



The Dulles Loop



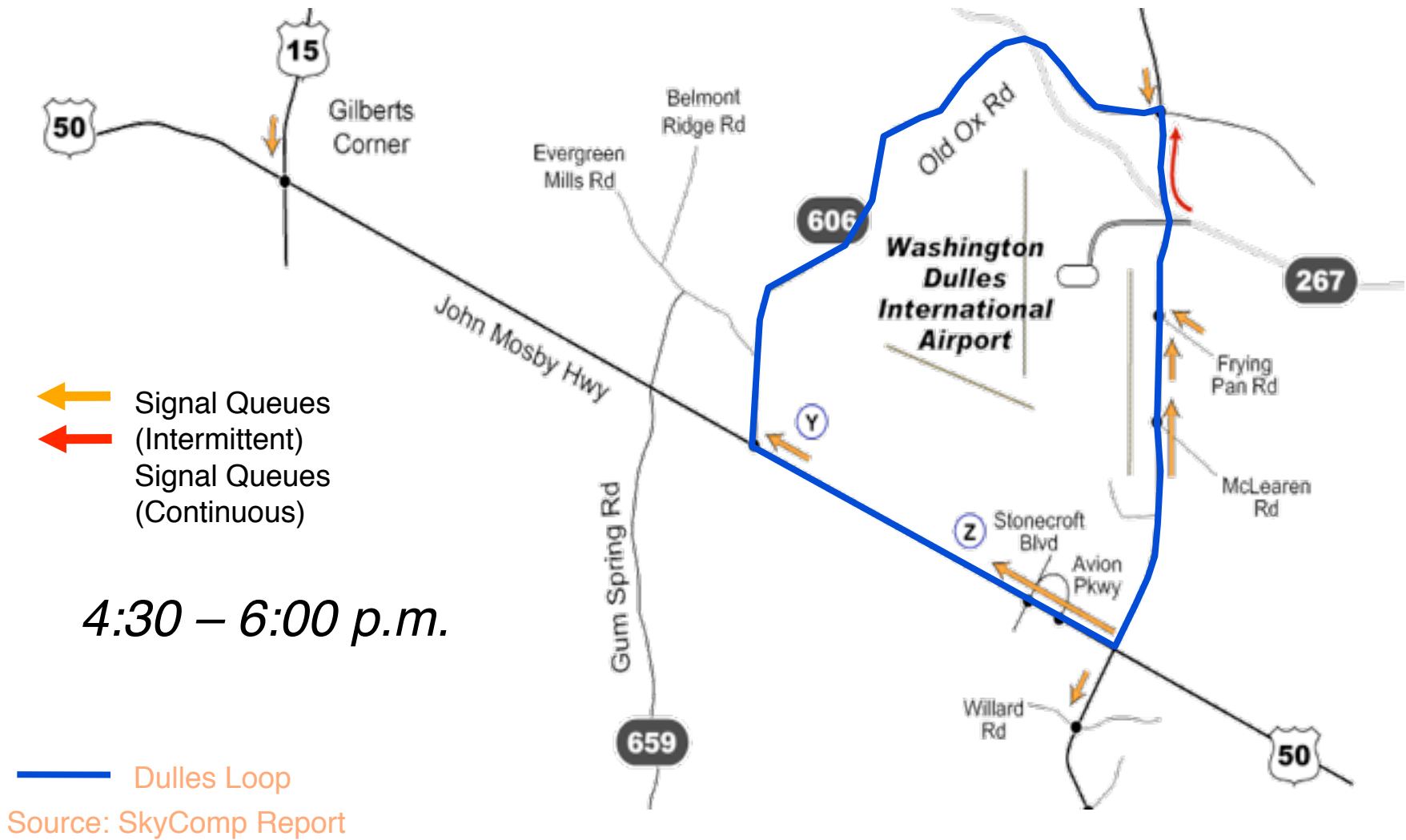
Route 606

Route 28

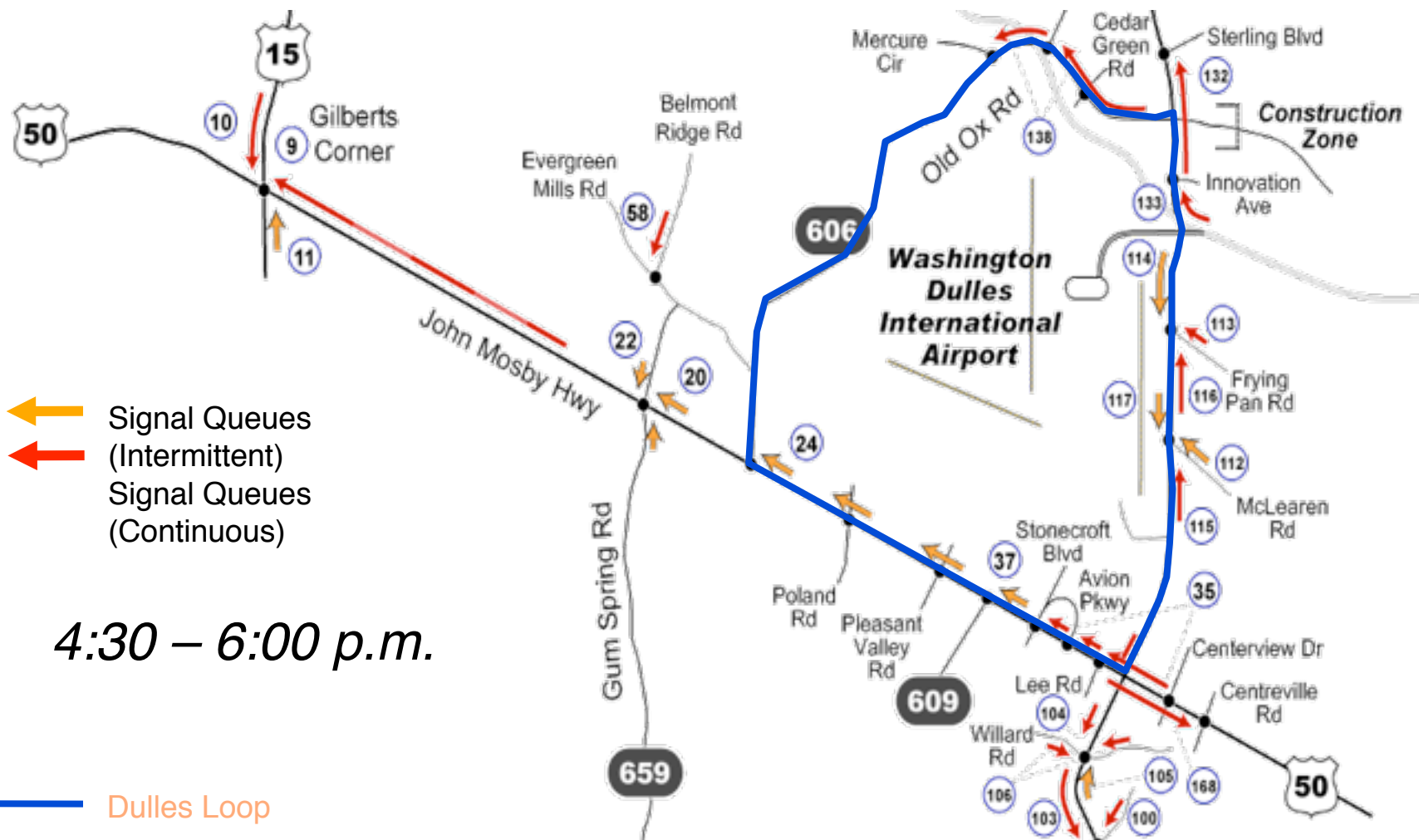
Route 50



Rt.50/Dulles Loop: Year 2000



Rt.50/Dulles Loop: Year 2005





80% Area Trips Are Not to IAD

- Trips to/from Dulles Neighborhood: 500,000
 - Trips to/from Dulles Airport: 100,000
- (Vehicles per average workday in 2005)



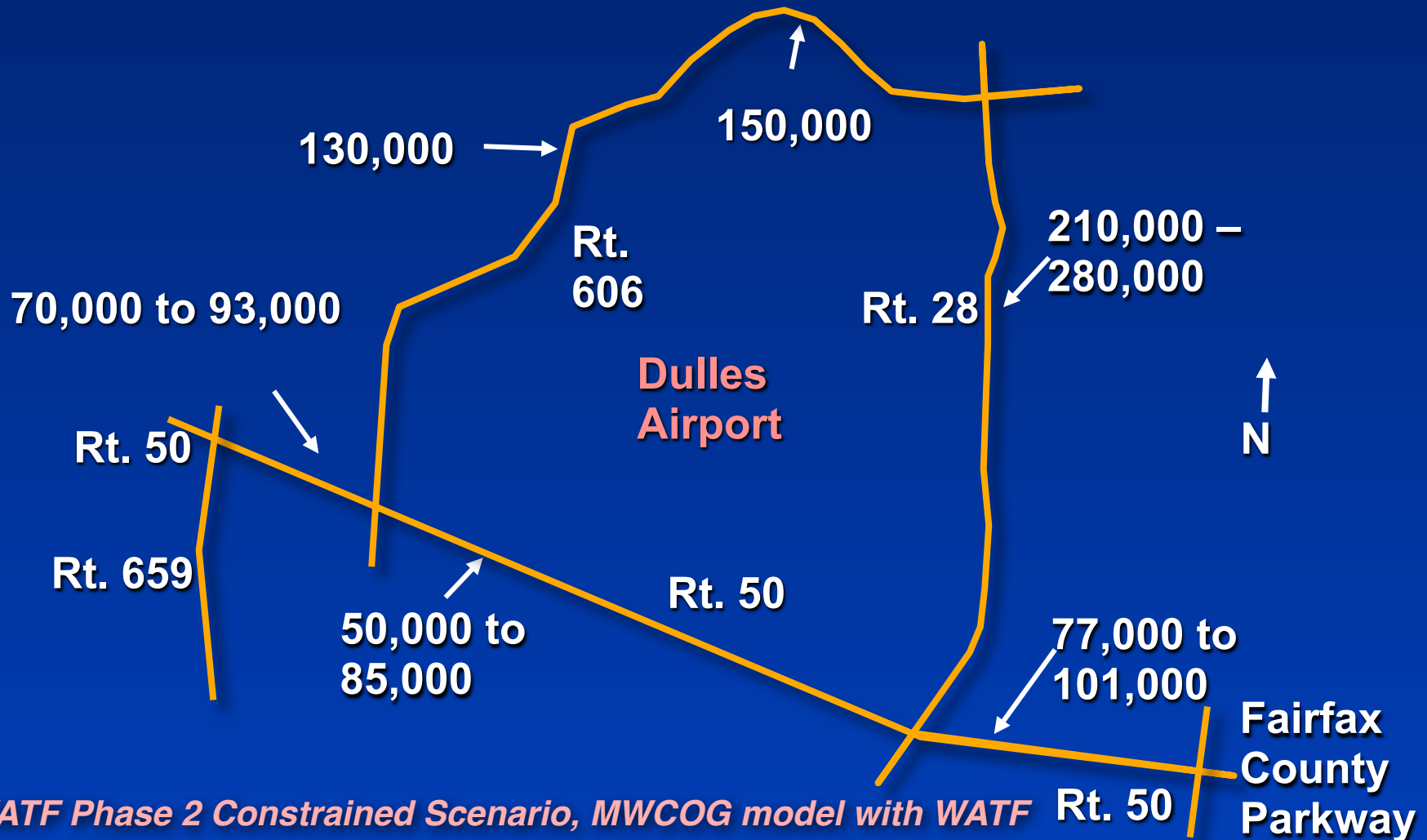
Rt. 606/Loudoun Parkway a.m.

© WATF 09/05



Dulles Loop and Rt. 50

2030 Daily Trips Both Directions



WATF Phase 2 Constrained Scenario, MWCOG model with WATF assumptions

MWCOG model designed to assess regional traffic flows



Dulles Loop Implementation Group (DLIG)

Chair:

Doug Koelemay, Commonwealth Transportation Board

Chair Technical Group:

Bill Lebegern, Manager Planning, MWAA

Project Manager:

Leo Schefer, President, Washington Airports Task Force

Fairfax County:

Supervisor Michael Frey

Supervisor Catherine Hudgins

Kathy Ichter, Director Dept. of Transportation

Loudoun County:

Supervisor Stevens Miller

Charles Yudd, Assistant County Administrator

MWAA:

Mike Hackett, Planning

VDOT:

John Lynch, Northern Virginia

District Location & Design Engineer

Other Stakeholders:

John DeBell, Vice Chair, Route 28 Taxing District, Burgess
& Niple, Inc.

Dave Edwards, Committee for Dulles

Russ Gestl, Chair, Route 606 Coalition, Buchanan
Partners

Jim Larsen, Executive Director, Dulles Area Transportation
Association

Hobie Mitchel, Dulles Area Transportation Association,
Lansdowne Development

Scott Plein, Dulles South Business Alliance, Equinox
Investments



Two Phases

1. Short term improvements expandable to accommodate long term needs. – *Complete*
(Extension to recommend long term options for Rt 606 – *Underway, study partially funded*)
2. Long term plan – *Study to be funded*

Route 28

Existing

- Six-lane divided highway
- Partially limited access
- 114,000 vpd in 2007

Interim

- Route 28 PPTA
- Nokes Blvd. Interchange (June 2009)
- Frying Pan Rd. Interchange (Fall 2009)
- Willard Rd. Interchange (Fall 2009)

Long-Term

- Ten-lane freeway with provisions for mass transit and/or HOV lanes (in Fairfax & Loudoun Transportation Plans)
- *Approaching 300,000 vpd in 2030*



Route 50

Existing

- Four-Lane divided highway
- At-grade access
- 39,000 vpd in 2007 in Loudoun
- 61,000 vpd in 2007 in Fairfax

Interim

- VDOT Design Build
- Six-lane divided highway
- At-grade access
- Multiuse trail



Long-Term

- Six lanes with interchanges (Loudoun Transportation Plan)
- *98,000 to 125,000 vpd in 2030*

Route 606

Existing

- Two lanes between Evergreen Mills Road and Dulles Greenway
- At-grade access
- 21,000 to 37,000 vpd in 2007

Interim

- Four-lane divided highway
- Many proffered improvements
- At-grade access
- Consider roundabouts



Long-Term

- Eight-lane highway with HOV or express bus lanes (Draft Loudoun CTP)
- Grade Separated Crossings
- *Over 200,000 vpd in 2030.*

Transit Considerations

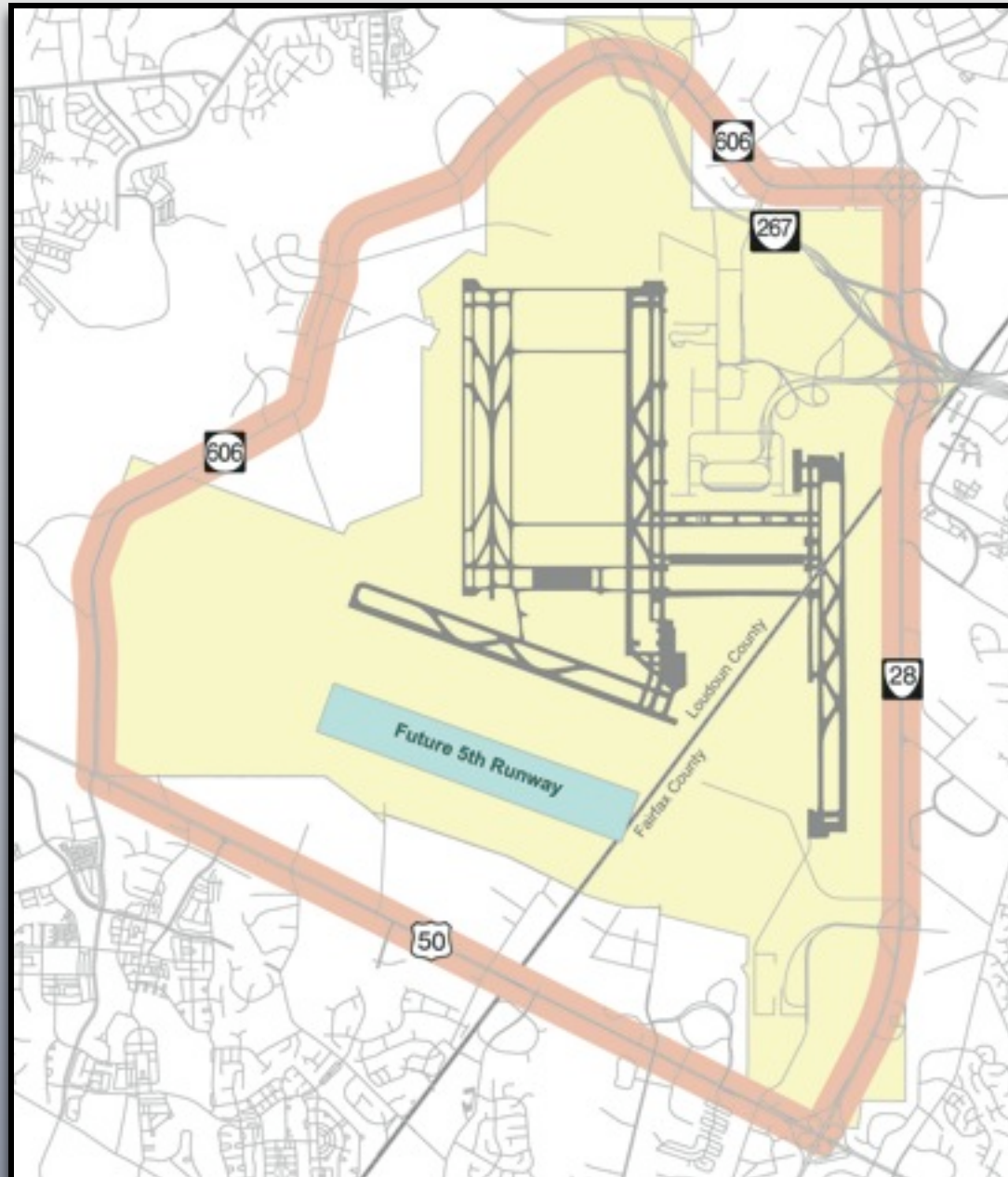
Interim: Road based

- Commuter bus service from Dulles South to Dulles Greenway on Loudoun County Parkway
- Dulles South Circulator from Arcola Center to Dulles North Transit Center via fixed-route service on Route 606

Long-Term: 21st Century Transit Solution

- Connecting airport to Metro Station to major land uses
- Dedicated right-of-way

Eighteen-Mile Dulles Loop



Implementation

Step 1: Preliminary Engineering (30% Plans)

- Funding strategies (work with MWAA, Loudoun & VDOT)
- NEPA documentation
- Build support

Step 2: Let Project as Design-Build

- Likely administered by VDOT

Questions ?



Baker

Cost Estimates

Construction	\$28.3 Million
Design	\$ 4.5 Million
Construction Administration	\$ 4.5 Million
Right-of-Way	<u>\$15.3 Million</u>
Total	\$52.6 Million
Proffers	<u>- \$18.2 Million</u>
Unfunded	\$34.4 Million

Includes 35 % Contingency

Potential Funding

<p>High Probability of Funding</p> <ul style="list-style-type: none">•Regional Surface Transportation Program (RSTP)•VDOT Primary and Funding•State Revenue Sharing•Congestion Management and Air Quality (CMAQ) <p>Moderate Probability of Funding</p> <ul style="list-style-type: none">•Earmarks <p>Lower Probability of Funding</p> <ul style="list-style-type: none">•Safety Programs (SAFETEA-LU)	<p>High Probability of Funding</p> <ul style="list-style-type: none">•Developer Proffers•Contributed Roadway Improvement Funds <p>Moderate Probability of Funding</p> <ul style="list-style-type: none">•General Obligation Bonds•Transportation Funding and Reform Act•Transportation Partnership Fund <p>Lower Probability of Funding</p> <ul style="list-style-type: none">•Tax Districts•Community Development Authorities•County 2% Gas Tax <p>Other</p> <ul style="list-style-type: none">•Non-Profit Corporations

Route 50 VDOT Design Build

DATE	Project Milestone
February 2008 (completed)	Value Engineering Study- 3 Alternatives Developed
March 2008 (completed)	VDOT Status Meeting, Two Additional Design Alternatives Created
April 2008 (completed)	Begin Design of Preferred Alternative
June 2008 (completed)	Receive Preliminary Field Inspection (PFI) plans
August 2008 (completed)	Preliminary Field Inspection (PFI) meeting
February 2009 (completed)	Complete Environmental Document (comments pending)
February 2009 (completed)	Conduct Public Hearing
March 2009 (completed)	Release Request for Qualifications (RFQ)
July 2009	Advertise Request for Proposals (RFP)
December 2009	Notice to Proceed issued
Summer 2010	Begin Construction
Late 2012/Spring 2013	Complete Construction

Route 50 DLIG Recommendations to VDOT

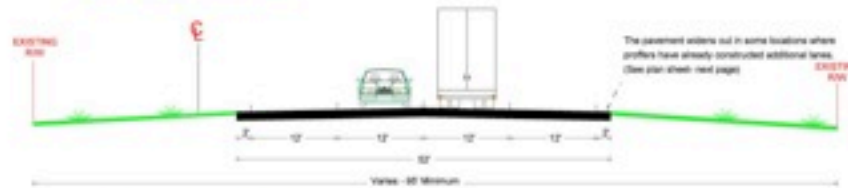
- Embrace long-term vision
- Uninterrupted flow - No signals or at-grade crossovers
- Preserve ROW for transit
- Parallel continuous collector roads
- Visually attractive - Parkway like appearance
- Minimal environmental impact
- During design build - Maintain goals and design parameters

Route 606 – Appendix A

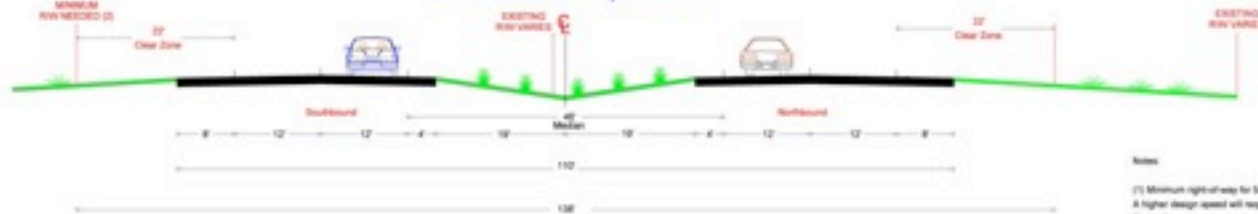
ROUTE 606 TYPICAL SECTIONS

Section 4: 1,700 feet northeast of North Loudoun County Parkway to Pebble Run Place

Existing Typical Section

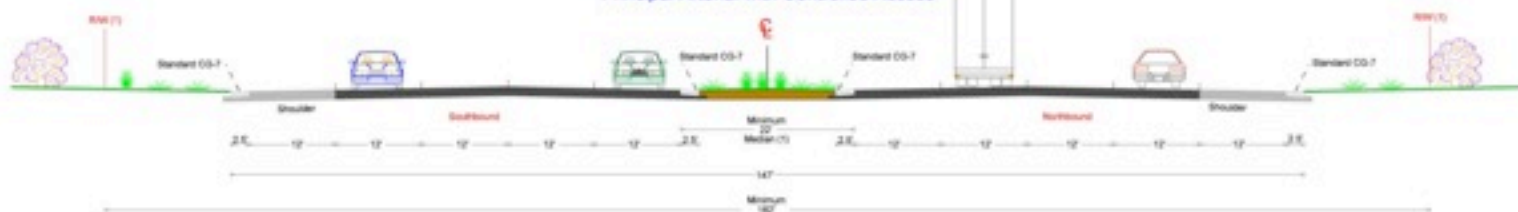


Interim Typical Section
4-Lane Divided Principal Arterial



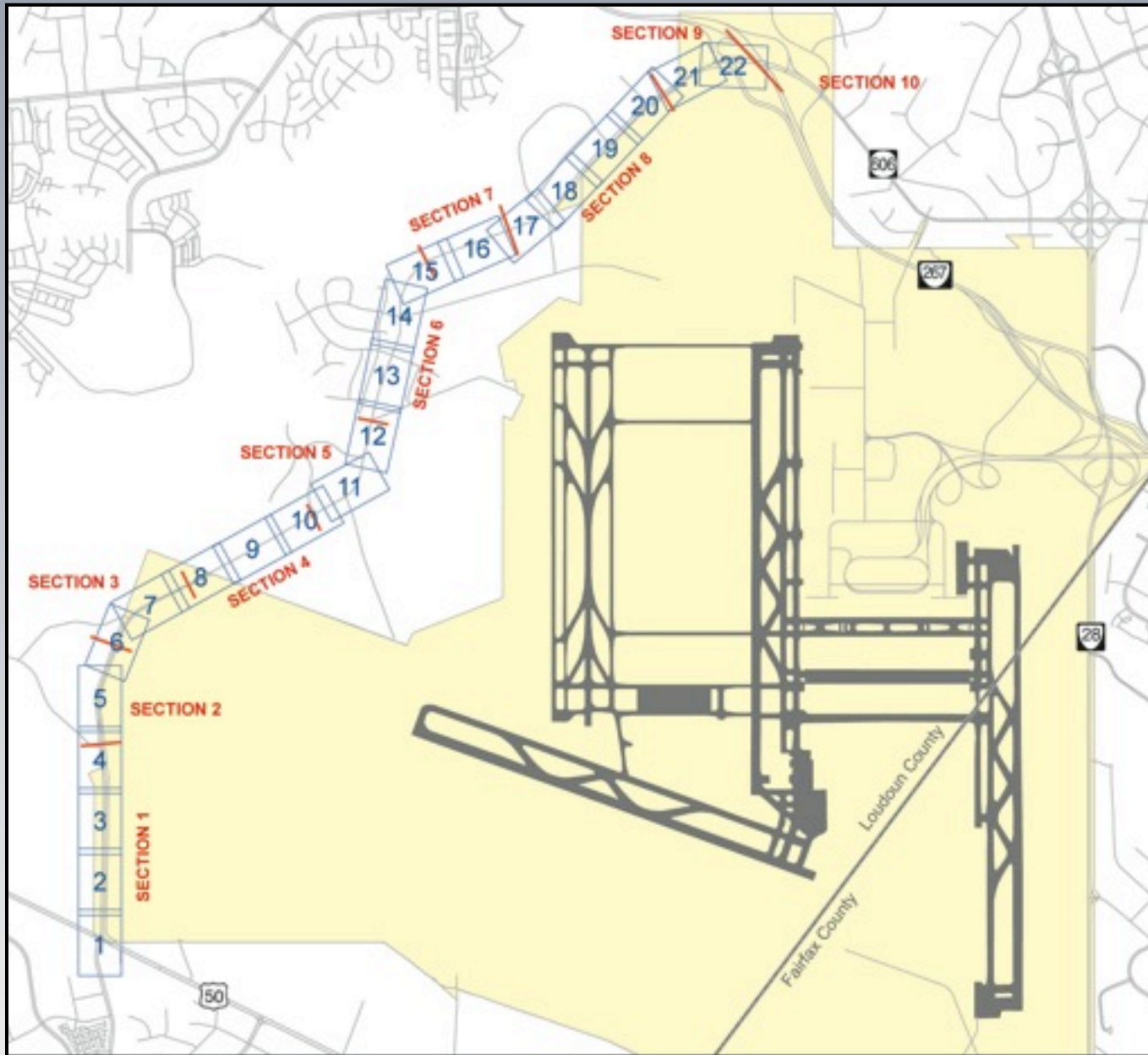
- Notes:
- (1) Minimum right-of-way for 55 mph design speed. A higher design speed will require wider medians and clear zones. Right-of-way is set by required clear zone from outside road travel lane.
 - (2) Additional right-of-way may be required for right-turn lanes.

Potential Long-Term Typical Section
Principal Arterial with Controlled Access

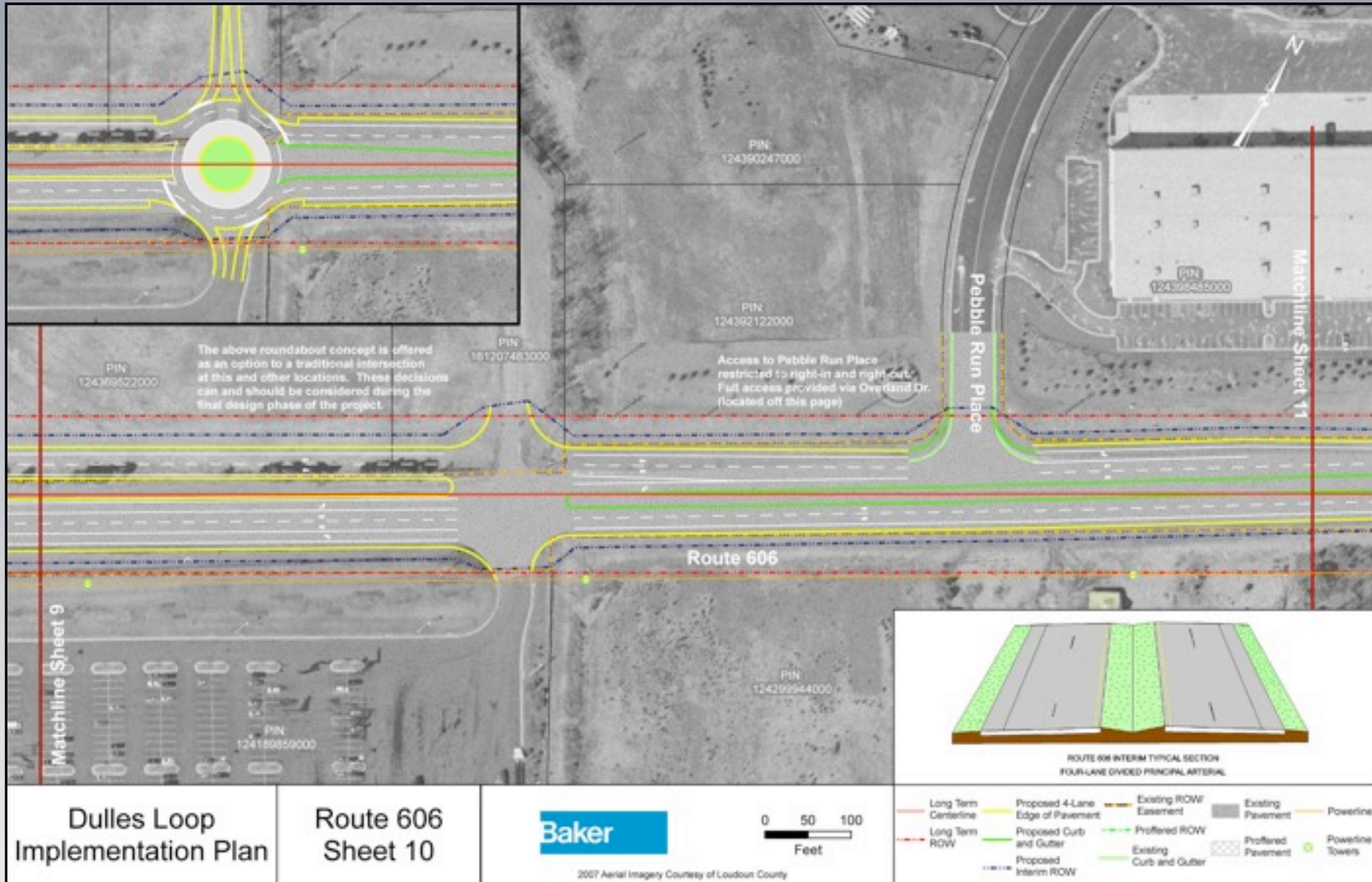


SECTION	LIMITS	SHEET NUMBERS	INTERIM IMPROVEMENT REQUIRED	UTILITY CONCERNS	PROPERTY IMPACTS	ENVIRONMENTAL CONCERNS	GENERAL COMMENTS
4	1,700 feet northeast of North Loudoun County Parkway to Pebble Run Place	8, 9, 10	<p>Add two southwest bound lanes and depressed median to the northwest of existing lanes.</p> <p>Widen shoulders on existing northeast bound lanes.</p> <p>Provide a flush median through the transition to Section 5.</p>	<p>Northern Virginia Electric Cooperative</p> <p>Existing Route 606 storm water system</p> <p>Possible communications lines</p> <p>Loudoun County Sanitation Authority</p> <p>Easement and waterline</p> <p>Sanitary sewer</p>	<p>Parcel PIN: 067379614000 (Dulles Airport Property)</p> <p>Parcel PIN: 124267609000</p> <p>Parcel PIN: 124270449000</p> <p>Parcel PIN: 124369622000</p> <p>Parcel PIN: 961207463000</p> <p>Parcel PIN: 124362122000</p> <p>Parcel PIN: 124299644000</p>	Cabin Branch Stream	<p>New lanes may not require reconstruction for long-term concept.</p> <p>Adjacent intersections are too close to provide full access for each. Consider making one right-in or right-out access only.</p>

Route 606 – Appendix A



Route 606 – Appendix A



Appendix B – List and Maps of Property Owners

Appendix C – Long-Term Concepts (July)

Appendix D – Cost Estimates (Interim Improvements)

Appendix E – Potential Funding Mechanisms

ntation Plan

Study Conducted For:



**Dulles Loop Implementation
Group**

By:

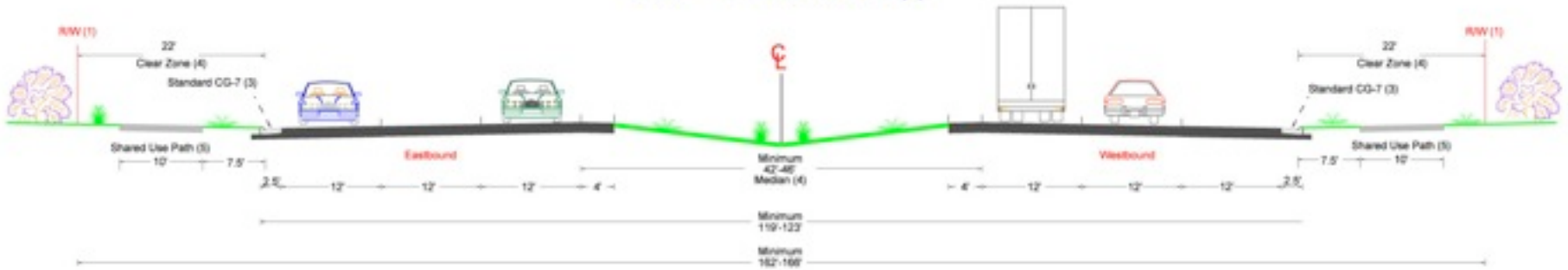
Baker

Michael Baker Jr., Inc.



Route 50 DLIG Recommended Typical Sections

Potential Intermediate-Term US 50 Typical Section
Principal Arterial
D.S. = Minimum 55 MPH (4)



Potential Long-Term US 50 Typical Section
Principal Arterial with Controlled Access (2)
D.S. = Minimum 55 MPH (4)

