



NORTHERN VIRGINIA HIGHLIGHTS for the Dulles Area Transportation Association

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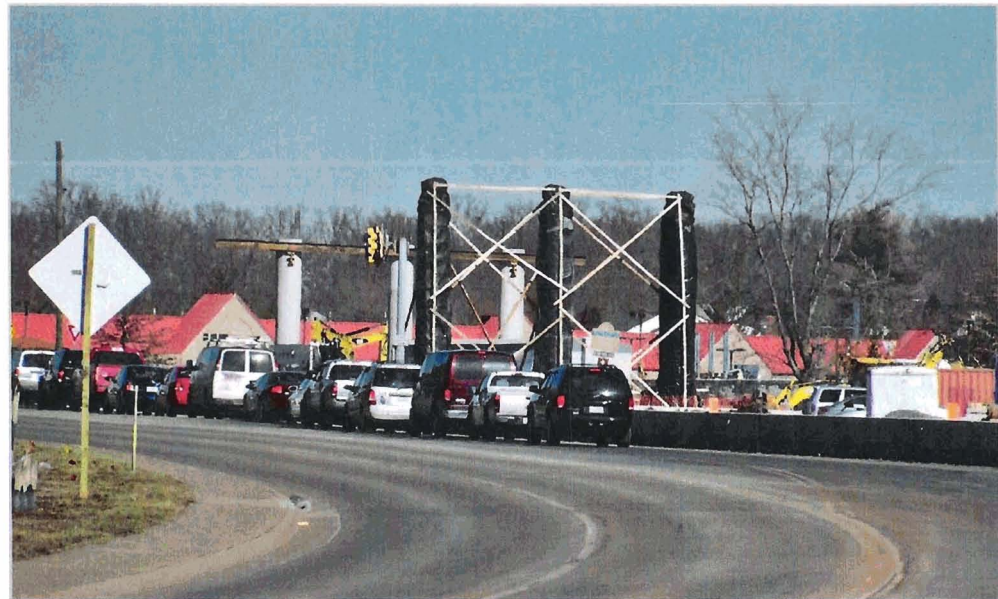
VDOT District Administrator, Northern Virginia

Route 28 and Wellington Road

Improving traffic flow and increasing rail access in Manassas

This project is constructing Route 28 over Wellington Road and the Norfolk Southern Railroad in the City of Manassas. The new four-lane overpass will eliminate the need for vehicles to stop for trains (about 20 each week lay), which creates a bottleneck into Manassas. It will also allow more trains to move through the area each day, at higher speeds, and provide room for two additional tracks.

- \$44 million
- Completion Nov. 2012



Route 29/Linton Hall Road Interchange

New interchange in Gainesville eliminates at-grade railroad crossings, improves congestion and stop-and-go traffic.

Two new overpasses will carry Route 29 over the Norfolk Southern Railroad, and Linton Hall and Gallerher Roads over the railroad and Route 29. Route 29 will be widened to six lanes, and eliminate several driveway entrances and signals.

- \$267 million
- Completion Dec. 2014



Route 50 Widening

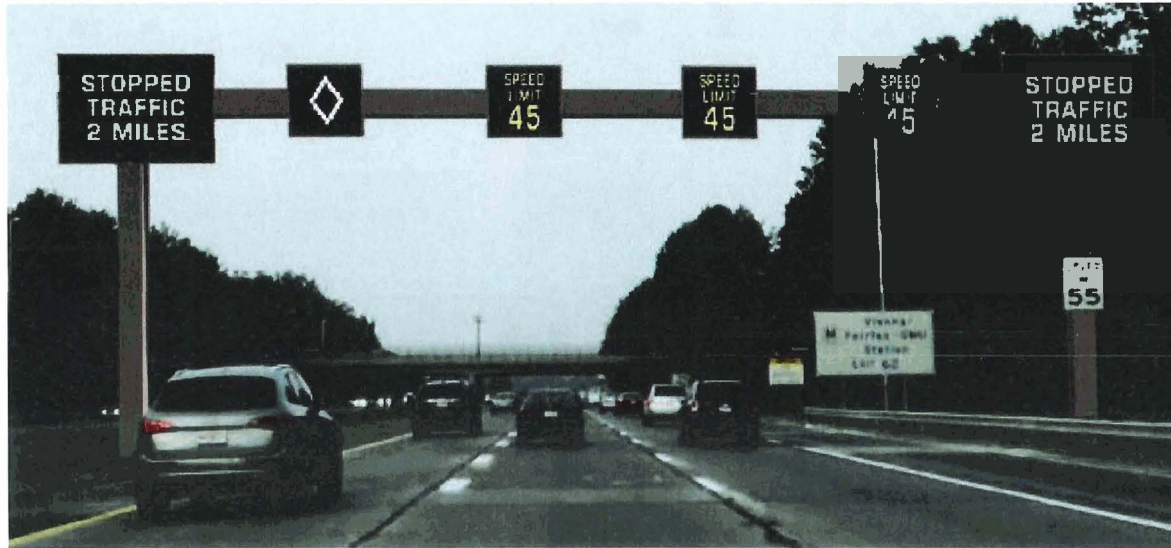
Widening Route 50 to reduce congestion

3.7-mile widening to six lanes from Poland Road in Loudoun County to Route 28 in Fairfax County.

**\$100 million
Completion end 2014**



I-66 Active Traffic Management



Construction expected to begin later this year on a \$32 million project to improve safety from D.C. to Haymarket using sign gantries, lane controls, incident and queue detection.

I-66 Gainesville to Haymarket

- **I-66 widening to eight lanes** (two new lanes in each direction, including one HOV lane) from Route 29 in Gainesville to Route 15 in Haymarket. \$78 million project begins 2013.
- **I-66/Route 15 Interchange in Haymarket** – Construction on the \$78 million interchange begins 2015.

I-66/Route 28 Interchange

Problem

- During a.m. rush, traffic stacks up on westbound 66 to exit at Route 28 North
- Southbound 28 left-turn movement to eastbound I-66 creates major backups and safety problems.

Short-term

- The northbound 28 right-turn lane that ends at Walney Road will be extended 1,750 feet. Construction underway.
- Extend dual-left turn from southbound 28 to 66 East (advertise for construction spring 2013)

Long-term

- Study will identify interchange alternatives and constraints (i.e. Eleanor C. Lawrence Park, community's wish to maintain access to Braddock and Walney roads)
- Identify funding for study and construction; phased improvements likely

Tri-County Parkway and Route 606

- **Nov. 2005: The Commonwealth Transportation Board approved the location area for a 10.4-mile north-south link connecting Manassas with the Dulles corridor. The location of the new road would be from the I-66/Route 234 interchange in Prince William County to Route 50 in Loudoun County.**
- **Known as the “West Two” alternative, the precise location of the roadway would be decided during the design.**
- **Environmental Impact Statement and FHWA Record of Decision by end of 2012.**
- **The road will connect to the Loudoun County Parkway (Route 606) which serves the west side of Dulles. Loudoun County’s comprehensive plan calls for widening the two-lane road to six lanes to improve access to Dulles Airport and also connect with Tri County.**
- **Funding has not been identified for Tri-County or Route 606.**

Manassas Battlefield Park Bypass

- **Federal Highway Administration is administering the study for the National Park Service.**
- **Draft DEIS approved in Jan. 2005; location public hearing held May 2005**
- **June 2006 - CTB approved "D" as preferred alternative which generally parallels Pageland Lane from 66 to Sudley Road near Catharpin.**
- **Because the corridors for the preferred alternatives for both this project and the Tri-County Parkway project overlap, it is assumed that the two projects would be co-located within the overlap portion.**
- **Project does not currently have funding to complete the Final Environmental Impact Statement.**

I-66 Corridor Major Studies

- **I-66 Multi-Modal Study (Inside Beltway) –** Identified/evaluated transit, bike, pedestrian, operational and highway options for near and long term. Completed June 2012.
- **I-66 Environmental Impact Study (Outside Beltway) –** Identifying current and future needs and their environmental impacts on the 25-mile corridor from I-495 to Haymarket. Draft EIS Fall 2012.