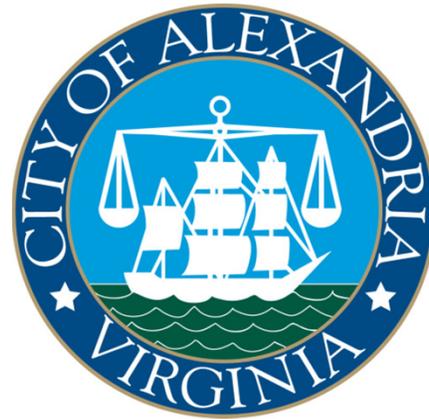


BRAC-133

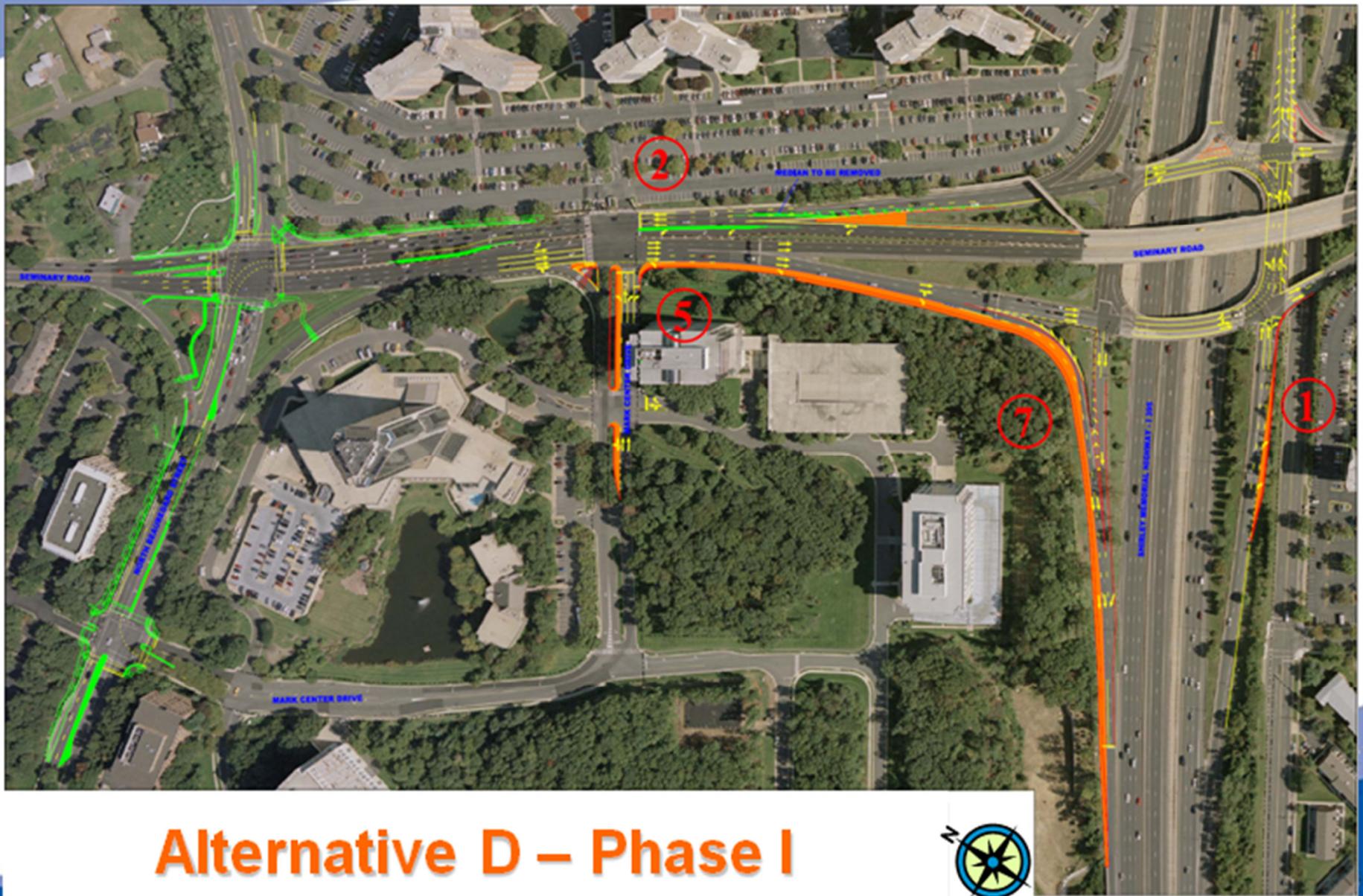


November 23, 2010

Transportation and Environmental
Services

Short-Term/Mid-Term Improvements

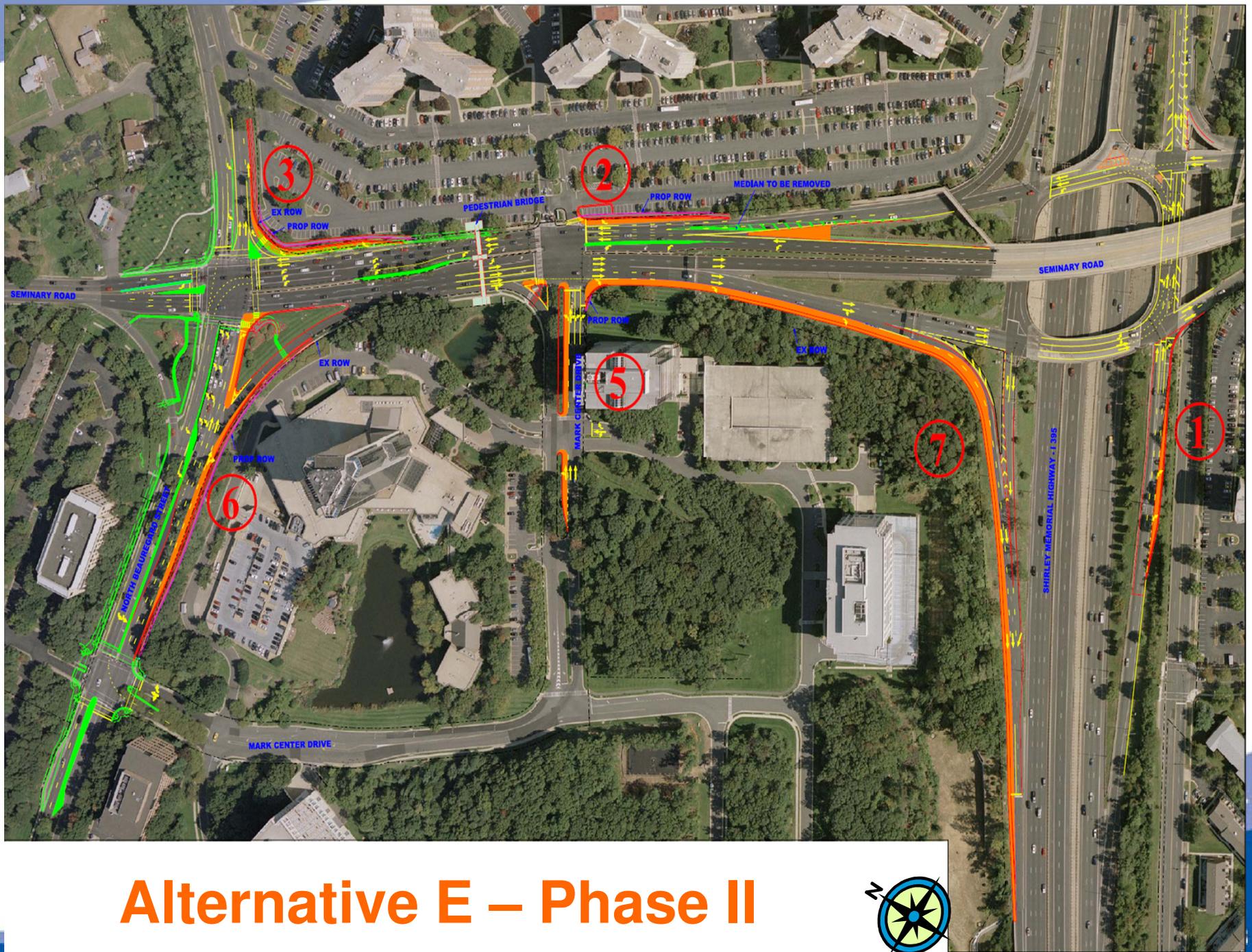
- **Consultant briefed Advisory Group on locations and alternatives 10/20 and provided recommendations and cost estimates 11/17**
- **BRAC-133 Advisory Group voted to recommend implementation of consultant recommendations 11/17**
- **Presentation and Resolution to Council 12/14**



Alternative D – Phase I



11/24/2010



Alternative E – Phase II



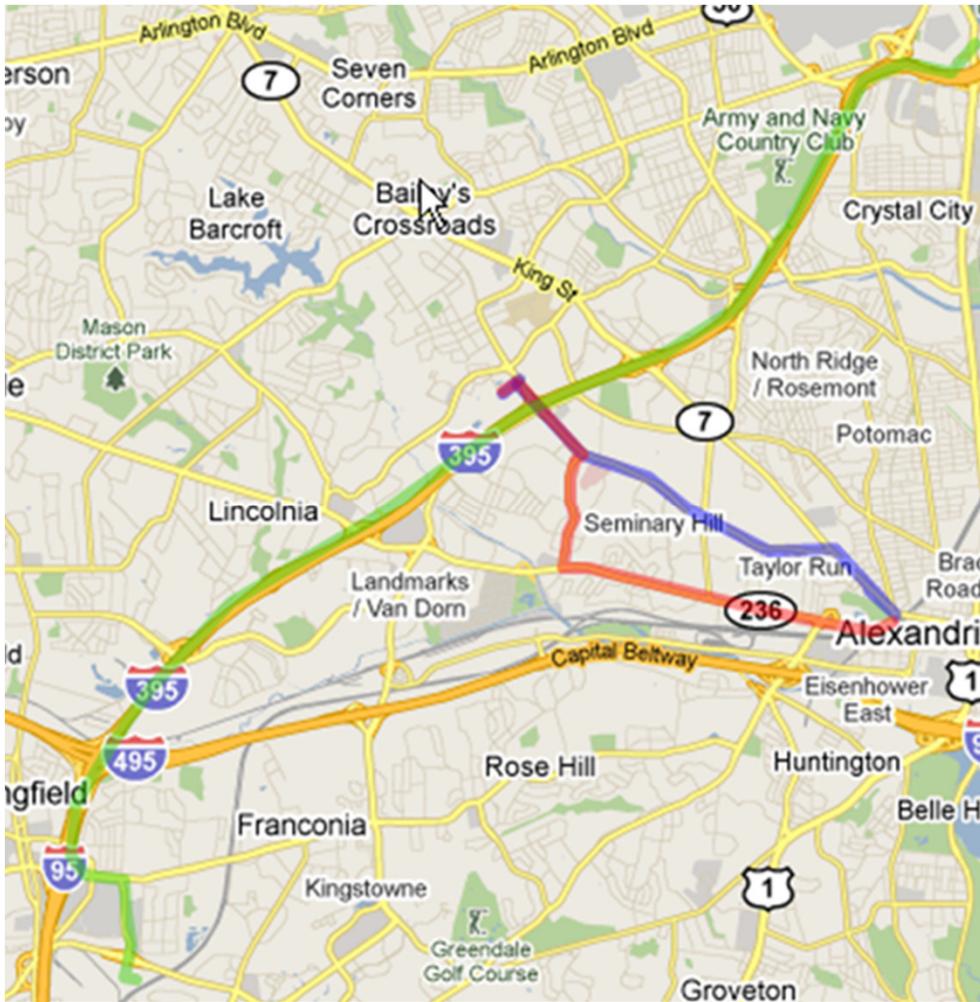
Long Term Improvements

- **Long Term Improvements Analysis underway by VDOT General Engineering Contractor**
- **Scope amended to include modeling of both HOV and HOT ramps.**

Ad Hoc Committee

- **TMP –**
 - **Draft Letter of Agreement**
- **Fire and EMS**
 - **Mutual Aid Agreements**
- **GRIP funding**
 - **Legal issues**
- **Enhanced Transit**
 - **Cooperative Agreement**
 - **DoD Security Concerns largely resolved**
 - **Cost Estimates by DASH due 11/24**

Enhanced Transit - King Street Metro to Mark Center



Blue: King Street to Janney's Lane to Seminary Road

Red: Duke Street to North Jordan/Howard to Seminary Road

11/24/2010

Recommendation

- Local service at 30-minute headways via current AT2 Route continues.
- Express service at 10-minute headways via AT2 from King Street Metro to Mark Center in the AM; return leg would use Route #4.
- Express service in the PM would reverse the AM route.
- Franconia-Springfield service should use the I-395 HOV lanes via the Pentagon in both the AM and PM peak periods.

Independent Engineering Assessment of the TMP and Final EA Implementation of BRAC 133

- Evaluating the sufficiency and coordination conducted in completing the requisite environmental studies associated with the BRAC site selection
- Interview was held with key City staff 11/18 with focus primarily on the TMP
- Interview team provides factual report, not recommendations
- DODIG Report – Due February 2011