

## **Appendix D**

# **Relationship to Other Highway Improvement Plans and Programs**

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### Capital Beltway Rail Feasibility Study

The Capital Beltway Rail Feasibility Study was the result of recommendations from VDOT's 1997 Major Investment Study (MIS) Results Report. Conducted by Department of Rail and Public Transportation (DRPT), the study confirmed the feasibility of rail along the Beltway corridor. The study also concluded that the rail should not be placed within the Beltway right-of-way, but along a parallel corridor. Beltway plans have been developed so as not to preclude potential crossings of the highway by the rail alignment.

### Capital Beltway West Side Joint Mobility Study

The West Side Joint Mobility Study is an on-going effort being led by the Maryland State Highway Administration and supported by the Virginia Department of Transportation. The 14-mile project extends north from the DTR/DIAAH Interchange in Virginia to the I-270 West Spur and continues on I-270 to the I-370 interchange. The purpose of the study is to assess the adequacy of a managed lane system connecting Virginia's HOT lanes to portions of the Beltway in Maryland and to the I-270 corridor. Bottleneck issues on the north leg of the DTR/DIAAH Interchange will be addressed by providing additional capacity across the American Legion Bridge at the state border.

### Capital Beltway Mobility System Study – Southern Segment

This study includes performing a high-level assessment of systems built and proposed for that portion of the Capital Beltway from the Springfield Interchange to Maryland Route 5 (Branch Avenue). The Study will consider the year 2030 as its outer bound. The Study will examine whether a high occupancy vehicle (HOV) system is expected to be available within the Study limits at some time after the Woodrow Wilson Bridge (WWB) project is completed, making the use of HOV lanes across the WWB feasible. It will identify any changes to the approved WWB Final Supplemental EIS document that must be addressed should construction of HOV on- and off-ramps at the U.S. Route 1 Interchange take a form other than that already proposed. The work will include reviewing planned and existing projects that may also include (besides HOV) heavy rail, light rail, bus rapid transit (BRT), high occupancy toll (HOT) lanes, and managed lanes (ETL).

### I-95/I-395/I-495 Interchange Project

Construction of improvements to the I-95/I-395/I-495 interchange began in early 1999. Construction of the first several phases of the I-95/I-395/I-495 Interchange Improvement Project was recently completed. The improvements included major modifications to the existing interchange that significantly increased the capacity and safety of one of the most traveled interchanges in Northern Virginia. Future phases of the interchange include connections between the Beltway and HOV Lanes on I-95/I-395.

### Woodrow Wilson Bridge Improvement Project

The Woodrow Wilson Bridge project, whose final major components are currently under construction, will substantially improve capacity and safety along the southern portion of the Beltway. The Woodrow Wilson Bridge Project, which is located in Northern Virginia and Prince George's County, Maryland, includes capacity enhancements to the mainline and interchanges between Virginia Route 241 (Telegraph Road) and Maryland Route 210 (Indian Head Highway). The final configuration provides for barrier-separated express lanes that could eventually be incorporated into a larger Beltway HOT Lane network, if additional improvements were constructed between the interchanges of Virginia Route 401 (Van Dorn Street) and Route 241 (Telegraph Road).

### Interstate 95/395 HOT Lanes (PPTA)

The I-95/395 HOT Lanes project will expand the existing 28-mile reversible high occupancy vehicle (HOV) lanes on I-95/395 from two to three lanes and extend two new lanes a distance of 28 miles south to Massaponax from Eads Street near the Pentagon. The new I-95/395 HOT lanes will be reversible, operating in the northbound direction during the hours when the peak demand is in the northbound direction and southbound during the hours when the peak demand is in the southbound direction. The project will add 33 new entry and exit points, will build new park-and-ride lots, and will improve existing bus access.

### Interstate 66 Improvements

The Interstate 66 Improvements inside the Beltway will consist of widening the roadway to extend acceleration and deceleration lanes. The spot improvements will extend acceleration lanes from Lee Highway/Spout Run to Glebe Road, from Fairfax Drive to Sycamore Street, and from Washington Boulevard to the DTR/DIAAH Connector Road.

VDOT and DRPT will complete a NEPA document to look at multi-modal alternatives for I-66 between Cedar Lane in Fairfax County and US Route 15 in Prince William County. The study will explore feasible and reasonable improvement alternatives to help reduce congestion and improve mobility within the corridor. Multi-modal alternatives to be considered may include rail, bus rapid transit, high occupancy toll (HOT) lanes, high occupancy vehicle (HOV) lanes, roadway expansion and express bus service options.

### Dulles Corridor Mobility and Dulles Corridor Metrorail Projects

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), Fairfax and Loudoun counties, and the Metropolitan Washington Airports Authority (MWAA), is planning to construct a 23.1-mile transit system in Fairfax and Loudoun counties, Virginia. A Final Environmental Impact Statement (Final EIS) for the project was completed in December 2004. A record of decision was signed by the Federal Transit Administration in March 2005. The Project will extend the existing Metrorail system from the Orange Line (between the East and West Falls Church stations) in Fairfax County through Tysons Corner to

Washington Dulles International Airport and beyond the airport to Route 772 in Loudoun County. Most of the extension will be constructed in the median of the Dulles International Airport Access Highway and Dulles Connector Road, but the alignment would also directly serve Tysons Corner and Dulles Airport. The extension will include 11 new Metrorail stations, a new rail yard on Dulles Airport property, and improvements to an existing rail yard at West Falls Church. This alignment was selected because it offers the highest ridership potential with the fewest impacts on residential areas and the natural environment. Because of federal funding limitations and the timing of local funding availability, DRPT intends to construct the LPA in two major phases. Phase 1 of the project will complete the first 11.6 miles of the planned extension and include five new stations (Tysons East, Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue). Metrorail service to Wiehle Avenue is scheduled to begin in 2011. DRPT began Preliminary Engineering on Phase 1 of the project in October 2004. Phase 2 of the project will complete the remainder of the LPA from Wiehle Avenue to Route 772 in Loudoun County. The proposed Metrorail extension would cross the Capital Beltway at the Chain Bridge Road interchange in Tysons Corner. Collocation studies and joint plans have been developed to ensure that neither project would preclude the other. Improvements at the Chain Bridge Road interchange would accommodate the planned Metrorail alignment.

### Maryland Capital Beltway Improvements

The Maryland State Highway Administration is studying ways to enhance mobility in the Maryland portion of the Beltway corridor. The Capital Beltway Transportation Corridor Study (a combined MIS and EIS) is being conducted to determine the most appropriate transportation improvements for the Maryland portion of the Beltway. Potential improvement options include the addition of HOV or express toll lanes to the Beltway, new transit alignments, and transportation system management/transportation demand management (TSM/TDM) strategies. Representatives from VDOT and MSHA continue to maintain close coordination to ensure compatible studies and designs. MSHA is currently in the alternatives analysis phase and a Draft EIS is being prepared.

As a result of the major increase in traffic seen on the western segment of the Virginia Beltway, regional and state government agencies began a series of progressively more detailed analyses of the existing operational issues and the feasibility of improving problematic conditions. A number of studies were undertaken by the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transit (DRPT), and the Metropolitan Washington Council of Governments (MWCOG) as part of a comprehensive study process for the Beltway. The following related studies and documents were produced over the last 25 years:

Study	Date	Document(s)	Prepared by
Capital Beltway Study	April 1987	Phase I Final Report	VDOT
	August 1989	Short-Term and Mid-Term Recommendations Report	VDOT

	August 1991	Long Term Recommendations Report	VDOT
Beltway Transit Feasibility Study	August 1993	Potential for Circumferential Transit in the Washington Region	MWCOG
Capital Beltway Phase I MIS	January 1997	Major Investment Study (MIS) Results Report: The Framework for Beltway Improvements	VDOT
Capital Beltway Rail Study	April 2001	Capital Beltway Corridor Rail Feasibility Study: Final Report	DRPT
Capital Beltway Location/ Environmental Studies	January 2001	Capital Beltway Study: Alternatives Development Technical Report	VDOT
	November 2001	Capital Beltway Study: Technical Transportation Report	VDOT
	March 2002	Capital Beltway Study: Draft EIS/ Section 4(f) Evaluation	VDOT
	June 2006	Capital Beltway Study: Final EIS/ Section 4(f) Evaluation	VDOT
Capital Beltway IJR	December 2007	Capital Beltway Interchange Justification Report	VDOT
NEPA Re-evaluations	2007-2009	Reevaluations 1, 2, 3, 4, & 5	VDOT