



LOUDOUN COUNTY

Public Meeting on the Dulles Air Cargo, Passenger and Metro Access Highway

June 2, 2014

Background

On April 3, 2013, VDOT presented to the Board of Supervisors (BOS) its plan to add a North-South Corridor to the state's Corridors of Statewide Significance (CoSS). This included improving access to Washington Dulles International Airport. On October 15, 2013, the Economic Development Committee recommended that the BOS support efforts for a North-South Corridor from Dulles Airport to Interstate 66 in order to support the passenger and cargo growth at Dulles. On November 7, 2012, the BOS adopted a resolution supporting a North-South Corridor (not an alignment) which would further encourage the economic growth and jobs the corridor would bring to Loudoun County and Virginia. No further BOS action has been taken or any resolution passed by the BOS regarding improving access to Dulles International Airport. Also in 2013, VDOT initiated an Environmental Assessment (EA) for the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMH). Other than recommending additional alternatives be studied and attending VDOT-sponsored public meetings on January 24, 2013, and April 4, 2013, a Location Study Public Meeting on June 13, 2014, and a Public Hearing on April 22, 2014, the BOS has taken no other official action as of this date.

The BOS has sponsored this public meeting with the objective of hearing from the public on the alternatives presented by VDOT in the Revised Environmental Assessment for the project dated April 2014.

Frequently Asked Questions:

The following information contains answers to frequently asked questions regarding the future transportation planning in the area of the proposed Dulles Air Cargo Road.

1. What does the Countywide Transportation Plan (CTP) propose for the Route 50 corridor and surrounding vicinity?
Figure 1 shows the proposed CTP (approved in 2010) for roads in the Route 50 Corridor. The figure shows that Route 50 is planned as a limited-access highway and that parcels with existing access to Route 50 would, in the future, be served by the north (Dulles South Parkway) or south (Tall Cedars Parkway) collector roads. Access to Route 50 would occur at grade-separated interchanges at locations shown on Figure 1. The CTP right-of-way (ROW) policy for a 6-lane limited-access highway is 200 feet. This is what the county attempts to obtain through the legislative referral process for rezonings. In actuality, the six lanes could be accommodated in less than a 200 foot wide right-of-way. The current public right-of way along Route 50 varies from about 160 feet to over 200 feet wide.
2. What does the Countywide Transportation Plan (CTP) propose between Route 50 and the southern portion of Brambleton?
As shown in Figure 1:
 - Dulles South Parkway – 6 lanes between Northstar Boulevard and Loudoun County Parkway
 - Evergreen Mills Road – 4 lanes between Belmont Ridge Road and Loudoun County Parkway
 - Shreveport Drive – 4 lanes between Northstar Boulevard and Loudoun County Parkway
 - Arcola Boulevard – 6 lanes from Loudoun County Parkway to Route 50
 - Northstar Boulevard – 6 lanes between Route 50 and Shreveport Drive
 - Loudoun County Parkway – 8 lanes between Route 50 and Route 606 and 6 lanes from Route 606 to Shreveport Drive

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3. Does the Countywide Transportation Plan (CTP) include a western connection to Dulles Airport?
- Not specifically, however, the CTP includes a future interchange at Route 606 and Loudoun County Parkway, which is adjacent to Dulles Airport.
 - The CTP supports the implementation of the “Dulles Loop,” the concept of a system of limited and/or controlled access roads that surround the perimeter of the Dulles Airport including Route 28, Route 50 and Route 606 in order to facilitate access to and around the airport.
 - The county is coordinating with the Metropolitan Washington Airport Authority (MWAA) and other agencies regarding future road improvements around Dulles Airport, particularly in the Route 606 corridor. This coordination includes the location of future service entrances for ancillary facilities on airport property.
4. What does the Countywide Transportation Plan (CTP) propose for Route 606?
- As shown in Figure 1, Route 606 is planned for 8 lanes between Route 50 and Arcola Boulevard; and
 - 6 lanes from Arcola Boulevard to Route 267 (Dulles Greenway) that will form part of a planned limited access loop around the perimeter of Dulles Airport.
5. When does the county envision Route 50 transitioning to a limited-access highway?
- The CTP forecasts our transportation needs up to the year 2030 based on the county’s adopted Comprehensive Plan. There is no set timetable for this transition and it would likely happen gradually as development occurs, right-of-way is acquired for interchanges, and funding becomes available.
6. Under the county’s Plan, what would trigger the construction of the interchanges along Route 50 and when does the county anticipate they would be constructed?
- The county is in the process of completing an update of its travel demand forecasting model. The model, when completed, will be used to forecast our future 2030 and 2040 traffic conditions based on the Comprehensive Plan. Looking ahead to 2030 and 2040 the county will be able to forecast when the need to replace signalized intersections would occur and from that date we can work back to determine when we need to start design and construction so that the interchanges are in place when needed.
7. Upon implementation of the CTP, what would the road network look like in the area between Shreveport Drive on the north and Tall Cedars Parkway on the south?
- As shown in Figure 1:
- Shreveport Drive is planned as a 4-lane divided roadway between Northstar Boulevard and Loudoun County Parkway.
 - Dulles South Parkway is planned as a 6-lane divided roadway between Northstar Boulevard and Loudoun County Parkway.
 - Evergreen Mills Road is planned as a 4-lane undivided roadway between Belmont Ridge Road and Loudoun County Parkway.
 - Arcola Boulevard is planned as a 6-lane divided roadway between Loudoun County Parkway and Route 50.
 - Northstar Boulevard is planned as a 6-lane divided roadway between Route 50 and Shreveport Drive.
 - Loudoun County Parkway is planned as an 8-lane divided roadway between Route 50 and Route 606 and 6 lanes between Route 606 and Shreveport Drive.
 - Route 50 is planned as a 6-lane divided roadway between Northstar Boulevard and the Fairfax County line. Route 50 eastbound between Stone Spring Boulevard and Loudoun County Parkway has recently been widened to three through travel lanes. The westbound counterpart of this section will be widened to three lanes in the near future as part of adjacent development projects.
 - Tall Cedars Parkway is planned as a 4-lane divided roadway between Northstar Boulevard and Route 50.
8. Why did VDOT not include in their alternatives for the Dulles Air Cargo and Passenger Access Road the proposed CTP road Glascock Boulevard (aka - Dulles South Parkway) even though that road is already under construction?
- To be included in an Environmental Assessment (EA), the Federal Clean Air Act requires a road project to be listed in the region’s Constrained Long Range Plan (CLRP). VDOT considered Tall Cedars Parkway as “almost complete” and included it in the EA, but did not consider Dulles South Parkway in that same category. The six-lane reconstruction of Route 50, as a limited access roadway, is in the CLRP. Therefore, for VDOT to accommodate the westbound traffic on Route 50 as a limited access roadway, VDOT needed to “assume” a wider segment for the westbound side to account for a frontage road and access to adjacent properties. Loudoun’s CTP does not require that frontage road and the entire six-lane reconstruction can be accommodated in a narrower ROW than VDOT had to assume.

9. VDOT has identified Alternative 3C (a limited access road between Northstar Boulevard and Loudoun County Parkway with access directly onto MWAA property) as its preferred option¹. Has the Board of Supervisors (BOS) selected a preferred option?
- No. As mentioned at the beginning of this handout, the BOS is holding this public meeting to provide additional information on VDOT’s proposal, what Loudoun County’s CTP has indicated will be needed in this area by the year 2030, and listen to your comments. The BOS will then be able to debate the issues and decide on a locally preferred alternative.
10. What are the Airport’s plans to connect with any of the Alternatives?
- As shown in the April 2014 revised EA for DACPMAH¹ MWAA has a plan for future development of an internal roadway network to coincide with airport development plans for a “western development area” and linkages to the main terminal area. MWAA has indicated construction of two of the four lanes in this roadway network could be built by 2025 and completed to four lanes by 2040. The EA however states that the western development plans “remain in a conceptual planning phase”, and environmental and detailed engineering plans for the roadway network would be developed and documented separately by MWAA.

¹ Available at http://www.virginiadot.org/projects/northernvirginia/improving_access_to_dulles.asp

