



Secondary System to Primary System Transfers

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Authority

Transfers from secondary to primary system authorized by § 33.1-34 of the Code of Virginia

- Subsection A
 - CTB approval required
 - Limited to 50 centerline miles each year
- Subsection B
 - Commissioner approval required
 - Limited to changes due to completion of maintenance or construction projects
 - No mileage limitation

Criteria Set by DPM 8 - 1 (CTB Resolution of Dec 1998)

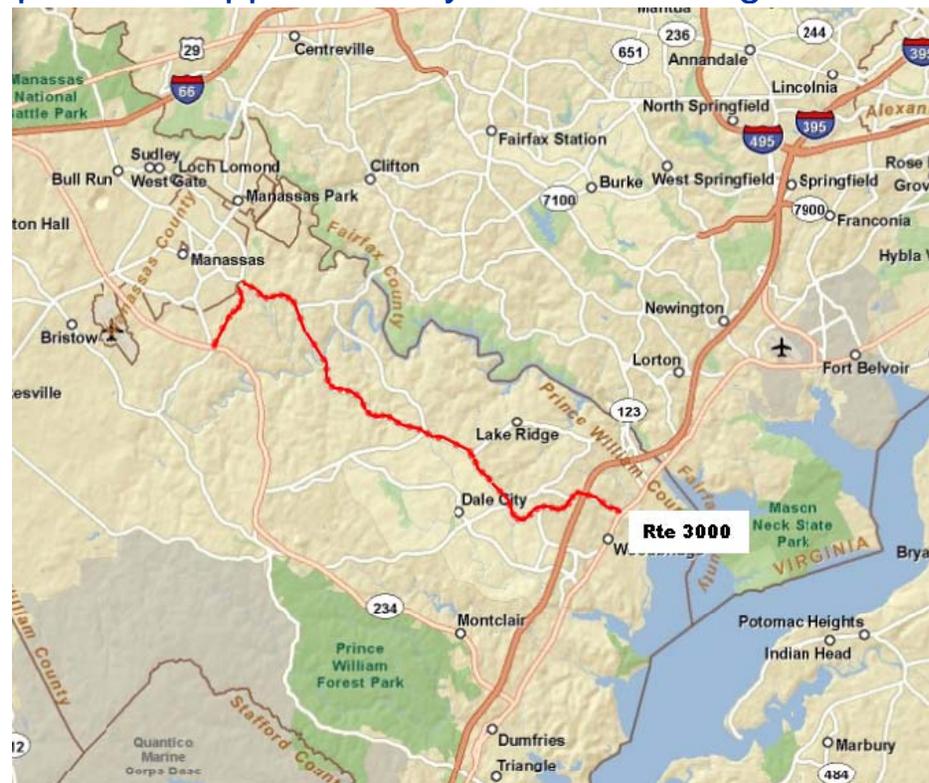
- Must meet majority of following criteria
 - Serves as link between interstate or intrastate highways
 - Serves site of historic or scenic interest
 - Connects county seats
 - Minimum traffic volume of 2,000 VPD
 - Minimum of 7% out-of-state vehicles
 - Minimum of 20% light and medium duty trucks
 - Minimum of 2% tractor-trailers and buses
 - Minimum of 20% trips with length 25+ miles
 - Minimum of 5% trips with length 100+ miles

Impetus

- VDOT Business Plan (Item 4.2.2)
 - Evaluate transfer of selected secondary highways to Primary Highway System
- Resolutions Requesting Transfers
 - Prince William County Board of Supervisors (Rte 3000)
 - Fairfax County Board of Supervisors (Rtes 7100 and 7900)
- Studies
 - VDOT historical and modeling data
 - Additional data from study funded by Fairfax County

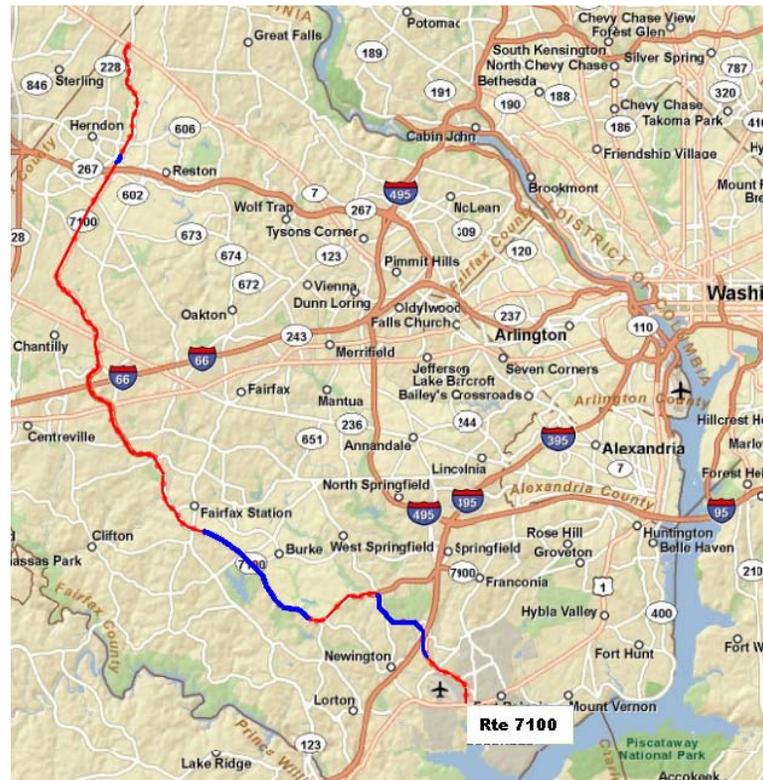
Prince William County Parkway Rte 3000

- Rte 1 to Rte 234
 - Divided highway
 - Urban Minor Arterial
 - 35 to 55 MPH
 - 25,000 to 54,000 VPD
 - Short portion in City of Manassas
 - Secondary highway portion is approximately 15.9 miles long



Fairfax County Parkway Rte 7100

- Rte 1 to Rte 7
 - Divided highway
 - Urban Principal Arterial
 - 40 to 55 MPH
 - 22,000 to 75,000 VPD
 - Approximately 32.5 miles
 - ~24.0 miles in secondary system (CTB's approval required for transfer)
 - ~8.5 miles not yet accepted (Commissioner's approval required for transfer)



Franconia-Springfield Parkway Rte 7900

- Rte 613 (Beulah Road) to Rte 7100 (Fairfax County Parkway)
 - Limited access divided highway
 - Urban Minor Arterial
 - 50 MPH
 - 53,000 to 57,000 VPD
 - Approximately 3.7 miles
 - ~3.1 miles in secondary system (CTB's approval required)
 - ~0.6 mile not yet accepted (Commissioner's approval required for transfer)



Study Results

Criteria	Highways		
	Rte 3000	Rte 7100	Rte 7900
Link Between Highways	Meets	Meets	Meets
Sites of Historic/Scenic Interest	Partial	Meets	Meets
Connects County Seats	Meets	Meets	No
2,000 VPD or Greater	Meets	Meets	Meets
7% or More Out of State	Not Studied	Meets	Meets
20% or More Light/Medium Trucks	No	Partial	No
2% or More Tractor-Trailers/Buses	Meets	Meets	Meets
20% or More Trips of 25+ Miles	Meets	Partial	Partial
5% or More Trips of 100+ Miles	Not Studied	Not Studied	Not Studied

Some criteria were not studied due to cost considerations

25+ miles trip data from regional model

“Partial” means facility had one or more sections that achieved at least 50% of criterion.

Impact of Transfer

- Construction Formula Allocations
 - Primary allocation formula: increase NoVA share by ~2.3%
 - Since formula allocations are not planned, no impact expected
- Maintenance Condition Reporting
 - Maintenance condition reporting and targets by system
 - Minimal impact (48 miles added to current 417 miles in district, 8,000 miles statewide)
- Operations
 - Cost of revising signing (route markers, directional signing, interchange signing)
 - \$200,000 (est.)

Next Steps

- Transfer 3 Studied Facilities to Primary Highway System
 - Resolution for transfer by CTB
 - Commissioner accept newly built sections into Primary Highway System as requests are received (portions of Rtes 7100 & 7900)
- Consider Revising Criteria
 - Cost/impact of collecting data
 - Quality of data
 - Relevance
- Statewide Review
 - Using readily available data