



UNCLASSIFIED-FOUO



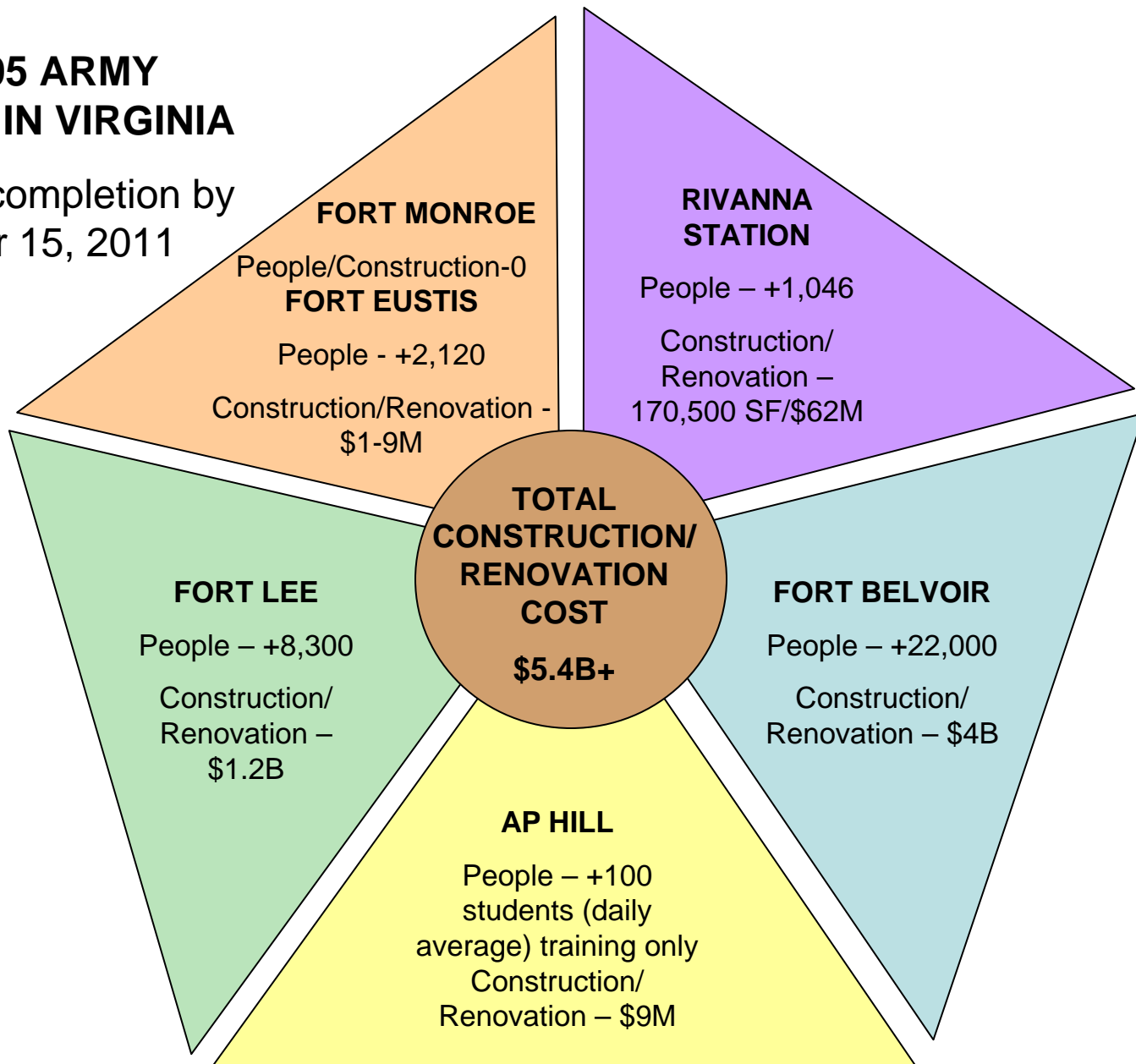
Commonwealth Transportation Board

BRAC 2005 Update

18 July 2007

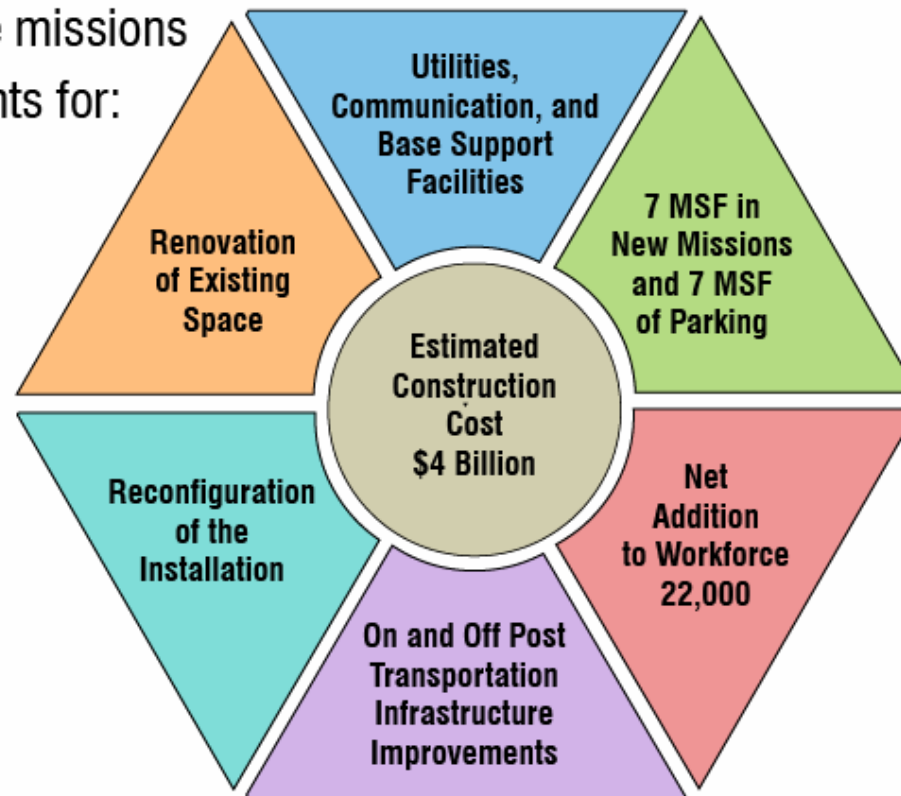
BRAC 2005 ARMY ACTIONS IN VIRGINIA

Required completion by
September 15, 2011



BRAC Requirements

BRAC realigns Fort Belvoir adding administrative, medical, and special/ intelligence missions creating requirements for:



Belvoir Community Today

- 13.5 Square Miles
- 160 Miles of Road
- 1,350 Buildings
- Privatized family housing in partnership with commercial developer/manager
- Workforce Salaries/Personnel
 - Civilian - \$1.1 Billion
 - ~23,000 Personnel
- Commissary (sales): \$95 Million (largest in CONUS)
- AAFES (sales): \$115 Million (largest sales in CONUS)
- TDY Visitors: ~8,000 per month

BRAC Program

- Existing Building Program ~10,000,000 SF
- Existing Population ~23,000 Employees
- Proposed Building Program ~7,000,000 SF
- Proposed Parking ~7,000,000 SF
- ~18,000 vehicles
- Proposed Population Increase ~22,000 Employees
(Employee figure of 22,000 is net, not total in-bound)
- Occupancy Date September 15, 2011
(Agency moves will be coordinated with existing lease terms to save termination cost)



Benefits of Preferred Strategy

MAIN POST	EPG
23,000 existing population ±4,000 new population	45 existing population 18,000 new population
27,000 total population	18,000 total population

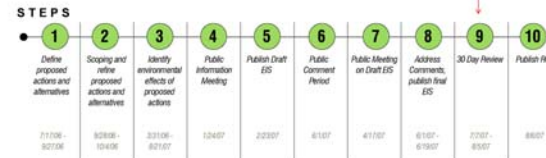
- Distribute traffic (existing and projected) both east and west of I-95
- Optimize access to regional transportation investments
- Develop clear strategy to mitigate existing environmental concerns on schedule
- Create compact, urban campus at EPG
- Minimal disruption of existing missions

Potential Hybrid Strategy

MAIN POST	EPG	GSA
23,000 existing population ±4,000 new population	45 existing population ±18,000 new population	3,000 new population (low density) 6,000 new population (medium density)
± 27,000 total population	±18,000 total population	

- Distribute traffic (existing and projected) both east and west of I-95
- Optimize connections to regional transit (Metro)
- Catalyst in support of regional plan for redevelopment of downtown Springfield
- Supplemental EIS for GSA will reduce risk on current BRAC EIS
- Create compact, urban campus at GSA

EIS Timeline



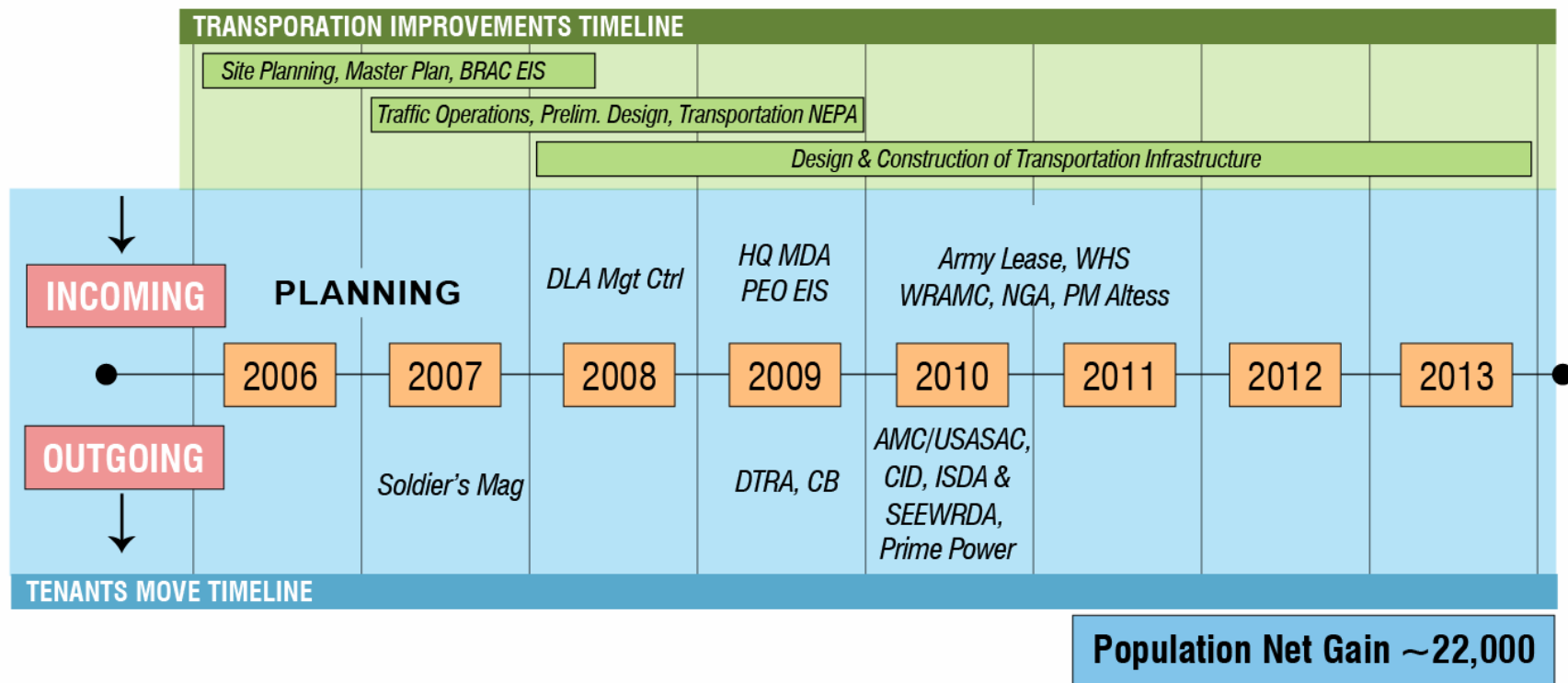
Move Timeline (with Transportation Improvements Overlay)



Transportation



Move Timeline (with Transportation Improvements Overlay)



Transportation Projection Development – Completed Studies

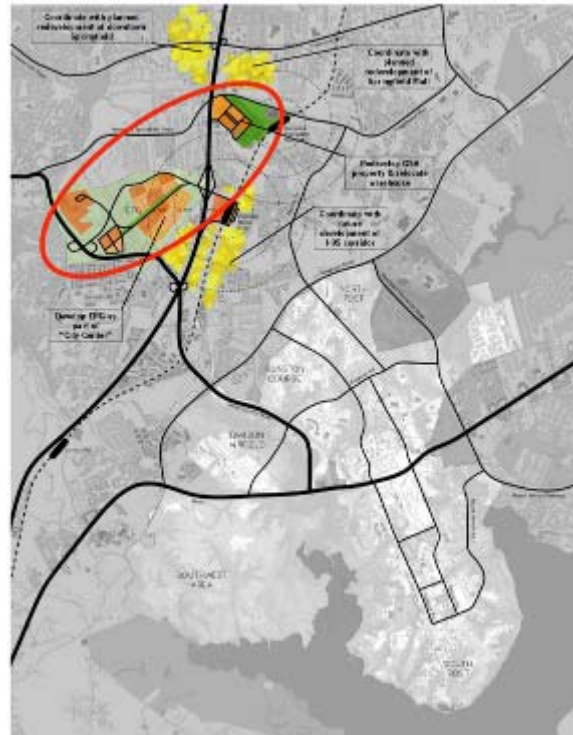
- Alternatives Analysis and Site Selection
- Site Planning
- Fort Belvoir BRAC EIS

Evaluating the Strategies

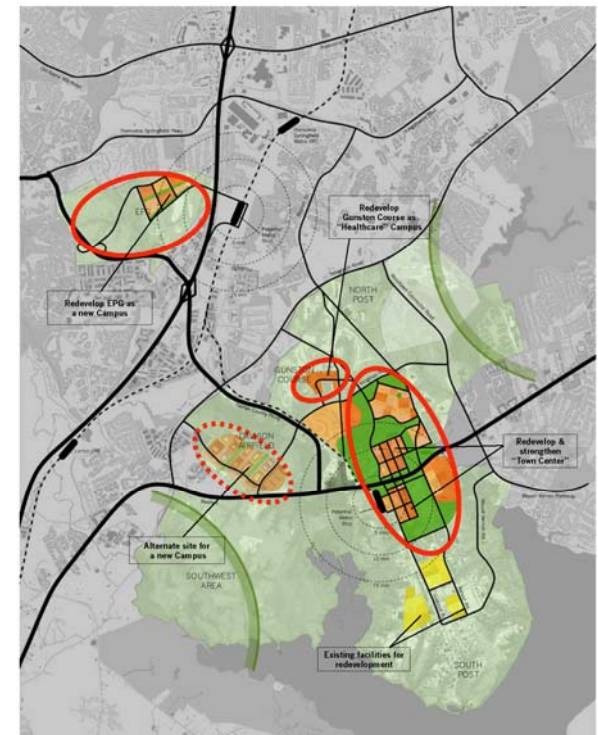
Opportunities and Constraints



“Town Center”

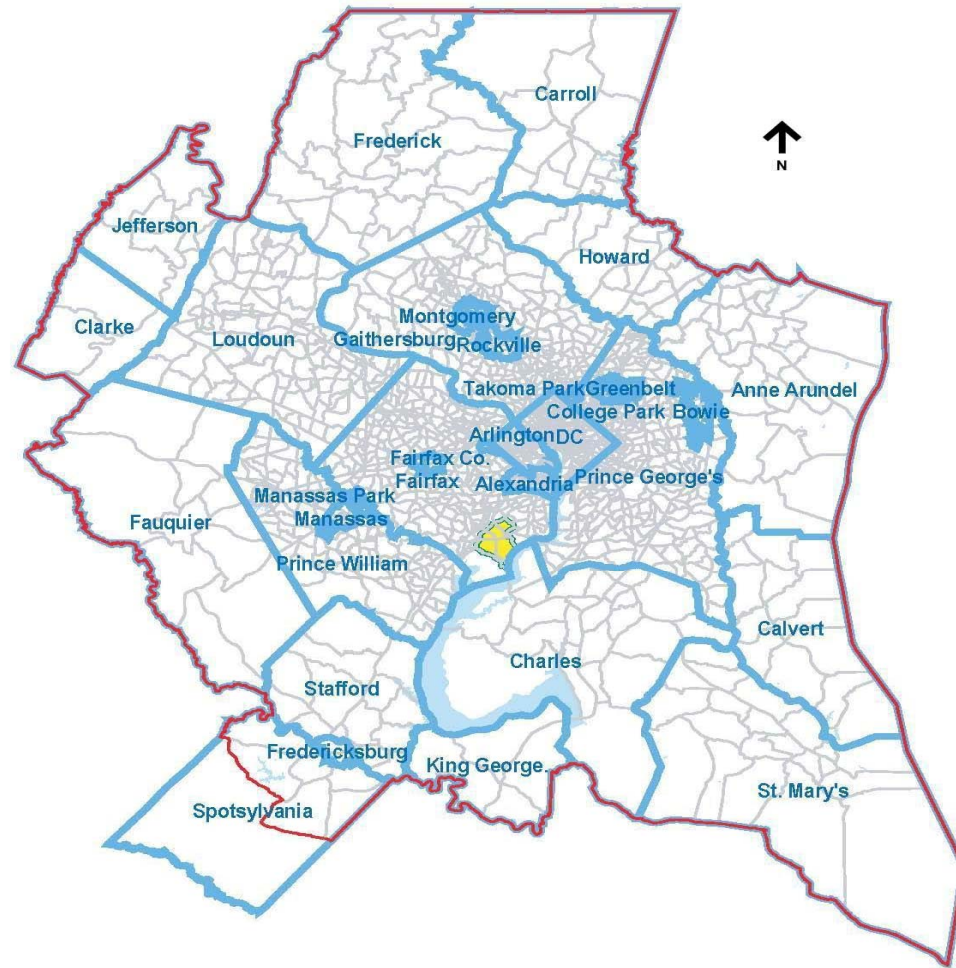


“City Center”





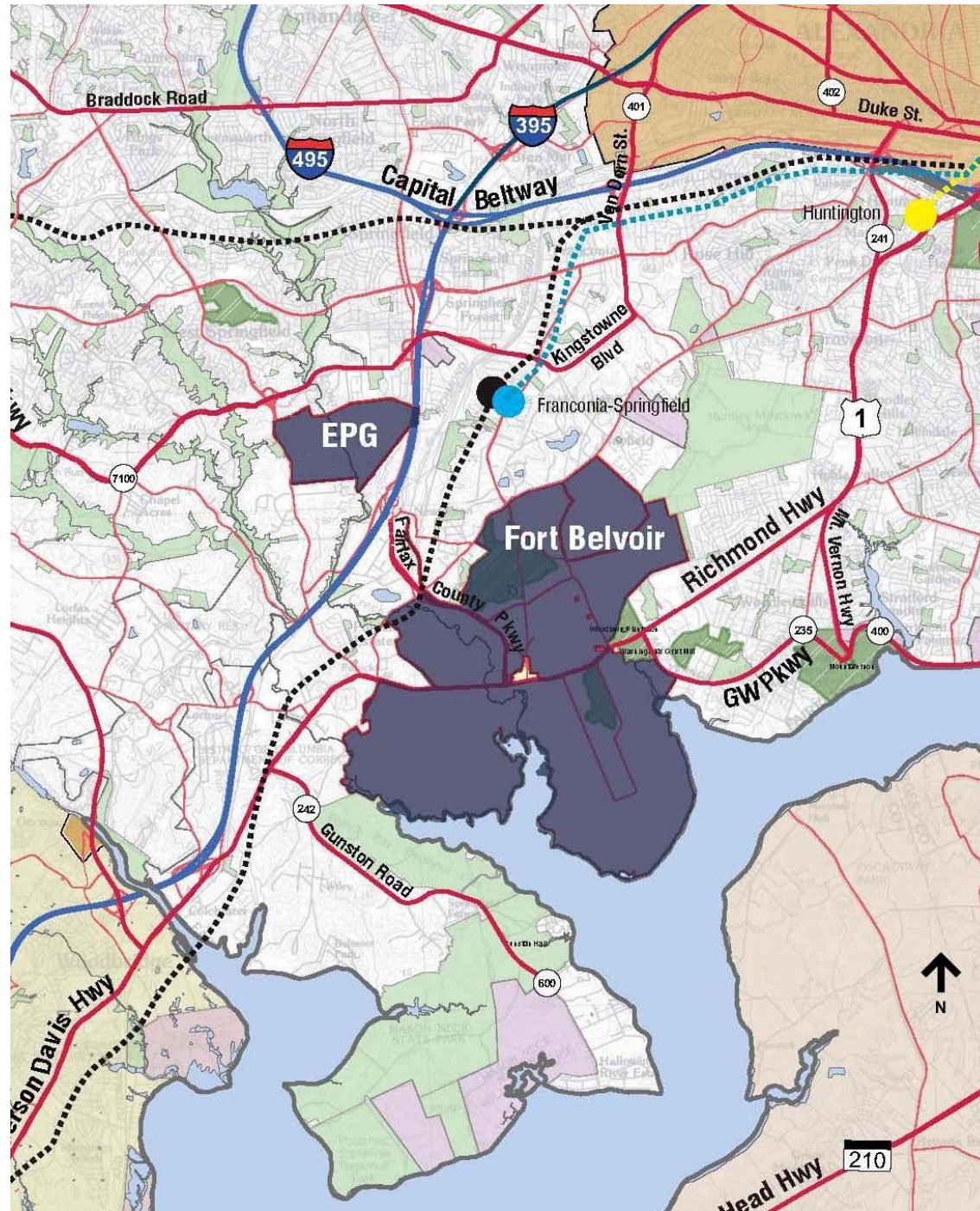
“Satellite Campuses”

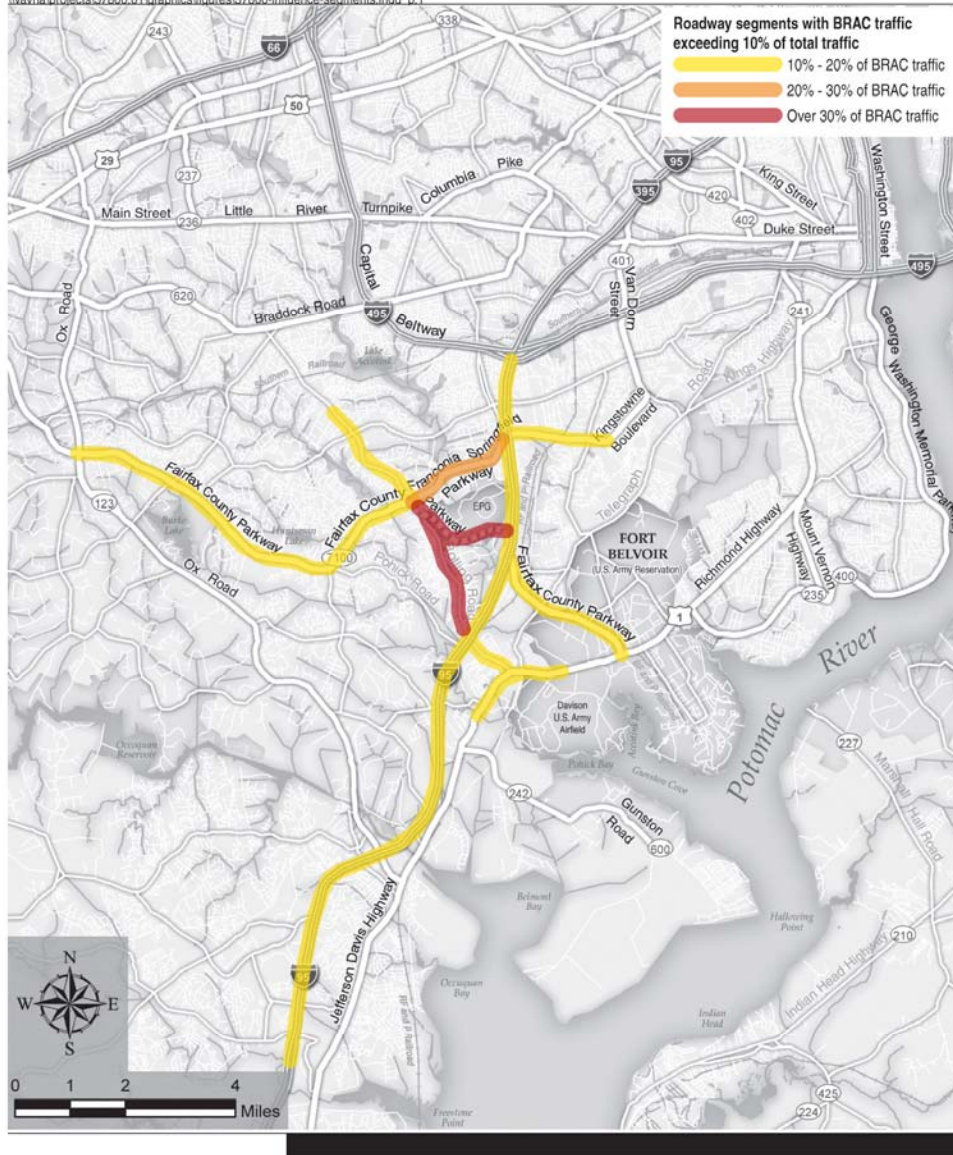
Regional Travel Demand Model



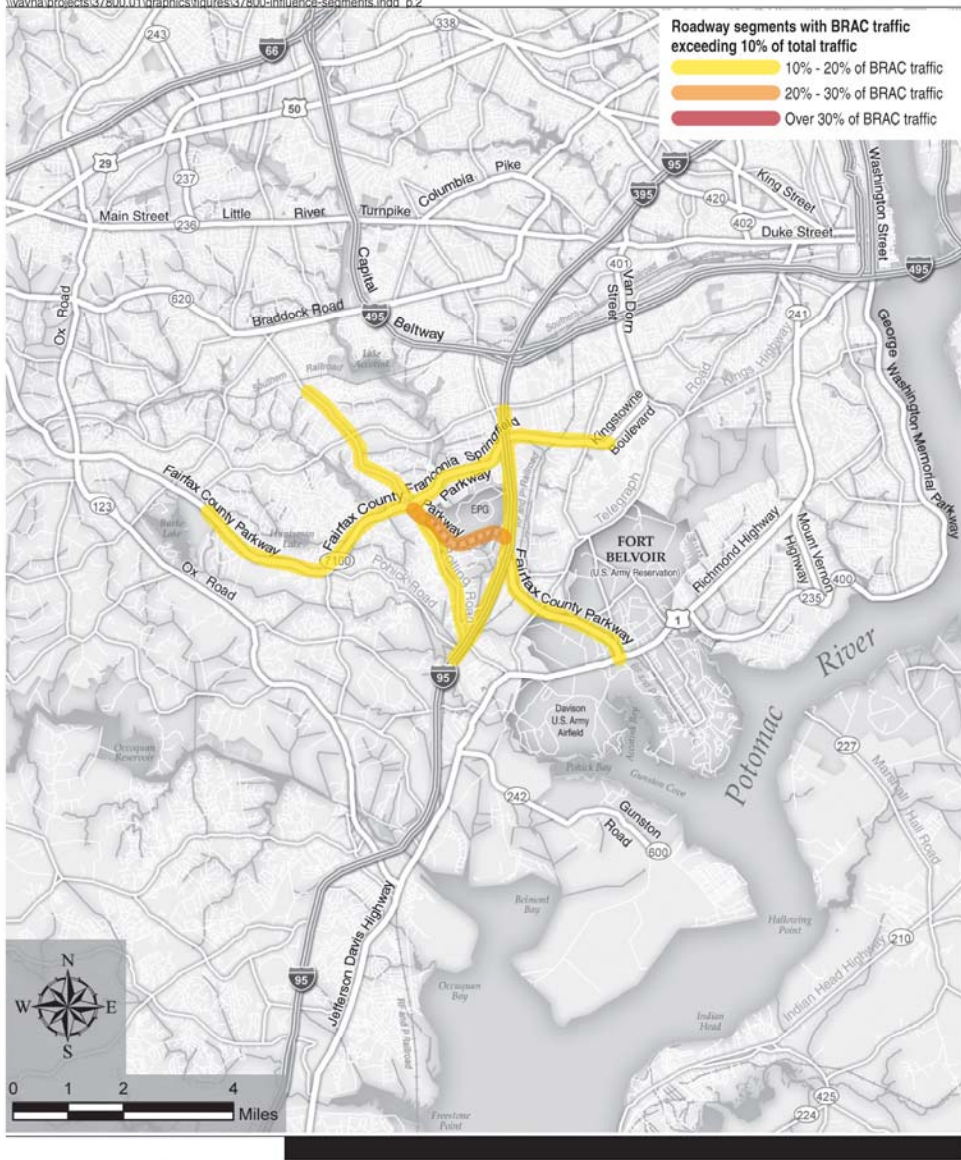
Legend

-  MWCOC Model Coverage Area
-  Jurisdictional Boundaries



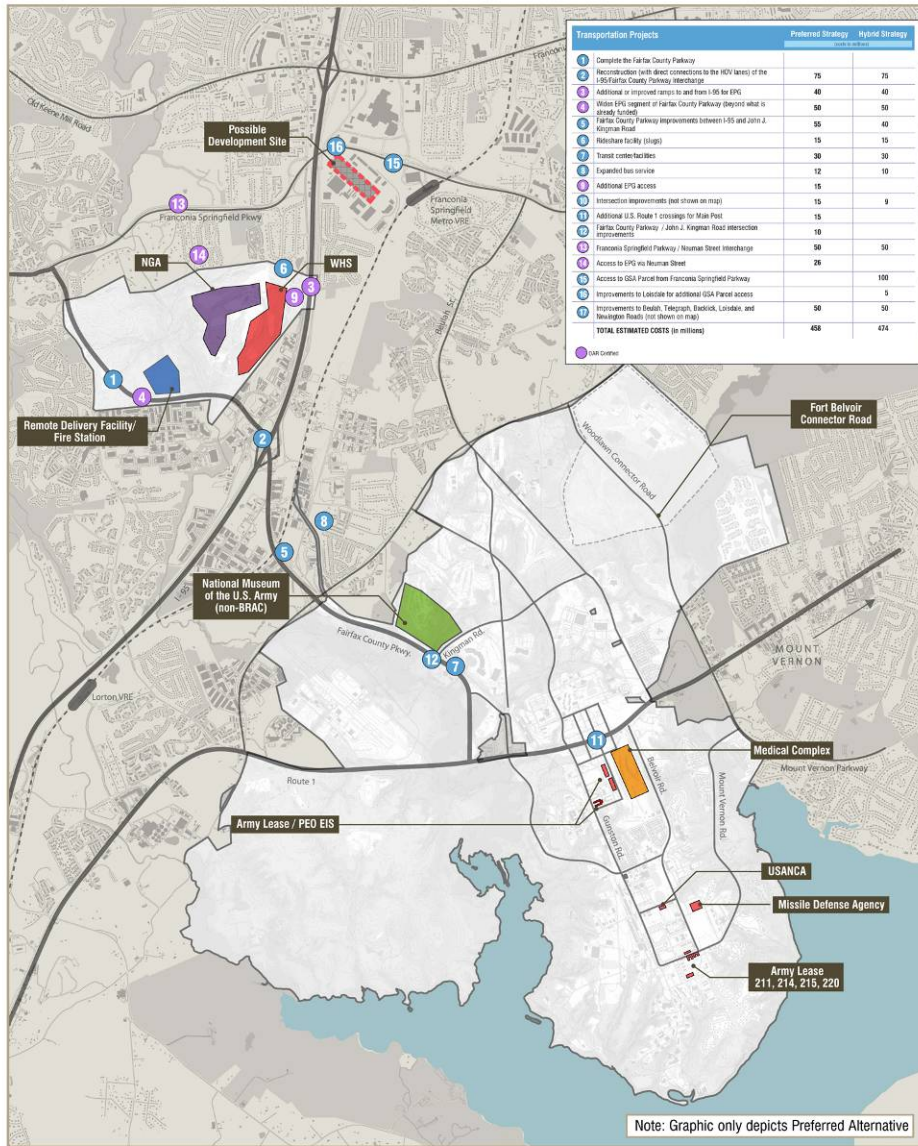


BRAC Action Influence Area
Preferred Alternative
AM Peak Period
Towards EPG/Fort Belvoir
(Including Main Post and EPG)



BRAC Action Influence Area
Preferred Alternative
PM Peak Period
Away From Fort Belvoir
(Including Main Post and EPG)

Preferred Alternative



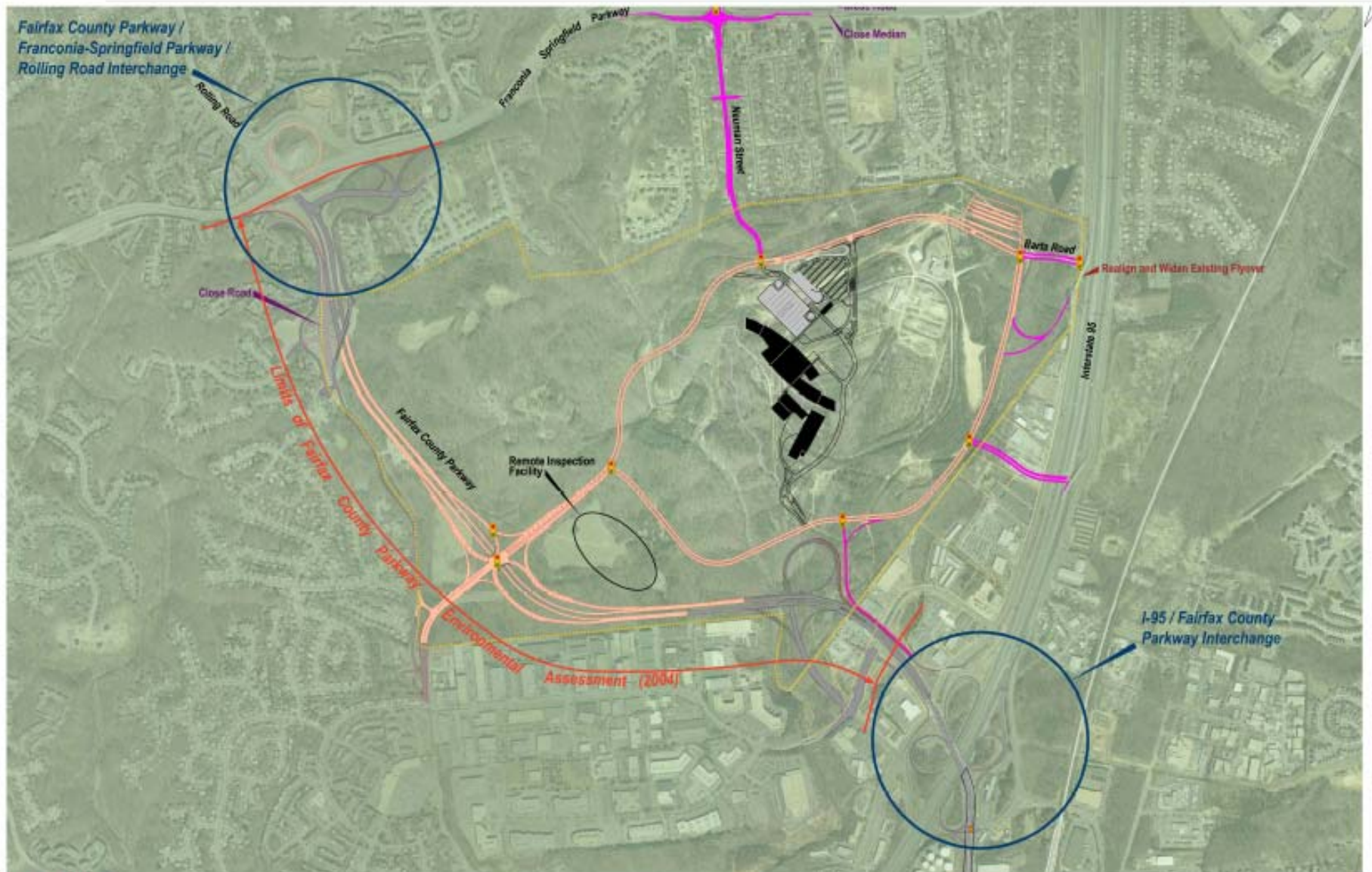
The combination of regional growth and the BRAC action drives the need for significant transportation improvements.

Transportation Projects		Preferred Strategy	Hybrid Strategy
		(costs in millions)	
1	Complete the Fairfax County Parkway		
2	Reconstruction (with direct connections to the HOV lanes) of the I-95/Fairfax County Parkway Interchange	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	55	40
6	Rideshare facility (slugs)	15	15
7	Transit center/facilities	30	30
8	Expanded bus service	12	10
9	Additional EPG access	15	
10	Intersection improvements (not shown on map)	15	9
11	Additional U.S. Route 1 crossings for Main Post	15	
12	Fairfax County Parkway / John J. Kingman Road intersection improvements	10	
13	Franconia Springfield Parkway / Neuman Street Interchange	50	50
14	Access to EPG via Neuman Street	26	
15	Access to GSA Parcel from Franconia Springfield Parkway		100
16	Improvements to Loisdale for additional GSA Parcel access		5
17	Improvements to Beulah, Telegraph, Backlick, Loisdale, and Newington Roads (not shown on map)	50	50
TOTAL ESTIMATED COSTS (in millions)		458	474

DAR Certified
 * DAR Certification Pending

The combination of regional growth and the BRAC action drives the need for significant transportation improvements.

DAR Projects

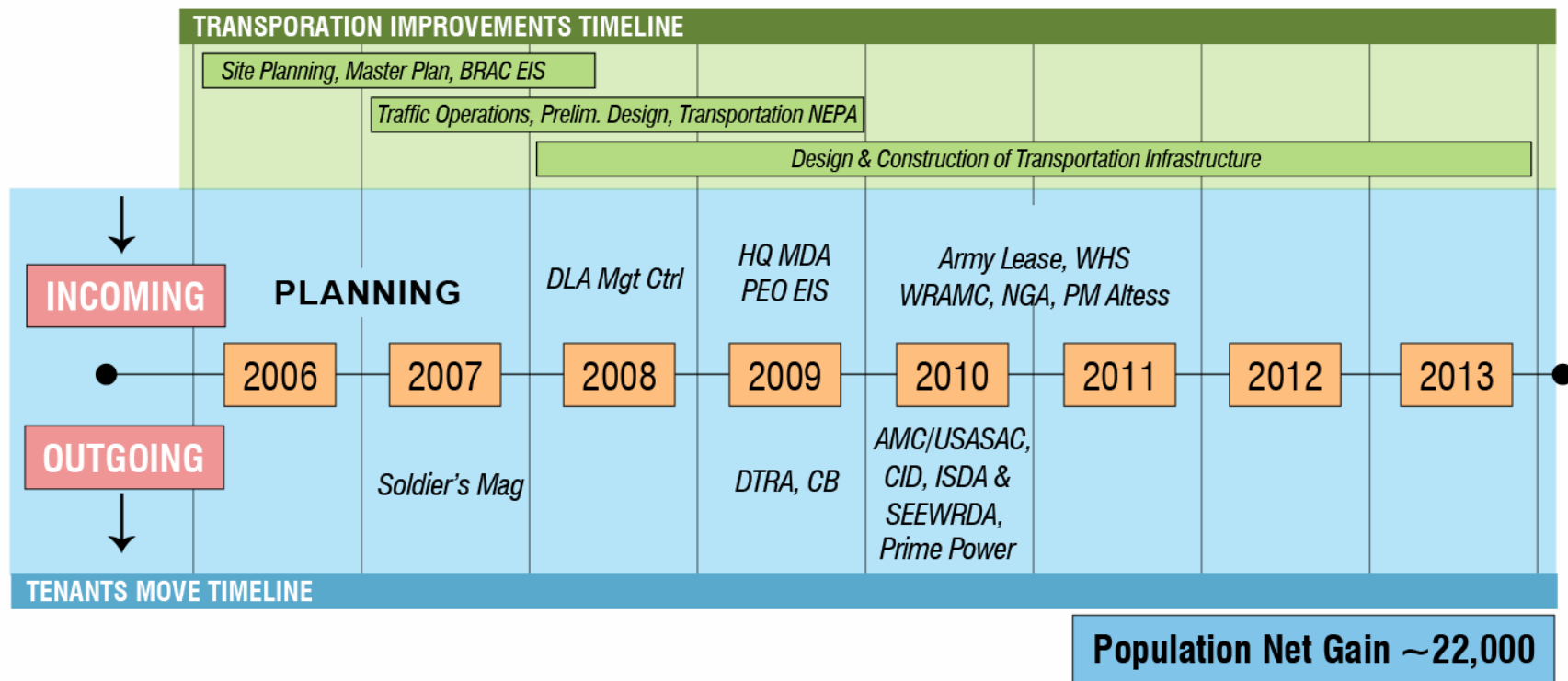


- MAY 2007

Note: Final alignments of all proposed roadways will consider environmental constraints, topography constraints, and constructability constraints during the design process. Therefore alignments may change from what is shown as the design is carried forth.

 DAR Certified
Overall Picture

Move Timeline (with Transportation Improvements Overlay)



Transportation Project Development - On-going and Future Studies & Design

- Fort Belvoir Master Plan **On-going**
- Interchange Justification Report & GSA Traffic Analysis (Army)
Initiated
- GSA Development Study (Army) **Pending**
- Parkway NEPA Re-evaluation (FHWA – EFLHD) **Initiated**
- Determination of Transportation Projects NEPA Requirements (Army)
Immediately following ROD 30 Days
- Transportation Project NEPA Documents (Army or FHWA-EFLHD)
- Additional NEPA to support BRAC (Army)
- Preliminary Design (Army or FHWA-EFLHD)
- MWCOG Air Quality (mobile source) Conformity
- Design-Build RFP's
- Transportation Management Plan –Construction

On-going and Future Studies

