

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

ITEM 7

February 20, 2013

To: Transportation Planning Board

From: Ronald F. Kirby
Directory, Department of
Transportation Planning

Subject: Recommended Responses to Comments Received on Project Submissions for
Inclusion in the Air Quality Conformity Assessment for the
2013 CLRP and FY 2013-2018 TIP

Background

At the January 23, 2013 meeting the Board was briefed on the project submissions for the draft 2013 CLRP and the FY 2013-2018 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on January 17, 2013. This public comment period closed on February 16.

Public comments submitted by individuals, organizations, and businesses have been posted on the TPB web site at <http://www.mwcog.org/transportation/public/comments.asp>. This memorandum provides recommended responses to comments received, which are provided in a separate memorandum.

The Board will be briefed on the comments received and recommended responses, and asked to approve project submissions for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP.

Comments and Responses

The comments can be grouped into three categories: 1) More funding is needed for projects in Prince George's County; 2) General support for Northern Virginia's transportation projects; and 3) Opposition to the Alternative A of the "Improved Access to Dulles Airport" project..

1. More Funding is Needed for Projects in Prince George's County

Comment: Include more funding for transportation projects in Prince George's County. The plan should also favor support for Metro and more transit options over new roadway projects.

Response: No regionally significant new transportation projects have been submitted by the Maryland Department of Transportation or Maryland local governments for the 2013

Update to the CLRP. The Maryland General Assembly is considering a transportation funding plan that could provide additional revenues for new projects.

2. General Support for Northern Virginia's Transportation Projects

Comment: Include all of Northern Virginia's project submissions in the Air Quality Conformity Analysis of the 2013 Update to the CLRP, particularly the "Improved Access to Dulles Airport" and the VA 28 Manassas Bypass Study.

Response: The VA 28 Manassas Bypass is proposed only for "study" status at this time, which means it will not be included in the Air Quality Conformity Analysis.

3. Opposition to Alternative A of the "Improved Access to Dulles Airport" Project

A total of 390 comments were received in opposition to the "Improved Access to Dulles Airport" project – specifically Alternative "A". These comments included a letter from the Brambleton Group community association.

In the attached letter of February 19 2013, Virginia Department of Transportation (VDOT) has provided responses to the comments received in four categories:

A. Regarding the adequacy of the alternatives being studied:

VDOT has requested that the TPB include a third alternative in its project submission to evaluate a combination of projects as outlined in the Loudoun County Countywide Transportation Plan. (See attached letter of January 28, 2013 from Loudoun County.) The project will widen to six lanes and convert the portion of US 50 between Tri County Parkway (currently referred to as North Star Blvd. in the Loudoun Countywide Transportation Plan) and Loudoun County Parkway into a limited access facility by 2025. This stretch of US 50 will have interchanges at the Tri County Pkwy., Rte. 659 Gum Springs Rd., and Rte. 606/Loudoun County Parkway. The project will also expand a stretch of 1.5 miles of Loudoun County Parkway (Rte. 696 / Rte. 607), starting from the US 50 interchange, to 8 lanes and convert it into a limited access facility with an interchange with Old Ox Rd.

VDOT has also requested the TPB to include a "No Build" alternative as represented by the 2012 CLRP in its project submission in order not to preclude the potential of selecting the No Build as the preferred alternative.

A table describing the four alternative project submissions is attached.

B. Regarding impacts on the environment and traffic patterns

VDOT's Environmental Assessment (EA) study will evaluate potential environmental impacts and methods to mitigate those impacts for each alternative. VDOT's EA study will also evaluate future traffic benefits/impacts of each alternative:

- Socioeconomic, community facilities and land use – includes demographics, low income and minority populations, schools, libraries, parks, etc., existing and future land use, economic profile, property impacts, farmland, cultural and architectural.
- Traffic – includes capacity/operations, truck volumes
- Project level Air Quality and Noise
- Natural Resources – includes wetlands and streams, floodplains, water quality, wildlife/habitat, threatened and endangered species
- Hazardous materials
- Preliminary cost of each alternative

C. Regarding cost estimates for the alternatives

The cost estimates provided for the all of the alternatives for this study are for planning purposes only and for use in the long range plan document. These estimates were developed using VDOT's project cost estimating system based on preliminary concepts for the alternatives. More refined cost estimates will be developed as part of the EA study.

D. Regarding the study process

The EA study is being conducted with the cooperation and coordination with the Loudoun County staff, MWAA and the FHWA. VDOT has not made any decision on any of the alternatives being studied. The EA study will evaluate the benefits and impacts of all alternatives and document the findings in the report which will inform the selection of a preferred alternative.

VDOT also plans to hold two additional public meetings: one in the spring of 2013 and one in June 2013. VDOT plans to complete the EA analysis and release the draft report for public comments in May 2013.

Recommendation

It is recommended that the Board approve the project submissions, including new Alternative C and the No Build Alternative for the "Improved Access to Dulles Airport" Project, for inclusion in the air Quality Conformity Analysis of the 23013 CLRP and FY 2013-2018 TIP. This approval will enable the conformity analysis to proceed on schedule, and for the TPB to approve the 2013 CLRP and FY2013-2018 TIP on July 17, 2013.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

February 19, 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: Response to comments on the proposed project inputs to the Air Quality Conformity Inputs to the 2013 CLRP /FY 2013-18 TIP Update

Dear Chairman York:

The Virginia Department of Transportation is in receipt of the comments made to the Transportation Planning Board (TPB) on the proposed project inputs to the air quality conformity analysis for the proposed 2013 CLRP and FY 2013-2018 TIP update. VDOT notes the comments particularly to the proposed addition of the two alternative improvements being studied for the Dulles Air Cargo Passenger, Metro Access (DACPMA) Highway and provides the following response.

VDOT has recently initiated an Environmental Assessment (EA) study, in cooperation with Loudoun County and the Metropolitan Washington Airports Authority, to evaluate alternative improvements to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport and WMATA Metro - Silver Line by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion at Dulles, reduce congestion and improve capacity on the existing roadway network in the Dulles South area. A citizen's information meeting for the study was held on January 24, 2013. The schedule for the EA anticipates having a draft report of the EA by May of 2013 with the selection of a preferred alternative by the Commonwealth Transportation Board (CTB) by July 2013. Federal requirements for an EA require that the preferred alternative be included in the approved metropolitan long range plan (CLRP).

VDOT had previously requested the TPB to include two of the alternatives being examined in its EA for the DACPMA project in the air quality conformity analysis for the 2013 CLRP update. The TPB released the proposed project inputs for the air quality conformity analysis for the 2013

CLRP/FY 2013-2018 TIP for a 30 day public comment period on January 17, 2013. The TPB is scheduled to review the responses to the comments received and approve the project inputs at its February 20, 2013 meeting.

While VDOT notes many comments received by the TPB in support of the two alternatives proposed to be included in the project inputs there were also comments questioning some of the assumptions for the study and the study process. The following responses address the broad variety of comments received by the TPB. VDOT appreciates the comments provided and the opportunity to respond to the same during the early and planning stages of the proposed important improvement. VDOT requests the Board accept these responses as it takes action on the project inputs for the air quality conformity analysis.

I. Regarding the adequacy of the alternatives being studied:

VDOT in response to comments agrees to evaluate a third alternative to the EA - Alternative 3B Dulles Air Cargo, Passenger, Metro Access Highway – Loudoun CTP Alignment. This alternative will evaluate a combination of projects as outlined in the Loudoun County Countywide Transportation Plan (CTP; extract attached). The project will widen to six lanes and convert the portion of US 50 between Tri County Parkway (currently referred to as North Star Blvd. in the Loudoun Countywide Transportation Plan) and Loudoun County Parkway into a limited access facility by 2025. This stretch of US 50 will have interchanges at the Tri County Pkwy., Rte. 659 Gum Springs Rd., and Rte. 606/Loudoun County Parkway. The project will also expand a stretch of 1.5 miles of Loudoun County Parkway (Rte. 696 / Rte. 607), starting from the US 50 interchange, to 8 lanes and convert it into a limited access facility with an interchange with Old Ox Rd. (Rte. 606).

Consistent with federal requirements and VDOT's previous action for the EA study, I request the TPB to include this third alternative as part of the project inputs for the regional air quality conformity analysis for the 2013 CLRP/FY 2013-2018 TIP. A detailed project description form for this new alternative is attached.

VDOT also recognizes that as the CTB reviews the EA analysis report and considers the three alternatives analyzed it does retain the option of selecting the No Build alternative. Again in order not to preclude the potential of selecting the No Build as the preferred alternative I request the TPB to include a No Build alternative in its project inputs for regional air quality conformity analysis for the 2013 CLRP/FY 2013-2018 TIP. As the No Build alternative would mean not adding any new improvement to the CLRP no project description form is needed and hence none provided.

As noted by VDOT in its earlier project submission VDOT expects the Commonwealth Transportation Board (CTB) to select one of the three alternatives as the preferred alternative for project development by July of this year, on the basis of which VDOT will be able to advise the Board by its July 17, 2013 meeting which one of the three projects should be retained in the 2013 CLRP/FY 2013-2018 TIP. Additionally VDOT recognizes that additional costs will be incurred for staff to analyze all of the alternative improvements being studied or this project. I commit that VDOT will fund the additional analyses from its Technical Assistance budget of the TPB's Unified Planning Work Program.

II. With regard to impact on the environment, traffic patterns:

VDOT's EA study will evaluate potential environmental impacts and methods to mitigate those impacts for each alternative. VDOT's EA study will also evaluate future traffic benefits/impacts of each alternative. The EA will analysis undertaken and documented in the Draft EA Report will answer most, if not all, of the questions and comments received to date (including those made by the Brambleton Group, Wells + Associates, Brambleton Community Association, Urban and others). Items analyzed in the EA will include:

- Socioeconomic, community facilities and land use – includes demographics, low income and minority populations, schools, libraries, parks, etc., existing and future land use, economic profile, property impacts, farmland, cultural and architectural.
- Traffic – includes capacity/operations, truck volumes
- Project level Air Quality and Noise
- Natural Resources – includes wetlands and streams, floodplains, water quality, wildlife/habitat, threatened and endangered species
- Hazardous materials
- Preliminary cost of each alternative

III. Regarding cost estimates for the alternatives.

The cost estimates provided for the all of the alternatives for this study are for planning purposes only and for use in the long range plan document. These estimates were developed using VDOT's project cost estimating system based on very preliminary concepts for the alternatives. More refined cost estimates will be developed as part of the EA study.

IV. Regarding the study process:

The Environmental Assessment study is being conducted with the cooperation and coordination with the Loudoun County staff, MWAA and the FHWA. VDOT has not made any decision on any of the alternatives being studied. The Environmental Assessment study will evaluate the benefits and impacts of all alternatives and document the findings in the report which will inform the selection of a preferred alternative.

VDOT has held one Citizen's information meeting at the beginning of the study and has received feedback from the community and stakeholders. VDOT has already made some changes to the scope of the EA by adding a third alternative to evaluate - Alternative 3B: Dulles Air Cargo, Passenger, Metro Access Highway – Loudoun CTP Alignment. VDOT is now proposing adding the third alternative and the No Build alternative in the CLRP.

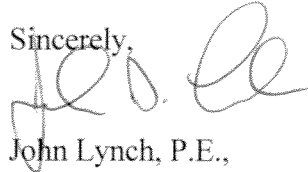
Additionally VDOT plans to hold two additional public meetings: one in spring of 2013 and again in June 2013. VDOT also plans to complete the EA analysis and release the Draft report for public comments in May 2013.

Hon. Scott York
February, 19, 2013

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VDOT along with Loudoun County and MWAA thanks for the Board for its understanding and assistance in making this addition to the air quality conformity inputs for the 2013 CLRP / FY 2013-2018 TIP update. VDOT's EA study manger will attend the meeting and be available to answer any questions about the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Lynch', written over the word 'Sincerely,'.

John Lynch, P.E.,
Acting District Administrator
Northern Virginia District

cc: Mr. Garrett Moore, Chief Engineer, VDOT
Mr. Richard Walton, Chief of Policy and Environment, VDOT
Ms. Renee Hamilton, Planning and Investment Manager, VDOT-NoVA
Mr. Tom Fahrney, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ; ITS; Enhancement; Other
3. Project Title: **Alternative 3B: Dulles Air Cargo, Passenger, Metro Access Highway – Loudoun CTP Alignment**

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	Widen and Covert to Limited Access – US 50 and Rte 606	
5. From (_ at):		Tri County Parkway	* <u>Rt. 50</u> - from Tri County Parkway Interchange * <u>Loudoun County Parkway/rte. 606</u> - from US 50 Interchange	
6. To:		Lou. Co. Pkwy / Rt. 606	* <u>Rt. 50</u> - to Loudoun County Parkway/Rte. 606 Interchange * <u>Loudoun County Parkway/rte. 606</u> - to approx. 1.5 miles north of US 50 interchange	
7.				

Jurisdiction(s): Loudoun County

8. Description: The proposed project will widen to six lanes and convert the portion of US 50 between Tri County Parkway (currently referred to as North Star Blvd. in the Loudoun Countywide Transportation Plan) and Loudoun County Parkway into a limited access facility by 2025. This stretch of US 50 will have interchanges at the Tri County Pkwy., Rte. 659 Gum Springs Rd., and Rte. 606/Loudoun County Parkway. The project will also expand a stretch of 1.5 miles of Loudoun County Parkway (Rte. 696 / Rte. 607), starting from the US 50 interchange, to 8 lanes and convert it into a limited access facility with an interchange with Old Ox Rd. (Rte. 606). This proposed project is one of the three build alternatives being examined as part of the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) Environmental Assessment (EA) study being conducted by the Virginia Department of Transportation (VDOT) in cooperation with the Federal Highway Administration, Loudoun County and the Metropolitan Washington Airports Authority. The total cost of this project is estimated to be about \$268M. This project, Alternative 3B, is being examined at the request of Loudoun County since the improvements proposed are fully consistent with and contained in the Loudoun Countywide Transportation Plan (CTP).

The DACPMAH EA will analyze this proposed project as well as Alternative 1 (No-build), 2 - Dulles Air Cargo, Passenger and Metro Access Highway (North Star alignment) and Alternative 3A - New Limited Access Grade Separated US 50 / New Limited Access VA 606 project – both of which are included in the air quality conformity inputs for the 2013 CLRP/FY 2013-2018 TIP update. Additionally, a no-build alternative will be analyzed in the EA. Only one of the three build alternatives or no-build alternative will be selected as VDOT's preferred alternative in the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov

CLRP PROJECT DESCRIPTION FORM

13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$268,000
18. Remaining cost (in Thousands): \$0
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

The EA study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. As noted under question 8 above, parts of the project are already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 - The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem
 - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

CLRP PROJECT DESCRIPTION FORM

- X Increase accessibility and mobility of people and freight.
- X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- X Promote efficient system management and operation.
- _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

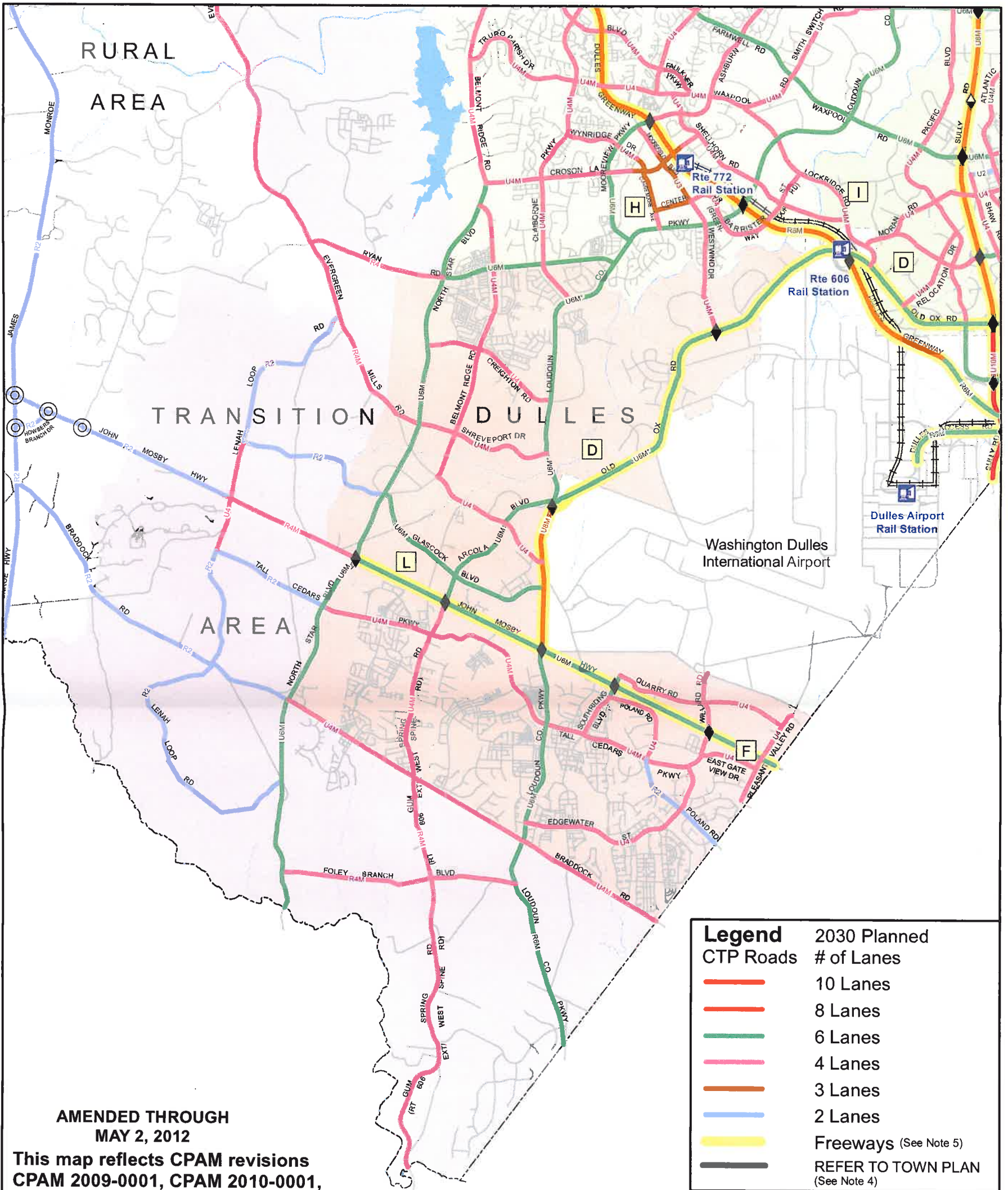
- 26. Have any potential mitigation activities been identified for this project? _ Yes; X No
- 27. If yes, what types of mitigation activities have been identified?
 - _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
 - _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

- 28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No
- 29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
- 30. Under which Architecture:
 - _ DC, Maryland or Virginia State Architecture
 - _ WMATA Architecture
 - _ COG/TPB Regional ITS Architecture
 - _ Other, please specify:

31. Other Comments

The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport, reduce congestion and improve capacity on the roadway network in the Dulles South area by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.

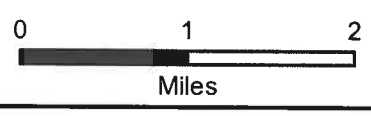
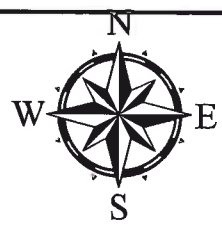


AMENDED THROUGH
MAY 2, 2012
This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
and CPAM 2012-0001.

Legend	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1a
Revised Countywide
Transportation Plan
Dulles South Area



	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	U4M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., MSC #2, 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325 • coadmin@loudoun.gov

January 28, 2013

Mr. Tom Fahrney
Project Manager
Virginia Department of Transportation
Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030

RE: Dulles Air Cargo, Passenger, and Metro Access Highway

Dear Mr. Fahrney,

We are in receipt of your letter of January 17, 2013, advising the County that the Virginia Department of Transportation (VDOT) is conducting a Locational Study and preparing an Environmental Assessment (EA) for a proposed limited access highway between Route 50 and the Washington Dulles International Airport. As we understand it, the purpose of your letter is to obtain the County's concurrence on the alternatives that are to be considered and modeled.

The alternatives specifically identified in your January 17, 2013 letter include the following:

Alternative 1: No-Build; to include all transportation improvements with the study area that are in the adopted Metropolitan Washington Constrained Long Range Plan (CLRP).

Alternative 2: A New Location, four-lane divided, limited access highway originating at the proposed Tri-County Parkway (TCP)/Route 50 intersection, north along proposed Northstar Boulevard and east towards the Airport.

Alternative 3: A four-lane divided, elevated ramp originating at the proposed TCP/Route 50 intersection, going east within the Route 50 median utilizing existing right-of-way to the greatest extent possible, and then converting to an at grade, limited access facility parallel to Loudoun County Parkway from the Route 50/Loudoun County Parkway to a proposed western access into Washington Dulles International Airport.

Response

Alternative Two, as we understand it, is to build a four-lane divided, limited access highway along the currently planned alignment for Northstar Boulevard/Route 659 Relocated, from Route 50 northward to continue on a new east west spur that will connect to the Airport. Since the Adopted Countywide Transportation Plan (CTP) calls for this portion of Northstar

Letter to Mr. Tom Fahrney

January 28, 2013

Page Two

Boulevard/Route 659 Relocated, to be a 6-lane controlled access facility, and doesn't currently reflect a spur to Dulles Airport, it will have to be amended if that alternative is chosen. Please note that a north-south roadway has been long planned in this area and the existing CTP recognizes that connecting the southern portion of the County to the Ashburn area and the Route 7 corridor has been a long-standing planned feature on the alignment of Northstar Boulevard-Route 659/relocated and Belmont Ridge Road. This facility is planned to serve residents and businesses in this area and future proposals should recognize the importance of convenient access for local trips.

Alternative Three, again as we understand it, is to build a four-lane divided, elevated ramp originating at the proposed Northstar/Route 659 Relocated interchange with Route 50 and proceeding east within the Route 50 median. It will convert to an at-grade limited access roadway on the Washington Dulles International Airport Property. As you are aware, Route 50 is a planned 6-lane limited access facility in this location, and the current CTP does not call for an elevated roadway in this location.

We would also request that VDOT include the existing CTP planned network as an alternative for the location study.

Notwithstanding the departures of alternative 2 and 3 from the existing CTP, the Loudoun County Board of Supervisors has resolved to support the State's efforts to construct the North – South Corridor, a Corridor of Statewide Significance, from the Washington Dulles International Airport to Interstate 66 in order to support the passenger and cargo growth at the Airport and to further encourage the economic growth and jobs this brings to Loudoun County and the State of Virginia. This is evident in the Board's statement of support adopted on November 7, 2012, (7-1-1, Supervisor Clarke voting no and Supervisor Reid absent for the vote). We should also advise that while this resolution indicates broad support for the North-South Corridor, it should not be construed as an indication of support for any individual route.

Please feel free to contact us if we can be of any additional assistance.

Best regards,



Tim Hemstreet
County Administrator

CC: Board of Supervisors
Farid Bigdeli, Transportation and Land Use Director for Loudoun County, VDOT
Charles Yudd, Assistant County Administrator
Rick Conner, Interim Director, Department of Transportation and Capital Infrastructure
Julie Pastor, Director of Planning

2013 CLRP PROJECT ALTERNATIVES

	US 50	VA 606 (Loudoun County Pkwy)		Northstar Blvd.
	Northstar Blvd. To VA 606	US 50 to 1.5 miles north of US 50	1.5 miles north of US 50 to Dulles Greenway	US 50 (at Northstar Blvd.) to VA 606 (at 1.5 miles north of US 50)
Current Conditions	4/5/6 lanes, principal arterial	2/4 lanes, minor arterial	2 lanes, minor arterial	-----
2012 CLRP (no build)	6 lanes, principal arterial	4 lanes, major arterial	4 lanes, major arterial	-----
2013 CLRP a	6 lanes, principal arterial	4 lanes, major arterial	4 lanes, major arterial	4 lanes, principal arterial
2013 CLRP b	4 lanes, limited access facility + 6 lanes, principal arterial	4 lanes, limited access facility + 4 lanes, major arterial	4 lanes, major arterial	-----
2013 CLRP c (Loudoun County Comprehensive Plan)	6 lanes, limited access facility	8 lanes, limited access facility	6 lanes, limited access facility	-----

