Line</b>		<b>2030</b>

Primary Project Typ  
**Transit - Metrorail/Heavy Rail**

Location Tyhpe:  
**On Road**

Route Facility

From:  
**H Street NE at 3rd St. NE**

To  
**Wisconsin Avenue under  
 Whitehurst Fwy**

County

Municipality  
**District of Columbia**

#### Description

Implement streetcar from Union Station to Georgetown in the K Street corridor. The streetcar program will operate with a 10 minute headway. The project is projected to encompass the following changes to the roadway network: • H Street NE/NW from 3rd St NE to NJ Ave – reduce lanes from 6 to 4, add 1 lane in each direction exclusive for transit • NJ Ave NW from H to K streets – remove the one-way segment and provide 1 vehicle lane in each direction (this may be included already), add 1 lane in each direction exclusive for transit • K St NW from NJ Ave to 7th St - add 1 lane in each direction exclusive for transit • K St NW from 9th St to 12th St – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit • K St NW from 12th to 21st - add 1 lane in each direction exclusive for transit (this may be in the network already) • K St NW from 21st to 25th – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit • K St NW from 25th to 29th - add 1 lane in each direction exclusive for transit • K St NW from 29th to Wisconsin – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit Station Locations H Street @ Hopscotch Bridge; side platform; Union Station K Street between 3rd and 4th Streets; side platform; NoMa Mount Vernon Square; side platform; Mount Vernon K Street @ McPherson Square; side platform; 14th and 15th Streets K Street @ Farragut Square; side platform; 17th and 18th Streets K Street @ 19th and 20th Streets; side platform; 19th and 20th Streets K Street @ 25th and 26th Streets; split center; Foggy Bottom / GU K Street @ Wisconsin Avenue; center platform; Georgetown

Local Street			
Project ID	Title	Cost (\$M)	Complete
<b>T6418</b>	<b>16th St Bridge over Piney Branch Pkwy NW Rehabilitation</b>	<b>\$16.3</b>	<b>2022</b>

Primary Project Typ  
**Bridge - Rehab**

Location Tyhpe:  
**Bridge**

Route Facility  
**16th St NW**

From: To

County  
**Washington**

Municipality  
**District of Columbia**

#### Description

Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6097</b>	<b>Anacostia Freeway Bridges over South Capitol St</b>	<b>\$24.2</b>	

## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Point Location

## Route

## Facility

Anacostia Freeway over South Capitol Street

## From:

Freeway Bridge

## To

Freeway Bridge

## County

Washington

## Municipality

District of Columbia

## Description

Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3508</b>	<b>Anacostia Riverwalk Trail</b>	<b>\$15.9</b>	<b>2026</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Trail/Path Segment

## Route

## Facility

Anacostia Riverwalk Trail

## From:

South

## To

North

## County

Washington

## Municipality

District of Columbia

## Description

The Riverwalk is a multi-use trail along the east and west sides of the Anacostia River. It will serve as a recreational amenity and transportation alternative for a wide range of users including bicyclist, inline skaters, pedestrians, persons with disabilities, and others. a. Anacostia River Trail (Neighborhood Access) b. Buzzard Point and Virginia Ave. Connections c. Kenilworth Garden Trails d. Kenilworth Parkside to Maryland Ave. e. ART - Kenilworth Park South Section

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$14,496,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6497</b>	<b>Arboretum Bridge and Trail</b>	<b>\$18.7</b>	<b>2026</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Trail/Path Segment

## Route

## Facility

Anacostia River Bridge

## From:

MD Ave

## To

Arboretum

## County

Washington

## Municipality

District of Columbia

## Description

Bridge and trail for people walking and bicycling from the Anacostia River Trail across the river to the National Arboretum and Maryland Ave NE. a. Arboretum Bridge - Maryland Ave NE Connection b. Arboretum Bridge and Trail

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$4,014,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6801</b>	<b>Aspen St NW Improvements</b>	<b>\$13.9</b>	<b>2026</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Point Location

## Route

Facility

Aspen St. NW

## From:

To

at Walter Reed Army Medical Center

## County

Washington

## Municipality

District of Columbia

## Description

The design for Rehabilitation of Aspen Street, NW is being facilitated for the redevelopment of Walter Reed Army Medical Center. The goal of this project is to provide an improved and sustainable transportation network, pedestrian /vehicular safety and accessibility, efficient travel options and street and sidewalk enhancement, etc. This design will support The Parks by improving traffic operations and providing traffic calming measures towards future Walter Reed development ensuring ADA compliance throughout the corridor.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3232</b>	<b>Bicycle and Pedestrian Management Program</b>		<b>2040</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Various Locations

## Route

Facility

Citywide

## From:

To

## County

## Municipality

District of Columbia

## Description

The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is: a. Bicycle Parking Racks b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage) c. BIKE\_Capital Bikeshare (CaBi)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6802</b>	<b>Bike Lane Design</b>	<b>\$0.3</b>	<b>2045</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Not Location Specific

## Route

Facility

## From:

To

## County

Washington

## Municipality

District of Columbia

## Description

Citywide on-call pedestrian and bicycle facility design.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$330,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6491</b>	<b>Connecticut Ave NW Multimodal Study</b>	<b>\$35.7</b>	<b>2027</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Street Segment

## Route

## Facility

Connecticut Ave NW

## From:

California St

## To

Dupont Circle

## County

Washington

## Municipality

District of Columbia

## Description

This project is composed of multiple improvements to the Connecticut Ave NW corridor. It includes streetscape improvements and deckover of the Dupont Circle underpass. It also includes a study to evaluate the effectiveness and safety of the reversible lanes and the feasibility of improved multimodal access through the corridor. a. Connecticut Ave from Dupont Circle to California St NW Streetscape b. Connecticut Ave NW Multimodal Study

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5804</b>	<b>East Capitol St Bridge over Anacostia River</b>	<b>\$17.7</b>	<b>2024</b>

## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Bridge

## Route

## Facility

East Capitol Street

## From:

Bridge

## To

Bridge

## County

Washington

## Municipality

District of Columbia, Region-wide

## Description

Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under finder dams, peeling paint, rotation of substructure units. Br. # 233.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,000

Project ID	Title	Cost (\$M)	Complete
<b>T6315</b>	<b>East Capitol Street Corridor Mobility &amp; Safety Plan</b>	<b>\$27.9</b>	<b>2027</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Street Segment

## Route

## Facility

East Capitol Street

## From:

40th Street NE

## To

Southern Ave NE

## County

Washington

## Municipality

District of Columbia

## Description

Design and construct pedestrian safety and traffic operations improvements

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T2922</b>	<b>Great Streets - Minnesota Ave, NE</b>	<b>\$0.2</b>	<b>2026</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Street Segment

Route Facility

Minnesota Ave

From:

A Street, NE

To

Sheriff Road, NE

County

Washington

Municipality

District of Columbia

## Description

Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be split into two projects to mitigate impacts. A. Minnesota Ave from A St SE to Dix St NE B. Minnesota Ave from Dix St to Sheriff Rd NE

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6039</b>	<b>H Street Bridge over Railroad</b>	<b>\$264.8</b>	<b>2028</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

Route Facility

H Street NE

From:

North Capitol St

To

3rd Street NE

County

Washington

Municipality

District of Columbia

## Description

Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard. The H Street Bridge NE Replacement is a highway improvement project carried out under title 23, United States Code and will include a construction contract with Amtrak that will have a duration of 10 years.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$189,868,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5337</b>	<b>Kenilworth Ave NE Pedestrian Bridges Replacement</b>	<b>\$32.7</b>	<b>2024</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

Route Facility

Kenilworth Ave NE

From:

To

County

Washington

Municipality

District of Columbia, Region-wide

## Description

This project will fund the complete removal and replacement of the Douglas St, NE Pedestrian Bridge. The replacement bridge comprises a prefabricated steel superstructure with FRP bridge deck supported on cast-in-place deep foundations.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title		Cost (\$M)	Complete
T6427	Kenilworth Terrace Bridge over Watts Branch		\$7.4	2025
Primary Project Type		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
	Kenilworth Terrace NE			
County		Municipality		
BLANK, Washington		District of Columbia, Region-wide		
Description				
Project scope includes applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$7,387,000				

Project ID	Title		Cost (\$M)	Complete
T6807	Long Bridge Pedestrian and Bicycle Connection		\$51.5	2045
Primary Project Type		Location Tyhpe:		
Bike/Ped		Bridge		
Route	Facility	From:	To	
	Long Bridge Pedestrian and Bicycle Bridge			
County		Municipality		
Washington		District of Columbia		
Description				
The Long Bridge Pedestrian and Bicycle Bridge a 4(f) mitigation as part of the Long Bridge NEPA process (EIS). The design and construction is expected to be completed by Virginia, while the Ped/Bike bridge would be owned and maintained by the District.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$26,000,000				

Project ID	Title		Cost (\$M)	Complete
T3228	Metropolitan Branch Trail		\$33.4	2028
Primary Project Type		Location Tyhpe:		
Bike/Ped		Trail/Path Segment		
Route	Facility	From:	To	
	Metropolitan Branch Trail	Union Station	District Boundary	
County		Municipality		
Washington		District of Columbia		
Description				
The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives. a. Blair Rd to Piney Branch Rd. b. L & M St. c. Ft. Totten to Takoma d. Manor Park Re-Alignment e. Brookland to Fort Totten				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$5,534,000				



Project ID	Title	Cost (\$M)	Complete
<b>T2796</b>	<b>National Recreational Trails</b>	<b>\$1.6</b>	

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

From:

To

Citywide

County

Washington

Municipality

District of Columbia

Description

Programs associated with the Recreational Trails Program a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,600,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5308</b>	<b>Neighborhood Streetscape Improvements</b>	<b>\$3.1</b>	<b>2026</b>

Primary Project Typ

Landscaping/Beautification

Location Tyhpe:

Various Locations

Route

Facility

From:

To

County

Washington

Municipality

District of Columbia

Description

Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include: a. 14th St from Thomas Cir to Florida Ave NW Streetscape b. U St from Florida Ave to 14th St NW c. U St from 14th St to 18th St NW d. Sheriff Rd from 43rd St to 51st St NE Safety Improvements e. Missouri Ave, Kansas Ave, Kennedy St NW Intersection Improvements f. 15th Street NW Intersection Safety Improvements

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6230</b>	<b>New York Ave NE Improvements</b>	<b>\$19.2</b>	<b>2027</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Street Segment**

Route

Facility

**New York Ave NE**

From:

**Florida Ave NE**

To

**Bladensburg Rd NE**

County

**Washington**

Municipality

**District of Columbia**

Description

Improvements to New York Ave NE including: a. New York Ave at Bladensburg Rd NE Sign Structure Replacement b. New York Ave NE Streetscape and Trail

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$17,142,000**

Project ID	Title	Cost (\$M)	Complete
<b>T11562</b>	<b>North Capitol Street Streetscape/Deckover</b>	<b>\$1.0</b>	<b>2027</b>

Primary Project Typ

**Study/Planning/Research**

Location Tyhpe:

**Street Segment**

Route

Facility

**North Capitol Street**

From:

**Bryant Street**

To

**T Street**

County

**Washington**

Municipality

**District of Columbia**

Description

This project is established to conduct a feasibility study and engineering alternatives for a potential deckover project on North Capitol Street that would extend from T Street to Bryant Street. .

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T2780</b>	<b>Oxon Run Trail Restoration</b>	<b>\$1.7</b>	<b>2027</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Trail/Path Segment**

Route

Facility

**Oxen run trail**

From:

**Southern Ave/Mississippi Ave SE**

To

**South Capitol St SE**

County

**Washington**

Municipality

**District of Columbia**

Description

This project is to complete the next phase of the Oxon Run Trail from 13th St SE to Southern Ave SE; and from South Capitol St SE to the Maryland Line.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,195,000**

Project ID	Title		Cost (\$M)	Complete
<b>T6614</b>	<b>Pennsylvania Ave SE Streetlight Upgrade</b>		<b>\$26.7</b>	<b>2024</b>
Primary Project Typ <b>Road - Other Improvement</b>		Location Tyhpe: <b>Street Segment</b>		
Route	Facility <b>Pennsylvania Ave SE</b>	From: <b>2nd St SE</b>	To <b>14th St SE</b>	
County		Municipality <b>District of Columbia</b>		
Description The work includes but is not limited to installation of new light poles, light fixtures, wheel chair ramps and underground infrastructures including conduits, cables, manholes, excavation and backfill, pavement restoration.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$1,000</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T11594</b>	<b>Rehabilitation of Minnesota Ave Bridge over East Capitol St.</b>		<b>\$18.6</b>	<b>2028</b>
Primary Project Typ <b>Bridge - Rehab</b>		Location Tyhpe: <b>Bridge</b>		
Route	Facility <b>Minnesota Avenue</b>	From:	To	
County		Municipality <b>District of Columbia</b>		
Description Rehabilitation of Minnesota Ave Bridge over East Capitol St.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$18,586,050</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T5309</b>	<b>Rights of Way Program</b>		<b>\$2.0</b>	<b>2045</b>
Primary Project Typ <b>Preliminary Engineering/Environm</b>		Location Tyhpe: <b>Various Locations</b>		
Route	Facility <b>Citywide</b>	From:	To	
County		Municipality <b>District of Columbia</b>		
Description Assemble and document data on DDOT-controlled lands in the District of Columbia and develop a geo-based land data map. Provide annual funding for surveys, title searches, appraisals and other land acquisition and disposal activities prior to the development of specific capital projects. Coordinate draft air rights agreements and land transfer agreements with private developers and federal government agencies.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$2,000,000</b>				

Project ID	Title	Cost (\$M)	Complete
<b>T3230</b>	<b>Rock Creek Park Trail</b>	<b>\$27.0</b>	<b>2023</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Trail/Path Segment

Route

Facility

M Street to Beach Drive

From:

Piney Branch Pkwy

To

16th Street

County

Washington

Municipality

District of Columbia

Description

Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6658</b>	<b>S St from 4th St to 7th St NW Revitalization</b>	<b>\$18.2</b>	<b>2028</b>

Primary Project Typ

Road - Resurface

Location Tyhpe:

Street Segment

Route

Facility

S St NW

From:

4th St NW

To

7th St NW

County

Washington

Municipality

District of Columbia

Description

This project will assess the feasibility of roadway surface, safety, and streetscape improvements.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T2888</b>	<b>Safe Routes to School</b>	<b>\$11.6</b>	<b>2045</b>

Primary Project Typ

Enhancement

Location Tyhpe:

Not Location Specific

Route

Facility

Safe Routes to School

From:

To

County

Washington

Municipality

District of Columbia

Description

To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement. Subprojects: a. Bicycle and Pedestrian Education b. Sidewalk Construction c. School Area Planning Assistance

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$11,600,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3212</b>	<b>Safety Improvements Citywide</b>	<b>\$61.1</b>	<b>2045</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

Citywide

From:

To

County

Washington

Municipality

District of Columbia

Description

Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. a. Construction Estimate b. Pavement Skid Testing c. Road Safety Audit Program d. TARAS Crash Analysis Support e. Traffic Data Collection and Analysis Services f. Traffic Engineering Design g. Multi-modal Traffic & Safety Construction i. Traffic Safety Design j. Traffic Safety Engineering Support Services k. Traffic Sign Inventory Upgrade

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$61,091,800**

Project ID	Title	Cost (\$M)	Complete
<b>T6500</b>	<b>Shepherd Branch Trail</b>	<b>\$18.0</b>	<b>2023</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Not Location Specific

Route

Facility

Anacostia Metro Station

From:

Northward along CSXT RR ROW

To

North end of CSXT RR ROW

County

Washington

Municipality

District of Columbia

Description

Feasibility study for proposed Shephards Branch Trail to determine alignment probability of needing an Environmental Assessment (EA), likely permits needed, and potential construction costs for a trail on the soon to be acquired CSXT RR ROW.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
<b>T6114</b>	<b>South Capitol Street Trail</b>		<b>\$17.0</b>	<b>2025</b>
Primary Project Typ <b>Bike/Ped</b>		Location Tyhpe: <b>Street Segment</b>		
Route	Facility <b>South Capitol Street</b>	From: <b>Firth Sterling Ave.</b>	To <b>Southern Ave. Maryland</b>	
County		Municipality <b>District of Columbia</b>		
Description Design and construct a paved bicycle and pedestrian trail along South Capitol Street.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$1,000</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T5353</b>	<b>Southern Ave SE Improvements</b>		<b>\$31.2</b>	
Primary Project Typ <b>Bridge - Rehab</b>		Location Tyhpe: <b>Street Segment</b>		
Route	Facility <b>Southern Ave SE</b>	From: <b>South Capitol St SE</b>	To <b>23rd St SE</b>	
County <b>Washington</b>		Municipality <b>District of Columbia</b>		
Description The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area. a. Southern Ave from Barnaby Rd SE to UMC Campus b. Southern Ave from South Capitol St to Barnaby St SE c. Southern Ave from UMC Campus to 23rd St SE				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
Project ID	Title		Cost (\$M)	Complete
<b>T5723</b>	<b>St. Elizabeths Campuses Access Improvements</b>		<b>\$214.6</b>	<b>2025</b>
Primary Project Typ <b>Road - Interchange improvement</b>		Location Tyhpe: <b>Various Locations</b>		
Route	Facility	From:	To	
County <b>Washington</b>		Municipality <b>District of Columbia</b>		
Description Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include: a. I-295 interchange reconfigurations I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE) b. Roadway infrastructure in and around the two campuses 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE) c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$1,000</b>				

Project ID	Title	Cost (\$M)	Complete
<b>T6598</b>	<b>Tenleytown Multi-Modal Access</b>	<b>\$6.1</b>	<b>2023</b>

Primary Project Typ

**Road - Recons/Rehab/Maintenanc**

Location Tyhpe:

**Various Locations**

Route Facility

**Wisconsin Ave NW**

From:

**Albemarle Street NW**

To

**Brandywine Street NW**

County

**Washington**

Municipality

**District of Columbia**

Description

Develop preliminary and final design for improvements based on recently completed Tenleytown-AU Metrorail Station Access Improvements Study.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5347</b>	<b>Traffic Signal Maintenance</b>	<b>\$139.3</b>	<b>2045</b>

Primary Project Typ

**Road - Signal/Signs**

Location Tyhpe:

**Various Locations**

Route Facility

**Citywide**

From:

To

County

**Washington**

Municipality

**District of Columbia**

Description

Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia. Projects include: a. Traffic Signal and Streetlight Utility Locating and Marking b. Traffic Signal Construction Contract c. Traffic Signal Maintenance d. Traffic Signal Management and Design e. Traffic Signal Optimization f. Traffic Signal System Management g. Traffic Signal Transit Priority

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$139,251,764**

**Non-Infrastructure**

Project ID	Title	Cost (\$M)	Complete
<b>T6803</b>	<b>Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project</b>	<b>\$1.3</b>	<b>2045</b>

Primary Project Typ  
**Environmental Only Project**

Location Tyhpe:  
**Other**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

**Description**

To advance the recommendations of the buzzard point feasibility study, an environmental document should be prepared to evaluate the potential impacts of both concepts and provide a recommendation for selecting an alternative for approval and construction. Because the two concepts are very different in scope and require NPS property and approval, an Environmental Assessment is recommended as the document to include both concepts.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6610</b>	<b>Citywide Large Guide Sign Maintenance</b>	<b>\$11.5</b>	<b>2045</b>

Primary Project Typ  
**Transportation Operations**

Location Tyhpe:  
**Other**

Route Facility  
**Citywide**

From: To

County  
**Washington**

Municipality  
**District of Columbia**

**Description**

Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$7,360,000**



Project ID	Title	Cost (\$M)	Complete
<b>T11591</b>	<b>Clean Air Partners</b>	<b>\$0.3</b>	<b>2045</b>

Primary Project Typ  
**Environmental Only Project**

Location Tyhpe:  
**Other**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

Description

Clean Air Partners strives to improve public health and the environment by working with governmental agencies, businesses, organizations, and individuals throughout the region to raise awareness and reduce air pollution through education and voluntary actions. Clean Air Partners also communicate daily forecasts and real-time air quality to enable residents to change behaviors to protect their health and improve the air in the region.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$300,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3219</b>	<b>Commuter Connections Program</b>	<b>\$3.0</b>	<b>2045</b>

Primary Project Typ  
**TERMs**

Location Tyhpe:  
**Other**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

Description

The purpose of the Commuter Connections Program is to reduce mobile source emissions through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T2945</b>	<b>District TDM (goDCgo)</b>	<b>\$12.1</b>	<b>2045</b>

Primary Project Typ  
**Transportation Operations**

Location Tyhpe:  
**Other**

Route Facility  
**citywide**

From: To

County  
**Washington**

Municipality  
**District of Columbia**

Description

goDCgo is responsible for promoting the use of all sustainable transportation modes in the city through marketing and outreach. The contractor will provide marketing expertise to support the growth of the goDCgo and Capital Bikeshare and advertise the service to residents, visitors, and employers. a. District TDM (goDCgo) b. Capital Bikeshare Marketing and Outreach

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$12,054,128**

Project ID	Title	Cost (\$M)	Complete
<b>T5298</b>	<b>Emergency Transportation Project</b>	<b>\$0.1</b>	<b>2045</b>

Primary Project Typ  
**Transportation Operations**

Location Tyhpe:  
**Other**

Route Facility  
**Citywide**

From: To

County  
**Washington**

Municipality  
**District of Columbia, Region-wide**

Description

The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned such as major pavement failures, sinkholes, falling steel or concrete from bridges and other urgent needs.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$100,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5322</b>	<b>Environmental Management System</b>	<b>\$2.6</b>	<b>2045</b>

Primary Project Typ  
**Environmental Only Project**

Location Tyhpe:  
**Other**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

Description

EMS Program involves the oversight and implementation of programmatic agreements with FHWA and other Federal agencies for compliance with NEPA and Section 106 of the NHPA; implementation of MOU between DDOT and DC SHPO for a state funded historic preservation staff; air quality planning and environmental coordination under the Clean Air Act; ensuring compliance with the Transportation Performance Management requirements for the CMAQ program; and updating DDOT's environmental processes, policies, guidance, and training.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,600,000**

Project ID	Title		Cost (\$M)	Complete
T5922	Freight Planning Program		\$2.6	2045
Primary Project Typ		Location Tyhpe:		
Study/Planning/Research		Other		
Route	Facility	From:	To	
County		Municipality		
Washington		District of Columbia		
Description				
Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation. a. Commercial Loading Zone Enforcement Support b. Delivery Demand Management Program c. Positive Truck Route Signage d. State Freight Plan Update e. Innovative Freight Delivery Practices, Research & Analysis				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,602,000				

Project ID	Title		Cost (\$M)	Complete
T6805	Inventory and Inspection of Sign Structures		\$1.1	2045
Primary Project Typ		Location Tyhpe:		
Road - Signal/Signs		Other		
Route	Facility	From:	To	
County		Municipality		
Washington		District of Columbia		
Description				
Inventory and inspection of the District's overhead, cantilever and bridge and wall mounted sign structures, updating the sign structure inventory, production of inspection reports and identification of structures to be repaired or replaced.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,000				

Project ID	Title		Cost (\$M)	Complete
T3215	Pavement Restoration - STBG Streets		\$32.0	2045
Primary Project Typ		Location Tyhpe:		
Road - Resurface		Other		
Route	Facility	From:	To	
	Citywide			
County		Municipality		
Washington		District of Columbia		
Description				
Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$32,000,000				

Project ID	Title	Cost (\$M)	Complete
<b>T6516</b>	<b>Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation</b>	<b>\$10.6</b>	<b>2027</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Other

## Route

## Facility

Pedestrian Bridge and Trail at Arizona Ave NW

## From:

Nebraska Ave NW

## To

Galena PI NW

## County

Washington

## Municipality

District of Columbia

## Description

The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3213</b>	<b>Planning and Management Systems</b>	<b>\$79.6</b>	<b>2045</b>

## Primary Project Typ

Transportation Operations

## Location Tyhpe:

Other

## Route

## Facility

Citywide

## From:

## To

## County

Washington

## Municipality

District of Columbia

## Description

a. AASHTOWARE License Fee b. ADA Asset Inventory and Compliance Evaluation c. ADA Compliance Improvements d. ADA Support Consultant e. Audit and Compliance f. Civil Rights / EEO compliance Monitoring Program g. Constructability and Work Zone Safety Review h. DBE On-Line Certification Application Program i. DBE Supportive Services/OJT Supportive Services j. Equity and Inclusion Programming Support k. Infrastructure Information Technology Support Services l. ITS General Support n. Metropolitan Planning o. moveDC p. Oversize/Overweight Routing Tool Maintenance and Enhancement q. Research Development and Technology Transfer r. Research Development and Technology Transfer Projects 1. Building Up Agency-Wide Automated Image Processing Capability to Inform Safety and Mobility 2. Identifying and Intervening with High-Risk Drivers 3. Tax Revenue and Telecommuting" 4. Low-Income Transit Fare Pilot Program Evaluation s. Small Business Compliance t. SPR u. STIC Innovation Grant w. Title VI / Language Access x. Title VII (Internal & External EEO / AAP) y. Transportation Asset Management Plan

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$79,623,799**

Project ID	Title	Cost (\$M)	Complete
<b>T3355</b>	<b>Professional Capacity-Building Strategy</b>	<b>\$6.0</b>	<b>2045</b>

Primary Project Typ

**Training**

Location Tyhpe:

**Other**

Route

Facility

From:

To

**Citywide**

County

**Washington**

Municipality

**District of Columbia**[Description](#)

This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$6,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T2633</b>	<b>Size and Weight Enforcement Program</b>	<b>\$1.1</b>	<b>2045</b>

Primary Project Typ

**Freight Movement**

Location Tyhpe:

**Other**

Route

Facility

From:

To

**Citywide**

County

**Washington**

Municipality

**District of Columbia**[Description](#)

This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$764,750**

Project ID	Title	Cost (\$M)	Complete
<b>T6502</b>	<b>Subsurface Investigation &amp; AM Program Support</b>	<b>\$5.5</b>	<b>2045</b>

Primary Project Typ

**Transportation Operations**

Location Tyhpe:

**Other**

Route

Facility

From:

To

**Citywide**

County

**Washington**

Municipality

**District of Columbia**[Description](#)

Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,800,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3216</b>	<b>Traffic Operations Improvements Citywide</b>	<b>\$44.1</b>	<b>2024</b>

Primary Project Typ  
**Road - ITS/Technology**

Location Tyhpe:  
**Other**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

#### Description

This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. Advanced Transportation Management System b. Fiber Communication Networks on Major Arterial Corridors c. ITS Maintenance d. MATOC e. Mobile Pavement Marking Retroreflectivity Measurement and Data Collection f. Moveable Barrier System g. Thermoplastic Pavements Markings h. TMC Hardware and Data Services i. Traffic Management Center Operations

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$44,070,908**

Project ID	Title	Cost (\$M)	Complete
<b>T3210</b>	<b>Transportation Alternatives Program</b>	<b>\$4.6</b>	<b>2045</b>

Primary Project Typ  
**Transportation Operations**

Location Tyhpe:  
**Other**

Route Facility  
**Citywide**

From: To

County  
**Washington**

Municipality  
**District of Columbia**

#### Description

The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the projects expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsors demonstrated ability to manage a federal-aid project. a. Constitution Ave and 18th St NW Crosswalk and Paths Improvement b. Jay St NE Smart Bio-retention d. Prather's Alley Safety Improvements e. Protected Mobility Lanes on M Street SE f. Rock Creek Park Military Road Feasibility Study h. Union Station Masonry Restoration Project i. Union Station Roman Legionnaires and Interior Restoration j. Union Station Roman Legionnaires and Vestibules Restoration k. Water Street Staircase and Trailhead Improvements l. 2021 C&O Canal Trailhead Project Enhancements m. 2021 Union Station Headhouse Floor Restoration n. 2021 Union Station West Hall Restoration o. 2021 Historic Bridge Sculpture Restoration: Tigers on 16th Street Bridge & Bison on Dumbarton Bridge p. 2021 2021 Curb Extensions with Mural q. 2021 Tactical Urbanism Library r. 2021 Blair Road NW Sidewalk Improvement Project

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$4,600,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5313</b>	<b>Urban Forestry Program</b>	<b>\$2.2</b>	<b>2045</b>

Primary Project Typ  
**Landscaping/Beautification**

Location Tyhpe:  
**Other**

Route Facility  
**Citywide**

From: To

County  
**Washington**

Municipality  
**District of Columbia**

Description

Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,170,000**

### Roadways

Project ID	Title	Cost (\$M)	Complete
<b>T11596</b>	<b>10th Street Bridge over I-395</b>	<b>\$32.0</b>	<b>2029</b>

Primary Project Typ  
**Bridge - Rehab**

Location Tyhpe:  
**Bridge**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

Description

The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, superstructure needs to be rehabilitated/replaced. Cracks, Efflorescence and Spalls with Exposed Corroded, Reinforcing Steel in Concrete Deck Soffit, Section Loss in Steel Girders, Cracks with Efflorescence, Spalls and Delaminated Areas in Backwall and Bridge Seat, Stormwater Drainage inlets, transverse expansion joints, missing bricks, granite gutters need restore/repair

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,113,950**

Project ID	Title	Cost (\$M)	Complete
<b>T11361</b>	<b>11th Street Bridge Park</b>	<b>\$68.8</b>	<b>2026</b>

## Primary Project Type

Bike/Ped

## Location Type:

Bridge

## Route

Facility

## From:

To

11th Street Bridge Park

## County

Washington

## Municipality

District of Columbia

## Description

In partnership with a non-profit organization, DDOT is looking into using the old 11th street Bridge piers foundation to support a new bridge superstructure, deck, land scape and other amenities. The 11th Street Bridge Park Project seeks to reuse the existing pier foundations from the old 11th Street Bridge crossing at the Anacostia River to create an urban destination and park including a pedestrian and bicycle path connecting to trails on both sides of the river. A national competition, led by Building Bridges Across the River and the District Office of Planning (OP), in coordination with DDOT, selected a conceptual design for the bridge park from the winning team. The project goals include: Economic - Serve as an anchor for inclusive economic opportunity Environment - Re-engage residents with the Anacostia River Health - Improve public health; and Social - Reconnect Communities

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$30,343,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5342</b>	<b>Approach Bridges to 14th Street Bridge</b>	<b>\$38.2</b>	<b>2028</b>

## Primary Project Type

Bridge - Rehab

## Location Type:

Bridge

## Route

Facility

## From:

To

14th Street Bridge northbound over the Potomac River, and DC approach bridges

## County

Washington

## Municipality

District of Columbia, Region-wide

## Description

The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$31,465,000**



Project ID	Title	Cost (\$M)	Complete
T2699	Asset Preservation of Tunnels in the District of Columbia	\$119.1	2045
Primary Project Type Road - Recons/Rehab/Maintenanc		Location Tyhpe: Various Locations	
Route	Facility	From:	To
County Washington	Municipality District of Columbia		
Description Long term performance-based asset preservation and maintenance program through which a private contractor provides maintenance services for the Districts sixteen (16) tunnels. In conjunction with this maintenance contract, FHWA requires the District to engage services of a consultant to provide the DDOT Tunnel Management staff with required technical assistance, asset evaluation support services, IT services, and required tunnel asset inspection services.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$57,050,002			

Project ID	Title	Cost (\$M)	Complete
T5802	AWI Program Manager	\$9.0	2045
Primary Project Type Preliminary Engineering/Environm		Location Tyhpe: Not Location Specific	
Route	Facility	From:	To
	Citywide		
County Washington	Municipality District of Columbia		
Description Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ;roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$6,000,000			

Project ID	Title	Cost (\$M)	Complete
T6675	Bladensburg Road Multimodal Safety and Access	\$1.1	2024
Primary Project Type Study/Planning/Research		Location Tyhpe: Road Segment	
Route	Facility	From:	To
US 1	Bladensburg Rd NE	Benning Rd NE	Eastern Ave NE
County Washington	Municipality District of Columbia		
Description Improved multimodal safety and access on Bladensburg Road between Benning Road and Eastern Avenue.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,000			

Project ID	Title	Cost (\$M)	Complete
<b>T3202</b>	<b>Bridge Design</b>	<b>\$6.9</b>	<b>2045</b>

Primary Project Typ

**Bridge - Preventive Maintenance**

Location Tyhpe:

**Bridge**

Route

Facility

From:

To

**CITYWIDE**

County

**Washington**

Municipality

**District of Columbia, Region-wide**

Description

This project provides design solutions for bridges and performs analysis, cost estimates for construction. a. Bridge Design b. Structures and Bridges Engineering

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$6,890,026**

Project ID	Title	Cost (\$M)	Complete
<b>T3243</b>	<b>Bridge Inspection</b>	<b>\$9.5</b>	<b>2045</b>

Primary Project Typ

**Bridge - Preventive Maintenance**

Location Tyhpe:

**Bridge**

Route

Facility

From:

To

County

**Washington**

Municipality

**District of Columbia, Region-wide**

Description

Work under this contract consists of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses under the ownership of the District of Columbia in accordance with the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBIS). Safety inspections of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts, walls and overhead sign structures shall be performed as needed via contract modifications.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$9,500,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5433</b>	<b>Bridge Management</b>	<b>\$1.5</b>	<b>2045</b>

Primary Project Typ

**Bridge - Preventive Maintenance**

Location Tyhpe:

**Bridge**

Route

Facility

From:

To

County

**Washington**

Municipality

**District of Columbia, Region-wide**

Description

Daily assessment of the condition of the District's bridges. Developing strategies for their preventive maintenance, rehabilitation and reconstruction. Maintenance of the Department's bridge records, recording the condition of all bridges into the Bridge Management System and annually reporting the data to FHWA.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,502,725**

Project ID	Title	Cost (\$M)	Complete
<b>T6625</b>	<b>Citywide Streetlights P3</b>	<b>\$104.9</b>	<b>2034</b>

Primary Project Typ

**Enhancement**

Location Tyhpe:

**Various Locations**

Route

Facility

From:

To

**Citywide**

County

**Washington**

Municipality

**District of Columbia**

Description

This project will be to develop a Private, Public, Partnership (P3) for the Streetlights in the District of Columbia. The P3 will include the conversion of all District Streetlights to LED in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Section 106 and NEPA work will also be included during the development of the RFP. This project will be split 42% Local, 23% NHPP and 35% STP. The development of the P3 is anticipated to take between 12 and 18 months. The P3 contract will be for between 10 and 15 years.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$90,903,142**

Project ID	Title	Cost (\$M)	Complete
<b>T6193</b>	<b>Cleveland Park Improvements</b>	<b>\$36.9</b>	<b>2027</b>

Primary Project Typ

**Landscaping/Beautification**

Location Tyhpe:

**Various Locations**

Route

Facility

From:

To

County

**Washington**

Municipality

**District of Columbia**

Description

The objective of the this project is to address the local reoccurring flooding problem near the Cleveland Park Metro Station and to improve pedestrian safety, access and visibility at all intersections; and introduce public realm improvements along the corridor of Connecticut Avenue from Macomb Street to Quebec Street, NW. a. Cleveland Park Drainage and Watershed Improvements b. Cleveland Park Streetscape Improvements

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$16,546,000**

Project ID	Title		Cost (\$M)	Complete
T6195	Florida Ave NE Streetscape		\$41.1	2027
Primary Project Typ		Location Tyhpe:		
Road - Recons/Rehab/Maintenanc		Road Segment		
Route	Facility	From:	To	
	Florida Ave NE	2nd Street	West Virginia Ave	
County		Municipality		
Washington		District of Columbia		
Description				
Implementation of Florida Avenue Transportation Study recommendations, which includes reconstruction, safety improvements, and streetscape upgrades. a. Florida Ave from 2nd St to H St NE b. Florida Ave and New York Ave NE Intersection				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T5554	Garvee Bond Debt Service - 11th Street Bridge SE Replacement		\$82.4	2029
Primary Project Typ		Location Tyhpe:		
Debt Service		Bridge		
Route	Facility	From:	To	
County		Municipality		
Washington		District of Columbia		
Description				
This project is to fund the debt service on the 11th Street Bridge SE Replacement.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$47,073,107				

Project ID	Title		Cost (\$M)	Complete
T6038	Garvee Bond Debt Service - South Capitol St		\$120.6	2034
Primary Project Typ		Location Tyhpe:		
Debt Service		Interchange		
Route	Facility	From:	To	
	Suitland Parkway	at Martin Luther King Jr. Ave		
County		Municipality		
Washington		District of Columbia		
Description				
This project is to fund the debt service on the Frederick Douglas Memorial Bridge replacement.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$64,487,875				

Project ID	Title	Cost (\$M)	Complete
<b>T2743</b>	<b>Great Streets - Pennsylvania Ave, SE</b>	<b>\$15.0</b>	<b>2025</b>

## Primary Project Typ

Road - Intersection improvement

## Location Tyhpe:

Intersection

## Route

## Facility

Pennsylvania Ave. SE

## From:

Pennsylvania Ave

## To

Minnesota

## County

Washington

## Municipality

District of Columbia

## Description

Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE. a. Pennsylvania Ave and Minnesota Ave SE Intersection Improvements

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5316</b>	<b>Guardrails and Attenuators</b>	<b>\$11.9</b>	<b>2045</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Various Locations

## Route

## Facility

Citywide

## From:

## To

## County

Washington

## Municipality

District of Columbia

## Description

This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed. a. Guardrails and Attenuators Inventory and Design b. Guardrails and Attenuators Repair and Replacement

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$11,857,768**

Project ID	Title	Cost (\$M)	Complete
<b>T2927</b>	<b>Highway Structures Preventive Maintenance and Repairs</b>	<b>\$29.1</b>	<b>2045</b>

## Primary Project Typ

**Bridge - Preventive Maintenance**

## Location Tyhpe:

**Various Locations**

Route Facility

From: To

## County

**Washington**

## Municipality

**District of Columbia**

## Description

This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$20,114,504**

Project ID	Title	Cost (\$M)	Complete
<b>T6187</b>	<b>I-395 HOV Bridge over Potomac River</b>	<b>\$26.0</b>	<b>2028</b>

## Primary Project Typ

**Bridge - Rehab**

## Location Tyhpe:

**Bridge**Route Facility  
**I-395 HOV**From: To  
**Over Potomac River Over Potomac River**

## County

**Washington**

## Municipality

**District of Columbia**

## Description

Repair extensive pier cracking, superstructure and substructure rehabilitation.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$26,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T11592</b>	<b>I-395 Southbound Exit Ramp to Southwest Freeway</b>	<b>\$1.9</b>	<b>2030</b>

## Primary Project Typ

**Bridge - Rehab**

## Location Tyhpe:

**Bridge**Route Facility  
**I 395**

From: To

## County

**Washington**

## Municipality

**District of Columbia**

## Description

Replace bridge deck; repair/repaint structural steel; replace bearings; repair spalls/seal cracks in substructure; upgrade approach guiderail and transition; address maintenance and rehabilitation recommendations in the inspection report.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,898,750**

Project ID	Title	Cost (\$M)	Complete
<b>T6804</b>	<b>I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp</b>	<b>\$4.5</b>	<b>2045</b>

## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Bridge

## Route

I 66

## Facility

Ramp to Whitehurst Freeway and K Street NW Bridge over Whitehurst Freeway Ramp

## From:

To

## County

Washington

## Municipality

District of Columbia

## Description

In conjunction with the Asset Management Division recommendation, it is apparent that to maintain the structural integrity and reduce further damage from the continued deterioration and aging of the I-66 Ramp to the Whitehurst Freeway and the K Street NW Bridge over Ramp to the Whitehurst Freeway, repair and restoration of the bridge substructures and superstructure is required.(Bridge #1303 and Bridge # 1304)The primary goal of the project is to perform repairs and rehabilitation of all deficient bridge components to extend the service life of the structure.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6613</b>	<b>I-695 Bridges From I-395 to I-295/DC-295</b>	<b>\$0.8</b>	<b>2026</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

## Route

I 695

## Facility

I 695

## From:

I 395

To

I 295

## County

Washington

## Municipality

District of Columbia

## Description

Post-construction close-out and completion of outstanding items from the 11th Street Bridge project.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$797,475**

Project ID	Title		Cost (\$M)	Complete
T3290	Kenilworth Ave NE Reconstruction		\$28.1	2024
Primary Project Typ		Location Tyhpe:		
Road - Recons/Rehab/Maintenanc		Road Segment		
Route	Facility	From:	To	
	Kenilworth Ave, NE	East Capitol St Ramp	Rail Over Pass north of Benning Rd	
County		Municipality		
Washington		District of Columbia		
Description				
Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem. a: NB Kenilworth Ave NE Reconstruction b: SB Kenilworth Ave NE Reconstruction				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,000				

Project ID	Title		Cost (\$M)	Complete
T6501	Kennedy St from 16th St to Georgia Ave NW Reconstruction		\$26.3	2024
Primary Project Typ		Location Tyhpe:		
Road - Recons/Rehab/Maintenanc		Road Segment		
Route	Facility	From:	To	
	Kennedy St NW	16th St NW	Georgia Ave	
County		Municipality		
Washington		District of Columbia		
Description				
This project is to reconstruct Kennedy Street, NW corridor from Georgia Avenue to 16th Street, NW. The scope of work for this Task Order includes but not limited to roadway and streetscape design, subsurface utility engineering (SUE), traffic signal modification, context sensitive design/solution, utility relocation coordination, maintenance of traffic, intersection safety and operational efficiency improvement, signage and pavement markings, storm water management-LID/Bio retention, Improvement of curbs & gutter, driveways, sidewalks and ADA ramps.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$15,949,500				

Project ID	Title		Cost (\$M)	Complete
T6644	LED Signage Procurement and Installation		\$1.4	2045
Primary Project Typ		Location Tyhpe:		
Road - Signal/Signs		Not Location Specific		
Route	Facility	From:	To	
County		Municipality		
Washington		District of Columbia		
Description				
Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,440,000				



Project ID	Title	Cost (\$M)	Complete
<b>T6808</b>	<b>Managed Lanes Feasibility Study FY 2021</b>	<b>\$0.2</b>	<b>2045</b>

Primary Project Typ  
**Study/Planning/Research**

Location Tyhpe:  
**Various Locations**

Route Facility

From: To

County  
**Washington**

Municipality  
**District of Columbia**

#### Description

The FY 2021 Managed Lane feasibility study will provide analysis and guidance to initiate implementation of managed lanes throughout the District of Columbia. This study will focus on prioritizing the most congested corridors in the District within the context of equity, stakeholder engagement (internal District and external regional stakeholders), and project development requirements (engineering and technical requirements). The managed lane study will look at feasibility in terms of what makes sense in a post COVID-19 world. Many traffic and policy experts are forecasting that traffic may be worse than in the post-COVID 19 roadway network. The study will rank order the priority corridors that should be considered first and will set forth discrete implementation steps. The Commonwealth of Virginia now has a number of managed lanes proximate to the District and this study will seek to analyze the relationship of those managed lanes to potential managed lanes' locations in the District. The study will also consider the impacts and relationship of any District managed lane facilities to adjacent Maryland roadways.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6014</b>	<b>Maryland Avenue NE Road Diet</b>	<b>\$28.6</b>	<b>2023</b>

Primary Project Typ  
**Bike/Ped**

Location Tyhpe:  
**Road Segment**

Route Facility  
**Maryland Ave. NE**

From: To  
**2nd Street NE 15th Street NE**

County  
**Washington**

Municipality  
**District of Columbia**

#### Description

To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6657</b>	<b>New York Ave NE Bridge over Anacostia River</b>	<b>\$37.9</b>	<b>2027</b>

Primary Project Typ

**Bridge - Rehab**

Location Tyhpe:

**Bridge**

Route Facility

**US 50 New York Avenue NE**

From:

**Over Anacostia River**

To

County

**Washington**

Municipality

**District of Columbia**

Description

This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$37,888,200**

Project ID	Title	Cost (\$M)	Complete
<b>T5339</b>	<b>Pavement Restoration - NHPP Streets</b>	<b>\$40.0</b>	<b>2045</b>

Primary Project Typ

**Road - Resurface**

Location Tyhpe:

**Various Locations**

Route Facility

From:

To

County

**Washington**

Municipality

**District of Columbia**

Description

Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tops, and removal of roadway and roadside debris.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$40,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5957</b>	<b>Pennsylvania Ave and Potomac Ave SE Intersection Improvements</b>	<b>\$22.9</b>	<b>2025</b>

Primary Project Typ

**Road - Intersection improvement**

Location Tyhpe:

**Intersection**

Route Facility

**Pennsylvania Ave SE**

From:

**Potomac Ave SE**

To

**Penn Ave**

County

**Washington**

Municipality

**District of Columbia**

Description

Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$22,763,300**

Project ID	Title	Cost (\$M)	Complete
<b>T6595</b>	<b>Pennsylvania Ave from 17th St to Washington Cir NW Streetscape</b>	<b>\$38.0</b>	<b>2025</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Road Segment

## Route

## Facility

Pennsylvania Ave NW

## From:

17th St NW

## To

22nd St NW

## County

Washington

## Municipality

District of Columbia

## Description

Design for streetscape of Pennsylvania Avenue NW, includes multi-modal friendly transportation. Facilitate New Connections, Balancing the Modes, Pedestrian Scale Streetscape, Create a vibrant, cohesive public space that provides a sense of visual continuity and a framework for new active uses.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T11598</b>	<b>Rehabilitation of Whitehurst Freeway Bridge</b>	<b>\$39.5</b>	<b>2028</b>

## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Bridge

## Route

## Facility

Whitehurst Freeway

## From:

## To

## County

## Municipality

## Description

"This structure was constructed in 1949 and was last rehabilitated in 1998. The sufficiency rating is 59.4% (3/12). The 2014 inspection report notes a NBI rating of 5 for the superstructure steel cross girders and the substructure intermediate steel columns and anchor bolts with a condition description of section loss due to corrosion on stringers, cross girders, columns, and anchor bolts. The project will perform detailed bridge inspection to assess the bridge condition with deficiencies, followed by engineering design for bridge rehabilitation."

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$4,557,000

Project ID	Title	Cost (\$M)	Complete
T6811	Retroreflective Backplates	\$2.0	2045
Primary Project Typ Road - Other Improvement		Location Tyhpe: Not Location Specific	
Route	Facility	From:	To
County Washington	Municipality District of Columbia		
Description The TOSD plans to implement retroreflective backplates as a safety improvement to reduce fatalities and serious injury crashes on the Districts roadways. Retroreflective backplates are FHWA Proven Safety Countermeasure known to reduce total crashes at an intersection by 15%, by providing greater visibility and conspicuity of traffic signal heads, particularly at night and for drivers with vision limitations. The project will include systemic installation of this measure on corridors identified through network screening in each of the eight wards, as well as similar installation for single intersections that demonstrate characteristics and a safety record of crashes susceptible to correction with this treatment.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,980,000			

Project ID	Title	Cost (\$M)	Complete
T11595	Return to L'Enfant	\$9.1	2028
Primary Project Typ Bridge - Rehab		Location Tyhpe: Bridge	
Route	Facility	From:	To
County Washington	Municipality District of Columbia		
Description L'Enfant Plaza project is a bridge that needs to be rehabilitated, the assessment report shows some deficiencies that require work			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$9,092,300			

Project ID	Title	Cost (\$M)	Complete
T5323	Roadway Pavement Condition Assessment	\$5.1	2045
Primary Project Typ Study/Planning/Research		Location Tyhpe: Various Locations	
Route	Facility Citywide	From:	To
County Washington	Municipality District of Columbia		
Description This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$5,103,340			

Project ID	Title	Cost (\$M)	Complete
<b>T2965</b>	<b>Roadway Reconstruction Citywide</b>	<b>\$21.9</b>	<b>2030</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Various Locations

## Route

## Facility

CITYWIDE

## From:

## To

## County

Washington

## Municipality

District of Columbia

## Description

This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include: a. Alabama Ave from MLK to Bowen Rd SE b. Broad Branch Rd from Linnean Ave to Beach Dr NW Rehabilitation d. Canal Rd NW Rock Slope Stabilization e. Florida Ave and 9th St from T St to Barry PI NW f. New Jersey Ave from Massachusetts Ave to N St NW g. Oregon Ave Military Rd to Western Ave NW

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$14,947,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6240</b>	<b>Safety and Geometric Improvements of I-295</b>	<b>\$2.8</b>	<b>2028</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Road Segment

## Route

## Facility

I 295

I-295/DC-295

## From:

Eastern Avenue

## To

Chesapeake St. SE

## County

Washington

## Municipality

District of Columbia

## Description

Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St. a. Safety and Geometric Improvements of I-295 (Long Term) b. Safety and Geometric Improvements of I-295 (Mid Term) c. Safety and Geometric Improvements of I-295 (Short Term)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3423</b>	<b>South Capitol Street Corridor</b>	<b>\$777.0</b>	<b>2028</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

## Route

## Facility

South Capitol Street

## From:

N St, MLK Ave, Suitland Pkwy,  
Memorial Bridge

## To

Independence Ave.

## County

Washington

## Municipality

District of Columbia

## Description

Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. a. New Frederick Douglass Memorial Bridge b. Suitland Parkway and I-295 Interchange Reconfiguration c. Martin Luther King Jr. Ave. and Suitland Parkway Interchange Reconfiguration d. South Capitol St from N St to SE/SW Freeway Boulevard Streetscape e. New Jersey Ave SE Streetscape improvements f. South Capitol Street Corridor Phase 2

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6499</b>	<b>Southeast Blvd and Barney Circle Environmental Assessment</b>	<b>\$6.0</b>	<b>2024</b>

## Primary Project Typ

Environmental Only Project

## Location Tyhpe:

Intersection

## Route

## Facility

Southeast Boulevard

## From:

Barney Circle

## To

11th St SE

## County

Washington

## Municipality

District of Columbia

## Description

Perform an Environmental Assessment to study converting the Southeast Boulevard from its existing condition to an at-grade multi-modal urban boulevard.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$6,000,000

Project ID	Title	Cost (\$M)	Complete
<b>T6490</b>	<b>Southwest Freeway Bridge over South Capitol Street</b>	<b>\$57.4</b>	<b>2028</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

## Route

## Facility

I 695 Southwest Freeway

## From:

over South Capitol Street

## To

## County

Washington

## Municipality

District of Columbia

## Description

Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,754,100

Project ID	Title	Cost (\$M)	Complete
T3242	Stormwater-Hydraulic Structures and Flood Management Works	\$25.0	2045

Primary Project Typ  
Infrastructure Resiliency

Route	Facility
-------	----------

Location Tyhpe:  
**Various Locations**

From: To

County  
Washington

Municipality  
District of Columbia

### Description

The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual basis and based on stormwater drainage problem occurrences the structures will be inspected. On an annual basis, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures. a. Culvert Inspection b. Drainage and Stormwater Improvements c. Stormwater Retrofits d. University Terrace NW Drainage Improvements

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$25,000,004**

Project ID	Title	Cost (\$M)	Complete
T5385	Streetlight Asset Management	\$11.0	

Primary Project Typ  
**Transportation Operations**

Route	Facility
-------	----------

Location Tyhpe:  
**Various Locations**

From: To

County  
**BLANK, Washington**

Municipality  
District of Columbia

### Description

This project will provide maintenance for the Districts lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$11,000,000**

## Transit

Project ID	Title	Cost (\$M)	Complete
T5439	Streetlight Construction	\$2.5	
Primary Project Type Transportation Operations		Location Tyhpe: Various Locations	
Route	Facility citywide	From: citywide	To
County Washington	Municipality District of Columbia		
Description This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,500,000			

Project ID	Title	Cost (\$M)	Complete
T5346	Theodore Roosevelt Bridge Rehabilitation	\$128.5	2025
Primary Project Type Bridge - Rehab		Location Tyhpe: Bridge	
Route I 66	Facility Theodore Roosevelt Bridge	From:	To
County Washington	Municipality District of Columbia, Region-wide		
Description Maintain the structure's service life for 30 years and improve safety by making necessary repairs to the existing structure. Improve safety by bringing the combined pedestrian/bicycle sidewalk into compliance with safety standards.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$120,600,001			

Project ID	Title	Cost (\$M)	Complete
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16.5	2045
Primary Project Type Bridge - Rehab		Location Tyhpe: Bridge	
Route	Facility William Howard Taft Memorial Bridge	From:	To
County Washington	Municipality District of Columbia		
Description Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,495,500			



Project ID	Title	Cost (\$M)	Complete
<b>T6638</b>	<b>16th St NW Transit Priority</b>	<b>\$2.0</b>	<b>2024</b>

Primary Project Typ

Transit - BRT

Location Tyhpe:

On Road

Route

Facility

16th St NW

From:

H St NW

To

Arkansas Ave NW

County

Washington

Municipality

District of Columbia

Description

The purpose of the Proposed Action is to improve transit performance and reliability along with pedestrian crossings, bus stops, and sidewalks along 16th Street NW between H Street NW and Arkansas Avenue NW. 16th Street is a multimodal corridor and the purpose of the project is to move more people through the corridor quickly to meet the existing and long-term regional mobility and local accessibility needs for residents and the traveling public within the project area. a. 16th St NW Transit Priority b. 16th St NW Transit Priority Cameras

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,000

Project ID	Title	Cost (\$M)	Complete
<b>T6102</b>	<b>5303/5304 FTA Program</b>	<b>\$3.3</b>	<b>2045</b>

Primary Project Typ

Transit - Administration

Location Tyhpe:

Not Location Specific

Route

Facility

Citywide

From:

To

County

Washington

Municipality

District of Columbia

Description

DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,282,990

Project ID	Title	Cost (\$M)	Complete
<b>T5754</b>	<b>Benning Rd Bridges and Transportation Improvements</b>		<b>2026</b>

Primary Project Typ

Transit - Streetcar/Light Rail

Location Tyhpe:

On Road

Route

Facility

Benning Rd NE

From:

Oklahoma Ave NE

To

East Capitol St NE

County

Washington

Municipality

District of Columbia

Description

Benning Rd Bridges and Transportation Improvements from OK Ave to East Capitol St Br# 503(EB), 503(WB), 104, 104-1

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6105</b>	<b>DC Circulator</b>	<b>\$25.3</b>	<b>2026</b>

Primary Project Type

**Transit - Bus**

Location Type:

**Not Location Specific**

Route Facility

From:

To

County

**Washington**

Municipality

**District of Columbia**

Description

DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) c. DC Circulator South Capitol Street Facility Improvements d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6103</b>	<b>DC Circulator Expansion - Phase I</b>	<b>\$3.8</b>	<b>2026</b>

Primary Project Type

**Transit - Bus**

Location Type:

**On Road**

Route Facility

From:

To

County

Municipality

**District of Columbia**

Description

Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

## Frederick County

### Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE3594</b>	<b>Christopher's Crossing</b>	<b>\$6.3</b>	<b>2019</b>

#### Primary Project Typ

**Road - Add Capacity/Widening**

#### Location Tyhpe:

**Road Segment**

#### Route

#### Facility

**Christopher's Crossing**

#### From:

**Walter Martz Road**

#### To

**Thomas Johnson Drive**

#### County

#### Municipality

**City of Frederick**

#### Description

Christophers Crossing through the Sanner Farm, which ultimately extends from US 15 in the north around the City to US 40 in the west. This connection is vital to providing multiple safe & efficient connections from residential areas in the northwest to downtown Frederick and US 15. Christophers Crossing will be a four lane road with auxiliary lanes and associated curb & gutter, street lights, sidewalks/bike paths, etc.; 4 new lanes on relocation west of Opossumtown Road and widening from 2 to 4 lanes east of Opossumtown Road.

### Local Street

Project ID	Title	Cost (\$M)	Complete
<b>T3173</b>	<b>Bridge Inspection, Rehabilitation and Replacements</b>	<b>\$13.4</b>	

#### Primary Project Typ

**Bridge - Rehab**

#### Location Tyhpe:

**Various Locations**

#### Route

#### Facility

**Various Bridges**

#### From:

#### To

#### County

#### Municipality

**Frederick**

#### Description

Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Gas House Pike; Bretheren Church Rd; Hessong Bridge Rd; Hoovers Mill Rd; Hornets Nest Rd; Old Mill Road Br; Stevens Rd; Biggs Ford Rd; Opossumtown Pike; Sixes Bridge Rd; and Dollyhide Road

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,302,000**

Project ID	Title		Cost (\$M)	Complete
T5495	Planning, Design & Construction		\$8.1	2024
Primary Project Typ		Location Tyhpe:		
Bike/Ped		Various Locations		
Route	Facility	From:	To	
	Various Trails			
County	Municipality			
Frederick				
Description				
Various County Trails including the Ballenger Creek Trail, Frederick and Pennsylvania Trails in Rails, New Design Road Side Path, and H&F Trail				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,437,000				

Project ID	Title		Cost (\$M)	Complete
T6669	Various Trails - City of Frederick		\$14.7	
Primary Project Typ		Location Tyhpe:		
Bike/Ped		Various Locations		
Route	Facility	From:	To	
County		Municipality		
		City of Frederick		
Description				
Design and constructions or priority trails including: East Street Rails with Trails, Golden Mile Trail, and Rock Creek Trail				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$8,055,000				

## Roadways

Project ID	Title		Cost (\$M)	Complete
T6615	Christopher's Crossing		\$17.0	2026
Primary Project Typ		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
	Christopher's Crossing	Shookstown Road	Rocky Springs Road	
County	Municipality			
Frederick	City of Frederick			
Description				
Christophers Crossing through Fort Detricks Area B, which ultimately extends from US 15 in the north around the City to US 40 in the west.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$15,000,000				

Project ID	Title		Cost (\$M)	Complete
T5494	Study, Design, ROW, & Construction		\$32.6	2027
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Various Locations		
Route	Facility	From:	To	
	Various Roads	Various Roads		
County	Municipality			
Frederick				
Description	Upgrade and improvements to Boyers Mill Road; Christopher's Crossing; Gas House Pike; Reichs Ford Road; White Rock subdivision; Yeagertown Rd. and Braddock Heights Improvements			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

## MDOT

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>T5527</b>	<b>Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project</b>	<b>\$635.8</b>	<b>2025</b>

## Primary Project Type

Bridge - Replace + Add Capacity

## Location Type:

Bridge

## Route

## Facility

US Bridge over Potomac

## From:

Charles County, MD

## To

King George County, VA

## County

Charles

## Municipality

## Description

Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$144,629,000**

## MDOT - MTA

### Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>CE3776</b>	<b>Germantown Transit Oriented Development</b>		<b>2045</b>

Primary Project Typ

**Transit - Other**

Location Tyhpe:

**Other**

Route      Facility

From:

To

County

Municipality

#### Description

MDOT promotes Transit Oriented Development (TOD) as a tool to support economic development, promote transit ridership, and maximize the efficient use of transportation infrastructure. Germantown station is served by all nine inbound and outbound MARC trains to Washington D.C. on weekdays. As a growing multimodal hub, Germantown station is well-situated to become a thriving transit-oriented center. MDOT MTA has begun evaluating the site to determine how development on the surface lots can be accommodated while also supporting convenient station access for MARC passengers and meet the demands of passengers accessing the station by car.

Project ID	Title	Cost (\$M)	Complete
<b>CE3774</b>	<b>Laurel Transit Oriented Development</b>		<b>2045</b>

Primary Project Typ

**Transit - Other**

Location Tyhpe:

**Other**

Route      Facility

From:

To

County

Municipality

#### Description

MDOT MTA supports the planning and implementation of TOD. The agency will work with stakeholders to coordinate the planning and development of mixed use development near MARC Train stations systemwide. Laurel Station is the busiest non-terminal station on the Camden Line with average daily weekday boardings of 621 passengers. The MDOT parking lot and adjacent land have been proposed for redevelopment in the past and MDOT MTA will coordinate with stakeholders to support redevelopment of this property to enhance access between the station and the community.

Project ID	Title	Cost (\$M)	Complete
<b>CE3775</b>	<b>Monocacy Transit Oriented Development</b>		<b>2045</b>

Primary Project Type

**Transit - Other**

Location Type:

**Other**

Route Facility

From:

To

County

Municipality

## Description

Monocacy Station is one of two stations located exclusively on the Frederick Branch of the MARC Brunswick Line. An average of 221 weekday boardings occur at Monocacy with three inbound and outbound trains serving the station each weekday. MDOT MTA will work with stakeholders to support development that preserves and supports MARC operations.

## Transit

Project ID	Title	Cost (\$M)	Complete
<b>CE3783</b>	<b>Brunswick Line Additional Mainline Track and Storage Capacity</b>	<b>\$720.0</b>	<b>2035</b>

Primary Project Type

**Transit - Metrorail/Heavy Rail**

Location Type:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

## Description

To increase service and reliability on the Brunswick MARC rail line, there will need to be storage expansions at maintenance and storage facilities as well as additional mainline track. MDOT MTA can begin to operate midday service on the Brunswick line if an additional mainline track were to be added between the Washington and Silver Spring stations; the Garrett Park and Gaithersburg stations; and between the Gaithersburg and Boyds stations.



Project ID	Title	Cost (\$M)	Complete
<b>CE3787</b>	<b>Brunswick Line Expansion</b>	<b>\$496.0</b>	<b>2045</b>

Primary Project Type

**Transit - Metrorail/Heavy Rail**

Location Type:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

[Description](#)

Increased service on the Brunswick Line would help to support the growing I-270 corridor. Future service patterns could gradually evolve to include additional, basic service improvements to existing stations. Several capital investments must be made to enable these service improvements on the Brunswick Line, including additional mainline track, positive train control enhancements, and additional storage and maintenance facilities.

Project ID	Title	Cost (\$M)	Complete
<b>CE3773</b>	<b>Brunswick Line Station Renovations</b>	<b>\$22.0</b>	<b>2045</b>

Primary Project Type

**Transit - Passenger Facilities**

Location Type:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

[Description](#)

The Brunswick Line consist of 18 stations in addition to Washington Union Station. MDOT MTA will continue to make improvements consistent with the lifecycle of each station. As various amenities and elements are replaced, MDOT MTA will also include enhancements with improved technology and features available at the time. This also includes elements such as upgraded security, and communication systems, wayfinding, and other improvements as appropriate.

Project ID	Title		Cost (\$M)	Complete
CE3780	Brunswick Yard Maintenance Facility Improvements		\$40.0	2045
Primary Project Typ		Location Tyhpe:		
Transit - Metrorail/Heavy Rail		Not Location Specific		
Route	Facility	From:	To	
	Brunswick Yard			
County	Municipality			
Description				
MARC contracts with CSX to store its trains at Brunswick Yard in Brunswick, MD. The current agreement limits the type of maintenance that can be conducted as MDOT MTA does not own the property. This limitation requires MDOT MTA to cycle MARC train equipment in a way that they can be positioned for heavier maintenance activities as required. The acquisition of Brunswick Yard would enable MDOT MTA to make the necessary improvements to perform heavy maintenance on rail vehicles.				

Project ID	Title		Cost (\$M)	Complete
CE3784	Camden Line Additional Mainline Track		\$360.0	2035
Primary Project Typ		Location Tyhpe:		
Transit - Metrorail/Heavy Rail		Not Location Specific		
Route	Facility	From:	To	
County	Municipality			
Description				
To increase service on the Camden MARC rail line, additional mainline track will need to be built along select segments on the line. In order to provide limited midday service, MDOT MTA would need to build an additional mainline track between the Jessup and Savage stations as well as the Greenbelt and Riverdale stations.				

Project ID	Title		Cost (\$M)	Complete
CE3788	Camden Line Expansion		\$150.0	2045
Primary Project Typ		Location Tyhpe:		
Transit - Metrorail/Heavy Rail		Not Location Specific		
Route	Facility	From:	To	
County	Municipality			
Description				
Several capital investments must be made to enable full midday and weekend service on the Camden line. In addition to the mainline track built to accommodate for limited midday service - between Jessup and Savage stations as well as the Greenbelt and Riverdale stations - this project would add additional mainline track between the Riverdale Station and Washington Union Station as well as between the Jessup Station and Baltimore Penn Station.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3770</b>	<b>Camden Line Station Renovations</b>	<b>\$40.0</b>	<b>2045</b>

Primary Project Typ

**Transit - Passenger Facilities**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

[Description](#)

Camden Line consist of 11 stations in addition to Washington Union Station. MDOT MTA will continue to make improvements consistent with the lifecycle of each station. As various amenities and elements are replaced, MDOT MTA will also include enhancements with improved technology and features available at the time. This also includes elements such as upgraded security, and communication systems, wayfinding, and other improvements as appropriate.

Project ID	Title	Cost (\$M)	Complete
<b>CE3781</b>	<b>Closed Circuit Television (CCTV) Expansion</b>	<b>\$10.0</b>	<b>2045</b>

Primary Project Typ

**Transit - Passenger Facilities**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

[Description](#)

To improve security at MARC stations, MDOT MTA is working to install closed circuit television at all stations throughout the system. While some stations already incorporate the use of CCTV in all areas, many of the stations are limited. MARC personnel will coordinate with MDOT MTA Police to install these systems in all stations to improve safety, and security.

Project ID	Title	Cost (\$M)	Complete
<b>CE1649</b>	<b>Corridor Cities Transitway (CCT)</b>	<b>\$545.0</b>	<b>2045</b>

Primary Project Type

Transit - BRT

Location Type:

On Road

Route Facility

From:

Shady Grove

To

Metropolitan Grove

County

Montgomery

Municipality

Description

The Locally Preferred Alternative for the Corridor Cities Transitway has been announced. The mode will be Bus Rapid Transit. The alignment will follow the current Master Plans for the area as approved by Montgomery County. The project will extend from the Shady Grove Metro station to the COMSAT facility, just south of Clarksburg, a distance of 15 miles. However, it will be built in phases with the first phase extending from Shady Grove to Metropolitan Grove, a distance of nine miles. Phase I is what is identified and described in this CLRP analysis.

Project ID	Title	Cost (\$M)	Complete
<b>CE3778</b>	<b>CSX Joint Benefits - Brunswick and Camden Lines</b>	<b>\$90.0</b>	<b>2045</b>

Primary Project Type

Transit - Metrorail/Heavy Rail

Location Type:

Not Location Specific

Route Facility

From:

To

County

Municipality

Description

As part of the operating agreement with CSX, MDOT MTA provides funding to CSX to support the necessary improvements to maintain CSX-owned railway for the Brunswick and Camden Lines. This includes the upgrading of signal systems, switches, grade crossings and other infrastructure shared by both railroads. The current MDOT MTA agreement with CSX is for \$5M annually for capital improvements.

Project ID	Title	Cost (\$M)	Complete
<b>CE3772</b>	<b>Eliminate At-Grade Pedestrian Crossing (Brunswick and Camden Lines)</b>	<b>\$296.0</b>	<b>2045</b>

## Primary Project Typ

Transit - Passenger Facilities

## Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Municipality

## Description

Nineteen of the 42 stations that MARC serves currently have at-grade pedestrian crossings. At these stations, passengers must cross active railroad tracks to access the far-side platform. CSX currently requires at-grade pedestrian crossings to be eliminated as part of any significant station improvements on the Brunswick and Camden Lines.

Project ID	Title	Cost (\$M)	Complete
<b>CE3779</b>	<b>Frederick Branch Improvements</b>	<b>\$10.0</b>	<b>2045</b>

## Primary Project Typ

Transit - Metrorail/Heavy Rail

## Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Municipality

## Description

The Frederick Branch of the Brunswick Line is the only mainline track that MDOT MTA owns. Unlike the agreements with Amtrak and CSX, MDOT MTA is solely responsible for the maintenance along the Frederick Branch from Monocacy Junction to Downtown Frederick (3.4 miles). Over the next 30 years, MDOT MTA will be making improvements to grade crossings to improve safety, replacing switch machines, and replacing rail ties.

Project ID	Title	Cost (\$M)	Complete
<b>CE3427</b>	<b>Marc Improvements</b>		<b>2029</b>

## Primary Project Typ

Rail - Other

## Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Municipality

## Description

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve safety and quality of MARC

Project ID	Title	Cost (\$M)	Complete
<b>CE3785</b>	<b>MARC Rolling Stock Overhauls and Replacements</b>	<b>\$780.0</b>	<b>2045</b>

Primary Project Typ  
**Transit - Maintenance**

Location Tyhpe:  
**Not Location Specific**

Route Facility

From: To

County

Municipality

#### Description

MDOT MTA inherited a wide variety of legacy equipment from previous railroads when it began assuming control of commuter rail operations in 1973. Over the last four decades MARC has gradually been able to retire older cars and replace them with newer, safer, and more reliable equipment. Today the MARC Train fleet comprises 223 revenue vehicles including 177 railcars and 46 locomotives. MARC vehicles make up the biggest share of all MARC assets, representing nearly \$1 billion in assets. MDOT MTA operates and maintains four different locomotive types including both diesel, and electric locomotives manufactured by four different builders. Only a small part of MARCs fleet is made up of electric locomotives; these are used on the Penn Line only. MDOT MTA recently acquired eight new SC-44 Charger diesel locomotives in 2018. These locomotives meet the latest TIER IV environmental emissions standards. The age of MARCs locomotive fleet ranges from less than a year old to 30+ years old. The frequency with which overhauls are required increase with age, and the older vehicles have gone through several overhauls and rebuilds.

Project ID	Title	Cost (\$M)	Complete
<b>CE3782</b>	<b>MARC Run-through service to L'Enfant Plaza</b>	<b>\$95.0</b>	<b>2035</b>

Primary Project Typ  
**Transit - Operating**

Location Tyhpe:  
**Not Location Specific**

Route Facility

From: To

County

Municipality

#### Description

MDOT MTA and Virginia Railway Express (VRE) are exploring the potential for MARC Train to extend service south to L'Enfant Plaza. The potential benefits to run-through service include the following: -Alleviate congestion on the Red Line at Union Station -Provide direct access to the L'Enfant Plaza rail hub -Potential increase in mid-day storage capacity While the rail infrastructure for this service exists today, the current facilities do not have spare capacity for additional service. Additionally, CSX owns the right-of-way south of the 1st Street Tunnel. Implementation of run-through service would require a cost-sharing partnership with other rail constituents including VRE, Amtrak, CSX, and others.

Project ID	Title	Cost (\$M)	Complete
<b>CE3786</b>	<b>MARC Run-through service to Virginia</b>	<b>\$2,000.0</b>	<b>2045</b>

## Primary Project Type

Transit - Metrorail/Heavy Rail

## Location Type:

Not Location Specific

Route Facility

From:

To

County

Municipality

## Description

MDOT MTA and Virginia Railway Express (VRE) are exploring the potential for MARC Train to extend service south to Northern Virginia. The potential benefits to run-through service include direct, one-seat ride to employment centers in Northern Virginia from Maryland; alleviate congestion on the Red Line at Union Station; provide direct access to the L'Enfant Plaza rail hub; and potential increase in mid-day storage capacity. While the rail infrastructure for this service exists today, the current facilities do not have spare capacity for additional service. Additionally, CSX owns the right of-way south of the 1st Street Tunnel and Long ridge. Implementation of run-through service would require a cost-sharing partnership with other rail constituents including VRE, Amtrak, CSX, and others.

Project ID	Title	Cost (\$M)	Complete
<b>CE3777</b>	<b>Passenger Rail Investment and Improvement Act (PRIIA) - Penn Line</b>	<b>\$180.0</b>	<b>2045</b>

## Primary Project Type

Transit - Metrorail/Heavy Rail

## Location Type:

Not Location Specific

Route Facility

From:

To

County

Municipality

## Description

As part of the Passenger Rail Investment and Improvement Act of 2008 Section 212 (PRIIA 212) a collaborative planning and decision making effort for passenger rail carriers along the Northeast Corridor (NEC) was created. MARC Penn Line service uses the southern portion of the NEC to provide service between Perryville and Washington, D.C. Through PRIIA 212, a cost-sharing arrangement for NEC infrastructure along the MARC Penn Line for commuter and intercity rail services was established. The new cost-sharing arrangement and policy recommendations seek to advance the development of improvements along the MARC Penn Line. PRIIA 212 replaces the previous Joint Benefits program MDOT had with Amtrak.

Project ID	Title	Cost (\$M)	Complete
<b>CE3771</b>	<b>Penn Line Station Renovations</b>	<b>\$30.0</b>	<b>2035</b>

Primary Project Typ

**Transit - Passenger Facilities**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

Description

The Penn Line consists of 12 stations in addition to Washington Union Station. MDOT MTA will continue to make improvements consistent with the lifecycle of each station. MDOT MTA will also include enhancements with improved technology and features available at the time. Such enhancements include upgraded security, and communication systems, wayfinding, and other improvements as appropriate.

### Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>T3760</b>	<b>Ridesharing - Statewide Program</b>	<b>\$5.2</b>	

Primary Project Typ

**Ridesharing**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

**Calvert, Charles, Frederick, Montgomery, Prince Geo City of Frederick**

Description

To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,492,000**



## Transit

Project ID	Title	Cost (\$M)	Complete
<b>T3468</b>	<b>Corridor Cities Transitway (CCT) - Planning &amp; Design</b>		<b>2020</b>

Primary Project Typ

Transit - BRT

Location Tyhpe:

On Road

Route Facility

From:

To

County

Montgomery

Municipality

## Description

This is a joint project with SHA. The transit portion of the multi-modal project extends from the Shady Grove Metro station to the COMSAT facility just south of Clarksburg. The multi-modal project overall studies transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to Biggs Ford Road north of Frederick. The Corridor Cities Transitway would be a bus rapid transit line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along a proposed I-270 High Occupancy Vehicle (HOV) or Express Toll Lane managed facility. NOTE: The state funds shown for Planning and Preliminary Engineering, Right of Way, and Construction wear all re-obligated in FY2015, for this project please refer to the CTP.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T2713</b>	<b>Large Urban Systems - Capital</b>	<b>\$15.0</b>	

Primary Project Typ

Transit - Maintenance

Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Montgomery, Prince Georges

Municipality

## Description

Capital assistance for large urban transit service in Prince George's and Montgomery Counties.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$10,000,000

Project ID	Title	Cost (\$M)	Complete
<b>T6146</b>	<b>Large Urban Systems - Operating</b>	<b>\$108.9</b>	

Primary Project Typ

Transit - Operating

Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Municipality

## Description

Operating Assistance for Prince Georges County.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$54,460,000

Project ID	Title		Cost (\$M)	Complete
T6147	Large Urban Systems - Preventive Maintenance		\$66.7	
Primary Project Type		Location Tyhpe:		
Transit - Other		Not Location Specific		
Route	Facility	From:	To	
County	Municipality			
Description				
Large Urban Operating Preventative Maintenance for Montgomery County.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$22,220,000				

Project ID	Title		Cost (\$M)	Complete
T11584	MARC Facilities		\$2.3	
Primary Project Type		Location Tyhpe:		
Transit - Safety		Not Location Specific		
Route	Facility	From:	To	
County	Municipality			
Description				
Through annual inspection, platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR). Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound).				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,284,718				

Project ID	Title		Cost (\$M)	Complete
T2795	Purple Line		\$2,739.3	2023
Primary Project Type		Location Tyhpe:		
Transit - Streetcar/Light Rail		Own ROW		
Route	Facility	From:	To	
	Purple Line	Bethesda	New Carrollton	
County	Municipality			
Montgomery, Prince Georges				
Description				
Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$8,289,138				

Project ID	Title	Cost (\$M)	Complete
<b>T2602</b>	<b>Rural Transit - Capital Assistance</b>	<b>\$0.9</b>	

Primary Project Typ

**Transit - Capital**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

**Charles**

Municipality

Description

Capital assistance for rural transit service in Frederick County

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$280,000**

Project ID	Title	Cost (\$M)	Complete
<b>T2853</b>	<b>Rural Transit - Operating Assistance</b>	<b>\$5.5</b>	

Primary Project Typ

**Transit - Operating**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

**Charles, Frederick**

Municipality

Description

Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's counties

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$5,496,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6440</b>	<b>Seniors and Individuals with Disabilities</b>	<b>\$1.3</b>	

Primary Project Typ

**Transit - Other**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

**Charles, Frederick, Montgomery, Prince Georges**

Municipality

Description

Will enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,298,000**

Project ID	Title	Cost (\$M)	Complete
T3012	Small Urban Systems - Capital	\$48.4	
Primary Project Type		Location Tyhpe:	
Transit - Capital		Not Location Specific	
Route	Facility	From:	To
County		Municipality	
		City of Frederick	
Description			
Capital Assistance for Small Urban Transit services in Charles and Frederick counties.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$13,437,250			
Project ID	Title	Cost (\$M)	Complete
T2594	Small Urban Transit Systems - Operating Assistance	\$35.9	

Primary Project Type  
**Transit - Operating**

Location Type:  
**Not Location Specific**

Route      Facility      From:      To

County      Municipality  
**City of Frederick**

Description  
**Operating assistance to small urban transit systems in Charles and Frederick Counties**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$35,852,500**

## MDOT - SHA

### Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE2250</b>	<b>I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange</b>	<b>\$33.0</b>	<b>2022</b>

#### Primary Project Type

Road - Interchange improvement

#### Location Type:

Point Location

Route Facility

I 70 I 70 /US 40

From:

To

MD 144FA /Meadow Road /Old National Pike

County

Frederick

Municipality

#### Description

Provide missing I-70/US 40 interchange ramp movements at MD 144FA, Meadow Road, and Old National Pike. Design, right-of-way acquisition, and construction are to be funded by Frederick County and developer.

Project ID	Title	Cost (\$M)	Complete
<b>CE1187</b>	<b>I-70/US 40 Corridor</b>	<b>\$143.0</b>	<b>2040</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

Route Facility

I 70 I 70

From:

Mount Phillip Road

To

West of I-270

County

Frederick

Municipality

## Description

This project includes one remaining phase of I-70 upgrades: Phase 4 (design on hold 2007) - -Widening of I-70 from Mount Phillip Road to west of I-270. Previously, the following phases were completed: Phase 1 (complete) - Provide missing movements at US 15/US 340 interchange. Phase 1A (complete) - Construction of missing movements at the I-70/I-270 interchange; I-70 WB to I-270 SB and I-270 NB to I-70 EB; construction of a third lane on WB I-70; dualization of two existing ramps: US 15/US 40 SB to I-70 EB and I-70 WB to US 15/US 40 NB; construction of 5 new bridges and widening and/or redecking four bridges . Reconstruction of the New Design Road structure over I-70. Construction of MD 914 Relocated and New Design Road Relocated. Improve the MD 914/New Design Road intersection. Phase 2A (complete) Construction of ramps from eastbound I-70 to MD 355 Construction of Relocated MD 85 at MD 355 intersection Widening of MD 355 from south of I-70 for approximately 2000 feet. Phase 2B (complete) - -Construction of Monocacy Blvd. Storm Water Management Ponds and Pumping Station -Preliminary grading of Monocacy Blvd. Embankment -Force Main along Proposed East Street Extended -The Reichs Ford Road Pumping Station Phase 2C (complete) - -The MD 85 Urban Diamond Interchange and Ramps -Completion of Monocacy Blvd. -MD 355 from just south of Monocacy Blvd. to the northern project limit. -Necessary widening of I-70 associated with the above improvements. -Park and Ride Lot in the northeast quadrant of I-70/MD 355 -Construct the extension of MD 475, from South Street to the proposed Monocacy Boulevard. Phase 2D (complete) - -Replacement of the ramps at Reich's Ford Road and Monocacy -The I-70 Bridges over Reichs Ford Road -Eastbound and westbound widening on I-70 from MD 355 to MD 144 Phase 3 (complete) - -Construction of new MD 355 structure over I-70 -Widening of MD 355 from north of Monocacy Blvd. to north of the new structure -Construction of Phase 3 is required before construction of Phase 2D

Project ID	Title	Cost (\$M)	Complete
<b>CE3281</b>	<b>I-95/I-495 Corridor (North and West)</b>	<b>\$2,092.0</b>	<b>2030</b>

## Primary Project Typ

Road - HOV/Managed Lanes

## Location Tyhpe:

Road Segment

Route Facility

I 95 I 95 /I 495

From:

George Washington Parkway  
(Virginia)

To

Baltimore Washington Parkway

County

Montgomery, Prince Georges

Municipality

## Description

I-95/I-495 component of Traffic Relief Plan, to include two managed lanes in each direction, between the Virginia State line/Potomac River (American Legion Bridge) and Baltimore Washington Parkway.

Project ID	Title		Cost (\$M)	Complete
CE1182	I-95/I-495 Corridor (South and East)		\$2,161.0	2030
Primary Project Type		Location Tyhpe:		
Road - HOV/Managed Lanes		Road Segment		
Route	Facility	From:	To	
I 95	I 95 /I 495	Baltimore Washington Parkway	Virginia State line/Potomac River (Woodrow Wilson Bridge)	
County		Municipality		
Prince Georges				
Description				
I-95/I-495 component of Traffic Relief Plan, to include two managed lanes in each direction, between Baltimore Washington Parkway and Virginia State line/Potomac River (Woodrow Wilson Bridge).				

Project ID	Title		Cost (\$M)	Complete
CE1203	MD 117 Corridor		\$69.0	2030
Primary Project Type		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 117	MD 117	I 270	West of Game Preserve Road	
County		Municipality		
Montgomery				
Description				
Upgrade MD 117 from West of Game Preserve Road to I-270, including reconstruction of intersections at Bureau Drive, MD 124, First field Road, Metropolitan Grove Road/Twelve Oaks Drive, Watkins Mill Road/Pleasant Run Drive, and Long draft Road to improve traffic operations.				

Project ID	Title		Cost (\$M)	Complete
CE1206	MD 124 Corridor		\$129.0	2035
Primary Project Type		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 124	MD 124	Midcounty Highway	Warfield Road	
County		Municipality		
Montgomery				
Description				
Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road. Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles.				

Project ID	Title	Cost (\$M)	Complete
<b>CE2261</b>	<b>MD 180/Ballenger Creek Pike Corridor</b>	<b>\$170.0</b>	<b>2035</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route Facility

MD 180 MD 180 /Ballenger Creek Pike

## From:

Greenfield Drive

## To

Corporate Drive

## County

Frederick

## Municipality

City of Frederick

## Description

Study to upgrade existing capacity and traffic operations along MD 180 and Ballenger Creek Pike (formerly MD 351) from Greenfield Drive to Corporate Drive, while supporting existing and planned development. Design and construction of the central portion of the corridor, including the MD 180 bridge over US 15/US 340, is proceeding independently. This project will result in the dualization of MD 180 with a second bridge built over US 15/US 340. Construction is anticipated to begin in 2018 and be complete in 2021.

Project ID	Title	Cost (\$M)	Complete
<b>CE2253</b>	<b>MD 197 Corridor</b>		<b>2030</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

## Route Facility

MD 197 MD 197

## From:

Kenhill Drive

## To

MD 450

## County

Prince Georges

## Municipality

## Description

Reconstruct the roadway to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated. Sidewalks will be included where appropriate and wide curb lanes will accommodate bicycles.



Project ID	Title	Cost (\$M)	Complete
<b>CE1200</b>	<b>MD 2/MD 4 Corridor (Calvert County)</b>	<b>\$456.0</b>	<b>2045</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

Route Facility

MD 2 MD 2 / MD 4

From:

North of Stoakley Road /Hospital Drive

To

South of MD 765A

County

Calvert

Municipality

## Description

Five-phase project to upgrade MD 2/MD 4, from south of MD 765A to north of Stoakley Road/Hospital Drive, to a six-lane divided highway with auxiliary lanes. Phases include: Phase 1 (complete 2010) - South of Commerce Lane to South of Old Field Lane Phase 2 (in construction, anticipated complete 2021) - Fox Run Boulevard to MD 231 Phase 3A (planning complete, design/construction not funded) - North of Stoakley Road/Hospital Drive to North of Harrow Lane Phase 3B (planning complete, design/construction not funded) - North of Harrow Lane to South of Steeple Chase Drive Phase 4 (planning complete, design/construction not funded) - South of Old Field Lane to South of MD 765A (south junction) Phase 5 - (planning complete, design/construction not funded) - Interchanges at Stoakley Road/Hospital Drive and at MD 765A (south junction)

Project ID	Title	Cost (\$M)	Complete
<b>CE1199</b>	<b>MD 210 Corridor</b>	<b>\$754.0</b>	<b>2045</b>

## Primary Project Type

Road - Interchange improvement

## Location Type:

Road Segment

Route Facility

MD 210 MD 210

From:

I 95 / I 495

To

MD 228

County

Prince Georges

Municipality

## Description

Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (Excluding MD 210/Kerby Hill Road/Livingston Road Interchange - TIP#4879)

Project ID	Title	Cost (\$M)	Complete
<b>CE2248</b>	<b>MD 223 Corridor</b>	<b>\$360.0</b>	<b>2045</b>

Primary Project Type

Road - Intersection improvement

Location Type:

Road Segment

Route Facility

MD 223 MD 223

From:

MD 4

To

Steed Road

County

Prince Georges

Municipality

Description

Study to evaluate short-term, mid-term, and long-term improvements along the MD 223 corridor from Steed Road to MD 4. Various improvements include intersection improvements, widening, signalization, access management, ADA compliance, and the installation of bicycle and pedestrian facilities where they are appropriate.

Project ID	Title	Cost (\$M)	Complete
<b>CE1195</b>	<b>MD 3 Corridor</b>	<b>\$1,797.0</b>	<b>2040</b>

Primary Project Type

Road - Add Capacity/Widening

Location Type:

Road Segment

Route Facility

MD 3 MD 3

From:

I 595 /US 50 /US 301

To

Anne Arundel County Line

County

Prince Georges

Municipality

Description

Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

Project ID	Title	Cost (\$M)	Complete
<b>CE2246</b>	<b>MD 4 Corridor (Calvert County/Saint Mary's County)</b>	<b>\$861.0</b>	<b>2031</b>

Primary Project Type

Bridge - Replace + Add Capacity

Location Type:

Road Segment

Route Facility

MD 4 MD 4

From:

MD 2

To

MD 235

County

Calvert

Municipality

Description

Upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection.

Project ID	Title		Cost (\$M)	Complete
CE1194	MD 4 Corridor (Prince George's County)		\$533.0	2040
Primary Project Type		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 4	MD 4	I 95 /I 495	MD 223	
County		Municipality		
Prince Georges				
Description		Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway). Includes interchanges at Dowerhouse Road and Westphalia Road and a flyover ramp at Suitland Parkway.		
Project ID	Title		Cost (\$M)	Complete
CE1207	MD 450 Corridor		\$67.0	2030

[Primary Project Type](#)

**Road - Add Capacity/Widening**

[Location Type:](#)

**Road Segment**

[Route](#)   [Facility](#)

**MD 450**   **MD 450**

[From:](#)

**Stonybrook Drive**

[To](#)

**MD 3**

[County](#)

**Prince Georges**

[Municipality](#)

[Description](#)

Widen MD 450 from Whitfield Chapel Road to west of MD 3. Described below is typical section for each segment of this project: MD 450, from east of Whitfield Chapel Road to Greenwood Lane - five lanes undivided closed section. (complete) MD 450, from Greenwood Lane to Seabrook Road - four lane divided with 12 foot outside shoulders. (complete) MD 450, from Seabrook Road to MD 704 - four lanes divided with 12 foot outside shoulders. (complete) MD 450, from MD 704 to MD 193 - six lanes divided (complete) MD 450, from MD 193 to Bell Station Road - six lanes divided (complete) MD 450, from Bell Station Road to MD 197 - four lanes divided roadway with 8' outside shoulders (complete) MD 450, from MD 197 to Stonybrook Drive - four-lane divided roadway, no shoulders (complete) MD 450, from Stonybrook Drive to west of MD 3 - four lane divided roadway

Project ID	Title		Cost (\$M)	Complete
CE1196	MD 5 Corridor			2035
Primary Project Typ		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
MD 5	MD 5	I 95 /I 495	US 301 (North Junction)	
County		Municipality		
Prince Georges				
Description				
This project would upgrade MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway. Includes proposed interchanges at MD 373/Brandywine Road, Surratts Road, and Burch Hill Road/Earnshaw Drive.				

Project ID	Title		Cost (\$M)	Complete
CE1210	MD 85 Corridor		\$138.0	2035
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 85	MD 85	English Muffin Way	North of Grove Road	
County		Municipality		
Frederick				
Description				
Widen MD 85 to a four-lane divided highway from south of English Muffin Way to south of Crestwood Boulevard/Shockley Drive, then six lanes north to Grove Road and including I-270 interchange reconstruction. Auxiliary lanes will be included where necessary. Phases include: Phase 1 (in construction, anticipated complete 2021) - South of Crestwood Boulevard/Shockley Drive to North of Spectrum Drive, including I-270 interchange (see TIP ID 6483 - project cost of \$82,000 has been subtracted from previously provided cost of \$220,000,000) Phase 2 (planning complete 2004, design/construction not funded) - North of Spectrum Drive to North of Grove Road Phase 3 (planning complete 2004, design/construction not funded) - South of English Muffin Way to South of Crestwood Boulevard/Shockley Drive				

Project ID	Title		Cost (\$M)	Complete
CE1211	MD 97 at MD 28 Interchange		\$310.0	2035
Primary Project Typ		Location Tyhpe:		
Road - Interchange improvement		Point Location		
Route	Facility	From:	To	
MD 97	MD 97	MD 28		
County		Municipality		
Montgomery				
Description				
Construct interchange improvements along MD 97 at MD 28. The alternative that was chosen is: Alt 7 VE Modified - Relocated MD 28 under MD 97				

Project ID	Title	Cost (\$M)	Complete
<b>CE2618</b>	<b>MD 97 Corridor</b>	<b>\$104.0</b>	<b>2030</b>

Primary Project Type

**Bike/Ped**

Location Type:

**Road Segment**

Route Facility

**MD 97 MD 97**

From:

**MD 390**

To

**MD 192**

County

**Montgomery**

Municipality

Description

The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97. Sidewalks and wide curb lanes to accommodate bicycles will be included where appropriate.

Project ID	Title	Cost (\$M)	Complete
<b>CE2620</b>	<b>Naval Support Activity Bethesda BRAC Improvements</b>	<b>\$77.0</b>	<b>2022</b>

Primary Project Type

**Road - Intersection improvement**

Location Type:

**Various Locations**

Route Facility

**Intersections near Naval Support Activity  
Bethesda**

From:

To

County

**Montgomery**

Municipality

Description

Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycles and pedestrian facilities will be provided where appropriate.

Project ID	Title	Cost (\$M)	Complete
<b>CE1202</b>	<b>US 1 Corridor</b>	<b>\$116.0</b>	<b>2030</b>

Primary Project Type

**Road - Recons/Rehab/Maintenanc**

Location Type:

**Road Segment**

Route Facility

**US 1 US 1**

From:

**College Avenue**

To

**I 95 /I 495**

County

**Prince Georges**

Municipality

Description

Reconstruct US 1 from College Avenue to I-95/I-495. Project consists of a four-lane divided roadway with a median, bike lane, and sidewalks.

Project ID	Title		Cost (\$M)	Complete
CE1204	US 1/MD 201 Corridor		\$1,034.0	2045
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
US 1	US 1	I 95 /I 495	North of Muirkirk Road	
County		Municipality		
Prince Georges				
Description				
Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.				

Project ID	Title		Cost (\$M)	Complete
CE3567	US 15 Corridor (North of Frederick City)		\$426.0	2045
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 15	US 15	MD 26	North of Biggs Ford Road	
County		Municipality		
Frederick		City of Frederick		
Description				
US 15 upgrades to include replacement of at-grade US 15 intersection at Biggs Ford Road with grade-separated interchange.				

Project ID	Title		Cost (\$M)	Complete
CE3566	US 15/US 40 Corridor - Frederick City		\$414.0	2030
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 15	US 15 /US 40	I 70	MD 26	
County		Municipality		
		City of Frederick		
Description				
US 15/US 40 upgrades through the City of Frederick to include widening to three lanes in each direction.				

Project ID	Title	Cost (\$M)	Complete
<b>CE1197</b>	<b>US 29 Corridor</b>	<b>\$6,460.0</b>	<b>2045</b>

## Primary Project Typ

Road - Interchange improvement

## Location Tyhpe:

Interchange

Route Facility

US 29 US 29

From:

Sligo Creek Parkway

To

Howard County line/Patuxent River

County

Montgomery

Municipality

## Description

Design and construction of interchanges at Stewart Lane, Tech Road/Industrial Parkway, Musgrove Road/Fairland Road, Greencastle Road, and Blackburn Road. Upgrades based on 1995 US 29 corridor study, which studied US 29 from north of MD 650 to Howard County Line. This study resulted in previously completed upgrades including grade-separation at Randolph Road/Cherry Hill Road, Briggs Cheney Road, MD 198, and Dustin Road and US 29 realignment at Burtonsville.

Project ID	Title	Cost (\$M)	Complete
<b>CE1619</b>	<b>US 301 Corridor (Bowie)</b>	<b>\$449.0</b>	<b>2035</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

Route Facility

US 301 US 301

From:

I 595 /US 50

To

North of Mount Oak Road

County

Prince Georges

Municipality

## Description

Upgrade and widen US 301 from north of Mount Oak Road to I-595 (US 50). Construct an interchange with a service road at MD 197. Upgrade MD 197 from US 301 to Mitchellville Road.

Project ID	Title	Cost (\$M)	Complete
<b>CE2239</b>	<b>US 301 Corridor (Waldorf)</b>	<b>\$199.0</b>	<b>2040</b>

## Primary Project Typ

Road - Interchange improvement

## Location Tyhpe:

Road Segment

Route Facility

US 301 US 301

From:

MD 5 (north junction)

To

Smallwood Road

County

Charles, Prince Georges

Municipality

## Description

Study to analyze US 301 upgrades through Waldorf between MD 5 (north junction) and Smallwood Road; including grade separated interchanges at MD 5 (south junction) and at MD 228/MD 5 Business.

Project ID	Title	Cost (\$M)	Complete
<b>CE3425</b>	<b>US 50 Corridor</b>	<b>\$29.0</b>	<b>2035</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

US 50 US 50

From:

District of Columbia line

To

I 95 /I 495

County

Prince Georges

Municipality

## Description

Study examining US 50 capacity and operational improvements between the Maryland/District of Columbia line and I-95/I-495.

## Local Street

Project ID	Title	Cost (\$M)	Complete
<b>T6076</b>	<b>Bikeshare Program-INFORMATIONAL</b>	<b>\$1.5</b>	

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Various Locations

Route Facility

From:

To

County

Municipality

## Description

Bike sharing is a form of transit that makes self-service bicycles publicly available for short-term use. MDOT provided a competitive grant program to Maryland localities wishing to study and/or implement Bike sharing. The following funding was awarded: Frederick City Feasibility Study \$12,000 Prince Georges County Feasibility Study - \$40,000 The City of Greenbelt Feasibility Study - \$20,000 Montgomery County Bikeshare - \$1,008,000 University of Maryland - \$187,500 City of College Park - \$187,500

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6647</b>	<b>Riverdale Road Anacostia River Branch Bridge Replacement</b>	<b>\$9.5</b>	<b>2025</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

Route Facility

Riverdale Road at Anacostia River Branch

From:

To

County

Charles, Frederick, Montgomery, Prince Georges

Municipality

City of Frederick, City of Rockville

## Description

Replacement of Riverdale Road bridge 16069 over the Northeast Branch of the Anacostia River.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$8,466,000



## Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>T3566</b>	<b>Commuter Connections Program</b>	<b>\$7.4</b>	

Primary Project Typ

TERMs

Location Tyhpe:

Other

Route

Facility

From:

To

Areawide

County

Municipality

Charles, Frederick, Montgomery, Prince Georges

Description

The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$7,389,000

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>T2944</b>	<b>301 South Corridor Transportation Study</b>	<b>\$3,805.3</b>	<b>2045</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

From:

To

US 301 US 301

Potomac River

I 595

County

Municipality

Charles, Prince Georges

Description

A multimodal corridor study considering US 301 corridor highway and transit improvements from the Potomac River to I-595/US 50/MD 3.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3081</b>	<b>Areawide Bridge Replacement and Rehabilitation</b>	<b>\$192.5</b>	

Primary Project Typ

Bridge - Rehab

Location Tyhpe:

Bridge

Route

Facility

From:

To

Areawide

County

Municipality

Charles, Frederick, Montgomery, Prince Georges

City of Frederick, City of Rockville

Description

Ongoing program to provide major upgrades to and maintenance of structures on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$192,527,000

Project ID	Title	Cost (\$M)	Complete
<b>T3085</b>	<b>Areawide Congestion Management</b>	<b>\$80.4</b>	

Primary Project Type

Road - CMAQ

Location Type:

Not Location Specific

Route

Facility

Areawide

From:

To

County

Charles, Frederick, Montgomery, Prince Georges

Municipality

City of Frederick, City of Rockville

Description

Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$80,423,730**

Project ID	Title	Cost (\$M)	Complete
<b>T3038</b>	<b>Areawide Environmental Projects</b>	<b>\$188.4</b>	

Primary Project Type

Environmental Only Project

Location Type:

Not Location Specific

Route

Facility

Areawide

From:

To

County

Charles, Frederick, Montgomery, Prince Georges

Municipality

City of Frederick, City of Rockville

Description

Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$188,414,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3082</b>	<b>Areawide Resurfacing and Rehabilitation</b>	<b>\$546.9</b>	

Primary Project Type

**Road - Resurface**

Location Type:

**Not Location Specific**

Route

Facility

From:

To

**Areawide**

County

**Charles, Frederick, Montgomery, Prince Georges**

Municipality

**City of Frederick, City of Rockville**[Description](#)

Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$546,942,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3084</b>	<b>Areawide Safety and Spot Improvements</b>	<b>\$212.6</b>	

Primary Project Type

**Road - Other Improvement**

Location Type:

**Not Location Specific**

Route

Facility

From:

To

**Areawide**

County

**Charles, Frederick, Montgomery, Prince Georges**

Municipality

**City of Frederick, City of Rockville**[Description](#)

Ongoing program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$212,621,000**

Project ID	Title	Cost (\$M)	Complete
<b>T2710</b>	<b>Areawide Transportation Alternatives</b>	<b>\$27.9</b>	

## Primary Project Type

Enhancement

## Location Type:

Not Location Specific

## Route

## Facility

Areawide

## From:

## To

## County

Charles, Frederick, Montgomery, Prince Georges

## Municipality

City of Frederick, City of Rockville

## Description

Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$27,918,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3083</b>	<b>Areawide Urban Reconstruction</b>	<b>\$31.5</b>	<b>2026</b>

## Primary Project Type

Road - Recons/Rehab/Maintenanc

## Location Type:

Not Location Specific

## Route

## Facility

Areawide

## From:

## To

## County

Charles, Frederick, Montgomery, Prince Georges

## Municipality

City of Frederick, City of Rockville

## Description

Ongoing program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas. These are non-capacity improvements that may include but are not limited to drainage improvements, curbs and gutters, pavement milling and resurfacing, sidewalks, streetscaping, signage, and marking and lighting improvements.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$31,500,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6444</b>	<b>I-270 Innovative Congestion Management</b>	<b>\$131.4</b>	<b>2023</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

## Route

## Facility

I 270 I 270

## From:

I 495

## To

I 70

## County

Frederick, Montgomery

## Municipality

City of Rockville

## Description

Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Includes requisite noise abatement.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$8,625,000**

Project ID	Title		Cost (\$M)	Complete
T11579	I-70 South Mountain Welcome Center Truck Parking		\$7.8	2025
Primary Project Type		Location Tyhpe:		
Freight Movement		Point Location		
Route	Facility	From:	To	
I 70	South Mountain Welcome Center			
County	Municipality			
Frederick				
Description				
Adding 25 new truck parking spaces to augment existing 49 truck parking spaces at the eastbound and westbound I-70 South Mountain Welcome Centers.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$6,500,000				

Project ID	Title		Cost (\$M)	Complete
T6411	I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange Construction		\$21.5	2023
Primary Project Type		Location Tyhpe:		
Road - Interchange improvement		Interchange		
Route	Facility	From:	To	
I 70	I 70		MD 144FA, Meadow Road, and Old National Pike	
County	Municipality			
Frederick				
Description				
Construction of two missing I-70/US 40 ramp movements at MD 144FA, Meadow Road, and Old National Pike, including entry ramp to westbound I-70/US 40 and exit ramp from eastbound I-70/US 40.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$4,250,000				

Project ID	Title		Cost (\$M)	Complete
T2894	I-95/I-495 at Greenbelt Metro Station Interchange Construction		\$124.0	2030
Primary Project Type		Location Tyhpe:		
Road - Interchange improvement		Interchange		
Route	Facility	From:	To	
I 95	I 95 at Greenbelt Metro Station			
County	Municipality			
Prince Georges				
Description				
Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,000,000				

Project ID	Title	Cost (\$M)	Complete
<b>T6656</b>	<b>I-95/I-495 Good Luck Road Bridges Replacement</b>	<b>\$2.4</b>	<b>2025</b>

Primary Project Typ

**Bridge - Replace**

Location Tyhpe:

**Bridge**

Route

Facility

From:

To

**I 95 I 95 / I 495 at Good Luck Road**

County

Municipality

**Prince Georges**

Description

Replacement of I-95/I-495 bridges 1614305 and 1614306 over Good Luck Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$677,000**

Project ID	Title	Cost (\$M)	Complete
<b>T11578</b>	<b>I-95/I-495 Interchange at Medical Center Drive</b>	<b>\$10.0</b>	<b>2025</b>

Primary Project Typ

**Study/Planning/Research**

Location Tyhpe:

**Interchange**

Route

Facility

From:

To

**I 495 Capitol Beltway**

County

Municipality

**Prince Georges**

Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$9,405,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6522</b>	<b>I-95/I-495 MD 214 Bridges Replacement</b>	<b>\$33.6</b>	<b>2022</b>

Primary Project Typ

**Bridge - Replace**

Location Tyhpe:

**Bridge**

Route

Facility

From:

To

**I 95 I 95 / I 495 at MD 214**

County

Municipality

**Charles, Frederick, Montgomery, Prince Georges****City of Frederick, City of Rockville**

Description

Replacement of I-95/I-495 bridges 1615305 and 1615306 over MD 214.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$276,000**

Project ID	Title		Cost (\$M)	Complete
T6651	I-95/I-495 MD 4 Bridges Replacement		\$36.2	2025
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
I 95	I 95 /I 495 at MD 4			
County		Municipality		
Prince Georges				
Description				
Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6438	I-95/I-495 Suitland Parkway Bridges Replacement		\$41.9	2022
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
I 95	I 95 /I 495 at Suitland Parkway			
County		Municipality		
Charles, Frederick, Montgomery, Prince Georges		City of Frederick, City of Rockville		
Description				
Replacement of I-95/I-495 bridges 1616005 and 1616006 over Suitland Parkway.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:		\$1,089,000		

Project ID	Title		Cost (\$M)	Complete
T6437	I-95/I-495 Suitland Road Bridges Replacement		\$36.4	2022
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
I 95	I 95 /I 495 at Suitland Road			
County		Municipality		
Charles, Frederick, Montgomery, Prince Georges		City of Frederick, City of Rockville		
Description				
Replacement of I-95/I-495 bridges 1616205 and 1616206 and Suitland Road.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T6533</b>	<b>MD 117 Phases 2-3 Highway Reconstruction - PE ONLY</b>	<b>\$77.5</b>	<b>2030</b>

Primary Project Typ

Road - Recons/Rehab/Maintenanc

Location Tyhpe:

Intersection

Route Facility

MD 117 MD 117 Clopper Road/Diamond Avenue

From:

I 270

To

Metropolitan Grove Road

County

Montgomery

Municipality

Description

Construct intersection capacity improvements from I-270 to Metropolitan Grove Road and Metropolitan Grove Road to the west of Game Preserve Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3057</b>	<b>MD 124 Phases 2-3 Highway Reconstruction</b>	<b>\$120.0</b>	<b>2035</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

MD 124 MD 124

From:

Midcounty Highway

To

Warfield Road

County

Montgomery

Municipality

Description

Reconstruction of MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$4,898,000

Project ID	Title	Cost (\$M)	Complete
<b>T11600</b>	<b>MD 17 Burkittsville Road Bridge Replacement over Middle Creek</b>	<b>\$5.9</b>	<b>2025</b>

Primary Project Typ

Bridge - Replace

Location Tyhpe:

Bridge

Route Facility

MD 17, Burkittsville Road

From:

To

County

Municipality

Description

Replacement of MD 17 bridge# 1001900 over Middle Creek

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$5,155,000



Project ID	Title		Cost (\$M)	Complete
<b>T6489</b>	<b>MD 180 Highway Reconstruction</b>		<b>\$19.3</b>	<b>2022</b>
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 180	MD 180	I-70 (Western Crossing)	I-70 (Eastern Crossing)	
County		Municipality		
Frederick		City of Frederick		
Description				
		Reconstruct MD 180 from 600 feet north of the western crossing of I-70 to the eastern crossing of I-70, including constructing second MD 180 bridge over US 15/US 340.		
		This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:		
Project ID	Title		Cost (\$M)	Complete
<b>T6071</b>	<b>MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements</b>		<b>\$18.0</b>	<b>2024</b>
Primary Project Typ		Location Tyhpe:		
Road - Intersection improvement		Intersection		
Route	Facility	From:	To	
MD 185	MD 185 at Jones Bridge Road and Kensington Parkway			
County		Municipality		
Montgomery				
Description				
		Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda.		
		This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$7,247,000		
Project ID	Title		Cost (\$M)	Complete
<b>T4887</b>	<b>MD 197 Highway Reconstruction - PE ONLY</b>		<b>\$6.7</b>	<b>2025</b>
Primary Project Typ		Location Tyhpe:		
Preliminary Engineering/Environm		Road Segment		
Route	Facility	From:	To	
MD 197	MD 197	Kenhill Drive	MD 450	
County		Municipality		
Prince Georges				
Description				
		Widening of and upgrades to MD 197 to become a multilane freeway between Kenhill Drive and MD 450.		
		This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,848,000		

Project ID	Title	Cost (\$M)	Complete
<b>T6526</b>	<b>MD 201 Highway Construction - PE ONLY</b>	<b>\$682.7</b>	<b>2045</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
MD 201 MD 201 and US 1

From: To  
I 95 Muirkirk Road

County  
Prince Georges

Municipality

Description  
Study of capacity improvements on MD 201 and US 1 from I-95/I-495 to north of Muirkirk Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6527</b>	<b>MD 202 at Brightseat Road Intersection Improvements</b>	<b>\$15.5</b>	<b>2045</b>

Primary Project Typ  
Road - Intersection improvement

Location Tyhpe:  
Intersection

Route Facility  
MD 202 MD 202 at Brightseat Road

From: To  
MD 202 Brightseat Road

County  
Prince Georges

Municipality

Description  
Intersection improvements at MD 202 and Brightseat Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T4879</b>	<b>MD 210 at Kerby Hill Road/Livingston Road Interchange Construction</b>	<b>\$130.9</b>	<b>2022</b>

Primary Project Typ  
Road - Interchange improvement

Location Tyhpe:  
Interchange

Route Facility  
MD 210 MD 210 at Kerby Hill Road/Livingston Road

From: To

County  
Prince Georges

Municipality

Description  
Construction of a new MD 210 interchange at Kerby Hill Road/Livingston Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$16,173,000

Project ID	Title		Cost (\$M)	Complete
<b>T6524</b>	<b>MD 210 Corridor Study</b>		<b>\$453.8</b>	<b>2040</b>
Primary Project Typ		Location Tyhpe:		
Study/Planning/Research		Road Segment		
Route	Facility	From:	To	
MD 210	MD 210	I 95	MD 228	
County		Municipality		
Prince Georges				
Description				
Multimodal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:		\$9,990,000		
Project ID	Title		Cost (\$M)	Complete
<b>T6652</b>	<b>MD 210 Henson Creek Bridge Replacement</b>		<b>\$1.8</b>	<b>2025</b>
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
MD 210	MD 210 at Henson Creek			
County		Municipality		
Charles, Frederick, Montgomery, Prince Georges		City of Frederick, City of Rockville		
Description				
Replacement of MD 210 bridge 16036 over Henson Creek.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:		\$220,000		
Project ID	Title		Cost (\$M)	Complete
<b>T6529</b>	<b>MD 212A Urban Reconstruction</b>		<b>\$29.3</b>	<b>2024</b>
Primary Project Typ		Location Tyhpe:		
Road - Recons/Rehab/Maintenanc		Road Segment		
Route	Facility	From:	To	
MD 212	MD 212 A	Pine Street	US 1	
County		Municipality		
Prince Georges				
Description				
MD 212A reconstruction from Pine Street to US 1.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:		\$3,358,000		

Project ID	Title	Cost (\$M)	Complete
<b>T6660</b>	<b>MD 223 at Dower House Road Intersection Improvements</b>	<b>\$5.3</b>	<b>2022</b>

Primary Project Typ

**Road - Intersection improvement**

Location Tyhpe:

**Intersection**

Route Facility

**MD 223 MD 223 at Dower House Road**

From:

To

County

**Prince Georges**

Municipality

Description

**MD 223 geometric improvements at Dower House Road.**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,338,000**

Project ID	Title	Cost (\$M)	Complete
<b>T4885</b>	<b>MD 223 Corridor Study</b>	<b>\$227.0</b>	<b>2045</b>

Primary Project Typ

**Study/Planning/Research**

Location Tyhpe:

**Road Segment**

Route Facility

**MD 223 MD 223**

From:

To

**Steed Road**

**MD 4**

County

**Prince Georges**

Municipality

Description

**A study to establish a long-term MD 223 corridor vision between Steed Road and MD 4.**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6689</b>	<b>MD 225, Hawthorne Road, Bridge Replacement</b>	<b>\$3.9</b>	<b>2025</b>

Primary Project Typ

**Bridge - Replace**

Location Tyhpe:

**Bridge**

Route Facility

**MD 225 MD 5 over Mattawoman Creek**

From:

To

County

**Charles, Frederick, Montgomery, Prince Georges**

Municipality

**City of Frederick, City of Rockville**

Description

**Replacement of MD 5 Bridge 08021 over Mattawoman Creek**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,598,000**

Project ID	Title		Cost (\$M)	Complete
T6649	MD 26 Westbound Monocacy River Bridge Replacement		\$1.8	2025
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
MD 26	MD 26 at the Monocacy River			
County		Municipality		
Charles, Frederick, Montgomery, Prince Georges		City of Frederick, City of Rockville		
Description				
Replacement of westbound MD 26 bridge 10025 over the Monocacy River.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T3476	MD 28/MD 198 Corridor Study		\$287.4	2045
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 28	MD 28 Norbeck Road and MD 198	MD 97	I 95	
County		Municipality		
Montgomery, Prince Georges				
Description				
A study examining capacity improvements in the MD 28/MD 198 corridor between MD 97 and I-95.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6394	MD 3 Corridor Study		\$905.6	2035
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
MD 3	MD 3	I 595	Prince George's/Anne Arundel County line	
County		Municipality		
Prince Georges				
Description				
A study to examine MD 3 safety and capacity upgrades between I-595/US 50/US 301 and I-97/MD 32. Portion of this study in Prince George's County is within the TPB planning area; portion in Anne Arundel County is within the BRTB planning area.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T6392</b>	<b>MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements</b>	<b>\$19.3</b>	<b>2022</b>

## Primary Project Typ

Road - Intersection improvement

## Location Tyhpe:

Road Segment

Route Facility

MD 337 MD 337

From:

MD 218

To

I 95 Northbound Exit

County

Prince Georges

Municipality

## Description

Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6518</b>	<b>MD 355 Bennett Creek Bridge Replacement</b>	<b>\$20.1</b>	<b>2023</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

Route Facility

MD 355 MD 355 at Bennett Creek

From:

To

County

Frederick

Municipality

## Description

Replacement of MD 355 bridge 10086 over Bennett Creek.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$385,000

Project ID	Title	Cost (\$M)	Complete
<b>T6486</b>	<b>MD 355 CSX Old Main Line Subdivision Bridge Replacement</b>	<b>\$14.3</b>	<b>2023</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

Route Facility

MD 355 MD 355 at CSX Old Main Line Subdivision

From:

To

County

Charles, Frederick, Montgomery, Prince Georges

Municipality

City of Frederick, City of Rockville

## Description

Replacement of MD 355 bridge 10084 over the CSX Old Main Line Subdivision.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,653,000

Project ID	Title		Cost (\$M)	Complete
T6532	MD 355 Little Bennett Creek Bridge Replacement		\$10.5	2022
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
MD 355	MD 355 at Little Bennett Creek			
County	Municipality			
Montgomery				
Description				
Replacement of MD 355 Bridge 15053 over Little Bennett Creek.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
Project ID	Title		Cost (\$M)	Complete
T6620	MD 355 Monocacy River Bridge Replacement		\$2.4	2024
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
MD 355	MD 355 at the Monocacy River			
County	Municipality			
Frederick				
Description				
Replacement of MD 355 bridge 10085 over the Monocacy River.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
Project ID	Title		Cost (\$M)	Complete
T6646	MD 382 Charles Branch Bridge Replacement		\$5.8	2024
Primary Project Typ		Location Tyhpe:		
Bridge - Replace		Bridge		
Route	Facility	From:	To	
MD 382	MD 382 at Charles Branch			
County	Municipality			
Prince Georges	Upper Marlboro			
Description				
Replacement of MD 382 bridge 16061 over Charles Branch.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:			\$4,241,000	

Project ID	Title	Cost (\$M)	Complete
<b>T3547</b>	<b>MD 4 at Suitland Parkway Interchange Construction</b>	<b>\$222.5</b>	<b>2022</b>

Primary Project Typ  
**Road - Other Improvement**

Location Tyhpe:  
**Interchange**

Route Facility  
**MD 4 MD 4 at Suitland Parkway**

From: To

County  
**Prince Georges**

Municipality

Description  
Construction of a new MD 4 interchange at Suitland Parkway.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$107,635,649**

Project ID	Title	Cost (\$M)	Complete
<b>T6653</b>	<b>MD 4 Bridges over MD 717 and Race Track Road Replacement</b>	<b>\$22.8</b>	<b>2025</b>

Primary Project Typ  
**Bridge - Replace**

Location Tyhpe:  
**Bridge**

Route Facility  
**MD 4 MD 4 at MD 717 and Race Track Road**

From: To  
**MD 717 Race Track Road**

County  
**Charles, Frederick, Montgomery, Prince Georges**

Municipality  
**City of Frederick, City of Rockville**

Description  
Replacement of MD 4 bridges 1609903 and 1609904 over MD 717 and bridges 1610803 and 1610804 over Marlboro Race Track Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$21,749,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6523</b>	<b>MD 4 Corridor Study</b>	<b>\$370.3</b>	<b>2040</b>

Primary Project Typ  
**Road - Add Capacity/Widening**

Location Tyhpe:  
**Road Segment**

Route Facility  
**MD 4 MD 4**

From: To  
**MD 223 I 95**

County  
**Prince Georges**

Municipality

Description  
A study to upgrade MD 4 to a multilane freeway from MD 223 to I-95/I-495.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title	Cost (\$M)	Complete
T3150	MD 450 Highway Reconstruction - PE Only	\$37.6	2030
Primary Project Typ Road - Add Capacity/Widening		Location Tyhpe: Road Segment	
Route	Facility	From:	To
MD 450	MD 450	Stonybrook Drive	West of MD 3
County Prince Georges		Municipality	
Description Widening of MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:			
Project ID	Title	Cost (\$M)	Complete
T6619	MD 464 Little Catoctin Creek Bridge Replacement	\$5.3	2021
Primary Project Typ Bridge - Replace		Location Tyhpe: Bridge	
Route	Facility	From:	To
MD 464	MD 464 at Little Catoctin Creek		
County Charles, Frederick, Montgomery, Prince Georges		Municipality City of Frederick, City of Rockville	
Description Replace bridge 10090 over Little Catoctin Creek.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:			
Project ID	Title	Cost (\$M)	Complete
T6591	MD 478 Potomac River Branch Bridge Replacement	\$6.9	2022
Primary Project Typ Bridge - Replace		Location Tyhpe: Bridge	
Route	Facility	From:	To
MD 478	MD 478 at Potomac River Branch		
County Charles, Frederick, Montgomery, Prince Georges		Municipality City of Frederick, City of Rockville	
Description Replacement of MD 478 bridge 10089 over a branch of the Potomac River.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:			

Project ID	Title	Cost (\$M)	Complete
<b>T6683</b>	<b>MD 5 and MD 637 Urban Reconstruction</b>	<b>\$23.6</b>	<b>2022</b>

Primary Project Type

Road - Recons/Rehab/Maintenanc

Location Tyhpe:

Road Segment

Route Facility

MD 5 MD 5

From:

Southern Avenue

To

Curtis Drive

County

Prince Georges

Municipality

Description

MD 5 reconstruction from Southern Avenue to Curtis Drive, and MD 637 reconstruction from Suitland Parkway to MD 5.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,832,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6395</b>	<b>MD 5 at Linda Lane Intersection Improvements</b>	<b>\$43.7</b>	<b>2030</b>

Primary Project Type

Road - Intersection improvement

Location Tyhpe:

Point Location

Route Facility

MD 5 MD 5 at Linda Lane

From:

To

County

Prince Georges

Municipality

Description

Construction of MD 5 intersection improvements at Linda Lane.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3469</b>	<b>MD 5 Corridor Study</b>	<b>\$545.1</b>	<b>2030</b>

Primary Project Type

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

MD 5 MD 5

From:

US 301

To

I 95

County

Prince Georges

Municipality

Description

A study to upgrade MD 5 to a multilane freeway from US 301 at T.B. to north of I-95/I-495.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
<b>T6590</b>	<b>MD 500 at Mount Rainier/Chillum Urban Reconstruction</b>		<b>\$23.4</b>	<b>2021</b>
Primary Project Typ		Location Tyhpe:		
<b>Road - Recons/Rehab/Maintenanc</b>		<b>Road Segment</b>		
Route	Facility	From:	To	
<b>MD 500</b>	<b>MD 500</b>	<b>MD 208</b>	<b>Eastern Avenue</b>	
County		Municipality		
<b>Prince Georges</b>		<b>Hyattsville</b>		
Description				
		Construction of landscaped median with sidewalk and crosswalk improvements from MD 208 to Eastern Avenue.		
		This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$2,695,000</b>		
Project ID	Title		Cost (\$M)	Complete
<b>T6654</b>	<b>MD 717 Western Branch Bridge Replacement</b>		<b>\$5.8</b>	<b>2030</b>
Primary Project Typ		Location Tyhpe:		
<b>Bridge - Replace</b>		<b>Bridge</b>		
Route	Facility	From:	To	
<b>MD 717</b>	<b>MD 717 at Western Branch</b>			
County		Municipality		
<b>Prince Georges</b>		<b>Upper Marlboro</b>		
Description				
		Replacement of MD 717 bridge 16109 over Western Branch.		
		This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$437,000</b>		
Project ID	Title		Cost (\$M)	Complete
<b>T6690</b>	<b>MD 75 over I-70 Bridge Rehabilitation</b>		<b>\$6.8</b>	<b>2025</b>
Primary Project Typ		Location Tyhpe:		
<b>Bridge - Rehab</b>		<b>Bridge</b>		
Route	Facility	From:	To	
<b>MD 75</b>	<b>MD 75 at I-70</b>			
County		Municipality		
<b>Charles, Frederick, Montgomery, Prince Georges</b>		<b>City of Frederick, City of Rockville</b>		
Description				
		Rehabilitation of MD 75 bridge 105600 over I-70		
		This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$5,930,000</b>		

Project ID	Title	Cost (\$M)	Complete
<b>T6648</b>	<b>MD 77 Beaver Branch Bridge Replacement</b>	<b>\$6.8</b>	

Primary Project Typ

**Bridge - Replace**

Location Tyhpe:

**Bridge**

Route Facility

**MD 77 MD 77 at Beaver Branch**

From:

To

County

**Frederick**

Municipality

Description

Replacement of MD 77 bridge 10054 over Beaver Branch.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6483</b>	<b>MD 85 Phase 1 Highway Reconstruction</b>	<b>\$91.1</b>	<b>2023</b>

Primary Project Typ

**Road - Add Capacity/Widening**

Location Tyhpe:

**Road Segment**

Route Facility

**MD 85 MD 85**

From:

**Crestwood Boulevard/Shockley Drive**

To

**Spectrum Drive**

County

**Frederick**

Municipality

Description

Widen to a multilane divided highway from Crestwood Boulevard /Shockley Drive to Spectrum Drive, including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$289,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3106</b>	<b>MD 97 at Brookeville Highway Construction</b>	<b>\$44.0</b>	<b>2023</b>

Primary Project Typ

**Road - New Construction**

Location Tyhpe:

**Road Segment**

Route Facility

**MD 97 MD 97**

From:

**Gold Mine Road**

To

**North of Brookeville**

County

**Montgomery**

Municipality

Description

Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$5,095,000**

Project ID	Title	Cost (\$M)	Complete
T6535	MD 97 at MD 28 Interchange Construction - PE ONLY	\$122.5	2035
Primary Project Typ Road - Interchange improvement		Location Tyhpe: Interchange	
Route MD 97	Facility MD 97 at MD 28	From:	To
County Montgomery		Municipality	
Description Construction of new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:			

Project ID	Title	Cost (\$M)	Complete
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$45.0	2024
Primary Project Typ Road - Add Capacity/Widening		Location Tyhpe: Road Segment	
Route MD 97	Facility MD 97	From: MD 390	To MD 192
County Montgomery		Municipality	
Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$5,184,085			

Project ID	Title	Cost (\$M)	Complete
T11583	Op Lanes Maryland Phase 1 North, I-270 from I-370 to I-70	\$3,100.0	2030
Primary Project Typ Road - HOV/Managed Lanes		Location Tyhpe: Road Segment	
Route I 270	Facility	From: I 370	To I 70
County		Municipality	
Description Component of Op Lanes Maryland Program including planning and preliminary design funding for Phase 1 North.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$85,000,000			

Project ID	Title	Cost (\$M)	Complete
<b>T11582</b>	<b>Op Lanes Maryland Phase 1 South, New American Legion Bridge and I-270 to I-370</b>	<b>\$3,725.0</b>	<b>2030</b>

## Primary Project Typ

Road - HOV/Managed Lanes

## Location Tyhpe:

Road Segment

Route Facility

I 270 I-495/I-270/I-270 Y

From:

I-495 - S. GW Mem. Pkwy to w. of MD 187

To

I-270 - I-495 to north of I-370

County

Montgomery

Municipality

## Description

Component of Op Lanes Maryland program, to include two high-occupancy toll (HOT) lanes in each direction along I-495 from south of George Washington Memorial Parkway to west of MD 187 and along I-270 from I-495 to north of I-370. This includes the remaining planning, design, and construction funding for Phase 1 South.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,574,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6432</b>	<b>Op Lanes Maryland Program Development</b>	<b>\$142.3</b>	<b>2030</b>

## Primary Project Typ

Road - HOV/Managed Lanes

## Location Tyhpe:

Road Segment

Route Facility

I 270 I 270 /I 270Y /I 495

From:

I 70 to I 495 and

To

American Legion to Woodrow Wilson bridges

County

Frederick, Montgomery, Prince Georges

Municipality

## Description

Planning, preliminary design, and full delivery stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,900,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3108</b>	<b>US 1 Highway Reconstruction</b>	<b>\$52.9</b>	<b>2024</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Road Segment

Route Facility

US 1 US 1

From:

College Avenue

To

MD 193

County

Prince Georges

Municipality

## Description

Reconstruction of US 1 between College Avenue and MD 193.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$20,030,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6528</b>	<b>US 1 Phases 2-3 Highway Reconstruction</b>	<b>\$58.1</b>	<b>2030</b>

Primary Project Typ

Road - Recons/Rehab/Maintenanc

Location Tyhpe:

Road Segment

Route Facility

US 1 US 1

From:

MD 193

To

I 95 / I 495

County

Prince Georges

Municipality

Description

Reconstruction of US 1 between MD 193 and I-95/I-495

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6431</b>	<b>US 15/US 40 Frederick Freeway Highway Reconstruction</b>	<b>\$149.7</b>	<b>2030</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

US 15 US 15 / US 40

From:

I 270

To

N. of Briggs Road

County

Frederick

Municipality

City of Frederick

Description

Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$9,638,000

Project ID	Title	Cost (\$M)	Complete
<b>T3641</b>	<b>US 29 at Musgrove and Fairland Roads Interchange Construction</b>	<b>\$92.5</b>	<b>2045</b>

Primary Project Typ

Road - Interchange improvement

Location Tyhpe:

Interchange

Route Facility

US 29 US 29 at Musgrove and Fairland roads

From:

To

County

Montgomery

Municipality

Description

Construction of a new US 29 interchange at Musgrove and Fairland roads.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6389</b>	<b>US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road Interchange Construction</b>	<b>\$428.3</b>	<b>2045</b>

Primary Project Typ

Road - Interchange improvement

Location Tyhpe:

Interchange

Route

Facility

From:

To

US 29

US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road

County

Municipality

Montgomery

Description

Construction of new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T4881</b>	<b>US 301 at MD 228/MD 5BU Interchange Construction</b>	<b>\$250.9</b>	<b>2030</b>

Primary Project Typ

Road - Interchange improvement

Location Tyhpe:

Interchange

Route

Facility

From:

To

US 301

US 301 at MD 228/MD 5BU

County

Municipality

Charles, Prince Georges

Description

A study examining alternatives for a grade separated interchange at US 301 at MD 228/MD 5 Business.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6635</b>	<b>US 301 at MD 5 Interchange Construction</b>	<b>\$41.3</b>	<b>2030</b>

Primary Project Typ

Road - Interchange improvement

Location Tyhpe:

Interchange

Route

Facility

From:

To

US 301

US 301 at MD 5 (Mattawoman-Beantown Road)

County

Municipality

Charles, Prince Georges

Description

Construction of a new flyover interchange on US 301 at MD 5 (Mattawoman-Beantown Road).

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title	Cost (\$M)	Complete
<b>T6525</b>	<b>US 301 Highway Reconstruction</b>	<b>\$417.5</b>	<b>2030</b>

Primary Project Type

Road - Recons/Rehab/Maintenanc

Location Type:

Road Segment

Route Facility

US 301 US 301 at MD 197

From:

US 301 Mount Oak Road to US 50

To

MD 197 US 301 to Mitchellville Road

County

Prince Georges

Municipality

Description

Upgrade and widening of US 301, from Mount Oak Road to US 50, and MD 197 from US 301 to Mitchellville Road. Bicycles and pedestrians will be accommodated where appropriate.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6398</b>	<b>US 50 Feasibility Study</b>	<b>\$22.7</b>	<b>2035</b>

Primary Project Type

Study/Planning/Research

Location Type:

Road Segment

Route Facility

US 50 US 50

From:

District of Columbia line

To

MD 704

County

Prince Georges

Municipality

Description

A study to examine I-595/US 50 capacity and operational improvements between the Maryland/District of Columbia line and MD 704.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

# Montgomery County

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE1577</b>	<b>Dorsey Mill Road Bridge over I-270</b>		<b>2030</b>

### Primary Project Type

**Bridge - New Construction**

### Location Type:

**Road Segment**

Route Facility

**I 270 I 270**

From:

**Century Boulevard**

To

**Milestone Center Drive**

County

**Montgomery**

Municipality

### Description

This provides for the planning, design, and construction of a new bridge over I-270 that is designated as I-4. This bridge would connect Century Boulevard on the west side of I-270 with Milestone Center Drive and Observation Drive on the east side.

Project ID	Title	Cost (\$M)	Complete
<b>CE1229</b>	<b>Middlebrook Road Extended Widening</b>	<b>\$16.2</b>	<b>2045</b>

### Primary Project Type

**Road - Add Capacity/Widening**

### Location Type:

**Road Segment**

Route Facility

**Middlebrook Road Ext.**

From:

**MD 355**

To

**M Midcounty Highway**

County

**Montgomery**

Municipality

### Description

This project provides for the widening of Middlebrook Road Extended from just east of MD 355 to M-83 to 4 lanes.

Project ID	Title	Cost (\$M)	Complete
<b>CE2912</b>	<b>Platt Ridge Drive Extended</b>	<b>\$4.3</b>	<b>2025</b>

## Primary Project Type

Road - Other Improvement

## Location Type:

Road Segment

## Route

## Facility

Platt Ridge Drive

## From:

terminus at Jones Bridge Road

## To

Montrose Driveway

## County

Montgomery

## Municipality

## Description

This project consists of the northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through Chevy Chase Local Park, to connect with Montrose Driveway, a street in Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9 subdivision.) To minimize impact to the park environment, the road will be of minimal complexity and width. (Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.) Vehicular ingress and egress from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from BRAC, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. This project will help address the congestion problem.

Project ID	Title	Cost (\$M)	Complete
<b>CE1236</b>	<b>Snouffer School Road North</b>		<b>2021</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

## Route

## Facility

Snouffer School Road

## From:

MD 124 Centerway Road

## To

Alliston Hollow Way

## County

Montgomery

## Municipality

## Description

This project provides for the design, land acquisition and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Fessenden Lane and a new traffic signal at Alliston Hollow Way, as well as providing for grading for two northern lanes and resurfacing two southern lanes from Fessenden Lane to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an 8-foot shared use path on the northern side, and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The sidewalk and shared use path will extend 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, and landscaping and utility relocations. This project is needed to meet the existing and future traffic and pedestrian demands in the area. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. A pedestrian impact analysis has been completed for this project.

**Transit**

Project ID	Title	Cost (\$M)	Complete
<b>CE3765</b>	<b>Bus Rapid Transit: US 29 - Phase 2</b>	<b>\$-00</b>	<b>2030</b>

Primary Project Typ

**Transit - BRT**

Location Tyhpe:

**On Road**

Route Facility

From:

To

County

**Montgomery**

Municipality

Description

This project will add additional transit priority treatments to the corridor to benefit the existing US 29 Flash Service. Treatments would include additional transit signal priority (TSP), dedicated travelways, and other operational enhancements.

Project ID	Title	Cost (\$M)	Complete
<b>CE3764</b>	<b>Great Seneca Transit Network</b>		<b>2026</b>

Primary Project Typ

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

Description

The project will advance the planning, design, and implementation of new premium-transit services to support the Great Seneca Science Corridor and surrounding areas. The project includes new, upgraded transit stations, dedicated bus and bus + bike lanes, transit signal priority, new roadway connections, upgrades to transit centers, purchase of new transit vehicles, as well as pedestrian and bicycle improvements. These transit services will provide frequent and reliable connections between Kentlands, Crown Farm, King Farm, the Universities at Shady Grove, Adventist Shady Grove Hospital, Shady Grove Metro, Rockville, and other key destinations in support of the Great Seneca Science Corridor Master Plan.

Project ID	Title	Cost (\$M)	Complete
<b>CE3424</b>	<b>MD 355 Bus Rapid Transit Study</b>	<b>\$1,080.0</b>	<b>2030</b>

Primary Project Typ

**Transit - BRT**

Location Tyhpe:

**On Road**Route Facility  
**MD 355**

From:

**MD 410**

To

**Redgrave Place**

County

**Montgomery**

Municipality

**City of Rockville**

Description

Study will assess the need, desirability, possible alignments, and options for a rapid transit system along the MD 355 (Wisconsin Avenue/Rockville Pike/Hungerford Drive/Frederick Avenue/Frederick Road) corridor between Bethesda Metro Station and Clarksburg.

Project ID	Title	Cost (\$M)	Complete
<b>CE1249</b>	<b>Olney Transit Center</b>	<b>\$1.0</b>	<b>2045</b>

Primary Project Typ  
**Transit - Park and Ride**

Route Facility

Location Tyhpe:

**On Road**

From: To  
**MD 108 adjacent to or north of MD 108**

County

**Montgomery**

Municipality

Description

This project includes site selection and acquisition, and subsequent construction of a 150 space park-and-ride facility in the Olney Town Center which will be the terminus of the proposed Georgia Avenue Transitway. Project will include a waiting facility, bus access, and bus transfer capabilities.

Project ID	Title	Cost (\$M)	Complete
<b>CE3662</b>	<b>Randolph Road Corridor Bus Rapid Transit (BRT) Project</b>	<b>\$102.0</b>	<b>2040</b>

Primary Project Typ

**Transit - BRT**

Route Facility  
**Randolph Road BRT**

Location Tyhpe:

**On Road**

From: To  
**US 29 MD 355**

County

**Montgomery**

Municipality

Description

This project provides for the detailed studies and construction related to a Bus Rapid Transit (BRT) line on Randolph Road from the White Flint Metro Station on MD 355 to at Tech Road at US 29. Randolph Road is a commuter corridor with traffic and congestion in the westbound direction in the morning and the eastbound direction in the evening. Major activity centers include White Flint, Glenmont, and the emerging mixed-use center at White Oak. Randolph Road provides important linkages to other BRT corridors and is important for the integrity of the BRT network. A mixed traffic transitway is recommended for this corridor. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.

## Local Street

Project ID	Title	Cost (\$M)	Complete
<b>T3066</b>	<b>Annual Bikeway Program</b>		

Primary Project Type

Bike/Ped

Location Type:

Various Locations

Route

Facility

From:

To

Annual Bikeway Program

County

Montgomery

Municipality

## Description

This program provides funds to plan, design and construct bikeways, trails, and directional route signs throughout Montgomery County. The purpose of the program is to develop the bikeway network specified by master plans, and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Bikeway types include shared-use paths, designated lanes, and signed shared routes along existing roads. There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3680</b>	<b>Bethesda Bikeway and Pedestrian Facilities</b>	<b>\$-00</b>	<b>2027</b>

Primary Project Type

Bike/Ped

Location Type:

Various Locations

Route

Facility

From:

To

Bethesda Bikeway and Pedestrian Facilities

County

Montgomery

Municipality

## Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda CBD Sector Plan to complete the requirements of Stage I development.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$4,218**

Project ID	Title	Cost (\$M)	Complete
<b>T6365</b>	<b>Bicycle and Pedestrian Priority Area Improvements</b>		

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Various Locations**

Route Facility

From:

To

County

**Montgomery**

Municipality

Description

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles. A study in FY15 will identify sub-projects in the following BPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Veirs Mill/Randolph Road, and Wheaton Central Business District. Design and construction of sub-projects will begin in FY16.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5971</b>	<b>Bridge Preservation Program</b>		

Primary Project Typ

**Bridge - Preventive Maintenance**

Location Tyhpe:

**Various Locations**

Route Facility

**Bridge Preservation Program**

From:

**County-wide**

To

**County-wide**

County

**Montgomery**

Municipality

Description

This project includes actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful lives. Preservation actions may be preventive or condition driven.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5972</b>	<b>Bridge Renovation</b>		

Primary Project Typ

**Bridge - Rehab**

Location Tyhpe:

**Various Locations**

Route Facility

**County-wide**

From:

To

County

**Montgomery**

Municipality

Description

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID <b>T6015</b>	Title <b>Capital Crescent Trail</b>	Cost (\$M)	Complete <b>2024</b>
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## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Trail/Path Segment

Route

Facility

Capital Crescent Trail

From:

Elm Street Park in Bethesda

To

Silver Spring

County

Montgomery

Municipality

## Description

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring, as a largely 12-foot wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses and other critical locations. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. This trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. Schedule: 1) The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsvile will be upgraded to a permanent rail between FY 16 and FY 18, concurrent with the Purple Line construction schedule in that segment; 2) the new extension of the trail on the northeast side of the Metropolitan Branch Trail, between Lyttonsvile and the Silver Spring Transit Center will be built in FY 19 and FY 20; 3) the Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020. Final funding flows and costs subject to final design cost and completion of MOU between MTA and County.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID <b>T6608</b>	Title <b>Dennis Avenue Bridge Replacement M-0194</b>	Cost (\$M)	Complete <b>2024</b>
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## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Bridge

Route

Facility

Dennis Avenue Bridge

From:

Tributary to Sligo creek

To

County

Municipality

## Description

This project provides for the replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure. The proposed replacement bridge will be a single 75-foot span structure. The wider opening will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title		Cost (\$M)	Complete
T3429	Falls Road East Side Hiker/Biker Path			
Primary Project Type		Location Tyhpe:		
Bike/Ped		Trail/Path Segment		
Route	Facility	From:	To	
	Falls Road Bikeway	River Road	Dunster Road	
County	Municipality			
Montgomery				
Description				
<p>This project provides funds to develop final design plans and to acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. The path will provide pedestrian and cyclist access to communities along the project corridor and will provide connection to existing pedestrian facilities to the north (Rockville), and to the south (Potomac). The path is a missing link between existing bicycle facilities within the City of Rockville and the existing path along Falls Road south of River Road. The path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road.</p>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
T5949	Forest Glen Passageway		

Project ID	Title		Cost (\$M)	Complete
T5949	Forest Glen Passageway			
Primary Project Typ		Location Tyhpe:		
Bike/Ped		Trail/Path Segment		
Route	Facility	From:	To	
	Forest Glen Passageway	Georgia Ave/Forest Glen Rd @ Forest Glen Metrorail Station	Georgia Ave/Forest Glen Rd @ Forest Glen Metrorail Station	
County	Municipality			
Montgomery				
Description				
<p>This project provides for a feasibility study and engineering design for a new passageway underneath or bridge over Georgia Avenue (MD 97) at Forest Glen Road to improve pedestrian safety for the Georgia Avenue/Forest Glen Road intersection crossing and to enhance access to the Forest Glen Metrorail station. The passageway will cross Georgia Avenue and tie-in to the existing Forest Glen Metro Station. The scope includes developing and evaluating preliminary alignments, developing conceptual design (15% design), soliciting public input, and developing a final feasibility study report and recommendation. The scope includes completion of the NEPA Process. (This study is part of the State Transportation Participation PDF # 500722.) The intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a WMATA subway station in the Washington Metropolitan Area. Construction of a grade-separated crossing that separates pedestrians and bicyclists accessing the station from on-street traffic will make it safer and more inviting for pedestrians and bicyclists to access the Forest Glen Metrorail Station. In addition to a tunnel or bridge, the project will include the construction of one elevator to connect the street level directly to the mezzanine of the Forest Glen Metrorail Station to improve access for persons with disabilities, as well as the establishment of bikeshare stations at the Forest Glen Metrorail Station and the surrounding area.</p>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T5916	Garrett Park Road Bridge M-PK-04001			
Primary Project Typ		Location Tyhpe:		
Bridge - Rehab		Bridge		
Route	Facility	From:	To	
	Garrett Park Road	Over Rock Creek		
County	Municipality			
Montgomery				
Description				
This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
Project ID	Title		Cost (\$M)	Complete
T5729	MacArthur Boulevard Bikeway Improvements			2025

Primary Project Typ  
**Bike/Ped**

Location Tyhpe:  
**Trail/Path Segment**

Route      Facility  
**MacArthur Boulevard**

From:      To  
**I-495 Capital Beltway      DC Line**

County  
**Montgomery**

Municipality

Description  
Phase I of project provides bikeway improvements along 13,800' of MacArthur Boulevard from I-495 to Oberlin Avenue. Phase II extends the bikeway from Oberlin Ave to the DC Line. Phase to be completed in FY 15. Design for Phase 2 will start in FY19 with construction to start in FY21 and FY 22. To encourage alternative modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuters and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists. This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. A pedestrian impact analysis had been completed for this project.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5942</b>	<b>Metropolitan Branch Trail</b>		<b>2024</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Trail/Path Segment

Route

Facility

From:

To

Metropolitan Branch Trail

End of existing trail in Takoma Park Silver Spring Transit Center

County

Municipality

Montgomery

Description

This project provides for completion of the preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62-mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park, and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded pedestrian bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls. A pedestrian impact analysis has been completed for this project. This trail is to be part of a larger system of trails to enable non-motorized travel around the Washington Region. The trail is to be an off-road facility serving pedestrians, bicyclists, joggers and skaters and will be Americans with Disabilities Act (ADA) accessible.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6710</b>	<b>Montgomery County Bridge Preliminary Engineering Projects</b>		

Primary Project Typ

Bridge - Rehab

Location Tyhpe:

Various Locations

Route

Facility

From:

To

County

Municipality

Montgomery

Description

Funding for preliminary engineering on these bridge projects, countywide: -Replacement of Glen Road Bridge No. M-0015 over Piney Branch -Replacement of Schaeffer Road Bridge No. M-0137 over Little Seneca Creek -Replacement of Parklawn Entrance Bridge No. MPK-17 over Rock Creek -Replacement of Baltimore Road Bridge No. M-0201 over Rock Creek -Replacement of Brighton Dam Road Bridge No. M-0108 over Hawlings River -Rehabilitation of Brookville Road Bridge No. M-0083 over CSXT Railroad -Replacement of Greentree Road Bridge No. M-0180 over Bulls Run -Replacement of Whites Ferry Road Bridge No. M-0186 over Broad Run -Replacement of Glen Road Bridge No. M-0013 over Kilgour Branch -Replacement of Barnes Road Bridge No. M-0008 over Bennett Creek -Replacement of Barnesville Road Bridge No. M-0045 over Little Monocacy River -Rehabilitation of Randolph Road (EB) Bridge No. M-0080-3 over Rock Creek -Rehabilitation of Shady Grove Road (EB) Bridge No. M-0191-3 over CSXT Railroad -Replacement of Hurley Avenue No. MR03 over Watts Branch Tributary -Replacement of Martinsburg Road Bridge M0042 over Potomac River Tributary Replacement of Southlawn Lane Bridge No. M0050 over Rock Creek

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6584</b>	<b>Mouth of Monocacy Road Bridge Replacement</b>		<b>2027</b>

Primary Project Typ

**Bridge - Rehab**

Location Tyhpe:

**Bridge**

Route

Facility

**Mouth of Monocacy Road Bridge**

From:

**Monocacy River**

To

County

**Montgomery**

Municipality

Description

The Mouth of Monocacy Road Bridge, built in 1971, is a single span (47-6 span length) steel beam structure carrying a 14-9 roadway (one lane bridge). The bridge has very low traffic volume, ADT of 135 in 2011. The road is classified as an exceptional rustic road in the Rustic Roads Functional Master Plan. The steel beams and bearings are in poor condition. The structure is structurally deficient. It has a bridge sufficiency rating of 29.4 out of 100 and is eligible for replacement using federal funding. The bridge and road will be closed to traffic during construction.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5981</b>	<b>Neighborhood Traffic Calming</b>		

Primary Project Typ

**Road - Other Improvement**

Location Tyhpe:

**Various Locations**

Route

Facility

**Neighborhood Traffic Calming**

From:

**Residential Neighborhoods County-wide**

To

County

**Montgomery**

Municipality

Description

This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
T3642	Pedestrian Safety Program			
Primary Project Typ		Location Tyhpe:		
Bike/Ped		Not Location Specific		
Route	Facility	From:	To	
	Pedestrian Safety Program	Countywide		
County	Municipality			
Montgomery				
Description				
<p>This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage,etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education, and outreach.</p>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
Project ID	Title		Cost (\$M)	Complete
T6017	Seven Locks Bikeway & Safety Improvements			

Project ID	Title		Cost (\$M)	Complete
T6017	Seven Locks Bikeway & Safety Improvements			
Primary Project Typ		Location Tyhpe:		
Bike/Ped		Trail/Path Segment		
Route	Facility	From:	To	
	Seven Locks Bikeway & Safety Improvements	Montrose Road	Bradley Boulevard	
County	Municipality			
Montgomery				
Description				
<p>This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road), and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles), plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational facilities. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. This project currently provides funding for Phase 1 improvements only. Phase 2 provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.</p>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T5975</b>	<b>Sidewalk &amp; Curb Replacement</b>		

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

From:

To

Countywide

County

Municipality

Montgomery

Description

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. MCDOT currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. This project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure compliance with the Americans with Disabilities Act (ADA).

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3067</b>	<b>Sidewalk Program - Minor Projects</b>		

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

From:

To

Sidewalk Program - Minor Projects

County

Municipality

Montgomery

Description

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Montgomery County Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on this list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies and ensuring Americans with Disabilities Act (ADA) compliance. In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. The average rate of requests for sidewalks has been 80 to 100 per year over the last two years. This program also complements and augments the bikeways that are included in road projects.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3125</b>	<b>Silver Spring Green Trail</b>		<b>2027</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Trail/Path Segment

Route

Facility

Silver Spring Green Trail

From:

Fenton Street

To

Sligo Creek Hiker-Biker Trail

County

Montgomery

Municipality

Description

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring CBD, along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8-10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. A pedestrian impact analysis has been completed for this project. Will be design and built at part of Purple Line project. Final cost and cash flows will be determined based on final design and MOU agreement between MTA and County.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6364</b>	<b>Transportation Improvements for Schools</b>		

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

Various

From:

To

County

Montgomery

Municipality

Description

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights etc. for safe pedestrian and vehicular circulation identified in the Montgomery County Public Schools Capital Program. Schools include but are not limited too: Page Elementary, Sligo Middle School, Cloverly Elementary School and Glenhaven Elementary School. Specific Safe Routes to School studies and assessments are included separately in the MCDOT operating budget.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5987</b>	<b>White Flint Traffic Analysis and Mitigation</b>		<b>2030</b>

## Primary Project Typ

Study/Planning/Research

## Location Tyhpe:

Various Locations

## Route

## Facility

White Flint Traffic Analysis and Mitigation

## From:

White Flint Sector Plan and Surrounding Area

## To

## County

Montgomery

## Municipality

## Description

This project is programmed in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of, and surrounding, the White Flint Sector Plan area that will occur as a result of the redevelopment densities approved under the Approved White Flint Sector Plan. These components include: A. Cut-through traffic monitoring and mitigation B. Capacity improvements to address congested intersections C. A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components. Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

## Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>T3068</b>	<b>ADA Compliance Transportation Access</b>		

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Other

## Route

## Facility

ADA Compliance Transportation Access

## From:

## To

## County

Montgomery

## Municipality

## Description

This project provides both curb ramps for sidewalks and new transportation accessibility construction in compliance with the Americans with Disabilities Act (ADA). This improvement program provides for planning, design and reconstruction of existing infrastructure Countywide to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provide for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks and, sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens; for the on-call transit program, Accessible Ride On and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title	Cost (\$M)	Complete
T3065	Advanced Transportation Management System		
Primary Project Typ		Location Tyhpe:	
Active Transportation- ITS/Technol		Other	
Route	Facility	From:	To
	Advanced Transportation Management System		
County	Municipality		
Montgomery			
Description			
This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan, dated February 2001, and revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.			
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:			
Project ID	Title	Cost (\$M)	Complete
T6616	Electric Bus Grants		

[Primary Project Typ](#)  
**Transit - Capital**

[Location Tyhpe:](#)  
**Other**

[Route](#)   [Facility](#)  
**Silver Spring Depot Charging Stations**

[County](#)  
**Montgomery**

[Municipality](#)

[Description](#)  
For the procurement and installation of fourteen bus depot chargers, replacement of four 30' GILLIG diesel buses with four 35' Proterra E2 battery electric buses, and ten 40' GILLIG diesel buses with ten 40' battery electric buses. The buses are Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county. Montgomery County, Maryland seeks to update its fleet with four Proterra 35 E2 battery electric buses to replace four GILLIG 30 diesel buses. Additionally, Montgomery County seeks to procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>T5982</b>	<b>Streetlight Enhancements - CBD / Town Center</b>		

Primary Project Typ  
**Landscaping/Beautification**

Location Tyhpe:  
**Other**

Route Facility  
**Streetlight Enhancements - CBD / Town Center**

From: To  
**CBDs and Town Centers**

County  
**Montgomery**

Municipality

## Description

This project provides for the evaluation and enhancement of street lighting within and around the Central Business Districts (CBDs) and town centers where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This project will fill in street lighting; standardize streetlight types; and replace sodium vapor lighting. This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists, and vehicles.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3648</b>	<b>Traffic Signal System Modernization</b>		

Primary Project Typ  
**Road - Signal/Signs**

Location Tyhpe:  
**Other**

Route Facility  
**Traffic Signal System Modernization**

From: To

County  
**Montgomery**

Municipality

## Description

This project provides for the modernization of the county's aged traffic control system. Phase I consists of planning, requirements development, systems engineering, and testing. Phase II consists of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. Phase 1 is complete.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6018</b>	<b>East Gude Drive Roadway Improvements</b>		<b>2022</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

## Route

## Facility

East Gude Drive Roadway Improvements

## From:

Crabbs Branch Way

## To

Southlawn Lane

## County

Montgomery

## Municipality

## Description

This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity, and to improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 Feet) at Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet); and (5) install 6 foot sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection. A pedestrian impact analysis has been completed for this project. This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Planning and Design begin in FY 17; construction is to be completed by FY 21, and is funded in the "Beyond 6 Years" period, which begins on July 1, 2018.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3049</b>	<b>Goshen Road South</b>		<b>2030</b>

## Primary Project Type

Study/Planning/Research

## Location Type:

Road Segment

## Route

## Facility

Goshen Road South

## From:

South of Girard Street

## To

1000 feet north of Warfield Road

## County

Montgomery

## Municipality

## Description

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section road to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall. The project is needed to reduce existing and future congestion, improve vehicular and pedestrian safety. It will improve roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path. A pedestrian impact analysis has been completed for this project. Construction completion is scheduled for FY 22, and funded in the CIP in the "Beyond 6 Years" period.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5980</b>	<b>Intersection &amp; Spot Improvements</b>		

Primary Project Typ

**Road - Intersection improvement**

Location Tyhpe:

**Various Locations**

Route

Facility

**Intersection & Spot Improvements**

From:

**County-wide**

To

**County-wide**

County

**Montgomery**

Municipality

Description

This project provides for the planning and reconstruction of various existing intersections in Montgomery County, and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. A pedestrian impact analysis will be performed during design or is in progress.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3542</b>	<b>MD 355 Phase 2 Highway Reconstruction</b>	<b>\$105.3</b>	<b>2045</b>

Primary Project Typ

**Road - New Construction**

Location Tyhpe:

**Road Segment**

Route

Facility

**Montrose Parkway**

From:

**Randolph Road**

To

**East of Parklawn Drive**

County

**Montgomery**

Municipality

Description

Construction of Montrose Parkway, including a CSX Railroad grade-separated crossing and interchange at Parklawn Drive.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$56,477,000**

Project ID	Title	Cost (\$M)	Complete
<b>T3703</b>	<b>Montrose Parkway East</b>	<b>\$119.9</b>	<b>2045</b>

Primary Project Typ  
**Road - New Construction**

Location Tyhpe:  
**Road Segment**

Route Facility  
**Montrose Parkway East**

From:  
**MD 355/Montrose Interchange**

To  
**Veirs Mill Road/Parkland Road Intersection**

County  
**Montgomery**

Municipality

#### Description

This project provides for a new four-lane divided parkway as recommended in the North Bethesda / Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bike path on the north side and a 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between the eastern limit of the MD 355/Montrose interchange on the west, and the intersection of Veirs Mill Road and Parklawn Drive on the east. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Veirs Mill Road. This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T7503</b>	<b>Observation Dr Ext</b>		<b>2045</b>

Primary Project Typ  
**Road - New Construction**

Location Tyhpe:  
**Road Segment**

Route Facility  
**Observation Drive Extended**

From:  
**Observation Drive near Waters  
Discovery Lane**

To  
**Observation Drive near Stringtown  
Road**

County  
**Montgomery**

Municipality

#### Description

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The work will be constructed in 2 Phases. Phase 1 includes a 4-lane divided roadway (two lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing north beyond West Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, along with an eight-foot wide shared-use path on the west side and a bike path on the east side to provide Greenway connectivity. Phase 1 will also include the widening of Little Seneca Parkway to four lanes west of MD 355 and construction of its extension west to Observation Drive. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station. A traffic signal will be provided at the West Old Baltimore Road intersection. In Phase 2 between Little Seneca Parkway and existing Observation Drive near Stringtown Road the scope includes a two-lane roadway, along with an eight-foot wide shared-use path on the west side, with space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5974</b>	<b>Resurfacing: Primary / Arterial</b>		

Primary Project Typ

Road - Resurface

Location Tyhpe:

Various Locations

Route

Facility

From:

To

County-wide

County-wide

County

Municipality

Montgomery

Description

Montgomery County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring compliance with the Americans with Disabilities Act (ADA).

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6019</b>	<b>Seminary Road Intersection Improvement</b>		<b>2026</b>

Primary Project Typ

Road - Intersection improvement

Location Tyhpe:

Intersection

Route

Facility

From:

To

Seminary Road Intersection Improvement

Brookeville Road Seminary Place Intersection

Linden Lane/Second Avenue Intersection

County

Municipality

Montgomery

Description

This project provides for the design, land acquisition and construction of an approximate 40 foot segment of Seminary Road between the Brookeville Road/Seminary Place, and Linden Lane / Second Avenue intersections on a new alignment; reconstruction of 650 feet of Seminary Place from Seminary Road to 450 Feet east of Riley Place with a vertical alignment revision at Riley Place: increasing the Linden Lane curb lane widths along the 250 foot section between Brookeville Road and Second Avenue to provide two 15-foot shared use lanes to accommodate bicyclists; and reconstruction of the 350 foot segment Brookeville Road between Linen Lane and Seminary Road. Seminary Road will be a closed-section roadway with two 15-foot shared use lanes and a sidewalk along the northern side. Brookeville Road will be a closed-section roadway with one southbound 16-foot shared use lane, sidewalks, and a parking lane on the western side. The project includes street lights, landscaping and stormwater management. The project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road sweep between Brookville Road and Second Avenue, and pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. A pedestrian impact analysis has been completed for this project.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6065</b>	<b>Traffic Signals</b>		

Primary Project Typ  
**Road - Signal/Signs**

Location Tyhpe:  
**Various Locations**

Route Facility

From: To

County  
**Montgomery**

Municipality

#### Description

This project provides for the design, construction and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction / replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); updates of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. Increases in congestion levels and the number of accidents necessitate a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption and air pollution; and provide coordinated movement on arterial routs through effective traffic management and control, utilizing modern traffic signal technologies.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5985</b>	<b>White Flint District East - Transportation</b>		<b>2030</b>

Primary Project Typ  
**Road - New Construction**

Location Tyhpe:  
**Various Locations**

Route Facility  
**White Flint District East**

From: To

County  
**Montgomery**

Municipality

#### Description

This project provides for completion of preliminary engineering to 35% plans for three new roads and one bridge in the White Flint District East side area as follows: PROJECT 1 Executive Blvd. Extended East (B-7): MD 355 (Rockville Pike) to New Private Street (Construct 1100' of 4-lane roadway) PROJECT 2 Executive Blvd. Extended East (B-7): New Private Street to new Nebel Street Extended. (Construct 600' of 4-lane roadway) PROJECT 3 Nebel Street (B-5): Nicholson Lane South to combined property (Construct 1,200' of 4-lane roadway) PROJECT 4 Bridge across White Flint Metro Station on future MacGrath Boulevard between MD 355 and future Station Street. (Construct 80' long 3-lane bridge) The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5986</b>	<b>White Flint District West: Transportation &amp; West Workaround</b>	<b>\$133.8</b>	<b>2030</b>

## Primary Project Type

Road - New Construction

## Location Type:

Road Segment

## Route

## Facility

White Flint District West: Transportation &amp; West Workaround

## From:

## To

## County

Montgomery

## Municipality

## Description

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike and Hoya Street. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY14 for final design: 1. Main Street/Market Street (B-10) Old Georgetown Road (MD 187) to Woodglen Drive new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1) Old Georgetown Road (MD 187) to Woodglen Drive new 1,200 foot bikeway. 3. Executive Boulevard Extended (B-15) Marinelli Road to Old Georgetown Road (MD 187) 900 feet of relocated four-lane roadway. 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road. The following projects are proposed for both design and construction in the FY19-20 and Beyond 6-Years periods: 5. Rockville Pike (MD 355) (M-6) Flanders Avenue to Hubbard Drive 6,300 feet of reconstructed 6-8 lane roadway. 6. Hoya Street (M-4A) Montrose Parkway to the intersection of Old Georgetown Road 1,100 feet of reconstructed four-lane roadway. This project also provides for analysis and studies necessary to implement the district. Design is underway on all road projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY15 (FY15 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY19 and will conclude in FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP #501318). Some property acquisition may occur on this section in FY20. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the developers.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



## Transit

Project ID	Title	Cost (\$M)	Complete
<b>T5560</b>	<b>Bethesda Metro South Entrance</b>		<b>2026</b>

## Primary Project Type

Transit - Passenger Facilities

## Location Type:

Not Location Specific

## Route

## Facility

Bethesda Metro South Entrance

## From:

Elm Street west of Wisconsin Avenue

## To

## County

Montgomery

## Municipality

## Description

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch ROW. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street ROW, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail Station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built, in anticipation of the future construction of a south entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and County.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T11412</b>	<b>Bus Rapid Transit: US 29 - Phase 2</b>		<b>2030</b>

## Primary Project Type

Transit - BRT

## Location Type:

On Road

## Route

## Facility

US 29 - Colesville Road

## From:

MD 198

## To

Wayne Avenue

## County

Montgomery

## Municipality

## Description

This project will design and implement a managed lane along the US 29 corridor from Musgrove Road to Southwood Drive and from Dale Drive to Spring Street. The managed lane will be restricted to use by high occupancy vehicles (HOV) and transit to improve roadway performance and person throughput. The project will also include improvements at identified "hot spot" locations to improve overall traffic operations along the US 29 corridor.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T3063</b>	<b>Bus Stop Improvement Program</b>		

## Primary Project Type

Transit - Passenger Facilities

## Location Type:

Not Location Specific

## Route

## Facility

Bus Stop Improvement Program

## From:

## To

## County

Montgomery

## Municipality

## Description

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, and paved passenger standing areas. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now in the operating budget.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6396</b>	<b>MD 355 Bus Rapid Transit</b>		<b>2030</b>

## Primary Project Type

Transit - BRT

## Location Type:

On Road

## Route

## Facility

MD 355

## From:

MD 410

## To

Redgrave Place

## County

Montgomery

## Municipality

City of Rockville

## Description

A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on MD 355 between Bethesda Metro Station and Clarksburg.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>CE3672</b>	<b>MD 650 New Hampshire Avenue BRT</b>	<b>\$285.0</b>	<b>2045</b>

## Primary Project Type

Transit - BRT

## Location Type:

On Road

## Route

## Facility

New Hampshire Ave. BRT

## From:

Collesville Park and Ride

## To

Takoma Metro Station

## County

Montgomery

## Municipality

## Description

MD 650 New Hampshire Avenue BRT

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$285,000,000

Project ID	Title	Cost (\$M)	Complete
<b>T3072</b>	<b>Ride On Bus Fleet</b>		

Primary Project Typ

**Transit - Capital**

Location Tyhpe:

**Not Location Specific**

Route

Facility

**Ride On Bus Fleet**

From:

**Countywide**

To

County

**Montgomery**

Municipality

Description

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. The FY 15-20 plan calls for the following: FY 15: 26 full-size buses & 1 small diesel FY 16: 25 full-size buses FY 17: 15 full-size buses FY 18: 28 full-size buses FY 19: 9 full-size buses & 31 small diesel buses FY 20: 32 full-size buses

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>CE3103</b>	<b>Veirs Mill Bus Rapid Transit</b>	<b>\$81.7</b>	<b>2030</b>

Primary Project Typ

**Transit - BRT**

Location Tyhpe:

**On Road**

Route

Facility

**Veirs Mill Road**

From:

**Wheaton Metrorail Station**

To

**Rockville Metrorail Station**

County

**Montgomery**

Municipality

Description

This project provides funds for the planning and design of a Bus Rapid Transit system along Veirs Mill Road from the Wheaton Metrorail Station to the Rockville Metrorail Station.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$57,822,000**

# Prince Georges County

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE1270</b>	<b>Allentown Road Relocated</b>		<b>2028</b>

### Primary Project Typ

**Road - New Construction**

### Location Tyhpe:

**Road Segment**

### Route

### Facility

**Allentown Road Relocated**

### From:

**MD 210 Indian Head Highway**

### To

**Brinkley Road**

### County

**Prince Georges**

### Municipality

### Description

Construction on new alignment of four-lane facility to improve access to local development and traffic flow.

Project ID	Title	Cost (\$M)	Complete
<b>CE1320</b>	<b>Ardwick-Ardmore Road</b>		<b>2030</b>

### Primary Project Typ

**Road - Add Capacity/Widening**

### Location Tyhpe:

**Road Segment**

### Route

### Facility

**Ardwick-Ardmore Road**

### From:

**MD 704**

### To

**St. Josephs Drive**

### County

**Prince Georges**

### Municipality

### Description

Construction and reconstruction of existing 2-lane roadway to improve geometry, provide on-street parking and access to new High School

Project ID	Title	Cost (\$M)	Complete
<b>CE1272</b>	<b>Bowie Race Track Road</b>		<b>2025</b>

### Primary Project Typ

**Road - Add Capacity/Widening**

### Location Tyhpe:

**Road Segment**

### Route

### Facility

**Bowie Race Track Road**

### From:

**MD 450 Annapolis Road**

### To

**Old Chapel Road**

### County

**Prince Georges**

### Municipality

### Description

**Bowie Race Track Road**

Project ID	Title		Cost (\$M)	Complete
<b>CE1279</b>	<b>Church Road</b>			<b>2024</b>
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
	Church Road	Woodmore Road	MD 214 Central Avenue	
County	Municipality			
Prince Georges				
Description	<p>Reconstruction to provide a four-lane facility to support local development and improvement area traffic flow. This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (central Avenue). Improvements will include intersection improvements, local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. The horizontal and vertical alignment of the roadway will be improved. The City of Bowie is expected to commit to 50% share of the project. The improvement is needed to enhance safety along the roadway and eliminate the S-curve and narrow roadway south of Woodmore Road.</p>			
Project ID	Title		Cost (\$M)	Complete
<b>CE1280</b>	<b>Columbia Park Road</b>			<b>2020</b>
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
	Columbia Park Road	US 50	Columbia Terrace	
County	Municipality			
Prince Georges				
Description	<p>Construction to provide a four-lane facility to support local development including freight movement and improve traffic flow.</p>			
Project ID	Title		Cost (\$M)	Complete
<b>CE1313</b>	<b>Columbia Park Road</b>			<b>2025</b>
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Interchange		
Route	Facility	From:	To	
US 50	US 50 Columbia Park Road Ramps	WB ramp to Columbia Park Rd		
County	Municipality			
Prince Georges				
Description	<p>Construction and reconstruction of the existing interchange to provide direct access to US 50 for traffic serving the industrial/warehouse area and reduce truck traffic incursion on local streets.</p>			

Project ID	Title	Cost (\$M)	Complete
<b>CE1291</b>	<b>Livingston Road and Bridge</b>		<b>2024</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
Livingston Road

From:  
MD 210 Indian Head Highway at  
Eastover

To  
MD Indian Head Highway at Kerby  
Hill Road

County  
Prince Georges

Municipality

Description

This project contains two phases: One for reconstruction of Livingston Road as an urban reconstruction facility at various locations. The other is the Livingston Road Bridge over the Piscataway Creek, reconstruct and approach roadways and install sidewalks, street signs and landscaping. urban a four-lane facility to support local development and to improve safety and area traffic flow.

Project ID	Title	Cost (\$M)	Complete
<b>CE1297</b>	<b>Oak Grove and Leeland Roads</b>		<b>2028</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
Oak Grove and Leeland Roads

From:  
MD 193 Watkins Park Road

To  
US Robert Crain Highway

County  
Prince Georges

Municipality

Description

Construction, reconstruction and relocation of a four- lane facility to support local development, and to improve safety and area traffic flow.

Project ID	Title	Cost (\$M)	Complete
<b>CE1299</b>	<b>Old Branch Avenue</b>		<b>2028</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
Old Branch Avenue

From:  
MD 223 Piscataway Road north of

To  
Allentown Road

County  
Prince Georges

Municipality

Description

Construction and reconstruction to provide a four-lane facility to support local development and to improve area traffic flow.

Project ID	Title		Cost (\$M)	Complete
CE1324	Presidential Parkway			2025
Primary Project Type		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
	Presidential Parkway	Suitland Parkway	Melwood Road	
County	Municipality			
Prince Georges				
Description				
Construction of a six- lane facility				

Project ID	Title		Cost (\$M)	Complete
CE2623	Ritchie-Marlboro Road			2025
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
	Ritchie Marlboro Road	White House Road	Old Marlboro Pike	
County	Municipality			
Prince Georges				
Description				
Widening from 2-4 lanes to support local development and enhance safety				

Project ID	Title		Cost (\$M)	Complete
CE1304	Rosaryville Road			2020
Primary Project Type		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
	Rosaryville Road	US 301 Robert Crain Highway	MD Woodyard Road	
County	Municipality			
Prince Georges				
Description				
Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.				

Project ID	Title	Cost (\$M)	Complete
<b>CE1309</b>	<b>Sunnyside Avenue</b>		<b>2022</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

Sunnyside Avenue

From:

US 1 Baltimore Avenue

To

MD Kenilworth Avenue

County

Prince Georges

Municipality

Description

Construction and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.

Project ID	Title	Cost (\$M)	Complete
<b>CE1316</b>	<b>Walker Mill Road</b>		<b>2028</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

Walker Mill Road Extended

From:

Silver Hill Road Extended

To

I

County

Prince Georges

Municipality

Description

Construction to provide for a four-lane arterial facility to support local development and to improve safety and area traffic flow.

Project ID	Title	Cost (\$M)	Complete
<b>CE3439</b>	<b>Widen Mitchellville Road</b>		

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

Mitchellville Road

From:

Atlantis/Northview Drive

To

Mount Oak Road

County

Prince Georges

Municipality

Description

Widen Mitchellville Road from 4 to 6 lanes.



Project ID	Title		Cost (\$M)	Complete
<b>CE2624</b>	<b>Widen Westphalia Road</b>			
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie Malboro Road	
County	Municipality			
Prince Georges				
Description	Widening of Westphalia Road from 2-4 lanes to support economic development and BRAC.			

Project ID	Title		Cost (\$M)	Complete
<b>CE1294</b>	<b>Woodyard Road</b>			<b>2017</b>
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
MD 223	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	
County	Municipality			
Prince Georges				
Description	Construction, reconstruction and realignment of a four- lane facility to support local development, and to improve safety and area traffic flow.			

Local Street				
Project ID	Title		Cost (\$M)	Complete
<b>T6685</b>	<b>Bowie Road Culvert</b>		<b>\$3.6</b>	<b>2023</b>

Primary Project Typ  
**Bridge - Rehab**

Location Tyhpe:  
**Street Segment**

Route      Facility  
Bowie Road under CSX bridge

From:      To  
North side of CSX      South side of CSX

County  
Prince Georges

Municipality

Description  
Rehabilitate existing box culvert which carries Bowie Road below an existing CSX railroad bridge. Initial design analysis resulted in a simplified rehabilitation that will realize significant savings in construction. Design was initiated in FY 2017

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5400</b>	<b>Brandywine Road Bridge Replacement</b>	<b>\$7.9</b>	<b>2024</b>

## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Bridge

## Route

## Facility

Brandywine Road Bridge over Piscataway Creek

## From:

north side of Piscataway Creek

## To

south side of Piscataway Creek

## County

Prince Georges

## Municipality

## Description

This project replaces the existing structure over Piscataway Creek, constructs scour counter measures within the creek to protect the bridge substructure, and reconstructs the approach roadways. The existing bridge, constructed of concrete, is posted for 22,000 pounds and is in a deteriorated condition. Funding is anticipated to be 80% Federal Aid eligible for design and construction

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,800,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5402</b>	<b>Bridge Repair and Replacement 2</b>	<b>\$22.0</b>	<b>2026</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

## Route

## Facility

Bridge Repair and Replacement

## From:

various locations

## To

various locations

## County

Prince Georges

## Municipality

## Description

This project provides for replacing and rehabilitating County bridges based on Maryland state Highway Administration sufficiency ratings. It also provides funding for small scale and emergency capital repairs to various bridges located throughout the county.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$8,050,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6013</b>	<b>Bridge Replacement - Temple Hill Road</b>	<b>\$8.2</b>	<b>2023</b>

## Primary Project Typ

Bridge - Rehab

## Location Tyhpe:

Bridge

## Route

## Facility

Temple Hill Road Bridge

## From:

## To

Over Pea Hill branch

## County

Prince Georges

## Municipality

## Description

This project replaces the existing structure, Bridge No. P1505 over Pea Hill Branch with a larger, wider and higher structure. The replacement bridge will be 36 feet wide to improve vehicular safety and to accommodate pedestrians and bicycle usage. The roadway approaches will be improved on both sides of the bridge, from Salima Street to 1500 feet north for night time visibility and eliminate the sag vertical curve in the vicinity. Roadway lighting will be included. The existing 16 foot long 22 foot wide street beam, concrete deck structure carries Temple Hill Road over Pea hill Branch. The narrow width of the structure has resulted in frequent vehicular collisions with the traffic barrier, causing significant damage to the superstructure. The existing structure is in poor condition and needs to be replaced.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$200,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5401</b>	<b>Bridge Replacement, Federal Aid</b>	<b>\$41.3</b>	<b>2029</b>

## Primary Project Typ

Bridge - Replace

## Location Tyhpe:

Bridge

## Route

## Facility

Bridge Replacement Federal Aid

## From:

various locations

## To

various locations

## County

Prince Georges

## Municipality

## Description

This project will rehabilitate deteriorated bridges exceeding 20 feet in length where the current deteriorated condition of the bridges does not warrant replacement. Federal Aid funding will be utilized for design and construction of the projects at an 80/20 federal/local ratio.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$23,550,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5609</b>	<b>Curb and Road rehabilitation II</b>	<b>\$-00</b>	<b>2024</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Various Locations

## Route

## Facility

various locations

## From:

## To

## County

Prince Georges

## Municipality

## Description

This Project provides funding for rehabilitation County streets, curbs and sidewalks, various safety improvements, installing new sidewalks, construction of sidewalk ramps in accordance with the Americans with Disabilities Act, landscaping, traffic calming improvements, revitalization improvements and the installation of guardrails. The project also includes funding to urbanize and revitalize older subdivisions. An ongoing resurfacing and safety program provides increased vehicular and pedestrian safety remedies to address hazardous conditions and upgrade the appearance of neighborhoods.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6003</b>	<b>Green/Complete Street Improvements</b>	<b>\$7.2</b>	

## Primary Project Typ

Landscaping/Beautification

## Location Tyhpe:

Various Locations

## Route

## Facility

Various locations County-wide

## From:

## To

## County

Prince Georges

## Municipality

## Description

This project provides funding for a variety of street improvements along major roadways and at key intersections to improve their appearance, safety and functionality while addressing environmental issues. These improvements include but are not limited to roadway and intersection modifications, tree planting, bio retention facilities or stormwater management related water quality and quantity measures necessary to improve the environment, bicycle lane installation and the construction of sidewalks and paths.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$7,200,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6370</b>	<b>Pedestrian Safety Improvements</b>	<b>\$49.2</b>	<b>2028</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

From:

To

Various locations County-wide

County

Municipality

Prince Georges

Description

This project will involve the creation of multiple projects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Priority will be given to the correction of problems where there is a high incidence of pedestrian related crashes.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$12,485,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6026</b>	<b>School Access Project</b>	<b>\$7.6</b>	<b>2022</b>

Primary Project Typ

Bike/Ped

Location Tyhpe:

Various Locations

Route

Facility

From:

To

Various locations County-wide

County

Municipality

Prince Georges

Description

This project provides funding for vehicular and pedestrian access improvements, in conjunction with the construction of new schools or renovations and additions to existing school buildings. This project provides sidewalks, crosswalks and other enhancements for students walking within 1 to 1.5 miles of their respective schools in accordance with the current Prince George's County Board of Education policy. In addition, Federal funding through the State of Maryland is for the Safe Routes to School (SRTS) program, to engage and encourage children to safely walk or bike to school including children with disabilities within two miles of school (K-8)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6372</b>	<b>Street Lights and Traffic Signals 2</b>	<b>\$42.4</b>	<b>2029</b>

Primary Project Typ  
**Landscaping/Beautification**

Location Tyhpe:  
**Various Locations**

Route Facility  
**Various locations County-wide**

From: To

County  
**Prince Georges**

Municipality

#### Description

This project consists of installing traffic control signals and new street lights at various locations throughout the county. The program includes installing new signals, upgrading of existing signals, replacement of aging signals, the Energy Abatement program, installation of traffic surveillance cameras and communications equipment, and the upgrade of existing street lighting on County roadways. This project also provides some funding for the TRIP (traffic Response and Information Partnership) Center.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$8,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5808</b>	<b>Sunnyside Avenue Bridge Replacement</b>	<b>\$15.8</b>	<b>2023</b>

Primary Project Typ  
**Bridge - Replace**

Location Tyhpe:  
**Bridge**

Route Facility  
**Bridge Replacement – Sunnyside Avenue**

From: To  
**Over Indian Creek**

County  
**Prince Georges**

Municipality

#### Description

This Project replaces the Sunnyside Avenue Bridge over Indian Creek and widens the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). The original bridge design was built in 1946, and rehabilitated in 1966 and 1974. Funding is anticipated to be 80% Federal Aid for bridge design and construction. Right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits are anticipated to be 100% County-funded.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6381</b>	<b>Transit Oriented Development Infrastructure</b>	<b>\$43.0</b>	<b>2027</b>

## Primary Project Type

Road - Recons/Rehab/Maintenanc

## Location Type:

Various Locations

Route Facility

From:

To

County

Prince Georges

Municipality

## Description

This project provides funding for roadway improvements in proximity to the County's Metro Stations. Street, bridge and intersection improvements are included to increase the capacity of the roadway network and to facilitate and improve safety of all modes of transportation.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$38,000,000**

## Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>T11593</b>	<b>Major Reconstruction Program (DPW&amp;T)</b>	<b>\$93.1</b>	<b>2028</b>

## Primary Project Type

Environmental Only Project

## Location Type:

Other

Route Facility

From:

To

County

Municipality

## Description

This ongoing program by the Department of Public Works and Transportation will redesign, reconstruct and rehabilitate major drainage and flood control projects throughout the County

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$62,980,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6012</b>	<b>Modification of ADA Rights of Way County-Wide</b>	<b>\$2.4</b>	<b>2025</b>

## Primary Project Type

Landscaping/Beautification

## Location Type:

Other

Route Facility

From:

To

ADA Rights of Way Modifications County-Wide

Various Locations

County

Prince Georges

Municipality

## Description

This Project will modify existing curb, gutters and sidewalks throughout the County to bring the existing infrastructure into compliance with current Americans with Disabilities Act (ADA) design standards.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,200,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6371</b>	<b>Planning and site acquisition 2</b>	<b>\$5.7</b>	<b>2029</b>

Primary Project Typ  
**Environmental Only Project**

Location Tyhpe:  
**Other**

Route Facility  
**Various locations County-wide**

From: To

County  
**Prince Georges**

Municipality

#### Description

This project provides funding for acquiring land for road rights-of-way, reforestation mitigation and wetland banking in developing areas of the County. The demolition of structures on acquired land is also included. It also provides funding for future project planning studies in order to verify need, determine scope and develop preliminary cost estimates.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,000,000**

### Roadways

Project ID	Title	Cost (\$M)	Complete
<b>T6367</b>	<b>Addison Road I</b>	<b>\$6.7</b>	<b>2026</b>

Primary Project Typ  
**Road - Add Capacity/Widening**

Location Tyhpe:  
**Road Segment**

Route Facility  
**Addison road**

From: To  
**Walker Mill Road MD 214 (Central Avenue)**

County  
**Prince Georges**

Municipality

#### Description

The project consists of reconstructing Addison Road from Walker Mill Road to MD 214. Initially four travel lanes with a median will be constructed. Improvements will include roadway widening, the construction of crosswalks, sidewalks, landscaping, street lighting and a roadway median to improve the safety, function, capacity and appearance of the roadway. .

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,800,000**



Project ID	Title		Cost (\$M)	Complete
T5806	Bridge Replacement - Livingston Road		\$13.7	2027
Primary Project Type		Location Tyhpe:		
Bridge - Replace + Add Capacity		Bridge		
Route	Facility	From:	To	
	Bridge Replacement - Livingston Road		Over Piscataway Creek	
County		Municipality		
Prince Georges				
Description				
This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
		\$10,250,000		

Project ID	Title		Cost (\$M)	Complete
T6369	Cherry Hill Road III			2029
Primary Project Type		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
	Cherry Hill Road	Selman Road	US 1	
County		Municipality		
Prince Georges				
Description				
Cherry Hill Road III				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6024	Developer Contribution Projects		\$1.5	2024
Primary Project Type		Location Tyhpe:		
Road - Recons/Rehab/Maintenanc		Various Locations		
Route	Facility	From:	To	
	Various locations County-wide			
County		Municipality		
Prince Georges				
Description				
This project provides funding for a variety of street improvements necessitated by new development. These improvements include, but are not limited to, traffic signals, intersection modifications, roadway widening, new construction, resurfacing, landscaping and contributions to a variety of State highway projects.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				
		\$1,500,000		

Project ID	Title	Cost (\$M)	Complete
<b>T3132</b>	<b>Hill Road III</b>	<b>\$4.8</b>	<b>2028</b>

Primary Project Typ  
**Road - Add Capacity/Widening**

Location Tyhpe:  
**Road Segment**

Route Facility  
**Hill Road**

From: To  
**MD 704 ML King Jr Highway MD 204 Central Avenue**

County  
**Prince Georges**

Municipality

#### Description

This project involves improvements to the Hill Road/MD 704 intersection. It includes sidewalk construction, street lighting and landscaping. The construction of traffic circles at several locations along Hill Road will also be evaluated as traffic measures to improve safety. This project will be partially funded with developer contributions.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6684</b>	<b>Molly Berry Road Bridge</b>	<b>\$6.1</b>	<b>2024</b>

Primary Project Typ  
**Bridge - Replace**

Location Tyhpe:  
**Bridge**

Route Facility  
**Molly Berry Road**

From: To

County  
**Prince Georges**

Municipality

#### Description

Using federal aid, this project will replace the existing concrete box beam bridge, which is structurally deficient. Prince George's County developed design standards for the NEXT beam (an innovative pre-fabricated concrete beam) under a previously awarded FHWA grant. This project will be designed using these standards and other innovations such as ultra-high performance concrete. Design is underway and at the 30% stage. DPW&T is applying for a \$1,000,000 FHWA grant to cover the construction costs of this project. DPW&T will be the first public agency in the state of Maryland to use the NEXT beam. A total of \$1,900,000 is programmed for construction in FY'21.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6373</b>	<b>Traffic Congestion Improvements</b>	<b>\$62.4</b>	<b>2029</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Various Locations

## Route Facility

Various locations County-wide

## From:

To

## County

Prince Georges

## Municipality

## Description

This project provides funding for roadway enhancements including turning lanes, improved approaches, traffic signals, signage at various intersections, bus stop pads, traffic calming devices, landscaping, pedestrian facilities and thermoplastic markings. This project will also provide for roadway improvements that are oriented toward enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Included in the work to be performed is the acquisition of right-of-way along the Leeland Road approach to be the Leeland Road/Moores Plains Boulevard intersection. FY 2015 "other" funding includes \$75k from developer contributions.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$20,607,000**

## Transit

Project ID	Title	Cost (\$M)	Complete
<b>T6375</b>	<b>Bus Mass Transit/ Metro Access 2</b>	<b>\$6.6</b>	<b>2028</b>

## Primary Project Typ

Transit - Bus

## Location Tyhpe:

Not Location Specific

## Route Facility

Various locations County-wide

## From:

To

## County

## Municipality

Region-wide

## Description

Funds from this project may be used to purchase buses, construct related capital facilities for both bus and rail activities, roadway improvements and provide pedestrian and vehicular access improvement to metro stations and bus stops.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,750,000**

## Town of Leesburg

### Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE3726</b>	<b>RTE 15 Leesburg Bypass / Battlefield Parkway Interchange</b>		<b>2023</b>

Primary Project Typ

**Preliminary Engineering/Environm**

Location Tyhpe:

**Interchange**

Route

Facility

From:

To

**US 15 Bypass / Battlefield Parkway**

County

**Loudoun**

Municipality

**Town of Leesburg**

Description

**RTE 15 LEESBURG BYPASS IAR - VDOT OVERSIGHT of locally administered Interchange Access Report on Route 15 at Battlefield Parkway**

## TPB

## Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>T6366</b>	<b>Enhanced Mobility of Seniors and Individuals with Disabilities</b>		

Primary Project Typ

Human Service Transportation Coo

Location Tyhpe:

Other

Route

Facility

From:

To

County

Municipality

Region-wide

## Description

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This also includes funding for six sub-projects funded in FY 2021 by the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and five sub projects funded in FY 2021 by the American Rescue Plan Act (ARPA). See the listing of subprojects for each on the following pages. These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

# Virginia Department of Transportation

## Local Street

Project ID	Title	Cost (\$M)	Complete
<b>CE3649</b>	<b>Army Navy Country Club</b>		<b>2023</b>

### Primary Project Typ

#### Other Trails

Route Facility  
Trail

County  
Arlington

### Description

New roadway for use by emergency vehicles, as well as bicycles and pedestrians. Project connects the Arlington Views neighborhood on the north side of I-395 to Army Navy Drive on the south side of Army Navy Drive, through the northeast corner of Army Navy Country Club. Project provides more direct emergency access to meet the needs of police and fire, as well as an improved bicycle and pedestrian connection. General motor traffic will be prohibited. 3-8-2021 Updates This project will be a trail now, rather than a street.

### Location Tyhpe:

#### Trail/Path Segment

From: To  
Memorial Drive at Army Navy Drive South Queen Street

Municipality

Project ID	Title	Cost (\$M)	Complete
<b>CE2139</b>	<b>Battlefield Parkway, Construct</b>		<b>2016</b>

### Primary Project Typ

#### Road - Other Improvement

Route Facility  
Battlefield Parkway

County

### Description

Construct Battlefield Parkway; totaling approximately 2.4 miles of 4-lane divided on 6-lane right-of-way and 1 mile of 4-lane divided. Construct 3 interchanges planned at the Dulles Greenway, Route 7 East, and Route 15 Bypass North. A short portion of the northern end of Battlefield Parkway has been completed through the Potomac Crossing development. Some other portions will be built in accordance with proffered conditions as development occurs, however, the interchanges remain unfunded. Battlefield Parkway will be a semi-circumferential, arterial roadway serving two-thirds of the town's land area. It will be the primary distributor of traffic from Rte 7, the Bypass, and the Dulles Greenway to all parts of town outside of the Bypass. Intensive urban development is projected in this area. Battlefield Parkway is included in the Townes Transportation Plan and in the 2010 Statewide Highway Plan. Furthermore, the Rte 7 interchange is indicated in VDOT's Rte 7 Corridor Study. Proffers and RSTP. VU28b - US 15 south to Dulles Greenway - 2005 - 4 lanes on 6-lane ROW - by developer v- COMPLETE VU28c - Dulles Greenway to Sycolin Road - 2006 - 4 lanes on 6-lane ROW - by developer - COMPLETE VU28d - Sycolin Road to Kincaid Blvd. - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town - COMPLETE VU28e - Kincaid Blvd. to Route 7 - 2010 - construct 4 lanes on 6-lane ROW - by VDOT/Town - COMPLETE VU28f - Route 7 to Fort Evans Road - 2005 - 4 lanes on 6-lane ROW - by developer - COMPLETE VU28g - Fort Evans Road to Edwards Ferry - 2010 - 4 lanes on 6-lane ROW - by Leesburg VU28h - Cattail Branch to US 15 Bypass - completed - 4 lanes - by developer

### Location Tyhpe:

#### Street Segment

From: To  
US 15 South of Leesburg US Bypass north

Municipality

Town of Leesburg

Project ID	Title	Cost (\$M)	Complete
<b>CE3528</b>	<b>Broadband Link for Eisenhower Avenue</b>		<b>2023</b>

Primary Project Typ  
Road - ITS/Technology

Location Tyhpe:  
Street Segment

Route Facility  
Eisenhower Avenue

From:  
VA 410 Van Dorn St

To  
Eisenhower Connector

County

Municipality  
City of Alexandria

#### Description

This project will help mitigate the impacts of the proposed Transportation Safety Administration (TSA) development on Eisenhower Avenue and improve transit vehicle operation. The TSA site will be staffed by 3,800 TSA employees as well as other service providers and is expected to generate 648 AM peak hour trips and 624 PM peak hour trips. The new TSA site will require the installation of two new traffic signals. There is no communications infrastructure in place to connect these new signals with the traffic signal system or the signals on either side of the development site. The existing signals on Eisenhower Avenue operate independently and are not synchronized. The goal of this project is to facilitate this increased demand while improving transit vehicle performance at the Van Dorn Metro Station. This project will install the following: 1) Communications conduit and fiber optic cable between Van Dorn Street and Clermont Avenue; 2) Traffic cameras at key locations along Eisenhower Avenue to monitor TSA traffic; 3) Provide the communications network to connect the new and existing traffic signals to provide synchronization along Eisenhower Avenue to mitigate the impacts of TSA related traffic; and, 4) Provide a connection of the cameras and traffic signals to the City's Transportation Management Center (TMC).

Project ID	Title	Cost (\$M)	Complete
<b>CE3677</b>	<b>Convert 27th Street South to 2-way</b>		<b>2019</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Street Segment

Route Facility  
27th Street South

From:  
US 1

To  
Crystal Drive

County

Municipality

#### Description

Convert from 1-way to 2-way.

Project ID	Title	Cost (\$M)	Complete
<b>CE1783</b>	<b>Eisenhower Valley Access and Circulation Improvements</b>		<b>2023</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Street Segment

## Route

## Facility

Eisenhower Valley Access and Circulation Improvements

## From:

Mill Road

## To

Holland Lane

## County

## Municipality

City of Alexandria

## Description

UPC 52175 was for the NEPA and we added UPC 77378 for the widening of Eisenhower between Mill & Holland. Also added new TIP for this widening. Widen Eisenhower Avenue, within the cited limits intended to relieve congestion and improve safety along Eisenhower Avenue, Mill Road and Holland Lane. The project includes improvements to the Eisenhower Ave./Mill Road Intersection, Eisenhower Ave./ John Carlyle Street intersection, sidewalk improvements along the north side of Eisenhower Avenue, and at the Eisenhower Avenue/ Holland Lane intersection. Improvements at the Mill Rd. intersection includes widening in the southwest quadrant along Mill Road, addition of a second left turn lane from Eisenhower Avenue to Mill Road, improvements to all crosswalks in the intersection, and milling/overlaying work. Improvements at the Eisenhower Ave. & John Carlyle St. intersection includes a left turn lane at John Carlyle Street. The improvements at the Eisenhower Avenue/Holland Lane intersection include replacing the roundabout with a signalized intersection. After the reconfiguration the intersection will have two thru lanes westbound, a variable width grassed median generally 9.5 feet in width, two thru lanes eastbound, and a right turn lane onto Holland Lane. The sidewalk along the north and south sides of Eisenhower Avenue will be improved. Other miscellaneous improvements will be made along the corridor which includes improving curb cut ramps and the addition of a mid-block crosswalk in front of the Patent and Trademark Office.

Project ID	Title	Cost (\$M)	Complete
<b>CE3300</b>	<b>Evergreen Mill Road Widening</b>		<b>2022</b>

## Primary Project Type

Road - Other Improvement

## Location Type:

Street Segment

## Route

## Facility

Evergreen Mill Road

## From:

Rt 15 S. King Street

## To

South City Limits

## County

## Municipality

Town of Leesburg

## Description

Evergreen Mill Road Widening



Project ID	Title	Cost (\$M)	Complete
<b>CE3601</b>	<b>Evergreen Mills Road Realignment - Reservoir Road &amp; Watson Road</b>		<b>2022</b>

## Primary Project Typ

Road - Recons/Rehab/Maintenanc

## Location Tyhpe:

Intersection

## Route

## Facility

VA 621 Evergreen Mills Road

## From:

VA 860 Watson Road

## To

VA 861 Reservoir Road

## County

## Municipality

## Description

This project provides for the design, right-of-way acquisition and construction of the realignment of Evergreen Mills road at the intersections of Reservoir Road and Watson Road.

Project ID	Title	Cost (\$M)	Complete
<b>CE3286</b>	<b>Farrington Avenue</b>		<b>2034</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Street Segment

## Route

## Facility

New road

## From:

Van Dorn Street at Eisenhower Avenue

## To

Edsall Road

## County

## Municipality

Fairfax

City of Alexandria

## Description

This project would construct a new road along the southwest edge of the City, and would extend from Van Dorn Street at Eisenhower Avenue, to the west and north, connecting to Edsall Road. A portion of the western edge of this road would be in Fairfax County.

Project ID	Title	Cost (\$M)	Complete
<b>CE3616</b>	<b>Four Mile Run Trail expansion</b>		<b>2021</b>

## Primary Project Typ

Bike/Ped

## Location Tyhpe:

Street Segment

## Route

## Facility

Four Mile Run Trail expansion

## From:

Route 1

## To

Mt Vernon Trail

## County

## Municipality

Arlington

City of Alexandria

## Description

1 and under Potomac Avenue and the CSX tracks to access the Mt. Vernon Trail. Today, within Alexandria, there is not a good connection from the Mt. Vernon Trail to the Four Mile Run trail. The project will enhance pedestrian and bicycle connectivity, local and regional transit, and access to the future Potomac Yard Metrorail station.

Project ID	Title		Cost (\$M)	Complete		
CE3375	Grant Avenue Road Diet			2020		
Primary Project Typ		Location Tyhpe:				
Road - Other Improvement		Street Segment				
Route	Facility	From:	To			
	VA 234 Grant Avenue	Lee Avenue	Wellington Road			
County		Municipality				
		City of Manassas				
Description						
Modify Grant Avenue (road diet)						

Project ID	Title		Cost (\$M)	Complete		
CE3283	High Street Bridge to Landmark Mall			2025		
Primary Project Typ		Location Tyhpe:				
		Street Segment				
Route	Facility	From:	To			
	High Street	Landmark Mall	Stevenson Avenue			
County		Municipality				
		City of Alexandria				
Description						
This project will construct a new road and bridge across Duke Street to connect a redeveloped Landmark Mall with new developments to the south. This road and bridge is only intended for use by pedestrians, bicycles, and transit.						

Project ID	Title		Cost (\$M)	Complete		
CE3617	Holmes Run Trail Connector			2040		
Primary Project Typ		Location Tyhpe:				
Bike/Ped		Trail/Path Segment				
Route	Facility	From:	To			
	Holmes Run Trail	N. Ripley St.	S. Pickett St.			
County		Municipality				
		City of Alexandria				
Description						
The proposed trail would be located in a Resource Protection Area (RPA), so it will be constructed with pervious material. The project will add wayfinding signage, accessible curb ramps, and a wide permeable multimodal use path that is called for in the Pedestrian and Bicycle chapter of the City of Alexandria’s Transportation Master Plan, and Holmes Run Park Plan. This project is ranked as a “high priority” project in the Transportation Master Plan.						

Project ID	Title	Cost (\$M)	Complete
<b>CE3174</b>	<b>King and Beauregard Intersection Improvements, Phases 1 and 2</b>		<b>2025</b>

## Primary Project Type

Road - Other Improvement

## Location Type:

Intersection

## Route

## Facility

VA 7 King/Beauregard Intersection Improvements

## From:

0.05 mi N of Beauregard St

## To

0.19 mi S of Beauregard St.

## County

## Municipality

City of Alexandria

## Description

Regional growth and development of the King Street corridor, particularly in Fairfax County, has resulted in increased traffic congestion at the intersection of King and Beauregard Streets. Improvements to this intersection have been discussed since the 1970s. In the 1990s, the State conducted a comprehensive transportation study of the Beauregard Street Corridor from Little River Turnpike (Fairfax County) to Arlington Mill Road (Arlington County). The findings and recommendations of the study were presented by the Virginia Department of Transportation (VDOT) staff to the City's Beauregard Street Corridor Task Force in November 1995. The Task Force, made up of representatives of Alexandria, Fairfax County, and Arlington County reviewed the findings and reached consensus that a six-lane, grade-separated alternative for the intersection should be the selected design option. In June 1997 (based on concerns expressed by Arlington residents and new Arlington County Board members), the Commonwealth Transportation Board directed the VDOT staff to postpone the detailed design of the project until an updated traffic analysis was conducted to verify the need for the selected alternative. VDOT engaged the consulting firm of Michael Baker and Associates in December 1998 to perform this traffic analysis update. In 1999, VDOT put this project on hold at the request of the City until discussions among VDOT, Arlington County, and the City could occur. The City and Arlington County staff then met with VDOT to examine at-grade potential solutions to the traffic problems associated with this intersection. VDOT commenced a study to examine redesign alternatives for this intersection during fall/winter 2000-2001. VDOT submitted preliminary concept information to the City. The design phase is expected to continue into FY 2013, and then construction is anticipated to begin in Fall of 2013.

Project ID	Title	Cost (\$M)	Complete
<b>CE3623</b>	<b>Mt. Vernon Trail at East Abingdon Dr.</b>		<b>2026</b>

## Primary Project Type

Bike/Ped

## Location Type:

Trail/Path Segment

## Route

## Facility

Mt. Vernon Trail at East Abingdon Dr.

## From:

Between end of Mt. Vernon trail north of Slaters Ln.

## To

Norfolk Southern Tracks south of Slaters Ln.

## County

## Municipality

City of Alexandria

## Description

Bicycle and Pedestrian Master Plan calls for widening the bike trail as it transitions from off-street to on-street, add signage and improve crossing at Slaters Lane. Install southbound contraflow lane on E. Abingdon Drive to connect to Mt. Vernon Trail spur.

Project ID	Title	Cost (\$M)	Complete
<b>CE3284</b>	<b>Multimodal Bridge to Van Dorn Metro Station</b>		<b>2030</b>

## Primary Project Typ

Location Tyhpe:

Various Locations

Route Facility

From:

Eisenhower Avenue

To

S. Pickett Street

County

Municipality

City of Alexandria

## Description

This project would provide new access to the Van Dorn Metro station through a proposed new multimodal bridge. This project was recommended in the Landmark/Van Dorn Corridor Plan .It would connect from Eisenhower Avenue to S. Pickett Street, and would provide a connection to the Metro station and activities on Eisenhower Avenue with Cameron Station and development along South Pickett Street. It would be designed to provide access for transit, pedestrians, bicyclists, and potentially general traffic.

Project ID	Title	Cost (\$M)	Complete
<b>CE3618</b>	<b>Old Cameron Run Trail Construction</b>		<b>2026</b>

## Primary Project Typ

Bike/Ped

Location Tyhpe:

Trail/Path Segment

Route Facility

Old Cameron Run Trail

From:

Mt. Vernon Trail

To

Eisenhower Ave Trail

County

Municipality

City of Alexandria

## Description

Construct on street bicycle lanes that connect to Mt. Vernon Trail

Project ID	Title	Cost (\$M)	Complete
<b>CE3480</b>	<b>Potomac Shores</b>		<b>2020</b>

## Primary Project Typ

Road - New Construction

Location Tyhpe:

Street Segment

Route Facility

VA 234 Potomac Shores Parkway

From:

US 1 Jefferson Davis Highway

To

Potomac Shores Parkway

County

Municipality

Prince William

## Description

Construct offsite Potomac Shores/Harbor Station Parkway Connection from Route 1 to River Heritage, 4 lane road.

Project ID	Title	Cost (\$M)	Complete
<b>CE3609</b>	<b>Rock Hill Road Overpass (CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE)</b>		<b>2030</b>

[Primary Project Typ](#)**Bridge - Rehab + Add Capacity**[Location Tyhpe:](#)**Street Segment**[Route](#)[Facility](#)**Rock Hill Road Overpass**[From:](#)**5320 Sunrise Valley Drive**[To](#)**209 Innovation Avenue**[County](#)**Fairfax, Loudoun**[Municipality](#)[Description](#)

Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Innovation Avenue in Loudoun County on the north side. The project would include pedestrian and bicycle facilities.

Project ID	Title	Cost (\$M)	Complete
<b>CE3449</b>	<b>Rockhills 4-lane Overpass</b>		<b>2020</b>

[Primary Project Typ](#)**Study/Planning/Research**[Location Tyhpe:](#)**Street Segment**[Route](#)[Facility](#)**Rockhill 4-Lane Overpass**[From:](#)**VA 605 Sunrise Valley Drive**[To](#)**VA 868 Davis Drive Extension**[County](#)**Fairfax**[Municipality](#)[Description](#)

Construct a 4-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south, to Davis Drive extension in Loudoun County on the north side. The project would include pedestrian and bicycle facilities. It is recommended in Dulles Suburban Center Land Unit A Amendment approved by the BOS.

Project ID	Title		Cost (\$M)	Complete
CE3175	Seminary Road & Beauregard Street Ellipse			2028
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Intersection		
Route	Facility	From:	To	
	Seminary Road/ Beauregard St. Intersection	Seminary	Beauregard	
County	Municipality			
	City of Alexandria			
Description				
<p>The intersection of Beauregard Street and Seminary Road is proposed to be reconfigured in the form of an unconventional at-grade intersection, referred to in this study as an A-“ellipse,” due to its geometric layout. The proposed ellipse would eliminate left turns from both directions along Seminary Road and redirect those movements as right turns, which would subsequently circulate around part of the ellipse to continue in the desired direction. Although the traffic circulation pattern of the ellipse would be very similar to that of a modern roundabout, through traffic movements along Seminary Road would be allowed to pass straight through the center island of the ellipse. Therefore, several traffic signals will be required around the ellipse to alternate the right-of-way among the various movements. The primary benefit of the elliptical configuration is the reduction of potential vehicle conflict points due to the elimination of the left turn movements along Seminary Road. This reduces the number of signal phases required at the Beauregard/Seminary intersection, and may also reduce the likelihood of certain types of crashes (such as those involving through vehicles colliding with left turning vehicles). The current design concept for the ellipse shows the proposed intersection of Beauregard Street at future Main Street (from Southern Towers) located at the northern end of the ellipse. The ellipse was recommended as a needed project in the Beauregard Small Area Plan, to support future development in the Beauregard area.</p>				

Project ID	Title		Cost (\$M)	Complete
CE1952	Spring Street Widen 4 to 6 lanes, intersection & ramp impv., sidewalks			2024

Primary Project Type  
**Road - Other Improvement**

Location Type:  
**Street Segment**

Route Facility  
**Spring Street**

From: To  
**Herndon Parkway East Fairfax County Parkway**

County Municipality  
**Town of Herndon**

#### Description

Widen Spring Street from 4 to 6 lanes between Herndon Parkway East and the Fairfax County Parkway (including entrance and exit ramps). This project will also provide better access for the future Herndon Park & Ride and Metrorail station

Project ID	Title	Cost (\$M)	Complete
<b>CE2073</b>	<b>Sycolin Road</b>		<b>2027</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Street Segment

Route Facility  
Sycolin Road

From: To  
VA/US 7/15 Leesburg Bypass SCL of Leesburg

County

Municipality  
Town of Leesburg

#### Description

Widen Sycolin Road (Rte 643) from a 2-lane to a 4-lane facility between the VA 7/US 15 Bypass and the southern corporate limit, a distance of 1.6 miles. Design speed will be 45 mph in anticipation of a 35 mph posted speed. This improvement was recommended in the 1984 Leesburg Transportation Study prepared by VDOT and adopted by the Town Council. It is needed for several reasons: 1) This section of Sycolin Road provides the sole access to the municipal airport and to Loudoun County's primary government office complex. 2) The Sycolin Road/Plaza Street alignment, stretching from the southern corporate limits to Battlefield Parkway near the edge of town, is the only continuous north-south arterial route in Leesburg other than Rte 15. 3) Rte 643 will serve significant urban growth projected in the area between Leesburg and the Dulles/Rte 28 corridor. Revenue sharing portion of total length.

Project ID	Title	Cost (\$M)	Complete
<b>CE3526</b>	<b>Traffic Adaptive Signal Control</b>		<b>2024</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Not Location Specific

Route Facility  
CITY WIDE

From: To

County

Municipality  
City of Alexandria

#### Description

Traffic adaptive signal control will reduce congestion on the City of Alexandria's transportation network by continuously optimizing traffic signal operation. Although Alexandria is adopting smart growth policies and multi modal approaches to traffic management, much of the traffic congestion in the City is created by outside factors. The current traffic signal control system utilizes 30 year old control technology and is not capable of adapting to changing conditions that occur on an almost daily basis. The City is investing considerable money in transit service by providing three dedicated transitways as well as expanding the DASH bus service in the near future. This project will enable all of this new transit service to operate more reliable by providing enhanced transit signal priority capabilities. This project will no increase the capacity of the roadway network but will allow better operation and management of the network that is in place. This project will do the following: 1) Upgrade the central control hardware and software; 2) Upgrade the traffic signal controllers in the field; 3) Install vehicle sensing technology; 4) Utilize mobile device tracking to track global conditions and collect historical trends; and 5) Use adaptive signal control to improve transit operations.

## Non-Infrastructure

Project ID	Title	Cost (\$M)	Complete
<b>CE3441</b>	<b>VA 17 Intersection Improvements in Warrenton</b>		<b>2021</b>

Primary Project Typ  
**Road - Other Improvement**

Location Tyhpe:  
**Intersection**

Route Facility  
**VA 17**

From:  
**Frost Avenue south of**  
Municipality

To  
**Winchester Street south of**

County

Description  
**Reconstruct**

Project ID	Title	Cost (\$M)	Complete
<b>CE3527</b>	<b>Van Dorn-Beauregard Multi-Use Trail</b>		<b>2023</b>

Primary Project Typ  
**Bike/Ped**

Location Tyhpe:  
**Trail/Path Segment**

Route Facility  
**Van Dorn-Beauregard Multi-use trail**

From:  
**VA 7 King Street**

To  
**Seminary Road**

County

Municipality  
**City of Alexandria**

Description

A missing link in the City's bicycle network is a separated on-street bicycle facility along Beauregard and Van Dorn Streets (between King Street and Eisenhower Avenue). This facility would address missing links not anticipated to be constructed as part of other projects/ developments (primarily along Beauregard Street between King Street and Seminary Road) for a north-south connection to the City's Holmes Run Trail, running east-west, and connect bicycle users to Mark Center, the future Beauregard Town Center, and the Van Dorn Metrorail station. This project will be coordinated with the implementation of Transit Corridor C (West End Transitway).

Project ID	Title	Cost (\$M)	Complete
<b>CE2876</b>	<b>Widen Liberia Avenue</b>		<b>2025</b>

Primary Project Typ  
**Road - Other Improvement**

Location Tyhpe:

Route Facility  
**Liberia Avenue**

From:  
**VA 28**

To  
**Richmond Avenue**

County

Municipality  
**City of Manassas**

Description

**Widen from 4 to 6 lanes between listed limits**



Project ID	Title	Cost (\$M)	Complete
<b>CE2695</b>	<b>TIP Grouping project for Construction: Safety/ITS/Operational Improvements</b>		<b>2045</b>

Primary Project Typ

Location Tyhpe:

**Other**

Route

Facility

From:

To

**Safety/ITS/Operational Facilities****District-wide**

County

Municipality

**Region-wide**

## Description

TIP Grouping 3, Construction: Safety/ITS/Operational Improvements In an effort to streamline and effectively manage the Virginia STIP, in April, 2008 the Federal and State agencies involved in the management of the Commonwealth's STIP process agreed upon procedures in a Memorandum of Agreement to meet this goal. Specifically, they said rather than list every project as a separate item in the TIP requiring cumbersome amendment processes, certain projects which were eligible for a Categorical exclusion (CE) with respect to the environmental process and which were exempt from air quality conformity in non-attainment/maintenance areas, could be grouped by certain categories and listed in an appendix at the back of the TIP, resulting in eliminating the need for the amendment process and associated time. The Memorandum of Agreement listed ten (10) FHWA Groupings and seven (7) FTA related Groupings. This grouping, Safety/ITS/Operations is one of the 10 FHWA groups and has the largest number amount of projects and includes safety improvement projects such as those as: those qualifying for HES/HSIP funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement marking, fencing, lighting improvements, intersection channelization/signalization/reconfiguration projects, traffic calming, addition/extension of turn lanes, extension of acceleration/deceleration lanes, and drainage improvements. The group also includes reconstruction or minor widening on or adjacent to same alignment (no increase in capacity).â The current list of individual projects/programs included in this group are listed in Appendix A of the TIP document and are uploaded under item 17 of this document. The combined amount of funding for this group is listed in the TIP with the planned obligation amounts for the individual projects/programs listed in Appendix A. Pursuant to the agency's MOA with FHWA and FTA, the planned obligation amounts change during the course of the fiscal year as funds are reprogrammed among the various projects/programs. Occasionally projects and funding are added to the group. The MPO is notified in all instances of changes made to the group. However, these projects will not appear in the current TIP appendix until the next TIP revision.

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>CE3165</b>	<b>Airport Collector Access/Crosstrail Ramp</b>		<b>2015</b>

Primary Project Typ

Location Tyhpe:

**Road - Other Improvement****Road Segment**

Route

Facility

From:

To

**Ramp from VA 267 (Dulles Greenway)****VA 267 Dulles Greenway****(Future) Hawling Farm Boulevard**

County

Municipality

**Loudoun**

## Description

New egress ramp from westbound Dulles Greenway to future Hawling Farm Blvd.

Project ID	Title		Cost (\$M)	Complete
CE3753	Annapolis Way Extension			2028
Primary Project Type		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
	Annapolis Way	Route 123 Commuter Lot Entrance	Current termini west of Marina Way	
County		Municipality		
Prince William				
Description				
Construct approximately 0.28-mile segment of roadway between existing segments of Annapolis Way to create a connection between Route 1 and Route 123 (Gordon Blvd).				

Project ID	Title		Cost (\$M)	Complete
CE3308	Arcola Boulevard (Center Segment)			2022
Primary Project Type		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
VA 842	Arcola Boulevard	Dulles West Boulevard	Evergreen Mills Road	
County		Municipality		
Loudoun				
Description				
Design and construct a 4 lane controlled access median divided urban collector built within a 6 lane Right of Way				

Project ID	Title		Cost (\$M)	Complete
CE3307	Arcola Boulevard (Northern Segment)			2022
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 606	VA 606 Arcola Boulevard	Evergreen Mills Road	Loudoun County Parkway	
County		Municipality		
Description				
Design and construct a 4 lane controlled access median divided urban collector built within a 6 lane Right of Way				

Project ID	Title	Cost (\$M)	Complete
<b>CE3306</b>	<b>Arcola Boulevard (Southern Segment)</b>		<b>2022</b>

Primary Project Type

Road - Other Improvement

Location Type:

Road Segment

Route

Facility

VA 606 VA 606 Arcola Boulevard

From:

Dulles West Boulevard

To

U.S. 50

County

Loudoun

Municipality

Description

Design and construct a 4 lane controlled access median divided urban collector built within a 6 lane Right of Way

Project ID	Title	Cost (\$M)	Complete
<b>CE3742</b>	<b>Belmont Ridge Road</b>	<b>\$38.0</b>	

Primary Project Type

Road - Add Capacity/Widening

Location Type:

Road Segment

Route

Facility

VA 659 Belmont Ridge Road

From:

Arcola Mills Drive

To

Shreveport Drive

County

Municipality

Description

This project provides for the planning, design, right-of-way acquisition, and construction widening of Belmont Ridge Road (Route 659) from two lanes to four lanes as a suburban minor collector in a 120 ft. wide right-of-way between Arcola Mills Drive and Shreveport Drive. The project also includes intersection improvements with a traffic signal at Belmont Ridge Road and Arcola Mills Drive, and a bridge that carries Belmont Ridge Road over the North Fork of Broad Run River.

Project ID	Title	Cost (\$M)	Complete
<b>CE3150</b>	<b>Boone Boulevard Extension (Rt 123 to Ashgrove)</b>		<b>2036</b>

Primary Project Type

Road - Other Improvement

Location Type:

Road Segment

Route

Facility

Boone Boulevard

From:

VA 123 Chain Bridge Road

To

Ashgrove Lane

County

Fairfax

Municipality

Description

Boone Boulevard extension west from Chain Bridge Road to Ashgrove Lane, Pedestrian facilities included. (1.3 Miles)

Project ID	Title		Cost (\$M)	Complete
CE3093	Boundary Chanel Drive Modifications			2022
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Intersection		
Route	Facility	From:	To	
	Boundary Channel Drive	I 395 Shirley Highway	Old Jefferson Davis Hwy & N. Jefferson Davis	
County		Municipality		
Arlington				
Description				
Project involves modifications to the intersection of Boundary Channel Drive and old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive interchange. The project is part of the County's Long Bridge Park redevelopment initiative, to include the construction of a large Regional Aquatic Center. The project provides for multi-modal options in the vicinity of Long Bridge Park and improves safety security at the entrance to the Pentagon.				

Project ID	Title		Cost (\$M)	Complete
CE2158	Braddock Rd			2040
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 620	VA 620 Braddock Rd	VA 7100 Fairfax County Parkway	VA 0x Road	
County		Municipality		
Description				
Widen Braddock Road to six lanes between the Fairfax County Parkway and VA 123 (Ox Road)				

Project ID	Title		Cost (\$M)	Complete
CE1857	Braddock Road			2025
Primary Project Typ		Location Tyhpe:		
Study/Planning/Research		Road Segment		
Route	Facility	From:	To	
VA 620	VA 620 Braddock Road	I 495 I-495	VA Burke Lake Road	
County		Municipality		
Description				
This project examines provision of 2 HOV lanes on Braddock Road. Cost is estimated to be \$8,000,000.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3731</b>	<b>Braddock Road</b>		<b>2028</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
VA 620 Braddock Road  
County  
Loudoun

From: To  
Paul VI Eastern Entrance Loudoun County Parkway  
Municipality

Description  
Widening Braddock Road between Paul VI Eastern Entrance & Loudoun County Parkway from 2 to 4 lanes

Project ID	Title	Cost (\$M)	Complete
<b>CE3604</b>	<b>Braddock Road Route 659 to Fairfax County Line</b>		<b>2025</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Road Segment

Route Facility  
VA 620 VA 620 Braddock Road  
County

From: To  
VA 659 Gum Spring Road Fairfax County Line  
Municipality

Description  
This project provides for the planning, design, right-of-way acquisition and construction to widen Braddock Road to four lanes from Gum Spring Road (Route 659) to the Fairfax County line. The project entails the construction of a four lane median-divided roadway within a 120-foot right-of-way.

Project ID	Title	Cost (\$M)	Complete
<b>CE3605</b>	<b>Braddock Road Route 659 to Royal Hunter Drive</b>	<b>\$6.1</b>	<b>2025</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
VA 620 VA 620 Braddock Road  
County

From: To  
VA 659 Gun Spring Road Royal Hunter Drive  
Municipality

Description  
This project provides for the planning, design, right-of-way acquisition and construction of a major collector roadway from Gum Spring Road (Route 659) to Royal Hunter Drive. The project entails the construction of a four-lane median divided roadway within a 120-foot right-of-way.

Project ID	Title	Cost (\$M)	Complete
<b>CE3743</b>	<b>Braddock Road, Segment 2</b>	<b>\$34.0</b>	<b>2030</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

Route Facility

VA 620 Braddock Road

From:

Paul VI Eastern Entrance

To

Bull Run Post Office Road

County

Municipality

## Description

This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between the Eastern Entrance of the Paul VI high school and Bull Run Post Office Road (Route 621). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and includes the construction of a sidewalk on one side of the road and a shared use path on the other side.

Project ID	Title	Cost (\$M)	Complete
<b>CE3732</b>	<b>Braddock Road, Segment 2</b>		<b>2030</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

Route Facility

VA 620 Braddock Road

From:

Paul VI Eastern Entrance

To

Bull Run Post Office Road

County

Municipality

Loudoun

## Description

This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between the Eastern Entrance of the Paul VI high school and Bull Run Post Office Road (Route 621). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and includes the construction of a sidewalk on one side of the road and a shared use path on the other side.

Project ID	Title		Cost (\$M)	Complete
CE3606	Braddock/ Summerall/ Supreme Intersection Improvements			2022
Primary Project Typ		Location Tyhpe:		
Road - Intersection improvement		Intersection		
Route	Facility	From:	To	
VA 620	VA 620 Braddock Road	Braddock	Summerall/Supreme	
County	Municipality			
Description				
This project provides for the installation of a traffic signal and turn lanes at the intersection of Braddock Road (Route 620), Supreme Drive (Route 1257) and Summerall Drive (Route 1258). The missing half-section of Braddock Road near the subject intersection will be widened from two lanes to four lanes, the ultimate roadway condition of Braddock Road per the 2010 Countywide Transportation Plan, with bicycle/pedestrian facilities on both sides of the roadway.				

Project ID	Title		Cost (\$M)	Complete
CE1754	Catharpin Road, Widen			2030
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
VA 676	VA 676 Catharpin Road	VA 55 John Marshall Highway	Heathcote Boulevard	
County	Municipality			
Prince William				
Description				
Widen to 4 lanes. The widening of Catharpin Road north of Heathcote Blvd. to VA 704 (Artemus Road) has been dropped as this area is within Prince William Co's. rural crescent.				

Project ID	Title		Cost (\$M)	Complete
CE3177	Construct VA 234 Bypass Interchange @ Balls Ford Road			2022
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Point Location		
Route	Facility	From:	To	
VA 234	VA 234 Bypass	Va Balls Ford Road Relocated		
County	Municipality			
Prince William				
Description				
Route 234 Interchange Bypass/ Relocated Balls Ford Rd. Interchange: Diverging Diamond Interchange, relocation of Rte 621 southeast of existing location, bridge crossing over railroad, tie in to Devlin Road.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3442</b>	<b>Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road</b>		<b>2030</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 655 VA 655 Shirley Gate Road

From:

VA 286 Fairfax County Parkway

To

VA 620 Braddock Road

County

Fairfax

Municipality

Description

Construct VA 655 Shirley Gate Road as a four-lane facility from Fairfax County Parkway to Braddock Road.

Project ID	Title	Cost (\$M)	Complete
<b>CE3309</b>	<b>Creighton Road (completion of eastern end)</b>		<b>2020</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 774 VA 774 Creighton Road

From:

Belmont ridge Road

To

Evergreen Ridge Drive

County

Loudoun

Municipality

Description

Constructed the connection between Brambleton and Loudoun Valley II as a 4-lane divided roadway.

Project ID	Title	Cost (\$M)	Complete
<b>CE3607</b>	<b>Croson Lane Claiborne Parkway to Old Ryan Road</b>		<b>2025</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 645 VA 645 Croson Lane

From:

VA 901 Claiborne Parkway

To

VA 772 Old Ryan Road

County

Municipality

Description

This project provides for the planning, design, right-of-way acquisition and construction to widen Croson Lane to four lanes from Claiborne Parkway to Old Ryan Road. The project entails the construction of a four-lane median-divided roadway within a 120-foot right-of-way.



Project ID	Title		Cost (\$M)	Complete
<b>CE3734</b>	<b>Croson Lane Widening</b>			<b>2027</b>
<a href="#">Primary Project Typ</a> <b>Road - Add Capacity/Widening</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> <b>VA 645</b>	<a href="#">Facility</a> <b>Croson Lane</b>	<a href="#">From:</a> <b>Claiborne Parkway</b>	<a href="#">To</a> <b>Old Ryan Road</b>	
<a href="#">County</a> <b>Loudoun</b>		<a href="#">Municipality</a>		
<a href="#">Description</a> This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and includes the construction of a sidewalk on one side of the road and a shared use path on the other side.				

Project ID	Title		Cost (\$M)	Complete
<b>CE3735</b>	<b>Crosstrail Boulevard, Segment C</b>			<b>2026</b>
<a href="#">Primary Project Typ</a> <b>Road - New Construction</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> 	<a href="#">Facility</a> <b>Crosstrail Boulevard</b>	<a href="#">From:</a> <b>Sycolin Road</b>	<a href="#">To</a> <b>Dulles Greenway</b>	
<a href="#">County</a>		<a href="#">Municipality</a>		
<a href="#">Description</a> This project provides for the planning, design, right-of-way acquisition, and the construction of a four-lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120 ft. wide right- of- way. The project also includes shared use paths on both sides of Crosstrail Boulevard and a bridge over Sycolin Creek.				

Project ID	Title		Cost (\$M)	Complete
<b>CE3186</b>	<b>DAAH/I-495 Interchange Flyover Ramp Relocation (Phase IV DAAH)</b>			<b>2045</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Interchange</b>		
<a href="#">Route</a> <b>I 495</b>	<a href="#">Facility</a> <b>I 495</b>	<a href="#">From:</a> <b>EB Dulles Airport Access Highway (DAAH) - Inner Lanes</b>	<a href="#">To</a> <b>I NB GP Lanes</b>	
<a href="#">County</a> <b>Fairfax</b>		<a href="#">Municipality</a>		
<a href="#">Description</a> Relocate EB Dulles Airport Access Highway flyover ramp to I-495 NB General Purpose lanes.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3755</b>	<b>Dale City Parkway Node New Through Boulevard</b>		<b>2030</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
Thorough Boulevard

From: Minnieville Road (640) To  
Elm Farm Road (892)

County  
Prince William

Municipality

Description

Construct an approximately 0.5-mile new thorough boulevard between Minnieville Road and Elm Farm Road that will create a connection between Minnieville Road and the Prince William Parkway (Route 294).

Project ID	Title	Cost (\$M)	Complete
<b>CE3767</b>	<b>Duke Street - West of Van Dorn</b>		<b>2025</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
Duke Street

From: Van Dorn Street To  
I-395

County

Municipality  
City of Alexandria

Description

The flyover on Duke Street into Landmark will be taken down, and all retaining walls will be removed. A boulevard will be constructed on Duke Street west of Van Dorn The Walker and Duke Street intersection will become a full intersection allowing travel across Duke Street. The free right turn at the southwest corner of the intersection will be done by the developer of Landmark Overlook when the hotel is built. Pedestrian access will be improved. The road immediately east of Walker will have a fire station immediately adjacent to it. As a consequence a traffic signal activated by the fire station will allow fir trucks to travel from the station to eastbound Duke Street. The next intersection to the each (prior to Van Dorn) will be a full intersection that will allow traffic to go into Landmark and travel to Van Dorn.

Project ID	Title	Cost (\$M)	Complete
<b>CE1965</b>	<b>Dulles Airport Access Road</b>	<b>\$400.0</b>	<b>2030</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route

## Facility

Dulles Airport Access Road

## From:

Dulles Airport

## To

VA 123

## County

Fairfax

## Municipality

## Description

Widen Dulles Airport Access Road from 4 lanes to 6 lanes. Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary. Washington Dulles Airport has had a dramatic increase in usage since the construction of the original 4-lane access road in the 60's. Widening will occur within the present access right of way, eliminating the need for additional land for this project. The airport has undergone a major parking area renovation to enable it to keep pace with increased usage.

Project ID	Title	Cost (\$M)	Complete
<b>CE3671</b>	<b>Dulles Greenway EB Transition</b>		<b>2019</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

## Route

## Facility

VA 267 267 Dulles Toll Road

## From:

Dulles Greenway/Dulles Toll Road  
Merge

## To

Centreville Road

## County

## Municipality

## Description

The EB side of the Greenway will be widened from 2 general-purpose lanes to 3 from the Main Toll Plaza in Loudoun County eastward to the point where the Greenway merges into the Dulles Toll Road To create a transition, the new 3rd lane will be extended about 1,900 feet eastward within the Dulles Toll Road ROW to the Centreville Road off-ramp. This will add a 5th lane to a facility that now has 4 lanes. The model network currently shows a 4 lane cross section in this location. The 1,900 extension east from the Dulles Toll Road/Dulles Greenway merge provides a transition for safe operations. Other information: o Project owner: Trip II o Length of the project 2.5 miles entire widening; 1900 for the portion being added to the Plan o Project termini Dulles Greenway Main Line Toll Plaza to Rte 657 Centreville Road off-ramp. o Any new ramps No. o Any ramp modifications Yes. Modifications are proposed to the existing eastbound exit ramp of the Dulles Toll Road at Centreville Road. o Completion Date- April, 2019 o Funding source: private/tolls o Cost estimate, YOE : \$25 million

Project ID	Title	Cost (\$M)	Complete
<b>CE3151</b>	<b>Dulles Toll Road Eastbound Collector/Distributor/Additional Lane</b>		<b>2036</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 267 VA 267 Dulles Toll Road

From:

VA 684 Spring Hill Road

To

VA Wiehle Ave.

County

Fairfax

Municipality

Description

Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.

Project ID	Title	Cost (\$M)	Complete
<b>CE3152</b>	<b>Dulles Toll Road Ramp to Boone Blvd Extension</b>		<b>2037</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 267 Dulles Toll Road

To

Boone Boulevard @ Ashgrove Lane

County

Fairfax

Municipality

Description

Ramp construction from the Dulles Toll Road to the new Boone Boulevard extension at Ashgrove Lane.

Project ID	Title	Cost (\$M)	Complete
<b>CE3153</b>	<b>Dulles Toll Road Ramp to Greensboro Drive Extension</b>		<b>2036</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 267 Dulles Toll Road

To

Greensboro Drive to Tyco Road

County

Fairfax

Municipality

Description

Ramp construction from the Dulles Toll Road to the new Greensboro Drive extension at Tyco Road.

Project ID	Title		Cost (\$M)	Complete
CE3154	Dulles Toll Road Westbound Collector/Distributor/Additional Lane			2037
Primary Project Typ Road - Other Improvement		Location Tyhpe: Road Segment		
Route	Facility	From:	To	
VA 267	VA 267 Dulles Toll Road	VA 684 Spring Hill Road	VA Wiehle Ave.	
County	Municipality			
Fairfax				
Description				
Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.				

Project ID	Title		Cost (\$M)	Complete
CE2582	Dulles West Blvd Phase III			2025
Primary Project Typ Road - Other Improvement		Location Tyhpe: Road Segment		
Route	Facility	From:	To	
	VA Dulles West Blvd. Phase	VA 606 Arcola Blvd	VA Northstar Blvd.	
County	Municipality			
Loudoun				
Description				
Four-lane median divided road to serve new development constructed by private sector proffer. Includes multi-use trails. Bicycle/pedestrian accommodations include 8 foot asphalt trail on north side; 100 foot asphalt trail on the south side. This project provides for the planning, design, right-of-way acquisition and construction of a major collector roadway of Dulles West Boulevard from Arcola Boulevard to Northstar Boulevard. The project entails the construction of a four-lane median-divided roadway within a 120-foot right-of-way.				

Project ID	Title		Cost (\$M)	Complete
CE3313	Dulles West Blvd. Phase I			2022
Primary Project Typ Road - Other Improvement		Location Tyhpe: Road Segment		
Route	Facility	From:	To	
	Dulles West Blvd	Dulles Landing Drive	Hutchinson Farm Drive	
County	Municipality			
Loudoun				
Description				
(NOTE: this project was formerly known as Glasscock Road.). Construct new facility.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3314</b>	<b>Dulles West Blvd. Phase II</b>		<b>2022</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

Dulles West Blvd.

From:

Hutchinson Drive

To

Arcola Blvd.

County

Loudoun

Municipality

Description

Design and construct as a four lane median divided facility. (NOTE: this project was formerly known as Glasscock Road.). The project entails the construction of a four-lane median-divided roadway within a 120-foot right-of-way, and intersection improvements at Arcola Boulevard.

Project ID	Title	Cost (\$M)	Complete
<b>CE2671</b>	<b>Edwards Ferry Road at Route 15 Bypass Interchange</b>		<b>2025</b>

Primary Project Typ

Road - Interchange improvement

Location Tyhpe:

Interchange

Route

Facility

US 15 US 15 Rt 15 Bypass

From:

US 15

To

VA Edwards Ferry Road

County

Municipality

Town of Leesburg

Description

Construct interchange. The area surrounding the intersection between Edwards Ferry Road and RT 15 Bypass has experienced significant commercial growth during the past 15 years. As a result, volumes are beyond the capacity of the existing at-grade intersection, and the area routinely experience significant congestion and traffic delays. This project will develop a new grade-separated interchange, improve traffic flow and provide pedestrian access across RT 15 Bypass. The project is included the Town of Leesburg Capital Improvement Program and 2005 Town Plan. Financing for this project will come from RSTP and/or local funding. Project will be delayed until 2020 due to loss of NVTAF funds. The project is part of the NHS.

Project ID	Title	Cost (\$M)	Complete
<b>CE2668</b>	<b>EPG Access to I-95</b>		<b>2025</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

I 95 I 95 I-95 Reversible Ramp

From:

EPG Southern Loop Road

To

I HOV/BUS/HOT Lanes

County

Municipality

Fairfax

## 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. 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 will be constructed in two phases: Phase 1 - provide egress from the EPG to NB I-95 NB general purpose lanes and SB HOV lanes in the PM. The project is currently in the Preliminary Engineering phase with construction anticipated to begin in October 2010 and complete by March 2012. Funding for the project is anticipated to be provided by the Department of Defenses Defense Access Roadway Program. Phase 2 â provide access to the EPG from NB I-95 HOV in the AM. The project is currently in the Study phase with construction anticipated to begin in 2014 and complete by 2015. There is reasonable expectation that funding for the project will be provided by the Department of Defenses Defense Access Roadway Program.

Project ID	Title	Cost (\$M)	Complete
<b>CE3311</b>	<b>Evergreen Mills Road (Eastern Segment)</b>		<b>2022</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

VA 621 VA 621 Evergreen Mills Road

From:

Loudoun County Parkway

To

Arcola Boulevard

County

Municipality

Loudoun

## Description

Evergreen Mills Road (Eastern Segment)

Project ID	Title	Cost (\$M)	Complete
<b>CE3312</b>	<b>Evergreen Mills Road (Western Segment)</b>		<b>2025</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 621 Evergreen Mills Road

From:

Arcola Boulevard

To

Shreveport Drive

County

Loudoun

Municipality

Description

Design and construct a 4-lane local access undivided urban collector

Project ID	Title	Cost (\$M)	Complete
<b>CE3006</b>	<b>Expanding Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to two lanes</b>		<b>2016</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 638 VA 638 Rolling Road

From:

7100 Fairfax County Parkway

To

VA Rolling Road

County

Fairfax

Municipality

Description

Widen the one-lane loop ramp to two lanes from north and southbound Rolling Road to Fairfax County Parkway northbound. This project will eliminate the existing free flow right exit onto the loop by bringing the northbound right-turn lanes to a signalized intersection. This would address a safety conflict between traffic entering the loop from the north bound direction and traffic entering the loop from the southbound direction. It will also improve the traffic flow and capacity for northbound to northbound movement.



Project ID	Title	Cost (\$M)	Complete
<b>CE2106</b>	<b>Fairfax County Parkway Improvements</b>		<b>2035</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

Route Facility

VA 286 VA 286 Fairfax County Parkway

From:

VA 123 Ox Road

To

VA Dulles Toll Road)

County

Fairfax

Municipality

## Description

Widen the Parkway to 6 lanes within the existing right of way. North of I-66, additional lanes will function as HOV lanes in the peak period. Construct interchange at Fair Lakes Parkway & Monument Drive, widen VA 7100 to 8 lanes between I-66 and Fair Lakes Parkway, widen VA 7100 to 6 lanes between Fair Lakes Parkway and Rugby Road, and upgrade VA 7100 to a freeway between I-66 and US 50. Additional lanes will function as HOV lanes in the peak period. Widen VA 7735 (Fair Lakes Pkwy) to 5 lanes (3 lanes EB) between Fair Lakes Parkway and Fair Lakes Circle. Implement safety and operational improvements, as needed. Reconstruct/replace bridges, culverts, retaining walls, structures, etc.; as necessary. RSTP (w/ state match): FY-01 \$3,500 K (\$1,375 K transferred to Route 236 spot Improvements (UPC 17671)). UPC 57167 will be dropped from SYP

Project ID	Title	Cost (\$M)	Complete
<b>CE3702</b>	<b>Fairfax County Parkway Interchange with Popes Head Road</b>		<b>2024</b>

## Primary Project Typ

Bridge - Rehab + Add Capacity

## Location Tyhpe:

Point Location

Route Facility

VA 286 VA 286 Fairfax County Parkway

From:

VA 654 Popes Head Road

To

County

Municipality

## Description

Construct interchange at the intersection of Fairfax County Parkway & Popes Head Road

Project ID	Title	Cost (\$M)	Complete
<b>CE1833</b>	<b>Franconia-Springfield Parkway (and SOV)</b>		<b>2035</b>

## Primary Project Type

Road - Other Improvement

## Location Type:

Road Segment

## Route Facility

VA 289 VA 289 Franconia-Springfield Parkway

## From:

VA 7100 Fairfax County Parkway

## To

VA 2677 Frontier Drive

## County

Fairfax

## Municipality

## Description

Funding is being transferred off project - however, county has requested Newman St. Interchange as part of BRAC Upgrade to a freeway / Implement full control of access (elimination of at-grade connections (intersections and driveways)) from VA 638 (Rolling Road) to VA 617 (Backlick Road) by the construction of an interchange @ VA 1220 (Neuman Street) (replaces the existing signal-controlled intersection w/ Bonniemill Lane.) Construct lanes between VA 7100 (Fairfax County Parkway) and VA 2677 (Frontier Drive). (2020) Add single occupancy vehicle access to I-95 Implement safety and operational improvements, as necessary. Reconstruct / replace bridges, as necessary.

Project ID	Title	Cost (\$M)	Complete
<b>CE3460</b>	<b>Frontier Drive Extension plus Braided Ramps</b>		<b>2030</b>

## Primary Project Type

Bridge - Rehab + Add Capacity

## Location Type:

Road Segment

## Route Facility

VA 2677 VA 2677 Frontier Drive

## From:

Franconia -Springfield  
Transportation Center

## To

VA 789 Loisdale Road

## County

Fairfax

## Municipality

## Description

Frontier Drive is an important north-south roadway in the Springfield area, serving the Franconia-Springfield Transportation Center, Springfield Town Center, and the surrounding area. Frontier Drive Extension is included in Fairfax County's Comprehensive Plan and is intended to support active, mixed-use employment, retail, residential center and a Transit Oriented Development (TOD) environment. The proposed project will extend the existing Frontier Drive from its current southern terminus at the Franconia-Springfield Transportation Center to Loisdale Road, through the Springfield Industrial Park, generally along the existing Springfield Center Drive alignment. This project will improve access to Franconia-Springfield Metrorail Station, construct braided ramps to and from the Franconia-Springfield Parkway, provide on-street parking along Frontier Drive where appropriate, and accommodate pedestrian and bicycle facilities along Frontier Drive. This project is anticipated to provide greater access between Loisdale Road and Franconia-Springfield Metrorail Station. The project is also anticipated to further reduce congestion on Loisdale Drive.

Project ID	Title	Cost (\$M)	Complete
<b>CE3155</b>	<b>Greensboro Drive Extension (Spring Hill to Tyco)</b>		<b>2034</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA Greensboro Drive

From:

VA Spring Hill Road

To

VA Tyco Road

County

Fairfax

Municipality

Description

Greensboro Drive Extension west from Spring Hill Road to Tyco Road.

Project ID	Title	Cost (\$M)	Complete
<b>CE1818</b>	<b>Gum Spring Rd.</b>		<b>2035</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 659 VA 659 Gum Spring Rd.

From:

Prince William County Line

To

US

County

Municipality

Description

Widen to 4 lanes on 6-lane R/W. Segment VA 620 to US 50 (UPC 8829) to be complete 2015 under LDN0005

Project ID	Title	Cost (\$M)	Complete
<b>CE3759</b>	<b>Herndon Metrorail Intermodal Access Improvements - PH II - (Worldgate Drive Extension at Herndon Parkway)</b>		<b>2030</b>

Primary Project Typ

Location Tyhpe:

Road Segment

Route

Facility

Worldgate Drive Extension

From:

Van Buren Street

To

Herndon Parkway

County

Fairfax

Municipality

Town of Herndon

Description

Worldgate Drive Extension will link Van Buren Street to Herndon Parkway to alleviate congestion for the transit-oriented core of the Herndon Metrorail Station Area

Project ID	Title	Cost (\$M)	Complete
<b>CE2939</b>	<b>I-395/ Seminary Road New Reversible Lane Ramp</b>		

## Primary Project Type

Road - Other Improvement

## Location Type:

Road Segment

## Route Facility

I 395 I 395 Shirley Memorial Highway

## From:

High Occupancy Lanes

## To

Va Seminary Road

## County

## Municipality

City of Alexandria

## Description

Project constructs new single lane, reversible HOV ramp on I-395 HOV lanes to the third level of the Seminary Road Interchange. The project adds ramp capacity to accommodate HOV and transit for the additional 6,400 employees of the Department of Defense - Washington Headquarters Services locating to Mark Center as part of the 2005 Base Realignment and Closure. An operational study is underway and a draft Interchange Modification Report will begin later this year. Environmental Reviews are expected to be underway in 2011. Project funding will be included in VDOT's FY12-17 Six Year Improvement Program scheduled to be adopted by the Commonwealth Transportation Board in June, 2011.

Project ID	Title	Cost (\$M)	Complete
<b>CE3272</b>	<b>I-495 Capital Beltway Auxiliary Lanes</b>		<b>2030</b>

## Primary Project Type

Road - Other Improvement

## Location Type:

Road Segment

## Route Facility

I 495 I 495 Capital Beltway NB and SB

## From:

Hemming Avenue Underpass

## To

VA Georgetown Pike

## County

## Municipality

Fairfax

## Description

Connect the on ramps and off ramps along the Capital Beltway in both directions to provide an additional travel lane.

Project ID	Title	Cost (\$M)	Complete
<b>CE3763</b>	<b>I-495 GAP Study</b>		<b>2030</b>

Primary Project Type  
Road - HOV/Managed Lanes

Location Type:  
Road Segment

Route Facility  
I 495 Capital Beltway

From:  
East Side of the Springfield  
Interchange

To  
A point in Maryland East of the  
Woodrow Wilson Bridge

County  
Fairfax

Municipality

#### Description

The I-495 GAP Study would evaluate the expansion of Virginia's Express Lanes network involving an HOT-3 connection from the east side of the Springfield Interchange to a point in Maryland east of the Woodrow Wilson Bridge by 2030. Topics in the Study include, but are not limited to, location of termini, locations of ramps, continuity and interoperability with Maryland's proposed Traffic Reduction Plan project, and determination of the appropriate level of NEPA study. New ramp connections to HOT lanes would be studied at the Van Dorn Street Interchange and the vicinity of Route 1. The study would be coordinated with the State of Maryland.

Project ID	Title	Cost (\$M)	Complete
<b>CE2069</b>	<b>I-495 HOT/HOV Lanes</b>		<b>2045</b>

Primary Project Type  
Road - Other Improvement

Location Type:  
Road Segment

Route Facility  
I 495 I 495 Capital Beltway HOT Lanes

From:  
I 95/ 395/495 - Springfield  
Interchange

To  
American Legion Bridge

County  
Fairfax

Municipality

#### 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. .

Project ID	Title	Cost (\$M)	Complete
<b>CE3208</b>	<b>I-495 Interchange Ramp Phase II, Ramp 3 DAAH</b>		<b>2030</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Interchange

Route

Facility

I 495

I 495

From:

SB I-495

To

WB Dulles Airport Access Highway (DAAH)

County

Fairfax

Municipality

Description

Future project to construct new ramp from I-495 SB General Purpose lanes to WB Dulles inner lanes. Environmental process has not yet begun.

Project ID	Title	Cost (\$M)	Complete
<b>CE3157</b>	<b>I-495 Overpass at Tysons Corner Center</b>		<b>2035</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Bridge

Route

Facility

New Bridge/Road

From:

Tysons Corner Center Ring Road

To

Old Meadow Road

County

Fairfax

Municipality

Description

Construct new bridge crossing Capital Beltway to facilitate travel within Tysons. The Fairfax County Comprehensive Plan indicates that this bridge crossing over I-495 is for transit, pedestrians, and bicyclists only, and not general automobile traffic.

Project ID	Title		Cost (\$M)	Complete
CE1956	I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55			2030
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
I 66	I 66 Interchange	US 29 in Gainesville		
County		Municipality		
Prince William				
Description				
Overall project: Reconstruct the existing I-66/US 29 Interchange in Gainesville. Reconstruction may include the addition of exclusive HOV access ramps within the interchange or in close proximity to the interchange. Due to high traffic volumes, existing and projected traffic operational problems, and land use issues in the vicinity of the I-66/US 29 interchange; the design/evaluation/construction of this interchange will include, but not necessarily be limited to, the following components: * a grade separation of US 29 and the Norfolk-Southern Railroad tracks, * an interchange between US 29/Relocated VA 55/Relocated VA 619 (Linton Hall Road), * widening of US 29 to six lanes from the vicinity of Virginia Oaks Drive to the interchange, * relocation/widening of VA 55 to four lanes from the vicinity of the Gainesville United Methodist Church to US 29 and construct a grade separation between VA 55 and the N-S Railroad, * a four-lane East-West Connector link bridging over I-66 between Route 29 (opposite Conway Robinson Memorial State Forest) to Route 674 (Wellington Road), * construct an additional northbound lane on US 29 north of the I-66 interchange between the interchange and the Connector Link.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3448</b>	<b>I-66 Corridor Improvements Project</b>		<b>2040</b>

## Primary Project Typ

Road - HOV/Managed Lanes

## Location Tyhpe:

Road Segment

## Route Facility

I 66 I 66 Outside of the Beltway

## From:

I 495 Fairfax

## To

US 15 PWC

## County

Fairfax

## Municipality

## Description

The Commonwealths I-66 Corridor Improvements Project (Project) outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, & a subsequent FY16 submission provided minor modifications to the project, based on the Commonwealth Transportation Boards (CTBs) selection of a Preferred Alternative on October 27, 2015. The adopted 2016 CLRP amendment that includes these modifications was approved by the TPB on November 16, 2016. The project CTB's Preferred Alternative in the most recently adopted CLRP includes the following elements: 3 general purpose Lns in each direction between US 15 in Haymarket & I495 / Capital Beltway (with auxiliary Lns between interchanges where needed: between US 29 Gainesville & VA 234 Bypass / Prince William Parkway; & between US 29 Centreville & I495 / Capital Beltway); 2 barrier-separated managed Exprss Lns in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an Exprss lane & one new Exprss lane will be added); A phased approach to construction that includes Exprss Lns from Gainesville to I495 in the first phase (opening in 2022), with the remaining portion of the corridor Exprss Lns between Gainesville & Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket & US 29 Centreville; New or expanded commuter park & ride lots in the corridor; New high-frequency bus service with more predictable travel times; & Direct access ramps to & from the Exprss Lns. Under the P3 project development process, the VA DOT (the Department) has partnered with a P3 developer to design, construct, & operate the I-66 Exprss Lns. The following modifications for future direct access ramps to & from the Exprss Lns are being carried forward by the P3 developer & the Department: oHaymarket - west of US 15 to / from east & west\* oGainesville - US 29 for Phase 1, the eastbound entrance from the General Purpose Lns to the I-66 Exprss Lns & the westbound exit from the I-66 Exprss Lns to the General Purpose Lns are located immediately east of the US 29 bridge. oGainesville - at University Boulevard to / from east oVA 234 Bypass / Prince William Parkway to / from west\* oCushing Rd Park & Ride Lot / VA 234 Bypass to / from east\* oManassas - Balls Ford Rd Park & Ride Lot to / from east oEast of Sudley Rd - I-66 mainline transition ramps to allow (i) eastbound movement from General Purpose Lns to I-66 Exprss Lns & (ii) westbound movement from I-66 Exprss Lns to General Purpose Lns oCentreville VA 28 to / from east & west (access between west & south excluded) oCentreville VA 28 HOV from north to west\* oCentreville I-66 mainline transition ramps to allow all movements between I-66 General Purpose Lns & I-66 Exprss Lns oCentreville Stringfellow Rd to / from east oFair Oaks Monument Drive to / from east & west oFairfax US 50 to / from east (I-66) & northwest (US 50) oFairfax - US 50 to east (I-66) from southeast (US 50)\* oFairfax VA 123 to / from east & west oVienna Vaden Drive to / from west (Heavy-trucks prohibited) oDunn Loring from Eastbound I-66 General Purpose Lns to Eastbound I-66 Exprss Lns ol495 interchange all movements towards the west of the I495 interchange are provided: (i) from northbound I495 General Purpose Lns & I495 Exprss Lns to westbound I-66 Exprss Lns, (ii) from southbound I495 General Purpose Lns & I495 Exprss Lns to westbound I-66 Exprss Lns, (iii) from eastbound I-66 Exprss Lns to northbound I495 General Purpose Lns & I495 Exprss Lns & (iv) from eastbound I-66 Exprss Lns to southbound I495 General Purpose Lns & I495 Exprss Lns \* Ramps implemented in ultimate phase of Preferred Alternative by 2040; all other access is part of Phase 1, constructed by 2022. Access to the I-66 Exprss Lns will be available to automobiles, motorcycles, emergency vehicles, buses & transit vehicle



Project ID	Title		Cost (\$M)	Complete
CE3484	I-66 Multimodal Improvement Project, inside the Beltway			2040
Primary Project Typ			Location Tyhpe:	
Road - HOV/Managed Lanes			Road Segment	
Route	Facility	From:	To	
I 66	I 66 Inside the Beltway	I 495 Fairfax County	RT 29 Near Roslyn, Arlington County	
County		Municipality		
Arlington, Fairfax				
Description				
<p>The I-66 Multimodal Improvement Project (the Project) was originally submitted for the 2015 CLRP Air Quality Analysis, &amp; this current submission provides the most recent updates to the project components, schedule, &amp; costs. The Project is based on the recommendations from the June 2012 Final Report of the I-66 Multimodal Study inside the Beltway. The study team for the Multimodal Study included local, state, regional &amp; federal stakeholders who participated in an interactive process which resulted in endorsements from these partners. The study, which built upon the 2009 Department of Rail &amp; Public Transportation (DRPT) I-66 Transit/Transportation Demand Management (TDM) study, evaluated &amp; recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The recommended improvements from the study included transit, bike/ped, TDM, integrated corridor management (ICM), tolling, &amp; widening components, making this a truly multimodal solution for the corridor. VDOT is completing a categorical exclusion (CE) NEPA process to advance the tolling component identified in the I-66 Multimodal Study. VDOT is also completing a comprehensive traffic analysis as well as a traffic &amp; revenue study to determine the expected project revenues by year. VDOT has been working with corridor stakeholders, including local jurisdictional partners, to review the results of the traffic analysis &amp; refine the list of multimodal &amp; operational improvements. VDOT will own &amp; operate the facility inside the Beltway. Toll revenues will be used first to operate &amp; maintain the facility, to repay the cost of construction, &amp; then to implement multimodal solutions in the corridor. The Northern VA Transportation Commission (NVTC) will take the lead, in coordination with the local jurisdictions, in recommending to the Commonwealth Transportation Board (CTB) which multimodal projects should be funded using the toll revenues. This arrangement has been formalized through a Memorandum of Agreement (MOA) between CTB, VDOT &amp; NVTC, which details the specific responsibilities of each agency. The multimodal improvement program administered by NVTC will implement multimodal projects beginning in 2017 in conjunction with the tolling component. The multimodal improvement program will be funded through net toll revenues allocated by CTB for the term of the MOA, which is 40 years. Multimodal projects will be selected through a process established by NVTC. The tolling component of the Project &amp; Initial Multimodal Program will be implemented first. The tolling includes conversion of the existing I-66 facility inside the Capital Beltway to a Managed Lns facility with the following characteristics: oDynamic tolling during 4-hour peak periods oOpens to tolling in the peak direction only oWhen the tolling begins, HOV-2+ will be allowed to ride free. The free HOV occupancy requirement will be raised to HOV-3+ when the I-66 outside the Beltway project opens or converts to HOV-3+. oFacility free to all traffic during off-peak periods; oConsistent with current policy, heavy trucks will be prohibited. Concurrent with the tolling component, the first group of multimodal improvements will be implemented. The improvements will be based on recommendations from VDOTs June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway, &amp; the further refinements found in the August 2013 Supplemental Report, recommendations from DRPTs 2009 Transportation Demand Management/Transit Report, projects in the regions constrained long range plan (updated periodically) &amp; including but not limited to multimodal transportation improvements to the corridor Rdways &amp; associated transportation &amp; transit facilities, as established by NVTC through a defined selection process. The net toll revenues will fund the multimodal improvements that can be obligated by the time tolling begins in the corridor &amp; that meet project eligibility...</p>				

Project ID	Title	Cost (\$M)	Complete
<b>CE3556</b>	<b>I-95 Express Lane Extension to Fredericksburg</b>		<b>2022</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

I 95 I 95

From:

Russell Road (exit 148)

To

0.25 miles south of Exit 148

County

Prince William

Municipality

## Description

VDOT is conducting analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133). As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10- mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system.

Project ID	Title	Cost (\$M)	Complete
<b>CE2147</b>	<b>I-95 Reconstruct Interchange</b>		<b>2030</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Point Location

Route Facility

I 95 I 95 Capital Beltway Interchange

From:

VA 613

To

County

Fairfax

Municipality

## Description

As needed, reconstruct existing interchange on I-95 to improve safety and efficiency.

Project ID	Title	Cost (\$M)	Complete
<b>CE3697</b>	<b>I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.</b>		<b>2022</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Point Location

Route Facility

I 95 I 95

From:

Optiz Blvd

To

County

Municipality

## Description

Construct reversible ramp to/from express lanes at I-95/Optiz Blvd. Interchange

Project ID	Title		Cost (\$M)	Complete		
CE3752	Interchange at US 15 & Bypass					
Primary Project Typ		Location Tyhpe:				
Road - Interchange improvement		Interchange				
Route	Facility	From:	To			
US 15	Bypass					
County		Municipality				
Description						
Complete the interchange						

Project ID	Title		Cost (\$M)	Complete		
CE3187	Joplin Rd/Fuller Rd Quantico base access improvements			2025		
Primary Project Typ		Location Tyhpe:				
Road - Other Improvement		Road Segment				
Route	Facility	From:	To			
VA 619	VA 619 Fuller Road/Joplin Road	I-95 Ramp	Fuller Heights Rd			
County		Municipality				
Prince William						
Description						
The project widens Fuller Rd (east of Rte 1) to 4 lanes, and Joplin Road (west of Rte 1) to 3 lanes (Adds EB lane)						

Project ID	Title		Cost (\$M)	Complete		
CE3474	Lee Highway Widening			2025		
Primary Project Typ		Location Tyhpe:				
Road - Other Improvement		Road Segment				
Route	Facility	From:	To			
US 29	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive			
County		Municipality				
Fairfax						
Description						
Widen Lee Highway from four to six general purpose lanes and provide pedestrian and bicycle facilities. Monitoring fund is under UPC# 111986						

Project ID	Title	Cost (\$M)	Complete
<b>CE3736</b>	<b>Loudoun County Parkway</b>		<b>2022</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

Route Facility

VA 607 Loudoun County Parkway

From:

Shellhorn Road

To

Ryan Road

County

Municipality

## Description

This project provides for right-of-way acquisition for the widening of Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at the intersection. Construction of the roadway improvements are proffer conditions of the Silver District West development

Project ID	Title	Cost (\$M)	Complete
<b>CE3315</b>	<b>Loudoun County Parkway Widening</b>		<b>2030</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

VA 607 VA 607 Loudoun County Parkway

From:

US 50

To

Route 606

County

Municipality

Loudoun

## Description

Design and construct the widening to six lanes within an eight lane ROW consistent with CLRP project : "US 50 Interchange".

Project ID	Title	Cost (\$M)	Complete
<b>CE1878</b>	<b>Loudoun County Pkwy</b>		<b>2025</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

VA 607 VA 607 Loudoun County Pkwy

From:

VA 620 Braddock Road @ VA 613

To

VA Harry Byrd Highway

County

Municipality

## Description

Construct/widen 6/4-lane divided roadway within the cited limits. Widen/construct from Braddock to Edgewater is complete. Widen from Gloucester Pkwy to VA 7 from 2 to 4 lanes is complete. From Waxpool to W&OD trail Complete (VSL10ba) Includes VSL1b, which is actually Old Ox Rd

Project ID	Title		Cost (\$M)	Complete
CE3158	Magarity Road Widening from Rt 7 (Leesburg Pike) to Great Falls Street			2037
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
	Magarity Road	VA 7 Leesburg Pike	VA Great Falls Street	
County	Municipality			
Fairfax				
Description				
Magarity Road Widening from Rt 7 to Great Falls Street.				

Project ID	Title	Cost (\$M)	Complete
<b>CE3061</b>	<b>Manassas National Battlefield Park Bypass</b>	<b>\$28.5</b>	<b>2035</b>

## Primary Project Typ

Road - New Construction

## Location Tyhpe:

Road Segment

## Route

## Facility

Manassas National Battlefield Park  
Bypass

## From:

US 29 Intersection with Rte. 705  
(Pageland Lane) & Rt 29

## To

US West of intersection of Bull  
Run Post Office Rd & Rt 29

## County

Fairfax, Prince William

## Municipality

## Description

The proposed Manassas Battlefield Bypass (MBB) project includes the construction of a new 4-lane facility between the above limits and the closure of portions of two 2-lane facilities, Route 29 and Route 234. The proposed roadway would begin at the western edge of the Manassas Battlefield Park in Fairfax County, at the intersection of US 29 and Pageland Lane, travel north along Pageland La. to the intersection with Rte. 234 (Sudley Rd.) at Catharpin where the Battlefield Bypass would turn east and be co-located with an existing section of Route 234 that would be improved till Sudley Springs. The Battlefield Bypass would then continue east as new roadway between Sudley Springs and its terminus with US 29 at the eastern end of the Battlefield Park, to the east of the US 29 and Paddington La. intersection (west of Lucky Stone Quarry). The first segment of the Battlefield Bypass, between US 29/Pageland La. and Rte. 234 at Catharpin will be collocated with the Commonwealths Tri County Parkway (aka Rte. 234 Bypass Extension) which is already in the MPOs CLRP (2011). With the construction of the Battlefield Bypass, there will be a closure of about 4 miles of Route 29, from Pageland Lane west of the park to the bridge over Bull Run and the closure of about 3 miles of Route 234 from the southern Park boundary to the area known as Sudley Springs north of the park. The proposed roadway is the outcome of an environmental study (Draft Environmental Impact Statement, DEIS) completed by the FHWA's Eastern Federal Lands Division at the direction of the US Congress (US Congress Manassas National Battlefield Park Amendments of 1988). The US Congress mandated study was to develop alternatives that would allow for the closure of the portions of US Route 29 and VA Route 234, which currently transect the Manassas National Battlefield Park and to provide alternatives for traffic currently traveling through the park. The US Congress required this study due to the negative effects of the heavy traffic congestion within the Battlefield from non-park related traffic on historic preservation, park interpretation, visitor experience, and park management. The heavy volumes of non-park related traffic impede access to historic sites and create public safety conflict. The FHWA and NPS are currently working on developing the Final EIS for the project. The NEPA requires the FEIS project be included in a regionally conforming long range plan (CLRP) before it can be approved. Including the above project in the TPBs 2012 CLRP and the air quality conformity analysis for the 2012 CLRP will facilitate the completion of the FEIS and assist in developing the project for construction. There are several major transportation investments that are being considered by the state and the counties in the vicinity of the project including the construction of the Tri County Parkway (aka Rte. 234 Bypass Extension), improvements to I 66 and the I 66/US 29 interchange at Gainesville. The DEIS evaluated land use changes associated with the construction of the Battlefield Bypass. The Final EIS for in anticipated to include aspects that will the Park from any adverse impacts of development in the vicinity. Additionally the National Park Service has been working with VDOT and other stakeholders as part work on the Tri-County Parkway on this issue. VDOT has agreed to work toward the purchase of conservation easements on properties within the Tri-County Parkway corridor as mitigation for the construction of the Tri-County Parkway. The NPS has also been working with other stakeholders such as the Piedmont Environmental Council, the Coalition for Smarter Growth, the National Parks Conservation Association, and the National Trust for Historic Preservation and the Civil War Trust to keep them abreast of the status of the Manassas Battlefield Bypass and the NPS involvement in the Tri-County Parkway.

Project ID	Title		Cost (\$M)	Complete
<b>CE3756</b>	<b>Marina Way Extended</b>			<b>2030</b>
<a href="#">Primary Project Typ</a> <b>Road - New Construction</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a>	<a href="#">Facility</a>	<a href="#">From:</a>	<a href="#">To</a>	
	<b>Horner Road</b>	<b>Route 123/Gordon Blvd</b>	<b>Annapolis Way</b>	
<a href="#">County</a> <b>Prince William</b>		<a href="#">Municipality</a>		
<a href="#">Description</a> Construct extension of Marina Way to connect with Horner Road at Route 123 to create a parallel facility to Route 1 and I-95 and create internal road network to enhance access to Woodbridge VRE station and Route 123 Commuter lot. Extension will be constructed as a four-lane Urban Boulevard.				

Project ID	Title		Cost (\$M)	Complete
<b>CE1985</b>	<b>McGraws Corner Drive</b>			<b>2040</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a>	<a href="#">Facility</a>	<a href="#">From:</a>	<a href="#">To</a>	
	<b>McGraws Corner Drive Parallel</b>	<b>US 29 Lee Highway</b>	<b>US 15 James Madison Highway</b>	
<a href="#">County</a> <b>Prince William</b>		<a href="#">Municipality</a>		
<a href="#">Description</a> Construct a 4-lane facility within the above limits.				

Project ID	Title		Cost (\$M)	Complete
<b>CE3316</b>	<b>Mooreview Parkway (Missing Link)</b>			<b>2019</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a>	<a href="#">Facility</a>	<a href="#">From:</a>	<a href="#">To</a>	
<b>VA 2298</b>	<b>VA 2298 Mooreview Parkway</b>	<b>Amberleigh Farm Drive</b>	<b>Old Ryan Road</b>	
<a href="#">County</a> <b>Loudoun</b>		<a href="#">Municipality</a>		
<a href="#">Description</a> Design and construct a controlled access median divided urban collector				

Project ID	Title	Cost (\$M)	Complete
<b>CE3374</b>	<b>Neabsco Mills Road widen to 4 lanes</b>		<b>2023</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 638 VA 638 Neabsco Mills Road

From:

1 Jefferson Davis Highway

To

Smoke Court

County

Prince William

Municipality

Description

Widen Neabsco Mills Road from Smoke Ct. to Dale Blvd. as a 4-lane divided facility. A sidewalk and trail are included

Project ID	Title	Cost (\$M)	Complete
<b>CE2206</b>	<b>New Braddock Rd.</b>		<b>2025</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 620 VA 620 New Braddock Rd.

From:

VA 28

To

US @VA 622 (Stone Rd.) @ VA 662 (Stone Rd.)

County

Municipality

Description

Construct / widen New Braddock Road from its intersection with VA 28 to an intersection with US 29 opposite VA 662 (Stone Rd.) Road will underpass I-66 via an existing structure.

Project ID	Title	Cost (\$M)	Complete
<b>CE1748</b>	<b>New Guinea Road, Construct</b>		<b>2040</b>

Primary Project Typ

Road - New Construction

Location Tyhpe:

Road Segment

Route

Facility

VA 651 VA 651 New Guinea Road

From:

VA 123 Ox Road

To

Roberts Road

County

Fairfax

Municipality

Description

Construct new 4-lane facility, north of CSX RR tracks.



Project ID	Title		Cost (\$M)	Complete
CE1921	New Telegraph Rd/Summit School Road			2040
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 1781	VA 1781 New Telegraph Rd/Summit School Road	VA 849 Caton Hill	VA Minnieville Rd.	
County		Municipality		
Description				
Realign and ultimately widen to 4 lanes				

Project ID	Title		Cost (\$M)	Complete
CE3737	Northstar Boulevard			2028
Primary Project Type		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
VA 659	Northstar Boulevard	Tall Cedars Parkway	Braddock Road	
County		Municipality		
Description				
This project provides for the planning, design, right-of-way acquisition and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared use path along the new travel lanes, modifications to an existing traffic signal and new traffic signals where warranted				

Project ID	Title		Cost (\$M)	Complete
CE3318	Northstar Boulevard (Missing Link #79)			2022
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 659	VA 659 Northstar Boulevard Relocated	Shreveport Drive	U.S. 50	
County		Municipality		
Loudoun				
Description				
Design and construct a controlled access median divided (UM\$) urban arterial				

Project ID	Title	Cost (\$M)	Complete
<b>CE3768</b>	<b>Pedestrian Bridge Over I-395 at Landmark</b>		<b>2037</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Bridge**

Route

Facility

**Pedestrian Bridge over I-395 at Landmark**

From:

**Quantrell Ave**

To

**Landmark Mall**

County

Municipality

**City of Alexandria**

Description

This would design and construct a free-standing pedestrian-bicycle bridge across I-395 to connect neighborhoods west of I-395 with the developments that will occur at the Landmark Mall site.

Project ID	Title	Cost (\$M)	Complete
<b>CE3321</b>	<b>Prentice Drive (Eastern Segment)</b>		<b>2026</b>

Primary Project Typ

**Road - Other Improvement**

Location Tyhpe:

**Road Segment**

Route

Facility

**VA 1071 VA 1071 Prentice Drive**

From:

**Lockridge**

To

**Loudoun County Parkway**

County

Municipality

**Loudoun**

Description

Design and construct a controlled access median divided collector to serve the Route 772 Silver Line Metro Station.

Project ID	Title	Cost (\$M)	Complete
<b>CE3320</b>	<b>Prentice Drive (Western Segment)</b>		<b>2024</b>

Primary Project Typ

**Road - Other Improvement**

Location Tyhpe:

**Road Segment**

Route

Facility

**VA 1071 VA 1071 Prentice Drive**

From:

**Loudoun County Parkway**

To

**Loudoun Station Drive**

County

Municipality

**Loudoun**

Description

Design and construct a controlled access median divided urban collector to serve the route 772 Silver Line Metro Station

Project ID	Title		Cost (\$M)	Complete
CE3471	Prince William Parkway / University Boulevard Interchange			2030
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Interchange		
Route	Facility	From:	To	
VA 294	VA 294 Prince William Parkway	VA 840 University Boulevard		
County		Municipality		
Prince William				
Description				
Change from intersection to interchange (half clover leaf)				
Project ID	Title		Cost (\$M)	Complete
CE2008	Rippon Boulevard Extension			2040
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 1392	VA 1392 Rippon Boulevard Extension	US 1 Jefferson Davis Highway	Rippon VRE Station	
County		Municipality		
Prince William				
Description				
Construct 4-lane road in phases. Phase 1 - US 1 to West of Wigeon Way - COMPLETE Phase 2 - West of Wigeon Way to Rippon VRE Station				
Project ID	Title		Cost (\$M)	Complete
CE3501	Riverside Parkway (VA Route 7 North Collector Road) Extension			2023
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 2401	VA 2401 Riverside Parkway	VA 607 Loudoun County Parkway	VA 2020 Ashburn Village Boulevard Extension	
County		Municipality		
Loudoun				
Description				
Construction of a four-lane divided roadway with multi-use trails on both sides to complete the Route 7 North Collector Road between the Route 15 Bypass in Leesburg to the George Washington Boulevard in Ashburn				

Project ID	Title	Cost (\$M)	Complete
<b>CE3301</b>	<b>Rolling Road Widening</b>		<b>2035</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Road Segment

Route Facility  
Rolling Road

From:  
Rt 5297 DeLong Road

To  
Rt 4502 .01mi. N. of Fullerton Rd.

County  
Fairfax

Municipality

Description  
Rolling Road Widening

Project ID	Title	Cost (\$M)	Complete
<b>CE3293</b>	<b>Rollins Ford Road Extension</b>		<b>2040</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Road Segment

Route Facility  
Rollins Ford Road

From:  
Linton Hall Road

To  
Wellington Road

County  
Prince William

Municipality

Description  
Extend Rollins Ford Road from Linton Hall Road to Wellington Road. Will consist of a 4-lane divided facility. A sidewalk and trail are included

Project ID	Title	Cost (\$M)	Complete
<b>CE3629</b>	<b>Roundabout Sudley/Centreville</b>		<b>2024</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Point Location

Route Facility  
VA 28 VA 28 Centreville Street

From:  
VA 234 Sudley Road

To

County

Municipality

Description  
Construction of a two-lane roundabout intersection located at Sudley Road and Centreville Street.

Project ID	Title		Cost (\$M)	Complete
CE3173	Route 1 Improvements			2022
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 1	US 1 Jefferson Davis Highway	Mary's Way	VA Featherstone Drive	
County	Municipality			
Prince William				
Description				
The Rte 1 Improvements is proposed for the roadway extending north from Featherstone to Occoquan Road (ultimately - but to Mary's Way for the purposes of this application) to be widened to a 6-lane facility within a 16-foot raised median, a 10 ft asphalt shared use path and a 6' concrete sidewalk.				

Project ID	Title		Cost (\$M)	Complete
CE3760	Route 1 Multimodal Improvement			
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 1	Richmond Highway	10th Street S.	Four Mile Run	
County	Municipality			
Arlington				
Description				
Improve multimodal accessibility and safety on Route 1 in the vicinity of Crystal City.				

Project ID	Title		Cost (\$M)	Complete
CE3291	Route 1 Widening			2040
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 1	US 1 Jefferson Davis Highway	Fuller Road	Stafford County Line	
County	Municipality			
Prince William				
Description				
Widen Route 1 from Fuller Road to Stafford County Line. Will consist of a 6 lane divided facility				

Project ID	Title	Cost (\$M)	Complete
<b>CE3757</b>	<b>Route 123/Old Bridge Road Innovative Intersection Improvements</b>		<b>2028</b>

## Primary Project Type

Road - Intersection improvement

## Location Type:

Intersection

## Route Facility

VA 123 Gordon Boulevard/Old Bridge Road

## From:

Gordon Boulevard

## To

Old Bridge Road

## County

Prince William

## Municipality

## Description

Construct innovative improvements/interchange at the intersection of Route 123 and Old Bridge Road to improve operations and reduce congestion. This project is part of a larger VDOT planning effort to improve operations on the Route 123 corridor at I-95.

Project ID	Title	Cost (\$M)	Complete
<b>CE3608</b>	<b>Route 15 Widening</b>		<b>2026</b>

## Primary Project Type

Road - Other Improvement

## Location Type:

Road Segment

## Route Facility

US 15 US 15 James Madison Highway

## From:

Battlefield Parkway

## To

VA 661 Montresor Road

## County

Loudoun

## Municipality

Town of Leesburg

## Description

Reconstruction with added capacity. This two lane road will be widened to four lanes.

Project ID	Title	Cost (\$M)	Complete
<b>CE3738</b>	<b>Route 15 Widening</b>		<b>2027</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

## Route Facility

US 15

## From:

Battlefield Parkway

## To

Montresor Road

## County

## Municipality

## Description

This project provides funding for the planning, design, right-of-way acquisition, and widening of Route 15 from two to four lanes from Battlefield Parkway in the Town of Leesburg to Montresor Road (Route 661). This project also includes intersection improvements at North King Street, traffic signal modifications at Whites Ferry Road (Route 655) / Raspberry Drive, a four-legged roundabout at Montresor Road with a realigned Limestone School Road (Route 661), and the construction of a shared use path on the west side of Route 15 entry at the roundabout, just north of Montresor Road.

Project ID	Title		Cost (\$M)	Complete
<b>CE3739</b>	<b>Route 50 / North Collector Road</b>			
Primary Project Typ		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
	Route 50 (North Collector Road)	Tall Cedars Parkway	VA 28	
County		Municipality		
Description				
This project provides funding for planning, design, right- of- way acquisition, and construction of a roadway from Route 50 at Tall Cedars Parkway to the Air and Space Museum Parkway Interchange in Fairfax County at Route 28. The project entails construction of a four lane median divided roadway to the north of Route 50 to provide additional capacity to the Route 50 corridor.				
Project ID	Title		Cost (\$M)	Complete
<b>CE3740</b>	<b>Route 50 Widening</b>			<b>2040</b>
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
	Route 50	Tall Cedars Parkway	Loudoun County Parkway	
County		Municipality		
Description				
This project provides funding for planning, design, right of way acquisition, establishment of limited access control and construction to widen Route 50 to four lanes in each direction between Loudoun County Parkway and Tall Cedars Parkway				
Project ID	Title		Cost (\$M)	Complete
<b>CE3603</b>	<b>Route 50/ Everfield Drive Roundabout</b>			<b>2022</b>
Primary Project Typ		Location Tyhpe:		
		Point Location		
Route	Facility	From:	To	
	US 50 John Mosby Highway	Everfield Drive		
County		Municipality		
Description				
This project provides for the planning, design, right-of-way acquisition and construction of a roundabout at the intersection of Route 50 and Everfield Drive				

Project ID	Title	Cost (\$M)	Complete
<b>CE3161</b>	<b>Route 7 (Leesburg Pike) Widening (I-495-I-66)</b>		<b>2030</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

VA 7 VA 7 Leesburg Pike

From:

I 495 Capital Beltway

To

I 66 Curtis Memorial Parkway

County

Fairfax

Municipality

## Description

Road Widening between I-495 and I-66.

Project ID	Title	Cost (\$M)	Complete
<b>CE3327</b>	<b>Route 7 George Washington Boulevard Overpass</b>		<b>2024</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

VA 1050 VA 1050 George Washington Boulevard  
Overpass

From:

George Washington Boulevard

To

Richfield Street

County

Loudoun

Municipality

## Description

Design and construct a 4 lane bridge over VA 7 connecting Richfield Way and George Washington Boulevard via an overpass.

Project ID	Title	Cost (\$M)	Complete
<b>CE3733</b>	<b>Route 7 Improvements, Phase 3</b>		<b>2030</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

Route Facility

VA 7 Route 7

From:

Route 9

To

Dulles Greenway

County

Loudoun

Municipality

## Description

This project provides for the planning, design, right-of-way acquisition, and construction to widen Route 7 Eastbound from two lanes to three lanes between Route 9 and the Dulles Greenway (267), and Westbound from two lanes to three lanes from South King Street to West Market Street. The project also includes reconstruction or widening of the following bridges: West Market Street over Route 7, Dry Mill Road over West Market Street, Children's Center Road over Route 7, W & OD Trail over Route 7, and Route 7 over Route 15.



Project ID	Title		Cost (\$M)	Complete
<b>CE3323</b>	<b>Route 772 Transit Station Connector Bridge</b>			<b>2019</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> <b>VA 772</b>	<a href="#">Facility</a> <b>VA 772 Transit Station Bridge</b>	<a href="#">From:</a> <b>Dulles Greenway</b>	<a href="#">To</a> <b>Route 772 Transit Station</b>	
<a href="#">County</a> <b>Loudoun</b>		<a href="#">Municipality</a> 		
<a href="#">Description</a> Design and construct a bridge over the Dulles Greenway providing access to the Silver Line Station (772) and parking facilities.				
Project ID	Title		Cost (\$M)	Complete
<b>CE1865</b>	<b>Rt. 28 Manassas Bypass</b>		<b>\$228.0</b>	<b>2025</b>
<a href="#">Primary Project Typ</a> <b>Road - New Construction</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> 	<a href="#">Facility</a> <b>Manassas Bypass</b>	<a href="#">From:</a> <b>VA 234 Sudley Road</b>	<a href="#">To</a> <b>VA 28 Centreville Road</b>	
<a href="#">County</a> <b>Prince William</b>		<a href="#">Municipality</a> 		
<a href="#">Description</a> Construct 4-lane, divided parkway between Sudley Road and Route 28 (Option 2A) of the Route 28 Corridor Feasibility Study. Results from the ongoing EIS will determine the exact alignment of the Bypass, and may include widening existing Route 28 from Liberia Avenue to the Fairfax County Line.				
Project ID	Title		Cost (\$M)	Complete
<b>CE1784</b>	<b>Rte 123 Widen Roadway to 4 Lanes</b>			<b>2030</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> <b>VA 123</b>	<a href="#">Facility</a> <b>VA 123 Ox Road</b>	<a href="#">From:</a> <b>Southward from Burke Center Parkway</b>	<a href="#">To</a> <b>Prince William County Line</b>	
<a href="#">County</a> <b>Prince William</b>		<a href="#">Municipality</a> 		
<a href="#">Description</a> Widen VA 123 (Ox Road) from an existing 2-lane roadway section to a 4-lane facility within a 6-lane right-of-way, as part of an overall project to widen Ox Road between the City of Fairfax and the Woodbridge area. Ultimately, In the 2010-2020 timeframe, this segment of Route 123 is planned for widening to 6 lanes and a parallel bridge across the Occoquan. Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary. UPC 60042, Landscaping, is COMPLETE UPC 51135, Rte 123 - Widen from 2 to 4 Lanes on 6-Lane RW, COMPLETE				

Project ID	Title	Cost (\$M)	Complete
<b>CE3064</b>	<b>Rte 29 Bridge Replacement over Little Rocky Run</b>		<b>2015</b>

Primary Project Typ

**Bridge - Rehab + Add Capacity**

Location Tyhpe:

**Road Segment**

Route Facility

**US 29 Lee Highway**

From:

**29 0.2 miles east of Pickwick Road**

To

**Union Mill Road**

County

**Fairfax**

Municipality

Description

Reconstruct existing Rte 29 Bridge over Little Rocky RUN and widen for future improvements.

Project ID	Title	Cost (\$M)	Complete
<b>CE3523</b>	<b>RTE 7 INTERCHANGE AT BATTLEFIELD PKWY</b>		<b>2035</b>

Primary Project Typ

**Road - Other Improvement**

Location Tyhpe:

**Point Location**

Route Facility

**VA 7 VA 7 Leesburg Pike**

From:

**Battlefield Parkway**

To

County

**Loudoun**

Municipality

**Town of Leesburg**

Description

Replacing existing at-grade intersection with an interchange of the Battlefield Parkway

Project ID	Title	Cost (\$M)	Complete
<b>CE3324</b>	<b>Russell Branch Parkway (Western Segment)</b>		<b>2024</b>

Primary Project Typ

**Road - Other Improvement**

Location Tyhpe:

**Road Segment**

Route Facility

**VA 1061 VA 1061 Russell Branch Parkway**

From:

**Belmont Bridge Road**

To

**Tournament Drive**

County

**Loudoun**

Municipality

Description

Design and construct controlled access median divided urban collector

Project ID	Title	Cost (\$M)	Complete
<b>CE2667</b>	<b>SB I-95 Ramp</b>		<b>2020</b>

Primary Project Typ  
**Road - Other Improvement**

Location Tyhpe:  
**Road Segment**

Route Facility  
**I 95 I 95 I-95 Ramp**

From:  
**I 95 SB I-95**

To  
**NB Fairfax County Parkway/EPG Southern Loop Road**

County

Municipality  
**Region-wide**

#### 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 Right-of-Way acquisition with construction anticipated to begin in late 2009 and be completed by November, 2010. Funding for the project is provided by the Department of Defenses Defense Access Roadway Program. Project type also cited as Interstate. Originally part of UPC #04700 and scoped prior to 3/18/04. Project taken over by FHWA â EFL project using DOD funding. Off ramp crosses over improved pedestrian facilities on Fullerton.

Project ID	Title	Cost (\$M)	Complete
<b>CE3473</b>	<b>Shirley Gate Road Extension &amp; Interchange with Fairfax County Parkway with NO connections with Popes</b>		<b>2025</b>

Primary Project Typ  
**Study/Planning/Research**

Location Tyhpe:  
**Road Segment**

Route Facility  
**VA 286 VA 286 Fairfax County Parkway**

From:  
**VA 267 Dulles Toll Road**

To  
**Rugby Road**

County  
**Fairfax**

Municipality

#### Description

Study of corridor improvements, EA/FONSI, and/or Preliminary Engineering and construction. Participation with VDOT needed. Widen from 4 to 6 lanes.

Project ID	Title	Cost (\$M)	Complete
<b>CE3468</b>	<b>Shirley Gate Road Extension &amp; Interchange with Fairfax County Parkway with NO connections with Popes</b>		<b>2025</b>

[Primary Project Typ](#)**Road - Other Improvement**[Location Tyhpe:](#)**Road Segment**[Route](#)[Facility](#)

VA 655 VA 655 Shirley Gate Road Extension (on new alignment)

[From:](#)

VA 620 Braddock Road

[To](#)

VA 286 Fairfax County Parkway

[County](#)**Fairfax**[Municipality](#)[Description](#)

Study, preliminary engineering, and environmental analysis of extension of 4-lane divided Shirley Gate Road from Braddock Road to the Fairfax County Parkway, including interchange, north of Popes Head Road; interconnect with Popes Head Road and combine into one interchange with Parkway. The project would include a raised median and pedestrian and bicycle facilities and direct access to Patriot Park (east)

Project ID	Title	Cost (\$M)	Complete
<b>CE3762</b>	<b>Shirlington Interchange Improvements</b>		

[Primary Project Typ](#)**Road - Intersection improvement**[Location Tyhpe:](#)**Interchange**[Route](#)[Facility](#)

Shirlington Circle

[From:](#)[To](#)[County](#)**Arlington**[Municipality](#)**City of Alexandria**[Description](#)

Safety and operational enhancements to Shirlington Circle.

Project ID	Title	Cost (\$M)	Complete
<b>CE3326</b>	<b>Shreveport Drive (Western Segment)</b>		<b>2018</b>

[Primary Project Typ](#)**Road - Other Improvement**[Location Tyhpe:](#)**Road Segment**[Route](#)[Facility](#)

VA 621 VA 621 Shreveport Drive

[From:](#)

Evergreen Mills Road

[To](#)

Belmont Ridge Road

[County](#)**Loudoun**[Municipality](#)[Description](#)

This section of roadway has recently been completed by the Brambleton Group

Project ID	Title	Cost (\$M)	Complete
<b>CE3450</b>	<b>Soapstone Drive 4-Lane Overpass</b>		<b>2027</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 4720 VA 4720 Soapstone Drive

From:

VA 5320 Sunrise Valley Drive

To

VA 675 Sunset Hills Drive

County

Fairfax

Municipality

Description

Construct 4-lane roadway over the Dulles Toll Road from Sunrise Valley Drive to Sunset Hills Road. The project would include pedestrian and bicycle facilities. It is recommended in the Reston Comprehensive Plan Amendment approved by the BOS.

Project ID	Title	Cost (\$M)	Complete
<b>CE3451</b>	<b>South Lakes Drive 4-Lane Overpass</b>		<b>2020</b>

Primary Project Typ

Bridge - Rehab + Add Capacity

Location Tyhpe:

Road Segment

Route Facility

VA 5329 VA 5329 South Lakes Drive

From:

VA 5320 Sunrise Valley Drive

To

VA 675 Sunset Hills Road

County

Fairfax

Municipality

Description

Construct 4-lane roadway over the Dulles Toll Road from Sunrise Valley Drive to Sunset Hills Road. The project would include pedestrian and bicycle facilities. It is recommended in the Reston Comprehensive Plan Amendment approved by the BOS.

Project ID	Title	Cost (\$M)	Complete
<b>CE3329</b>	<b>Sterling Boulevard Extension</b>		<b>2025</b>

Primary Project Typ

Road - New Construction

Location Tyhpe:

Road Segment

Route Facility

VA 846 VA 846 Sterling Boulevard Extension

From:

Pacific Boulevard

To

Moran Road

County

Loudoun

Municipality

Description

Design and construct a controlled access median divided urban collector

Project ID	Title		Cost (\$M)	Complete
<b>CE1859</b>	<b>Stringfellow Rd.</b>			<b>2040</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> <b>VA 645</b>	<a href="#">Facility</a> <b>VA 645 Stringfellow Rd.</b>	<a href="#">From:</a> <b>VA 7100 Fairfax County Parkway</b>	<a href="#">To</a> <b>US 50</b>	
<a href="#">County</a> <b>Fairfax</b>	<a href="#">Municipality</a> 			
<a href="#">Description</a> <b>Widen existing 2-lane facility to 4-lanes.</b>				
Project ID	Title		Cost (\$M)	Complete
<b>CE3467</b>	<b>Sudley Manor Drive/Prince William Parkway Interchange</b>			<b>2025</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Point Location</b>		
<a href="#">Route</a> <b>VA 234</b>	<a href="#">Facility</a> <b>VA 234 Prince William Parkway</b>	<a href="#">From:</a> <b>VA 1566 Sudley Manor Drive</b>	<a href="#">To</a> 	
<a href="#">County</a> <b>Prince William</b>	<a href="#">Municipality</a> 			
<a href="#">Description</a> <b>Change from Intersection to an interchange including a bridge on Wellington over the parkway.</b>				
Project ID	Title		Cost (\$M)	Complete
<b>CE3641</b>	<b>Sudley Road Third Lane</b>			<b>2021</b>
<a href="#">Primary Project Typ</a> <b>Road - Other Improvement</b>		<a href="#">Location Tyhpe:</a> <b>Road Segment</b>		
<a href="#">Route</a> <b>VA 234</b>	<a href="#">Facility</a> <b>VA 234 Suddley Road</b>	<a href="#">From:</a> <b>Grant Avenue</b>	<a href="#">To</a> <b>Godwin Drive</b>	
<a href="#">County</a> 	<a href="#">Municipality</a> <b>City of Manassas</b>			
<a href="#">Description</a> <b>Install a northbound third lane on Sudley Road with curb, gutter, sidewalk and drainage.</b>				

Project ID	Title	Cost (\$M)	Complete
<b>CE1837</b>	<b>Telegraph Road widen</b>		<b>2024</b>

Primary Project Typ

Road - Other Improvement

Route Facility

VA 1781 VA 1781 Telegraph Road

County

Prince William

Description

Widen Telegraph Road to 4 lanes.

Location Tyhpe:

Road Segment

From:

VA 294 Prince William Parkway

Municipality

To

VA Caton Hill Road

Project ID	Title	Cost (\$M)	Complete
<b>CE3699</b>	<b>Town Center Parkway (underpass DTR)</b>		<b>2030</b>

Primary Project Typ

Road - Other Improvement

Route Facility

Town Center Pkwy.

County

Description

Construct Town Center Parkway underpass DTR

Location Tyhpe:

Road Segment

From:

VA 5320 Sunrise Valley Drive

Municipality

To

VA 675 Sunset Hills Road

Project ID	Title	Cost (\$M)	Complete
<b>CE1759</b>	<b>Transit Service Improvements</b>		<b>2022</b>

## Primary Project Typ

Road - Interchange improvement

## Location Tyhpe:

Interchange

Route Facility

I 66 I 66

From:

Fauquier County Line

To

Rosslyn

County

Municipality

Region-wide

## Description

Transit service improvements in the I-66 Corridor between Fauquier County and Rosslyn in Arlington County. Improvements to be investigated include increased feeder bus service to Metrorail, implementation of service between the Metro stations and unserved destinations in the Corridor, express bus to the Vienna Metro Station from sites west of Vienna, and extension of Metrorail from Vienna to Centreville. Construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. The proposed ramps would access Vaden Drive from the center of I-66 providing for bus access from the HOV/leftmost lane east bound and to the HOV/leftmost lane west bound. Capital costs: #5 increased feeder bus service to Metrorail, implementation of service between the Metro stations and unserved destinations inside the Beltway: \$13.5M #16 Metrorail extension from Vienna to Centreville: \$672.0M. Project is an HOV ramp from I-66 to adjacent Vaden Dr. Phase 1 was a feasibility study so the scoping document will not be written until the end of Phase 2. Currently it is unknown whether bike/ped accommodations can be added. The ramp will be a two-lane ramp; one lane from EB I-66 to Saintsbury DR. and the other from Saintsbury Dr. to WB I-66; the ramp will be operational 24/7 and will be for buses only.

Project ID	Title	Cost (\$M)	Complete
<b>CE2685</b>	<b>US 1 Construct 6-Lane divided roadway</b>		<b>2025</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

US 1 US 1

From:

VA 638 Neabsco Mills Road

To

VA Featherstone Road

County

Municipality

Prince William

## Description

Widen to a 6-lane divided roadway within the above limits. This project will help alleviate congestion on the existing transportation infrastructure (primarily Route 1 and some of the side streets and intersections) considering that Route 1 is a major thoroughfare within Prince William County. This roadway carries also traffic from Fairfax and Stafford Counties. Many segments of Route 1 currently perform below LOS D during peak periods as well as daily. This project will be delayed until 2014 and changed to PE only due to loss of NVTA funding. There is no federal or state funding for this project, so no congestion management documentation is required.



Project ID	Title	Cost (\$M)	Complete
<b>CE2594</b>	<b>US 1 Construct 6-Lane Divided Roadway</b>		<b>2024</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

Route Facility

US 1 US 1

From:

VA 1109 Brady's Hill Road

To

VA Neabsco Mills

County

Municipality

Town of Dumfries

## Description

US Route 1 Construct 6-Lane Divided Roadway within cited limits. Route 1 Northbound (Fralely Blvd) between Route 1109 (Brady's Hill Road) and Route 234 (Dumfries Road) is classified as an Urban Principal Arterial. The intent of this project is to widen Route 1 NB from 2-lanes undivided roadway to 6-lanes divided roadway from Brady's Hill Road to Possum Point Road so both NB / SB traffic will be on the existing Route 1 NB alignment and widen Route 1 NB / SB lanes from 4-lanes undivided roadway to 6-lanes divided roadway from Possum Point Road to Route 234-Dumfries Road. The proposed typical section for the 2.1 mile project will consist of six-lanes facility with three 12' lanes in each direction and appropriate turn lanes. The outermost lane in each direction will be 15' side to accommodate bicycles. The proposed design will provide a 16' raised median with sidewalks and shared use paths on opposite sides of the roadway. The design will follow the GS-5 (Urban Principal Arterial) standard at 45 mph design speed, as outlined in the Road Design Manual. The typical section will include CG-7 curbing and standard green space/buffer space adjacent to pedestrian facilities. The roadway superelevation will be based on urban low speed (TC-5.11 ULS) design standards. Side slopes will be 3:1 or flatter, where feasible. The existing SB Route 1 (Main St) is on separate alignment from NB Route 1 (Fralely Rd) for the majority of the project limits; the separate alignment will be converted to a two-way roadway for local traffic and the proposed design will include mill and overlay adjustments, along with signing and markings, to complete the conversion. Since the project is located in a built-up area the design baseline may have to be optimized to minimize Right of Way impacts. Environmental studies and NEPA document will be performed for the project. A Citizen Information meeting is being planned for late 2015 (Ongoing Prel. design by VDOT L&D, consistent with Route 1 Location Study, Segment A).

Project ID	Title	Cost (\$M)	Complete
<b>CE1942</b>	<b>US 1, Widen, Reconstruct Interchange,</b>	<b>\$415.3</b>	<b>2035</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

Route Facility

US 1 US 1

From:

Stafford County Line

To

I Capital Beltway SCL Alexandria

County

Fairfax, Prince William

Municipality

City of Alexandria

## Description

Improvements to Route 1 to improve the safety and operation of intersections and/or roadway segments. By 2015, widen to 6 lanes throughout Prince William County northward into Fairfax County to connect to the existing 6 lane roadway at Route 235 North. By 2025, widen an additional lane in each direction from VA 235 north to the Capital Beltway. During the peak period, in the peak direction, these additional lanes will be reserved for use by buses and right-turning vehicles. Reconstruct/replace bridges, as necessitated by maintenance demands or other causes, to the 6-lane width. PE for Location Study. The Location Study will follow-up on the US Route 1 Corridor Study and will result in Location Approval for the highway improvements recommended by the Corridor Study. 12906 - Widen 1 between 0.448 KILOMETER SOUTH LORTON ROAD and 0.223 KILOMETER NORTH TELEGRAPH ROAD - COMPLETE 16422 - 2010 Comp Date Widen Stafford Co. to Fairfax County Line. - \$197,000,000 (VP1ac) US 1 widening Possum Point Rd. to Wayside Lane covered by VA 234 interchange project - \$41,349,000 Replace Neabsco Creek Bridge, widen US 1 from VA 610 to VA 638 - UPC 16422 COMPLETE Construct US 1/VA 123 Interchange, Widen US 1 from Occoquan Road to Occoquan River - \$61,435,000 Widen Fairfax County Line to VA 235 north - \$230,000,000 Widen Armistead Rd. to Telegraph Rd. - \$23,014,000 Construct bus/right-turn lanes north of VA 235 N. - \$73,600,000 (VP1t)

Project ID	Title	Cost (\$M)	Complete
<b>CE2161</b>	<b>US 1/ VA 123 Interchange, Widen</b>		<b>2028</b>

## Primary Project Typ

Road - New Construction

## Location Tyhpe:

Point Location

Route Facility

US 1 US 1 Interchange

From:

VA 123

To

County

Prince William

Municipality

## Description

Construct interchange at intersection of US 1 and VA 123 (VP10g) including: constructing bridge over CSX railroad to provide new access point to Belmont Bay, widening US 1 to 6 lanes from Mary's Way to Annapolis Way (VP1p), and widening VA 123 to 6 lanes from Annapolis Way to US 1. (VP10g) 100938 is for I/C and widening?: 14693 & T14939 are for the I/C project; 94102 is for US 1 widening S to N of VA 123 only;

Project ID	Title		Cost (\$M)	Complete
<b>CE1803</b>	<b>US 15, Widen</b>			<b>2030</b>
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 15	US 15 James Madison Highway	US 29 Lee Highway	VA 55	
County	Municipality			
Prince William				
Description				
Widen the existing 2-lane roadway to a 4-lane divided highway including Railroad Overpass. Implement safety and operational improvements as necessary. US 29 to I-66 I-66 to VA 234 (COMPLETE 2009) VA 234 to Loudoun Co. Line removed				
Project ID	Title		Cost (\$M)	Complete
<b>CE1933</b>	<b>US 29, Construct, Widen</b>			<b>2025</b>
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
US 29	US 29	ECL City of Fairfax (vic. Nutley St.)	I Capital Beltway	
County	Municipality			
Fairfax				
Description				
Widen US 29, between Nutley Street and I-495, to 6 lanes, and study the feasibility of constructing an interchange at US 29 and Gallows Road. Break into three segments: VP7AB - ECL City of Fairfax (vic. Nutley St.) to Espana Court, VP7AA - Espana Court to Merrilee Drive (UPC11424 in storage), and (2015)Merrilee Drive to I-495 (UPC11395 - 2013), including interchange at Gallows Rd (UPC 14869 Interchange Construction COMPLETE) As part of the Merrilee Drive to I-495 segment, widen VA 650 (Gallows Road) from 4 to 6 lanes between Gatehouse Road and approximately 1,072 ft north of Providence Forest Drive. Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.				
Project ID	Title		Cost (\$M)	Complete
<b>CE3477</b>	<b>US 50 (Seven Corners Interchange)</b>			<b>2020</b>
Primary Project Typ		Location Tyhpe:		
Study/Planning/Research		Road Segment		
Route	Facility	From:	To	
US 50	US 50 Arlington Boulevard	Patrick Henry Drive	South Street	
County	Municipality			
Fairfax				
Description				
Study Only Conduct feasibility study and develop conceptual engineering for interchange redesign as conceived in Seven Corners comprehensive planning process				

Project ID	Title	Cost (\$M)	Complete
<b>CE2182</b>	<b>US 50 Improvements, Fairfax</b>		<b>2025</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

US 50 US 50

From:

ECL City of Fairfax

To

Arlington County Line

County

Fairfax

Municipality

Description

Extend Left Turn Lane and Implement safety improvements as needed. UPC 71291 Intersection @Jaguar Trail Complete (\$382K) Widen between ECL City of Fairfax and Arlington County Line

Project ID	Title	Cost (\$M)	Complete
<b>CE1723</b>	<b>VA 123 Widen</b>		<b>2022</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

VA 123 VA 123 Chain Bridge Road

From:

VA 639 Horner

To

Devil's Reach Road

County

Fairfax

Municipality

Description

Widen to 6-lane road.

Project ID	Title	Cost (\$M)	Complete
<b>CE1856</b>	<b>VA 123, Widen</b>		<b>2030</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 123 VA 123 Chain Bridge Road

From:

Burke Center Parkway

To

Braddock Road

County

Fairfax

Municipality

Description

Widen from 4 to 6 lanes. Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.

Project ID	Title		Cost (\$M)	Complete
<b>CE3703</b>	<b>VA 234 Bypass interchange @ Clover Hill Road</b>			<b>2026</b>
Primary Project Typ		Location Tyhpe:		
Road - Interchange improvement		Interchange		
Route	Facility	From:	To	
VA 234	VA 234 Bypass	Clover Hill Road		
County	Municipality			
Prince William				
Description				
Construct interchange @ VA 234 Bypass and Clover Hill Road intersection				
Project ID	Title		Cost (\$M)	Complete
<b>CE3178</b>	<b>VA 234 Bypass Interchange @ Dumfries Road/Brentsville</b>			<b>2025</b>
Primary Project Typ		Location Tyhpe:		
Road - Interchange improvement		Interchange		
Route	Facility	From:	To	
VA 234	VA 234 Bypass	Dumfries Road/Brentsville		
County	Municipality			
Prince William				
Description				
Route 234 Bypass Interchange at Dumfries Road/Brentsville. This interchange would eliminate one signalized intersection.				
Project ID	Title		Cost (\$M)	Complete
<b>CE1760</b>	<b>VA 236, Reconstruct, Widen</b>			<b>2035</b>
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
VA 236	VA 236	Pickett Road	I 395	
County	Municipality			
Fairfax				
Description				
Widen VA 236 from 4 lanes to 6 lanes. - 2030 Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary. 17671 - Various intersections Spot improvements along Route 236 from Pickett Road easterly to Lake Drive. - COMPLETE 62692 - Improve safety by adding a second left turn lane on eastbound Route 236 - 2009 - grouped 62857 - Improve safety by adding a second left turn lane on westbound Route 236. - 2009 - grouped 63717 - This is a pedestrian safety project that was initiated by VDOT and FCDOT to resolve the issues of pedestrian crossings and minimize crashes identified in this location of Little River Turnpike between Oasis Drive and Beauregard Street. - COMPLETE				

Project ID	Title	Cost (\$M)	Complete
<b>CE2315</b>	<b>VA 244 - Columbia Pike Multi-Modal Corridor Improvements</b>		<b>2026</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

VA 244 VA 244 Columbia Pike

From:

Fairfax County Line

To

Washington Blvd

County

Arlington

Municipality

Description

Modify street cross-section with reconfigured travel lanes, medians, and left-turn lanes, including concrete pads at transit stops, wider sidewalks, curb, gutter and utility undergrounding.

Project ID	Title	Cost (\$M)	Complete
<b>CE3479</b>	<b>VA 28 Centreville Road (widen from 4-6 lanes divided)</b>		<b>2025</b>

Primary Project Typ

Study/Planning/Research

Location Tyhpe:

Road Segment

Route

Facility

VA 28 VA 28 Centreville Road

From:

VA 898 Old Centreville Road

To

Prince William County Line

County

Fairfax

Municipality

Description

Widen Route 28 (Centreville Road) from four to six lanes from Old Centreville Road to the Prince William County Line, and provide pedestrian and bicycle facilities.

Project ID	Title	Cost (\$M)	Complete
<b>CE1734</b>	<b>VA 28 PPTA, Upgrade, Construct</b>	<b>\$100.0</b>	<b>2040</b>

## Primary Project Type

Road - HOV/Managed Lanes

## Location Type:

Road Segment

Route Facility

VA 28 VA 28

From:

I 66

To

Loudoun County Line

County

Fairfax, Loudoun

Municipality

## Description

Widen Rt. 28 from 6 to 8 lanes within cited limits Widening Route 28 from 6 to 8 lanes plus auxiliary lanes between I-66 and Loudoun County, with a later incorporation of HOV lanes into 8 lane roadway. This modifies the previous widening project (CLRP ID#1734) of 8 laning Route 28 (by 2025) to widening by 2025 and incorporating HOV lanes by 2040. Constructing Interchanges along VA 28 between the cited limits, upgrading this segment of VA 28 to a freeway is COMPLETE with the exception of: \*VA 28 and Steeplechase Drive. The proposed plan to Remove the traffic lights and close the intersection has been modified to Provide an unsignalized right-in connection from Northbound Route 28 to Steeplechase Drive, to be completed in 2011. \*VA 28 and Innovation. Upgrade from a right-in /right-out intersection at Northbound Route 28 by the construction of an interchange at Innovation to be complete by 2015 using private funds

Project ID	Title	Cost (\$M)	Complete
<b>CE2045</b>	<b>VA 28, Widen</b>		<b>2025</b>

## Primary Project Type

Road - Add Capacity/Widening

## Location Type:

Road Segment

Route Facility

VA 28 VA 28

From:

Fauquier County Line

To

Pennsylvania Avenue

County

Prince William

Municipality

## Description

Widen from 2 to 4 lanes from Fauquier County Line to VA 215, and VA 215 to VA 219. Retain as facility type 3. Widen from 4 to 6 lanes from VA 219 (changed from 215) to Pennsylvania Avenue; This project provides multimodal access from Rt. 28 to the future enhanced Broad Run VRE Station through Piper Lane and the proposed access on Residency Drive. Utility relocation complete Implement safety and operational improvements as necessary.

Project ID	Title	Cost (\$M)	Complete
<b>CE3705</b>	<b>VA 294 / VA 640 Interchange</b>		<b>2028</b>

Primary Project Type

Bridge - Rehab + Add Capacity

Location Type:

Point Location

Route

Facility

VA 294 VA 294 Prince William Parkway

From:

VA 640 Minnville Road

To

County

Municipality

Description

Construct interchange at VA 294 / VA 640

Project ID	Title	Cost (\$M)	Complete
<b>CE3704</b>	<b>VA 294 / VA 641 Interchange</b>		<b>2028</b>

Primary Project Type

Road - Interchange improvement

Location Type:

Interchange

Route

Facility

VA 294 VA 294 Prince William Parkway

From:

VA 641 Old Bridge Road

To

County

Municipality

Prince William

Description

Construct interchange at VA 294 / VA 641

Project ID	Title	Cost (\$M)	Complete
<b>CE1849</b>	<b>VA 602 Reston Parkway Improvements</b>		<b>2040</b>

Primary Project Type

Road - Other Improvement

Location Type:

Road Segment

Route

Facility

VA 602 VA 602 Reston Pkwy.

From:

VA 5320 Sunrise Valley Drive

To

VA 606 Baron Cameron Avenue

County

Municipality

Fairfax

Description

Widen Reston Parkway to 6 lanes. Implement safety and operational improvements, as necessary. 72599 and 64209 complete



Project ID	Title		Cost (\$M)	Complete
CE3475	VA 608, Frying Pan Road Widening			2030
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 608	va 608 Frying Pan Road	VA 28 Sully Road	VA 657 Centreville Road	
County		Municipality		
Fairfax				
Description				
Widen Frying Pan Road from 2 lanes to 4 lanes and provide pedestrian and bicycle facilities The project would include intersection improvements such as a turn lanes and signalization as well as pedestrian and bicycle facilities. Improves access to future Silver Line Metrorail Station and Dulles Airport. Provides relief to Centreville Road. Completes "missing" segments between existing sections of roadway already widened by development.				

Project ID	Title		Cost (\$M)	Complete
CE2186	VA 611 Telegraph Road Widening			2040
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
VA 611	VA 611 Telegraph Road	US 1	VA 644 Franconia Road	
County		Municipality		
Fairfax				
Description				
Telegraph Road is currently a 2 lane minor arterial serving a mix of commercial and residential developments. This project widens Telegraph Road to 4 lanes on 6-lane right of way. County will provide funding for a breakout project from S. Van Dorn Street to S. Kings Hwy UPC 58453 is from Leaf to S. Kings Hwy (PE only) UPC 11012 is from Leaf to Beulah Segment from S. Kings Hwy to Franconia Rd (UPC 5553) is COMPLETE US 1 to FFXCO Pkwy (UPC13933) COMPLETE Implement safety and operational improvements, as needed. Reconstruct/replace bridges, culverts, retaining walls, structures, etc.; as necessary.				

Project ID	Title		Cost (\$M)	Complete
CE3275	VA 613 Van Dorn Interchange at VA 644 Franconia Road PE COMPLETE			2035
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Interchange		
Route	Facility	From:	To	
VA 613	Van Dorn Street			
County		Municipality		
Fairfax				
Description				
VA 613 Van Dorn Interchange at VA 644 Franconia Road PE COMPLETE				

Project ID	Title	Cost (\$M)	Complete
<b>CE3693</b>	<b>VA 621 Devlin Road Widening</b>		<b>2028</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

VA 621 VA 621 Devlin Road

From:

VA 619 Linton Hall Road

To

Wellington Road

County

Prince William

Municipality

Description

Widen Devlin Road from 2 lanes to 4 lanes Minor Arterial

Project ID	Title	Cost (\$M)	Complete
<b>CE3478</b>	<b>VA 636 Hooes Road</b>		<b>2025</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 636 VA 636 Hooes Road

From:

VA 286 Fairfax County Parkway

To

VA 600 Silverbrook Road

County

Fairfax

Municipality

Description

Widen Hooes Road from 2 lanes to 4 lanes and provide pedestrian and bicycle facilities Widen existing Hooes Road to provide at a minimum 4-12' travel lanes, two in each direction. Provide curb and gutter on both sides of corridor along with 5' sidewalk on east side and 10' shared use path on west side. Provide handicap ramps at all intersection locations and "yield to pedestrian" signage at all unsignalized intersections. Provide pedestrian signals at Newington Forest Ave and Hooes Rd intersection. Extend existing cross culvert at South Run.

Project ID	Title	Cost (\$M)	Complete
<b>CE1936</b>	<b>VA 638 Rolling Road Widening</b>		<b>2026</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 638 VA 638 Rolling Road

From:

VA 6945 Hunter Village Drive

To

VA Old Keene Mill Road

County

Fairfax

Municipality

Description

Widen Rolling Road to 4 lanes. From 0.369 mile north Rte 7100 (Fairfax County Parkway to Rte 644 (Old Keene Mill Road).

Project ID	Title		Cost (\$M)	Complete
CE2209	VA 643 Sycolin Road Paving/Widening			2035
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 643	VA 643 / Sycolin Road	Leesburg Town Limits	Belmont Ridge Road	
County	Municipality			
Loudoun				
Description				
Two phase project. UPC 58924/58293 Phase I - Pave existing dirt road within the cited limits. - COMP Phase II - Widen to four lanes within the cited limits. Segments may be constructed by developers.				

Project ID	Title		Cost (\$M)	Complete
CE1897	VA 659 Belmont Ridge Road, Reconstruct			2025
Primary Project Type		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 659	VA 659 Belmont Ridge Road Relocated	Prince William County Line	VA 7	
County	Municipality			
Loudoun				
Description				
Not Coded Construct or widen to a four-lane, divided road on a six-lane RW. VSL4a Widen from Nat'l Rec Pk Entrance to Dulles Greenway (2015) VSL4ab Widen from Dulles Greenway to VA 7 (2020) *(VSL4absplit) UPC 76243 Widen from Gloucester to VA 7) (2018) UPC 73823 (Widen from Truro Parish to Dulles Greenway) COMP UPC 8828 (PE from Dulles Greenway to VA 7) COMP VSL4c Widen Relocated VA 659 from PWCL/234 Bypass to US 50 (2020) VSL4d Widen Relocated VA 659 from VA 659 to US 50 (2020)				

Project ID	Title		Cost (\$M)	Complete
CE3701	VA 7 / 123 Interchange			2030
Primary Project Type		Location Tyhpe:		
Road - Interchange improvement		Interchange		
Route	Facility	From:	To	
VA 7	VA 7 Leesburg Pike	VA 123 Dolly Madison Road		
County	Municipality			
Description				
Reconstruct the interchange at VA 7/ 123.				

Project ID	Title	Cost (\$M)	Complete
<b>CE1870</b>	<b>VA 7, Widen</b>		<b>2035</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route Facility

VA 7 VA 7 Bypass

From:

VA 7 Leesburg Pike West

To

US 15 South King Street (South)

County

Loudoun

Municipality

Description

Implement safety and operational improvements and widen the Leesburg Bypass from 4-lane divided to 6-lane divided freeway between the west Business VA 7 interchange and the east Business VA 7/US 15 interchange. Construct overpass at Sycolin Road. Broken up into 2 segments: US 15S (S King St) to VA 7/US 15E (16006) VA 7W to US 15S (S King St)(VP2ja)

Project ID	Title	Cost (\$M)	Complete
<b>CE2175</b>	<b>VA 7, Widen</b>	<b>\$34.3</b>	<b>2030</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

VA 7 VA 7 Leesburg Pike

From:

Seven Corners

To

Bailey's Crossroads

County

Fairfax

Municipality

Description

Widen the existing 4-lane roadway to 6 lanes.

Project ID	Title	Cost (\$M)	Complete
<b>CE2105</b>	<b>VA 7, Widen, Upgrade</b>	<b>\$314.0</b>	<b>2030</b>

[Primary Project Typ](#)**Road - Add Capacity/Widening**[Location Tyhpe:](#)**Road Segment**[Route](#)   [Facility](#)**VA 7**   **VA 7 Leesburg Pike**[From:](#)**VA 7 Leesburg Bypass /US 15 East**[To](#)**I 495 Capital Beltway**[County](#)**Fairfax**[Municipality](#)[Description](#)

Widen VA 7 (52327) Rolling Holly Dr to Reston Ave, comp date 2012 (52328) Reston Ave to Dulles Toll Road Bridge Approaches comp date 2020 Improvements to VA 7 will improve the aesthetics of VA 7 (landscaping or erection of stone walls) or improve the safety/operation of intersections and/or non-regionally significant segments. Reconstruct/replace bridges, as necessitated by maintenance demands or other causes, to the 6-lane width. Reconstruct existing intersections as interchanges - Algonkian Parkway and Claiborne Parkway (VA 641 (Ashburn Road)/Lansdowne Boulevard). Widen and upgrade the existing 4-lane roadway to a 6-lane freeway between Leesburg and the Dulles Toll Road. VA 7 between the Dulles Toll Road and I-495 to be widened to 8 lanes/maintained as arterial. All improvements as described have been completed in Loudoun County

Project ID	Title	Cost (\$M)	Complete
<b>CE1917</b>	<b>VA 9 Traffic Calming, Truck Enforcement, Reconstruct, Study</b>		<b>2025</b>

[Primary Project Typ](#)**Road - Other Improvement**[Location Tyhpe:](#)**Road Segment**[Route](#)   [Facility](#)**VA 9**   **VA 9**[From:](#)**West Virginia State Line**[To](#)**VA 7**[County](#)**Loudoun**[Municipality](#)[Description](#)

Improve the safety/operation of intersections and/or non-regionally significant segments of VA 9. Reconstruct/replace bridges, retaining walls, and other structures as necessitated by maintenance demands or other causes. Study feasibility of widening/relocating existing 2-lane roadway to 4 lanes. Total cost is anticipated to be \$50,000,000. 60859 and 70634 are complete. 70587 Grouped

Project ID	Title	Cost (\$M)	Complete
<b>CE3383</b>	<b>VA Route 28 Study</b>		<b>2020</b>

Primary Project Typ  
Study/Planning/Research

Location Tyhpe:  
Road Segment

Route Facility  
VA 28 VA 28  
County

From: To  
VA 234 Sudley Road I 66  
Municipality

Description

Evaluation of a seven mile corridor along Route 28 from Sudley Road to I-66 to determine short and long term solutions to the transportation congestion and access issues in this area. A short-term study (UPC 105482) was completed by VDOT. A long-term study led by Prince William County and the City of Manassas .is underway.

Project ID	Title	Cost (\$M)	Complete
<b>CE3355</b>	<b>VA Route 606 Ramp</b>		<b>2030</b>

Primary Project Typ  
Road - Other Improvement

Location Tyhpe:  
Interchange

Route Facility  
VA 606 VA 606 Ramp  
County  
Loudoun

From: To  
VA 606 Eastbound Lockridge Road northbound  
Municipality

Description

VA Route 606 Ramp

Project ID	Title	Cost (\$M)	Complete
<b>CE3502</b>	<b>VA Route 643 Extended - Shellhorn Road</b>		<b>2023</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
VA 643 VA 643 Shellhorn Road Extension  
County  
Loudoun

From: To  
VA 606 Loudoun County Parkway VA 634 Moran Road  
Municipality

Description

Construction of a four-lane controlled access median divided urban collector, with left and right turn lanes required at all intersections. 40 mph design speed.

Project ID	Title	Cost (\$M)	Complete
<b>CE3499</b>	<b>VA Route 645 Extended - Westwind Drive</b>		<b>2026</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

## Route Facility

VA 645 VA 645 Westwind Drive Extended

## From:

VA 607 Loudoun County Parkway  
(opposite Moorefield Boulevard)

## To

VA 606 Old Ox Road

## County

Loudoun

## Municipality

## Description

Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Project ID	Title	Cost (\$M)	Complete
<b>CE3331</b>	<b>VA Route 7 Interchange at VA Route 690</b>		<b>2028</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route Facility

VA 7 VA 7 Interchange

## From:

VA 690

## To

## County

Loudoun

## Municipality

## Description

Complete preliminary engineering following environmental study

Project ID	Title		Cost (\$M)	Complete
CE2664	VA Route 7/VA Route 659 Interchange			2018
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Point Location		
Route	Facility	From:	To	
VA 7	VA 7 Interchange	VA 659 Belmont Ridge Road		
County		Municipality		
Loudoun				
Description				
Construction of a single point urban interchange. County bonds have funded a conceptual design RFP. The County, using Dewberry and Davis, has prepared 30% design plans for the interchange. The BOS has selected a preferred alternative. That work will be completed. It is currently estimated construction will be completed by 2020. Work is continuing in the preliminary design for the Route 15 / Route 659 interchange using previously allocated Loudoun County bond funds. There is no new FY 2009 funding to replace the NVTAF funds				

Project ID	Title		Cost (\$M)	Complete
CE3372	Van Buren Road - construct a four lane facility			2035
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 627	VA 627 Van Buren Road	234 Dumfries Road	610 Cardinal Drive	
County		Municipality		
Prince William				
Description				
Extend Van Buren Road from Rte. 234 to Cardinal Drive. The widening will consist of a 4-lane divided facility. A sidewalk and trail are included				

Project ID	Title		Cost (\$M)	Complete
CE3766	Van Dorn- Duke Street to Holmes Run Parkway			2025
Primary Project Typ		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
	Van Dorn	Duke Street	Holmes Run Parkway	
County		Municipality		
		City of Alexandria		
Description				
The current entrance to Van Dorn will be upgraded to a complete intersection The free right turn from southbound Van Dorn to Duke Street will be eliminated to make the traffic movement easier. A 12 foot multi-use path will be placed along Van Dorn on the west side of the street				



Project ID	Title	Cost (\$M)	Complete
<b>CE3371</b>	<b>Vint Hill Road</b>		<b>2020</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route Facility

VA 215 VA 215 Vint Hill Road

## From:

655 Schaeffer Lane

## To

1566 Sudley Manor Drive

## County

Prince William

## Municipality

City of Manassas

## Description

Widen Vint Hill Road from Schaeffer Ln to Sudley Manor Drive. The widening will consist of a 4-lane divided facility. A sidewalk and trail are included

Project ID	Title	Cost (\$M)	Complete
<b>CE2830</b>	<b>Washington Boulevard Widening</b>		<b>2022</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route Facility

Washington Boulevard

## From:

Wilson

## To

Kirkwood

## County

Arlington

## Municipality

## Description

Widen Washington Boulevard between Wilson and Kirkwood In conformity table

Project ID	Title	Cost (\$M)	Complete
<b>CE3333</b>	<b>Waxpool Road/ Loudoun County Parkway Intersection Improvements</b>		<b>2024</b>

## Primary Project Typ

Road - Intersection improvement

## Location Tyhpe:

Intersection

## Route Facility

VA 606 VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Intersection

## From:

Loudoun County Parkway

## To

Waxpool Road

## County

Loudoun

## Municipality

## Description

Design and construct intersection improvements Smart Scale

Project ID	Title	Cost (\$M)	Complete
<b>CE2145</b>	<b>Wellington Road</b>	<b>\$20.6</b>	<b>2035</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

VA 674 VA 674 Wellington Road

From:

To

VA 619 Linton Hall Road Relocated VA Rixlew Lane

County

Municipality

Prince William

Description

Widen to 4 lanes from Relocated Linton Hall Road to Rixlew Lane, where it will tie into the recently widened segment of Wellington Road between Rixlew Lane and the Western City Limit of Manassas. Relocate Wellington Road from the vicinity of its intersection with Limestone Drive and tie it into Relocated Linton Hall Road in the vicinity of Relocated Linton Hall's intersection with Lakeview Drive. The access point to Wellington Road from US 29 will be disconnected. Linton to Wellington Branch completed in 2007 Phase 1 - Devlin to Rixlew

Project ID	Title	Cost (\$M)	Complete
<b>CE3695</b>	<b>Wellington Road</b>		<b>2028</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

VA 55 VA 55 John Marshall Highway

From:

To

University Boulevard VA 621 Devlin / Balls Ford Road

County

Municipality

Prince William

Description

Widening John Marshall Highway (VA 55) from 2 lanes to 4 lanes between (future) University Boulevard & Devlin Road / Balls Ford Road

Project ID	Title		Cost (\$M)	Complete
CE2357	Widen Balls Ford Rd			2035
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 621	VA 621 Balls Ford Road	Devlin Road	234 Sudley Road	
County		Municipality		
Prince William				
Description				
80347 - Widen Rt 621/Balls Ford Rd to 4 lanes from Rt 234 Business to 234 Bypass and then to Devlin Rd. Includes Rt 234 Bypass/621 interchange covered in 234 Bypass EIS and relocates 621 from interchange to Devlin Rd. Includes an interim tie-in from Doane Rd to existing Balls Ford Rd and Rte. 234 BP intx for RW/CN phases. Pavement and R/W varies along the project length. Widen to 4 lanes within cited limits. FROM: RTE.621- DEVLIN ROAD 1950' SOUTH OF RTE 674- WELLINGTON ROAD; TO: RTE.234 BUSINESS- SUDLEY ROAD Widening will increase capacity along rte621 corridor, relieve congestion.UPC 80347 PE includes widening of Ex Balls Ford Road, an interchange at Balls Ford Rd/Rte.234 BP, Rte.621 rel. The design will also include an interim tie in from Doane Rd to Ex B.F.Rd and Rte.234 BP intx for RW/CN phases. Project has been de-funded?				

Project ID	Title		Cost (\$M)	Complete
CE3443	Widen Farmwell Road between Smith Switch and Ashburn Road			2022
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
VA 640	Farmwell Road	Smith Switch	Ashburn Road	
County		Municipality		
Loudoun				
Description				
Widen Farmwell Road between Smith Switch and Ashburn Road from 2 to 6 lanes.				

Project ID	Title		Cost (\$M)	Complete
CE2833	Widen Guinea Road			2040
Primary Project Typ		Location Tyhpe:		
Road - Other Improvement		Road Segment		
Route	Facility	From:	To	
	VA Guinea Road	VA 6197 Roberts Parkway	VA Pommeroy Drive	
County		Municipality		
Fairfax				
Description				
Widen Guinea Road from 2 to 4 lanes between Roberts Parkway and Pommeroy Drive In conformity VSF33a				

Project ID	Title	Cost (\$M)	Complete
<b>CE3180</b>	<b>Widen Rte 1 from Telegraph Rd (Fairfax County) to Annapolis Way (Prince William Cnty)</b>		<b>2035</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route Facility

US 1 US 1 Jefferson Davis Highway

## From:

Lorton Road (Fairfax County)

## To

Annapolis Way (Prince William Country)

## County

Fairfax, Prince William

## Municipality

## Description

Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Bradys Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.

Project ID	Title	Cost (\$M)	Complete
<b>CE3376</b>	<b>Widen VA 123, Chain Bridge Road from VA 7 to I-495</b>		<b>2030</b>

## Primary Project Typ

Road - Add Capacity/Widening

## Location Tyhpe:

Road Segment

## Route Facility

VA 123 VA 123 Chain Bridge Road

## From:

7 Leesburg Pike

## To

495 Capital Beltway

## County

Fairfax

## Municipality

## Description

Road widening between Rt 7 and I-495. Pedestrian facilities included.

Project ID	Title	Cost (\$M)	Complete
<b>CE3694</b>	<b>Widening John Marshall Highway</b>		<b>2028</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

VA 55

VA 55 John Marshall Highway

From:

US 29 Lee Highway

To

Fayette Street

County

Municipality

Description

Widening John Marshall Highway (VA 55) from 2 lanes to 4 lanes between Lee Highway (US 29) and Fayette Street (Town of Haymarket).

Project ID	Title	Cost (\$M)	Complete
<b>CE3162</b>	<b>Widening of Rte 15 (James Madison Highway)</b>		<b>2024</b>

Primary Project Typ

Road - Other Improvement

Location Tyhpe:

Road Segment

Route

Facility

US 15

US 15 James Madison Highway

From:

Thoroughfare Road

To

1200' South of RR Tracks

County

Municipality

Prince William

Description

Widen to a 4-lane divided roadway between Monroe Glenn Dr. and Thoroughfare Road.

Project ID	Title	Cost (\$M)	Complete
<b>CE3698</b>	<b>Widening VA 123</b>		<b>2030</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route

Facility

VA 123

VA 123 Dolly Madison Blvd

From:

VA 267 Dules Access/Toll Road

To

VA 634 Great Falls street

County

Municipality

Fairfax

Description

Widen VA 123 between the stated limits

Project ID	Title	Cost (\$M)	Complete
<b>CE2176</b>	<b>Williamson Boulevard</b>		<b>2030</b>

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route

## Facility

Williamson Boulevard

## From:

VA 1566 Sudley Manor Drive

## To

VA Portsmouth Road)

## County

Prince William

## Municipality

## Description

Construct a new 4-lane facility.

Project ID	Title	Cost (\$M)	Complete
<b>CE3679</b>	<b>Withdrawn I-66 Alternatives</b>		

## Primary Project Typ

Road - Other Improvement

## Location Tyhpe:

Road Segment

## Route

## Facility

I 66

I 66 Inside the Beltway

## From:

## To

## County

## Municipality

## Description

Withdrawn I-66 Alternatives

## Transit

Project ID	Title	Cost (\$M)	Complete
<b>CE2831</b>	<b>Arkendale to Powells Creek Third Track Project and Potomac Shores Station</b>		<b>2022</b>

## Primary Project Typ

Rail - Other

## Location Tyhpe:

Own ROW

## Route

## Facility

Third Track

## From:

CFP 72 Arkendale, Stafford County  
VA

## To

CFP 83.4 Powell's Creek, Prince  
William VA

## County

Prince William, Stafford

## Municipality

## Description

Final design and construction of 11.4 miles of third track along the CSX-owned and operated railroad from milepost CFP 72 Arkendale (Stafford County) to CFP 83.4 Powell's Creek (Prince William County). The project will allow for expanded intercity passenger rail service while preserving freight rail capacity. Once track is completed, Cherry Hill VRE station is planned to be built.

Project ID	Title		Cost (\$M)	Complete
CE3761	ART Operations and Maintenance Facility			2024
Primary Project Type		Location Tyhpe:		
Transit - Capital		On Road		
Route	Facility	From:	To	
		2631 Shirlington Rd	2635 Shirlington Rd	
County	Municipality			
Arlington				
Description	Provides a new, expanded facility for parking, operations, and maintenance for Arlington's fleet of ART buses.			

Project ID	Title		Cost (\$M)	Complete
CE3660	Ballston Multimodal Improvements			2021
Primary Project Type		Location Tyhpe:		
Transit - Other		Own ROW		
Route	Facility	From:	To	
	Ballston Metro Station	Fairfax Drive at Stuart Street		
County	Municipality			
Arlington				
Description	Modifies the sidewalks, bus bays, and curbside management of the bus transfer area outside Ballston Metro. Reconstructs and adds bus bays, replaces bus shelters and other street furniture, improves sidewalks, adds bicycle parking, installs real-time information displays, expands taxi and car-sharing spaces, and adds dedicated curbside spaces for private shuttles and kiss-n-ride users.			

Project ID	Title		Cost (\$M)	Complete
CE3633	Ballston-MU Metro Station West Entrance			2027
Primary Project Type		Location Tyhpe:		
Transit - Other		Own ROW		
Route	Facility	From:	To	
	Ballston Metro station		Fairfax Drive at N Vermont Street	
County	Municipality			
Arlington				
Description	New second mezzanine and sidewalk entrance to the Ballston Metro station, at its western end. Project includes an underground pedestrian passageway and a new mezzanine with stairs, elevators, and escalators connecting the sidewalk to the train platforms, as well as fare gates, fare vending machines, and an attendant kiosk.			

Project ID	Title	Cost (\$M)	Complete
<b>CE3659</b>	<b>Columbia Pike Transit Stations</b>		<b>2024</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

From:

To

Columbia Pike

County

Municipality

Arlington

Description

Constructs high quality transit stations serving premium buses along Columbia Pike. Transit stations include shelters and platforms with electronic and printed information, maps of bus routes, ample seating, enhanced lighting, newspaper vendor corrals, and improved landscaping, sidewalks, curbs, and gutters. 23 new transit stations at 12 locations along Columbia Pike are planned, at the following intersections: Greenbrier, Dinwiddie, Buchanan, Taylor/Thomas, George Mason, Oakland, Glebe, Walter Reed, Barton, Courthouse, Scott, and Orme.

Project ID	Title	Cost (\$M)	Complete
<b>CE1739</b>	<b>Courthouse Metro Station</b>		<b>2026</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

From:

To

Courthouse Metro Station

County

Municipality

Arlington

Description

Implement/construct improvements to the Courthouse Metrorail Station in order to maintain and increase transit ridership using this facility. Improve the access to the Courthouse Metro Station by installing an additional elevator.

Project ID	Title	Cost (\$M)	Complete
<b>CE3647</b>	<b>Crystal City Metro Station East Entrance</b>		<b>2025</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

From:

To

Crystal City Metro station

Crystal Drive

County

Municipality

Arlington

Description

New Metro entrance at the east end of the station, near Crystal Drive, to provide easier access from Crystal Drive, the VRE station, and the northbound Transitway. Includes elevators, escalators and/or stairs, a fare payment area with fare vending machines, kiosk, and an underground passageway to the existing train platform and/or mezzanine.



Project ID	Title	Cost (\$M)	Complete
<b>CE2931</b>	<b>Crystal City- Potomac Yard Streetcar Conversion Study</b>		

Primary Project Type  
**Study/Planning/Research**

Location Type:  
**Not Location Specific**

Route Facility  
**Crystal City- Potomac Yard Streetcar Conversion**

From: To  
**Braddock Road Metrorail Station Pentagon Metrorail Station**

County  
**Arlington**

Municipality  
**City of Alexandria**

#### Description

This is a study of the conversion of a facility which is being built exclusively as a busway to a facility which can accommodate streetcars and buses. Alexandria and Arlington County are using local funds to do an environmental assessment of this project.

Project ID	Title	Cost (\$M)	Complete
<b>CE3521</b>	<b>Crystal City Potomac Yard Transitway Northern Extension</b>		<b>2023</b>

Primary Project Type  
**Transit - Other**

Location Type:  
**On Road**

Route Facility  
**Crystal City Transitway**

From: To  
**Crystal City Metro Station Pentagon City Metro Station**

County

Municipality

#### Description

Extend the Metroway bus rapid transit (BRT) from Crystal City Metro to Pentagon City Metro. The transitway operates in Crystal City on a paired one-way couplet along South Clark Street and Crystal Drive, ending at 15th Street South. This project will extend the transitway north along Clark Street and Crystal Drive as far as 12th Street South, at which point the transitway will turn left on 12th Street and continue as far as South Hayes Street. The project includes three new bi-directional BRT stations, at 12th/Clark, on 12th between Eads Street and Fern Street, and at 12th/Hayes/Pentagon City Metro. The project also includes construction of new 1-block segment of 12th Street South, between Fern Street and Eads Street. where there is currently no street.

Project ID	Title	Cost (\$M)	Complete
<b>CE3648</b>	<b>Crystal City Potomac Yard Transitway Pentagon City Extension</b>		<b>2023</b>

## Primary Project Typ

Transit - Other

## Location Tyhpe:

Own ROW

## Route

Facility

Crystal City Potomac Yard Transitway

## From:

Crystal City Metro station

## To

Joyce Street at Army Navy Drive

## County

Arlington

## Municipality

## Description

Project extends the existing busway from Crystal City Metro to Joyce St & Army Navy Drive Pentagon City, running along Crystal Drive, Clark Street, 12th Street, Hayes Street, and Army Navy Drive. Includes exclusive and/or dedicated transit lanes, passenger stations, utility relocations, signing and pavement marking, and traffic signal upgrades. Stations are anticipated to be located at 12th & Clark Streets, 12th & Eads Streets, 12th & Hayes Streets, and Joyce Street & at an expanded bus facility along Army-Navy Drive.

Project ID	Title	Cost (\$M)	Complete
<b>CE3620</b>	<b>DASH Facility &amp; Fleet Expansion Project</b>		<b>2022</b>

## Primary Project Typ

Transit - Other

## Location Tyhpe:

Not Location Specific

## Route

Facility

## From:

## To

## County

## Municipality

City of Alexandria

## Description

DASH Facility &amp; Fleet Expansion Project

Project ID	Title	Cost (\$M)	Complete
<b>CE2933</b>	<b>DASH Service Expansion</b>		<b>2030</b>

## Primary Project Typ

Transit - Other

## Location Tyhpe:

Not Location Specific

## Route

Facility

Throughout Alexandria

## From:

## To

## County

## Municipality

City of Alexandria

## Description

The DASH Service Expansion Plan will be a 10 year expansion plan which will expand the DASH fleet from 63 buses to 143 buses. This will be accomplished by bring the headways up to urban standards of 15 minutes during the peak, adding additional crosstown services, and establishing community based shuttles. The first part of this expansion will be funded with the proceeds from the proposed real estate tax.

Project ID	Title	Cost (\$M)	Complete
<b>CE3754</b>	<b>Dedicated Bus/HOV Lanes on Dale Blvd</b>		<b>2030</b>

Primary Project Typ

Road - HOV/Managed Lanes

Location Tyhpe:

Own ROW

Route

Facility

Dale Blvd/PW Pkwy/Minnieville Rd

From:

To

County

Prince William

Municipality

Description

Construction, or conversion of shoulder lanes into, dedicated bus/HOV lanes on Dale Blvd, Prince William Parkway and Minnieville Road to connect Park and Ride lots in Dale City to Route 1 and I-95 to improve travel time reliability and encourage transit use.

Project ID	Title	Cost (\$M)	Complete
<b>CE2932</b>	<b>Duke Street BRT Design &amp; Construction</b>	<b>\$87.0</b>	<b>2027</b>

Primary Project Typ

Transit - BRT

Location Tyhpe:

On Road

Route

Facility

Duke Street BRT

From:

King Street Metro Station

To

Landmark

County

Fairfax

Municipality

City of Alexandria, City of Fairfax

Description

Develop a bus rapid transit service, featuring limited stops, and possibly some dedicated transit lanes from the King Street Metrorail Station to Landmark primarily using Duke Street. This service will eventually be extended to Fairfax County and the City of Fairfax when they desire this service to continue. This service will initially have 15 minute peak hour headways and 30 minute off-peak headways. The exact alignment and amount of dedicated lanes for transit is being determined now in this study.

Project ID	Title	Cost (\$M)	Complete
<b>CE1981</b>	<b>Dulles Corridor Metrorail Project</b>		<b>2022</b>

## Primary Project Type

Transit - Metrorail/Heavy Rail

## Location Type:

Own ROW

Route Facility

From:

East Falls Church Metrorail Station

To

VA Loudoun County)

County

Municipality

Region-wide

## Description

The project is a 23.1 mile extension of the existing Metrorail system from the Orange Line in Fairfax County through Tysons Corner to Washington Dulles International Airport and Route 772 in Loudoun County. Phase 1, from E. Falls Church to Reston Wiehle East, is complete. Most of the extension would be constructed in the median of the Dulles Airport Access Road and Dulles Connector Road, but the alignment would also directly serve Tysons Corner and Dulles Airport. The extension would include 11 new Metrorail stations, a rail yard site on Dulles Airport property, and an expansion of the existing rail yard at West Falls Church. Four of the new stations would be located within Tysons Corner. Construction of the project would occur in two phases. Includes reconstruction of 7 between DTR and I-495

Project ID	Title	Cost (\$M)	Complete
<b>CE3650</b>	<b>East Falls Church Metro Station Bus Bay Expansion</b>		<b>2023</b>

## Primary Project Type

Transit - Other

## Location Type:

Own ROW

Route Facility

East Falls Church Metro station

From:

To

North side bus bays

County

Municipality

Arlington

## Description

Expands and improves bus transfers at East Falls Church Metro by adding one to two new bus bays, and replacing the existing shelters. Project also includes pedestrian access improvements from the park-and-ride lot, improvements to the accessible parking access, and the addition of a signal and crosswalk at the entrance to the park-and-ride lot on Washington Boulevard. The project will be coordinated with a complete streets project on Sycamore Street as well as an expansion of bikeshare in the vicinity.

Project ID	Title	Cost (\$M)	Complete
<b>CE3134</b>	<b>Eisenhower Metrorail Station</b>		<b>2024</b>

Primary Project Typ  
**Transit - Maintenance**

Location Tyhpe:  
**On Road**

Route Facility  
**Eisenhower Ave. and Swamp Fox Rd**

From: To

County Municipality  
**City of Alexandria**

Description

The project will fund the rebuilding of the bus loop and plaza surrounding the Eisenhower Metrorail Station to improve transit services and to be consistent with surrounding land uses.

Project ID	Title	Cost (\$M)	Complete
<b>CE3706</b>	<b>Franconia to Occoquan 3rd Track Project</b>		<b>2028</b>

Primary Project Typ

Location Tyhpe:  
**Own ROW**

Route Facility  
**CSX Richmond, Fredericksburg and Potomac (RF&P) Subdivision**

From: To  
**One mile north of the Franconia-Springfield VRE station (CFP 99.0) Appx 400 ft north of Furnace Rd, just north of the Occoquan River (CFP 90.08)**

County Municipality

Description

Add approximately nine miles of a third main line track to an existing two- track portion of the RF&P rail corridor from one mile north of the Franconia-Springfield VRE station to approximately 400 feet north of Furnace Road, just north of the Occoquan River

Project ID	Title	Cost (\$M)	Complete
<b>CE3166</b>	<b>Herndon Metrorail Intermodal Access Improvements</b>		<b>2023</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

On Road

Route

Facility

VA Herndon Parkway

From:

VA 666 Van Buren Street (East of)

To

VA Spring Street (West of )

County

Municipality

Town of Herndon

Description

Passenger drop-off/pick up facility on Herndon Parkway The project's scope includes a section of Herndon Parkway (approx. 1,200" both lanes) to include roadway, pedestrian, bike and transit enhancements that will serve Transit Oriented Development (TOD) along Herndon Parkway and to link to Herndon Metrorail. Project Plans show right-of way acquisition for vehicle and bus pull-off bays and paver crosswalks, signalization and major intersection as well as bike/pedestrian streetscape enhancements.

Project ID	Title	Cost (\$M)	Complete
<b>CE3071</b>	<b>Landmark Transit Center</b>		<b>2028</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

Landmark Transit Center

From:

Van Dorn St.

To

Duke Street

County

Municipality

City of Alexandria

Description

This project will fund the construction of a transit center as part of a redevelopment of the Landmark Mall. This center will provide a comfortable waiting environment for the many transit passengers who go to the redeveloped Landmark Mall or transfer there between transit services. This function will be especially important, since this transit center will be the transfer location between two high-capacity transit lines serving Alexandria.

Project ID	Title	Cost (\$M)	Complete
<b>CE3625</b>	<b>Mark Center</b>		<b>2024</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

Mark Center

From:

Mark Center Drive

To

County

Municipality

City of Alexandria

Description

This project will build a transit center on the north side of Mark Center Drive across from the BRAC-133 facility. The project is expected to add 4-5 bus bays on the north side of the street.

Project ID	Title	Cost (\$M)	Complete
<b>CE3700</b>	<b>New Herndon Station Park and Ride Garage</b>		<b>2020</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

From:

To

Silver Line Phase 2 New Herndon  
Metrorail (formerly Herndon-Monroe Park  
and Ride site)

County

Municipality

Description

Construction of a 1900+ space garage for the Phase 2 of the Silver Line at the future Herndon Station. The new Herndon Metrorail garage complements the existing Herndon-Monroe garage to promote access to transit by providing a park and ride location for travelers who want to use Metrorail and the Fairfax Connector to reach their final destination such as Dulles Airport, Reston, Tysons Corner, and Downtown DC. The garage also provides secure and non-secure bicycle parking to allow for alternative modes of transportation to access the bus and Metrorail systems.

Project ID	Title	Cost (\$M)	Complete
<b>CE2874</b>	<b>Park and Ride Lot at Arcola Center</b>		<b>2025</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

From:

To

Park and Ride Lot

County

Municipality

Loudoun

Description

300 space developer proffered park and ride lot

Project ID	Title		Cost (\$M)	Complete
<b>CE1816</b>	<b>Pentagon City Metrorail Station</b>			<b>2023</b>
Primary Project Typ	Location Tyhpe:			
<b>Transit - Other</b>	<b>Own ROW</b>			
Route	Facility	From:	To	
County	Municipality			
<b>Arlington</b>				
Description	<p>Implement/construct improvements to the Pentagon City Metrorail/Metrobus Station in order to maintain and increase transit ridership using this facility. Improvements include, but are not limited to, constructing a new western elevator entrance to the Pentagon City Metro Station and canopies over the Metro escalators, and improving the bus facilities in the station area.</p> <p>Ongoing</p>			
Project ID	Title		Cost (\$M)	Complete
<b>CE3013</b>	<b>Potomac Yard Metro STUDY ONLY</b>			<b>2022</b>
Primary Project Typ	Location Tyhpe:			
<b>Transit - Other</b>	<b>Not Location Specific</b>			
Route	Facility	From:	To	
County	Municipality			
	<b>City of Alexandria</b>			
Description	<p>Project involves Preliminary Engineering for eventual Potomac Yard Metro Facility and the eventual construction of the Potomac Yards Metro station. The source of funding for the project includes City bonds and developer contributions.</p>			



Project ID	Title	Cost (\$M)	Complete
<b>CE2188</b>	<b>Springfield Commuter Parking Garage</b>		<b>2023</b>

Primary Project Type  
**Transit - Park and Ride**

Location Type:  
**Own ROW**

Route Facility

From:  
**Springfield CBC**

To  
**Engineering Proving Grounds (EPG)**

County  
**Fairfax**

Municipality

#### Description

This project will be delayed until 2014 due to loss of NVTa funding. This project includes the design, land acquisition, and construction of a park-and-ride / multi-modal transportation facility in the vicinity of the I-95 interchange with Old Keene Mill Road in Springfield. This facility will include up to 1,000 parking spaces for commuters and other travelers who ride buses or travel via carpools / vanpools, particularly in the Shirley Highway (I-395) HOV lanes. Proximity to the entrance to the I-95/I-395 HOV lanes makes this location well suited for carpool and vanpool formation. The Springfield Underground, an informal citizen ridesharing system, has been operating for over 20 years in this area using several joint-use park-and-ride lots. It is expected that this facility will be a multi-level structure adjacent to Old Keene Mill Road.

Project ID	Title	Cost (\$M)	Complete
<b>CE3496</b>	<b>US 1 Bus Rapid Transit</b>		<b>2030</b>

Primary Project Type  
**Transit - BRT**

Location Type:  
**On Road**

Route Facility  
**US 1 Richmond Highway BRT**

From:  
**N. Kings Highway at Huntington  
Metro**

To  
**Fort Belvoir**

County

Municipality

#### Description

**US 1 Bus Rapid Transit**

Project ID	Title	Cost (\$M)	Complete
<b>CE2420</b>	<b>VRE - Broad Run Expansion</b>		<b>2025</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Own ROW

Route

Facility

From:

To

VRE Manassas Line

County

Prince William

Municipality

City of Manassas

Description

This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service. Improvements include: expansion of the MSF site and construction of storage tracks for additional trains and equipment; construction of 300 additional station parking spaces and platform modifications to provide access to expanded parking, and construction of about 1.8 miles of third track within the NSR right-of-way. The project includes real estate acquisition to expand the station and MSF footprint and accommodate the third track. Also included are enhanced bike and pedestrian accommodations and real-time train arrival and parking availability information systems.

Project ID	Title	Cost (\$M)	Complete
<b>CE2163</b>	<b>VRE - Rolling Stock Acquisition</b>		<b>2045</b>

Primary Project Typ

Transit - Other

Location Tyhpe:

Not Location Specific

Route

Facility

From:

To

VRE Systemwide

County

Municipality

Region-wide

Description

This project includes the purchase of coaches/cab cars to expand seating capacity and lengthen VRE trains as well as ongoing equipment upgrades to comply with Federal mandates as well as safety, technology, and other improvements consistent with VRE's rolling stock asset management program. Debt service payments for locomotive/coach purchases and replacement of rolling stock at the end of their useful life are also included.

Project ID	Title	Cost (\$M)	Complete
<b>CE2164</b>	<b>VRE - Stations and Facilities</b>		<b>2045</b>

Primary Project Typ  
**Transit - Maintenance**

Route Facility

County

Location Tyhpe:  
**Not Location Specific**

From: Systemwide To

Municipality  
**Region-wide**

#### Description

This project includes expansion of existing station platforms and parking and construction of additional platforms at VRE stations. Also included is maintenance, replacement and enhancement of existing facilities including facilities asset management projects, safety and security (lighting, cameras, fencing) enhancements, automatic parking counters, station access improvements, and signage and traveler information system improvements.

Project ID	Title	Cost (\$M)	Complete
<b>CE1996</b>	<b>VRE - Tracks and Storage Yards</b>		<b>2045</b>

Primary Project Typ  
**Transit - Maintenance**

Route Facility

County

Location Tyhpe:  
**Not Location Specific**

From: To

Municipality  
**Region-wide**

#### Description

As additional coaches and locomotives are added to the VRE fleet to accommodate ridership demand, equipment maintenance and storage facilities in Virginia and Washington, DC must be upgraded, expanded or obtained to store and service the fleet. Improvements to maintenance and storage facilities will allow ongoing maintenance and modifications to equipment and enable additional equipment to be stored. Improvements to track and signals are also critical to the safe and reliable operation of the VRE. Track, signal and related railroad improvements will maintain and enhance operational flexibility, state of good repair, and capacity, maintaining VRE's attractiveness to commuters..

Project ID	Title		Cost (\$M)	Complete
CE1908	VRE Grant and Project Management			2045
Primary Project Type		Location Tyhpe:		
Study/Planning/Research		Not Location Specific		
Route	Facility	From:	To	
		Systemwide		
County		Municipality		
		Region-wide		
Description				
Effective planning, service provision and grants management rely on well-trained staff with good information. Staff uses these funds to attend federal seminars on grant management, federal procurement regulations, and other grant related topics. The cost of grant and project management is then capitalized, reserving operating funds for service provision. Project specific funds and planning projects are also included in this category (i.e. fare collection and the strategic plan).				

Project ID	Title		Cost (\$M)	Complete
CE2832	VRE Service Improvements (Reduce Headways)			2035
Primary Project Type		Location Tyhpe:		
Transit - Other		Not Location Specific		
Route	Facility	From:	To	
	Fredericksburg and Manassas lines			
County		Municipality		
		Region-wide		
Description				
The reduction in headways is enabled by the completion of number of rail improvements, primarily a 3rd/4th track on the CSX line from DC to Fredericksburg. That project is being completed in stages with the initial capacity improvements included in the Transforming Rail in Virginia initiative by the Commonwealth of Virginia. The reduction in headways/change in VRE schedule is also subject to approval by the Virginia Passenger Rail Authority (VPRA) and host railroads.				

Project ID	Title		Cost (\$M)	Complete
CE3497	VRE Spotsylvania Station - COMPLETE			2015
Primary Project Type		Location Tyhpe:		
Transit - Other		Own ROW		
Route	Facility	From:	To	
County		Municipality		
Description				
Extend VRE to Spotsylvania.				

Project ID	Title	Cost (\$M)	Complete
<b>CE2684</b>	<b>VRE Track Lease Improvements</b>		<b>2045</b>

Primary Project Typ  
**Transit - Maintenance**

Location Tyhpe:  
**Not Location Specific**

Route Facility  
**VRE Tracks**

From: To  
**Systemwide**

County

Municipality  
**Statewide VA**

#### Description

Provide capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on and owned by Amtrak, CSX, and Norfolk Southern railroad systems.

Project ID	Title	Cost (\$M)	Complete
<b>CE2930</b>	<b>West End Transitway</b>	<b>\$420.0</b>	<b>2026</b>

Primary Project Typ  
**Transit - BRT**

Location Tyhpe:  
**Own ROW**

Route Facility  
**Van Dorn Metrorail Station**

From: To  
**Van Dorn Metrorail Station** **Pentagon Metrorail Station**

County

Municipality  
**City of Alexandria**

#### Description

This project would build a bus rapid transit service from the Van Dorn Metrorail Station to the Pentagon Metrorail Station using Van Dorn, Sanger, Beauregard, Mark Center Drive, Southern Towers Drive, Beauregard, Walter Reed, Arlington Mill, and I-395. This service will initially have 15 minute peak hour headways and 30 minute off-peak hours. The exact alignment and amount of dedicated lanes will be determined in a study which is currently underway. The alignment, mode, and implementation plan will be developed by May, 2011 by the Transit Corridor Feasibility Study now being undertaken by the City's consultants. The project has been assigned funds from the proposed commercial real estate tax for transportation. These funds, together with developer contributions should fund this new service.

Project ID	Title	Cost (\$M)	Complete
<b>CE3359</b>	<b>Western Loudoun Park and Ride Lot</b>		<b>2027</b>

Primary Project Typ  
**Transit - Other**

Location Tyhpe:  
**Own ROW**

Route Facility

From: To

County  
**Loudoun**

Municipality

#### Description

250 space Park and Ride Lot

## Local Street

Project ID	Title	Cost (\$M)	Complete
<b>T5503</b>	<b>Construction: Bridge Rehabilitation/Replacement/Reconstruction</b>	<b>\$2.4</b>	

Primary Project Typ

**Bridge - Rehab**

Location Tyhpe:

**Not Location Specific**

Route

Facility

**District-wide Bridges**

From:

To

County

Municipality

**Suburban VA**

Description

TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,408,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6273</b>	<b>HOT Lanes Bicycle/Pedestrian Facilities - Phase II</b>	<b>\$13.4</b>	<b>2023</b>

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Trail/Path Segment**

Route

Facility

**I 495**

From:

**Route 123 & Old Meadow Road**

To

**Tysons One Place & Fashion Boulevard**

County

Municipality

**Fairfax**

Description

**HOT Lanes Bicycle/Pedestrian Facilities**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6485</b>	<b>Project Grouping: Construction: Recreational Trails</b>	<b>\$13.6</b>	

Primary Project Typ

**Bike/Ped**

Location Tyhpe:

**Various Locations**

Route

Facility

From:

To

County

Municipality

Description

Project Grouping for construction of recreational trails that do not impact the Air Quality Conformity Analysis.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
<b>T5525</b>	<b>TIP Grouping for Preventive Maintenance for Bridges</b>		<b>\$38.3</b>	
Primary Project Typ <b>Bridge - Rehab</b>		Location Tyhpe: <b>Various Locations</b>		
Route	Facility <b>Bridges</b>	From:	To	
		<b>NoVA District</b>		
County		Municipality		
		<b>Region-wide</b>		
Description <b>TIP Grouping for Preventive Maintenance for Bridges.</b>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$17,159,076</b>				
<b>Non-Infrastructure</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T6548</b>	<b>#HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES</b>		<b>\$21.0</b>	<b>2033</b>
Primary Project Typ <b>Road - Interchange improvement</b>		Location Tyhpe: <b>Other</b>		
Route	Facility <b>US 15 INTERCHANGE</b>	From:	To	
		<b>US 29</b>	<b>VA 17</b>	
County		Municipality		
		<b>Region-wide</b>		
Description <b>#HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES</b>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$981,000</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T8968</b>	<b>#SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE</b>		<b>\$3.9</b>	<b>2037</b>
Primary Project Typ <b>Debt Service</b>		Location Tyhpe: <b>Other</b>		
Route	Facility	From:	To	
County		Municipality		
	<b>Prince William</b>			
Description <b>Debt Service Required for CN UPC 111485</b>				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T5768</b>	<b>BRAC -Economic Development</b>	<b>\$5.7</b>	

Primary Project Typ

**Enhancement**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

**Region-wide**

Description

**Program is to finance BRAC State Administration.**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6630</b>	<b>BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)</b>	<b>\$12.0</b>	<b>2025</b>

Primary Project Typ

**Transit - Bus**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

Description

**BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)**This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$1,500,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6700</b>	<b>CLEAN AIR PARTNERS - FY22 TO FY24</b>	<b>\$0.9</b>	<b>2025</b>

Primary Project Typ

**TERMs**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

**Region-wide**

Description

**VDOT funds this public education prog.annually;CMAQ Funds used;COG implements. Continuation of UPC 52725 for FY22 - FY24 three years.**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title		Cost (\$M)	Complete
T6627	COMMUTER ASSISTANCE PROGRAM		\$33.5	2025
Primary Project Typ		Location Tyhpe:		
Transit - Administration		Other		
Route	Facility	From:	To	
County		Municipality		
Description				
COMMUTER ASSISTANCE PROGRAM				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$6,275,000				

Project ID	Title		Cost (\$M)	Complete
T6665	CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE		\$2.0	2022
Primary Project Typ		Location Tyhpe:		
Bridge - Rehab + Add Capacity		Other		
Route	Facility	From:	To	
	Overpass	VA 5320 Sunrise Valley Drive	Innovation Avenue	
County		Municipality		
Fairfax, Loudoun				
Description				
Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Innovation Avenue in Loudoun County on the north side. The project would include pedestrian and bicycle facilities.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6628	FAIRFAX COUNTYWIDE TRANSIT STORES		\$4.4	2025
Primary Project Typ		Location Tyhpe:		
Transit - Administration		Other		
Route	Facility	From:	To	
County		Municipality		
Fairfax				
Description				
FAIRFAX COUNTYWIDE TRANSIT STORES - This is to provide operating fund for the transit stores through out the county. Transit stores are facilities with personnel to assist the public with transportation information and materials regarding the Fairfax Connector bus service, Metrobus service and other public transportation services in Fairfax County.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$1,300,000				

Project ID	Title	Cost (\$M)	Complete
<b>T6441</b>	<b>Project Grouping: Construction : Federal Lands Highway</b>	<b>\$28.4</b>	

Primary Project Typ

**Federal Lands Highway Program**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

Description

Grouping for federally funded transportation improvements on federal lands. TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6629</b>	<b>PRTC COMMUTER ASSISTANCE PROGRAM</b>	<b>\$2.1</b>	<b>2025</b>

Primary Project Typ

**Ridesharing**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

Description

**PRTC COMMUTER ASSISTANCE PROGRAM**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$700,000**

Project ID	Title	Cost (\$M)	Complete
<b>T5506</b>	<b>TIP Grouping project for Construction: Safety/ITS/Operational Improvements</b>	<b>\$149.7</b>	

Primary Project Typ

**Transportation Operations**

Location Tyhpe:

**Other**

Route Facility

From:

To

**Safety/ITS/Operational Projects****Districtwide**

County

Municipality

**Region-wide**

Description

TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$149,664,000**

Project ID	Title		Cost (\$M)	Complete
<b>T5526</b>	<b>TIP Grouping project for Maintenance: Traffic and Safety Operations</b>		<b>\$64.2</b>	
Primary Project Typ		Location Tyhpe:		
Transportation Operations		Other		
Route	Facility	From:	To	
	Traffic and Safety Operations	NoVA District		
County		Municipality		
		Region-wide		
Description				
TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$16,409,000				
Project ID	Title		Cost (\$M)	Complete
<b>T6626</b>	<b>Transit Store Funding - Alexandria</b>		<b>\$1.2</b>	<b>2025</b>
Primary Project Typ		Location Tyhpe:		
Transit - Regional Fare Collection		Other		
Route	Facility	From:	To	
County		Municipality		
Description				
Monitoring Fund				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$600,000				
Project ID	Title		Cost (\$M)	Complete
<b>T6696</b>	<b>Virginia Statewide Vehicle Fuel Conversion Program</b>		<b>\$0.4</b>	
Primary Project Typ		Location Tyhpe:		
Alternative Fuel Infrastructure		Other		
Route	Facility	From:	To	
County		Municipality		
		Statewide VA		
Description				
Provide for vehicle Fuel conversion program statewide				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T6631</b>	<b>WMATA REPLACEMENT BUSES</b>	<b>\$3.7</b>	<b>2025</b>

Primary Project Typ

**Transit - Bus**

Location Tyhpe:

**Other**

Route Facility

From:

To

County

Municipality

Description

**WMATA REPLACEMENT BUSES**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,700,000**

## Roadways

Project ID	Title	Cost (\$M)	Complete
<b>T6546</b>	<b>#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE</b>	<b>\$70.2</b>	<b>2022</b>

Primary Project Typ

**Debt Service**

Location Tyhpe:

**Road Segment**

Route Facility

**VA 7 VA 7**

From:

**Reston Avenue**

To

**Jarrett Valley Drive**

County

Municipality

**Fairfax**

Description

**#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$5,082,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6519</b>	<b>#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1</b>	<b>\$187.9</b>	<b>2022</b>

Primary Project Typ

**Road - Add Capacity/Widening**

Location Tyhpe:

**Road Segment**

Route Facility

**VA 7 RT 7 Leesburg Pike**

From:

**Reston Ave**

To

**Jarrett Valley Drive**

County

Municipality

**Fairfax**

Description

**Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB. FROM: Reston Avenue TO: Jarrett Valley Drive (0.5000 MI)**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$14,151,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6539</b>	<b>#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2</b>	<b>\$254.3</b>	<b>2024</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
VA 7 VA 7 Leesburg Pike

From: To  
Reston Avenue 500 ft. E of Colvin Forest Drive

County  
Fairfax

Municipality

#### Description

Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI) TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16) child project of UPC 99478 FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,920,000

Project ID	Title	Cost (\$M)	Complete
<b>T6691</b>	<b>Boundary Channel Drive at I-395 Interchange</b>	<b>\$0.6</b>	<b>2025</b>

Primary Project Typ  
Road - Interchange improvement

Location Tyhpe:  
Interchange

Route Facility  
I 395

From: To  
Boundary Channel Drive

County  
Arlington

Municipality

#### Description

The project will upgrade the Boundary Channel Drive/I-395 interchange to improve traffic operations and safety for all users. The project also includes a bicycle connection from the Mount Vernon Trail to Long Bridge Park.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6707</b>	<b>BRADDOCK ROAD S-CURVE</b>	<b>\$0.6</b>	<b>2027</b>

Primary Project Typ  
Road - Recons/Rehab/Maintenanc

Location Tyhpe:  
Road Segment

Route Facility  
VA 620 VA 620 Braddock Road

From: To  
Old Lee Road Tre Towers Court

County

Municipality

#### Description

Straighten and flatten the horizontal and vertical alignment of curve at Braddock Road and install right turn bay at Old Lee Road

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$550,000

Project ID	Title		Cost (\$M)	Complete				
T6602	Dulles West Boulevard Phase 3		\$22.7					
Primary Project Typ		Location Tyhpe:						
Road - New Construction		Road Segment						
Route	Facility	From:	To					
	Dulles West Blvd.	Arcola Blvd.	Northstar Blvd.					
County	Municipality							
Loudoun								
Description								
Construct new 4-lane divided								
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:								

Project ID	Title		Cost (\$M)	Complete				
T6520	Fairfax County Parkway widen from 4 to 6 lanes		\$130.2	2027				
Primary Project Typ		Location Tyhpe:						
Road - Add Capacity/Widening		Road Segment						
Route	Facility	From:	To					
VA 286	286 Fairfax County Parkway	123 Ox Road	29 2,000 ft. north of Lee Highway					
County	Municipality							
Fairfax								
Description								
Widen Fairfax County Parkway from 4 lanes to 6								
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,000,000								

Project ID	Title		Cost (\$M)	Complete				
T6664	FARMWELL ROAD WIDENING FROM 4 TO 6 LANES		\$32.1					
Primary Project Typ		Location Tyhpe:						
Road - Add Capacity/Widening		Road Segment						
Route	Facility	From:	To					
VA 640	VA 640 Farmwell Road	Smith Switch Road	VA 641 Ashburn Road					
County	Municipality							
Loudoun								
Description								
Widen Farmwell Road from 4 to 6 lanes								
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:								

Project ID	Title	Cost (\$M)	Complete
<b>T6449</b>	<b>Frontier Dr Extension</b>	<b>\$180.2</b>	<b>2030</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
Frontier Dr

From:  
VA 289 Franconia-Springfield  
Parkway

To  
VA 789 Loisdale Rd

County  
Fairfax

Municipality

Description

Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6547</b>	<b>HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES</b>	<b>\$34.7</b>	<b>2022</b>

Primary Project Typ  
Debt Service

Location Tyhpe:  
Road Segment

Route Facility  
VA 7 VA 7

From:  
Reston Avenue

To  
Jarrett Valley Drive

County  
Fairfax

Municipality

Description

HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,539,000

Project ID	Title	Cost (\$M)	Complete
<b>T11577</b>	<b>I-495 EXPRESS LANES NORTHERN EXTENSION</b>	<b>\$500.0</b>	<b>2025</b>

Primary Project Typ  
Road - HOV/Managed Lanes

Location Tyhpe:  
Road Segment

Route Facility  
I 495 Beltway

From:  
S. of Old Dominion Drive

To  
American Legion Bridge

County  
Fairfax

Municipality

Description

The northern extension of VDOTs 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

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$400,000,000

Project ID	Title		Cost (\$M)	Complete
T6624	I-495 Express Lanes Northern Extension		\$19.8	2025
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
I 495	I 495 Beltway	S. of Existing Express Lanes	American Legion Bridge	
County	Municipality			
Fairfax				
Description				
Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T11576	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan		\$52.4	2025
Primary Project Typ		Location Tyhpe:		
Transportation Operations		Road Segment		
Route	Facility	From:	To	
I 495	Capital Beltway	S. of Old Dominion Drive	American Legion Bridge	
County	Municipality			
Fairfax				
Description				
FROM: S. of Old Dominion Drive TO: American Legion Bridge				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6361	I-495 Northern Section Shoulder Use Debt Service		\$53.5	
Primary Project Typ		Location Tyhpe:		
Debt Service		Road Segment		
Route	Facility	From:	To	
	I-495	South of Old Dominion Drive Overpass	George Washington Memorial Highway	
County	Municipality			
Fairfax				
Description				
Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,460,000				



Project ID	Title	Cost (\$M)	Complete
<b>T5930</b>	<b>I-66 / Route 15 INTERCHANGE RECONSTRUCTION</b>	<b>\$158.8</b>	

Primary Project Typ

Road - Interchange improvement

Location Tyhpe:

Interchange

Route Facility

I 66 I 66

From:

Rte. I-66/Rte 15 Interchange

To

County

Prince William

Municipality

Description

FROM: 0.224 Miles West of Rte. 15 TO: 0.371 Miles East of Rte. 15 (0.8380)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$4,610,000

Project ID	Title	Cost (\$M)	Complete
<b>T6543</b>	<b>I-66 / Route 15 INTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES</b>	<b>\$35.6</b>	<b>2033</b>

Primary Project Typ

Debt Service

Location Tyhpe:

Interchange

Route Facility

I 66 I 66

From:

Rte. I-66/Rte 15 Interchange

To

County

Prince William

Municipality

Description

I-66 / Route 15 INTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$2,382,000

Project ID	Title	Cost (\$M)	Complete
<b>T6545</b>	<b>I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES</b>	<b>\$74.5</b>	<b>2034</b>

Primary Project Typ

Debt Service

Location Tyhpe:

Road Segment

Route Facility

I 66 I 66

From:

I 495

To

U 29 Near Rosslyn, Arlington

County

Arlington, Fairfax

Municipality

Description

I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$5,940,000

Project ID	Title		Cost (\$M)	Complete
T11510	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.		\$60.0	2022
Primary Project Typ		Location Tyhpe:		
Road - HOV/Managed Lanes		Point Location		
Route	Facility	From:	To	
I 95	I-95 Reversible Ramp	Express Lanes @ Optiz Blvd.	Dale Blvd	
County	Municipality			
Description				
Construct reversible ramp to/from express lanes at I-95/Optiz Blvd. Interchange				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6682	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294		\$31.1	2023
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
I 95	I 95	VA 294	VA 123	
County	Municipality			
Prince William				
Description				
This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6604	Lee Highway Widening Phase II		\$95.7	2027
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
US 29	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	
County	Municipality			
Fairfax				
Description				
Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T6605</b>	<b>Lee Highway Widening Phase II -- GARVEE DEBT SERVICE</b>	<b>\$41.2</b>	<b>2037</b>

Primary Project Typ

**Debt Service**

Location Tyhpe:

**Not Location Specific**

Route Facility

**US 29 US 29 Lee Highway**

From:

**VA 659 Union Mill Road**

To

**Buckleys Gate Drive**

County

**Fairfax**

Municipality

Description

**Debt Service Required for construction of UPC 110329**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,748,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6541</b>	<b>NEABSCO MILLS ROAD - Widen to 4 lanes</b>	<b>\$35.0</b>	<b>2025</b>

Primary Project Typ

**Road - Add Capacity/Widening**

Location Tyhpe:

**Road Segment**

Route Facility

**VA 638 Neabsco Mills Road**

From:

**Smoke Court**

To

**US 1 Jefferson Davis Highway**

County

**Prince William**

Municipality

Description

**Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6687</b>	<b>NORTHSTAR BLVD EXTENSION</b>	<b>\$39.9</b>	<b>2024</b>

Primary Project Typ

**Road - Add Capacity/Widening**

Location Tyhpe:

**Road Segment**

Route Facility

**VA Northstar Blvd**

From:

**US 50 Lee Jackson Memorial Hwy**

To

**VA 2200 Tall Cedars Pkwy**

County

**Loudoun**

Municipality

Description

**Extend Northstar Blvd from Route 50 to Tall Cedars Parkway**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
T6634	Northstar Blvd. Extension		\$112.2	2024
Primary Project Typ		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
VA 3171	Northstar Extension	US 50 John Mosby Highway	Shreveport Drive	
County	Municipality			
Loudoun				
Description				
Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS		\$414.9	2029
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
US 1	US 1 Richmond Highway	VA Jeff Todd Way	VA Sherwood Lane	
County	Municipality			
Fairfax				
Description				
Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6662	Riverside Parkway (VA Route 7 North Collector Road) Extension		\$14.0	2023
Primary Project Typ		Location Tyhpe:		
Road - New Construction		Road Segment		
Route	Facility	From:	To	
	Riverside Parkway	0.567 Mi W of Loudoun County Parkway	0.103 E. of Loudoun County Parkway	
County	Municipality			
Loudoun				
Description				
Construction of a four-lane divided roadway with multi-use trails on both sides to complete the Route 7 North Collector Road between the Route 15 Bypass in Leesburg to the George Washington Boulevard in Ashburn				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T6247</b>	<b>Rolling Road</b>	<b>\$93.5</b>	<b>2026</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
VA 638 VA 638 Rolling Road

From: To  
VA 286 Fairfax Co. Pkwy (0.369 mi VA 644 Old Keene Mill Road  
N. of Pkwy)

County  
Fairfax

Municipality

Description  
Widening to 4 lanes

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$54,078,000

Project ID	Title	Cost (\$M)	Complete
<b>T6692</b>	<b>Route 1 Widening (Fraley Blvd)</b>	<b>\$134.3</b>	<b>2022</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Road Segment

Route Facility  
US 1 US 1 Farley Blvd

From: To  
Brady's Hill Road Dumfries Road

County

Municipality  
Town of Dumfries

Description  
Project will widen Rte 1 northbound so both northbound and southbound traffic will be on the northbound alignment. - PE linked under UPC 90339. FROM: 0.1 Mi S. of Brady's Hill Road TO: .2 Mi. N. of Dumfries Road (Route 234) (2.1490 MI)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6309</b>	<b>Route 123/ Route 1 Interchange in PWC</b>	<b>\$56.0</b>	

Primary Project Typ  
Road - Interchange improvement

Location Tyhpe:  
Interchange

Route Facility  
VA 123 VA 123 (Gordon Blvd.) & US 1

From: To  
.50 miles south of existing Rte 123 .40 miles North of existing Rte 123

County  
Prince William

Municipality

Description  
Construct new interchange To improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area. Linked to UPC 100938.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
T6298	Route 28 Widening		\$21.0	2021
Primary Project Typ		Location Tyhpe:		
Road - Add Capacity/Widening		Road Segment		
Route	Facility	From:	To	
VA 28	VA 28 Nokesville Rd	Godwin Drive	City Southern Corporate Limits	
County		Municipality		
Prince William				
Description				
Widen to six lanes				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6553	ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS		\$33.5	2024
Primary Project Typ		Location Tyhpe:		
Road - Grade Separation		Point Location		
Route	Facility	From:	To	
VA 7	VA 7 Harry Bird Highway	Overpass @ G.W. Blvd		
County		Municipality		
Loudoun				
Description				
Project will Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd. FROM: 0. 25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6618	ROUTE 7/ROUTE 690 INTERCHANGE #SMART18		\$1.6	2028
Primary Project Typ		Location Tyhpe:		
Road - Interchange improvement		Interchange		
Route	Facility	From:	To	
VA 7	VA 7 Harry Byrd Highway	VA 690 Hillsboro Road		
County		Municipality		
Loudoun				
Description				
This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title	Cost (\$M)	Complete
<b>T6693</b>	<b>RTE 15 IMPROVEMENT WITH RAILROAD OVERPASS</b>	<b>\$45.0</b>	<b>2026</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

US 15 US 15 James Madison Hwy

From:

1000' north of the tracks (just south of Route 55 in the Tow

To

1200' south of the tracks

County

Prince William

Municipality

Description

The project will provide a 4-lane section with median and asphalt shared use path, consistent with and connecting the sections north and south of the tracks. When completed, this project will provide a grade-separated railroad crossing for 4 tracks and access to adjacent properties.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,065,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6623</b>	<b>Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES</b>	<b>\$67.4</b>	<b>2023</b>

Primary Project Typ

Road - Add Capacity/Widening

Location Tyhpe:

Road Segment

Route Facility

VA 621 VA 621 Balls Ford Road

From:

VA 234 Sudley Road

To

Groveton Road

County

Prince William

Municipality

Description

FROM: Groveton Road TO: Sudley Road (Route 234) (1.9000 MI)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T5926</b>	<b>Rte 7/ Rte 659 Interchange</b>	<b>\$250.0</b>	

Primary Project Typ

Road - New Construction

Location Tyhpe:

Interchange

Route Facility

VA 7 VA John Mosby Highway

From:

Route 659 Belmont Ridge Road

To

County

Loudoun

Municipality

Description

Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6559</b>	<b>RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE ONLY</b>	<b>\$33.0</b>	

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
VA 840 University Boulevard

From:  
VA 1566 Suddly Manor Drive

To  
VA 621 Devlin Road

County  
Prince William

Municipality

Description

FROM: Route 621 (Devlin Road) TO: Route 1566 (Sudley Manor Drive) (1.2900 MI)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6583</b>	<b>Soapstone Connector</b>	<b>\$215.9</b>	<b>2027</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Point Location

Route Facility  
VA 4720 Soapstone Connector

From:  
Sunrise Valley Dr

To  
Sunset Hills Dr

County  
Fairfax

Municipality

Description

New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$10,600,000

Project ID	Title	Cost (\$M)	Complete
<b>T6663</b>	<b>STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNMENT</b>	<b>\$24.1</b>	<b>2026</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
VA 846 VA 846 Sterling Blvd

From:  
VA 625 Pacific Blvd

To  
VA 634 Moran Road

County  
Loudoun

Municipality

Description

THE CONSTRUCTION PROJECT WILL COMPLETE AN EXISTING GAP BY PROVIDING A 4 LANE DIVIDED FACILITY FROM PACIFIC BOULEVARD TO MORAN ROAD.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title	Cost (\$M)	Complete
<b>T5523</b>	<b>TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional</b>	<b>\$23.1</b>	

## Primary Project Typ

**Enhancement**

## Location Tyhpe:

**Various Locations**

## Route

## Facility

**Transportation Enhancement Byway Non-Traditional projects**

## From:

**NoVA District**

## To

## County

## Municipality

**Suburban VA**

## Description

TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$23,089,200**

Project ID	Title	Cost (\$M)	Complete
<b>T5524</b>	<b>TIP Grouping project for Preventive Maintenance and System Preservation</b>	<b>\$122.5</b>	

## Primary Project Typ

**Road - Recons/Rehab/Maintenanc**

## Location Tyhpe:

**Not Location Specific**

## Route

## Facility

**Preventive Maintenance and System Preservation facilities.**

## From:

**NoVA District**

## To

## County

## Municipality

**Region-wide**

## Description

This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$33,087,842**

Project ID	Title	Cost (\$M)	Complete
<b>T6549</b>	<b>TRANSFORM I-66 OVERSIGHT PROJECT</b>	<b>\$200.0</b>	<b>2023</b>

## Primary Project Typ

**Debt Service**

## Location Tyhpe:

**Road Segment**

## Route

## Facility

**I 66****I 66**

## From:

**I 495 Beltway**

## To

**US 15**

## County

## Municipality

**Fairfax**

## Description

**TRANSFORM I-66 OVERSIGHT PROJECT**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6585</b>	<b>TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)</b>	<b>\$4,386.6</b>	

Primary Project Typ  
Study/Planning/Research

Location Tyhpe:  
Road Segment

Route Facility  
I 66 I 66

From: To  
I 495 US 15

County  
Fairfax, Prince William

Municipality

#### Description

The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit. Anticipated funds to consist of TIFIA Loan, Debt, and Equity for Express Mobility Partners .

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6695</b>	<b>UNIVERSITY BLVD EXTENSION (PROGRESS COURT TO DEVLIN ROAD)</b>	<b>\$28.5</b>	<b>2030</b>

Primary Project Typ  
Road - New Construction

Location Tyhpe:  
Road Segment

Route Facility  
VA 840 VA 840 University Blvd

From: To  
Devlin Rd Progress Court

County  
Prince William

Municipality

#### Description

This project consists of extending University Boulevard from Devlin Road to Progress Court, as a 2 lane roadway (half section) with two (2) 12 travel lanes and a 10 shared use path. The project will include signaling the new intersection of Devlin Road at University Boulevard.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,900,000

Project ID	Title	Cost (\$M)	Complete
<b>T6310</b>	<b>US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)</b>	<b>\$102.5</b>	<b>2021</b>

Primary Project Typ  
Road - Add Capacity/Widening

Location Tyhpe:  
Interchange

Route Facility  
US 1 US 1

From: To  
0.50 miles South of existing Rte 123 0.40 miles North of existing Rte 123

County  
Prince William

Municipality

#### Description

Wide Route 1 in association with the US-1/RT 123 Interchange project.. Purpose: improve the flow of traffic, reduce accidents, and support traffic demand from the planed development in the area.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6621</b>	<b>VA 234 Bypass Interchange @ Balls Ford Road</b>	<b>\$145.0</b>	<b>2027</b>

## Primary Project Typ

Road - Interchange improvement

## Location Tyhpe:

Interchange

Route Facility

VA 234 VA 234

From:

To

Balls Foard Relocated

County

Prince William

Municipality

## Description

Construct an interchange at Balls Ford Road FROM: 0.6 Mi. S. of Existing Balls Ford Road (Rte 621) TO: Existing Balls Ford Road (Rte 621) (0.6000 MI)

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6694</b>	<b>VA 286 - POPES HEAD ROAD INTERCHANGE</b>	<b>\$67.3</b>	<b>2024</b>

## Primary Project Typ

Road - Interchange improvement

## Location Tyhpe:

Interchange

Route Facility

VA 286 Fairfax County Pkwy

From:

To

Popes Head

County

Fairfax

Municipality

## Description

Provide congestion relief and improve safety by constructing an interchange at the intersection of Fairfax County Parkway, Popes Head Road and future Shirley Gate Road Extension. NEPA UNDER UPC 107937

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$57,648,000

Project ID	Title	Cost (\$M)	Complete
<b>T6205</b>	<b>VA Route 28 Study</b>	<b>\$3.7</b>	

## Primary Project Typ

Study/Planning/Research

## Location Tyhpe:

Road Segment

Route Facility

VA 28 VA 28

From:

To

VA 234 Sudley Road

I 66

County

Municipality

## Description

VDOT will evaluate a seven mile corridor along Route 28 from Sudley Road to I-66 to determine short and long term solutions to the transportation congestion and access issues in this area.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6450</b>	<b>VA Route 28 Widening (Prince William County Line to Route 29)</b>	<b>\$86.5</b>	<b>2023</b>

Primary Project Typ  
**Study/Planning/Research**

Location Tyhpe:  
**Road Segment**

Route Facility  
**VA 28 VA 28 Centreville Road**

From: To  
**PW County Line Old Centreville Road**

County  
**Fairfax**

Municipality

Description

Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6659</b>	<b>VA Route 645 Extended - Westwind Drive</b>	<b>\$47.9</b>	<b>2026</b>

Primary Project Typ  
**Road - Add Capacity/Widening**

Location Tyhpe:  
**Road Segment**

Route Facility  
**VA 645 VA 645 Westwind Drive**

From: To  
**VA 607 Loudoun County (opposite VA 606 Old Ox Road  
Moorefield Boulevard) Parkway**

County  
**Loudoun**

Municipality

Description

Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$38,624,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6701</b>	<b>VA286 POPES HEAD RD INTERCHANGE GARVEE DEBT SERVICE</b>	<b>\$20.5</b>	<b>2037</b>

Primary Project Typ  
**Debt Service**

Location Tyhpe:  
**Interchange**

Route Facility  
**VA 286 POPES HEAD RD**

From: To

County

Municipality

Description

Debt Service Required for CN UPC 111725

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$3,728,000**

Project ID	Title	Cost (\$M)	Complete
<b>T8605</b>	<b>Van Buren Road Extension (Study Only)</b>	<b>\$93.0</b>	<b>2035</b>

Primary Project Type  
**Study/Planning/Research**

Location Type:  
**Road Segment**

Route Facility  
**VA 627 VA 627 Van Buren Road**

From: To  
**VA 627 Van Buren Road 610 Cardinal Drive**

County  
**Prince William**

Municipality

Description  
Extend Van Buren Road from Rte. 234 to Cardinal Drive. The widening will consist of a 4-lane divided facility. A sidewalk and trail are included

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

### Transit

Project ID	Title	Cost (\$M)	Complete
<b>T6673</b>	<b>Alexandria 4th Track</b>	<b>\$185.0</b>	<b>2028</b>

Primary Project Type  
**Transit - Metrorail/Heavy Rail**

Location Type:  
**Own ROW**

Route Facility  
**Alexandria 4th Track Project**

From: To  
**Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road**

County  
**Arlington**

Municipality  
**City of Alexandria**

Description  
Construct 6 miles of fourth track from Control Point AF in Alexandria to the RO Interlocking near the south bank of the Potomac River in Arlington

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6671</b>	<b>Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance</b>	<b>\$370.0</b>	<b>2023</b>

Primary Project Type  
**Transit - Passenger Facilities**

Location Type:  
**Own ROW**

Route Facility  
**Potomac Yard Metro Station**

From: To  
**Entrance @ E. Glebe Rd/ Potomac Ave.**

County

Municipality  
**City of Alexandria**

Description  
The project consists of construction of a new Metro Station at Potomac Yards along the existing Metrorail Blue and Yellow Lines, including a Southwest Entry at E. Glebe Rd / Potomac Ave .

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$15,842,000

Project ID	Title	Cost (\$M)	Complete
<b>T6328</b>	<b>Amenities</b>	<b>\$2.6</b>	

Primary Project Typ  
**Transit - Passenger Facilities**

Location Tyhpe:  
**Not Location Specific**

Route Facility

From: To

County

Municipality  
**Region-wide**

Description  
**Amenities**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,574,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6670</b>	<b>Crystal City Metro Station East Entrance</b>	<b>\$97.1</b>	<b>2025</b>

Primary Project Typ  
**Transit - Passenger Facilities**

Location Tyhpe:  
**Own ROW**

Route Facility  
**Crystal City Metro station**

From: To  
**Crystal Drive**

County  
**Arlington**

Municipality

Description

New Metro entrance at the east end of the station, near Crystal Drive, to provide easier access from Crystal Drive, the VRE station, and the northbound Transitway. Includes elevators, escalators and/or stairs, a fare payment area with fare vending machines, kiosk, and an underground passageway to the existing train platform and/or mezzanine.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$37,589,400**

Project ID	Title	Cost (\$M)	Complete
<b>T6672</b>	<b>Crystal City Potomac Yard BRT Expansion</b>	<b>\$8.3</b>	<b>2022</b>

Primary Project Typ  
**Transit - BRT**

Location Tyhpe:  
**Own ROW**

Route Facility

From: To

County

Municipality  
**City of Alexandria**

Description

Enhance transit use by extending transitway on NB Route 1. Includes dedicated center running transit lanes and stations, coordinated with other planned intersections improvements at Rte 1/E Glebe Road.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,500,000**

Project ID	Title		Cost (\$M)	Complete
T6402	CSX RF&P Rail Corridor Capacity Improvements- INFORMATIONAL		\$104.2	2027
Primary Project Typ		Location Tyhpe:		
Transit - Passenger Facilities		Not Location Specific		
Route	Facility	From:	To	
	CSX RF&P Rail Corridor	CF 557 Hamilton Interlocking (HA)	CF 1063 Slaters Lane Interlocking	
County	Municipality			
Prince William				
Description				
Track, Signal and Switch work and VRE platforms that support current and future service and operational flexibility, including the VRE Potomac Shores Station				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6706	Franconia to Occoquan 3rd Track Project		\$555.0	2028
Primary Project Typ		Location Tyhpe:		
Transit - Metrorail/Heavy Rail		Own ROW		
Route	Facility	From:	To	
	CSX Richmond, Fredericksburg and Potomac (RF&P) Subdivision	1 mi. N. Franconia-Springfield VRE Station (CFP 98.8)	Approximately 400' N. of Furnace Rd, just N. of the Occoquan River (CFP (90.08)	
County	Municipality			
Description				
Add approximately eight miles of a third main line track to an existing two- track portion of the RF&P rail corridor from one mile north of the Franconia-Springfield VRE station to approximately 400 feet north of Furnace Road, just north of the Occoquan River. Project includes a three-mile passenger rail bypass (flyover) at the northern end of the project limits				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$691,000				

Project ID	Title		Cost (\$M)	Complete
T4489	Grant and Project Management		\$3.9	2045
Primary Project Typ		Location Tyhpe:		
Study/Planning/Research		Not Location Specific		
Route	Facility	From:	To	
	System Wide	Northern Virginia		
County	Municipality			
		Region-wide		
Description				
The costs of VRE grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$3,900,000				

Project ID	Title	Cost (\$M)	Complete
<b>T11581</b>	<b>L'Enfant Station and Fourth Track</b>	<b>\$84.6</b>	<b>2028</b>

## Primary Project Typ

Transit - Metrorail/Heavy Rail

## Location Tyhpe:

Own ROW

## Route

## Facility

Expanded VRE L'Enfant  
Station/Additional Mainline Track

## From:

L'Enfant (LE) Interlocking

## To

Virginia (VA) Interlocking

## County

Washington

## Municipality

District of Columbia

## Description

This project includes planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between L'Enfant (LE) and Virginia (VA) interlockings in Washington DC.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$84,590,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6727</b>	<b>Long Bridge VA - DC</b>	<b>\$27.0</b>	<b>2030</b>

## Primary Project Typ

Transit - Metrorail/Heavy Rail

## Location Tyhpe:

Own ROW

## Route

## Facility

Long Bridge

## From:

Control Point LE Interlocking in  
Washington D.C.

## To

Control Point RO in Arlington, VA

## County

Arlington

## Municipality

District of Columbia

## Description

Design and build of four railroad tracks, a rail and pedestrian-bicycle bridge and related land and Potomac River crossing from Arlington, VA to Washington, DC.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$9,000,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6698</b>	<b>PENTAGON CITY TRANSITWAY EXTENSION SEGMENT I</b>	<b>\$3.2</b>	<b>2022</b>

## Primary Project Typ

Transit - Metrorail/Heavy Rail

## Location Tyhpe:

On Road

## Route

## Facility

## From:

## To

## County

Arlington

## Municipality

## Description

The Extension runs along Crystal Drive, Clark Street, 12th St, Hayes St. and Army-Navy Dr. Provides exclusive and/or dedicated transit lanes, passenger stations, utility relocations, signing and pavement marking, and traffic signal upgrades.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:



Project ID	Title		Cost (\$M)	Complete
T4506	PRTC - Bus Acquisition / Replacement Program		\$0.9	
Primary Project Type		Location Tyhpe:		
Transit - Bus		Not Location Specific		
Route	Facility	From:	To	
	PRTC - Bus Acquisition	NOVA Districtwide		
County	Municipality			
Prince William				
Description				
Ongoing replacement of commuter buses that have reached the end of their useful life.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$850,000				

Project ID	Title		Cost (\$M)	Complete
T5601	PRTC - Preventive Maintenance		\$43.5	2045
Primary Project Type		Location Tyhpe:		
Transit - Maintenance		Not Location Specific		
Route	Facility	From:	To	
County	Municipality			
	Region-wide			
Description				
Maintenance of the Omniride and Omnilink fleet.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T5707	PRTC Security Enhancements		\$0.1	2023
Primary Project Type		Location Tyhpe:		
Transit - Safety		Not Location Specific		
Route	Facility	From:	To	
	PRTC Transit Center			
County	Municipality			
Prince William				
Description				
Ongoing Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$61,800				

Project ID	Title	Cost (\$M)	Complete
<b>T4534</b>	<b>Rolling Stock Acquisition</b>	<b>\$63.5</b>	<b>2045</b>

Primary Project Typ

Transit - Capital

Location Tyhpe:

Not Location Specific

Route

Facility

From:

To

VRE Rolling Stock

Systemwide

County

Municipality

Region-wide

## Description

This project includes funding for procurement of additional VRE rolling stock to support fleet expansion and fleet replacement and debt service for rolling stock acquisition. It includes 21 coaches plus options under a current contract with Alstom.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$63,465,683**

Project ID	Title	Cost (\$M)	Complete
<b>T4818</b>	<b>Rolling Stock Modifications and Overhauls</b>	<b>\$23.5</b>	<b>2045</b>

Primary Project Typ

Transit - Capital

Location Tyhpe:

Not Location Specific

Route

Facility

From:

To

VRE Rolling Stock

Systemwide

County

Municipality

Suburban VA

## Description

Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with VRE's rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$23,462,168**

Project ID	Title	Cost (\$M)	Complete
<b>T4277</b>	<b>Security Enhancements Systemwide</b>	<b>\$8.4</b>	<b>2045</b>

Primary Project Typ

Transit - ITS/Technology

Location Tyhpe:

Not Location Specific

Route

Facility

From:

To

Systemwide

County

Municipality

Region-wide

## Description

Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$2,208,700**

Project ID	Title		Cost (\$M)	Complete
T6281	Springfield CBD Commuter Parking Garage		\$79.6	2023
Primary Project Typ		Location Tyhpe:		
Transit - Park and Ride		Not Location Specific		
Route	Facility	From:	To	
	644 Old Keene Mill Road			
County		Municipality		
Description				
Springfield CBD Commuter Parking Garage				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				

Project ID	Title		Cost (\$M)	Complete
T6333	Transit : Access		\$23.3	
Primary Project Typ		Location Tyhpe:		
Transit - Passenger Facilities		Not Location Specific		
Route	Facility	From:	To	
County		Municipality		
		Region-wide		
Description				
Transit : Access				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$23,273,000				

Project ID	Title		Cost (\$M)	Complete
T6331	Transit : Vehicles		\$18.5	
Primary Project Typ		Location Tyhpe:		
Transit - Capital		Not Location Specific		
Route	Facility	From:	To	
County		Municipality		
		Region-wide		
Description				
Transit : Vehicles				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: \$18,473,000				

Project ID	Title	Cost (\$M)	Complete
<b>T6330</b>	<b>Transit Ridesharing</b>	<b>\$19.8</b>	

Primary Project Typ  
**Transit - ITS/Technology**

Location Tyhpe:  
**Not Location Specific**

Route Facility

From: To

County

Municipality  
**Region-wide**

Description  
**Transit Ridesharing**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$7,177,000**

Project ID	Title	Cost (\$M)	Complete
<b>T6680</b>	<b>US 1 Bus Rapid Transit</b>	<b>\$544.8</b>	<b>2027</b>

Primary Project Typ  
**Transit - BRT**

Location Tyhpe:  
**On Road**

Route Facility  
**US 1 Richmond Highway**

From: To  
**FORT BELVOIR HUNTINGTON METRORAIL STATION**

County  
**Fairfax, Prince William**

Municipality

Description  
**US 1 Bus Rapid Transit**

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T6699</b>	<b>VRE MANASSAS LINE CAPACITY EXPANSION</b>	<b>\$0.4</b>	<b>2035</b>

Primary Project Typ  
**Transit - Passenger Facilities**

Location Tyhpe:  
**Not Location Specific**

Route Facility  
**VRE MANASSAS LINE**

From: To  
**VARIOUS**

County

Municipality  
**Region-wide**

Description  
This project provides for improvements at VRE Manassas Line stations and facilities to serve forecast ridership demand, including station improvements at the Manassas Park Station and I-66 OTB improvements including rolling stock, Broad Run and Manassas station improvements, third main track, and real time traveler information upgrade.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$369,011**

Project ID	Title		Cost (\$M)	Complete
<b>T4310</b>	<b>VRE Stations and Facilities</b>		<b>\$143.7</b>	<b>2045</b>
Primary Project Typ		Location Tyhpe:		
<b>Transit - Maintenance</b>		<b>Not Location Specific</b>		
Route	Facility	From:	To	
	<b>VRE Stations and Facilities</b>	<b>Systemwide</b>		
County		Municipality		
		<b>Region-wide</b>		
Description				
To maintain VRE stations and facilities in a state of good repair and accommodate ridership demand, VRE facilities must be maintained, upgraded and/or obtained. This work will be done at various stations and facilities throughout the VRE system. Includes upgrades at Washington Union Terminal, Fredericksburg Station, Crystal City Station, Franconia-Springfield Station.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$143,657,266</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T4070</b>	<b>VRE Storage Yards Improvements</b>		<b>\$259.3</b>	<b>2045</b>
Primary Project Typ		Location Tyhpe:		
<b>Transit - Maintenance</b>		<b>Not Location Specific</b>		
Route	Facility	From:	To	
		<b>Systemwide</b>		
County		Municipality		
		<b>Region-wide</b>		
Description				
As additional rolling stock is added to the VRE fleet to accommodate service and ridership demand, VRE storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to yards and maintenance facilities will allow maintenance to be performed by VRE contractors and fleet vehicles to be stored, including the Life-Cycle Overhaul and Upgrade Facility and NY Ave. Midday Storage Facility.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$151,650,140</b>				
Project ID	Title		Cost (\$M)	Complete
<b>T6368</b>	<b>VRE Woodbridge Station Improvements</b>		<b>\$4.1</b>	<b>2045</b>
Primary Project Typ		Location Tyhpe:		
<b>Transit - Maintenance</b>		<b>Own ROW</b>		
Route	Facility	From:	To	
County		Municipality		
		<b>Region-wide</b>		
Description				
To keep the VRE Woodbridge Station in a state of good repair and accommodate ridership demand, it must be maintained and upgraded.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: <b>\$903,640</b>				

# Washington Metropolitan Area Transit Authority

## Transit

Project ID	Title	Cost (\$M)	Complete
<b>T11589</b>	<b>Bus, Bus Maintenance Facilities and Paratransit</b>		

Primary Project Typ

Transit - Capital

Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Municipality

### Description

a) Bus replacements, scheduled bus maintenance preventive maintenance, rehabilitation and overhauls and repairs. Replacement or repair of equipment (security, fare boxes, bike racks, ADA, etc.) b) Purchase replacement or expansion of Metro Access vehicles. c) Purchase of non-revenue service vehicles for service activities. d) Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet transition to zero emission buses.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T11590</b>	<b>Operations and Business Support</b>	<b>\$103.7</b>	

Primary Project Typ

Transit - Capital

Location Tyhpe:

Not Location Specific

Route Facility

From:

To

County

Municipality

### Description

a) New, replacement, rehabilitation of facilities, equipment, or other operational needs at stations, yards, or non-revenue facilities. b) Supports other non-revenue business operations (roof rehabilitation, environmental compliance, revenue collection, non-rev service vehicles etc..). c) Metro Transit Police Department (MTPD) support facilities and operations.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026: **\$103,700,000**

Project ID	Title	Cost (\$M)	Complete
<b>T11586</b>	<b>Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment</b>		

Primary Project Typ

**Transit - Capital**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

Description

a) Rail systems rehabilitation and/or replacement for State of Good Repair. b) Systemwide rail support equipment, radios/signals and communications, power supply, and propulsion. c) Preventative Maintenance

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T11585</b>	<b>Railcars and Rail Yards: Replacement, Rehabilitation, Expansion and Enhancements</b>		

Primary Project Typ

**Transit - Capital**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

Description

a) Railcar replacement or expansion of fleet. Railcar scheduled maintenance, rehabilitation, and overhauls. b) Rail Maintenance Facilities rehabilitation, replacement, enhancements and, or expansion of rail yards or associated rail facilities. c) Railcar Systems, operations and software replacement or upgrades. d) Preventative Maintenance.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title	Cost (\$M)	Complete
<b>T11588</b>	<b>Station and Passenger Facilities</b>		

Primary Project Typ

**Transit - Capital**

Location Tyhpe:

**Not Location Specific**

Route Facility

From:

To

County

Municipality

Description

a) Replacement, repair and, or rehabilitation of passenger (bus and rail) stations and facilities to maintain state of good repair b) Elevator and escalator facilities rehabilitation, replacement and expansion, parking facilities, etc. c) Rehabilitate, maintain and modernize station and passenger facilities, including capacity enhancements and safety improvements (e.g. canopies, shelters, lighting, cooling, bus stops and shelters, corridor service improvements). d) Improvements to bicycle and pedestrian facilities. e) Preventative Maintenance f) Fare management replacement, rehabilitation or upgrades to equipment or software.

This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:

Project ID	Title		Cost (\$M)	Complete
T11587	Track and System Structures			
Primary Project Type		Location Tyhpe:		
Transit - Capital		Not Location Specific		
Route	Facility	From:	To	
County		Municipality		
Description				
a) Rail systemwide track scheduled maintenance, replacement, or rehabilitation and acquisition of associated equipment. b) Rehabilitation, repair or replacement of track and rail structural infrastructure (ariel structures, tunnels, bridges (pedestrian and track). c) System rehabilitation to repair water leaks, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system to maintain state of good repair and safe operations. d) Preventative Maintenance.				
This project is programmed in the TIP. Total amount programmed FY 2023 - 2026:				



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## **ATTACHMENT B: TECHNICAL INPUTS SOLICITATION SUBMISSION GUIDE**

L RTP/Air Quality Conformity

Inputs: Due 2/12/2021

TIP Inputs: Due 3/11/2022

# TECHNICAL INPUTS SOLICITATION: SUBMISSION GUIDE

For the constrained element of the Visualize 2045 Long-Range Transportation Plan (LRTP) update, the Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis conducted for the LRTP and TIP.



National Capital Region  
Transportation Planning Board

visualize  
**2045**

# VISUALIZE 2045 TECHNICAL INPUTS SOLICITATION

## Submission Guide for Implementing Agencies

### Final

### About the TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

### Credits

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# National Capital Region

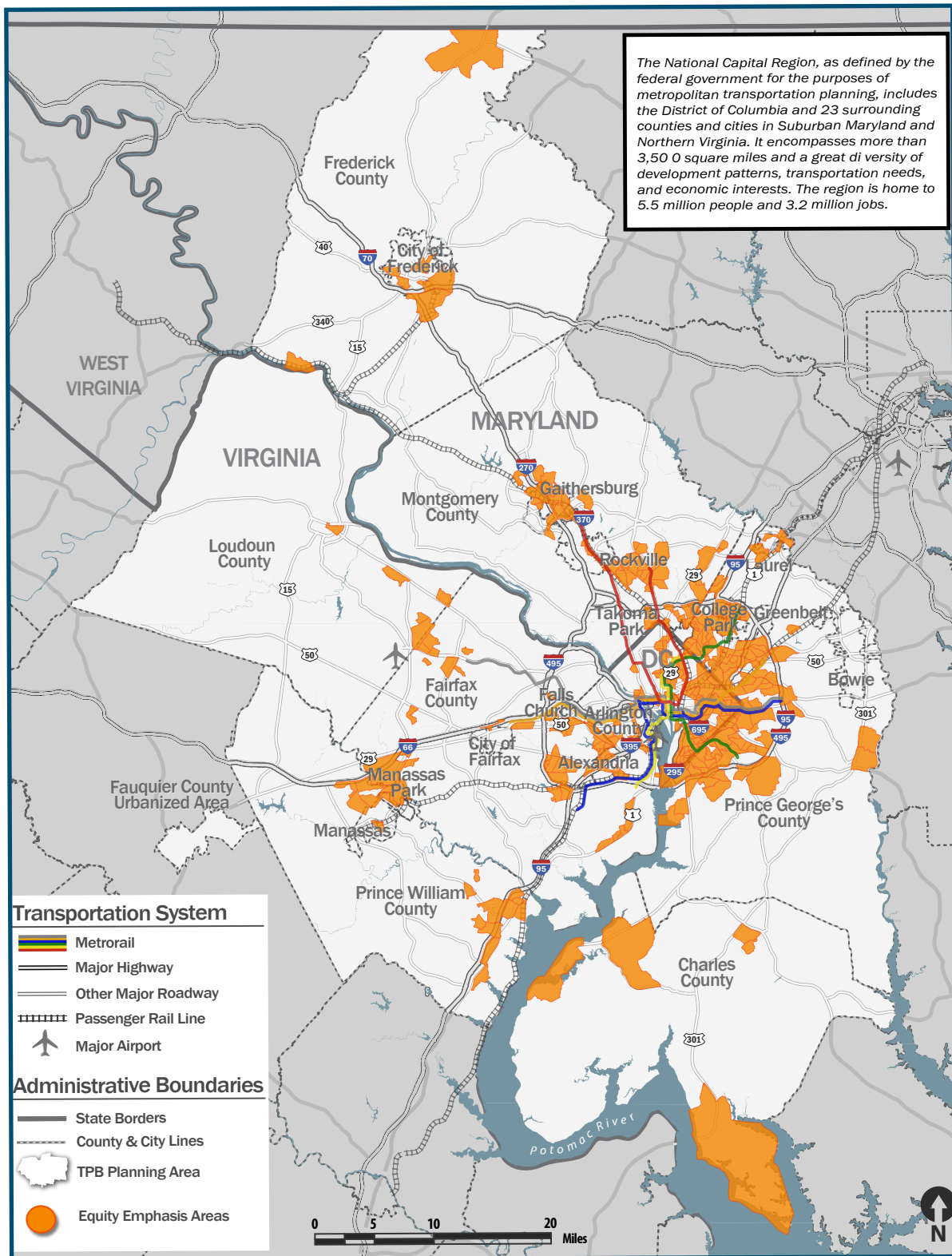


Figure 1: Map of National Capital Region



## Introduction

### Purpose

This document provides an overview of the process used by TPB and its member agencies to solicit technical inputs for two federally required documents: the quadrennial long-range transportation plan (LRTP), called Visualize 2045, and the biennial transportation improvement program (TIP). When either of these documents are updated, the federal government requires the TPB to conduct an in-depth analysis to ensure projected emissions generated by users of the region's future transportation system will not exceed (or "conforms to") the air quality emissions budgets set forth in the region's air quality plans. This is known as air quality conformity. Based on the results of the analysis, a determination is made to confirm conformity.

## Technical Inputs Solicitation: Next Update

### Long-Range Transportation Plan (LRTP) update:

Visualize 2045 is the current federally required long-range transportation plan (LRTP) for the National Capital Region. The LRTP is updated every four years; the next plan is due in 2022. The TPB is initiating the LRTP 2022 update. This update offers the opportunity to submit new projects, programs, and policies for the constrained element of the LRTP through 2045.

The TPB approved Visualize 2045 on October 17, 2018 and approved an Amendment to Visualize 2045 on March 18 2020. Visualize 2045 includes both a 'Constrained Element' and an 'Aspirational Element.' TPB approved an amendment to this plan on March 18, 2020. The Constrained Element identifies the investments agencies expect to be able to afford between now and 2045, while the Aspirational Element identifies seven initiatives that the TPB has endorsed to address some of the biggest transportation challenges that the region is expected to face in the coming decades. These aspirational initiatives can be implemented by TPB's member agencies by submitting, in response to this solicitation, projects, programs and policies that align with the concepts put forth in the initiatives.

## Transportation Improvement Program (TIP) Update

The Transportation Improvement Program, or TIP, is a federal obligation document which describes the planned schedule in the next four years for distributing federal, state and local funds for state and local transportation projects. The TIP represents an agency's intent to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state, local, and other contributions. The TPB approved the FY 2021-2024 TIP on March 18, 2020. The TIP is updated every two years.

In conjunction with the 2022 Update to Visualize 2045, the TPB will update the TIP to cover the period between FY 2023-2026. Project and funding inputs for the new TIP will be due in March 2022. The TIP should include all transportation projects and programs that are currently active or under construction and that receive federal funding and non-federally funded projects that are of a scale to be considered "regionally significant." Please note that all projects that add or remove capacity or otherwise change the capacity of the region's roadway or transit systems must be included in the inputs to the air quality conformity analysis for the 2022 Update, which have a due date of February 12, 2021, prior to the TIP inputs deadline.

## Technical Inputs Due Dates

The TPB invites member agencies to review and update the existing projects and programs and propose new ones to be included in the constrained element of Visualize 2045 and the TIP.

The required analysis of this update will take about a year to complete. Therefore:

- The Technical Inputs for the LRTP and its air quality conformity analysis must be submitted by February 12, 2021 to ensure that the analyses can be completed and approved by June 2022.
- Financial inputs for the FY 2023-2026 TIP are due by 3/11/2022.

### REGIONALLY SIGNIFICANT PROJECT

What is a 'regionally significant project?' In order to meet federal guidelines, the TPB defines it as:

- 1) Any project on a facility that is included in the coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit)



## Requirements

The updated Constrained Element of Visualize 2045 and the TIP will undergo two federally required analyses to ensure that 1) sufficient financial resources will be available to implement the projects, and 2) that it conforms to the region's air quality plans. To properly analyze the Constrained Element of The Visualize 2045 (2022 update), the TPB must know what regionally significant projects, programs, and policies agencies are planning to implement between now and 2045.

### What's Required

This Technical Inputs Solicitation requires that agencies undertake the following as part of the Technical Inputs Solicitation:

- Step 1. Financial Plan and Fiscal Constraint Analysis: Submit updated projected revenues and estimated expenditures to expand, operate, and maintain the region's transportation system through 2045.
- Step 2. LRTP and Air Quality Conformity Analysis: Review and update existing projects, programs, and policies.
- Step 3. LRTP and Air Quality Conformity Analysis: Add new projects, programs, and policies.
- Step 4. Additional Inputs for Air Quality Conformity Analysis

### Step 1. Submit Financial Plan Inputs

In this step, TPB member agencies are required to submit updated projected revenues and estimated expenditures. Federal metropolitan planning regulations require MPOs to develop a financial plan that demonstrates how the adopted LRTP could be implemented given revenues that are "reasonably expected to be available." "Financial constraint" or "fiscal constraint" is the analysis performed to demonstrate that the forecast revenues which are reasonably expected to be available through 2045 will cover the estimated costs of adequately maintaining, operating, and expanding the highway and transit system in the region through that same timeframe. This analysis will be included in the financial elements of the 2022 update to Visualize 2045.

As of Fall, 2020, an interim financial analysis is being prepared to provide a baseline of anticipated revenues and existing planned expenditures. That analysis is based on projects and programs in the adopted FY 2021-2024 Transportation Improvement Program (TIP), the 2020 amendment to the constrained element of the Visualize 2045 LRTP and the existing Air Quality Conformity Inputs table for both the LRTP and TIP. The inputs provided by the implementing agencies in response to this Technical Inputs Solicitation and for conformity should start from this baseline and adjust their



revenues and expenditures to then enable TPB staff to determine financial constraint. The financial element will then be finalized as part of the Visualize 2045 LRTP when submitted for approval by the TPB.

## Step 2. Review and update existing projects, programs, and policies.

As part of the Technical Inputs Solicitation for Plan and Air Quality Conformity, agencies must review and update existing projects, programs, and policies in the most recently adopted constrained element of LRTP, which is the Visualize 2045, March 18, 2020 Amendment. Agencies must update all project information, including project costs.

## Step 3. Add new projects, programs, and policies.

As inputs to the Plan and Air Quality Conformity, agencies must submit any project, program, or policy not already in the plan that is deemed “regionally significant” as outlined below.

The following broad categories of inputs are anticipated as part of this Technical Inputs Solicitation:

- Capacity expansion projects
- Operations and maintenance programs
- Transit service and fare assumptions
- State of Good Repairs (see information on page 10 for more details on these)

For each submission, agencies must provide certain project details, including project descriptions, cost and revenue estimates, including tolls, in year of expenditure dollars, and completion dates. Agencies must also identify and describe what federal and regional policy considerations the investments address. Detailed instructions on how to conduct this activity can be found in Appendix A to this guide.

Note on tolling information:

Tolling and transit fare information are extracted from each agency and are needed to update the model. Toll revenue and fare projections are also used to inform the financial analysis for the plan.

## Technical Inputs Categories

The Visualize 2045 update can include any kind of project or program. However, some projects and programs must be included. Per federal requirements, any project that adds roadway or transit capacity—and could therefore affect air quality—must be included, as must any project or program slated to receive federal funding. The LRTP must also identify the maintenance and operations programs and funding required to keep the system in a state of good repair. The inputs typically fall into one of the following categories:

### Roadway Projects

- System Expansion: Increasing system capacity by building new transit lines, transit stations, or adding service to existing lines
- System Preservation/State of Good Repair: Major rehabilitation or complete replacement of aging roadways, bridges, technology and communications systems, and other infrastructure as it nears the end of its useful lifespan
- Study: Any project that does not have funding identified for right-of-way acquisition or construction. The study may include multiple design alternatives. Funding in the TIP is permitted for project planning or preliminary engineering only

### Transit Projects

- System Expansion: Increasing system capacity by building new transit lines or adding service to existing lines
- System Preservation/State of Good Repair: Major rehabilitation or complete replacement of aging railcars, buses, rail track, stops and stations, and other infrastructure as it nears the end of its useful lifespan
- Study: Any project that does not have funding identified for right-of-way acquisition or construction. The study may include multiple design alternatives. Funding in the TIP is permitted for project planning or preliminary engineering only

### Bicycle or Pedestrian Projects

- Local Circulation: Projects that support local circulation within Activity Centers. These can include streetscaping, traffic calming, bikeshare, bicycle lanes, sidewalks, and multi-use paths
- Regional Facilities: Multi-jurisdictional projects, projects that improve transit station access, and/or projects that are part of the National Capital Trail network

### Operations and Maintenance Programs

- Day-to-Day Operations and Maintenance: This can include activities like repaving roadways, inspecting and maintaining bridges, clearing snow and debris, servicing transit vehicles, maintaining and operating traffic signals, and paying train and bus operators
- Regional programs: This can include programs like regional ridesharing and traveler information programs

### Transit Service and Fare Assumptions

- Bus transit: New or updated routes, frequencies, and/or fare policies
- Rail transit: New or updated routes, frequencies, and/or fare policies
- HOV/HOT: New or updated lane restrictions and/or hours of operation

## Step 4: Additional inputs for Air Quality Conformity Analysis

Other inputs that are required in order to perform the Air Quality Conformity Analysis include the following, which are gathered by staff with help from local, state, and other agencies and are not directly required as part of this solicitation:

- Baltimore area project inputs: Projects in the Baltimore Regional Transportation Board (BRTB) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- Fredericksburg area project inputs: Projects in the Fredericksburg Area Metropolitan Planning Organization (FAMPO) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- Calvert-St. Mary's area project inputs: Projects in the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- Land-use forecasts for the modeled areas: Population and employment forecasts for the TPB Planning Area and jurisdictions outside the TPB Planning Area but within the TPB Modeled Area, including the Baltimore, Fredericksburg, and Calvert-St. Mary's metropolitan areas and Charles County (MD), Clark and Fauquier counties (VA), and Jefferson County (WV).
- Or you could just simplify it and say: Land Activity: Population and employment forecasts for the TPB Modeled Area Census-adjusted employment forecasts: Employment forecasts provided by COG are modified to reflect the latest Census estimates
- Other specialized trips: Estimates of external trips, through trips, and specialty-generator trips (e.g., for major sporting events).
- Vehicle registration information: Make, model, and year of all registered vehicles, used in the calculation of mobile emissions in the region.
- Non-travel related emissions model inputs: Air

temperature and humidity, fuel formulation, and inspection and maintenance program.

- Base-year transit assumptions: Route and schedule information for existing train and bus systems.
- Toll and fare updates: Existing toll and fare policies and usage, including toll collection methods, facility use by vehicle type, and hours of operation.

## Review, Comment, and Approval Process

The draft technical inputs will undergo a process of review, comment, and approval before they are included in the long-range transportation plan. The steps of this process are outlined below.

### Board and Committee Review:

It is the TPB's responsibility to approve project, program, and policy submissions for inclusion in the long-range transportation plan. These initiatives have typically undergone extensive local development and review, however, the TPB and its committees play an important review role. Their tasks are to:

- Become acquainted with project and program details
- Ensure key questions are answered and details are provided
- Ensure consistency with locally adopted plans and priorities
- Ensure that sufficient local input from the public and local officials has been provided
- Discuss whether and how submissions support the concept "think regionally, act locally"

## Plan and TIP Update Schedule

2020	12/16/20	The TPB will be asked to approve the Technical Inputs Solicitation document to initiate the Call for Projects.
	2/12/21	<b>Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.</b>
	3/5/21, 4/2/21	The TPB Technical Committee will review the conformity project inputs table in March and the draft inputs to the Plan and the draft AQC scope of work in April.
	4/2/21- 5/3/21	Public comment period on inputs to the Plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during the April meeting.
	4/21/2021	TPB will receive a briefing on the draft inputs to the Plan/AQC analysis and the draft AQC scope of work.
	5/19/21	The TPB will receive a summary of the public comments on the draft inputs to the Plan and AQC analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.
	6/16/21	The TPB will review responses to comments and updates to inputs to the Plan and scope of work for the AQC analysis. The TPB will be asked to approve the inputs and scope, authorizing staff to begin analysis.
2022	3/11/22	<b>Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP</b>
	4/1/22	The TPB Technical Committee will review the draft results of AQC analysis for the updated Plan and FY 2023-2026 TIP.
	4/1/22 - 5/1/22	Public comment period on the results of AQC analysis Determination for the updated Plan and FY 2023-2026 TIP.
	4/2022	MWAQC and MWAQC TAC will review the draft results of the AQC analysis during their meetings.
	4/20/22	The TPB will review the draft Plan, draft TIP, and AQC analysis and Determination.
	5/18/22	The TPB will review the draft results of the AQC analysis for the Plan and FY 2023-2026 TIP. The TPB will also receive a summary of the comments received on the analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses to comments.
	6/15/22	The TPB will review the responses to the comments and the results of the AQC analysis. The TPB will be asked to approve the results of the AQC analysis and adopt the updated Plan and the FY 2023-2026 TIP.

## Responsible Agencies

Any municipal, county, state, regional, or federal agency with the fiscal authority to fund transportation projects is responsible for providing required project, program, and policy inputs for the Constrained Element of Visualize 2045 update. Inputs must be submitted by a TPB member jurisdiction or agency within the TPB's planning area (Figure 1).

### District of Columbia

District Department of Transportation (DDOT)

### Suburban Maryland

Maryland Department of Transportation (MDOT)

State Highway Administration (MDOT SHA)

Maryland Transit Administration (MTA) Maryland Transportation Authority (MDTA)

Charles County Department of Public Works

Frederick County Department of Public Works

Montgomery County Department of Transportation

Prince George's County Department of Public Works and Transportation

Maryland-National Capital Park and Planning Commission (M-NNCPPC)

City of Frederick Planning Department

Gaithersburg Public Works Department

Rockville Public Works Department

Takoma Park Public Works Department

### Regional

Washington Metropolitan Area Transit Authority (WMATA)

Eastern Federal Lands Highway Division of the Federal Highway Administration

Metropolitan Washington Airports Authority (MWAA)

### Northern Virginia

Virginia Department of Transportation (VDOT)

Virginia Department of Rail and Public Transportation (VDRPT)

Virginia Railway Express (VRE)

Potomac and Rappahannock Transportation Commission (PRTC)

Northern Virginia Transportation Authority (NVTA)

Northern Virginia Transportation Commission (NVTC)

Arlington County Department of Environmental Services\* Fairfax County Department of Transportation\*

Fauquier County Department of Community Development\*

Loudoun County Department of Transportation and Capital Infrastructure\*

Prince William County Department of Transportation\*

City of Alexandria Department of Transportation and Environmental Services\*

City of Fairfax Department of Public Works\*

City of Falls Church Department of Public Works\*

City of Manassas Public Works Department\*

City of Manassas Park Public Works Department\*

*\*Virginia local jurisdictions submit through VDOT but are still responsible for providing required information*



## Regional and Federal Policies

### Regional Policy Framework and Priorities

The TPB's LRTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The following pages summarize the federal requirements and the region's policy goals.

The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and policies it seeks for its LRTP and TIP. The [Vision](#), adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 [Regional Transportation Priorities Plan](#). The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel

mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high-quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

### Climate Resiliency

In 2010, the TPB joined MWCOC's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed two studies to evaluate strategies to address these targets, including the [What Would It Take](#) analysis and the [Multisector Working Group](#) study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

In October 2020, the TPB endorsed new interim GHG reduction goals and new climate resiliency goals. These include a 2030 interim regional greenhouse gas reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. This will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045.

### Equity

In 2020, the TPB established equity as its fundamental value and as an integral part of all its activities and decisions. TPB asks the member agencies explicitly consider the equity impacts of the projects, programs and policies that they sponsor and propose for inclusion in the TPB's LRTP.

## Strategies for our Future: Seven Aspirational Initiatives

In 2018, the TPB adopted seven transportation initiatives grounded in the TPB's Vision to advance the Regional Transportation Priorities Plan. TPB noted that these ideas, if funded and enacted, would have the potential to significantly improve the region's transportation system performance compared to current plans and programs. The realization of these initiatives would not only improve mobility, accessibility and air quality in the region it would also contribute to the region's greenhouse gas reduction and climate resiliency goals.

The seven Aspirational Initiatives are:

1. **Bring Jobs and Housing Closer Together** by having more housing and jobs in central locations to take advantage of underused Metro stations and reducing single occupant auto commute trips.
2. **Expand Bus Rapid Transit and Transitways** throughout the region to provide people not only more transit options but also a reliable and fast bus service for work and non-work trips.
3. **Move More People on Metrorail**, having restored it to an excellent state of good repair, provide more frequent services with longer trains and expanded stations that are accessible by non-motorized modes.
4. **Provide More Telecommuting and Other Options for Commuting** to take advantage of the many jobs suitable to telework and provide employees with transit and non-motorized travel benefits and disincentivize commute parking.
5. **Expand Express Highway Network** strategically, in an environmentally sensitive manner to create a network that connects much of the region, with express bus systems operating and where carpools and vanpools are exempt from tolls.
6. **Improve Walk and Bike Access to Transit**, as investments that remove barriers to walking and biking to transit stations not only help to reduce auto travel but also helps to fully utilize the investments already made in high capacity transit.
7. **Complete the National Capital Trail Network** to create an extensive network of trails that provides walk and bicycle access to jobs and other activities by connecting communities across the region to activity centers.

The project submission form seeks detailed project information that will help staff assess how the next set of projects in the LRTP and TIP address regional priorities and federal planning requirements.

Through this project technical inputs solicitation process the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals as they submit their inputs for inclusion in the TPB's LRTP and TIP.



## Shared Regional Goals and Priorities

When agencies submit new projects, policies or programs for inclusion in the Visualize 2045 update, they will be asked to document how the initiatives support or advance regional goals, including equity and climate considerations, as shown in the table below. Agencies will also be asked how projects implement the Aspirational Initiatives.

Provide a Comprehensive Range of Travel Options	<ul style="list-style-type: none"> <li>Does this project promote non-auto travel or can it be expected to reduce VMT? Identify all travel mode options that this project provides, enhances, supports or promotes.</li> <li>Is this project physically in an Equity Emphasis Area (EEA)? How does it improve equity?</li> <li>Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)?</li> </ul>
Promote Regional Activity Centers	<ul style="list-style-type: none"> <li>Does this project begin or end in an Activity Center?</li> <li>Does this project connect two or more Activity Centers?</li> <li>Does this project promote non-auto travel within one or more Activity Centers?</li> <li>Does this project connect an Equity Emphasis Area to an Activity Center?</li> </ul>
Ensure System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> <li>Does this project contribute to enhanced system maintenance, preservation?</li> </ul>
Maximize Operational Effectiveness and Safety	<ul style="list-style-type: none"> <li>Is this project primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?</li> <li>Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?</li> </ul>
Protect and Enhance the Natural Environment	<ul style="list-style-type: none"> <li>Is this project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)?</li> <li>Is this project expected to contribute to meeting the regional goal of reducing greenhouse gasses by 50% below 2005 levels by 2030?</li> </ul>
Support Interregional and International Travel and Commerce	<ul style="list-style-type: none"> <li>Does this project enhance, support, or promote the following freight carrier modes: long-haul truck, local delivery, rail, or air freight carrier modes?</li> <li>Does this project enhance, support, or promote the following passenger carrier modes: air, Amtrak intercity passenger rail, intercity bus?</li> </ul>



## Federal Requirements and Policy Considerations

Visualize 2045 meets all federal requirements for a Metropolitan Planning Organization's long-range plan and was approved by the Federal Highway Administration and the Federal Transit Administration in December 2018. Any updates to Visualize 2045 must continue to meet these federal requirements in order to receive federal approval and for federal funding to flow to transportation projects in our region. The two main requirements are that the plan must:

- Identify all regionally significant projects and programs for which funding is reasonably expected to be available between now and 2045. Regionally significant projects and programs are those that add or remove capacity on the existing transportation system.
- Demonstrate that these projects and programs together support regional air quality improvement goals. An official Air Quality Conformity Analysis carried out by the TPB must show that forecast vehicle-related emissions under the plan will not exceed approved regional limits.

Under federal law, the plan must also address ten federal planning factors, as identified by the U.S. Department of Transportation (USDOT). (See sidebar)

Updates to the constrained element of Visualize 2045 must meet a number of other federal requirements as well, including non-discrimination and equity, congestion management documentation, public participation, and others. For a full listing of these requirements, refer to the Resources and Maps section of this document.

### FEDERAL PLANNING FACTORS

Federal law also identifies a list of planning factors meant to guide metropolitan transportation planning. Collectively, the projects, programs, and policies in Visualize 2045 must address these factors. Agencies will therefore be asked to identify which of the federal.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non- motorized users;
4. Increase accessibility and mobility of people and freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (New under the FAST Act); and
10. Enhance travel and tourism. (New under the FAST Act)

## Performance-Based Planning and Programming

The Fixing America's Surface Transportation (FAST) Act put forth seven National Goals for Performance-Based Planning and Programming (PBPP):

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

These goals mirror the goals in the TPB Vision and other regional policy documents. Following federal regulations on PBPP, a set of measures and targets were developed and approved by the TPB for Visualize 2045 for the following areas:

- Highway Safety Performance
- Pavement and Bridge Condition Performance
- Highway System Performance
- Congestion Mitigation and Air Quality Program Performance
- Transit Asset Management Performance
- Transit Safety Performance

Visualize 2045 was the first long-range transportation plan to document the performance targets adopted by the TPB in accordance with federal PBPP requirements. PBPP documentation was also included in the FY 2019-2024 TIP and the FY 2021-2024 TIP. The Performance-Based Planning and Programming section of the TIP documents provide analysis of the number of projects and amounts of funding using specific sources that pertained to each performance area.

During the development of the 2022 update of Visualize 2045 and the FY 2023-2026 TIP, agencies will be asked to provide additional information about projects that are aimed at improving these performance areas that may use funds outside of the sources traditionally associated with those goals. For instance, a project designed to increase safety may use National Highway Performance program rather than the Highway Safety Improvement program funding, but these investments should still be captured. Once these additional data points have been agreed upon, they will be reflected in the TIP database and the instructions in Appendix A.

TPB will continue to report and will add to existing performance measures beyond minimum federal requirements. Measures will be considered and developed for this LRTP to monitor progress in achieving regional priorities such as equity, greenhouse gas reductions, access to jobs and services, access to transit, vehicle miles traveled, and non-auto mode share.

## Basic Submission Instructions for Conformity Inputs

The TPB's Project InfoTrak system is a new on-line database application that will be used to collect project and program information from each agency. The database includes records for the LRTP, Air Quality Conformity Analysis, the TIP, Congestion Management documentation, and the Bicycle and Pedestrian Plan. The baseline data for inputs to the 2022 Update to Visualize 2045 are the projects included in the approved 2020 Amendment to Visualize 2045, approved in March 2020. The baseline inputs for the FY 2023-2026 TIP will be the projects and funding included in the FY 2021-2024 TIP, as amended through January 2022. Moving forward, the Project InfoTrak system will keep a record of all changes to projects in the LRTP and TIP and provide an archive of previous versions of every project or program.

Project InfoTrak has several levels of permissions from full editing capabilities to read-only access. Access to the system is available to staff from TPB member implementing agencies and representatives from Federal Highway Administration and the Federal Transit Administration who have approval roles for the LRTP, TIP and State TIPs. Please see Appendix A to this document for instructions on signing up for an account and submitting project information.

Recordings of three training sessions for the Project InfoTrak system are available online:

[Session 1](#) - June 9

[Session 2](#) - June 11

[Session 3](#) - June 16

Project InfoTrak also includes a set of helpful tutorials on common tasks that users are likely to perform. In addition to these resources, TPB staff are available to provide one-on-one training to any new users. Project InfoTrak also features online support from the application developer, EcolInteractive.

## Amendments to the Plan and TIP

### Guidelines for Scheduled and Unscheduled Plan Amendments

After the TPB approves the 2022 Update to Visualize 2045, this will be the plan of record until it is required be amended. The next major update to the plan will be approved in 2026, at which time the TPB will revise the financial analysis of the plan.

While the long-range transportation plan is updated every four years, the TIP is updated on a two-year cycle. Like an update to the plan, any new TIP must be analyzed for air quality conformity. The TPB is scheduled to develop and approve the FY 2025-2028 TIP by mid-2024, and it will issue a revised version of this document in late 2023, calling for amendments to the plan to be included in the conformity analysis.

In the off-years between the approval of long-range transportation plan and TIP updates, agencies may, in consultation with TPB staff, determine that an off-cycle amendment and conformity analysis is required to include a project in the Plan and TIP. There will not be a new solicitation document provided for any off-cycle amendments, and the requesting agency(ies) will be responsible for covering the cost of additional staff time needed to produce the conformity analysis.

Funding for any new projects submitted during the interim TIP update or an off-cycle amendment must

be accounted for in the financial analysis of the 2022 Update of Visualize 2045. Otherwise, the submitting agency must submit a detailed financial plan for the project(s) indicating what new funding sources will be used to pay for construction, operations and maintenance.

## Guidelines for Amendments and Modifications to the TIP

See Appendix A for definitions and complete guidelines for submitting administrative modifications and amendments to the FY 2023-2026 TIP. All amendment requests to the TIP must be either included in the most recent Air Quality Conformity Analysis or be exempt from the air quality conformity Requirement.

Depending on their scale, amendments to the TIP can be approved at the monthly TPB Steering Committee meetings or elevated to the full TPB for approval as a part of its monthly agenda. This typically happens when a project is of a high-profile nature, or when an agency is requesting an update to project and funding information for one of the fiscal years in the TIP or for all four years. The latter example would also require a 30-day public comment and interagency review period.

Administrative modifications to the TIP may be requested during specified TIP Action periods established in the Project InfoTrak database. Modifications can be approved by TPB staff typically within two business days.

A tentative schedule for modifications and amendments to the FY 2023-2026 TIP will be provided at the time of its adoption in 2022. This schedule will be subject to change as a result of unplanned TIP amendment requests to be handled by the full TPB.

## Resources and Maps

The following resources and maps may be helpful for agencies and jurisdictions as they report on how their technical submissions support or advance regional goals and priorities.

TPB Vision

[www.mwcog.org/TPBvision](http://www.mwcog.org/TPBvision)

Regional Transportation Priorities Plan

[www.mwcog.org/RTPP](http://www.mwcog.org/RTPP)

Activity Centers Map and List

[www.mwcog.org/ActivityCenters](http://www.mwcog.org/ActivityCenters)

Federal PBPP Targets

[www.mwcog.org/PBPP](http://www.mwcog.org/PBPP)

Federal Regulations

[www.govregs.com/regulations/title23\\_chapterI\\_part450\\_subpartC\\_section450.324](http://www.govregs.com/regulations/title23_chapterI_part450_subpartC_section450.324)

Congestion Management Process

[www.mwcog.org/cmp](http://www.mwcog.org/cmp)

Bike/Ped Plan

[www.mwcog.org/bikepedplan](http://www.mwcog.org/bikepedplan)

Equity Emphasis Areas Map

[www.mwcog.org/EquityEmphasisAreas](http://www.mwcog.org/EquityEmphasisAreas)

Region Forward

[www.mwcog.org/RegionForward](http://www.mwcog.org/RegionForward)

Transit Access Focus Areas (TAFA)

[www.mwcog.org/TAFA](http://www.mwcog.org/TAFA)

National Capital Trail Network (NCTN)

[www.mwcog.org/NCTN](http://www.mwcog.org/NCTN)

Safety Strategies

[www.mwcog.org/safety](http://www.mwcog.org/safety)

Freight Plan

[www.mwcog.org/documents/2010/07/28/national-capital-region-freight-plan-freight/](http://www.mwcog.org/documents/2010/07/28/national-capital-region-freight-plan-freight/)

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March, 2022



National Capital Region  
Transportation Planning Board

visualize  
**2045**

March, 2022

# TECHNICAL INPUTS SOLICITATION: APPENDIX A

Project InfoTrak Documentation  
and Project Description Form  
Instructions

December 2020, Final



National Capital Region  
Transportation Planning Board

visualize  
**2045**

# Project InfoTrak Documentation and Project Description Form Instructions

December 2020, Final

## About Visualize 2045 & The TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning (DTP) at the Metropolitan Washington Council of Governments (COG).

## Credits

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Contributing Editors: Stacy Cook, Eric Randall, Jane Posey, Sarah Bond, DTP

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## Section 1: Introducing Project InfoTrak

Project InfoTrak is a new database application to gather detailed project information from TPB's implementing agencies. Project InfoTrak (or "InfoTrak" for brevity) collects information for the long-range plan (Visualize 2045 and its updates), the Transportation Improvement Program (TIP), the air quality conformity analyses of those documents, documentation of the Congestion Management Process, for verifying financial constraint of the plan and TIP, and for reporting on federal obligations of funds in the TIP. Replacing the previous system, the iTIP, InfoTrak will be used for the adoption of new plan and TIP documents, as well as for any subsequent amendments to them.

A variety of user roles in the system enables a wide swath of stakeholders to have access to and review the same sets of data. It also empowers more people to participate from local, state, regional, and federal levels. InfoTrak reduces duplicative processes and increases transparency for systems users at every level; from project creation and submission to the TPB, to state approvals of their own State Transportation Improvement Programs (STIPs), to federal approval of plans, air quality determinations, and state STIP updates and amendments.

Project InfoTrak was built and customized by our consultant, EcolInteractive. Provided as a "software as a solution" product, InfoTrak will include Help Desk support provided by EcolInteractive, as well as continual innovations to the product.

## Getting Started: Signing Up for an Account and Logging In

To log in or sign up for an account or to log in to the system, visit [www.mwcog.org/projectinfotrak](http://www.mwcog.org/projectinfotrak)

(Note this will redirect you to a secure login at <https://projectinfotrak.mwcog.org/secure/login>).

To create a new account, follow the steps below:

1. Enter your email address, answer the Captcha image that is shown, and click "Submit".
2. Complete the user registration form shown. Note that the password is case sensitive while the username is not.
3. Select your agency name.
4. If you work with editing/adding projects in MWCOC's Long Range Plan, mark YES for 'Do you need access to LRTP' (this will be most of you).
5. Select user type:
  - a. For agency members entering and editing project information, select SPONSOR.
  - b. For federal review agency members, select FED FHWA or FED FTA
6. Once the system receives your Project InfoTrak User Account request, an email will be sent for email verification.
7. Finally, your user account must be granted access by an Administrator. Once approved as a user, Project InfoTrak will send an e-mail notification and you can begin to use the system. This may take anywhere from a few minutes to the next business day, depending on the time of the request. **You will not be able to log in until you receive the notification that your account has been approved.**

## Project InfoTrak Database Structure and Nomenclature

The introduction of the new project database system brings with it a few changes in the way “things are done.” The new database structure changes the way we describe the relationship between LRTP and TIP records, and also uses a different vocabulary when we talk about approving and amending the long-range plan and the TIP. This section describes some of the fundamental changes resulting from the transition from the TPB’s previous data-gathering system (iTIP) to Project InfoTrak.

### Relationship between LRTP and TIP records

The TIP is often described as the implementation of, or the first four years of the long-range transportation plan. Federal law requires that for a project to be in the TIP, it also must be included in the long-range transportation plan. This remains true in the Project InfoTrak system, just in a slightly different way, conceptually.

In the iTIP database, this was represented by assigning a parent-child relationship between LRTP projects and TIP projects, and also the air quality conformity records (for the purposes of this explanation, we’ll presume there’s a one-to-one correlation between the TIP and conformity records and we’ll focus on the relationship between the LRTP and TIP records). Aside from the scope of work (project limits, completion, cost, etc.) The LRTP project description form covered a wide range of information about the project (federal requirements, regional goals, environmental protections, etc.) and the TIP project description form captured other information (Complete Streets, bicycle and pedestrian accommodations, etc.) Due to the parent-child relationship, all TIP projects inherited certain data points from their parent records, whether they

were true or not. An update to a TIP record that changed the scope of work might also require that the LRTP record be updated as well, however there were no data-integrity enforcements in place to ensure that this happened.

In Project InfoTrak, the LRTP and TIP records all carry with them the same data points, but there is a distinction: a project is either in the LRTP or in the TIP. Since the TIP form contains all the same data points as the LRTP form, the requirement that any TIP project is included in the long-range plan is met. When a portion of an LRTP project is ready to move into the TIP, a new TIP record must be created and filled out from scratch. At the same time, the LRTP form must be updated to exclude the scope of work in the new TIP project (most likely reducing the project limits and cost). Moving forward, if there is any change to the scope of work of the TIP project, no updates are needed to the LRTP form. The projects can still be linked using the Associated Project ID fields and/or the Grouped Project fields.

### Adoptions and Amendments

The term “Adoption” is used to refer to any initial board approval of a long-range plan or TIP document. The term “Amendment” is used to cover any formal amendments to plan or TIP approved by TPB or Steering Committee and administrative modifications approved by TPB staff. See Section 2 of this appendix for definitions of Amendments and Administrative Modifications.

### LRTP Numbering Conventions

Each LRTP is given a version number, like 45-00. The first two digits indicate out-year of plan, and the second two indicates the version of the plan. Typically “-00” is used to refer to the initial adoption of a plan document. Version 45-00 would refer to the first Visualize 2045 as the quadrennial plan update that was adopted by the TPB in October 2018. The

initial data import into InfoTrak included approved projects from the 2020 Amendment to Visualize 2045. In this naming convention, that would be 45-01.

For the 2022 Update to Visualize 2045, the out-year remains at 2045. Since the 2018 LRTP has been retroactively named 45-00, in order to differentiate the 2022 Update for Visualize 2045, this adoption will be referred to as 45-22. An amendment to that plan is scheduled for 2044 with the biennial TIP update. Presuming no off-cycle amendments are requested before that update, the LRTP version number will be 45-23. Conceivably there could be a 45-24 and 45-25 if an off-cycle amendment is requested between the 2022 amendment, TIP update, and again before the next four-year update.

### TIP Numbering Conventions

A similar numbering convention is used for the TIP. The first two numbers in the TIP version refer to the annual element or first year of the program and the second two refer to the version, again with “-00” indicating the initial adoption of a TIP by the TPB. Amendments and modifications will be processed in groups and each amendment or modification grouping will increase the version number by one.

## Section 2: Amendments and Administrative Modifications to the LRTP and TIP

This section provides guidelines for amending and modifying the TIP in general. Following the approval of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, a schedule will be published

detailing the windows available for entering project and funding information for amendments and modifications for the remainder of the two-year TIP cycle.

### Procedures for Revisions to Visualize 2045 and the TIP

On January 16, 2008, the TPB adopted procedures for processing revisions to its Long-Range Transportation Plan and TIP. A revision is a change to the Long-Range Transportation Plan or TIP that occurs between scheduled periodic updates. A minor revision is an administrative modification and a major revision is an amendment. These procedures are in accordance with the US DOT planning regulations at 23 CFR 450. These procedures were amended by the TPB Steering Committee on December 5, 2014 and again on September 6, 2019.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state transportation improvement program (STIP) in order for them to receive federal funding. In this region, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) each provide the project descriptions and funding information for the development of the regional TIP and Long-Range Transportation Plan. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise the project information in the TIP, its procedures must be consistent with the TPB procedures for revising its regional TIP. The TPB procedures are based upon the procedures adopted by DDOT, MDOT and VDOT. The procedures define what an administrative modification is and what an amendment is.

## Definitions

Administrative Modifications are minor changes to a project included in the Long-Range Transportation Plan, TIP or STIP that do the following:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
  2. Change the source of funds;
  3. Change a project lead agency;
  4. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
  5. Changes required information for grouped project (lump sum) listings; or,
  6. Adds or deletes projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number two above.
  7. Revise the funding amount listed for a project's phases subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT for their respective STIPs.
    - a. For projects to be included in the DDOT STIP, the additional funding is limited to 20 percent of the project cost.
    - b. For projects to be included in the MDOT STIP, changes to the funding amount is limited based upon a sliding scale that varies by the total cost of the project as follows:
      - If the total project cost is less than \$3 million, an Administrative Modification shall be used for an increase or decrease in cost of up to 50% of the total project cost or \$1 million, whichever is less.
      - If the total project cost is greater than \$3 million but less than \$10 million, an Administrative Modification shall be used for an increase or decrease in cost up to 30% of the total project cost.
      - If the total project cost is greater than \$10 million, an Administrative Modification shall be used for an increase or decrease of cost up to 20% of the total project cost.
- c. For projects to be included in the VDOT STIP, the additional funding is limited based upon a sliding scale that varies by the funding source and amount listed for the project as follows:
- For transit projects using FTA funds:
    - If the Approved STIP total estimated project cost is \$2 million or less, an Administrative Modification shall be used for an increase of up to 100% of the total project cost.
    - If the project cost is greater than \$2 million but is \$10 million or less, an Administrative Modification shall be used for an increase of up to 50% of the total project cost.
    - If the project cost is greater than \$10 million, an Administrative Modification shall be used for an increase of up to 25% of the total project cost
  - For highway projects using FHWA funds:
    - If the Approved STIP total estimated project cost is \$2 million or less, an Administrative Modification shall be used for an increase of up to 100% of the total project cost.
    - If the project cost is greater than \$2 million but is \$10 million or less, an

Administrative Modification shall be used for an increase of up to 50% of the total project cost.

- If the project cost is greater than \$10 million but is \$20 million or less, an Administrative Modification shall be used for an increase of up to 25% of the total project cost.
- If the project cost is greater than \$20 million but is \$35 million or less, an Administrative Modification shall be used for an increase of up to 15% of the total project cost.
- If the project cost is greater than \$35 million, an Administrative Modification shall be used for an increase of up to 10% of the total project cost.

An Administrative Modification can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination;
- It does not impact financial constraint; and
- It does not require public review and comment.

Amendments are major changes to a project included in the Long-Range Transportation Plan, TIP or STIP that are not Administrative Modifications.

## Procedures

When it becomes necessary for a DOT to revise the information for a project in the Long-Range Transportation Plan or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. The DOT will then submit the project

changes to the TPB and request that it take the appropriate action to approve either a project administrative modification or a project amendment.

## Administrative Modifications

The TPB has delegated approval of Long-Range Transportation Plan and TIP project administrative modifications to the Director, Department of Transportation Planning of the Metropolitan Washington Council of Governments. Requests for Long-Range Transportation Plan and TIP project administrative modifications will be submitted to the Director or his or designee. The requests will be reviewed and those meeting the definition of administrative modification will be approved and forwarded to the requesting implementing agency. All TPB approved requests for Long-Range Transportation Plan and TIP project administrative modifications will be posted on the TPB web site. Once approved by the appropriate state DOT, the administrative modification will be incorporated into the STIP and no federal action will be required.

## Amendments

Requests for Long-Range Transportation Plan and TIP project amendments will be submitted to the Chairman of the TPB. The requests will be reviewed by TPB staff and those meeting the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project amendments that are non-regionally significant. Under the TPB Bylaws, the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The Steering Committee will consider and place all other project amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for Long-Range Transportation Plan and TIP amendments.



All TPB approved requests for Long-Range Transportation Plan and TIP project amendments will be forwarded to the requesting DOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and posted on the TPB web site. Once the TPB amendment is approved by the requesting DOT, the DOT will forward the amendment to FHWA and FTA for federal approval. After approval by FHWA and FTA, the amendment will be incorporated into the DOT's STIP. The FHWA and FTA approval will be addressed to the DOT with copies to the TPB.

## Dispute Resolution

If a question arises on the interpretation of the definition of an amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment, the final decision will rest with the FTA for transit projects and FHWA for highway projects.

## TIP Actions

For any agency to make an adjustment to the TIP, a TIP Action needs to be created in Project InfoTrak. When creating a TIP Action, the system administrator defines:

- the type of action (Adoption, Formal Amendment, or Administrative Modification),
- which agencies may submit edits to project information, and
- when agency staff may begin editing and the deadline for edits to be complete.

For each modification and amendment period, DDOT, MDOT, VDOT and WMATA will be enabled as submitting agencies by default. Any local agencies that need to request an amendment or modification

should contact TPB staff to request access to the appropriately schedule action.

Each month typically allows approximately three weeks for modifications and then one week for amendments to be approved by the TPB Steering Committee. Some scheduling is condensed around holidays. The dates in the table are tentative and subject to change. Any revisions to the schedule will be provided to all implementing agencies at the earliest possible opportunity.

Any requests to amend the TIP that cannot be accommodated by the TPB Steering Committee (i.e. a complete annual element or full four-year revision) need to be arranged in advance with TPB staff so that they may be put on the appropriate TPB agendas and any comment periods may need to be scheduled. Please provide at least 60 days' notice of any request for an amendment that will require board approval.

During any open comment period or pending TPB approval of an amendment, no additional modifications or amendments will be permitted for the agency in review.

## Section 3: Using The Project InfoTrak System

### Create A New LRTP Project

To create a new project, click the “LRTP Adoption” link (to associate it with an open LRTP adoption) or “Amend LRTP” link (to associate it with an open amendment) or on the main menu.

<b>In Progress Amendments</b> <a href="#">Amend TIP</a> / <a href="#">Amend Bike/Ped</a> / <a href="#">Amend LRTP</a> ⓘ <b>465 In Progress (TIP)</b> 📈 0 In Denied (TIP) ⌕	<b>In Progress Adoptions</b> <a href="#">TIP Adoption</a> / <a href="#">LRTP Adoption</a> ⓘ <b>116 In Progress (TIP)</b> 📈 <b>1256 In Progress (LRTP)</b> 📈 0 In Denied (tip) ⌕
<b>Submitted Amendments</b> 0 Pending (TIP) ⌕ <b>39 Accepted (TIP)</b> ✓	<b>Submitted Adoptions</b> 0 Pending (TIP) ⌕ <b>354 Accepted (TIP)</b> ✓ <b>1 Accepted (LRTP)</b> ✓

Click “Create New Project” and choose the appropriate LRTP adoption or amendment for your new project.

After filling out details for the new project (see detailed instructions on following pages), save the project using the buttons at the bottom of the form:

- Save - Use if further changes will need to be made to this project before submitting it for review.
- Submit for Review - Use this option to submit the project to the MPO for review.
- Reset Form - Use this option to clear the form.

When a project is submitted, an email is automatically sent to MPO users to alert them of a pending project needing review. If issues are found that would prevent the project from being reviewed (for example, invalid values or missing fields), a list of remaining requirements will be displayed at the top of the form:

After saving the new project, access the other tabs to enter additional details for the project.

If “Save” was chosen, the new project will be considered “In-Progress” and can be quickly accessed using the “In Progress” links under the “In Progress Amendments” or “In Progress Adoptions” sections of the main menu:

Your project has been saved  
 Please resolve the following errors below.

TIP ID: 4900	VERSION: 1	STATUS: In Progress - Completed
LAST MODIFIED BY: Andrew Austin LAST MODIFIED DATE: 9/23/2020		

TIP Programming   **Obligation**   Map   Project IDS   Documents   Amendment History

YOUR PROJECT HAS BEEN SAVED TO "IN PROGRESS." BEFORE SUBMITTING TO MWCOC, PLEASE RESOLVE THE FOLLOWING ERRORS:
 

- SYSTEM IS REQUIRED
- LOCATION TYPE IS REQUIRED
- CAPACITY IS REQUIRED



## Update Existing Projects

'In Progress' projects can be accessed (to continue to make edits to or submit the project) in several ways. In Progress projects can always be accessed via the toolbar at the top. The In-Progress projects are broken up by Amendment versus Adoption and by program type (TIP, Long Range Plan, Bike & Ped). To view all the 'In Progress' projects within one of these categories, click on 'VIEW ALL'.

In Progress projects can always be accessed on the main landing page. Again, In Progress projects are broken up by Amendment versus Adoption and by program type (TIP, Long Range Plan, Bike & Ped).

You can use 'Advanced Search' to search TIP projects in the system. Results that have an In-Progress icon next to them are projects in the In-Progress section.

To be able to make edits or submit the project, click the In-Progress icon for a particular project.

If you click on the Project ID instead, you'll be shown a read-only version of the project page.

## Submitting In-Progress Projects

There are two ways to submit an In-Progress project:

1. At the bottom of In Progress project pages there is a 'Save and Submit' button. When viewing the list of In Progress projects accessed either through the In Progress icon in the tool bar at the top or the In Progress link on the landing page, there is an ability to select projects in bulk and submit them.
2. Not all projects will have a checkbox allowing them to be selected. These are projects that are missing some information required for submittal. Once required information has been entered and saved, then the checkbox will appear next to that project.

## Section 4: Detailed Project Form Instructions

### L RTP and TIP Project Form Instructions

This section provides line item instructions for each field on the project description form. Included on this form are data fields that serve as the inputs for Visualize 2045, the L RTP financial analysis (referred to on the form as RTP Programming) or TIP programming, the inputs for the air quality conformity analysis, the Congestion Management Process, and the Bicycle and Pedestrian Plan. The project description form is now the same for both L RTP and TIP projects since they are treated equally. The Programming Information section will provide instructions for both; programming for the Visualize 2045 financial analysis, and programming for the FY 2023-2026 TIP. Fields in **BOLD RED** type are required.

Each project description form has six tabs at the top of the form: RTP/TIP Programming, Obligation, Map, Project IDs, Documents, and Amendment History. Pages 12 -25 provide line-item instructions for the Programming tab. Descriptions and instructions for the remaining tabs will be provided in separate documentation. **Please note that providing a mapped representation of the project on the Map tab is required for all new projects.**

### Administrative Area

1	ADOPTION/AMENDMENT	2	GROUP PROJ	3	GROUP NAME	4	L RTP ID
	45-00 L RTP ADOPTION 2019		No				CE1202

- 1. Adoption/Amendment** ----- This Indicates which version of the L RTP or TIP that the project is being submitted for. For the 2022 Update to Visualize 2045, 45-22. See the explanations in Section 2.
- 2. Grouped Project** ----- "Yes" means the project is grouped together with other projects that are related or adjacent, such as a corridor or mega-project. This feature is new in Project InfoTrak and no projects are currently grouped together. This may be employed in consultation with agency staff during the development of the 45-22 L RTP Adoption.
- 3. Group Name** ----- If you are associating this project with a grouped project, select the Project Group name from the drop-down list. Contact TPB staff if you wish to establish a new project grouping.
- 4. L RTP ID/TIP ID** ----- Unique project ID number assigned to each long-range pan project when created.

## Project Information

5 PROJECT TITLE [Spell Check](#)

6 PROJECT DESCRIPTION [Spell Check](#)

7 PRIMARY PROJECT TYPE

8 LEAD AGENCY 9 SECONDARY AGENCY 10 COUNTY 11 MUNICIPALITY

12 PRIMARY CONTACT 13 PHONE (10-DIGIT) 14 EMAIL 15 URL

16 ACCOMMODATIONS 17 COMPLETE STREET ADVANCE 18 COMPLETE STREET EXEMPT

19 SYSTEM ROUTE LOCATION TYPE ROAD NAME FROM TO DIST (MILES) [Map](#)

a b c d e f g

- 5. Project Title** ----- Provide a brief, public-friendly name for the project
- 6. Project Description** ----- Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible
- 7. Primary Project Type** ----- Classify the major purpose or nature of the project using one of the following values:

Transit	Roadways	Bridges	Other
<ul style="list-style-type: none"> <li>Administration</li> <li>BRT</li> <li>Bus</li> <li>Capital</li> <li>Ferries</li> <li>High Capacity</li> <li>Maintenance</li> <li>Operating</li> <li>Park and Ride</li> <li>Passenger Facilities</li> <li>Regional Fare Collection</li> <li>Rehab</li> <li>Vanpool</li> <li>Safety</li> <li>ITS/Technology</li> <li>CMAQ</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>Access Management</li> <li>Add Capacity/Widening</li> <li>Grade Separation</li> <li>HOV/Managed Lanes</li> <li>Interchange Improvement</li> <li>Intersection Improvement</li> <li>New Construction</li> <li>Reconstruction/Rehab/Maintenance</li> <li>Resurface</li> <li>Signals/Signs</li> <li>Autonomous Vehicle Technology</li> <li>ITS Technology</li> <li>CMAQ</li> <li>Federal Lands Highway Program</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>New Construction</li> <li>Preventative Maint.</li> <li>Rehabilitation</li> <li>Rehab./Add Capacity</li> <li>Replace</li> <li>Replace/Add Capacity</li> <li>ITS/Technology</li> </ul>	<ul style="list-style-type: none"> <li>Alternative Fuel Infrastructure</li> <li>Debt Service</li> <li>Environmental Only</li> <li>Infrastructure Resiliency</li> <li>Intermodal Facilities</li> <li>Landscaping/Beautification</li> <li>Preliminary Engineering/Environmental Analysis</li> <li>Study/Planning/Research</li> <li>Training</li> <li>Transportation Options</li> <li>Ridesharing</li> <li>Human Service Transportation Coordination</li> <li>TERMS</li> <li>Enhancements</li> </ul>
		<b>Active Transportation</b>	
		<ul style="list-style-type: none"> <li>Bike/Ped</li> <li>Safe Routes To Schools</li> <li>ITS/Technology</li> <li>Other Trails</li> </ul>	
		<b>Rail</b>	
		<ul style="list-style-type: none"> <li>Highway Grade Separation</li> <li>Protective Devices</li> <li>ITS/Technology</li> <li>Other</li> </ul>	
			<b>Freight</b>
			<ul style="list-style-type: none"> <li>Freight Movement</li> </ul>

- |                                      |  |
|--------------------------------------|--|
| <b>8. Lead Agency</b> - - - - -      | The agency that is submitting (and will be responsible for updating) the project information. The default value for this field is the user's agency. Note: There may be instances where the actual implementing agency is different than the submitting agency. Please use the agency of the staff person submitting the information (or it won't show up next time you log in). In these cases, the name of the actual implementing agency should be entered in the Secondary Agency field. |
| <b>9. Secondary Agency</b> - - - - - | Other agency working in conjunction with primary agency.   |
| <b>10. County</b> - - - - -          | The county(ies) in which the project is wholly or partially located. Multiple values may be selected from the dropdown menu. Values selected in this field are used to populate the routes available to select from in the project System/Location field found at the bottom of this section. For projects in the District of Columbia, please select "Washington" as the county in order to fully populate the route selection. Sorry, City of Alexandria!                                  |
| <b>11. Municipality</b> - - - - -    | The municipality(ies) in which the project is located. Multiple values may be selected from the dropdown menu.   |
| <b>12. Primary Contact</b> - - - - - | Name of project manager or point-of-contact for more information.  |
| <b>13. Phone</b> - - - - -           | Phone number for project manager or point-of-contact for information.  |
| <b>14. Email</b> - - - - -           | Email address for project manager or point-of-contact for information  |
| <b>15. URL</b> - - - - -             | Website address for additional project information   |
| <b>16. Accommodations</b> - - - - -  | Use the dropdown responses to indicate if the project: <ul style="list-style-type: none"><li>• Includes bicycle/pedestrian accommodations</li><li>• Does not include bicycle/pedestrian accommodations</li><li>• Bicycle/pedestrian accommodations would not be applicable to this type of project</li></ul>   |

- 17. Complete Street Advance** - - - - - Use the dropdown menu to indicate if the project:
- Advances the jurisdiction's Complete Streets policy goals
  - Not applicable to a Complete Streets policy
  - Is exempt from the jurisdiction's Complete Streets policy because of criteria identified in the following question.
- 18. Complete Street Exempt** - - - - - Use the dropdown menu to identify one of the following exemption criteria to the Complete Streets policy:
- Grandfathered
  - User group prohibited by law
  - Excessive cost
  - Absence of need
  - Environmental
  - Historic preservation
  - Accommodation of user group contrary to jurisdiction/agency policy or plans
- 19. Project Location** - - - - - Use this set of fields to describe the entirety of the project's physical location. The fields available will change based on the System and Location Type selected. Use the Conformity Information fields below to define the project for conformity modeling.
- a. System** - - - - - Select from the menu to indicate if the project is on:
- Roadway System (Functional Class 1-3, 5)
  - Local Street System (Functional Class 4)
  - Transit System
  - Non-Infrastructure (None of the above)
- b. Route** - - - - - This field only appears if the roadway system type is selected. Identify the Interstate, US or state highway designation from the dropdown menu. The routes have been pre-populated based on the project's county(ies).

## c. Location Type

Select from the menu the best option to describe the project's location type. The list of available options will change, based on the System selected:

Roadways	Local Streets
<ul style="list-style-type: none"> <li>• Bridge</li> <li>• Intersection</li> <li>• Interchange</li> <li>• Road Segment</li> <li>• Point Location</li> <li>• Various Locations</li> <li>• Non-Location Specific</li> </ul>	<ul style="list-style-type: none"> <li>• Bridge</li> <li>• Intersection</li> <li>• Non-Location Specific</li> <li>• Point Location</li> <li>• Street Segment</li> <li>• Trail/Path Segment</li> <li>• Various Locations</li> </ul>
Transit	Non-Infrastructure
<ul style="list-style-type: none"> <li>• Non-Location Specific</li> <li>• On Road</li> <li>• Own ROW</li> </ul>	<ul style="list-style-type: none"> <li>• Other</li> </ul>

## d. Facility Name

Full name of facility; e.g. "Capital Beltway," "East Street," or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.

## e. From/To (Interchanges, Cross Streets)

For projects that cover any distance on a facility, please identify the terminal limits of the project. For projects identified as Interchanges, these fields are repurposed for the names of up to two intersecting facilities with interchanges. Similarly, for Location Type: Intersection, these are repurposed as "Primary and Secondary Cross Streets."

## f. Distance

Please identify the approximate length of the project in miles if a "From" and "To" are provided.

## g. Map

For any project that provides one or more specific locations, a map of the project will be required. You can click on this, or the Map tab at the top of the form to use the interactive project mapping feature. Please see the instructions on page 26 for more information.

## h. Bridge #

For projects with Location Type: Bridge, please identify the federal bridge number.

## i. # Locations

If "Various Locations" was selected as the project type, please identify the approximate number of locations the project will be implemented at, where possible.

## Congestion Management Process Information

The questions in this section address the federal requirement known as the Congestion Management Process (CMP). Please see [www.mwcog.org/CMP](http://www.mwcog.org/CMP) for more information. These questions should be answered for every project. In addition, a Congestion Management Process Documentation Form should be completed for each non-exempt project or action proposing an increase in SOV capacity.

20 **CMP**

21 ☒ Traffic congestion conditions necessitate the proposed project or program and are

21a ☒ If the congestion is on another facility, please identify it:

22 ☒ This project is capacity-increasing and on a limited access highway or other principal arterial

22a ☐ The following exemption criteria are true about the project? (Choose one, or indicate that none of the exemption criteria apply)

- 20. CMP** ----- Answer questions 21-22a, and if the answer to 22a indicates that a CMP documentation form is required, select "Yes" from this pull-down
- 21. Congested Conditions** ----- Do traffic congestion conditions on this or another facility necessitate the proposed project or program? Check the box if this project is being planned specifically to address congestion conditions and indicate whether the congestion is recurring or non-recurring from the drop-down menu.
- a. Other Facility ----- If the congestion is on a different facility, fill in the name of the congested parallel or adjacent route that this project is intended to relieve in the text box provided.
- 22. Capacity Increase** ----- Check this box if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway). The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (a), projects in the following categories require a Congestion Management Process Documentation Form:
- New limited access or other principal arterial roadways on new rights-of-way
  - Additional through lanes on existing limited access or other principal arterial roadways
  - Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.

## 22. a. CMP Exemption

- - - - -

If the box for question 22 is checked, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the criteria apply):

- 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 improvements, 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
- Construction cost for the project is less than \$10 million.
- None of the exemption criteria above apply to this project – a CMP Documentation Form is required. Use the link provided below to download a blank form. Fill this form out per the instructions for that form found later in this section, then upload it



## Conformity Information

Use this section to provide sufficient detail on how the project should be coded by TPB staff. Multiple segment records may be required to distinguish pieces of the project that have different completion dates, improvement types, changes to number of lanes, etc.

If the project is required to be included in the air quality conformity analysis, at least one location segment must be entered here, including a duplication of the information in question 19. To add more segments, click "[ADD NEW LOCATION]".

The screenshot shows a web form for entering project location and conformity information. Callout 23 points to the 'MODEL' dropdown menu, which is set to 'Yes'. Callout 24 points to the 'SYSTEM' dropdown menu, which is set to 'Roadways'. The form includes fields for 'ROUTE' (VA 655), 'LOCATION TYPE' (Road Segment), 'FROM' (VA 286 Fairfax County Pt), 'TO' (VA 620 Braddock Road), and 'DIST MILE(S)'. Below these are fields for 'CONFORMITY ID' (688), 'CONFORMITY NUMBER' (VSF17b), 'AGENCY PHASE ID', 'IMPROVEMENT TYPE' (Construct), 'FACILITY TYPE FROM', and 'FACILITY TYPE TO' (Minor Arterial). At the bottom, there are fields for 'LANES FROM' (0), 'LANES TO' (4), 'UNDER CONSTRUCTION' (checkbox), 'ROW ACQUIRED', 'PROJECTED COMPLETION YEAR' (2025), and 'COMPLETED YEAR'. Callouts 23 and 24 are in green circles. Letters a through o are in blue circles, pointing to various fields: a to SYSTEM, b to ROUTE, c to LOCATION TYPE, d to FROM, e to TO, f to DIST MILE(S), g to CONFORMITY ID, h to CONFORMITY NUMBER, i to AGENCY PHASE ID, j to IMPROVEMENT TYPE, k to FACILITY TYPE FROM, l to FACILITY TYPE TO, m to LANES FROM, n to LANES TO, o to UNDER CONSTRUCTION, p to ROW ACQUIRED, q to PROJECTED COMPLETION YEAR, and r to COMPLETED YEAR.

**23. Model** ----- The project is included in the regional travel demand model

**24. Conformity Information** ----- The fields on the first line of each Conformity location record behave in the same manner as the project location fields described in 19 a-f on pages 15-16. See the definitions and descriptions those fields there if needed.

**g. Conformity ID** ----- Automatically generated unique conformity segment identifier. This field is not editable.

**h. Conformity Number** ----- A project code assigned by TPB staff that is used for modeling inputs. This field is not editable by agency sponsors.

**i. Agency Phase ID** ----- The fields on the first line of each Conformity location record behave in the same manner as the project location fields described in 19 a-f on pages 15-16. See the definitions and descriptions those fields there if needed.

- j. Improvement Type ----- Pull-down field to identify type of improvement being made to the facility. The following values are available to select from:
- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Construct</li> <li>• Widen</li> <li>• Upgrade</li> <li>• Relocate</li> <li>• Reconstruct</li> <li>• Rehabilitate</li> <li>• Study</li> <li>• Construct/Widen</li> <li>• Widen/Upgrade</li> </ul> | <ul style="list-style-type: none"> <li>• Acquisition</li> <li>• Expansion</li> <li>• Implementation</li> <li>• Installation</li> <li>• Landscaping</li> <li>• Other</li> <li>• Modify</li> <li>• Realign Intersection</li> <li>• Widen/Revise Ops</li> </ul> | <ul style="list-style-type: none"> <li>• Remove/Close</li> <li>• Implement</li> <li>• Downgrade</li> <li>• Close</li> <li>• Complete</li> <li>• Convert</li> <li>• Withdrawn</li> <li>• Revise Operations</li> <li>• Reduce Capacity</li> </ul> |
|---|--|---|
- k. Facility Type From/To ----- Number of lanes on facility before improvement
- l. ROW Acquired ----- Right-of-way has been acquired for the facility
- m. Under Construction ----- Construction has begun on the facility
- n. Projected Completion ----- Estimated year that the project will be complete
- o. Completed Year ----- Year that the project was completed (open to traffic) or implemented

## Environmental Review Information

25 ENVIRONMENTAL REVIEW DOCUMENT

26 ENVIRONMENTAL REVIEW STATUS

Categorical Exclusion

☐ This project has been identified for the following potential environmental mitigation activities.

25. Document Type ----- Type of NEPA documentation required, if any
26. Review Status ----- Current status of any required NEPA documentation
27. Environmental Mitigations ----- These potential environmental mitigation activities have been identified for the project (select all that apply):
- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Energy</li> <li>• Floodplains</li> <li>• Noise</li> <li>• Vibrations</li> </ul> | <ul style="list-style-type: none"> <li>• Geology, Soil and Groundwater</li> <li>• Hazardous and Contaminated Materials</li> <li>• Socioeconomics</li> <li>• Wetlands</li> <li>• Surface Water</li> </ul> |
|---|--|

## Financial Plan Information

Note: This section is an expansion of the LRTP form question that previously asked agencies to identify the types of funding (federal, state, local, etc.) that were anticipated to be used for the project. To enhance the Financial Plan for Visualize 2045, Update 2022, agencies are asked to provide projected amounts of each funding type and the approximate time frame (or band) of expenditure: the first four years (in the FY 2023-2026 TIP), the next six years (FY 27 – FY 32), or the remaining out-years of the plan (FY 33 – FY 45). This section uses Project InfoTrak’s built-in programming tool which requires a higher degree of specificity on funding years and phase type than agencies are expected to report. See the instructions for the fields below and the example following the instructions for guidance on how to use this section to describe the projected expenditures. If the available data doesn’t provide enough information to complete this level of detail, consult with TPB staff on the best alternate approach.

28.      a. FFY ----- Use this field to indicate in which of these three bands the various funding types are projected for programming: the first four years (in the FY 2023-2026 TIP) the following six years (2027 – 2032) or the outyears of the plan (2033 – 2045). TPB staff will only report on the funding by band so users may select any fiscal year within each band. For simplicity and consistency, TPB staff recommends selecting the first fiscal year of a band (2023, 2027 or 2033).
- b. Fund Type ----- Select the first (or only) type of source that is anticipated to be used to fund the project: federal, state, local, private, bonds, or other. For the purposes of the financial plan and TIP District of Columbia-generated funding should be entered as state funding.
- c. Amount (Phases)----- To the extent possible, identify the amount of funds (in year-of-expenditure dollars) from this record’s source type to be programmed in the band identified. The financial plan does not analyze funding by project phase. TPB staff recommends that all funding amounts be entered in the “Other” column. The example below explains this further.
- d. Totals ----- The Total column and the Fiscal Year and Grant Total fields are automatically calculated and are not editable.

## Financial Plan Example

If any amount of funding falls within the span of the proposed TIP (FY 2023-2026), submit the project as an amendment/adoption to the TIP rather than the LRTP. For LRTP projects, identify whether the anticipated programming is in the mid-term (the 6 years following the TIP, i.e. 2032) or in the out years of the plan. Identify projected costs for all phases of the project to the extent possible.

In this example a construction of a project is anticipated to cost \$500 million, with preliminary engineering (PE) projected at \$1 million, and right-of-way acquisition (ROW) at \$10 million. The project will be paid for using a federal funding program like the Surface Transportation Block Grant program which requires a 20% matching contribution.

FFY (OCT/SEPT)	FUND TYPE	AC/CP	STUDY	PLANNING	PE	ROW	CON	UT	OTHER	TOTAL
2030	Federal				\$800,000					\$800,000
2030	State or District Funding				\$200,000					\$200,000
Outer FY	Federal					\$8,000,000				\$8,000,000
Outer FY	State or District Funding					\$2,000,000				\$2,000,000
Outer FY	Federal						\$400,000,000			\$400,000,000
Outer FY	State or District Funding						\$100,000,000			\$100,000,000
										\$0
FFY 2030										
FFY Outer FY										
Federal										
State or District Funding										
GRAND TOTAL										
			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
			\$0	\$0	\$0	\$10,000,000	\$500,000,000	\$0	\$0	\$510,000,000
			\$0	\$0	\$800,000	\$8,000,000	\$400,000,000	\$0	\$0	\$408,800,000
			\$0	\$0	\$200,000	\$2,000,000	\$100,000,000	\$0	\$0	\$102,200,000
			\$0	\$0	\$1,000,000	\$10,000,000	\$500,000,000	\$0	\$0	\$511,000,000

ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$

## Schedule Information

29

ESTIMATED PROJECT COMPLETION DATE

2024

30

ACTUAL PROJECT COMPLETION DATE

31

CURRENT IMPLEMENTATION STATUS

- 29. Estimated Project Completion** ----- Estimated year that the project will be open to traffic or implemented.
- 30. Actual Project Completion** ----- Use this field to indicate the year that the full scope of the project has been opened to traffic or implemented.
- 31. Current Implementation Status** ----- Indicate the current status of the project using one of the following project milestones or activities:
- Environmental Document/ Pre-Design Phase (PAED)
  - Engineering/Plans Specifications and Estimates (PS&E)
  - ROW Acquisition
  - Bid/Advertise Phase
  - Contract/Project Award
  - Construction/Project Implementation Begins
  - Project Closeout
  - No Project Activity
  - Construction/ Implementation Complete Project Open to Use
  - First Vehicle/Equipment Delivered
  - All Vehicles/Equipment Delivered
  - Contract/Project Complete
  - Ongoing Operating/ Maintenance Project
  - Project Cancel

## Regional Policy & Federal Planning Factor Support

The questions in this section address the goals identified in the Regional Transportation Priorities Plan (RTPP). Question 39 should be used to provide additional context of how this project supports the TPB Aspirational Initiatives the RTPP goals or other regional needs identified in the Technical Inputs Solicitation Project Submission Guide.

- 32. Non Auto Travel** a. ----- Does the project promote non-auto travel or can it be expected to reduce VMT?
- b. Transportation Options ----- Identify all travel mode options that this project provides, enhances, supports, or promotes.
- Single Driver
  - Carpool/HOV
  - Metrorail
  - Commuter Rail
  - Streetcar/Light Rail
  - Walking
  - BRT
  - Express/Commuter Bus
  - Metrobus
  - Local Bus
  - Bicycling
  - Other
- 33. Accessibility Improvement** ----- Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)
- 34. Equity Emphasis Areas** a. ----- Is this project physically in an Equity Emphasis Area (EEA)?
- b. Additional Equity Response ----- Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
- 35. Activity Centers** ----- Indicate if the project begins or ends within an activity center, connects two or more centers, and/or promotes non-auto travel within one or more centers
- a. Begins or Ends in ----- Does this project begin or ends in an Activity Center?
- b. Activity Center without ----- Does this project connect two or more Activity Centers?
- c. Non-Auto Travel within ----- Does this project promote non-auto travel within one or more Activity Centers?
- d. EEA-Activity Center Connect ----- Does this project connect an Equity Emphasis Area to an Activity Center?

- 
36. **Maintenance** ----- Does this project contribute to enhanced system maintenance or preservation?
37. **Operations and Travel Demand** ----- Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?
38. **Safety** ----- Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
39. **Reduce Emissions Pollutants** ----- Is the project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)?
40. **Reduce Greenhouse a. Gases** ----- Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?
- Additional response. b ----- If the answer to question #40 regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions? If 'No', please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.
41. **Promotes Freight** ----- This project enhances, supports, or promotes the following freight carrier modes (select all that apply):
- Air
  - Local Delivery
  - Long-Haul Truck
  - Rail
42. **Passenger Carrier Modes** ----- This project enhances supports, or promotes the following passenger carrier modes (select all that apply):
- Air
  - Amtrak Intercity Passenger Rail
  - Intercity Bus
43. **Aspirational Initiatives** ----- Please check each initiative that is implemented by this project. The aspirational initiatives are: (see next page)
-

- Bring Jobs and Housing Closer Together.
- Expand Bus Rapid Transit and Transitways Regionwide.
- Move More People on Metrorail.
- Provide More Telecommuting and Other Options for Commuting.
- Expand Express Highway Network.
- Improve Walk and Bike Access to Transit.
- Complete the National Capital Trail Network

**44. Additional Policy a. Framework**

----- Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives.

**b.**

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

**45. Federal Planning Factors**

----- This project supports the following planning factors (select all that apply):

- Emphasize the preservation of the existing transportation system.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Enhance travel and tourism
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Increase accessibility and mobility of people
- Increase accessibility and mobility of freight
- Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increases the safety of the transportation system for all motorized and non-motorized users.
- Promote efficient system management and operation.
- 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.
- Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiently.

## The TIP Project Description Form Instructions

The fields and instructions for the TIP form are exactly the same as the LRTP form with the exception of the funding program area. Where the LRTP form features data on the financial analysis for Visualize 2045, the TIP form has programming tables for the FY 2023-2026 TIP.

<b>FFY</b> - - - - -	Enter the federal fiscal year in which the funds are programmed for obligation. You may program funds beyond the window of the current TIP, which will be included in the Grand Total summaries below.
<b>Fund Type</b> - - - - -	See the next section for a definition of and links to resources for more information on each funding source.
<b>AC/CP</b> - - - - -	<p>If your agency is programming Advanced Construction (AC) funds on a project the following conditions must be met:</p> <ol style="list-style-type: none"> <li>1. Any amounts designated as AC must note that in the pull-down menu in this column.</li> <li>2. The source for those funds must be listed as the anticipated federal source that the agency intends to use to pay back the state coffers.</li> <li>3. For any amount of AC programmed, there must be an equal amount of ACCP scheduled in the program. These amounts should be demonstrated within a year or two at most, of the initial AC programming.</li> </ol>
<b>Phase</b> - - - - -	<p>Place the programmed funds in the appropriate column depending on which phase they are programmed for:</p> <ul style="list-style-type: none"> <li>• Study</li> <li>• Planning</li> <li>• PE – Preliminary Engineering</li> <li>• ROW – Right of Way Acquisition</li> <li>• CON – Construction Reserve for construction of roadway or transit facility infrastructure.</li> <li>• UT – Utilities</li> <li>• Other – Use for program operations, vehicle or other purchases, construction of maintenance facilities, debt service, or other purposes that don't comport to one of the phases above</li> </ul>



---

<b>Total</b> - - - - -	This is a calculated field, summing the line item.
<b>Grand Total Block</b> - - - - -	This block provides calculated totals by FFY, source, and a grand total. Note: this provides a running total of all fiscal years, prior to, including, and beyond the program window of the TIP.
<b>Total Project Cost</b> - - - - -	Enter the total project cost in the field to the right. This should equal or exceed the amount of funding programmed in the calculated Grand Total field above. If it is less than the programmed amount, the system will present an error message when attempting to submit the TIP description form. If the project cost is equal to the amount programmed (or for perpetual, ongoing maintenance or operational programs), you can check the box on the left, indicating that the estimated total cost is equal to the total programmed amount.

## Section 5: Federal Funding Resources

The following sources are included in the Project InfoTrak database for programming. If additional or new sources are needed, please contact the EcoInteractive help desk.

### Federal Highway Administration – Title I Sources

#### Accelerated Innovation Deployment Demonstration Program (Demo)

The Accelerated Innovation Deployment (AID) Demonstration program provides incentive funding for activities eligible for assistance in any phase of a highway transportation project between project planning and project delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The FHWA expects approximately \$10 million to be made available for AID Demonstration in each of Fiscal Years 2016 through 2020 from amounts authorized under section 6002 of the FAST Act.

[https://www.fhwa.dot.gov/innovation/grants/edc4\\_aiddemo\\_factsheet.pdf](https://www.fhwa.dot.gov/innovation/grants/edc4_aiddemo_factsheet.pdf)

#### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

<https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

#### Federal Lands Access Program (FLAP)

The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

<https://highways.dot.gov/federal-lands/programs-access>

#### High Priority Project (HPP)

The High Priority Projects Program (pre-MAP-21 23 U.S.C. 117) provided designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The program was discontinued by MAP-21.

<https://www.fhwa.dot.gov/programadmin/hpp.cfm>

#### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

<https://safety.fhwa.dot.gov/hsip/>

#### National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- investing in infrastructure and operational improvements that strengthen economic

competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;

- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

<https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

## National Highway Performance Program

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

<https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

## Regional Surface Transportation Planning

RSTP provides flexible funding to Northern Virginia, and similar regions across the country, that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In Virginia,

these funds are available to Metropolitan Planning Organizations (MPOs) with populations greater than 200,000. While the NVTA is not a federally designated MPO, it fulfills this function for Northern Virginia.

<http://thenovaauthority.org/programming/cmaq-rstp/>

## State Transportation Innovation Council (STIC)

The State Transportation Innovation Council Incentive program provides resources to help STICs foster a culture for innovation and make innovations standard practice in their States. Through the program, funding up to \$100,000 per State per Federal fiscal year is made available to support or offset the costs of standardizing innovative practices in a State transportation agency or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation.

## Surface Transportation Block Program (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

## Transportation Alternatives Program (TAP)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

<https://www.fhwa.dot.gov/fastact/factsheetstransportationalternativesfs.cfm>

## Federal Transit Administration - Title III Sources

### Section 5303, Section 5304 – Metropolitan and State Planning Program

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

<https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304>

### Section 5307 - Urbanized Area Formula Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

### Section 5309 - New Starts

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.

<https://www.transit.dot.gov/funding/grant-programs/capital-investments/fact-sheet-fixed-guideway-capital-investment-grants-new>

### Section 5310 - Elderly & Persons with Disabilities Program

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

### Section 5311 – Formula Grants for Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where

many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

<https://www.transit.dot.gov/rural-formula-grants-5311>

## Section 5337 - State of Good Repair Grant Funds

The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

<https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

## Section 5339 (a) - Alternatives Analysis Funding

The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

<https://www.transit.dot.gov/funding/grants/alternatives-analysis-5339>

## Section 5333 (b) – Bus and Bus Facilities Discretionary Program

The purpose of the Bus Program is to improve the condition of the nation’s public transportation bus fleets, expand transportation access to employment,

educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.

<https://www.transit.dot.gov/funding/applying/notices-funding/5339b-bus-and-bus-facilities-discretionary-program-bus-program-2016>

## Section 5339 (c) - Low or No Emission Vehicle Program

The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until fiscal year 2020.

<https://www.transit.dot.gov/funding/grants/lowno>

## Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Sec. 106 of this bill provides the authorization for capital and preventative maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA).

<https://www.congress.gov/bill/110th-congress/house-bill/6003/text>

## Other Funding Sources

AC	Advanced Construction
ACC	Advanced Construction Conversion
DOD - OEA	Department of Defense, Office of Economic
GARVEE	Grant Anticipation Revenue Vehicles (Bonds)
NPS	National Park Service
NRT	National Recreational Trails Program
P3	Private-Public Partnership
PRIV	Private Developer
WIP	WMATA Insurance Proceeds

March, 2022

# 2022 UPDATE TO VISUALIZE 2045 BLANK DESCRIPTION FORM



National Capital Region  
Transportation Planning Board

visualize  
**2045**

**Administrative Area**

1. Adoption/Amendment

2. Grouped Project?

3. Group Name

4. CE ID/TIP ID

**Project Information**

5. Project Title

6. Project Description

7. Primary Project Type

8. Lead Agency

9. Secondary Agency

10. County

11. Municipality

12. Primary Contact

13. Phone

14. Email

15. URL

16. Accommodations

17. Complete Street Advance

18. Complete Street Exempt

19. Project Location

a. System

b. Route

c. Location Type

d. Facility Name

e. From

e. To

f. Distance

g. Map



k. Bridge #

l. # of Locations

**Congestion Management Process Information**

20. CMP

☐ 21. Traffic congestion conditions necessitate the proposed project or program and are

21 a. If the congestion is on another facility, please identify it:

☐ 22. This project is capacity-increasing and on a limited access highway or other principal arterial

22 a. The following exemption criteria are true about the project? (Choose one, or indicate that none of the exemption criteria apply)

**Conformity Information**

23. Model

23. Conformity Segments

a. System

b. Route

c. Location Type

d. Road Name

e. From

e. To

f. Distance

g. CON ID

h. Conformity Number

i. Agency Phase ID

j. Improvement Type

k. Facility Type From

k. Facility Type To

l. Ln From

l. Ln. To

m. ROW Acquired

n. Under Construction

o. Projected Completion

p. Completed Year

**Environmental Review Information**

25. Document Type

26. Review Status

27. This project has been identified for the following potential environmental mitigation activities:

## Programming Information

28. LRTP Funding

a. FFY (Band)


b. Fund Type


c. Phases


d. Total


## Schedule Information

29. Estimated Completion

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28. Actual Completion

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30. Current Implementation Status

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## Regional Policy & Federal Planning Factor Support

- ☐ 32 a. This project promotes non-auto travel or can be expected to reduce VMT in the region.

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

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- ☐ 33. This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency)

- ☐ 34 a. This project is physically located in an Equity Emphasis Area (EEA)

34 b. Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.

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- ☐ 35 a. This project begins or ends in an Activity Center.

- ☐ 35 b. This project connects two or more Activity Centers.

- ☐ 35 c. This project promotes non-auto travel within one or more Activity Centers.

- ☐ 35 d. This project connects an Equity Emphasis Area to an Activity Center?

- ☐ 36. This project contributes to enhanced system maintenance or preservation.

- ☐ 37. This project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.).

- ☐ 38. Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?

- ☐ 39. This project is expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS).

- ☐ 40 a. This project is expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030.

40 b. If the statement above was checked as "Yes," describe how this project is anticipated to reduce emissions. If 'No', please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.

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- ☐ 41. This project enhances, supports, or promotes the following freight carrier modes.

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- ☐ 42. This project enhances, supports, or promotes the following passenger carrier modes.

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43. Please check each initiative that is implemented by this project.

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44 a. Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives

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

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45. Federal Planning Factors: This project supports the following planning factors (select all that apply)

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