

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



Potomac Yard Transitway – Alexandria Segment

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other

3. Project Title: Potomac Yard Transitway

| | Prefix | Route | Name | Modifier |
|------------------|--------|-------|---|----------|
| 4. Facility: | | | Construct a transitway in the Route 1 Corridor | |
| 5. From (_ at): | | | Braddock Road Metro Station | |
| 6. To: | | | Four Mile Run (Alexandria) Pentagon (Arlington) | |

7. Jurisdiction(s): Alexandria, Arlington County

8. Description: The City of Alexandria, together with Arlington County, is developing a transitway to travel from the Braddock Road Metro station to the Pentagon. Stations, amenities, travelways, and vehicles will need to be acquired to implement this service in the U.S. 1 Corridor, from the Braddock Road Metro to Four Mile Run in Alexandria, with the service progressing north to the Pentagon in Arlington County.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A

10. Total Miles: 2.5 Alexandria 2.5 Arlington County

11. Project Manager: Jim Maslanka 12. E-Mail: Jim.Maslanka@Alexandriava.gov

13. Project Information URL: _____

14. Projected Completion Year: 2011

15. Actual Completion Year: _____ Project is ongoing. Year refers to implementation.

16. This project is being withdrawn from the Plan as of: _____

17. Total cost (in Thousands): \$18.1 Million

18. Remaining cost (in Thousands): _____

19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No

21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other

22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No Only increase in capacity is for transit vehicles.

23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No

24. If not, please identify the criteria that exempt the project here:

- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project will not allow motor vehicles, such as a bicycle or pedestrian facility
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992

CLRP PROJECT DESCRIPTION FORM

Potomac Yard Transitway – Alexandria Segment

- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
 WMATA Architecture
 COG/TPB Regional ITS Architecture
 Other, please specify:

31. Other Comments: