

Tri-County Parkway Location Study

**ALTERNATIVES IDENTIFICATION
AND SCREENING TECHNICAL REPORT**

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The Virginia Department of Transportation



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S.0 EXECUTIVE SUMMARY

Project History and Overview

The Tri-County Parkway Location Study evaluates a new north/south transportation link in northern Virginia that will connect the City of Manassas with Interstate 66 (I-66) and the Dulles corridor. The corridor begins in the north at the intersection of US 50 and Route 606 (Old Ox Road) and extends to the south at the interchange of VA 28/VA 234 Bypass. It is approximately 15 miles long and traverses portions of the counties of Prince William, Fairfax, and Loudoun along with the cities of Manassas and Manassas Park. The three counties that the Tri-County Parkway will traverse are among the top ten fastest growing counties in the Commonwealth of Virginia. The City of Manassas and the City of Manassas Park have also experienced substantial population growth over the last ten years. Much of the growth in Northern Virginia can be attributed to the emergence of high-tech industries near the Washington Dulles International Airport. A second rapid growth corridor within the region is the I-66 corridor. The primary problem the Tri-County Parkway is intended to address is the lack of adequate north-south transportation facilities linking the I-66 corridor with the Dulles area and VA 267. East of US 15 and west of the I-495 (Capital Beltway), only three principal urban arterials link the spokes together - VA 28 (Sully Road), Route 7100 (Fairfax County Parkway), and VA 123. These north-south facilities are heavily congested and will deteriorate further by the year 2025.

Purpose and Need

The study area presently lacks adequate north-south transportation facilities linking the I-66 corridor with the Dulles area and VA 267. The purpose and need for the Tri-County Parkway is comprised of four key elements, namely:

1. Improve transportation mobility and capacity and, by doing so, improve access and reduce congestion.
2. Enhance the linkage of communities and the transportation system that serves those communities.
3. Accommodate social demands, environmental goals, and economic development needs.
4. Improve safety and, by doing so, reduce the average crash, injury, and accident rates on the roadway network.

Each of the elements has equal value and importance in the overall transportation, environmental, economic, and quality of life objectives for the communities being served under the proposed action.

Alternatives

In accordance with NEPA requirements, alternatives initially considered for the Tri-County Location Study included the No-Build, Mass Transit, Transportation System Management (TSM), and Candidate Build Alternatives (CBAs). Each alternative was evaluated with respect to its potential impacts and its ability to address the project's purpose and need.

Alternatives Eliminated from Detailed Study

Assessments conducted as part of the Tri-County Parkway Location Study determined that the nature of the study area makes the identification of a mass transit alternative that can address the corridor's purpose and need problematic. No transit authority exists whose service area covers or would cover the entire study area, nor are there plans to establish such an authority. In addition, the development patterns and traffic patterns and volumes within the study corridor do not favor north-south through movement along the corridor. The majority of trips and greatest volumes are to points outside the study area or along only a portion of the corridor (i.e., from the Manassas and Centerville areas to I-66 and points east, from the South Riding area to the Dulles corridor). The through volumes are by far the weakest in the study area and would not attract sufficient transit riders to make such service viable; therefore, the mass transit alternative was eliminated from further consideration.

There are no practicable Transportation System Management (TSM) measures beyond those already proposed in the CLRP and VDOT Six Year Plan which could reasonably be implemented to satisfy the



purpose and need for the Tri-County Parkway. TSM-type improvements programmed into the aforementioned plans do not satisfy the project's purpose and need when considered as a stand-alone alternative; therefore, the TSM Alternative was eliminated from further consideration.

The No-Build Alternative

The No-Build Alternative includes currently programmed committed and funded roadway and transit projects in the Virginia Department of Transportation (VDOT) Six Year Plan and the CLRP developed by the Metropolitan Washington Council of Governments or MWCOC (see Appendices A and B). The No-Build Alternative, while having no direct construction costs, would result in other economic, environmental, and quality of life impacts that can be expected from the continuation of roadway system deficiencies. While the No-Build alternative does not meet the project needs for traffic, safety, and roadway infrastructure improvements, it provides a baseline condition with which to compare the improvements and consequences associated with the Candidate Build Alternatives.

Candidate Build Alternatives (CBAs)

Three Candidate Build Alternatives (CBAs) have been identified for further evaluation in a Draft Environmental Impact Statement (EIS). These CBAs are referred to hereinafter as: (1) the "Comprehensive Plan" CBA, (2) the "West Two" CBA, and (3) the "West Four" CBA. Each of the CBAs is expected to be comprised of two or more facility types according to localized needs and goals. To assess environmental effects associated with a particular facility type along each CBA, three general design segments were developed. These general design segments and their relationship to each alternative assessed are described in the body of this Technical Report.

The Comprehensive Plan CBA

The Comprehensive Plan CBA would be located east of the Manassas National Battlefield. The Comprehensive Plan CBA would provide a new urban principal arterial roadway from the northern terminus at the intersection of US 50 and Route 606 (Old Ox Road) and the southern terminus at the Route 28 and Route 234 Bypass Interchange, and would consist of Segments F', F, and E. Segment F' between Route 50 and Route 620 would be comprised of improvements along an existing four-lane divided facility within an existing right-of-way on an existing alignment. Segment F' south of Route 620 would be a new four-lane divided facility within a new right-of-way on a new alignment. Three separate sections characterize segment E. The portion of Segment E between I-66 and the Fairfax/Prince William county line would be a new six-lane divided facility within a new right-of-way on a new alignment. The portion of segment E from the Fairfax/Prince William county line south to VA 234 would be a new six-lane divided facility within an existing right-of-way on an existing alignment. The portion of Segment E from VA 234 to the VA 234 Bypass would be comprised of improvements along an existing four-lane divided facility called Godwin Drive and would be widened to a six-lane divided facility within the existing right-of-way and on an existing alignment.

The West Two CBA

The West Two CBA is located west of the Manassas National Battlefield. The West Two CBA would provide a new urban principal arterial roadway from the northern terminus near the intersection of US 50 and Route 877 (Racefield Lane) and the southern terminus at the I-66 and Route 234 Interchange. The West Two CBA would be a new four-lane divided facility within a new right-of-way and on a new alignment, and would consist of Segments D and C.

The West Four CBA

The West Four CBA is also located west of the Manassas National Battlefield. The West Four CBA would provide a new urban principal arterial roadway from the northern terminus at the intersection of US 50 and Route 606 (Old Ox Road) and the southern terminus at the I-66 and Route 234 Interchange. The West Four CBA would consist of Segments F', G, and C. Segment F' between Route 50 and Route 620 (Braddock Road) would be comprised of improvements along an existing four-lane divided facility within an existing right-of-way on an existing alignment. Segment F' south of Route 620 would be comprised of a new four-lane divided facility within a new right-of-way on a new alignment.

1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION AND HISTORY

The Tri-County Parkway Location Study evaluates a new north/south transportation link in northern Virginia that will connect the City of Manassas with Interstate 66 (I-66) and the Dulles corridor. The corridor begins in the north at the intersection of US 50 and Route 606 (Old Ox Road) and extends to the south at the interchange of VA 28/VA 234 Bypass. It is approximately 15 miles long and traverses portions of the counties of Prince William, Fairfax, and Loudoun along with the cities of Manassas and Manassas Park.

The Tri-County Parkway was first identified during the development of the transportation element of the comprehensive plans for Prince William, Fairfax, and Loudoun counties. The Tri-County Parkway has been the subject of many local studies and plans and has been known by many names throughout the years. In Prince William County, it has been referred to as the “Route 28 Bypass” and, in Loudoun County, the Tri-County Parkway has been known as the “Loudoun County Parkway”. Several conceptual alignments were considered through Fairfax County even before it was first proposed in their comprehensive plan. The Tri-County Parkway has been incorporated in the three counties’ comprehensive plans for over ten years. The Tri-County Parkway was adopted by the Metropolitan Washington Council of Governments (MWCOCG) and included in their Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP) in the early to mid 1990s. Figure 1.1-1 illustrates the Tri-County Parkway project from a regional perspective, while Figure 1.1-2 depicts the study area within which Tri-County Parkway alternatives will be evaluated.

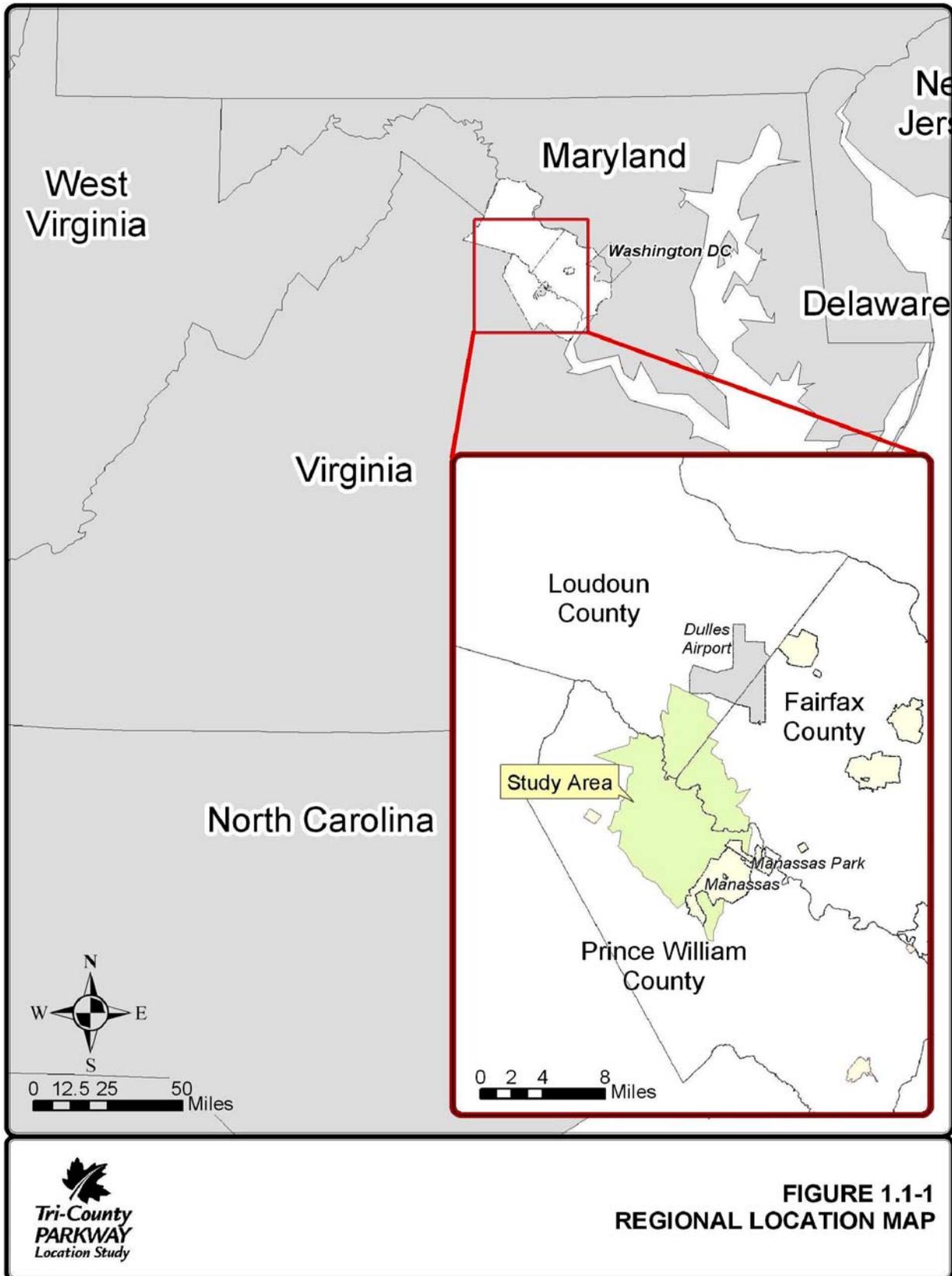
The three counties that the Tri-County Parkway will traverse are among the top ten fastest growing counties in the Commonwealth of Virginia. According to the 2000 Census, Loudoun County’s population grew by 97 percent from 1990 to 2000. Prince William County’s and Fairfax County’s population grew by 30 percent and 19 percent, respectively, during those same years. The City of Manassas and the City of Manassas Park are also located within the Tri-County Parkway study area. Both of these cities have experienced substantial population growth over the last ten years. The City of Manassas had a population growth of 26 percent and the City of Manassas Park grew by 53 percent.

Much of the growth in Northern Virginia can be attributed to the emergence of high-tech industries near the Washington Dulles International Airport. By the year 2025, employment in the Dulles/Tysons corridor is expected to reach 280,000 jobs - 71 percent more than current conditions. The Dulles/Tysons corridor will become the second largest employer in the Washington Metropolitan region, second only to downtown Washington D.C. Prince William County and the City of Manassas have also experienced significant high-tech industry growth. The Dulles area consists of the Dulles Greenway, VA 7, VA 28, and US Route 50.

A second rapid growth corridor within the region is the I-66 corridor. Transportation improvements for the I-66 corridor from Interstate 495 (I-495) to the Gainesville area were evaluated in January 1999 as part of a comprehensive study entitled “The I-66 Corridor Major Investment Study (I-66 MIS).” Information from that study revealed that population in the I-66 corridor located within Fairfax, Prince William, and Loudoun counties is projected to increase from 269,000 persons in 1999 to 466,000 persons in 2020. This represents a 73 percent increase in population over the 22-year time frame. Employment is estimated to increase 83 percent in this same time period (from 162,000 jobs in 1999 to 296,000 jobs in 2020).

The primary problem the Tri-County Parkway is intended to address is the lack of adequate north-south transportation facilities linking the I-66 corridor with the Dulles area and VA 267. East of US 15 and west of the I-495 (Capital Beltway), only three principal urban arterials link the spokes together - VA 28 (Sully Road), Route 7100 (Fairfax County Parkway), and VA 123. These north-south facilities are heavily congested and will deteriorate further by the year 2025.

Level of service on VA 28 is currently deficient in the a.m. and p.m. peak periods. By 2025, most segments of VA Route 28 northbound in the a.m. and southbound in the p.m. are expected to operate at LOS F or G (a severely congested state). Traveling south in the p.m. between the Fairfax County line



**FIGURE 1.1-1
REGIONAL LOCATION MAP**



and I-66, speeds are estimated to drop along VA 28 from an already slow 18 miles per hour (mph) to 13 mph between 2000 and 2025. The posted speed limit in this area is 45 mph. By 2025 the peak periods for a.m. and p.m. traffic on VA 28 could extend for over three hours each; however, improvements to VA 28 have been proposed under the Virginia Public-Private Transportation Act (VPPTA) of 1995 to convert the 14-mile stretch of VA 28 between I-66 and Route 7 to a limited access freeway. That project would involve widening VA 28 to an eight-lane section, as well as replacing up to ten signalized intersections with grade-separated interchanges. If the VA 28 improvements project is completed as planned, the added capacity should increase speeds and reduce congestion along VA 28 - in effect improving operating speeds in the a.m. and p.m. peak periods.

1.2 PURPOSE AND NEED

The study area presently lacks adequate north-south transportation facilities linking the I-66 corridor with the Dulles area and VA 267. The purpose and need for the Tri-County Parkway is comprised of four key elements. Each of the elements is a critical and salient factor to be addressed by the transportation alternatives. There is no attempt to weight one element over the others. Each of the elements has equal value and importance in the overall transportation, environmental, economic, and quality of life objectives for the communities being served under the proposed action. The four elements are listed below and are further elaborated in Sections 1.3 through 1.7 of the associated document titled Purpose and Need Statement (VDOT, 2003):

1. Improve transportation mobility and capacity and, by doing so, improve access and reduce congestion.
2. Enhance the linkage of communities and the transportation system that serves those communities.
3. Accommodate social demands, environmental goals, and economic development needs.
4. Improve safety and, by doing so, reduce the average crash, injury, and accident rates on the roadway network.

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2.0 ALTERNATIVES IDENTIFICATION AND SCREENING

In accordance with 23 CFR 771.123 and FHWA Technical Advisory T 6640.8A, a broad range of preliminary alternatives was identified for consideration and development in the Tri-County Parkway Location Study. The following is a discussion of the alternatives considered for this project. It will describe why reasonable alternatives were selected for detailed study and why other alternatives were eliminated from further consideration.

2.1 PRELIMINARY ALTERNATIVES DEVELOPMENT

2.1.1 Scoping

A broad range of alternatives were developed through public input, input from local jurisdictions, the project Technical Advisory Committee, VDOT officials, County transportation officials, County Comprehensive Plans, the Northern Virginia 2020 Transportation Plan, and the FY 2004-2009 Transportation Improvement Plan/2003 Constrained Long Range Plan (CLRP) for the metropolitan Washington, DC region. Open forum public meetings were held in Fairfax, Loudoun, and Prince William counties in March and December 2002 to solicit additional agency and public comment on Tri-County Parkway alternatives. Additional review and input regarding alternatives were received through the Agency Partnering Process that includes VDOT, FHWA, the EPA, Corps of Engineers, and USFWS. Agency Partnering meetings were held on June 19, 2003 to specifically review the Candidate Build Alternatives (CBAs) and appropriate screening criteria. A subsequent Agency Partnering meeting was held July 31, 2003 to provide additional information and field review the study area.

2.1.2 Logical Termini

FHWA regulations [23 CFR 771.111(f)] require that a highway project connect logical termini, defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. The proposed termini for the Tri-County Parkway project include a northern terminus near the intersection of US 50 (John Mosby Highway) and VA 606 (Old Ox Road) and a southern terminus at the interchange of VA 28 and VA 234. These termini establish the general location limits of each alternative given detailed consideration in the Draft EIS. The locations of these termini are shown on Figure 2.1-1.

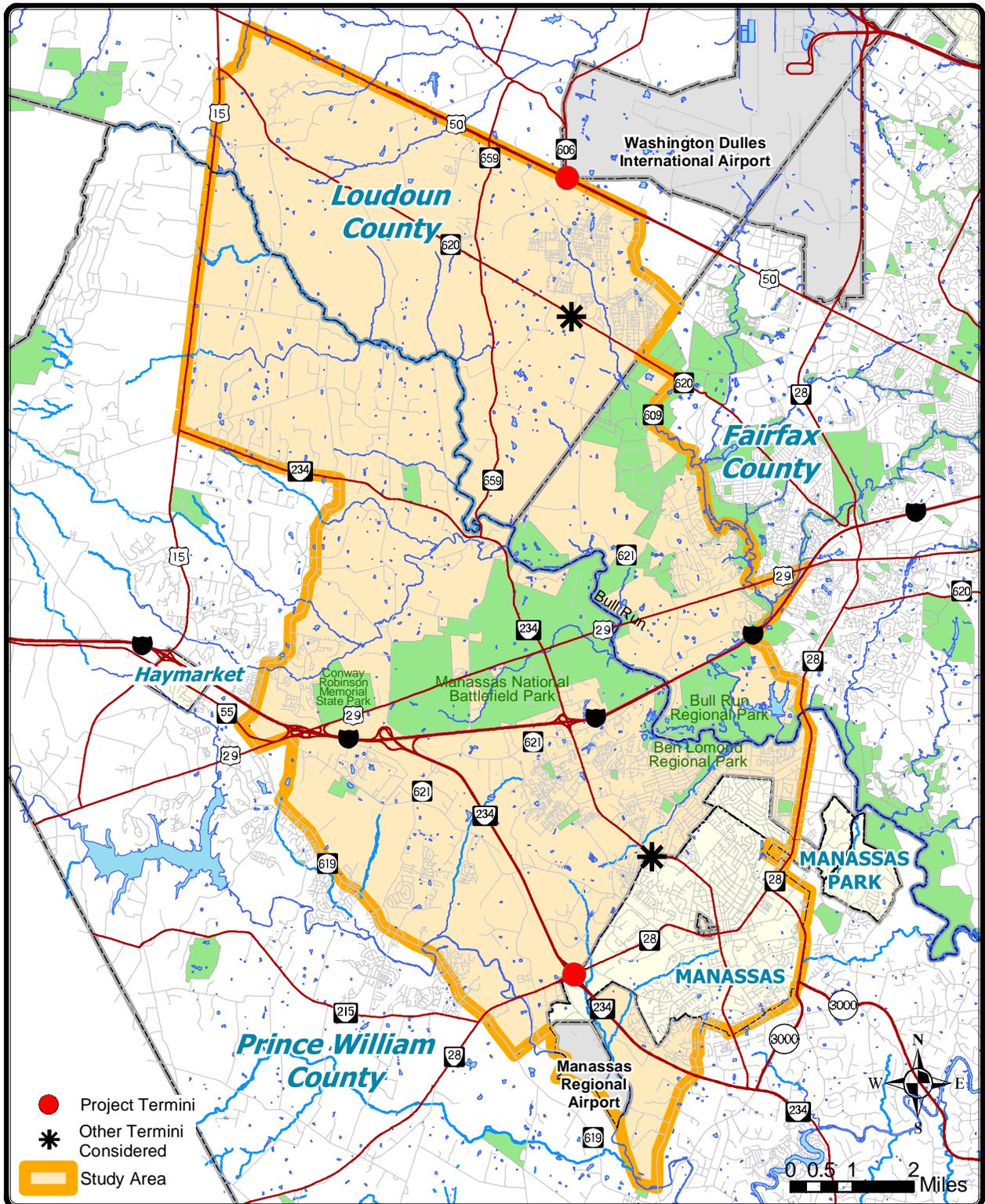
These termini have been selected in accordance with FHWA Technical Guidelines (FHWA, November 5, 1993) for termini development. Efforts have been made to ensure that the proposed termini would allow the evaluation of project alternatives that:

1. Would function independently of and not force other transportation improvements.
2. Would not restrict the consideration of project alternatives that avoid significant environmental resources (such as Bull Run Regional Park).
3. Would allow for consideration of environmental issues on a broad scope so that segments of the project would not force improvements in areas where environmental issues would be insurmountable.

These termini are discussed in greater detail in the Logical Termini Technical Report (VDOT, 2002) including other termini considered but eliminated from further consideration.

2.1.2.1 Northern Terminus

US 50 (John Mosby Highway) at VA 60 (Old Ox Road) is proposed as the northern terminus for the Tri-County Parkway preliminary build alternatives. The southwest tip of Dulles International Airport boundary is also near this terminus. Within a half-mile radius of the northern terminus, no parklands or historic resources or districts exist which could be potentially affected by the Tri-County Parkway connection.



Tri-County PARKWAY Location Study

FIGURE 2.1-1 LOGICAL TERMINI LOCATION MAP



The northern terminus on US 50 enables connection of the proposed Tri-County Parkway with existing portions of the Loudoun County Parkway, which extends north from US 50 to the Dulles Greenway and provides access to Dulles International Airport. A connection with US 50 also offers traffic from the Tri-County Parkway the flexibility of traveling east and west of Dulles International Airport, thus creating a transportation facility that can function independently of other transportation projects. Finally, this terminus provides flexibility in evaluating alternatives that pass either east or west of the Manassas National Battlefield, while at the same time maintaining the connection to the Loudoun County Parkway.

2.1.2.2 Southern Terminus

The southern terminus for the Tri-County Parkway Location Study is at the interchange of VA 28 and VA 234. The Manassas Regional Airport is located directly to the south of this interchange. No parklands or historic resources or districts exist in the immediate vicinity or north of this location that could potentially be affected by improvements to or adjacent to this interchange.

The southern terminus allows commuters the ability to link to the major employment centers and traffic generators in the area including: Prince William Business Park, Lockheed Martin, Manassas Gateway Business Park, Manassas Air and Rail Industrial Park, and Manassas Regional Airport. It also creates a common endpoint to evaluate alternatives to the east and west of Manassas National Battlefield.

2.1.3 Initial Candidate Build Alternatives Considered

The initial concepts for Tri-County Parkway Candidate Build Alternatives (CBAs) range from expanding and improving existing roadways to specific routes for the new highway. Initial CBAs were identified from a review of improvements and enhancements to existing roadways proposed by local jurisdictions and/or the Commonwealth of Virginia and documented in state, regional, and local planning documents and build alternatives proposed during the initial public and agency scoping process. A 3,000-foot-wide corridor that follows the proposed alignment for the planned roadways defines each alternative (see Figure 2.1-2). As applied to the initial identification of CBAs, this corridor width is narrow enough to locate the proposed roadway facility within a geographic area while allowing maximum flexibility to adapt it to existing environmental and community features.

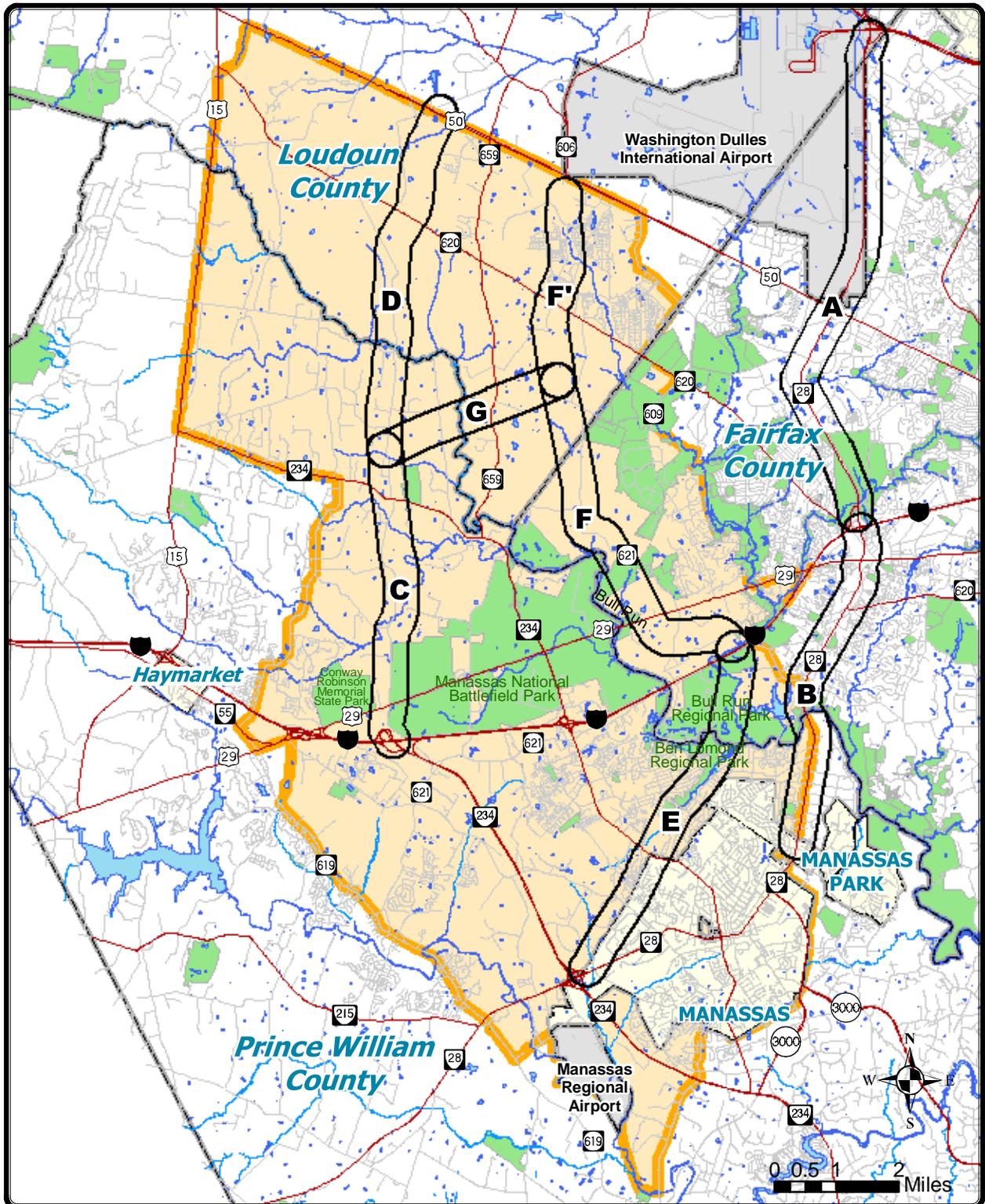
2.1.3.1 VA 28 Improvements (Segments A and B)

This alternative, identified as Segments A and B in Figure 2.1-2, includes the implementation of the VA 28 Public-Private Transportation Act (PPTA) project, an initiative that will widen VA 28 to eight lanes and add interchanges between Dulles Airport and I-66 as proposed in the 2003 CLRP and the Virginia Department of Transportation's (VDOT) 2005-2010 Six Year Improvement Program (Six Year Program). Currently funded improvements include the construction of six interchanges along the corridor. The construction of additional interchanges and widening VA 28 will be accomplished when funding becomes available. The 2003 CLRP and the Northern Virginia 2020 Transportation Plan, prepared by the Transportation Coordinating Council (TCC), propose improving VA 28 through widening, adding interchanges, and enhancing intersections from I-66 south to the City of Manassas.

2.1.3.2 VA 234 Bypass Extension Plus Relocation of VA 659 (Segments C and D)

This alternative, identified as Segments C and D in Figure 2.1-2, combines several projects identified in the Northern Virginia 2020 Transportation Plan with a proposal to relocate VA 659 to the west of its current alignment:

- Widening (two lanes to four lanes) existing VA 234 Bypass from I-66 south to VA 28
- Extending the VA 234 Bypass from I-66 north to re-connect with VA 234 in the Catharpin area northwest of the Manassas National Battlefield
- Relocating VA 659 south of US 50 westward to link with the VA 234 Bypass Extension



**FIGURE 2.1-2
INITIAL CANDIDATE BUILD ALTERNATIVES**

2.1.3.3 Tri-County Parkway Comprehensive Plan Alternative (Segments E and F)

This alternative, identified as Segments E and F in Figure 2.1-2, is the alignment for the Tri-County Parkway as proposed in the Prince William County, Fairfax County, and Loudoun County Comprehensive Plans. The proposed Parkway is a four and six lane roadway on new and existing alignment that begins at US 50 in Loudoun County and extends in a southerly direction through Fairfax County, skirting the northeastern boundary of the Manassas National Battlefield Park, to VA 234 and Godwin Drive in Prince William County. The Parkway then extends along Godwin Drive to a southern terminus at the intersection of Godwin Drive and VA 28 in the City of Manassas.

2.1.3.4 Tri-County Parkway -VA 234 Bypass Alternative (Segments C, G, and F)

This alternative, shown as Segments C, G, and F in Figure 2.1-2, combines the portion of the proposed VA 234 Bypass alignment between VA 234 and I-66 with a new roadway segment that connects VA 234 with VA 620. The portion of Segment F between VA 620 and the US 50-Loudoun County Parkway intersection completes this alternative.

2.1.4 Preliminary Candidate Build Alternatives

In addition to review by the general public, VDOT, FHWA, the EPA, Corps of Engineers, and USFWS reviewed the initial CBAs through the Agency Partnering Process at meetings held in June and July 2003. The study team also reviewed the initial seven alignment segments relative to existing environmental resource data (e.g., wetlands maps, historic resources, park locations) and identified potential resource impacts should a particular segment be selected for the Tri-County Parkway. This further scoping effort resulted in the identification of sub-segments or sub-alternatives to the initial seven candidate build segments for purposes of minimizing impacts to resources: sub-segments B', C', F1, F2, F3, F4, F'2, F'3, and F'4. The various segments and sub-segments were combined to form seven preliminary CBAs, shown in Figure 2.1-3. Table 2.1-1 outlines the combinations of segments and sub-segments that comprise each CBA.

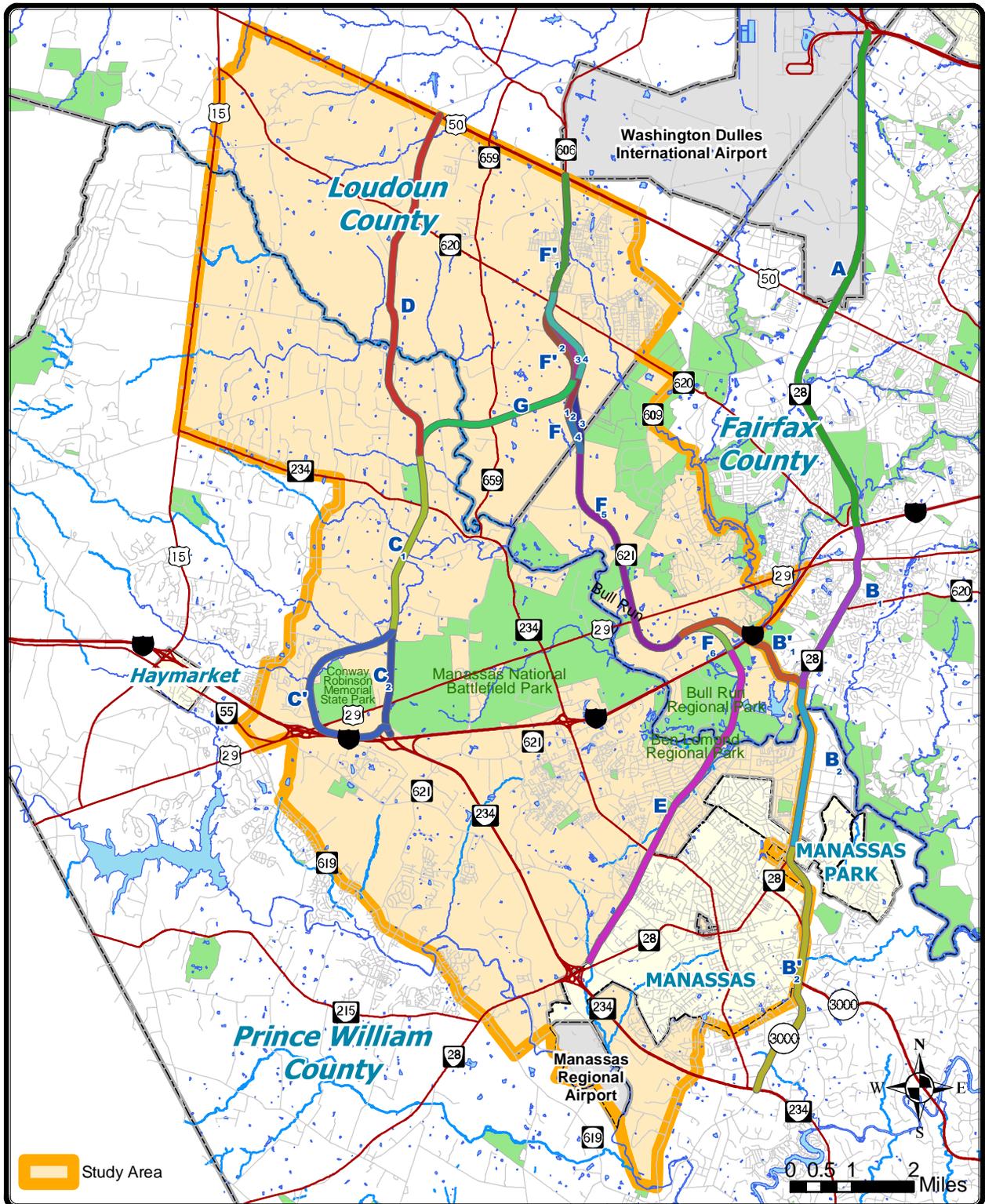
**Table 2.1-1
PRELIMINARY CBAs: COMBINATION OF SEGMENTS CONSIDERED**

CBA Alternative	Segments
West One	D+C1+C'
West Two	D+C1+C2
West Three	F'1+F'2,3,4+G+C1+C'
West Four	F'1+F'2,3,4+G+C1+C2
Comprehensive Plan	F'1+F'2,3,4+F1,2,3,4+F5+F6+E
East One	F'1+F'2,3,4+F1,2,3,4+F5+B'1+B2+B'2
East Two	A+B1+B2+B'2

2.2 SCREENING OF PRELIMINARY CANDIDATE BUILD ALTERNATIVES

Once identified, the Tri-County Parkway CBAs listed in Table 2.2-1 were evaluated with respect to their ability to address the project purpose and need. The screening process applied qualitative and quantitative criteria to each CBA to further refine the range of reasonable alternatives. The qualitative criteria represent ordinal rankings or assessments (greater than/lesser than) of each CBA's ability to address purpose and need elements: system and community linkage; social and economic demand; and safety.

Quantitative criteria include secondary environmental resource data and travel demand/traffic data. The secondary data were secured from local, state, and federal data sources tied to a GIS attribute table. Travel demand runs were developed in order to assess specific, quantitative transportation measures such as volume, delay, and vehicle hours traveled.



**FIGURE 2.1-3
PRELIMINARY CANDIDATE BUILD ALTERNATIVES**

Quantitative impacts were assessed for a 600 foot-wide corridor for the seven CBAs. A corridor width of 600 feet adequately captures the existing social, economic, and environmental setting of the study area potentially affected by each of the study alternatives. This decision was based on the environmental and man-made features of the study area as well as the topography through which the study alternatives would traverse. The actual impacts are likely to be much less than identified in the 600-foot-wide corridor, because the improved right-of-way width required for a principal arterial facility such as the proposed Tri-County Parkway is typically around 200 to 250 feet. The 600-foot-wide corridor will provide adequate width to evaluate potential improvements beyond the typical right-of-way width and alignment shifts associated with grade, slope, and curvature of the facility to reduce social, economic, and environmental impacts.

2.2.1 Qualitative Screening Criteria

The qualitative assessment focuses on each CBA's ability to address the project's purpose and need. The assessment matrix in Table 2.2-1 is an ordinal ranking. Ordinal data is sufficient for "greater than" or "lesser than" comparisons. The results of the qualitative screening are discussed in greater detail in the Location Study Report (VDOT, 2004).

**Table 2.2-1
TRI-COUNTY PARKWAY SCREENING
QUALITATIVE ASSESSMENT MATRIX**

Purpose and Need Elements	Alternatives						
	West				Comprehensive Plan	East	
	1	2	3	4		1	2
System and Community Linkage	○	◐	◑	◒	●	○	○
Social and Economic Demands	◑	◒	◒	◒	●	◑	◑
Safety	●	●	●	●	●	◐	◐

Ranking Legend

Symbol	Ranking
○	Inadequate
◐	Minimal
◑	Partial
◒	Sufficient
●	Exceptional

2.2.2 Quantitative Screening Criteria

2.2.2.1 Natural and Man-Made Resource Considerations

Quantitative screening criteria of Table 2.2-2 illustrates the results of a GIS data query where a 600-foot-wide footprint conforming to the geometric configuration previously provided in Figure 2.1-3 was overlaid upon the study area to determine the impacts to a narrow range of natural and man-made resources including floodplains, historic resources, neighborhoods, public parks, public facilities (i.e., churches, police, fire, and schools), stream crossings, and wetlands as identified from existing local, state, and federal data sources. These resources were chosen because they are the types of resources from a regulatory and public acceptance perspective that have the greatest potential to influence decision-making. While a 600-foot-wide assessment corridor overstates the actual footprint of the proposed Tri-County Parkway, from an order of magnitude perspective, this screening approach has proven successful for purposes of decision making in narrowing the number of CBAs to be considered in a Draft EIS. Those CBAs carried forward for detailed study have been evaluated with a higher level of scrutiny in Chapter 4 of the Draft EIS.

2.2.2.2 Traffic and Highway Operational Quantitative Screening

The MWCOG Regional Transportation Model (Version 2.1, Release C) was used to compare the CBAs from a traffic and operational standpoint. In order to determine if the various segment combinations functioned as a viable stand alone alternative, the model analyzed several “measures of effectiveness” or MOE based on traffic volume, vehicle speed, and roadway capacity. These MOE were then used to determine the quality of service provided by various segment improvements. These results were then used to develop the quantitative traffic screening criteria: daily Vehicle Miles Traveled (VMT); roadway Level of Service (LOS); and peak hour traveler delay. The screening of alternatives with respect to traffic and travel demand characteristics is discussed in greater detail in the Location Study Report (VDOT, 2004).

**Table 2.2-2
TRI-COUNTY PARKWAY QUANTITATIVE DATA SCREENING**

Alternative	Floodplains (acres)	Historic Resource Sites	Neighborhoods (acres)	Parks (acres)	Public Facility Takings	Stream Crossings	Wetlands (acres)
West One	61	2	207	0	0	25	5
West Two	25	2	148	27	0	20	7
West Three	100	3	201	0	0	33	10
West Four	65	3	142	27	0	28	12
Comprehensive Plan	207	2	212	106	0	31	30
East One	87	6	296	24	9	28	14
East Two	50	5	160	85	11	19	13

Source: Prince William, Fairfax and Loudoun County GIS Datasets; National Wetland Inventory; FEMA Flood Data; USGS Quad Maps; VDHR

Notes:

1. Neighborhood and Facility data missing for Segment A in Alternative East Two.
2. Neighborhood data is the most recently available GIS data provided by local jurisdictions: Loudoun County (February 2003); Fairfax County (November 2001); Prince William County (February , 2002).
3. NWI data sets do not reflect sufficient polygon information on stream crossings.
4. 600 foot-wide corridor width applied to all alternatives.

2.3 ALTERNATIVES ELIMINATED FROM DETAILED STUDY

2.3.1 Transportation System Management (TSM) Alternative

The public and agency scoping process identified Transportation System Management (TSM) improvements as a possible alternative to construction of the proposed Parkway. TSM encompasses a number of strategies to add capacity and improve operational deficiencies of the existing transportation system, including:

- Intelligent Transportation Systems – Technology based systems to improve traffic flow by the use of traffic sensors, signal synchronization, closed-circuit television cameras, variable message signs, highway advisory radio, ramp metering, and media communication.
- Travel Demand Management – Implementation of measures designed to reduce congestion such as car-pooling and High Occupancy Vehicle (HOV) lanes as well as measures such as optimizing traffic signal timing or adding signals.
- Access Management – Reduce traffic impedance cause by turning vehicles by eliminating the number of direct access points along a roadway.
- Minor Geometric Improvements – Modification of existing intersections and travel lanes to improve safety and traffic flow (e.g., adding travel lanes and dedicated turn lanes).
- Low-cost Transit Improvements – Increasing the number and frequency of buses and trains.

The intent of the TSM alternative is to maximize the efficiency of the existing transportation system; therefore, it should only consist of minor improvements with little work outside the right-of-way. Major

improvements such as the addition of lanes, the wholesale correction of geometric deficiencies, or the reconstruction of an entire route would be considered a separate build alternative and not a TSM alternative. There is no regulatory requirement to specifically consider a TSM alternative. The impetus for considering a TSM alternative is FHWA guidance. This goes back approximately 20 years when significant advances were being made in computers and communication, and planners saw TSM as an inexpensive solution for addressing congestion while minimizing environmental impacts. In order for a TSM alternative to be carried forward for consideration and detailed analysis in an environmental document, FHWA would have to find that a particular TSM alternative were a reasonable alternative under NEPA.

In this instance, however, the 2003 CLRP for the Washington, DC metropolitan region and its companion FY 2004-2009 Transportation Improvement Plan (TIP) as well as the Virginia Department of Transportation's (VDOT) 2005-2010 Six Year Improvement Program already include a wide array of TSM improvements that address the Tri-County Parkway study area. There are no practicable TSM measures beyond those already proposed in the CLRP and VDOT Six Year Plan which could reasonably be implemented to address the purpose and need for the Tri-County Parkway; namely, the purpose and need identified in chapter 1 to improve transportation mobility and capacity, improve system linkage, and accommodate social demand and economic development needs. TSM-type improvements programmed into the aforementioned plans do not satisfy the project's stated purpose and need when considered as a stand-alone alternative, the TSM Alternative was eliminated from further consideration. Notwithstanding, TSM improvements already programmed in the regional TIP as well as VDOT's Six-Year Program to maximize the efficiency of the existing transportation system will continue to be developed and implemented in accordance with those planning documents and have been included as part of the No-Build Alternative.

2.3.2 Mass Transit Alternative

Improving mass transit in the study area through the expansion of existing transit facilities and services and/or the provision of light rail or other transit systems was identified in the scoping process as an alternative to the Tri-County Parkway. In general, mass transit options may include:

- Priority Bus – initiatives that give buses priority over other traffic. Priorities include dedicated bus lanes (during peak hours and/or at other times) on roadways, bus advance areas that enable buses to go to the front of the queue at traffic lights, and traffic signal pre-emption.
- Express Bus – new or expanded service along freeway or HOV corridors to move people to employment destinations
- Extension of the existing Metrorail or Virginia Railway Express (VRE) service to additional areas or construction of new rail systems
- Bicycle/Pedestrian improvements – expansion of existing trails and improved trail connections between activity centers.

The nature of the study area makes the identification of a mass transit alternative that can address the corridor's purpose and need problematic. The service areas of the transit authorities operating in the northern Virginia area – WMATA, Potomac and Rappahannock Transportation Commission (PRTC), and Loudoun and Fairfax County Transit systems – serve only portions of the study area. There is no transit authority in existence or plan to establish such an authority whose service area covers the entire study area. WMATA provides service in Fairfax County (although not within the study area), PRTC in Prince William County and Manassas, and Loudoun and Fairfax County transit authorities serve the respective counties. While WMATA Metrobus and Metrorail service, PRTC bus service, and Loudoun County Transit bus service do span jurisdictional lines, the cross-jurisdiction service is commuter service focused on east-west trips destined for the District of Columbia and inner northern Virginia suburbs, rather than local service.

In addition, transportation plans developed for the northern Virginia region do not identify programmed projects to provide transit service in the study area. The CLRP identifies the implementation of east-west rail service along the Dulles Access Road/Toll Road Corridor (as an expansion of express bus service). The CLRP identifies "studies" to provide HOV and transit (feeder and express bus and rail transit) service

improvements in the I-66 Corridor between Fauquier County and Arlington County, transit service (priority bus) improvements in the US 50 Corridor between Loudoun County and Arlington County, and light rail (on VA 28) from Manassas to Dulles Airport. These studies have neither financial plans, detailed project scopes, alignments, or costs associated with them - nor are they slated for construction in the CLRP.

Finally, the development patterns and traffic patterns and volumes within the study corridor do not favor north-south through movement along the corridor. The majority of trips and greatest volumes are to points outside the study area or along only a portion of the corridor (i.e., from the Manassas and Centerville areas to I-66 and points east, from the South Riding area to the Dulles corridor). The through volumes are by far the weakest in the study area and would not attract sufficient transit riders to make such service viable; therefore, the Mass Transit Alternative has been eliminated from further consideration.

2.3.3 Other Candidate Build Alternatives Considered But Eliminated

Combining the qualitative and quantitative screening criteria into an integrated discussion provides a sound rationale to discriminate between the current arrays of alternatives. The alternatives should be reasonable, practicable and reflect the criteria necessary to be considered responsive to the project's purpose and need. The following is a discussion of those CBAs eliminated from further consideration due to their impacts upon study area resources and their inability to address the objectives of purpose and need. It should be noted that four of the preliminary CBAs (West Three, West Four, Comprehensive Plan, and East One) included multiple sub-segment options for segments F and F': F1, F2, F3, F4, F'2, F'3, and F'4. As a result of the initial application of the qualitative and quantitative screening criteria, the alignments of Segments F and F' were further refined. Sub-segments F1 and F'2 were developed specifically to minimize impacts to the natural environment; however, they were found to substantially impact the man-made environment and were thus eliminated from further consideration. Sub-segments F3 and F'3 were found to impact multiple man-made and natural resources and were, therefore, eliminated from consideration. Sub-segments F2, F4, and F'4 were found to minimize impacts to both the man-made and natural environment and were retained as the sub-segment alignments and basis of comparison among the CBAs.

2.3.3.1 The East One CBA

The East One CBA is comprised of segments F'1, F'4, F2, F4, F5, B'1, and B'2. This alternative has the highest incidence of historic resource impacts and the largest acreage of neighborhood takings. The neighborhoods include a large ethnic commercial strip along VA 28 from Liberia Avenue north to the Manassas Park corporate limits. The area is dominated by a diverse mix of ethnic restaurants, shops, and neighborhoods that are densely arrayed in close proximity to the existing VA 28 right-of-way. Neighborhood and subsequent commercial takings would evoke economic impacts and would raise environmental justice concerns. Qualitatively, this alternative does not serve the study area well, provides no new north-south alternative, and does little to serve the social, economic, or safety issues in the study area. East One provides no new linkage to existing and emerging development in the heart of the study area and does not connect directly to the designated project termini. Additional flaws in the East One CBA include the second highest impact upon public facilities. Six churches, a fire station, a library, an elementary school, and a high school would likely have to be relocated. From a traffic demand modeling standpoint, it provides almost no measurable traffic relief compared with other alternatives and performs at a level far behind that of other modeled alternatives in terms of congestion relief. Implementation of this alternative is projected to increase the total study area VMT more than the other modeled CBAs. East One increases peak deficient VMT (LOS E or F) and provides only a very small (less than one percent) decrease in the hours of peak delay. For all of these reasons, the East One CBA was dropped from further consideration.

2.3.3.2 The East Two CBA

The East Two CBA is comprised of segments A, B1, B2, and B'2. The East Two CBA has the greatest impact upon public facilities (with 11 major takings) and the second highest incidence of historic resource

impacts. East Two impacts three public schools, six churches, a fire station, and a library. Neighborhood impacts include a large ethnic commercial strip along VA 28 from Liberia Avenue north to the Manassas Park corporate limits. The area is dominated by a diverse mix of ethnic restaurants, shops, and neighborhoods that are densely arrayed in close proximity to the existing VA 28 right-of-way. Neighborhood and subsequent commercial takings would evoke economic impacts and would raise environmental justice concerns. From both a qualitative and quantitative perspective the East Two CBA is the least responsive to the purpose and need. It occupies the eastern edge of the study area and for most of its northern extent, the East Two CBA is outside the Tri-County Parkway study area. Fundamentally, this alternative does not serve the study area, provides no new north south alternative, and does little to serve the social, economic, or safety issues in the study area. Modeled traffic scenarios clearly indicate that the corridor defined by segments A and B fails to provide any substantive relief to the transportation measures of capacity, delay, and travel time savings in the study area. For the foregoing reasons, the East Two CBA was eliminated from further consideration.

2.3.3.3 The West One CBA

The West One CBA is comprised of segments D, C1, and C'. The West One CBA does an inadequate job of linking the community resources in the core of the study area. Additionally, West One will not be as effective in addressing travel demand in the corridor because of the location of the northern terminus. This CBA (particularly the C' segment) would affect less floodplain and wetland acreage than other CBAs. Two historic resources (Pageland I and Pageland II tracts) are impacted, however, which would be problematic. Both tracts are eligible for the National Register of Historic Places and have been identified by the congressional Civil War Advisory Commission. Shifting the alignment to avoid these two sites will incur further impacts to residential neighborhoods to the west. The neighborhood impacts are also high and could be substantially higher as alignment geometry becomes more finite to avoid the Pageland sites. Finally, the C' segment of this alternative is operationally problematic in terms of engineering design, safety, and constructability. This segment will have to parallel existing I-66 and then tie into the existing I-66 and VA 234 interchange. The Manassas National Battlefield Park Bypass Study likewise screened this segment and dropped it from further consideration. For the foregoing reasons, this CBA was dropped from further consideration as a feasible build alternative for the Tri-County Parkway.

2.3.3.4 The West Three CBA

The West Three CBA is comprised of segments F'1, F'4, G, C1, and C'. The West Three CBA reflects similar characteristics as the West One CBA. For Segment C', the impacts are comparable to the West One CBA. Segment C' flaws the entire alternative. Similarly this alternative was dropped from further consideration for its impacts to neighborhoods, riverine wetland resources, and operational/constructability issues.

2.4 ALTERNATIVES CARRIED FORWARD FOR DETAILED STUDY

2.4.1 The No-Build Alternative

Consistent with the requirements of NEPA and FHWA guidelines, full consideration is given to the environmental consequences of taking no action to meet future travel demand. Additionally, when asked at the initial Tri-County Parkway public meetings to identify the transportation issues they are interested in seeing addressed in the Location Study, approximately nine percent of the individuals who provided verbal or written responses indicated they did not understand the need to build the parkway and/or preferred that no road be built. The No-Build Alternative includes routine maintenance improvements that maintain the continuing operation of the existing roadway network in the study area and currently programmed, committed, and funded roadway and transit projects as included in the 2003 CLRP and the VDOT Six Year Program. The No-Build Alternative, while having no direct construction costs, would result in other economic and environmental impacts that can be expected from the continuation of roadway system deficiencies. While the No-Build alternative does not meet the project needs for traffic and safety, it provides a baseline condition with which to compare the improvements and consequences associated with the CBAs. Projects programmed in the CLRP and VDOT Six Year Program include

roadway widening and interchange improvements in the VA 28 corridor between the City of Manassas and VA 7. They also include an array of TSM improvements to improve the efficiency of vehicles traveling along the roadways in the study area. Roadway and transit projects assumed as part of the No-Build Alternative are listed in Appendix A and Appendix B.

2.4.2 Candidate Build Alternatives (CBAs)

Three north-south alignments (or CBAs) shown in Figure 2.4-1, have been carried forward for detailed study in the Draft EIS. Each CBA consists of two or more general design cross-section segments, shown in Figure 2.4-2. The number and location of these cross-section segments is dependent upon the CBA under consideration. The Comprehensive Plan CBA consists of three general design cross-section segments: *Segment 1, Options 1 and 2*, from US 50- VA 606 (Old Ox Road) intersection to the Fairfax County Line; *Segment 2*, from the Fairfax County Line to I-66; and *Segment 3*, from I-66 to the VA 234-VA 28 intersection. The West Two and West Four CBAs consist of two general design cross-section segments: *Segment 1, Option 1*, from the intersection of US 50-VA 877 (Racefield Road) to the Prince William County Line, and *Segment 2*, from the Prince William County Line to the interchange of I-66 and VA 234.

It should be noted that the regional travel demand model analysis suggests that, overall, the West Two, West Four, and Comprehensive Plan CBAs provide similar travel time savings, reductions in delay and capacity improvement during peak hour travel. There are unique and distinct transportation advantages and disadvantages to individual sub-areas within the study area that are impacted differently depending on the CBA; however, on an overall study area basis, the aforementioned alternatives perform equally well, based upon the quantitative measures of capacity, travel time, and delay.

2.4.2.1 The West Two CBA

The West Two CBA is comprised of segments D, C1, and C2. The West Two CBA impacts the least amount of floodplain and historic sites and does not impact public facilities. It is second lowest of the CBAs in impacts to neighborhoods, parks, stream crossings, and wetlands.

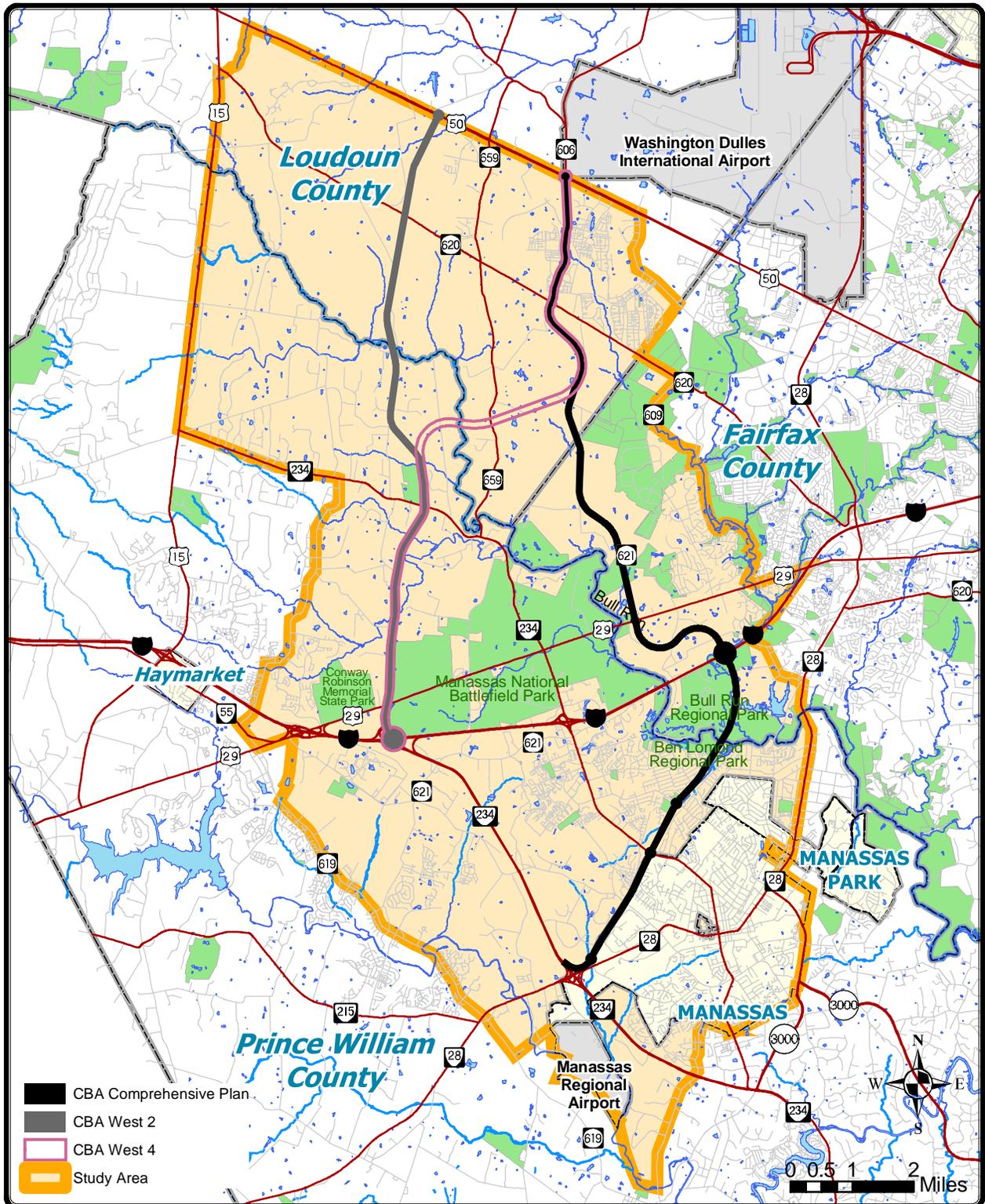
Qualitatively, the West Two CBA does not serve the system and community linkage needs as well as the West Four CBA or the Comprehensive Plan CBA. It addresses social and economic demands as well as the West Four CBA but not as well as the Comprehensive Plan CBA (which performs the best of all CBAs). The West Two CBA addresses safety needs in a manner comparable to the West Four CBA and the Comprehensive Plan CBA.

From a traffic modeling standpoint, the West Two CBA and the West Four CBA result in similar increases in study area VMT as compared to No-Build, and rank second to the Comprehensive Plan CBA (which results in the smallest increase in VMT). This CBA is anticipated to have service levels ranging between C and D over its entire length. These are indicative of moderate, but not severe congestion during the peak hour. The West Two CBA affects the largest decrease in the hours of peak delay over the No-Build Alternative, although it results in a slight increase in the amount of peak deficient VMT when compared to the No-Build Alternative.

2.4.2.2 The West Four CBA

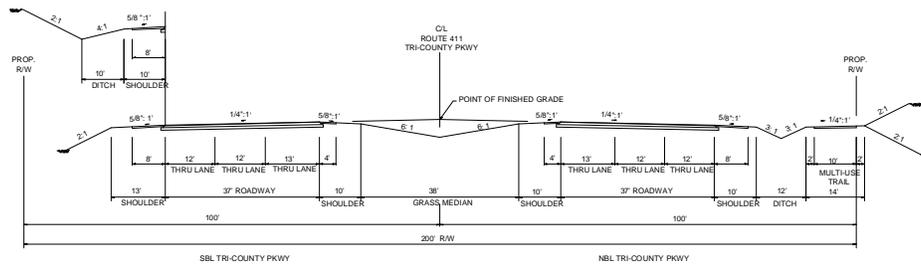
The West Four CBA is comprised of segments F'1, F'4, G, C1, and C2. The West Four CBA ranks the lowest of the CBAs in impacts to neighborhoods, second lowest in impacts to historic resources, and is in the middle range of alternatives for impacts to other resource areas. As with the Comprehensive Plan CBA, it does not impact public facilities.

Qualitatively, the West Four CBA is second only to the Comprehensive Plan CBA in meeting system and community linkage needs and performs at a comparable level as the West Two CBA relative to social and economic demands and safety.

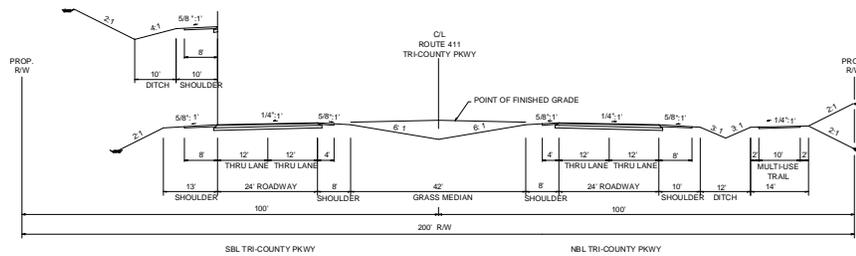


Tri-County PARKWAY Location Study

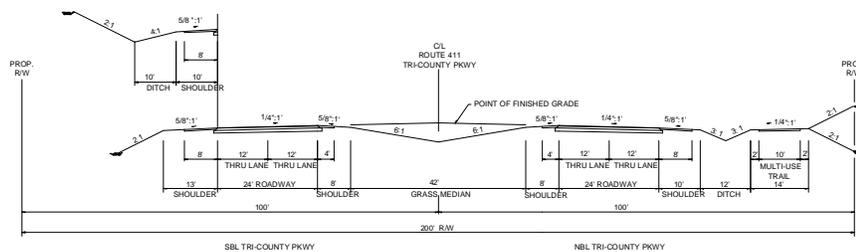
**FIGURE 2.4-1
CANDIDATE BUILD ALTERNATIVES**



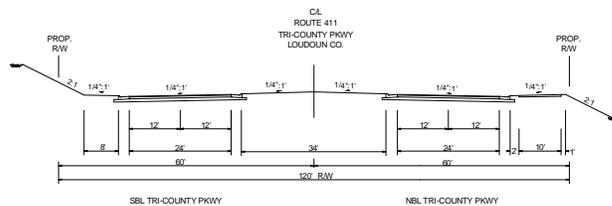
GENERAL DESIGN SEGMENT 3



GENERAL DESIGN SEGMENT 2



GENERAL DESIGN SEGMENT 1, OPTION 1



GENERAL DESIGN SEGMENT 1, OPTION 2



FIGURE 2.4-2
TYPICAL SECTIONS

The West Four CBA performs very similar to the West Two CBA in the traffic and highway quantitative screening process. VMT increases and LOS are similar to the West Two CBA. The West Four CBA increases the amount of peak deficient VMT slightly over the No-Build Alternative; however, it betters the No-Build Alternative in decreasing the hours of peak delay (although not as well as the West Two CBA).

2.4.2.3 The Comprehensive Plan CBA

The Comprehensive Plan CBA is comprised of segments F'1, F'4, F2, F4, F5, F6, and E. The Comprehensive Plan CBA (along with the West Two CBA) impacts the fewest number of historic sites. It also avoids public facility takings. It does, however, have the greatest impact of all the CBAs on floodplains, parks, and wetlands, and ranks second among CBAs in impacts to neighborhoods and stream crossings. Despite the environmental impacts associated with it, the Comprehensive Plan CBA is being carried forward because of it has been supported by the jurisdictions in the study area through their comprehensive planning process; presently, four of the five jurisdictions in the study area have included the alignment of the Comprehensive Plan CBA in their planning documents. However, FHWA may not be able to support this alternative because of its impacts to public parks and historic sites given the legal standard established by Section 4(f) of the Department of Transportation Act of 1966.

The Comprehensive Plan CBA is the best of the CBAs in meeting system and community linkage needs and satisfying social and economic demands, as well as reducing peak deficient VMT and minimizing increases in overall VMT. It is also among the top ranked CBAs in addressing safety needs. While the Comprehensive Plan CBA will result in decreased levels of peak delay compared to the No-Build Alternative, it ranks second to the West Two CBA in its effectiveness. LOS conditions exhibit greater variation in this alternative (ranging between LOS B and F) compared to the West Two and West Four CBAs.

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APPENDIX A

Virginia Transportation
Six-Year Improvement Program
(Fiscal Years 2005 – 2010)
Northern Virginia Excerpts

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Line Item Search Results (473 line items found)

Total Line Item Estimate: \$4,038,513 (K)

UPC	Description	Route	District	Road System	Estimate	Previous	FY05	FY06-10	Balance
					(Values in Thousands of Dollars)				
T284	511 Virginia - Travel Information RTE 66 - ADD LANES, HOV LANES & INTRCHG		Northern Virginia	Interstate	\$2,100	\$300	\$300	\$1,500	\$0
16000	UPGRADE-PE & RW ONLY	66	Northern Virginia	Interstate	\$15,765	\$13,164	\$0	\$2,601	\$0
16623	RTE 66 - ROADWAY LIGHTING	66	Northern Virginia	Interstate	\$7,492	\$7,492	\$0	\$0	\$0
16629	RTE 66 - TRAFFIC MANAGEMENT SYSTEM - FAIRFAX & ARLINGTON	66	Northern Virginia	Interstate	\$3,867	\$3,867	\$0	\$0	\$0
52326	RTE 66 - RECONSTRUCTION OF INTERCHANGE	66	Northern Virginia	Interstate	\$54,305	\$10,986	\$1,740	\$41,579	\$1
54911	ROUTE 66 - PRELIMINARY ENGINEERING FOR EIS - PE ONLY	66	Northern Virginia	Interstate	\$11,300	\$11,300	\$0	\$0	\$0
56356	ROUTE 66 - ACCESS IMPROVEMENTS AND FLYOVER - PE ONLY	66	Northern Virginia	Interstate	\$12,000	\$0	\$0	\$31,145	(\$19,145)
56996	RTE 66 - WESTBOUND WIDENING - PE ONLY	66	Northern Virginia	Interstate	\$2,500	\$0	\$1,243	\$0	\$1,257
63724	RTE I-66 - RECONSTRUCTION OF INTERCHANGE - PHASE I(E/W CONN)	66	Northern Virginia	Interstate	\$17,481	\$17,373	\$108	\$0	\$0
69113	RTE 66 - ADDITIONAL LANE & HOV LANES	66	Northern Virginia	Interstate	\$50,440	\$50,440	\$0	\$0	\$0
70043	RTE 66 - ADDITIONAL LANES, HOV LANES	66	Northern Virginia	Interstate	\$66,773	\$0	\$0	\$66,773	\$0
	54 RTE 95 - INTERCHANGE IMPROVEMENTS	95	Northern Virginia	Interstate	\$130,359	\$119,332	\$3,973	\$7,054	\$0
13517	RTE 95 - MODIFY INTERCHANGE	95	Northern Virginia	Interstate	\$13,439	\$13,439	\$0	\$0	\$0
14676	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE I - PROVIDE 4TH LN)	95	Northern Virginia	Interstate	\$2,973	\$2,973	\$0	\$0	\$0
14677	RTE 95 - INTERCHANGE MODIFICATIONS (PHASES II & III)	95	Northern Virginia	Interstate	\$132,574	\$131,500	\$1,074	\$0	\$0
14678	RTE 95 - INTERCHANGE MODIFICATIONS - PHASE 4	95	Northern Virginia	Interstate	\$175,367	\$153,983	\$21,384	\$0	\$0
14680	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE 6 & 7)	95	Northern Virginia	Interstate	\$133,524	\$44,868	\$9,995	\$78,660	\$1
17038	RTE 95 - STRUCTURAL, ELECTRICAL & MECH WORK - PHASE III	95	Northern Virginia	Interstate	\$8,257	\$8,257	\$0	\$0	\$0
17039	RTE 95 - CONSTRUCT RAMP	95	Northern Virginia	Interstate	\$2,040	\$2,040	\$0	\$0	\$0
17071	RTE 95 - SECURING OF CONSULTANT	95	Northern Virginia	Interstate	\$92,541	\$86,470	\$1,950	\$4,121	\$0
17814	RTE 95 - INTERCHANGE MODIFICATION - TDM & TRANSIT	95	Northern Virginia	Interstate	\$4,556	\$4,556	\$0	\$0	\$0
18004	RTE 95 - INTERCHANGE MODIFICATION - INCIDENT MANAGEMENT/TMS	95	Northern Virginia	Interstate	\$8,015	\$8,015	\$0	\$0	\$0
18005	RTE 95 - INTERCHANGE MODIFICATION - LOCAL AREA NETWORK OPERATIONS	95	Northern Virginia	Interstate	\$1,297	\$1,297	\$0	\$0	\$0
18006	RTE 95 - INTERCHANGE MODIFICATION - MARKETING & PUBLIC AFFAIRS	95	Northern Virginia	Interstate	\$6,958	\$6,958	\$0	\$0	\$0
18136	RTE 95 - WIDEN TO ADD ADDITIONAL LANES	95	Northern Virginia	Interstate	\$137,967	\$16,845	\$1,175	\$119,948	(\$1)
18138	ROUTE 95 - WIDEN TO ADD ADDITIONAL LANES	95	Northern Virginia	Interstate	\$283,584	\$223,668	\$19,780	\$40,136	\$0

ROUTE 95 - I-495 WB ROADWAY AND RAMP								
18516 IMPROVEMENTS	95 Northern Virginia	Interstate	\$869	\$869	\$0	\$0	\$0	\$0
50121 RTE 95 - EXPANSION OF COMMUTER PARKING LOT	95 Northern Virginia	Interstate	\$1,606	\$1,606	\$0	\$0	\$0	\$0
50430 RTE 95 - GEOTECHNICAL STUDIES	95 Northern Virginia	Interstate	\$268	\$268	\$0	\$0	\$0	\$0
52403 RTE 95 - INFORMATION CENTER	95 Northern Virginia	Interstate	\$3,998	\$3,998	\$0	\$0	\$0	\$0
RTE 95/640 - CONSTR 225+ SPACE GAMBRILL ROAD								
54503 PARK & RIDE LOT	95 Northern Virginia	Interstate	\$2,595	\$3,785	\$0	\$0	(\$1,190)	\$0
54669 RTE 95 - WOODROW WILSON BRIDGE	95 Northern Virginia	Interstate	\$6,043	\$6,043	\$0	\$0	\$0	\$0
55221 RTE 95 - DSM/LCC TEST EMBANKMENT	95 Northern Virginia	Interstate	\$688	\$688	\$0	\$0	\$0	\$0
RTE 95 - DEMOLITION OF U.S. ARMY RESERVE								
55222 CENTER	95 Northern Virginia	Interstate	\$245	\$245	\$0	\$0	\$0	\$0
55384 RTE 95 - INTERCHANGE MODIFICATION - PHASE 5	95 Northern Virginia	Interstate	\$83,143	\$83,143	\$0	\$0	\$0	\$0
55516 RTE 95 - WOODROW WILSON MEMORIAL BRIDGE	95 Northern Virginia	Interstate	\$111,410	\$93,659	\$7,616	\$10,135	\$0	\$0
RTE 95 - ACQUISITION OF 4 WETLAND MITIGATION								
56326 SITES FOR WWB	95 Northern Virginia	Interstate	\$2,251	\$2,251	\$0	\$0	\$0	\$0
56914 RTE 95 - HIGHWAY ADVISORY RADIO	95 Northern Virginia	Interstate	\$108	\$108	\$0	\$0	\$0	\$0
56915 RTE 95 - HIGHWAY ADVISORY RADIO	95 Northern Virginia	Interstate	\$101	\$101	\$0	\$0	\$0	\$0
RTE 95 - BROADCAST ADVISORY REGARDING								
56916 EMERGENCIES & TRAFFIC	95 Northern Virginia	Interstate	\$99	\$99	\$0	\$0	\$0	\$0
57017 RTE 95 - PROVIDE 4TH LANE IN BOTH DIRECTIONS	95 Northern Virginia	Interstate	\$65,628	\$8,795	\$0	\$56,833	\$0	\$0
RTE 95 - GROUND IMPROVEMENT CONTRACT #1 FOR								
57523 RTE 1 INTRCHG	95 Northern Virginia	Interstate	\$43,871	\$43,871	\$0	\$0	\$0	\$0
57754 RTE 95 - PURCHASE WETLAND MITIGATION CREDITS	95 Northern Virginia	Interstate	\$990	\$990	\$0	\$0	\$0	\$0
58859 RTE 95 - 2 WETLAND MITIGATION SITES FOR WWB	95 Northern Virginia	Interstate	\$858	\$858	\$0	\$0	\$0	\$0
60344 RTE 95 - 2 WETLAND MITIGATION SITES FOR WWB	95 Northern Virginia	Interstate	\$2,054	\$2,054	\$0	\$0	\$0	\$0
60345 RTE 95 - 2 WETLAND MITIGATION SITES FOR WWB	95 Northern Virginia	Interstate	\$1,370	\$1,370	\$0	\$0	\$0	\$0
RTE 95 - DEMOLITION HUNTING TOWERS BUILDINGS								
60513 FOR WW BRIDGE	95 Northern Virginia	Interstate	\$1,285	\$1,285	\$0	\$0	\$0	\$0
60515 RTE 95/495 - TIE-IN TO WOODROW WILSON BRIDGE	95 Northern Virginia	Interstate	\$78,643	\$58,134	\$6,583	\$13,926	\$0	\$0
RTE 95 - STREAM COMPENSATION FOR SPRINGFIELD								
60599 INTERCHANGE	95 Northern Virginia	Interstate	\$31	\$31	\$0	\$0	\$0	\$0
61066 RTE 95 - ADVANCE ITS	95 Northern Virginia	Interstate	\$1,084	\$1,084	\$0	\$0	\$0	\$0
61067 RTE 95 - ADVANCE ITS	95 Northern Virginia	Interstate	\$863	\$863	\$0	\$0	\$0	\$0
RTE 95 - STUDY TO DETERMINE EXIST CONDITION OF								
61201 WWB	95 Northern Virginia	Interstate	\$0	\$12	\$0	\$0	(\$12)	\$0
RTE 95 - SUBMERGED AQUATIC VEGETATION								
61214 MITIGATION FOR WWB	95 Northern Virginia	Interstate	\$143	\$143	\$0	\$0	\$0	\$0

61259	RTE 95 - RELOCATE EXISTING & INSTALL NEW TMS FACILITIES	95 Northern Virginia	Interstate	\$1,310	\$1,110	\$200	\$0	\$0
62735	RTE 95 - ADVANCE BRIDGE CONTRACT FOR ROUTE 1 INTERCHANGE	95 Northern Virginia	Interstate	\$50,283	\$40,227	\$10,056	\$0	\$0
63618	RTE 95 - INDICATOR PILE PROGRAM FOR WWB	95 Northern Virginia	Interstate	\$740	\$740	\$0	\$0	\$0
64524	RTE 95 - TELEGRAPH RD & RAMP IMPROV - (PHASE I- CONTRACT VB2)	95 Northern Virginia	Interstate	\$122,112	\$51,650	\$2,299	\$68,163	\$0
64525	RTE 95 - TIE-IN W/RTE 1 INTRCHG - (PHASE II - CONTRACT VB4)	95 Northern Virginia	Interstate	\$6,010	\$6,010	\$0	\$0	\$0
64613	RTE 95 - WETLAND MITIGATION CONTRACT VA6/7 FOR WWB	95 Northern Virginia	Interstate	\$194	\$194	\$0	\$0	\$0
64614	RTE 95 - JONES POINT PARK IMPROVEMENTS - CONTRACT VA8	95 Northern Virginia	Interstate	\$13,404	\$404	\$0	\$13,000	\$0
64616	RTE 95 - JONES POINT PARK REFORESTATION - CONTRACT VM5	95 Northern Virginia	Interstate	\$691	\$0	\$0	\$691	\$0
64617	RTE 95 - HOV RAMP CONSTRUCTION - CONTRACT VA10 FOR WWB	95 Northern Virginia	Interstate	\$10,880	\$0	\$0	\$0	\$10,880
64618	RTE 95 - OFFSITE STORMWATER MANAGEMENT- CONTRACT VA11 FOR WWB	95 Northern Virginia	Interstate	\$530	\$170	\$360	\$0	\$0
64619	RTE 95 - WETLAND MITIGATION AT CAMERON RUN- CONTR VM6 FOR WWB	95 Northern Virginia	Interstate	\$662	\$0	\$0	\$662	\$0
64627	RTE 95 - CONGESTION MANAGEMENT SYS-INCIDENT MANAGMNT FOR WWB	95 Northern Virginia	Interstate	\$3,841	\$3,841	\$0	\$0	\$0
64628	RTE 95 - US1 CMS-ITS INTEGRATION	95 Northern Virginia	Interstate	\$159	\$127	\$32	\$0	\$0
64629	RTE 95 - CONGESTION MANAGEMENT SYSTEM - MISCELLANEOUS FOR WWB	95 Northern Virginia	Interstate	\$1,029	\$0	\$1,029	\$0	\$0
64630	RTE 95 - CONGESTION MANAGEMENT SYS-LEASED P & R LOTS FOR WWB	95 Northern Virginia	Interstate	\$262	\$210	\$52	\$0	\$0
64631	RTE 95 - CONGESTION MANAGEMENT SYS - PUBLIC OUTREACH FOR WWB	95 Northern Virginia	Interstate	\$0	\$0	\$0	\$0	\$0
64632	RTE 95 - CONGESTION MANAGEMENT SYSTEM - TRANSIT FOR WWB	95 Northern Virginia	Interstate	\$1,824	\$1,339	\$485	\$0	\$0
64633	RTE 95 - CONGESTION MANAGEMENT SYSTEM - VANPOOLS FOR WWB	95 Northern Virginia	Interstate	\$1,097	\$878	\$219	\$0	\$0
64634	RTE 95 - CONGESTION MANAGEMENT SYS-INCIDENT MANAGMNT FOR WWB	95 Northern Virginia	Interstate	\$2,053	\$0	\$0	\$2,053	\$0
64662	RTE 95 - WOODROW WILSON BRIDGE	95 Northern Virginia	Interstate	\$34,830	\$14,622	\$8,364	\$11,844	\$0
64679	RTE 95 - TRANSPARENT SOUNDWALL ON WOODROW WILSON BRIDGE	95 Northern Virginia	Interstate	\$3,033	\$0	\$0	\$3,033	\$0
67118	RTE 95 WOODROW WILSON BRIDGE - MONITORING UNDESIGNATED FUNDS	95 Northern Virginia	Interstate	\$90,170	\$0	\$0	\$24,988	\$65,182
67646	RTE 95 - SECURITY BARRIERS, LIGHTING, CCTV CAMERAS	95 Northern Virginia	Interstate	\$300	\$300	\$0	\$0	\$0
70849	RTE 95 - PPTA HOT LANE PROPOSAL	95 Northern Virginia	Interstate	\$50	\$180	\$0	\$0	(\$130)
16004	RTE 395 - STUDY FOR SAFETY & TRAFFIC ON NB LANES	395 Northern Virginia	Interstate	\$1,038	\$1,250	\$0	\$0	(\$212)
16628	RTE 395 - TRAFFIC MANAGEMENT SYSTEM	395 Northern Virginia	Interstate	\$3,292	\$3,074	\$218	\$0	\$0

58433	RTE I-395 - GUIDE SIGNS	395	Northern Virginia	Interstate	\$1,252	\$1,150	\$0	\$0	\$102
69132	RTE 395 - INCIDENT MANAGEMENT	395	Northern Virginia	Interstate	\$0	\$250	\$0	\$0	(\$250)
12796	RTE 495 (CAPTL BLTWY) -5TH LANE (HOV) EACH DIRECTION	495	Northern Virginia	Interstate	\$5,285	\$5,285	\$0	\$0	\$0
12797	RTE 495 (CAPTL BLTWY) -5TH LANE (HOV) EACH DIRECTION	495	Northern Virginia	Interstate	\$2,540	\$2,540	\$0	\$0	\$0
13335	RTE 495 (CAPTL BLTWY) -5TH LANE (HOV) EACH DIRECTION	495	Northern Virginia	Interstate	\$4,670	\$4,670	\$0	\$0	\$0
16625	RTE 495 - INTERIM ROADWAY LIGHTING	495	Northern Virginia	Interstate	\$1,000	\$1,000	\$0	\$0	\$0
57018	RTE 495 - CONSTRUCT NOISE BARRIER	495	Northern Virginia	Interstate	\$2,169	\$2,169	\$0	\$0	\$0
68805	RTE 495 - CAPITAL BELTWAY HOT LANES -- PPTA PROJECT	495	Northern Virginia	Interstate	\$200	\$200	\$0	\$0	\$0
73246	ROUTE 95 CONGESTION MANAGEMENT	95	Northern Virginia	Interstate	\$3,940	\$3,940	\$0	\$0	\$0
54438	DISTRICTWIDE - LOCATION FEASIBILITY STUDY ONLY	CPL0	Northern Virginia	Interstate	\$175	\$175	\$0	\$0	\$0
72835	HOV LANE ENFORCEMENT	HOVE	Northern Virginia	Interstate	\$250	\$0	\$250	\$0	\$0
70638	GUARDRAIL	IG00	Northern Virginia	Interstate	\$149	\$289	\$41	\$500	(\$681)
70651	INTERSTATE PAVEMENT MARKERS	IRMO	Northern Virginia	Interstate	\$769	\$144	\$0	\$625	\$0
70656	SIGNS	IS00	Northern Virginia	Interstate	\$32	\$0	\$0	\$1,000	(\$968)
70654	NOVA INTERSTATE SIGNAL DISTRICTWIDE	ISGO	Northern Virginia	Interstate	\$95	\$480	\$0	\$1,000	(\$1,385)
70649	ITS NOVA DISTRICT	ITSO	Northern Virginia	Interstate	\$6,038	\$1,200	\$838	\$4,000	\$0
70652	RUMBLE STRIPS INTERSTATE DISTRICTWIDE	RS00	Northern Virginia	Interstate	\$508	\$508	\$0	\$0	\$0
61247	SMART TRAFFIC CENTER	STCO	Northern Virginia	Interstate	\$7,000	\$3,200	\$1,243	\$4,000	(\$1,443)
T1840	NVTA - 2020 Plan Update		Northern Virginia	Miscellaneous	\$0	\$1,000	\$0	\$0	(\$1,000)
T170	Undesignated TERMS		Northern Virginia	Miscellaneous	\$0	\$464	\$964	\$8,456	(\$9,884)
50612	M-47 INTEGRATED RIDESHARING	0	Northern Virginia	Miscellaneous	\$559	\$658	\$99	\$396	(\$594)
	M-92 METROPOLITAN WASHINGTON TELEWORK								
50613	RESOURCE CENTER	0	Northern Virginia	Miscellaneous	\$1,986	\$2,590	\$378	\$1,512	(\$2,494)
50614	M-47C EMPLOYER OUTREACH	0	Northern Virginia	Miscellaneous	\$2,165	\$2,698	\$426	\$1,704	(\$2,663)
	M-47C REGIONAL GUARANTEED RIDE HOME								
50615	PROGRAM	0	Northern Virginia	Miscellaneous	\$3,165	\$3,920	\$755	\$3,020	(\$4,530)
50616	M-70B EMPLOYER OUTREACH FOR BICYCLING	0	Northern Virginia	Miscellaneous	\$30	\$36	\$6	\$24	(\$36)
50619	HOV MARKETING (NON-DULLES SHARE)	0	Northern Virginia	Miscellaneous	\$1,550	\$3,050	\$450	\$0	(\$1,950)
59296	BUS TRANSFER FACILITY - PE ONLY	0	Northern Virginia	Miscellaneous	\$235	\$1,000	\$0	\$0	(\$765)
	RTE 267 - DETERMINE LOCATION/INSTALL VARIABLE								
70269	MESSAGE SIGNS	267	Northern Virginia	Miscellaneous	\$1,279	\$1,279	\$0	\$0	\$0
70270	RTE 267 - VIDEO SECURITY TOLL BOOTHS	267	Northern Virginia	Miscellaneous	\$0	\$328	\$0	\$0	(\$328)
17641	BICYCLE RACKS - PURCHASE AND INSTALL	BR00	Northern Virginia	Miscellaneous	\$72	\$57	\$0	\$0	\$15
70595	PEDESTRIAN/BUS STOP/TRAILS IMPROVEMENTS	BS00	Northern Virginia	Miscellaneous	\$1,200	\$1,200	\$0	\$0	\$0
70590	ON-ROAD BIKE TRAILS	BT00	Northern Virginia	Miscellaneous	\$400	\$400	\$0	\$0	\$0
52724	COMMUTER CONNECTIONS & ENDZONE PARTNERS	CM00	Northern Virginia	Miscellaneous	\$200	\$1,067	\$0	\$0	(\$868)
52725	CLEAN AIR PARTNERS	CM00	Northern Virginia	Miscellaneous	\$740	\$1,056	\$0	\$0	(\$316)

52726	COMMUTER CONNECTIONS OPERATION CENTER	CM00	Northern Virginia	Miscellaneous	\$1,301	\$1,387	\$0	\$0	(\$86)
70716	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	CMAQ	Northern Virginia	Miscellaneous	\$0	\$1,860	\$63	\$109,891	(\$111,813)
70504	BUS OPERATING SUBSIDY TRANSIT SET-ASIDE	DT00	Northern Virginia	Miscellaneous	\$0	\$1,564	\$0	\$0	(\$1,564)
70538	SLIP RAMP COMMUTER BUSES DULLES CORRIDOR RAIL PROJECT DEVELOPMENT -	DT00	Northern Virginia	Miscellaneous	\$0	\$3,900	\$0	\$0	(\$3,900)
70554	PH. 1	DT00	Northern Virginia	Miscellaneous	\$0	\$3,002	\$740	\$0	(\$3,742)
70559	EXPANSION OF ADMINISTRATION BUILDING DULLES TOLL ROAD - RELOCATION OF MAINTENANCE	DT00	Northern Virginia	Miscellaneous	\$0	\$770	\$1,711	\$0	(\$2,481)
70563	DEPARTMENT	DT00	Northern Virginia	Miscellaneous	\$0	\$0	\$0	\$394	(\$394)
70574	VIDEO ENFORCEMENT SYSTEM PE AND NEPA ANALYSIS TRANSIT SET-ASIDE (DULLES	DT00	Northern Virginia	Miscellaneous	\$0	\$2,749	\$42	\$0	(\$2,791)
70592	BRT) FOUR MILE RUN TRAIL-SURVEY, ENGINEERING, FINAL	DT00	Northern Virginia	Miscellaneous	\$1,000	\$1,000	\$0	\$0	\$0
15156	PLAN & PERMIT GREAT FALLS STREET TRAIL-ALONG EAST SIDE GREAT	EN94	Northern Virginia	Miscellaneous	\$251	\$1,430	\$0	\$0	(\$1,179)
15157	FALLS STREET	EN94	Northern Virginia	Miscellaneous	\$596	\$647	\$0	\$0	(\$51)
50108	CONSTRUCTION OF A BICYCLE/PEDESTRIAN TRAIL	EN98	Northern Virginia	Miscellaneous	\$1,033	\$675	\$0	\$0	\$358
52288	SIDEWALKS / TRAILS AT METRO FACILITIES NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP)	R000	Northern Virginia	Miscellaneous	\$750	\$600	\$0	\$0	\$150
70717	BALANCE ENTRY	RSTP	Northern Virginia	Miscellaneous	\$0	\$11,013	\$0	\$131,936	(\$142,949)
50007	SEVEN CORNERS TRANSIT TRANSFER CENTER M-77B VANPOOL INCENTIVES - CAPITAL COST OF	SCTC	Northern Virginia	Miscellaneous	\$0	\$800	\$0	\$0	(\$800)
50618	CONTRACTING	TERM	Northern Virginia	Miscellaneous	\$5,792	\$6,476	\$684	\$2,736	(\$4,104)
52294	M-101A MASS MARKETING CAMPAIGN	TERM	Northern Virginia	Miscellaneous	\$0	\$1,400	\$367	\$1,468	(\$3,235)
63607	M77-B VANPOOL INCENTIVES	TERM	Northern Virginia	Miscellaneous	\$0	\$1,390	\$171	\$684	(\$2,245)
58602	TRAFFIC MONITOR CAMERA INSTALLATION - PE ONLY	TMC0	Northern Virginia	Miscellaneous	\$438	\$350	\$0	\$0	\$88
70632	TRAILS PROJECTS AT VARIOUS LOCATIONS	TP00	Northern Virginia	Miscellaneous	\$1,600	\$1,600	\$0	\$0	\$0
70625	TRAFFIC SIGNAL OPTIMIZATION	TS00	Northern Virginia	Miscellaneous	\$175	\$175	\$0	\$0	\$0
13555	HIGHWAY SIGNALIZATION OLD DOMINION DRIVE - SIDEWALKS/OTHER	TSU0	Northern Virginia	Miscellaneous	\$3,001	\$3,038	\$0	\$0	(\$37)
18863	PEDESTRIAN IMPROVEMENTS	U000	Northern Virginia	Miscellaneous	\$1,482	\$800	\$0	\$0	\$682
70498	ALTERNATIVE FUELS PROGRAM	VAFO	Northern Virginia	Miscellaneous	\$0	\$750	\$0	\$0	(\$750)
70752	VANPOOL INCENTIVES TERMS DISTRICTWIDE BRIDGE STRENGTHENING AND	VP00	Northern Virginia	Miscellaneous	\$0	\$914	\$0	\$0	(\$914)
4036	WIDENING	0	Northern Virginia	Primary	\$2,500	\$750	\$750	\$1,000	\$0
12906	RTE 1 - WIDENING RTE 1 - BRIDGE REPLACEMENT & APPROACHES-6	1	Northern Virginia	Primary	\$25,728	\$24,727	\$1,000	\$0	\$1
16422	LANES	1	Northern Virginia	Primary	\$25,255	\$10,104	\$6,380	\$8,771	\$0
18857	RTE 1 - CORRIDOR CENTERLINE STUDY RTE 1 - USMC HERITAGE CENTER ACCESS, RECONSTR	1	Northern Virginia	Primary	\$7,856	\$7,856	\$0	\$0	\$0
64476	RTE 1/619 INT	1	Northern Virginia	Primary	\$521	\$2,000	\$646	\$0	(\$2,125)

RTE 1 -BUS RAPID TRANSIT RELATD IMPR(BUS STOP 72898 SHLTRS,TRF SIG	1 Northern Virginia	Primary	\$0	\$0	\$497	\$0	(\$497)
RTE 7 (ROUND HILL/PURCELLVILLE BYPASSES) - 13366 PARALLEL LANE	7 Northern Virginia	Primary	\$13,884	\$12,916	\$418	\$550	\$0
RTE 7 - ULTIMATE INTERCHANGE AT ROUTE 7/15 13526 BYPASS	7 Northern Virginia	Primary	\$18,183	\$12,767	\$0	\$5,416	\$0
16006 RTE 7 - WIDENING - PE ONLY	7 Northern Virginia	Primary	\$2,584	\$2,135	\$449	\$0	\$0
52327 RTE 7 - WIDEN TO 6 LANES	7 Northern Virginia	Primary	\$4,409	\$11,425	\$0	\$0	(\$7,017)
52328 RTE 7 - WIDEN TO 6 LANES - PE ONLY	7 Northern Virginia	Primary	\$6,254	\$3,000	\$0	\$0	\$3,254
56991 RTE 7 - SPOT IMPROVEMENTS	7 Northern Virginia	Primary	\$363	\$66	\$0	\$0	\$297
58599 RTE 7 - INTERCHANGE IMPROVEMENT - PE ONLY	7 Northern Virginia	Primary	\$2,400	\$3,935	\$0	\$0	(\$1,535)
72103 SPOT IMPROVEMENTS RTE 7 - SPOT IMPROVEMENTS - APPROACH TO	7 Northern Virginia	Primary	\$150	\$150	\$0	\$0	\$0
72511 BELTWAY	7 Northern Virginia	Primary	\$648	\$648	\$0	\$0	\$0
73136 RTE 7 - INTELLIGENT TRANSPORTATION SYSTEM	7 Northern Virginia	Primary	\$0	\$0	\$497	\$0	(\$497)
60859 RTE 9 - INTERSECTION IMPROVEMENT RTE 9 - TOWN OF HILLSBORO - PEDESTRIAN STUDY &	9 Northern Virginia	Primary	\$565	\$960	\$0	\$0	(\$395)
70587 IMPROVEMENTS	9 Northern Virginia	Primary	\$1,490	\$1,490	\$0	\$0	\$0
70634 RTE 9 - SHOULDER ANALYSIS & IMPROVEMENT RTE 15 - JAMES MONROE HIGHWAY - SAFETY	9 Northern Virginia	Primary	\$497	\$497	\$0	\$0	\$0
52329 IMPROVEMENTS	15 Northern Virginia	Primary	\$6,432	\$6,432	\$0	\$0	\$0
52533 RTE 15 - SAFETY IMPROVEMENTS - PE & RW ONLY	15 Northern Virginia	Primary	\$2,086	\$1,501	\$0	\$0	\$585
52534 RTE 15 - SAFETY IMPROVEMENTS - PE ONLY	15 Northern Virginia	Primary	\$3,324	\$2,783	\$0	\$541	\$0
68759 RTE 15 - SAFETY IMPROVEMENTS RTE 15 - VILLAGE OF LUCKETT'S - SAFETY	15 Northern Virginia	Primary	\$1,981	\$1,981	\$0	\$0	\$0
68760 IMPROVEMENTS	15 Northern Virginia	Primary	\$1,000	\$1,000	\$0	\$0	\$1
69138 RTE 15 - SAFETY IMPROVEMENTS RTE 27 - INTERCHANGE MODIFICATIONS - PE & RW	15 Northern Virginia	Primary	\$3,757	\$3,757	\$0	\$0	\$0
13528 ONLY RTE 28 - CONSTRUCT PARTIAL INTERCHANGE FOR	27 Northern Virginia	Primary	\$20,463	\$3,995	\$356	\$16,112	\$0
17669 SASM - PHASE 3	28 Northern Virginia	Primary	\$15,091	\$11,146	\$3,945	\$0	\$0
17848 RTE 28 - CONSTRUCT INTERCHANGE	28 Northern Virginia	Primary	(\$16,984)	\$3,555	\$0	\$0	(\$20,539)
17984 RTE 28 - WIDEN TO 4 LANES - PE ONLY	28 Northern Virginia	Primary	\$3,000	\$2,795	\$0	\$0	\$205
52458 RTE 28 - CONSTRUCT INTERCHANGE	28 Northern Virginia	Primary	(\$2,245)	\$1,175	\$0	\$0	(\$3,420)
52838 RTE 28 - WIDEN TO 6 LANES RTE 28 - MONITOR OVERALL PPTA PROJECT FUNDS &	28 Northern Virginia	Primary	\$3,196	\$6,488	\$0	\$0	(\$3,292)
64961 ACTIVITIES RTE 28 - MONITOR PPTA PROJECT FUNDS &	28 Northern Virginia	Primary	\$35,154	\$23,588	\$11,566	\$0	\$0
64964 ACTIVITIES RTE 28 - MONITOR PPTA PROJECT FUNDS &	28 Northern Virginia	Primary	\$69,959	\$45,465	\$21,801	\$1,675	\$1,018
64966 ACTIVITIES RTE 28 - MONITOR PPTA PROJECT FUNDS &	28 Northern Virginia	Primary	\$22,133	\$6,990	\$15,142	\$0	\$1
64967 ACTIVITIES	28 Northern Virginia	Primary	\$12,474	\$540	\$11,934	\$0	\$0

64968	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28 Northern Virginia	Primary	\$12,880	\$12,880	\$0	\$0	\$0
64969	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28 Northern Virginia	Primary	\$24,939	\$20,518	\$4,421	\$0	\$0
64970	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28 Northern Virginia	Primary	\$28,417	\$270	\$3,873	\$21,217	\$3,057
68627	RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN	28 Northern Virginia	Primary	\$7,477	\$4,489	\$2,988	\$0	\$0
68696	RTE 28 - PPTA PROJECT DEVELOPMENT AND MANAGEMENT	28 Northern Virginia	Primary	\$250	\$100	\$150	\$0	\$0
71287	RTE 28 -REALIGNMENT WB RGHT TRN LNE & SIGNALIZE INTERSECTION	28 Northern Virginia	Primary	\$355	\$36	\$320	\$0	\$0
11395	RTE 29 (LEE HIGHWAY) - WIDENING TO 5 & 6 LANES - PE ONLY	29 Northern Virginia	Primary	\$6,049	\$14,470	\$6,030	\$7,583	(\$22,034)
14869	RTE 29 - CONSTRUCT INTERCHANGE	29 Northern Virginia	Primary	\$40,832	\$30,209	\$0	\$10,623	\$0
52471	RTE 29 - LEE HIGHWAY SHARED USE PATH - PE ONLY	29 Northern Virginia	Primary	\$97	\$530	\$0	\$0	(\$433)
59094	RTE 29-LEE HWY; RS-FUNDED PE FOR WIDENING TO 6 LANES-PE ONLY	29 Northern Virginia	Primary	\$600	\$993	\$0	\$0	(\$393)
13531	RTE 50 - MODIFY INTERCHANGE AT COURTHOUSE RD	50 Northern Virginia	Primary	\$22,565	\$19,081	\$1,118	\$2,366	\$0
52330	RTE 50 - TRAFFIC CALMING - PE ONLY	50 Northern Virginia	Primary	\$3,752	\$2,586	\$0	\$0	\$1,166
56780	RTE 50 - INSTALL MEDIAN BARRIER AND FENCE	50 Northern Virginia	Primary	\$677	\$612	\$65	\$0	\$0
56866	RTE 50 - INSTALL PEDESTRIAN BRIDGE	50 Northern Virginia	Primary	\$2,800	\$2,800	\$0	\$0	\$0
58601	RTE 50 - PEDESTRIAN IMPROVEMENTS	50 Northern Virginia	Primary	\$274	\$775	\$0	\$0	(\$501)
68757	RTE 50 - 6-LANE WIDENING-PE TO DETERMINE METHOD OF DEVELPMNT	50 Northern Virginia	Primary	\$2,500	\$275	\$225	\$4,300	(\$2,300)
68823	RTE 50 - GILBERT'S CORNER ROUNDABOUTS	50 Northern Virginia	Primary	\$628	\$1,738	\$994	\$3,000	(\$5,104)
68824	RTE 50 - TRAFFIC CALMING - WEST OF MIDDLEBURG	50 Northern Virginia	Primary	\$370	\$375	\$0	\$0	(\$5)
68825	RTE 50 - TRAFFIC CALMING - VILLAGE OF ALDIE	50 Northern Virginia	Primary	\$5,602	\$5,604	\$0	\$0	(\$2)
71291	RTE 50 - EXT WB LTL & INSTALL EXCL EB & WB LEFT TURN SIGNALS	50 Northern Virginia	Primary	\$498	\$50	\$448	\$0	\$0
57273	PLATFORM AT WOODBRIDGE (VIRGINIA RAIL EXPRESS)	95 Northern Virginia	Primary	\$250	\$250	\$0	\$0	\$0
58598	RTE 110 - SOUTH BIKE TRAIL	110 Northern Virginia	Primary	\$45	\$202	\$0	\$0	(\$157)
16649	RTE 120 - INTERSECTION IMPROVEMENTS	120 Northern Virginia	Primary	\$1,432	\$1,432	\$0	\$0	\$0
18860	RTE 120 - BRIDGE REPLACEMENT	120 Northern Virginia	Primary	\$7,938	\$0	\$396	\$7,542	\$0
52284	RTE 120 - GLEBE ROAD PEDESTRIAN OVERPASS	120 Northern Virginia	Primary	\$400	\$1,250	\$0	\$0	(\$850)
52497	RTE 120 - INSTALL ADVANCED WARNING SIGNAL	120 Northern Virginia	Primary	\$25	\$25	\$0	\$0	\$0
58473	RTE 120/S GLEBE RD-LTLS NB & SB; UPGRADE SIG SYS W/SPLIT PHS	120 Northern Virginia	Primary	\$1,695	\$501	\$435	\$759	\$0
62146	RTE 120-XWALKS,PED SIGNALS,REFUGE AREAS,RECONST CURB CORNERS	120 Northern Virginia	Primary	\$70	\$70	\$0	\$0	\$0

ROUTE 120 - MODIFY SIGNAL & CROSSWALK, 67639 IMPROVE LIGHTING	120 Northern Virginia	Primary	\$144	\$144	\$0	\$0	\$0
RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6 LANE RW - 13532 PE & RW ONLY	123 Northern Virginia	Primary	\$11,489	\$8,971	\$927	\$1,591	\$0
14691 RTE 123 - WIDEN FROM 4 TO 6 LANES	123 Northern Virginia	Primary	\$33,166	\$24,606	\$8,560	\$0	\$0
14692 RTE 123 - WIDEN TO 6 LANES	123 Northern Virginia	Primary	\$30,531	\$30,531	\$0	\$0	\$0
14693 RTE 123 - CONSTRUCT INTERCHANGE	123 Northern Virginia	Primary	\$61,790	\$45,306	\$2,977	\$13,507	\$0
16181 RTE 123 - TRANSIT STATION	123 Northern Virginia	Primary	\$3,078	\$3,078	\$0	\$0	\$0
RTE 123 - WIDENING FROM 2 LANES TO 4 LANES ON 16622 6 LANE R/W	123 Northern Virginia	Primary	\$19,967	\$19,967	\$0	\$0	\$0
RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE 51135 R/W	123 Northern Virginia	Primary	\$25,848	\$25,848	\$0	\$0	\$0
60042 RTE 123 - LANDSCAPING	123 Northern Virginia	Primary	\$542	\$542	\$0	\$0	\$0
RTE 123 - ADD ACCELERATION LANES & RIGHT TURN 62691 ISLANDS	123 Northern Virginia	Primary	\$500	\$433	\$67	\$0	\$0
52503 RTE 193 - LOWER VERTICAL CURVE	193 Northern Virginia	Primary	\$232	\$379	\$0	\$0	(\$147)
57547 RTE 193 - TRAFFIC CALMING	193 Northern Virginia	Primary	\$187	\$187	\$0	\$0	\$0
RTE 215 - RELOC EXIST INTERSECTN & 1 MILE OF 54632 ROAD - PE ONLY	215 Northern Virginia	Primary	\$712	\$712	\$0	\$0	\$0
12918 RTE 228 (DRANESVILLE RD) - WIDENING	228 Northern Virginia	Primary	\$18,625	\$15,435	\$1,106	\$2,084	\$0
RTE 234 - PARALLEL LANE (PE ONLY-SEE LINEAGES 205 FOR RW/CONST)	234 Northern Virginia	Primary	\$7,376	\$6,158	\$648	\$570	\$0
RTE 234 (MANASSAS BYPASS) - 4 LANES ON NEW LOC 208 (P100 ONLY)	234 Northern Virginia	Primary	\$15,229	\$15,229	\$0	\$0	\$0
3789 RTE 234 - DEVELOP 2 LANES TO 4 LANES	234 Northern Virginia	Primary	\$28,103	\$21,675	\$5,128	\$0	\$1,300
3790 RTE 234 - DEVELOP 2 LANES TO 4 LANES	234 Northern Virginia	Primary	\$26,169	\$22,725	\$2,986	\$3,836	(\$3,378)
8415 RTE 234 - DEVELOP 2 LANES TO 4 LANES	234 Northern Virginia	Primary	\$20,484	\$20,484	\$0	\$0	\$0
RTE 234 - MANASSAS BYPASS - 4 LANES ON 6 LANE 9029 RW	234 Northern Virginia	Primary	\$71,526	\$71,274	\$252	\$0	\$0
11718 RTE 234 - DEVELOP FROM 2 LANES TO 4 LANES	234 Northern Virginia	Primary	\$25,520	\$17,454	\$0	\$8,066	\$0
13525 RTE 234 - ROUTE 234/ROUTE 1 INTERCHANGE	234 Northern Virginia	Primary	\$6,101	\$10,101	\$0	\$0	(\$3,999)
50009 RTE 234 - BIKE TRAIL	234 Northern Virginia	Primary	\$1,161	\$705	\$176	\$0	\$280
RTE 234 - CONSTRUCT SOUND WALLS IN 2 54498 LOCATIONS	234 Northern Virginia	Primary	\$2,433	\$2,433	\$0	\$0	\$0
58600 RTE 234 - NEW CONSTRUCTION - PE ONLY	234 Northern Virginia	Primary	\$3,000	\$3,000	\$0	\$0	\$0
70604 RTE 234 - CONSTRUCT SOUNDWALLS	234 Northern Virginia	Primary	\$2,600	\$2,600	\$0	\$0	\$0
70605 RTE 234 - CONSTRUCT SOUNDWALL	234 Northern Virginia	Primary	\$440	\$440	\$0	\$0	\$0
RTE 234 BUSINESS - PROVIDE SIGNALIZED 71721 CROSSWALKS	234 Northern Virginia	Primary	\$650	\$155	\$495	\$0	\$0
RTE 234 - IMPROVE SDWLKS & HANDICAP RAMPS TO 71758 CURRENT STNDRDS	234 Northern Virginia	Primary	\$515	\$21	\$494	\$0	\$0
RTE 234 - CONSTRUCT MULTI-PURPOSE OFF-ROAD 72726 TRAIL	234 Northern Virginia	Primary	\$0	\$0	\$360	\$0	(\$360)

RTE 234 - CONSTRUCT 100-200 SPACE COMMUTER									
72803 PARK & RIDE LOT	234	Northern Virginia	Primary	\$100	\$650	\$0	\$0		(\$550)
RTE 235 - MOUNT VERNON TRAFFIC CIRCLE - PE									
58434 ONLY	235	Northern Virginia	Primary	\$5	\$15	\$0	\$0		(\$10)
RTE 236 -TURN LNS SIGNAL & SPOT SAFETY									
17671 IMPRVMENTS-PE & RW ONLY	236	Northern Virginia	Primary	\$11,752	\$11,829	\$18	\$0		(\$95)
RTE 236 - INSTALL SECOND LEFT-TURN LANE &									
62692 MODIFY SIGNAL	236	Northern Virginia	Primary	\$477	\$477	\$0	\$0		\$0
RTE 236 - INSTALL SECOND LTL FROM WB ONTO									
62857 ROUTE 620 SB	236	Northern Virginia	Primary	\$336	\$336	\$0	\$0		\$0
63717 RTE 236 - INSTALL PEDESTRIAN SAFETY MEASURES	236	Northern Virginia	Primary	\$880	\$880	\$0	\$0		\$0
RTE 236 - DUKE STREET - CONGESTION RELIEF									
70599 PROJECT	236	Northern Virginia	Primary	\$733	\$733	\$0	\$0		\$0
52287 RTE 244 - SIGNAL PRIORITIZATION	244	Northern Virginia	Primary	\$843	\$800	\$0	\$0		\$43
RTE 244 - COLUMBIA PIKE STREETScape									
52459 IMPROVEMENTS	244	Northern Virginia	Primary	\$160	\$1,808	\$0	\$0		(\$1,648)
RTE 244 - COLUMBIA PIKE ROADWAY STREETScape									
72487 IMPROVEMENTS	244	Northern Virginia	Primary	\$310	\$637	\$0	\$0		(\$327)
18412 ROUTE 267 - TOLL BOOTH MODIFICATIONS	267	Northern Virginia	Primary	\$2,890	\$2,692	\$198	\$0		\$0
RTE 267 - DULLES TOLL ROAD PROG - INTERCHANGE									
52922 IMPROVEMENTS	267	Northern Virginia	Primary	\$4,859	\$4,879	\$0	\$0		(\$20)
RTE 267 - DULLES TOLL ROAD - ADD'L TOLL									
53098 COLLECTION CAPACITY	267	Northern Virginia	Primary	\$3,732	\$3,733	\$0	\$0		(\$1)
RTE 267 - DTR -MODIFY SMART TAG ONLY LNS FOR									
55273 OPEN LN CONCEPT	267	Northern Virginia	Primary	\$5,679	\$5,906	\$0	\$0		(\$227)
57298 RTE 267 - RAMP IMPROVEMENTS	267	Northern Virginia	Primary	\$6,277	\$6,640	\$0	\$0		(\$363)
60635 RTE 267 - UPDATE & RESTORE SECURITY SYSTEMS	267	Northern Virginia	Primary	\$105	\$105	\$0	\$0		\$0
RTE 267-MODIFY/INSTALL SMART TAG ONLY LANES									
70274 AT EB RAMPS DTR	267	Northern Virginia	Primary	\$7,915	\$0	\$0	\$8,784		(\$869)
73282 South Glebe Road Improvements	120	Northern Virginia	Primary	\$0	\$0	\$795	\$0		(\$795)
59473 ADVERTISEMENT OF ANNUAL CONTRACTOR	BS00	Northern Virginia	Primary	\$0	\$267	\$0	\$0		(\$267)
PURCHASE & INSTALLATION OF BUS SHELTERS AT									
63606 VARIOUS LOCATIONS	BS00	Northern Virginia	Primary	\$20	\$20	\$0	\$0		\$0
64873 ADVERTISEMENT OF ANNUAL CONTRACTOR	BS00	Northern Virginia	Primary	\$139	\$853	\$0	\$0		(\$714)
CONGESTION RELIEF PROJECT - INTERSECTION									
70601 IMPROVEMENTS	CRPT	Northern Virginia	Primary	\$1,875	\$1,875	\$0	\$0		\$0
CONGESTION RELIEF PROJECT - TYTRAN									
70602 INTERSECTIONS	CRPT	Northern Virginia	Primary	\$300	\$300	\$0	\$0		\$0
52293 DULLES AIRPORT CONNECTOR ROAD	DT00	Northern Virginia	Primary	\$973	\$973	\$0	\$0		\$0
70489 NATIONAL AIR AND SPACE MUSEUM	DT00	Northern Virginia	Primary	\$0	\$1,519	\$0	\$0		(\$1,519)
DULLES CORRIDOR EXPRESS BUS SERVICE PILOT									
70519 PROJECT	DT00	Northern Virginia	Primary	\$0	\$27,726	\$6,645	\$0		(\$34,371)
PROJECT ADMINISTRATION FOR THE DULLES									
70531 CORRIDOR RAPID TRANSIT	DT00	Northern Virginia	Primary	\$0	\$633	\$0	\$0		(\$633)

STATE TRAFFIC OPERATIONS & SAFETY									
6340	IMPROVEMENT PROGRAM	MISC	Northern Virginia	Primary	\$1,495	\$295	\$200	\$1,000	\$0
56825	MASS TRANSIT INITIATIVES - DISTRICTWIDE	MT00	Northern Virginia	Primary	\$8,400	\$8,400	\$0	\$0	\$0
70657	NOVA PRIMARY GUARDRAIL DISTRICTWIDE	PG00	Northern Virginia	Primary	\$728	\$228	\$0	\$500	\$0
55770	EXPANSION OF PARK & RIDE FACILITY	PRL0	Northern Virginia	Primary	\$9,238	\$8,946	\$292	\$0	\$0
70660	NOVA PRIMARY PAVEMENT MARKER DISTRICTWIDE	PRM0	Northern Virginia	Primary	\$746	\$216	\$0	\$530	\$0
70663	NOVA PRIMARY SIGNS DISTRICTWIDE	PS00	Northern Virginia	Primary	\$1,909	\$395	\$14	\$1,500	\$0
70661	NOVA PRIMARY SIGNAL DISTRICTWIDE	PSG0	Northern Virginia	Primary	\$5,730	\$788	\$800	\$4,142	\$0
	WESTERN TRANSPORTATION CORRIDOR - 4 LNS NEW								
13599	LOC-MIS- PE ONLY	R000	Northern Virginia	Primary	\$0	\$5,272	\$0	\$0	\$0
	PROPOSED TRI-COUNTY PARKWAY - 4-LANE - PE								
52405	ONLY	R000	Northern Virginia	Primary	\$4,300	\$4,300	\$0	\$0	\$0
52472	ACCOTINK GATEWAY CONNECTOR TRAIL	R000	Northern Virginia	Primary	\$362	\$497	\$0	\$0	(\$135)
57046	TECHWAY - FEASIBILITY STUDY - PE ONLY	R000	Northern Virginia	Primary	\$400	\$400	\$0	\$0	\$0
70597	WESTERN TRANSPORTATION CORRIDOR	R000	Northern Virginia	Primary	\$50	\$25	\$25	\$0	\$0
13926	AERIAL SURVEY - PE ONLY	SASM	Northern Virginia	Primary	\$439	\$1,948	\$0	\$0	(\$1,509)
	HAULROAD, SERVICE ROADS & PARKING LOTS FOR								
18700	SASM - PACKAGE B	SASM	Northern Virginia	Primary	\$14,242	\$13,655	\$0	\$0	\$587
	TRANSPORTATION CONTROL MEASURES TO SUPPORT								
16130	I-66 HOV-2	TCM0	Northern Virginia	Primary	\$3,884	\$6,464	\$0	\$0	(\$2,580)
70670	NOVA PRIMARY TECHNOLOGY DISTRICTWIDE	TECH	Northern Virginia	Primary	\$792	\$342	\$0	\$450	\$0
	CONSTRUCTION OF NORTHERN VA DISTRICTWIDE								
13453	TRAFFIC SIGNAL SYS	TSU0	Northern Virginia	Primary	\$25,212	\$22,790	\$2,422	\$0	\$0
17845	TSU0 - TRAFFIC SIGNAL SYSTEM STUDY - PE ONLY	TSU0	Northern Virginia	Primary	\$400	\$400	\$0	\$0	\$0
	SIGNAL OPTIMIZATION OF REGION-WIDE SIGNAL								
51394	SYSTEM	TSU0	Northern Virginia	Primary	\$2,364	\$2,364	\$0	\$0	\$0
	FY04 WILDFLOWERS - NOVA WILDFLOWER								
69124	MANAGEMENT PROJECT	WFPO	Northern Virginia	Primary	\$939	\$133	\$133	\$673	\$0
17272	ITS PROJECT - TRAVELER INFORMATION SYSTEM	WTIS	Northern Virginia	Primary	\$8,756	\$8,756	\$0	\$0	\$0
T1839	Arlington - Potomac Yard Transit Analysis, Phase II		Northern Virginia	Public Transportation	\$500	\$0	\$500	\$0	\$0
T1838	Arlington - Clarendon and Crystal City Canopies		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
T1837	Alexandria - Potomac Yard Transit Analysis Phase II		Northern Virginia	Public Transportation	\$300	\$0	\$300	\$0	\$0
T1836	PRTC/NVTC - VRE SmarTrip Program		Northern Virginia	Public Transportation	\$2,500	\$0	\$2,500	\$0	\$0
	Alexandria - Eisenhower Valley Transit/Transportation								
T1835	Study		Northern Virginia	Public Transportation	\$200	\$0	\$200	\$0	\$0
T1834	WMATA Information Kiosks		Northern Virginia	Public Transportation	\$200	\$0	\$200	\$0	\$0
T1833	PRTC Commuter Assistance Program		Northern Virginia	Public Transportation	\$375	\$0	\$375	\$0	\$0
	Program Evaluation - Regional Code Red Program								
T1832	(NVTC)		Northern Virginia	Public Transportation	\$25	\$0	\$25	\$0	\$0
T1789	Community-Wide Transit Analysis in Western Alexandria		Northern Virginia	Public Transportation	\$300	\$0	\$300	\$0	\$0

T1125	Relocation of Arlington Division WMATA Garage	Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
T1124	Richmond Highway Bus Priority Project	Northern Virginia	Public Transportation	\$625	\$500	\$0	\$0	\$125
T1123	WMATA Bike Racks on Buses	Northern Virginia	Public Transportation	\$500	\$400	\$0	\$0	\$100
T1122	PRTC/PWC Woodbridge VRE Station Parking Expansion	Northern Virginia	Public Transportation	\$821	\$657	\$0	\$0	\$164
T1121	Richmond Highway Transit Improvements	Northern Virginia	Public Transportation	\$2,000	\$1,600	\$2,125	\$0	(\$1,725)
T1120	Springfield CBD Commuter Parking	Northern Virginia	Public Transportation	\$3,750	\$3,000	\$0	\$0	\$750
T1118	VRE Station Parking	Northern Virginia	Public Transportation	\$1,415	\$1,387	\$0	\$0	\$28
T1117	Potomac Yards Transit Analysis - PH. 2	Northern Virginia	Public Transportation	\$705	\$705	\$0	\$0	\$0
T239	Fairfax County Line - Washington Boulevard	Northern Virginia	Public Transportation	\$500	\$500	\$0	\$0	\$0
T236	Install 600 Bus Stop Signs Throughout Region	Northern Virginia	Public Transportation	\$96	\$96	\$0	\$0	\$0
T235	Install CRT Exhaust Filters for 250 Buses	Northern Virginia	Public Transportation	\$1,200	\$1,200	\$0	\$0	\$0
T234	West Falls Church Metro Station: Western Regional Park & Ride Feeder Service to Metrorail	Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
T233	Install Canopies Over Bus Bays at 4 Metrorail Stations	Northern Virginia	Public Transportation	\$1,250	\$1,250	\$0	\$0	\$0
T232	Pentagon City Metro Station: Hayes Street Citywide Sidewalk Connection Improvements Near	Northern Virginia	Public Transportation	\$1,800	\$800	\$1,000	\$0	\$0
T231	Metro Stations and Bus Stops	Northern Virginia	Public Transportation	\$750	\$750	\$0	\$0	\$0
T230	Media Program To Promote TDM's	Northern Virginia	Public Transportation	\$160	\$160	\$0	\$0	\$0
T229	Citywide Transportation Demand Program Start-up Funding	Northern Virginia	Public Transportation	\$80	\$80	\$0	\$0	\$0
T209	Dulles Corridor Transit Service Expanded Express Bus Service	Northern Virginia	Public Transportation	\$3,500	\$3,500	\$0	\$0	\$0
T208	West Falls Church Metrorail Station Bus Bay Area Modifications	Northern Virginia	Public Transportation	\$1,000	\$800	\$0	\$0	\$200
T207	Springfield Mall Transit Store	Northern Virginia	Public Transportation	\$350	\$350	\$313	\$0	(\$313)
T181	Telecommuting Pilot Program	Northern Virginia	Public Transportation	\$80	\$80	\$0	\$0	\$0
T174	Public Education Campaign	Northern Virginia	Public Transportation	\$488	\$488	\$0	\$0	\$0
T169	Falls Church Electric Bus Service - Neighborhoods To Metrorail Stations	Northern Virginia	Public Transportation	\$564	\$564	\$0	\$0	\$0
T168	Support Implementation Telecommuting TCM-92	Northern Virginia	Public Transportation	\$702	\$702	\$0	\$0	\$0
T164	Expand TDM Program	Northern Virginia	Public Transportation	\$200	\$200	\$0	\$0	\$0
T163	Ballston Metrorail Station Safety/Station Access Improvements	Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
T161	Rideshare Program Expanded TCM-47	Northern Virginia	Public Transportation	\$444	\$444	\$0	\$0	\$0
T160	Commuter Assistance Program (Commuter Stores and Services)	Northern Virginia	Public Transportation	\$2,365	\$2,365	\$0	\$0	\$0
T158	Bus Replacement(OmniRide Express Commuter Buses)	Northern Virginia	Public Transportation	\$11,590	\$11,590	\$0	\$0	\$0
T155	Transportation Emission Reduction Measures (TERMS)	Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
T154	Bus Shelter Programs: Fairfax, PRTC, Arlington and Alexandria	Northern Virginia	Public Transportation	\$700	\$700	\$0	\$0	\$0

T153	Bus Service Start-up		Northern Virginia	Public Transportation	\$2,500	\$2,500	\$0	\$0	\$0
T151	Provide Free Bus Rides on Code Red Days		Northern Virginia	Public Transportation	\$2,568	\$2,230	\$338	\$0	\$0
T126	Track and System Engineering Improvements		Northern Virginia	Public Transportation	\$650	\$650	\$0	\$0	\$0
T100	Commuter Assistance Program		Northern Virginia	Public Transportation	\$6,895	\$5,020	\$1,875	\$0	\$0
T99	Transit Store Funding		Northern Virginia	Public Transportation	\$1,010	\$1,010	\$0	\$0	\$0
T69	Signal Upgrade		Northern Virginia	Public Transportation	\$195	\$195	\$0	\$0	\$0
T67	Increase Capacity at Alexandria Station		Northern Virginia	Public Transportation	\$125	\$125	\$0	\$0	\$0
T66	Rideshare Program Enhancements		Northern Virginia	Public Transportation	\$1,750	\$1,750	\$0	\$0	\$0
T34	Regional Traffic Control Measures		Northern Virginia	Public Transportation	\$1,500	\$1,500	\$0	\$0	\$0
T33	Washington-Dulles Corridor Extension		Northern Virginia	Public Transportation	\$91,800	\$91,800	\$0	\$0	\$0
T32	Quantico Creek		Northern Virginia	Public Transportation	\$9,591	\$9,591	\$0	\$0	\$0
T31	Track and Safety Improvement		Northern Virginia	Public Transportation	\$12,400	\$12,400	\$0	\$0	\$0
T28	King Street Metro Station Improvements		Northern Virginia	Public Transportation	\$200	\$200	\$0	\$0	\$0
T27	Signal Conversion (Potomac Yards - South of Alexandria)		Northern Virginia	Public Transportation	\$1,100	\$1,100	\$0	\$0	\$0
T21	Completion of Transit Center		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
T2	Go Card Expansion Program		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
	DISTRICTWIDE/CONGESTION MITIGATION & AIR								
	12878 QUALITY PROGRAM	0	Northern Virginia	Public Transportation	\$48,415	\$48,415	\$0	\$0	\$0
T1173	Transit Improvements	1	Northern Virginia	Public Transportation	\$800	\$0	\$800	\$0	\$0
	70506 BUS SHELTERS/SAFETY ENHANCEMENTS	BS00	Northern Virginia	Public Transportation	\$100	\$100	\$0	\$0	\$0
	70720 CONGESTION RELIEF PROJECT - VRE PARKING	CRPT	Northern Virginia	Public Transportation	\$950	\$950	\$0	\$0	\$0
	70724 CONGESTION RELIEF PROJECT - VALLEY COMMUTER ASSISTANCE	CRPT	Northern Virginia	Public Transportation	\$30	\$30	\$0	\$0	\$0
	70729 CONGESTION RELIEF PROJECT - LOUDOUN COUNTY COMMUTER BUS	CRPT	Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
	70734 CONGESTION RELIEF PROJECT - BURKE CENTER VRE SHUTTLES	CRPT	Northern Virginia	Public Transportation	\$800	\$800	\$0	\$0	\$0
	70736 CONGESTION RELIEF PROJECT - HUNTINGTON METRO	CRPT	Northern Virginia	Public Transportation	\$150	\$150	\$0	\$0	\$0
	70739 CONGESTION RELIEF PROJECT - COLUMBIA PIKE BUS SERVICE	CRPT	Northern Virginia	Public Transportation	\$1,867	\$1,867	\$600	\$0	(\$600)
	70744 CONGESTION RELIEF PROJECT - NURIDE	CRPT	Northern Virginia	Public Transportation	\$450	\$450	\$0	\$0	\$0
	T999981 PROGRAM	RS09	Northern Virginia	Public Transportation	\$0	\$5,061	\$349	\$0	\$0
T1078	District Secondary Allocations		Northern Virginia	Secondary	\$0	\$0	\$31,678	\$161,479	(\$193,156)
	Fairfax County Parkway - funding to cover additional costs for design and/or right of way		Northern Virginia	Secondary	\$0	\$5,000	\$0	\$0	(\$5,000)
	T156 RTE 602 -INSTALL SECOND LTL ONTO ROUTE 5320		Northern Virginia	Secondary	\$0	\$5,000	\$0	\$0	(\$5,000)
	64209 (OC PROGRAM) RTE 606 - REPLACE SIGNALS & EXTEND EB & WB LEFT	602	Northern Virginia	Secondary	\$185	\$185	\$0	\$0	\$0
	65071 TURN LANES	606	Northern Virginia	Secondary	\$178	\$182	\$0	\$0	(\$4)
	52981 RTE 609 - STRAIGHTEN CURVE	609	Northern Virginia	Secondary	\$827	\$884	\$0	\$0	(\$57)
	52982 RTE 609 - STRAIGHTEN CURVE	609	Northern Virginia	Secondary	\$606	\$580	\$0	\$0	\$26

52983 RTE 609 - STRAIGHTEN CURVE RTE 611 - IMPROVE VERT & HORIZ ALIGNMENT,	609 Northern Virginia	Secondary	\$547	\$526	\$0	\$0	\$21
17836 WIDEN RDWY & SHLDR RTE 611 - INSTALL LTL & REALIGN INTERSECTION	611 Northern Virginia	Secondary	\$580	\$573	\$0	\$0	\$7
64208 (OC \$)	611 Northern Virginia	Secondary	\$821	\$821	\$0	\$0	\$0
53313 RTE 613 - GRADE SEPARATION - PE ONLY	613 Northern Virginia	Secondary	\$4,036	\$8,000	\$0	\$0	(\$3,964)
14932 RTE 619 - UPGRADE TO FOUR LANES RTE 620 - REMOVE ISLAND & EXTEND RTL EB ONTO	619 Northern Virginia	Secondary	\$7,963	\$2,000	\$1,500	\$0	\$4,463
60644 ROUTE 617 SB RTE 620 - ADD 250' ACCEL LANE WB FOR RT FROM	620 Northern Virginia	Secondary	\$444	\$444	\$0	\$0	\$0
60645 ROUTE 2864 SB RTE 621 - IMPROVE SIGHT DISTANCE & CONSTRUCT	620 Northern Virginia	Secondary	\$190	\$190	\$0	\$0	\$0
17837 TURN LANES	621 Northern Virginia	Secondary	\$753	\$811	\$0	\$0	(\$59)
71465 RTE 621 - CONSTRUCT LEFT TURN LANE	621 Northern Virginia	Secondary	\$274	\$0	\$274	\$0	\$0
18757 RTE 634 - RECONSTRUCTION RTE 636 - SUPER ELEVATE CURVE & RELOCATE	634 Northern Virginia	Secondary	\$322	\$1,050	\$0	\$0	(\$728)
60643 UTILITIES (HES)	636 Northern Virginia	Secondary	\$73	\$199	\$0	\$0	(\$126)
65073 RTE 636 - REPLACE TRAFFIC SIGNAL RTE 640 - MODIFY TRAFFIC SIGNAL & EXTEND WB	636 Northern Virginia	Secondary	\$291	\$295	\$0	\$0	(\$5)
65074 LEFT TURN LANE RTE 641 - RECONSTRUCT WESTBOUND LANE TO ADD	640 Northern Virginia	Secondary	\$478	\$455	\$23	\$0	\$0
71468 SUPERELEVATION	641 Northern Virginia	Secondary	\$205	\$0	\$206	\$0	(\$1)
71723 RTE 641 - PROVIDE HANDICAP ACCESS	641 Northern Virginia	Secondary	\$494	\$0	\$494	\$0	\$0
98 RTE 642 - WIDEN TO 6 LANES RTE 642 - WIDEN TO 6 LANES & REPLACE BRIDGE AT	642 Northern Virginia	Secondary	\$4,960	\$6,000	\$0	\$0	(\$1,040)
15130 POHICK CREEK	642 Northern Virginia	Secondary	\$21,063	\$17,702	\$2,408	\$2,397	(\$1,444)
52984 RTE 654 - STRAIGHTEN CURVE RTE 676 - FEASIBILITY & PE FOR PED ACCESS ACROSS	654 Northern Virginia	Secondary	\$1,440	\$956	\$703	\$434	(\$653)
72695 DAATR	676 Northern Virginia	Secondary	\$750	\$0	\$746	\$0	\$4
65072 RTE 677 - EXTEND EASTBOUND RIGHT TURN LANE	677 Northern Virginia	Secondary	\$337	\$343	\$0	\$0	(\$6)
71470 RTE 707 - CONSTRUCT RIGHT AND LEFT TURN LANES RTE 772 - CONSTRUCT 400+ SPACE COMMUTER PARK	707 Northern Virginia	Secondary	\$200	\$0	\$200	\$0	\$0
72995 & RIDE LOT RTE 773 - EDWARDS FERRY ROAD - CONGESTION	772 Northern Virginia	Secondary	\$100	\$300	\$0	\$0	(\$200)
70603 MITIGATION PROJECT RTE 776 (LIBERIA AVENUE EXT) - 4 LANE DIVIDED ON	773 Northern Virginia	Secondary	\$420	\$420	\$0	\$0	\$0
8816 NEW LOC RTE 784 - EXTEND LTL'S & MODIFY EXISTING SIGNAL	776 Northern Virginia	Secondary	\$7,664	\$10,041	\$0	\$0	(\$2,377)
60648 (OC \$) RTE 828 - WIEHLE AVE, PARKING DECK @ RESTON	784 Northern Virginia	Secondary	\$167	\$167	\$0	\$0	\$0
59095 EAST PARK & RIDE RTE 861 - MANASSAS AIRPORT ACCESS - HIGH	828 Northern Virginia	Secondary	\$4,640	\$4,640	\$0	\$0	\$0
55843 PRIORITY-COUNTY ADM RTE 868 - CONST 2 ADD'L 12' LANES, C&G, STORM	861 Northern Virginia	Secondary	\$3,000	\$3,000	\$0	\$0	\$0
69870 DRAIN, SIDEWALK	898 Northern Virginia	Secondary	\$811	\$811	\$0	\$0	\$0

70760 RTE 1036 - PACIFIC BOULEVARD (MPO PROJECT) RTE 1530 - ADD LTL WB TO RTE 234 SB & NEW ENT	1036 Northern Virginia	Secondary	\$5,480	\$4,181	\$3,500	\$0	(\$2,201)
60650 WESTGATE PLAZA RTE 1566 - RECONSTRUCT RIGHT TURN LANE AT	1530 Northern Virginia	Secondary	\$836	\$836	\$0	\$0	\$0
58345 ROUTE 234	1566 Northern Virginia	Secondary	\$629	\$610	\$20	\$0	\$0
71471 RTE 1596 - CONSTRUCT ROUNDABOUT	1596 Northern Virginia	Secondary	\$243	\$0	\$243	\$0	\$0
52502 RTE 1813 - RECONSTRUCTION RTE 2000 - INSTALL LTL NORTHBOUND TO RTE 641	1813 Northern Virginia	Secondary	\$677	\$642	\$0	\$0	\$35
60649 WB & MODIFY SIGNAL RTE 3000 - LEFT TURN LANE IMPROVEMENTS AT	2000 Northern Virginia	Secondary	\$271	\$280	\$0	\$0	(\$9)
50142 HILLENDALE DRIVE	3000 Northern Virginia	Secondary	\$186	\$197	\$0	\$0	(\$11)
65075 RTE 3000 - CLOSE CROSSOVER	3000 Northern Virginia	Secondary	\$544	\$544	\$0	\$0	\$0
72295 RTE 6197 - PARKING STRUCTURE DESIGN EXPANSION RTE 7100 - FAIRFAX CO PKWY - CONSTR 6 LANES - 4700 SEC/PRI PROJ	6197 Northern Virginia	Secondary	\$2,000	\$1,600	\$11,223	\$0	(\$10,823)
FAIRFAX COUNTY PARKWAY - CONSTRUCT	7100 Northern Virginia	Secondary	\$91,573	\$74,148	\$6,846	\$10,579	\$0
52404 INTERCHANGE-PE & RW ONLY RTE 7100 - JACK HERRITY PARKWAY - WIDEN FROM 4 57167 TO 6 LANES	7100 Northern Virginia	Secondary	\$7,082	\$14,909	\$13,253	\$0	(\$21,080)
60314 RTE 7100 - LANDSCAPING	7100 Northern Virginia	Secondary	\$6,523	\$3,804	\$0	\$0	\$2,719
RTE 7199 - RESTON TOWN CENTER TRANSIT CENTER; 60104 CO ADMIN CMAQ	7100 Northern Virginia	Secondary	\$275	\$200	\$75	\$0	\$0
52285 RTE 7900 - COMMUTER PARKING LOT (NORTH) RTE 7900 - ADD SINGLE OCCUPANCY VEHICLE ACCESS	7199 Northern Virginia	Secondary	\$2,200	\$1,600	\$0	\$0	\$600
52512 - PE ONLY LEASE OF 150-SPACE PARK&RIDE LOT; CMAQ,	7900 Northern Virginia	Secondary	\$2,460	\$2,560	\$0	\$0	(\$100)
60374 COUNTY- ADMIN RTE 9999 - ACCESS IMPROVEMENTS AT ROSSLYN	7900 Northern Virginia	Secondary	\$7,473	\$11,600	\$0	\$0	(\$4,127)
70761 METRO STATION RTE 9999 - ROSSYLN CIRCLE IMPROVEMENTS (MPO 70762 PROJECT)	9999 Northern Virginia	Secondary	\$150	\$2,076	\$0	\$0	(\$1,926)
FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 & 6 11679 LANES	9999 Northern Virginia	Secondary	\$300	\$300	\$0	\$0	\$0
FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 & 6 11680 LANES	9999 Northern Virginia	Secondary	\$1,000	\$1,000	\$0	\$0	\$0
14719 FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES	R000 Northern Virginia	Secondary	\$8,134	\$9,035	\$0	\$0	(\$901)
15292 FAIRFAX COUNTY PARKWAY - RTE 7 INTERCHANGE CONSTRUCT INTERCHANGE AT BARON CAMERON 16627 AVENUE	R000 Northern Virginia	Secondary	\$26,948	\$28,246	\$2,143	\$0	(\$3,441)
70503 DUMFRIES BALANCE ENTRY ACCOUNT	R000 Northern Virginia	Secondary	\$23,921	\$23,920	\$0	\$0	\$1
70527 MANASSAS PARK BALANCE ENTRY ACCOUNT	R000 Northern Virginia	Secondary	\$20,353	\$16,567	\$76	\$0	\$3,710
12537 RTE 1 - MAIN STREET - 4 LANES	R000 Northern Virginia	Secondary	\$25,446	\$24,141	\$1,292	\$0	\$13
	0 Northern Virginia	Urban	\$0	\$0	\$0	\$602	(\$602)
	0 Northern Virginia	Urban	\$0	\$0	\$0	\$513	(\$513)
	1 Northern Virginia	Urban	\$4,165	\$4,104	\$186	\$183	(\$308)

57067 RTE 1 - MONROE AVENUE - BRIDGE REPLACEMENT	1 Northern Virginia	Urban	\$52,440	\$0	\$0	\$15,314	\$37,125
RTE 7 - WEST BROAD STREET - 5 LANES - PE & RW							
182 ONLY	7 Northern Virginia	Urban	\$4,792	\$2,153	\$412	\$1,741	\$487
RTE 7 - KING STREET - 6 LANES W/INTERCHANGE AT							
8645 BEAUREGARD	7 Northern Virginia	Urban	\$7,808	\$6,253	\$0	\$0	\$1,555
17685 RTE 7 - KING STREET - SPOT IMPROVEMENTS	7 Northern Virginia	Urban	\$751	\$648	\$0	\$0	\$103
RTE 7 - MAIN STREET INT IMPROVEMENTS (PE ONLY							
70578 IN SYIP) ACCRUAL OF FUNDS FOR RW & CN	7 Northern Virginia	Urban	\$126	\$332	\$149	\$629	(\$984)
17687 RTE 15 - SOUTH KING STREET - 4 LANE	15 Northern Virginia	Urban	\$6,529	\$4,575	\$475	\$1,479	\$0
RTE 15 - SOUTH KING STREET - COORDINATE 7							
17688 TRAFFIC SIGNALS	15 Northern Virginia	Urban	\$151	\$120	\$0	\$0	\$31
9573 RTE 28 (CENTREVILLE RD) - WIDEN TO 6 LANES	28 Northern Virginia	Urban	\$8,560	\$7,238	\$386	\$936	\$0
RTE 28-OVRPASS NORFOLK SOUTHERN RR & INTCHG							
17689 AT WELLINGTON RD - PHASE II	28 Northern Virginia	Urban	\$31,874	\$8,783	\$215	\$13,664	\$9,211
52929 RTE 28 - WELLINGTON ROAD - PHASE I	28 Northern Virginia	Urban	\$13,445	\$11,787	\$964	\$640	\$54
RTE 28 - CENTREVILLE RD - INSTALL CENTER LEFT							
61448 TURN LANE	28 Northern Virginia	Urban	\$1,632	\$770	\$0	\$0	\$862
16632 RTE 29 - LEE HIGHWAY - WIDEN TO 6 LANES	29 Northern Virginia	Urban	\$4,346	\$4,993	\$0	\$0	(\$646)
17690 RTE 29 - LEE HIGHWAY - 6 LANE - PE & RW ONLY	29 Northern Virginia	Urban	\$1,249	\$4,022	\$0	\$0	(\$2,773)
RTE 29 - INTERSECTION IMPROVEMENTS (PE ONLY IN							
70577 SYIP)	29 Northern Virginia	Urban	\$1,987	\$1,987	\$0	\$0	\$0
71614 RTE 29 - SPOT IMPROVEMENTS	29 Northern Virginia	Urban	\$200	\$3,100	\$0	\$0	(\$2,900)
RTE 123 - CHAIN BRIDGE ROAD - ADDITIONAL NORTH							
17691 BOUND LANE	123 Northern Virginia	Urban	\$2,310	\$1,076	\$875	\$3,701	(\$3,341)
RTE 228 - CLOSED CIRCUIT CAMERA SYSTEM FOR							
72801 TRAFFIC CONTROL	228 Northern Virginia	Urban	\$45	\$0	\$250	\$0	(\$205)
ROUTE 234 - DUMFRIES ROAD - MAJOR WIDENING -							
15960 PE & RW ONLY	234 Northern Virginia	Urban	\$974	\$950	\$24	\$0	\$0
RTE 236 - DUKE STREET PEDESTRIAN ACCESS							
63364 IMPROVEMENTS	236 Northern Virginia	Urban	\$520	\$420	\$0	\$0	\$100
81 CLERMONT AVENUE - 4 LANES (PE AND RW ONLY)	U000 Northern Virginia	Urban	\$200	\$200	\$0	\$0	\$0
LIBERIA AVENUE - 4 LANE & BRIDGE OVER SOUTHERN							
3952 RAILWAY	U000 Northern Virginia	Urban	\$13,010	\$11,261	\$335	\$1,414	\$0
3953 CATOCTIN CIRCLE - 4 LANES	U000 Northern Virginia	Urban	\$4,258	\$4,336	\$0	\$0	(\$78)
13464 HIGHWAY SIGNALIZATION	U000 Northern Virginia	Urban	\$2,036	\$3,000	\$0	\$0	(\$964)
13465 HIGHWAY SIGNALIZATION	U000 Northern Virginia	Urban	\$775	\$1,326	\$0	\$0	(\$551)
13467 TOWN OF HERNDON - HIGHWAY SIGNALIZATION	U000 Northern Virginia	Urban	\$850	\$682	\$0	\$0	\$168
14624 CITY OF FALLS CHURCH - HIGHWAY SIGNALIZATION	U000 Northern Virginia	Urban	\$205	\$150	\$0	\$0	\$55
14646 FAIRVIEW AVENUE - 4 LANES	U000 Northern Virginia	Urban	\$8,004	\$7,955	\$49	\$0	\$0
14647 EAST MARKET STREET - WIDENING	U000 Northern Virginia	Urban	\$2,386	\$3,203	\$0	\$0	(\$817)
14648 SOUTH ELDEN STREET - 6 LANES	U000 Northern Virginia	Urban	\$10,363	\$7,336	\$816	\$2,211	\$0
14650 RELOCATE UNIVERSITY DRIVE	U000 Northern Virginia	Urban	\$2,614	\$2,200	\$661	\$0	(\$247)

14853 BRANCH ROAD - 2 LANE RECONSTRUCTION	U000	Northern Virginia	Urban	\$3,865	\$3,511	\$180	\$174	\$0
16099 HOV ACCESS RAMP - PE ONLY	U000	Northern Virginia	Urban	\$200	\$150	\$0	\$0	\$50
16631 KING STREET - METRO RAIL STATION COTTAGE STREET - 2 LANE RECONSTRUCTION - PE	U000	Northern Virginia	Urban	\$60	\$60	\$0	\$0	\$0
16634 ONLY	U000	Northern Virginia	Urban	\$2,142	\$1,433	\$253	\$2,156	(\$1,700)
17678 MILL ROAD - EXTENSION	U000	Northern Virginia	Urban	\$220	\$1,343	\$0	\$0	(\$1,123)
17683 PICKETT ROAD - TURN LANES AND SIGNALIZATION BATTLEFIELD PARKWAY - 2 LANES ON 6 LANE R/W -	U000	Northern Virginia	Urban	\$1,464	\$1,250	\$0	\$0	\$214
18992 PE & RW ONLY	U000	Northern Virginia	Urban	\$6,995	\$4,070	\$7,611	\$3,474	(\$8,159)
18993 DIGITAL DRIVE / WEST CARONDELET DRIVE	U000	Northern Virginia	Urban	\$1,165	\$595	\$74	\$496	\$0
50008 COORDINATE SIGNALS EAST ELDEN STREET - WIDEN TO 4 & 6 LANES - PE	U000	Northern Virginia	Urban	\$160	\$100	\$0	\$0	\$60
50100 ONLY	U000	Northern Virginia	Urban	\$2,200	\$378	\$0	\$1,239	\$583
50562 BUS ACCESSABILITY IMPROVEMENT PH I & II	U000	Northern Virginia	Urban	\$104	\$280	\$0	\$0	(\$176)
52175 CLERMONT AVENUE - 4 LANE - PE ONLY	U000	Northern Virginia	Urban	\$2,032	\$15,823	\$0	\$0	(\$13,791)
52290 COMMUTER PARKING LOT	U000	Northern Virginia	Urban	\$130	\$430	\$963	\$0	(\$1,263)
52449 SUGARLAND RUN TRAIL	U000	Northern Virginia	Urban	\$900	\$415	\$0	\$0	\$485
53037 WELLINGTON ROAD - WIDEN TO PROVIDE 4 LANES	U000	Northern Virginia	Urban	\$2,526	\$2,000	\$850	\$0	(\$324)
55564 RICHMOND AVENUE - 4 LANES	U000	Northern Virginia	Urban	\$4,226	\$2,710	\$1,502	\$0	\$13
57070 MAJOR INTERSECTIONS STATION IMPROVEMENTS INCLUDING PLATFORM	U000	Northern Virginia	Urban	\$299	\$340	\$0	\$0	(\$41)
57071 EXTENSION	U000	Northern Virginia	Urban	\$3,000	\$3,000	\$0	\$0	\$0
57072 PURCHASE OF BUSES CITY OF ALEXANDRIA WMATA CAPITAL PROGRAM	U000	Northern Virginia	Urban	\$3,731	\$3,731	\$0	\$0	\$0
58157 (CITY SHARE)	U000	Northern Virginia	Urban	\$13,750	\$11,161	\$1,483	\$1,106	\$0
63362 TRAFFIC STUDY BEULAH ROAD - 2 LANE RECONSTRUCTION (PE & RW	U000	Northern Virginia	Urban	\$200	\$160	\$0	\$0	\$40
64711 combined in UPC 16633) CITY OF FAIRFAX - DYNAMIC MESSAGE SIGNS (MPO	U000	Northern Virginia	Urban	\$3,379	\$3,261	\$118	\$0	\$0
70579 PROJECT) CITY OF ALEXANDRIA - HIGHWAY VIDEO	U000	Northern Virginia	Urban	\$275	\$250	\$0	\$0	\$25
70580 MONITORING (MPO PROJECT) TOWN OF VIENNA - TRAFFIC SIGNAL	U000	Northern Virginia	Urban	\$1,220	\$1,220	\$0	\$0	\$0
70581 SYNCHRONIZATION CITY OF MANASSAS - TRAFFIC SIGNAL OPTIMIZATION	U000	Northern Virginia	Urban	\$75	\$75	\$0	\$0	\$0
70582 (MPO PROJECT) TOWN OF HERNDON - TRAFFIC SIGNAL	U000	Northern Virginia	Urban	\$50	\$50	\$0	\$0	\$0
70583 SYNCHRONIZATION CITY OF FAIRFAX - TRAFFIC SIGNAL OPTIMIZATION	U000	Northern Virginia	Urban	\$80	\$80	\$0	\$0	\$0
70584 (MPO PROJECT) CITY OF FAIRFAX - TRAFFIC SIGNAL SYSTEM	U000	Northern Virginia	Urban	\$165	\$165	\$0	\$0	\$0
70585 COMPUTER	U000	Northern Virginia	Urban	\$100	\$100	\$0	\$0	\$0

CITY OF ALEXANDRIA - TRAFFIC SIGNAL									
70586	SYNCHRONIZATION	U000	Northern Virginia Urban	\$193	\$193	\$0	\$0	\$0	
70600	CONGESTION RELIEF PROJECT - FAIRFAX CIRCLE SIGNAL VIEW DRIVE - 8 FT ASPHALT MULTI-USE	U000	Northern Virginia Urban	\$400	\$400	\$0	\$0	\$0	
71733	TRAIL MAIN STREET - BICYCLE ACCESS TO HIGH SCHOOL &	U000	Northern Virginia Urban	\$23	\$0	\$21	\$0	\$2	
71734	W&OD TRAIL CITY OF ALEXANDRIA - INTELLIGENT	U000	Northern Virginia Urban	\$460	\$0	\$460	\$0	\$0	
71769	TRANSPORTATION SYSTEM CITY OF ALEXANDRIA - DASH BUS MAINTENANCE	U000	Northern Virginia Urban	\$921	\$745	\$0	\$0	\$176	
71853	FACILITY PRINCE WILLIAM PKWY - CONSTRUCT DUAL LEFT	U000	Northern Virginia Urban	\$22,823	\$14,164	\$3,579	\$5,080	\$0	
72802	TURN LANES	U000	Northern Virginia Urban	\$0	\$150	\$0	\$0	(\$150)	

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APPENDIX B

Major Highway, Transit, and HOV Projects
Listed in the Metropolitan Washington
Council of Governments'
Financially Constrained Long Range Plan
(2003 Update)

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MWCOG FCLRP, 2003 Major Highway Improvements

Maryland

1. I-70, widen to 6 lanes, including interchange reconstruction at I-270, 2005, 2010
2. I-95, interchange and CD lanes at Contee Road, 2015
3. I-95/495, interchange at Arena Drive, 2010
4. I-95/495, interchange at Greenbelt Metro, 2010
5. I-270 Spur, interchange improvements, 2004
6. I-270, reconstruct interchange at MD 117, including park-and-ride lot, 2004
7. I-270, interchange at Watkins Mill Road, 2025
8. I-270, widen, 2025
9. US 1, reconstruct, widen to 6 lanes, 2010, 2025
10. US 15, interchange at MD 26, 2010
11. US 29, upgrade, including intersections/interchanges, 6 lanes, 2005, 2006, 2010, 2020, 2025
12. US 301, upgrade, widen to 6+2 lanes, 2030
13. MD 3, upgrade, 6 lanes, 2030
14. MD 4 interchanges at Westphalia Road, Suitland Parkway and Dower House, 2015
15. MD 5, widen to 6 lanes, interchange upgrades, 2010
16. MD 28/MD 198, widen, construct 4, 6 lanes, 2025
17. M-83, construct 6 lanes, 2010, 2020
18. MD 85, widen to 4, 6 lanes, 2025
19. MD 97, upgrade intersection at MD 28, 2010
20. MD 97, upgrade intersection at Randolph Road, 2010
21. MD 118 extended, construct 6 lanes, 2020
22. MD 124, widen to 6 lanes, 2010
23. MD 124 extended, construct 2 lanes, 2006
24. MD 210, upgrade 6 lanes, 2007
25. MD 212, construct 4 lanes, 2005
26. MD 223, widen to 4 lanes, 2007
27. MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, 2015
28. MD 355, Urbana Bypass, construct 4 lanes, 2005
29. MD 414 Extended, construct 4 lanes, 2006
30. MD 450, widen to 4 lanes, 2006, 2025
31. MD 450, widen to 5 lanes, 2005
32. Baltimore/Washington Parkway, southbound ramp from Greenbelt Road, 2025

33. Branch Avenue Metro Access, construct 4 lanes, 2010 lanes from Middlebrook Road to MD 124, 2015
34. Father Hurley Boulevard, construct, widen, 4, 6 lanes, 2010, 2020
35. Middlebrook Road Extended, construct 6 lanes, 2010
36. Montrose Parkway East, construct 4 lanes, 2010, 2015
37. Randolph Road, widen to 5 lanes, 2015
38. Suitland Parkway, interchange at Rena/Forestville Road, 2025
39. Willowbrook Parkway, construct 4 lanes, 2010

Virginia

40. I-66/I-495, reconstruct interchange, 2011
41. I-66, reconstruct interchange at US 29, 2011
42. I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2007
43. I-95, widen to 8 lanes, 2010
44. I-95, reconstruct interchange at VA 642, 2010
45. I-95, construct interchange at VA 7900, 2015
46. I-95, reconstruct interchange at VA 613, 2015
47. I-95/I-395/I-495, interchange reconstruction, 2007
48. US 1, widen to 6, 7 lanes including interchange at VA 123, 2005, 2008, 2010, 2015
49. US 1, reconstruct interchange at Russell Road, 2010
50. US 15, widen to 4 lanes, 2006, 2020
51. US 15, widen to 4 lanes, 2005
52. US 29, Lee Highway, widen to 6 lanes, 2015
53. US 29, widen to 6 lanes, 2012, 2015, 2020
54. US 29, widen to 6 lanes, 2010, 2012
55. US 29, widen to 6 lanes, 2010
56. US 29, widen to 5, 6 lanes, 2011
57. US 29, interchange at VA 55, 2011
58. US 50, reconstruct 6 lanes including interchanges, 2007, 2010, 2015, 2020
59. US 50, widen to 6 lanes, 2020
60. US 50, widen to 5, 8 lanes, 2020
61. US 50, widen to 6 lanes, 2020

MWCOG FCRLP, 2003
Major Transit and HOV Improvements

District of Columbia

1. New York Avenue Metro Station, 2005
2. Anacostia Demonstration Rail Line, 2005
3. K Street Busway, 2005

Maryland

4. I-270, HOV, 2025
5. MD 4, HOV from MD 223 to I-495, 2015
6. Bi-County Transitway, Bethesda to Silver Spring, 2012
7. Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
8. Metrorail extension from Addison Road to Largo, 2005

Virginia

9. I-66 HOV, includes interchange reconstruction at US 15, 2010, 2015
10. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and restripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
11. I-95, transit service improvements, 2021
12. I-395 HOV, restripe to 3 lanes, 2010
13. I-495 HOV, 2011, 2012, 2013
14. US 1, widen for bus right turn lanes, 2025
15. Franconia/Springfield Parkway HOV, 2010
16. Dulles Corridor Rail from express bus to rail, 2010
17. Fairfax County Parkway HOV, widen, upgrade, 6 lanes, 2010
18. Fairfax County Parkway HOV, construct 2 lanes, 2015
19. Potomac Yard Metrorail station, 2015
20. Woodrow Wilson Bridge/I-95, HOV, 2007

62. US 50, reconstruct intersection at VA 609, 2005
63. US 50, construct round-about at US 15, 2010
64. VA 7, reconstruct 4 lanes, 2008
65. VA 7, Leesburg Pike, widen to 6, lanes, 2020
66. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2008, 2012, 2013
67. VA 7, upgrade with interchanges, 2005, 2015
68. VA 7/US 15 Bypass, widen to 6 lanes, 2015
69. VA 7, widen, upgrade 6 lanes, 2015
70. VA 7, intersection improvement, 2006
71. VA 28, widen to 6 lanes, 2025
72. VA 28, widen to 8 lanes, with interchanges, 2004, 2005, 2006, 2015
73. VA 28, widen to 6 lanes, 2015
74. VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
75. VA 120, Glebe Road, widen to 6 lanes, 2030
76. VA 123, widen to 8 lanes, 2010
77. VA 123, widen to 6 lanes, 2010
78. VA 123, widen to 4, 6 lanes, 2004, 2005, 2015, 2020
79. VA 123, widen to 6 lanes, 2008, 2015
80. VA 234, widen to 6 lanes, including interchange at US 1, 2011
81. VA 234, widen to 4 lanes, 2005, 2006
82. VA 234, widen to 4 lanes, 2010
83. VA 234 Bypass, widen/upgrade, 6 lanes, 2020
84. VA 234 Bypass, construct 4 lanes, 2010
85. VA 236, widen to 6 lanes, 2020
86. VA 236, intersection improvements, 2008
87. VA 236, reconstruct intersection at Braddock Road, 2005
88. VA 244, reconstruct to 5 lanes, 2010
89. VA 641, widen to 6 lanes, 2020
90. VA 3000, widen to 6 lanes, 2025
91. VA 3000, construct 4 lanes, 2004
92. VA 7100, widen to 6 lanes, 2015
93. VA 7100, construct 6 lanes, 2007
94. VA 7100, interchange at Fair Lakes Parkway, 2010
95. Battlefield Parkway, construct 4 lanes, 2005, 2006, 2009, 2010
96. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
97. Dulles Toll Road, reconstruct interchange at VA 674, 2010
98. Dulles Greenway, construct interchanges at VA 653, Battlefield Parkway, 2004
99. Dulles Greenway, widen to 6 lanes, 2004, 2006
100. Dulles Greenway, widen interchanges at VA 606 and VA 772, 2004
101. Elden Street/Centreville Road, widen to 6 lanes, 2007
102. Wilson Boulevard, reconstruct 4 lanes, 2004, 2010