

DEFENSE ACCESS ROAD (DAR) PROGRAM



**Military Surface Deployment and
Distribution Command (SDDC)
Transportation Engineering Agency**

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DAR



PUBLIC HIGHWAY PREMISE



State and local highway agencies are responsible for developing and maintaining public highways that meet normal defense needs

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PURPOSE



The DAR Program provides DoD the means to pay its fair share for public highway improvements resulting from sudden or unusual defense-generated impacts

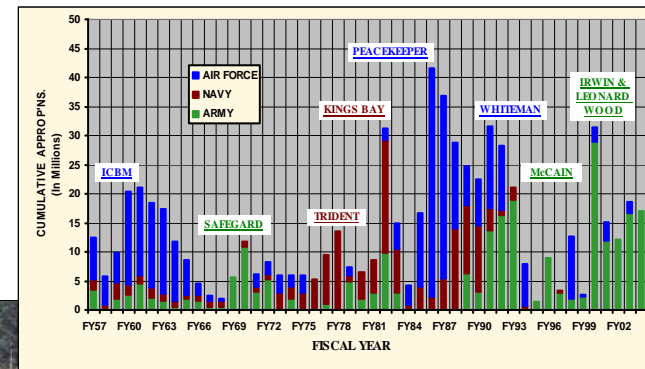
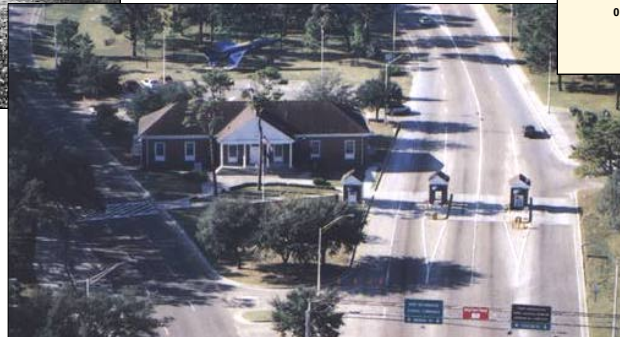
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BACKGROUND



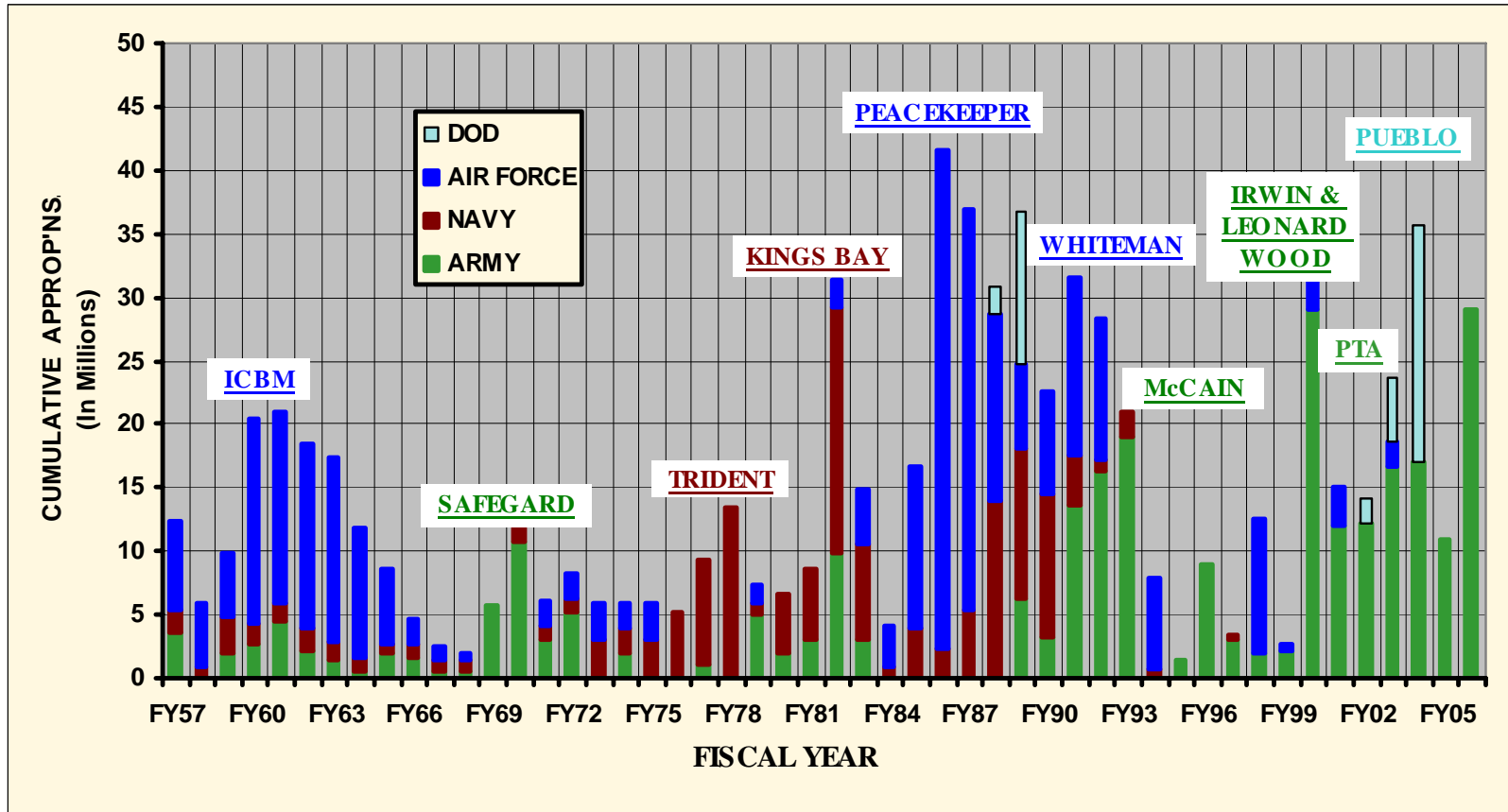
- 60+ years old
- \$10M-\$15M annual average
- Managed for DoD by SDDC



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DAR APPROPRIATIONS



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AUTHORITY



- **23 USC 210** – SECDOT auth to spend defense funds on public highways certified important to national defense
- **10 USC 114** – DAR included with MILCON under annual auth/approp
- **AR 55-80** – Commander, SDDC, designated DoD's certifying agent

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ELIGIBILITY CRITERIA



- Defense doubling of traffic
- New connections to military installations
- Low-type roads with heavy/oversize requirements
- Replacement roads for those closed due to military necessity



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DAR FUNDING



- **Services program and budget DAR funds**
- **Military Construction funds (5-year money)**
- **Annual Authorizations and Appropriations**
- **Transferred through Treasury to FHWA**
- **Design and construct using same accounts**



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DAR PARTNERS



- **Federal Highway Administration**
- **Air Force Deputy Chief of Staff for Installations and Logistics**
- **Naval Facilities Engineering Command (NAVFAC)**
- **National Guard Bureau (NGB)**
- **Army Assistant Chief of Staff for Installation Management (ACSIM)**



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DAR PROCESS



Installation Needs



Incorporate Into Civil Programs

Access Road Needs Report



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DAR PROCESS (cont'd)



Service/MACOM Reviews



SDDC Review

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DAR PROCESS (cont'd)



FHWA Evaluation



Scope/Cost Negotiations

DAR Eligibility/ Certification by SDDC



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DAR PROCESS (cont'd)



Services Transfer Funds



Project Execution and Supervision

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SERVICE RESPONSIBILITIES



- Identify public highway needs
- Coordinate with local highway authorities
- Submit DAR Needs Report
- Program and budget MILCON funds
- Approve DAR funding allocations

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SDDDC RESPONSIBILITIES



- Review incoming DAR needs
- Recommend initial funding levels
- Request FHWA evaluation
- Determine eligibility and defense share
- Certify eligible access roads
- Authorize DAR allocations
- Monitor project execution

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FHWA RESPONSIBILITIES

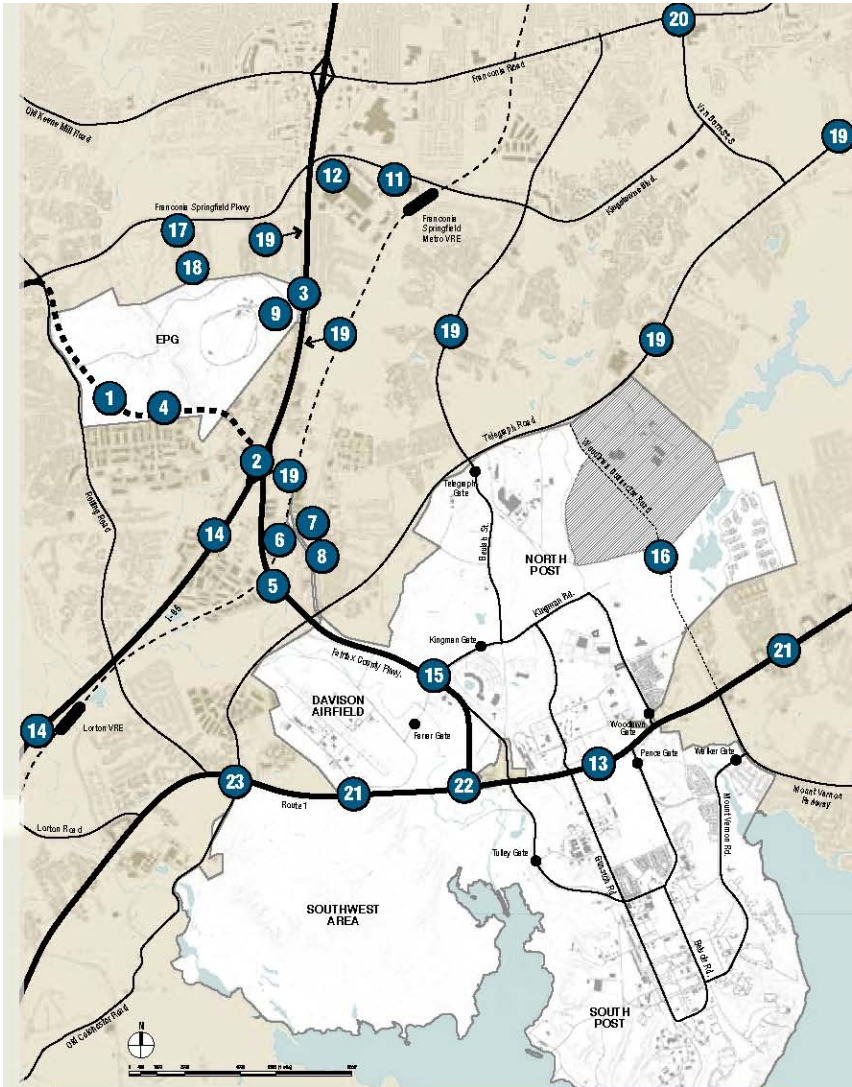


- Evaluate public highway requirements (upon SDDC request)
- Recommend scope/Estimate cost
- Oversee project development/execution
- Administer DAR expenditure (upon SDDC authorization)

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POTENTIAL PUBLIC HIGHWAY IMPROVEMENTS



Possible Road Improvements for Mitigation of BRAC Impacts

Transportation Projects	No Action Alternative	Town Center	City Center	Satellite Campuses	Preferred Strategy	
(costs in millions)						
1	Complete the Fairfax County Parkway	89				
2	Reconstruction (with direct connections to the HOV lanes) of the I-95/Fairfax County Parkway Interchange	75	75	75	75	
3	Additional or improved ramps to and from I-95 for EPG		40		40	
4	Widen EPG segment of Fairfax County Parkway (beyond what is already funded)		50		50	
5	Fairfax County Parkway improvements between I-95 and John J. Kingman Road	100	40	100	55	
6	Rideshare facility (slugs)	15	15	15	15	
7	Transit center/facilities	25	30	30	30	
8	Expanded bus service	12	10	12	12	
9	Additional EPG access		15		15	
10	Intersection improvements (not shown on map)	15	15	20	15	
11	Access to GSA Parcel from Franconia Springfield Parkway		50			
12	Improvements to Loisdale for additional GSA Parcel access		5			
13	Additional U.S. Route 1 crossings for Main Post	25		25	15	
14	Widening of I-95 from 3 to 4 lanes from Newington to 123	68				
15	Fairfax County Parkway / John J. Kingman Road intersection improvements	30		30	10	
16	Completion of the Connector Road between Telegraph Road and U.S. Route 1	48				
17	Franconia Springfield Parkway / Neuman Street Interchange	50	50	50	50	
18	Access to EPG via Neuman Street		26		26	
19	Improvements to Beulah, Telegraph, Backlick, Loisdale, and Newington Roads	80	50	80	50	
20	Completion of Van Dorn Street / Franconia Road Interchange	90		90		
21	Widening of U.S. Route 1 through Fort Belvoir	75		75		
22	Interchange at U.S. Route 1 and Fairfax County Parkway	55		55		
23	Interchange at U.S. Route 1 and Telegraph Road	75		75		
24	Improvements to Lorton Road	10		10		
TOTAL ESTIMATED COSTS (in millions)		205	732	471	742	458



FT BELVOIR DAR TIMELINE



- **DAR Needs Request – Aug 06**
- **Traffic data from consultant (coord w/ VDOT and FFC) – Dec 06**
- **DAR engineering evaluation from FHWA/VDOT – Mar 07**
- **DAR Certification of 5 road sections (est \$105M) – 5 Apr 07**
- **Initial DAR determination on other potential highway needs – 7 May 07**
- **DAR participation offer for Fairfax County Parkway (interchange to EPG) – 22 May 07**

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5 Eligible DAR Projects



EPG SITE PLAN



LIST OF TRANSPORTATION IMPROVEMENTS

#	PROJECT	EST COST	DAR	FACTORS
		(\$ Millions)		
1	I-95/FCP Interchange Upgrade w/ HOV Ramps	75,000	No	BRAC doubling of ramp traffic unlikely, but need BRAC traffic projections to verify.
2	Add'l/Improved Ramps to EPG From I-95	40,000	Yes	FHWA must approve new/improved connections to Interstate Hwy System. VDOT must accept/maintain.
3	FCP Improvements Thru EPG Beyond 4-lane	50,000	No	6 lanes required for 2030 traffic.
4	FCP Improvements Betw I-95 and Kingman Rd	55,000	No	BRAC not doubling of FCP traffic.
5	Rideshare Facility	15,000	??	No DAR precedent. Could be eligible if DoD is majority user and VDOT agrees to accept/maintain.
6	Transit Center and Bus Service	30,000	No	Transit improvements not eligible under DAR Program.
7	Additional Access to EPG	15,000	Yes	Public hwy portion eligible. .
8	Misc Intersection Improvements	15,000	No	Far distance from BRAC sites, therefore low % new DoD traffic.
9	Add'l North/South Post Crossings Over US1	15,000	No	DoD roads. MCA req'ts.
10	FCP/Kingman Rd Interchange	10,000	No	BRAC traffic not doubling.
11	Franconia Springfield Pkwy/Neuman St Interchange	50,000	Yes	Doubling of defense traffic
12	Access to EPG via Neuman St	26,000	Yes	Doubling of defense traffic
13	Improvements to Beulah, Telegraph, Backlick, Loisdale, and Newington Roads	50,000	No	No doubling of defense traffic
14	Expanded Bus Service (not in EIS)	12,000	No	Transit improvements not eligible under DAR Program.
15	4-lane Fairfax Co Pkwy (FCP)	95,000 ????	offer	Pre-BRAC VDOT req't. DAR could pay for addition to interchange (est \$30M). Still shortfall.
16	I-95 Widening to 4-lane Newington to VA123	68,000	No	Interstate work not eligible for DAR Program.
17	Connector Rd Betw US1 and Telegraph Rd	48,000 (31,000 DAR)	Yes	DAR 4-lane design/2-lane construction (\$31M) underway. 3 rd and 4 th lanes to be funded by others. Not BRAC

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