

**REPORT OF THE
VIRGINIA DEPARTMENT OF TRANSPORTATION
AND THE DEPARTMENT OF RAIL AND PUBLIC
TRANSPORTATION ON THE**

**WESTERN TRANSPORTATION
CORRIDOR**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



SENATE DOCUMENT NO. 30

**COMMONWEALTH OF VIRGINIA
RICHMOND
1998**

PREFACE

The Virginia Department of Transportation (VDOT) was asked by the 1996 General Assembly through Senate Joint Resolution 35 to establish the Western Transportation Corridor Study Policy Advisory Committee to assist the Departments of Transportation and Rail and Public Transportation in completing a major investment study (MIS) for the Northern Virginia Western Transportation Corridor.

The Western Transportation Corridor Study Policy Advisory Committee was created in 1996 and included members of the Commonwealth Transportation Board, the Metropolitan Washington Airports Task Force, the Bypass Alternatives Review Committee, and the Boards of Supervisors of the Counties of Fairfax, Fauquier, Loudoun, Prince William and Stafford.

The MIS was finalized in September 1997 and the findings of that study are included in this report which was prepared for the Department of Transportation by Parsons, Brinckerhoff, Quade and Douglas, Inc. Based on the findings of the MIS a new facility alternative will be carried forward as part of the National Environmental Policy Act study.

TABLE OF CONTENTS

| | |
|--|----|
| EXECUTIVE SUMMARY | 1 |
| PURPOSE OF THE STUDY | 1 |
| GOALS AND OBJECTIVES FOR THE WESTERN TRANSPORTATION CORRIDOR STUDY | 3 |
| TRANSPORTATION NEEDS IN THE WESTERN TRANSPORTATION CORRIDOR | 4 |
| Growth In Population | 4 |
| Growth In Employment | 5 |
| Increased Demand For North-South Travel In The Western Portion Of Northern Virginia | 5 |
| Increased Demand For Access From The West, Northwest And Southwest To Washington Dulles International Airport | 5 |
| ALTERNATIVES | 6 |
| Baseline or No-Build Alternative | 7 |
| Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative | 7 |
| Upgrade/Link and/or Existing Planned Roadways (Links) Alternative | 7 |
| New Facility Alternative | 7 |
| EVALUATION OF REFINED ALTERNATIVES | 12 |
| FINDINGS | 12 |
| CONCLUSION | 17 |
| APPENDICES | 19 |
| Appendix A: Senate Joint Resolution 35 | 19 |
| Appendix B: Commonwealth Transportation Board Resolution | 20 |
| Appendix C: Advisory Committee and Boards of Supervisors' Resolutions | 21 |

LIST OF FIGURES

| | |
|---|----|
| Figure 1 Study Area | 2 |
| Figure 2 Links Alternative | 9 |
| Figure 3 New Facility Right-of-Way | 10 |
| Figure 4 New Facility Corridor Segments | 11 |
| Figure 5 Selected Alternative for Further Study | 18 |

LIST OF TABLES

| | |
|---|----|
| Table 1 Options for the New Facility Alternative | 12 |
| Table 2 Western Transportation Corridor Study Summary Evaluation Matrix | 13 |

EXECUTIVE SUMMARY

The Virginia Department of Transportation (VDOT) was asked by the 1996 General Assembly through Senate Joint Resolution 35 to establish the Western Transportation Corridor Study Policy Advisory Committee to assist the Departments of Transportation and Rail and Public Transportation in completing a major investment study (MIS) for the Northern Virginia Western Transportation Corridor.

Through the MIS process, VDOT and the Department of Rail and Public Transportation (DRPT) have evaluated transportation improvements in a study area that encompasses over 800 square miles and includes large portions of four major jurisdictions: Loudoun, Fauquier, Prince William, and Stafford Counties. The study area, known as the Western Transportation Corridor, is shown in Figure 1. A small portion of Fairfax County also is included. In addition to these larger jurisdictions, there are five independent cities and towns: Leesburg in Loudoun County; Haymarket, Manassas, Manassas Park, and Occoquan in Prince William County.

The requirement for a MIS is the result of legislation as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Therefore, the Study met the requirements of Federal mandates (23 CFR Part 450) of the Metropolitan Planning Process as it applies to major metropolitan transportation investments. The purpose of an MIS is to develop information about the likely impacts and consequences of significant alternative transportation investment strategies in a transportation corridor. As part of the MIS requirements, alternative transportation modes were considered and incorporated into the alternatives.

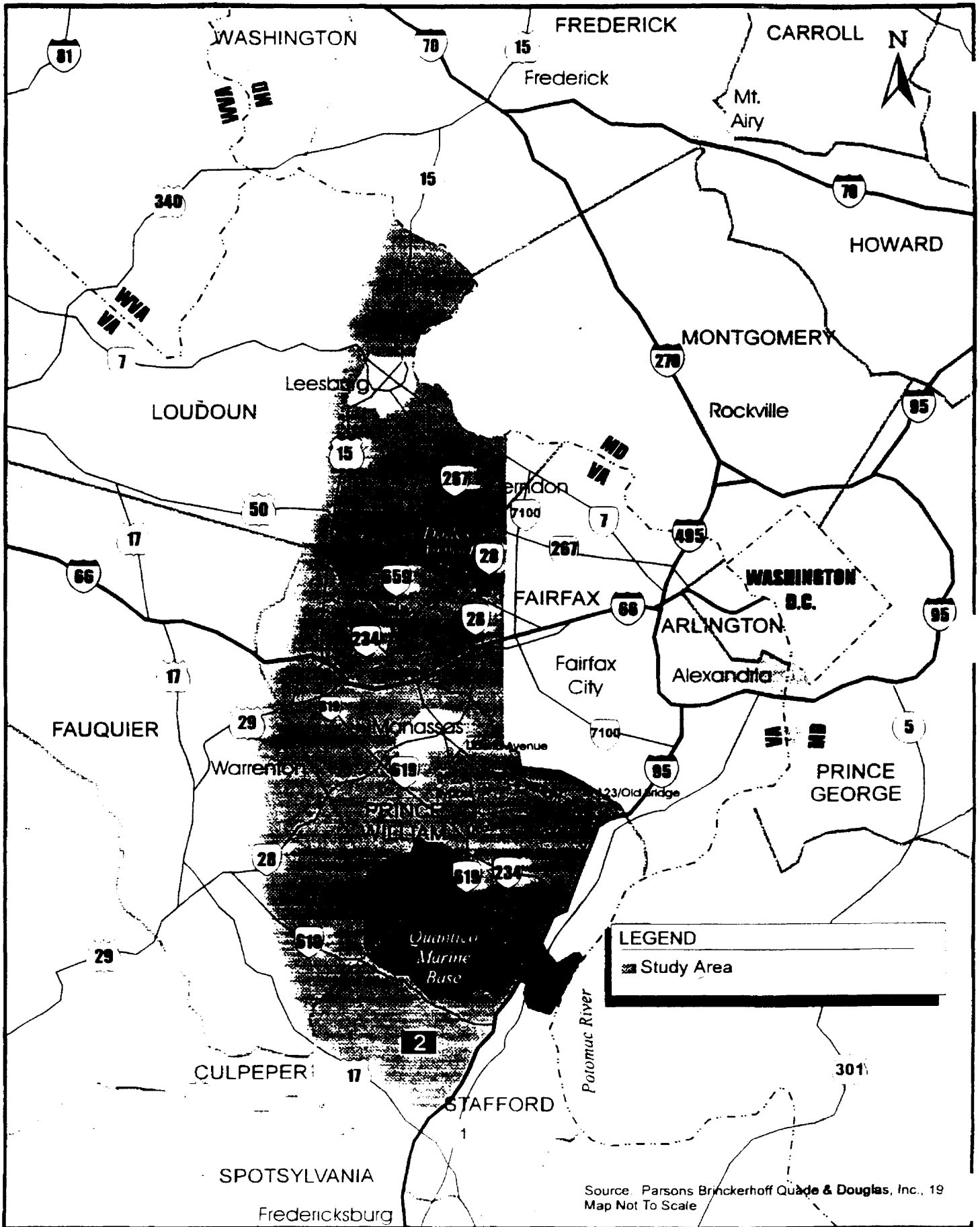
The WTCS, originally due to be completed at the end of 1996, was postponed a year to include study of the Quantico alternatives. The final report was presented to the Commonwealth Transportation Board (CTB) in September 1997; the CTB selected an alternative to pursue through the National Environmental Policy Act (NEPA) process. The WTCS Major Investment Study Report was issued in December 1997.

PURPOSE OF THE STUDY

The purpose of the Western Transportation Corridor Study (WTCS) was to evaluate the need for and effects (benefits, impacts, and costs) of transportation improvement options in the western Washington, D.C. metropolitan region. More specifically, the purpose of this study was threefold:

- (1) to identify the transportation needs within the study area in the 2020 timeframe;
- (2) to compare planned capacity improvements, by mode, with the identified transportation needs in order to identify any modal deficiencies; and
- (3) to provide a basis on which decision-makers at both the state and Metropolitan Planning Organization (MPO) levels could decide whether to initiate more detailed studies.

Public participation was a key element of the WTCS and was encouraged throughout the process. A total of thirteen (13) public information meetings were held. Three series at four locations (Prince William, Stafford, Fauquier, and Loudoun Counties) were held in June and November 1995 and November 1996; one meeting was held in August 1997 on the Quantico alternatives in Stafford County. Over 2,300 individuals attended these meetings.



Public meetings/hearings were one component of the public involvement process. Other components included a 24-hour telephone response line, newsletters, a speakers bureau, briefings with stakeholders and elected/appointed officials, public notification, participation in community events, a VDOT internet home page and a project database. More than 16,200 comments were received from citizens through these various avenues for public comment.

Two review committees were established as part of the study: the Advisory Committee and the Technical Committee. The Advisory Committee was comprised of elected officials from the counties in the study area and a Bypass Alternatives Review Committee/Washington Airports Task Force representative. It was chaired by a member of the Commonwealth Transportation Board (CTB). The Advisory Committee guided the overall work on the study and provided a recommendation on the preferred alternative. The composition of the Advisory committee was in accord with Senate Joint Resolution 35 (see Appendix A). The Technical Committee consisted of senior transportation and planning staff members from the counties and other agencies. The Technical Committee reviewed the technical analysis on the alternatives and provided support to the members of the Advisory Committee.

GOALS AND OBJECTIVES FOR THE WESTERN TRANSPORTATION CORRIDOR STUDY

The study effort began by defining the existing and forecast traffic conditions in the study area, establishing the purpose and need for the study. The preliminary analysis concluded with the establishment of goals and objectives against which all proposed transportation improvements were evaluated. These goals and objectives were presented to the Technical Committee and to the public for comment at four public meetings held in Prince William, Stafford, Fauquier, and Loudoun Counties in the fall of 1996 and, based on comments received, modified to the following:

Goal 1: Develop a solution to the transportation problems related to accommodating major existing and future (2020) travel needs within the study area.

- Objective 1.1: Relieve congestion on the year 2020 Constrained Long Range Plan (CLRP) network roadways.
- Objective 1.2: Improve north-south mobility within the study area.
- Objective 1.3: Improve goods movement.
- Objective 1.4: Improve flexibility to meet future needs.
- Objective 1.5: Improve access to the Washington Dulles International Airport from the west, northwest and southwest.

Goal 2: Develop a solution to transportation needs that is sensitive to local and regional environmental issues and community needs.

- Objective 2.1: Minimize impacts to sensitive areas, including historic and cultural sites, wetlands, and stream crossings.
- Objective 2.2: Minimize negative impacts on traffic patterns and neighborhoods.
- Objective 2.3: Support maintenance of air quality standards.
- Objective 2.4: Support emerging growth patterns.
- Objective 2.5: Remain consistent with regional plans and policies.

Goal 3: Consider economic factors in the identification and development of a solution to transportation needs for the study area.

- Objective 3.1: Consider the capital costs of each alternative.
- Objective 3.2 Identify a capital funding program that is affordable through existing and new sources.
- Objective 3.3: Support the economic goals of the study area and communities that depend on access through the study area.

TRANSPORTATION NEEDS IN THE WESTERN TRANSPORTATION CORRIDOR

In the western portion of Northern Virginia, as a result of growth in population and employment and subsequent growth in suburban to suburban travel, there is a lack of adequate transportation facilities to meet the projected demand, particularly north-south suburban to suburban travel demand. In the metropolitan Washington area, the projected highway capacity in 2020 shows an increase of approximately 20 percent, while the demand increases 70 percent (Long-Range Transportation Plan for the National Capital Region, September 1994). As would be expected from such an imbalance, congestion increases in the area. Although statistical data is not presently available from the Constrained Long-Range Transportation Plan (CLRP) for the Fredericksburg Area Metropolitan Planning Organization (FAMPO), a similar imbalance between future demand and future capacity is anticipated for the portion of Stafford County within the study area.

There is a need, therefore, in the western portion of Northern Virginia for additional transportation improvements. There also is continued growth in air passengers, airport-related employees and air cargo at the Washington Dulles International Airport, accompanied by an increasing shift in the employment base to the west, northwest and southwest of the Airport. In concert with the need to improve north-south travel in the western portion of Northern Virginia, there also is the need to provide additional access from the west, northwest and southwest to the Washington Dulles International Airport.

The causes of the growing need for transportation improvements are illustrated by the key points listed below.

Growth In Population

The population of the metropolitan Washington region increased from 2.2 million in 1960 to 3.9 million in 1990, a 77 percent increase. According to the population forecasts for the metropolitan Washington region, the population for 2020 is expected to reach 5.5 million people, or a 41 percent increase from the 1990 level (Metropolitan Washington Council of Governments (MWCOG), May 1994).

Within the four major counties included in the Western Transportation Corridor study area, the population increased from 300,489 in 1980 to 446,477 in 1990, a 49 percent increase. The population is expected to continue to increase to 931,988 in 2020. This is an increase of 109 percent as compared to 1990. The fastest growing county is Loudoun County, whose population is expected to increase from 86,100 in 1990 to 259,500 in 2020. This is an increase of 201 percent as compared to 1990. (MWCOG, Summer 1995).

Growth In Employment

The employment in the metropolitan Washington region is forecast to grow by 52 percent between 1990 and 2020. Employment in the region's outer suburbs, including Loudoun, Prince William, and Stafford counties, is expected to more than double between 1990 and 2020 (MWCOG, May 1994).

Within the counties included in the Western Transportation Corridor study area, the employment increased from 84,484 jobs in 1980 to 155,031 jobs in 1990, an 84 percent increase. The employment is expected to continue to increase to 363,871 in 2020. This is an increase of 134 percent as compared to 1990. While all jurisdictions are reporting a high increase of employment, Loudoun County and Stafford County each show an increase of over 200 percent (MWCOG, Summer 1995).

Increased Demand For North-South Travel In The Western Portion Of Northern Virginia

As a result of the population and employment growth projected for the study area, an increase in suburban to suburban travel (particularly in the north-south direction) is expected in the region. Although the regional work trips are expected to increase by approximately 66 percent between 1990 and 2020, the daily-person-work trips completely within Northern Virginia are growing much faster. Intra-Virginia travel in the year 2020 is forecast to increase almost 80 percent. This growth is expected primarily in Loudoun, Prince William, and Stafford Counties (Long-Range Transportation Plan for the National Capital Region, September 1994).

There is an increase not only in intra-suburban travel, but in north-south travel. In Northern Virginia, approximately 23 percent of the travel in 1990 was north-south travel. This is expected to increase by approximately 61 percent (263,730 north-south trips) by the year 2020 (Parsons Brinckerhoff, 1995).

The results of a preliminary travel analysis showed that within the western portion (Loudoun and Prince William Counties) of the northern Virginia area, north-south travel is anticipated to increase by approximately 210 percent between 1990 and 2020 (Parsons Brinckerhoff, 1995). The daily-person-work trips in 2020 will be approximately 37,000 as compared to an estimated 12,000 daily-person-work trips in 1990 (Parsons Brinckerhoff, 1995).

Increased Demand For Access From The West, Northwest And Southwest To Washington Dulles International Airport

The Washington Dulles International Airport is expected to continue to grow to accommodate the growing number of air passengers, airport-related employees generated by the regional growth in population and employment, and increased air cargo. The employee base for Dulles Airport is expected to shift to the west, northwest, and southwest (Washington Dulles International Airport Access and Parking Study, 1992). Airport work trips within the study area were forecast to increase 61 percent. Employee trips will specifically increase in Loudoun, Prince William, Stafford, Fauquier, and Clarke Counties. The projected population growth near Dulles Airport also leads to expected increases in passenger volumes in Loudoun, Prince William, and Stafford Counties (Washington Dulles International Airport Access and Parking Study, 1992).

While Washington Dulles, Norfolk, Richmond and Roanoke Airports handled 90 percent of the air freight in the State, Washington Dulles alone handled approximately 67 percent (Virginia Air Cargo System Plan, 1991). The transport of freight to and from Dulles Airport is projected to grow at approximately six percent per year through 2010 (Virginia Air Cargo System Plan, 1991).

ALTERNATIVES

Four decades of conceptual planning for a major bypass facility to serve the growth in travel demand forecast for the metropolitan Washington area have preceded the WTCS. Such a facility, referred to as "The Cross Country Loop", first appeared in April 1950 on a map prepared by the National Capital Planning Commission and called "Regional Proposals of the Comprehensive Plan".

In 1987, the Washington Bypass Study was authorized by Maryland and Virginia. The final products of the Washington Bypass Study were: a Summary Report, nine Technical Memoranda, and a First Tier Draft EIS in 1990.

At the conclusion of the Study, Maryland officials decided to focus on short-term corridor improvements; therefore, the Eastern corridor alternatives were eliminated from further study. With the decision to cross the Potomac River into Maryland eliminated, the study continued as the Western Transportation Corridor Study. The WTCS alternatives, however, differed from the Western Bypass alternatives originally considered because result of a changed definition of the study area boundaries, an update on the planned and committed projects in the affected jurisdictions and the consideration of multi-modal transportation options.

The alternatives considered in the study were developed in phases, beginning with the identification of a very broad range of alternatives for north-south transportation improvements in the study area followed by a winnowing of the broad range of alternatives to focus on the most viable of those transportation improvements that met the study goals. The five phases of the overall study were:

1. Identification of a broad range of options;
2. Screening of the options to eliminate unsuitable elements;
3. Selection of detailed alternatives for initial analysis;
4. Selection of final alternatives for more detailed analysis and presentation in a final report; and
5. Selection of a preferred alternative(s).

The following sections describe the alternatives that emerged from this process and the selection of an alternative to study in greater detail in compliance with the National Environmental Policy Act (NEPA).

The broad range of alternatives to meet transportation needs in 2020 was identified through a review of previous studies, input by local jurisdictions, consideration by the study team, and through public input at open house meetings, public comment sheets, and public comments from the 24-hour toll-free telephone response line. Open houses were held in June, 1995, in each of the four primary counties in the study area: Fauquier, Loudoun, Prince William, and Stafford Counties. As a result of the open house meetings, more than twenty new facility corridor suggestions were received from the public.

As a result of screening and further public input during open houses held in November/December 1995, from the telephone response line and from written comments, the alternatives studied in greater detail included:

- No-Build (Baseline),
- Transportation Systems Management/Travel Demand Management (TSM/TDM), including an expanded transit system,

- Upgrade/Link Existing and/or Planned Roadways (Links), and
- New Facility (Highway).

The following sections describe these alternatives.

Baseline or No-Build Alternative

The Baseline or No-Build Alternative included the projects on the currently adopted Constrained Long Range Plan (CLRP). Since the study area encompasses two metropolitan areas that participate in regional transportation planning, this alternative included improvements from both the National Capital Area and the Fredericksburg metropolitan area. This alternative served as a basis for comparison of all other alternatives.

Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative

The TSM/TDM Alternative included the projects in the CLRP but also looked at other elements of transportation management such as additional high occupancy vehicle (HOV) lanes, signal synchronization, etc. The primary addition to the transportation system, as compared to the Baseline Alternative, was a more aggressive commuter bus system introducing over 100 additional buses in the corridor.

Upgrade/Link and/or Existing Planned Roadways (Links) Alternative

The Links Alternative included all components of the Baseline Alternative with additional road widening, realignment, and/or new links between roadways. This alternative sought to meet the north-south travel needs of the study area by adding roadway linkages to roadway improvements already on the CLRP.

The three roadway linkages considered in this alternative, segments 11, 12 and 13, have been included in the counties' transportation plans. This alternative was modeled to determine if it had merit given the CLRP improvements selected and the potential new linkages from the county plans. Although Segments 12 and 13 were generally four lanes, six lanes could be required in some locations. Figure 2 shows the improvements and linkages that were considered as part of this alternative.

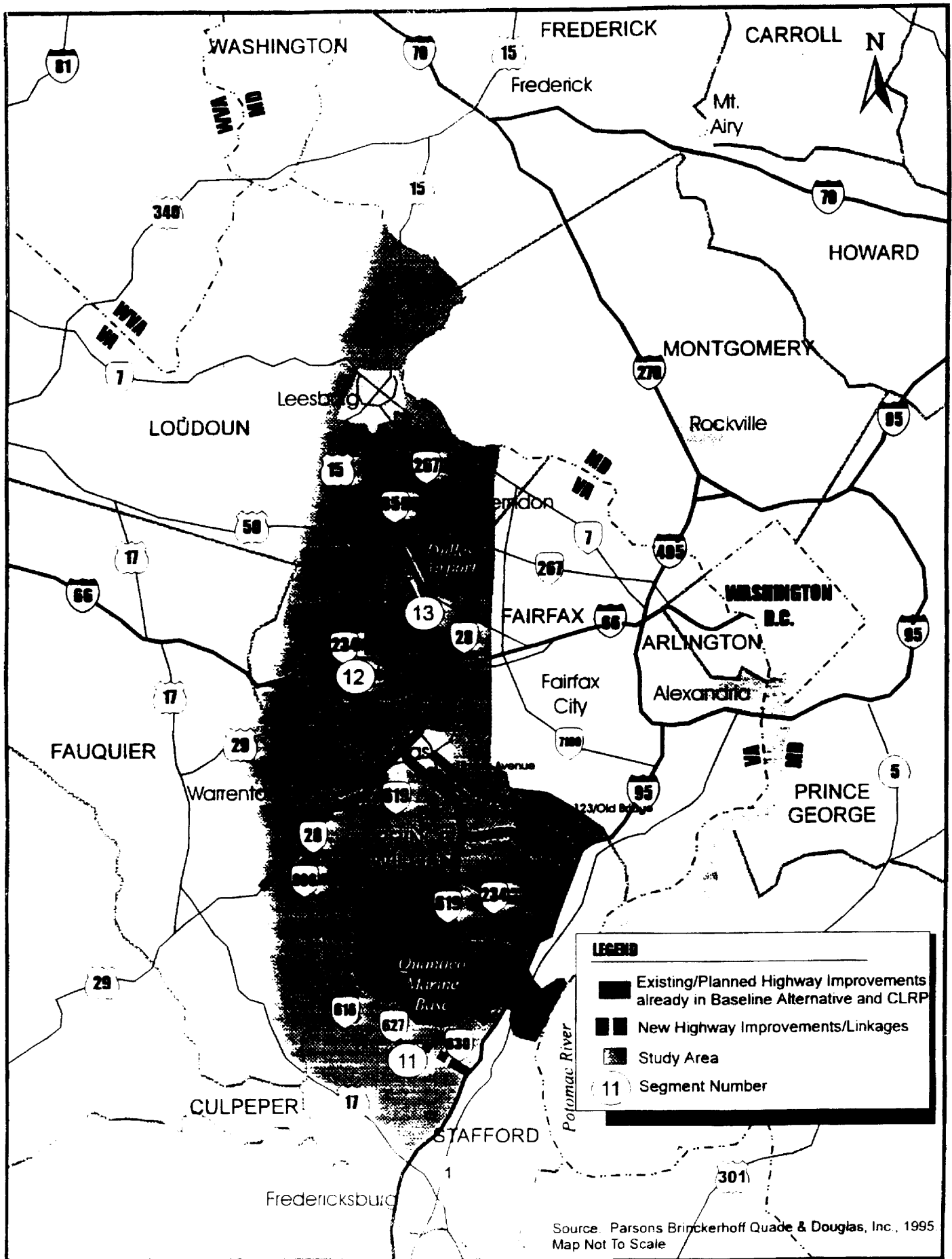
New Facility Alternative

The New Facility Alternative was defined as a four-lane, divided, limited access highway that could be designed as a parkway. For purposes of the study, the new facility corridor segments were considered as one-mile wide. The new facility would occupy 450 feet (see Figure 3) or less of right-of-way. The roadway would include sufficient median width for other transportation options beyond the year 2020.

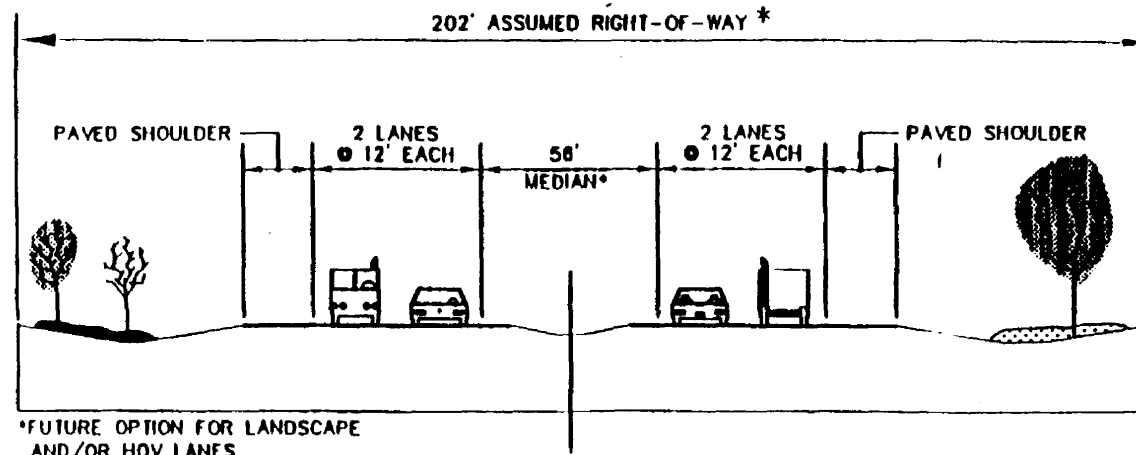
The 450 feet includes land area on the sides within the right-of-way for sufficient landscaping and hiking/bicycling trails. The roadway could be "depressed" in certain areas to minimize noise/visual impacts on surrounding development.

The roadway would be designed as a rural principal arterial, with the parkway features described above. The ultimate design goal would be to develop a transportation facility that fits into its environment and satisfies the study area's transportation need.

The new facility corridors that were studied in detail were the product of the detailed screening process discussed earlier. Combinations of 14 segments formed 14 full north-south corridor options from I-95 in Stafford County to VA Route 7 in Loudoun County. Table 1 and Figure 4 show the possible combinations of segments that make up potential New Facility Alternatives.

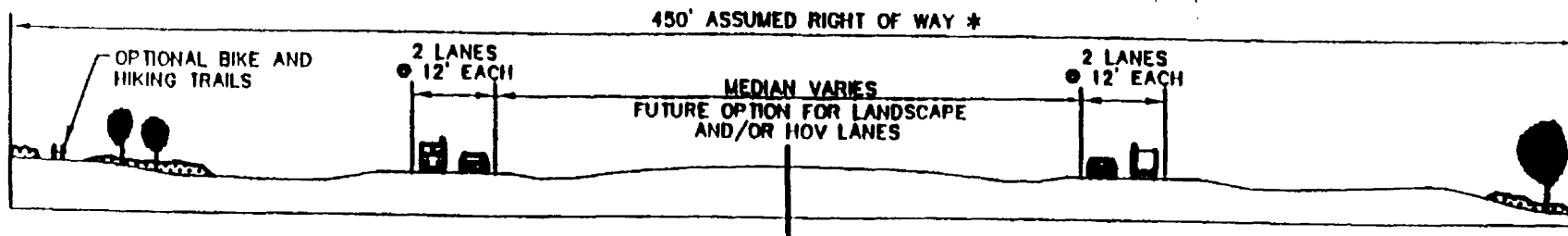


NEW FOUR-LANE FACILITY – 202-FOOT WIDE RIGHT-OF-WAY
NOT TO SCALE



* RIGHT-OF-WAY FOR CONSTRUCTION IS UNKNOWN
SOURCE PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC., 1996.

NEW FOUR-LANE FACILITY
NOT TO SCALE



* ULTIMATE RIGHT OF WAY COULD BE LESS
SOURCE PARSONS BRINCKERHOFF QUADE & DOUGLAC, INC., 1996.

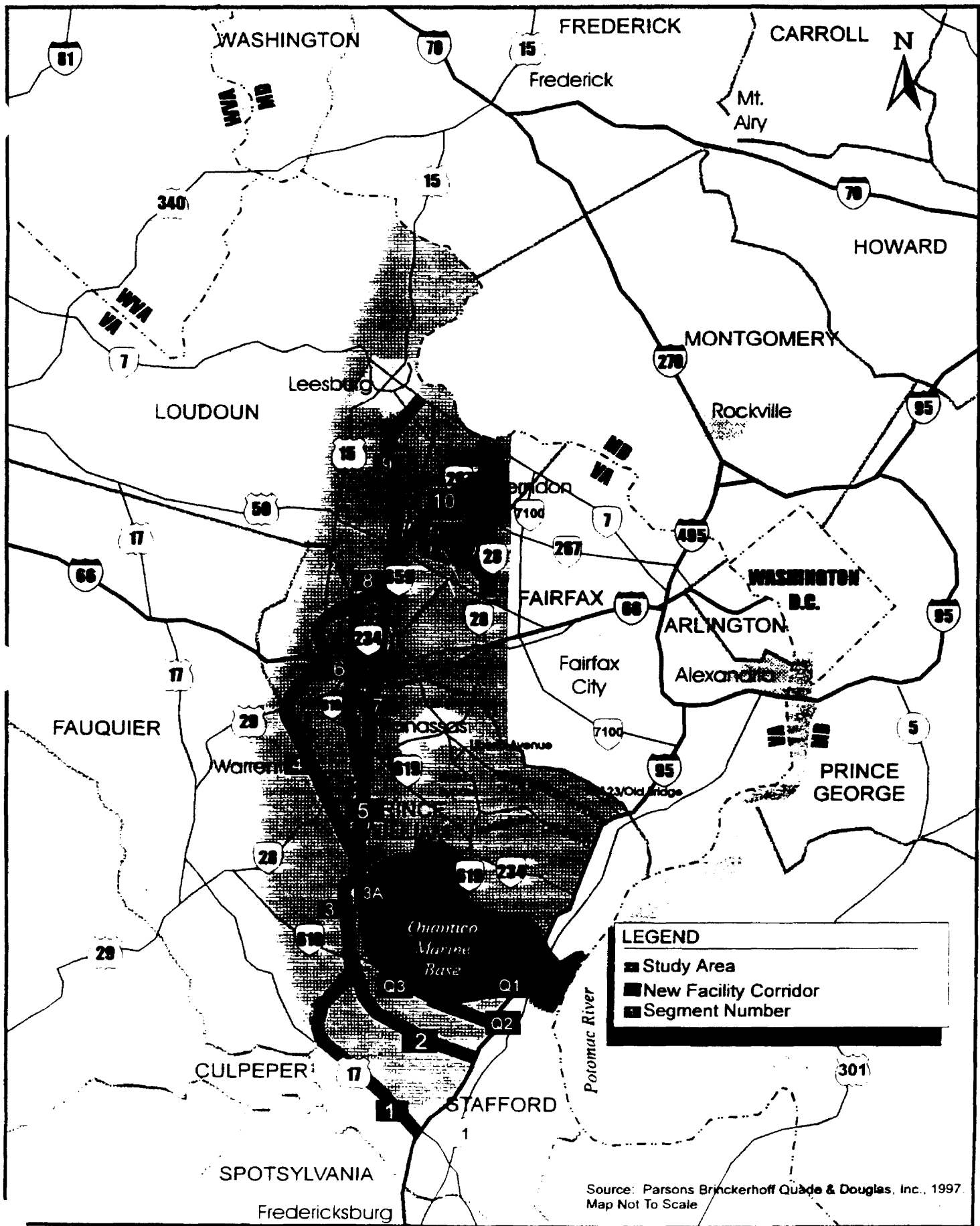


Table 1
Options for the New Facility Alternative

| Option | Segment | | | | | | | | | | Q1 | Q2 | Q3 | 3A | |
|--------|---------|---|---|---|---|---|---|---|---|----|----|----|----|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | | | |
| A | X | | X | X | | | | X | X | | | | | | |
| B | X | | X | X | | | | X | | X | | | | | |
| C | X | | X | | X | X | | X | X | | | | | | |
| D | X | | X | | X | X | | X | | X | | | | | |
| E | X | | X | | X | | X | | X | | | | | | |
| F | X | | X | | X | | X | | | X | | | | | |
| G | | X | X | X | | | | X | X | | | | | | |
| H | | X | X | X | | | | X | | X | | | | | |
| I | | X | X | | X | X | | X | X | | | | | | |
| J | | X | X | | X | X | | X | | X | | | | | |
| K | | X | X | | X | | X | | X | | | | | | |
| L | | X | X | | X | | X | | | X | | | | | |
| Q1 | | | | | X | | X | | X | | X | | X | X | X |
| Q2 | | | | | X | | X | | X | | | X | X | X | X |

Source: Parsons Brinckerhoff Quade & Douglas, Inc., 1996, 1997.

Note: X = included in that option

EVALUATION OF REFINED ALTERNATIVES

As discussed previously, goals and objectives were established for the Study to guide the development and evaluation of alternatives. Table 2 shows the summary comparison of the four alternatives that were considered based on the goals and objectives. Transportation and traffic, environmental elements, and capital costs all weighed equally in the decision-making process along with consideration of public comments.

FINDINGS

The results of the detailed analysis (land use, natural resources, travel forecasting and traffic, conceptual engineering, and capital cost estimating) of the four alternatives led to further public and agency input on selection of a preferred alternative(s) in the study area. Public hearings were held in November 1996, in each of the four counties to review the technical findings.

The WTCS Advisory Committee met in December 1996 and considered the technical analysis for the alternatives and public and agency comments. New Facility Segments 5, 7 and 9 (see Figure 4) were recommended by the Advisory Committee for further consideration; Segments 4, 6, 8 and 10 were dropped from further study. The Advisory Committee also requested that an additional corridor located in the vicinity of the perimeter of the Quantico Marine Corps (USMC) Base be evaluated (see Figure 4). The segments of that corridor formed two additional New Facility Alternative options, Q1 and Q2. Therefore Segments 5, 7 and 9 continue to be considered in alignment with two new segments in the vicinity of Quantico Marine Corps Base.

In addition, the Baseline, TSM and Links alternatives were dropped from further consideration as part of this Study.

The Quantico "perimeter" analysis focused on a comparison between the segments that were part of the Quantico perimeter segments and other study segments. These included new Segments Q1, Q2, Q3, and 3A as well as Segments 1 and 2 previously studied. Table 1 shows

**Western Transportation Corridor Study
Summary Evaluation Matrix**

| EVALUATION CRITERIA | ALTERNATIVES | | | | | |
|---|--------------|---------|----------|---------|-------------------|--|
| | BASELINE | TSM/TDM | LINKS ** | | | NEW FACILITY Option Q1: Q1+Q3+ 3A+5+7+9 |
| | | | 12 | 13 | 11, 12, and 13 | |
| GOAL 1: SOLUTION TO TRANSPORTATION TRAVEL NEEDS IN 2020 | | | | | | |
| Objective 1: Relieve Congestion | | | | | | |
| A Number of existing roadway links with improved Level of Service compared to Baseline (13 total links studied) | N/A | 0 | 1 | 1 | 1 | 5 |
| B Number of daily PM Peak period trips removed compared to the Baseline (average of 13 links studied) | N/A | 200 | -1,500 | -1,500 | -600 | 3,151 |
| C Average Daily Vehicle Trips for New Facility | | | | | | |
| at Stafford/Fauquier County Line | N/A | N/A | N/A | N/A | N/A | 36,000 |
| at Prince William/Loudoun County Line | N/A | N/A | N/A | N/A | N/A | 46,000 |
| at Dulles Airport | N/A | N/A | N/A | N/A | N/A | 38,000 |
| at Route 7 | N/A | N/A | N/A | N/A | N/A | 15,000 |
| Average Daily Vehicle Trips all alternatives | | | | | | |
| I-95 at Route 234 | 133,053 | 132,001 | 132,340 | 133,076 | 134,231 | 111,605 |
| I-95 at Route 123 | 175,653 | 175,653 | 160,041 | 174,572 | 173,889 | 167,307 |
| I-66 at Route 234 | 104,070 | 104,070 | 96,377 | 106,894 | 103,624 | 100,441 |
| I-66 at Route 28 | 140,656 | 140,454 | 139,019 | 137,950 | 136,676 | 139,304 |
| I-66 at Fairfax County Parkway | 173,486 | 173,486 | 169,653 | 167,122 | 166,851 | 166,380 |
| Route 15 between Route 7 and Route 50 | 15,413 | 15,403 | 9,658 | 13,783 | 9,079 | 7,438 |
| Route 17 at Stafford/Fauquier County Line | 23,067 | 23,067 | 21,904 | 22,930 | 21,796 | 16,353 |
| D Change in daily person hours of delay compared to the Baseline * | N/A | -5,000 | -38,000 | -44,000 | -49,000 | -81,934 |
| Change in daily vehicle hours of delay compared to the Baseline * | N/A | -4,000 | -29,000 | -34,000 | -38,000 | -63,026 |
| E Number of Intersections with increase of 10% or more in the traffic over the Baseline | N/A | N/A | 9 | 1 | 7 | 1 |
| F Number of intersections with decrease of 10% or more in traffic over the Baseline | N/A | N/A | 3 | 6 | 5 | 11 |
| Objective 2: Improve North/South Mobility | | | | | | |
| G Increase in capacity across several screen lines (vehicles per hour) | N/A | N/A | 4,800 | 9,600 | 14,400 | 18,000 |

**Table 2
Western Transportation Corridor Study
Summary Evaluation Matrix**

| EVALUATION CRITERIA | ALTERNATIVES | | | | | |
|--|--------------|---|--|---------|----------------|----------------------------------|
| | BASELINE | TSM/TDM | LINKS ** | | | NEW FACILITY |
| | | | 12 | 13 | 11, 12, and 13 | Option Q1: Q1+Q3+ 3A+5+7+9 |
| Objective 3: Improve Movement of Goods | | | | | | |
| I Increase in average regional system speed (miles per hour) compared to Baseline (PM Peak Period) | N/A | 0 | 0.4 | 0.4 | 0.4 | 0.5 |
| Objective 4: Improve Flexibility | | | | | | |
| J Flexibility to meet transportation needs beyond 2020 | N/A | Yes | Could be expected if right-of way available. | | | Potential to include HOV lanes. |
| GOAL 2: SENSITIVITY TO ENVIRONMENTAL ISSUES AND COMMUNITY NEEDS | | | | | | |
| Objective 1: Minimize Impacts to Sensitive Areas | | | | | | |
| A Number of historic/cultural sites potentially affected | N/A | 0 | 2 | 0 | 2 | 5 |
| B number of unavoidable wetland/stream crossings | N/A | 0 | 4 | 6 | 11 | 25 |
| C Acreage of unavoidable wetlands | N/A | 0 | 8 | 21 | 30 | 145 |
| D Drains to nearby drinking water reservoir (number of segments) | N/A | 0 | 0 | 0 | 0 | 2 |
| E Number of nearby threatened and endangered species locations | N/A | 0 | 0 | 3 | 4 | 11 |
| F Number of parklands and recreation areas potentially affected | N/A | 0 | 2 | 1 | 3 | 12 |
| Objective 2: Minimize Impacts on Traffic Patterns and Neighborhoods | | | | | | |
| G Change in regionwide vehicle miles traveled (VMT) as compared to Baseline (PM Peak Period) * | N/A | 0 | -41,000 | -18,000 | -26,000 | -148,000 |
| H Existing residential structures near alternatives | N/A | 0 | 89 | 95 | 253 | 2,034 |
| I Number of segments within options expected to have significant residential growth | N/A | 0 | 0 | 0 | 0 | 3 |
| Objective 3: Support Maintenance of Air Quality Standards | | | | | | |
| J Change in regionwide emissions of air pollutants compared to Baseline (tons/day) | N/A | Changes for all alternatives compared to the Baseline Alternative are less than a 1% improvement. | | | | |
| Carbon Monoxide | N/A | -25 | -125 | | | -250 |
| Hydrocarbons | N/A | -2 | -6 | | | -10 |
| Nitrogen Oxides | N/A | -3 | -0.6 | | | 1 |

14

T:
Western Transportation Corridor Study
Summary Evaluation Matrix

| EVALUATION CRITERIA | ALTERNATIVES | | | | | |
|--|--------------|-------------|---|-------------|----------------|----------------------------------|
| | BASELINE | TSM/TDM | LINKS ** | | | NEW FACILITY |
| | | | 12 | 13 | 11, 12, and 13 | Option Q1: Q1+Q3+ 3A+5+7+9 |
| H Reduce north/south travel time (minutes) to selected locations compared to Baseline (PM Peak Period) | | | | | | |
| To Leesburg | | | | | | |
| From Manassas | N/A | N/A | 6 | 2 | 6 | 10 |
| From Gainesville | N/A | N/A | 1 | 0 | 1 | 1 |
| From Route 17/I-95 | N/A | N/A | 5 | 2 | 5 | 22 |
| To Dulles Airport | | | | | | |
| From Manassas | N/A | N/A | 5 | 5 | 5 | 6 |
| From Gainesville | N/A | N/A | 3 | 2 | 3 | 4 |
| From Route 17/I-95 | N/A | N/A | 3 | 5 | 5 | 17 |
| To Route 17/I-95 | | | | | | |
| From Manassas | N/A | N/A | N/A | N/A | N/A | 12 |
| From Gainesville | N/A | N/A | N/A | N/A | N/A | 6 |
| To Sterling(Route 7 and Route 20) | | | | | | |
| From Manassas | N/A | N/A | 5 | 5 | 5 | 8 |
| From Gainesville | N/A | N/A | 2 | 2 | 2 | 5 |
| From Route 17/I-95 | N/A | N/A | 2 | 2 | 3 | 17 |
| I Peak period travel time to Dulles Airport in minutes from: | | | | | | |
| I-95/Route 17 | 71 | 71 | 67 | 65 | 65 | 53 |
| I-95/Route 234 | 55 | 55 | 55 | 52 | 52 | 55 |
| I-95/Route 123 | 45 | 45 | 45 | 42 | 42 | 45 |
| I-95/I-395 | 33 | 33 | 33 | 33 | 33 | 33 |
| J Average Continuous Daily Vehicle Trips from I-95: | | | All alternatives would be the same as the Baseline Alternative because these reflect daily trips to and from specific areas, not specific trips on specific roadways. | | | |
| to the Dulles Airport area | 3,050 | | | | | |
| to Route 7 | 450 | | | | | |
| Continuous Peak Hour Trips | | | | | | |
| to Dulles Airport | 310 | | | | | |
| to the Leesburg/Route 7 area | 33 | | | | | |
| K. Total daily vehicle miles traveled (VMT) in the region, including Northern Virginia *** | 220,471,000 | 220,471,000 | 220,430,000 | 220,452,000 | 220,445,000 | 220,322,000 |

15

**Table 2
Western Transportation Corridor Study
Summary Evaluation Matrix**

| EVALUATION CRITERIA | ALTERNATIVES | | | | | |
|--|---|---------|----------|-------|----------------|----------------------------------|
| | BASELINE | TSM/TDM | LINKS ** | | | NEW FACILITY |
| | | | 12 | 13 | 11, 12, and 13 | Option Q1: Q1+Q3+ 3A+5+7+9 |
| Objective 4: Support Emerging Growth Patterns | | | | | | |
| K Number of segments with options expected to have significant commercial/industrial/mixed use development that is already planned. | N/A | 0 | 0 | 1 | 1 | 3 |
| Objective 5: Consistency with Regional Plans/Policies | | | | | | |
| All alternatives are generally compatible with future land use plans and regional policy and are located to serve existing and emerging activity centers. Elements of the Upgrade/Link Alternative are planned roadways that are not part of the Constrained Long Range Plan for the region, but are included in the counties' transportation plans. There could be additional development pressure in the area of new interchanges with the New Facility Alternative; however, it is up to each county to determine whether zoning and comprehensive plan changes would be appropriate. | | | | | | |
| GOAL 3: CONSIDER ECONOMIC IMPACTS | | | | | | |
| Objective 1: Consider the capital costs of each alternative | | | | | | |
| A Relative capital costs (in millions) (450-foot ROW for New Facility or 200-foot ROW for New Link) | N/A | \$38 | \$140 | \$301 | \$497 | \$1,058 |
| B Capital costs for 202-foot ROW for New Facility (in millions) | | | | | | \$957 |
| Objective 2: Consider Capital Funding Program that is affordable | | | | | | |
| C Feasible capital funding program | All alternatives could be funded through a variety of mechanisms; however, the region may need to establish funding priorities. | | | | | |
| Objective 3: Support the Economic goals of the study area | | | | | | |
| D Improvements in travel times to activity centers | See data shown in H under Goal 1. | | | | | |

Source Parsons Brinckerhoff Quade & Douglas, Inc., September 1997.

* = Please note negative number indicates improvement.

** = Although Segment 11 is important, it would not significantly affect north-south travel in the region and, therefore, was not modeled individually.

*** = 1990 VMT is 137,025,000, therefore, VMT for 2020 is approximately a 60% increase.

the segment combinations that could be combined with Segments 5, 7 and 9 to form additional New Facility Alternative Options from I-95 to Route 7. Segments Q1 and Q2 provide alternative connections to I-95 between Quantico and the existing Route 610 interchange.

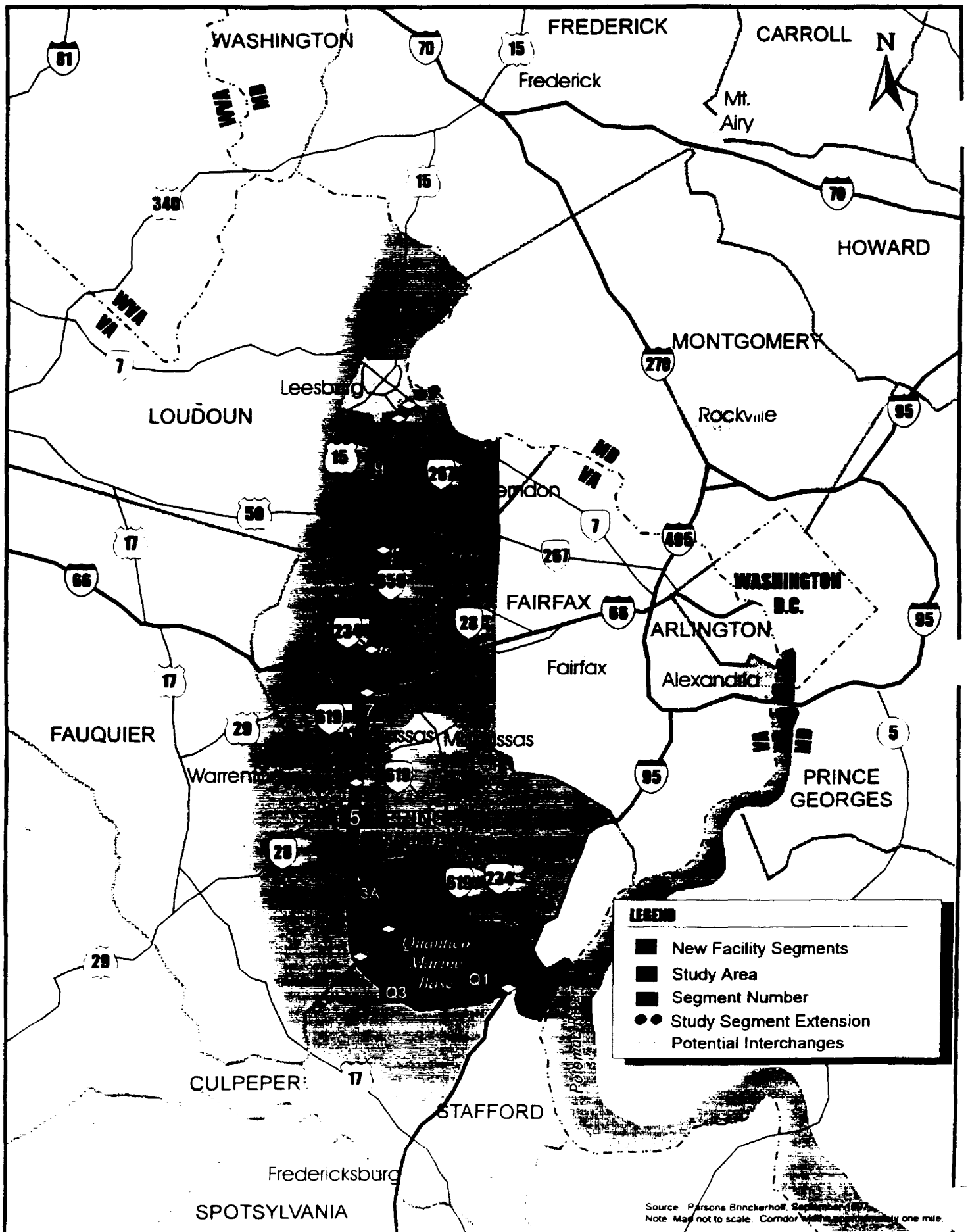
Segment Q3 is a one-mile wide corridor that is both in Stafford County and on the Quantico Marine Corps Base property. Since the final right-of-way requirements would be less than 450 feet (between 202 feet to a maximum of 450 feet), this segment could be entirely in Stafford County, entirely in the Quantico Marine Corps Base or in a combination of the two. Segment 3A is that portion of Segment 3 that would be combined with the Quantico Excursion segments to meet with Segment 5 and continue south to complete a New Facility (see Table 1).

An additional public meeting was held on August 5, 1997 in Stafford County to present the results of the additional study for the Quantico perimeter segments. Following that meeting, the Advisory Committee met on September 5, 1997. The Advisory Committee passed a resolution recommending that the New Facility Alternative be carried forward for additional study (environmental impact statement) including Segments Q1, Q3, 3A, 5, 7, and 9 (see Figure 5). In addition, resolutions were passed by the five counties represented on the Advisory Committee: Fairfax, Fauquier, Loudoun, Prince William and Stafford Counties (see Appendix B).

The recommendation was presented at a workshop of the Commonwealth Transportation Board (CTB) on September 17, 1997. The CTB approved a similar resolution on September 18, 1997 (see Appendix C).

CONCLUSION

Based on the recommendations of the CTB, the New Facility Alternative which comprised Segments Q1, Q3, 3A, 5, 7, and 9 will be carried forward as part of the NEPA process. A Baseline Alternative also will be carried forward into further study as required by the NEPA process as adopted by the Federal Highway Administration. As part of the NEPA process, other transportation alternatives may emerge and be evaluated, including variations of the Links Alternative.



APPENDIX A

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46

SENATE JOINT RESOLUTION NO. 35

Requesting the Secretary of Transportation to establish the Western Transportation Corridor Study Policy Advisory Committee.

Agreed to by the Senate, February 27, 1996
Agreed to by the House of Delegates, February 23, 1996

WHEREAS, the planning, design, right-of-way acquisition, and ultimate construction of a highway to serve as a connector between Interstate Routes 95, 81, and 70 in Northern Virginia is critical to the encouragement and management of future economic growth in the Washington, D.C., metropolitan region; and

WHEREAS, construction of such a highway is critical in providing southern and western access to Washington Dulles International Airport and improved southern access to the Virginia Inland Port at Front Royal, Virginia; and

WHEREAS, a major investment study (MIS) for the Northern Virginia Western Transportation Corridor currently is being conducted by the Virginia Department of Transportation; and

WHEREAS, two series of public meetings have been held regarding corridor feasibility; and
WHEREAS, public hearings connected with this study will be held in spring 1996; and

WHEREAS, the MIS is expected to be completed by mid-1996, with recommendations and decisions based on that study to be presented to the Northern Virginia Transportation Coordinating Council, metropolitan planning organizations, the Commonwealth Transportation Board, and other regional transportation commissions; and

WHEREAS, upon completion of the study, the recommendations will be considered by the metropolitan planning organizations in Northern Virginia and Fredericksburg to be incorporated in their adopted long-range transportation plans; and

WHEREAS, there is a need for early participation by appropriate elected and appointed local, regional, and state public officials in the MIS efforts so as to (i) facilitate the development of recommendations and decisions arising from the MIS and (ii) encourage the future cooperation and coordination of planning, preliminary engineering, designing, acquiring rights-of-way, funding, and constructing any such highway; and

WHEREAS, the Secretary of Transportation, the Department of Transportation and the Department of Rail and Public Transportation have established policy advisory committees for other studies such as the Dulles Corridor Rail and I-66 Corridor; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Secretary of Transportation be requested to establish the Western Transportation Corridor Study Policy Advisory Committee to assist the Departments of Transportation and Rail and Public Transportation in completing the aforementioned MIS on a timely and coordinated basis; and, be it

RESOLVED FURTHER, That such advisory committee shall consist of the following members: one member each of the Commonwealth Transportation Board, the Metropolitan Washington Airports Task Force, and the Bypass Alternatives Review Committee and, upon the recommendation of the respective Boards of Supervisors, one member each of the Boards of Supervisors of the Counties of Fairfax, Fauquier, Loudoun, Prince William, and Stafford, to be appointed by the Secretary of Transportation; and, be it

RESOLVED FINALLY, That the Departments of Transportation and Rail and Public Transportation shall complete their work on the MIS in time to submit their findings and recommendations to the Governor and the 1997 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX B

Moved by _____,

Seconded by _____ that,

WHEREAS, the initial public information/participation meetings were held concerning the Major Investment Study (MIS) for the Western Transportation Corridor (originally called the Western Washington Bypass Study (WTCS)) on June 19, 1995 at the P. B. Smith Elementary School in Warrenton, on June 20, 1995 at the Stonewall Jackson High School in the City of Manassas; on June 21, 1995 at the Sterling Middle School in the community of Sterling; on June 22, 1995 at the Stafford Senior High School in the community of Falmouth, for the purpose of identifying issues and concerns of community members and stakeholders likely to be affected by the project, and to describe the purpose of the Study, identify the conceptual alternatives, the goals of the Study, and to increase public awareness and to receive citizens' comments with regard to the Study for the Western Transportation Corridor which encompasses portions of Fairfax, Fauquier, Loudoun, Prince William, and Stafford Counties; State Project R000-966-102, PE-100; R000-96A-101, PE-100; and,

WHEREAS, in the Western Transportation Corridor Study area by the year 2020, population growth is projected to increase by 114 percent and employment growth is projected to increase by 148 percent compared to 1990 totals; and,

WHEREAS, based on local land use and transportation plans, this population and employment growth will likely lead to increased congestion on primary and local service roads and a need for additional traffic capacity; and,

WHEREAS, in the year 2020 north-south travel within northern Virginia is expected to increase by 60 percent compared to 1990, and north-south travel between Loudoun and Prince William Counties is expected to increase by over 200 percent compared to 1990; and,

WHEREAS, the increased growth in population and employment in the Western Transportation Corridor Study area will lead to increased use and demand on services at Washington Dulles International Airport; and,

WHEREAS, evaluation of the Western Transportation Corridor Study area found the need for improved north-south linkages for commuters and improved access to the Washington Dulles International Airport, particularly from the south and west; and,

WHEREAS, regional transportation access and options between I-95 in Stafford County and activity centers to the north, particularly Washington Dulles International Airport need to be preserved; and,

WHEREAS, further public information/participation meetings were held on November 27, 1995 at the Stonewall Jackson High School in the City of Manassas; on November 29, 1995 at the Sterling Middle School in the community of Sterling; on November 30, 1995 at the Holiday Inn North in Stafford County and on December 4, 1995 at the Cedar-Lee Middle School in the community of Bealeton, to update the public on the initial study findings, to display the alternative corridors proposed for more detailed study, and to

receive citizen comments regarding the proposed alternative corridors; and,

WHEREAS, public information/participation meetings were then held to present the findings of the Major Investment Study for the Western Transportation Corridor on November 13, 1996 at the Stonewall Jackson High School in Prince William County; on November 14, 1996 at the Stafford Senior High School in Stafford County; on November 20, 1996 at the Liberty High School in Fauquier County; on November 21, 1996 at the Farmwell Station Middle School in Loudoun County, to take oral and written comment from the public concerning the New Facility alternatives, which were compiled into a transcript of these proceedings; and,

WHEREAS, the Western Transportation Corridor Study Policy Advisory Committee met in December 1996, and recommended further consideration of the New Facility, Segments 5, 7, and 9 and elimination from further study of Segments 4, 6, 8 and 10; and,

WHEREAS, the Western Transportation Corridor Study Policy Advisory Committee further recommended additional analysis for an alternative corridor located in the area that borders the United States Marine Corps Base at Quantico and Stafford County; and,

WHEREAS, the alternative corridor located in the area that borders the United States Marine Corps Base at Quantico and Stafford County was presented at a public information/participation meeting on August 5, 1997 and public comment was

WHEREAS, the U.S. Marine Corps has indicated that a "conceptual alignment" developed by VDOT was "not doable as proposed without mitigation", thereby indicating the need to move forward to the development of the Environmental Impact Statement and design phases in which necessary and requested mitigation could be identified; and,

WHEREAS, the U.S. Marine Corps has indicated that their guidelines for an acceptable alignment could be summarized as:

- * No net loss for training opportunities at the Marine Corps Base on air or ground;
- * No additional cost to the Marine Corps;
- * No growth along the WTC that encroaches on the Marine Corps Base and its training mission;
- * No increase in Marine Corps Environmental Compliance liability;
- * Marine Corps retains ownership of land within its current boundaries;
- * Full compliance with all Department of Defense/Department of the Navy policies on environment and land use;
- * All non-monetary impacts should be mitigated to the lowest level possible; and,

WHEREAS, Fauquier and Stafford Counties have indicated their willingness to amend their County Comprehensive Plans to include a 1,500-foot military impact overlay district along their boundaries with the Quantico Marine Base should that prove of interest to the U.S. Marine Corps as the more detailed study process unfolds; and,

WHEREAS, by resolution dated September 5, 1997, with a vote of 5 yeas, 1 nay and one abstention the Advisory Committee for the Western Transportation Corridor Study:

- 1) Opposed New Facility Segments 1 and 2 in Stafford County and recommended study of a New Facility Segment to identify a connection between I-95 and new Facility Segment 3 at the Prince William/Fauquier County boundary through environmental (EIS) and design processes, with the intent to pursue an alignment in the vicinity (if not wholly within) the perimeter of the Quantico Marine Base in accordance with the processes mentioned; and,

- 2) There be a connection to Segment 3A and the Fauquier/Prince William County boundary, Segments 3, 5 and 7 in Prince William County, which essentially follows the power line easement, and Segment 9 within Loudoun county, and for purposes of detailed study, extending Segment 9 north of Route 7 to the Potomac River; and

- 3) The future study of the New Facility alignment consider the sensitivity to existing development, agricultural lands, historic properties including the Manassas National Battlefield Park and the natural environment; and,

- 4) The Committee recommends that the New Facility be a limited access parkway-style facility usable by trucks, and that future study determine the right of way, financing options and timing of construction; and,

- 5) The Commonwealth of Virginia is requested to continue discussions with Maryland state and local officials to include study of a new Potomac River crossing that would connect to the new Facility, Segment 9, in Loudoun County in recognition of the growing needs to provide an alternative to Route 15 for the increasing volume of north-south traffic in general, and in particular for a new river crossing east of Leesburg to serve the growing volume of Maryland and interstate traffic passing through Loudoun County; and,

- 6) This Committee recommends that U.S. Highway 15 north of Leesburg remain a two-lane highway; and,

- 7) VDOT is requested to assess local traffic needs in Leesburg associated with Cross Trail Boulevard, River Creek Parkway and their realignment; and,

- 8) No alignment be located through the historic Balls Bluff National Cemetery and its surrounding park; and,

- 9) For the purposes of further detailed study in Prince William County; considerable latitude be allowed in Segment 7 near the Manassas National Battlefield Park, and that Segment 7 be expanded further east to include the area of the Route 29 Bypass (Battlefield Bypass) VDOT MIS study, taking into account the impact on historical lands, residential communities west and east of the power line, and the environment; and,

- 10) Segment 5 avoid residential areas as much as possible, and act as a buffer between the Linton Hall residential area and the industrial corridor with particular attention to the recommendations of the Prince William County "Western Transportation Corridor Mitigation Committee"; and,

- 11) Request that the Commonwealth Transportation Board reconfirm its standing position in support of additional study of an Eastern Bypass around Washington, D.C.; and,

- 12) Request to direct VDOT to narrow the corridor through the EIS process and to expedite location efforts as much as possible in recognition of the anxiety neighborhoods may feel as to whether they ultimately will be directly impacted by the New Facility.

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed corridors for the Western Transportation Study, and their statements being duly recorded; and,

WHEREAS, the economic, social, and environmental effects of the various corridor areas have been examined and given proper consideration to this level, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED that the Board expresses its good faith intent to address all the conditions described by the U.S. Marine Corps related to use of the Quantico Excursion alignment within Segments 3A, Q3 and Q1 to identify a connection between I-95 and new Facility Segment 3 at the Prince William/Fauquier County boundary, through the environmental (EIS) and design processes, with the intent to pursue a location within the Quantico Excursion alignment Segments Q1 and Q3, in Stafford and Fauquier Counties, a connection to Segment 3A at the Fauquier/Prince William County

boundary, Segments 3, 5, and 7 in Prince William County, which essentially follows the power line easement, and Segment 9 within Loudoun County, and for purposes of detailed study, extending Segment 9 north of Route 7 to the Potomac River all of which has been recommended by the Western Transportation Corridor Policy Advisory Committee.

BE IT FURTHER RESOLVED that the Board directs VDOT to initiate discussions with state and local officials in the State of Maryland to initiate a study of a new river crossing of the Potomac river that would connect to the New facility, Segment 9 in Loudoun county in recognition of the need to provide an alternative to Route 15 to accommodate the growing volume of north-south traffic and of the need to provide for a new river crossing east of Leesburg to serve the growing volume of Maryland and interstate traffic passing through Loudoun County.

BE IT FURTHER RESOLVED that the Board expresses its sentiment that Route 15 should remain a two-lane roadway.

BE IT FURTHER RESOLVED that VDOT will assess local traffic needs in Leesburg associated with Cross Trail Boulevard, River Creek Parkway and their realignment and connection to Route 7.

BE IT FURTHER RESOLVED that the Board directs that no alignment be located though the historic Balls Bluff National Cemetery and its surrounding park.

BE IT FURTHER RESOLVED that for the purposes of further detailed location study in Prince William County considerable latitude be allowed in Segment 7 near the Manassas National Battlefield Park and that for the purposes of study, Segment 7 should be expanded further east to include the area of the Route 29 Bypass (Battlefield Bypass) VDOT MIS Study, taking into account the impact on historical lands, residential communities west and east of the power line, and the environment.

BE IT FURTHER RESOLVED that Segment 5 avoid residential areas as much as possible, and act as a buffer between the Linton Hall residential area and the industrial corridor.

BE IT FURTHER RESOLVED that the Board reconfirms the Commonwealth of Virginia's standing position in support of study of the development of an eastern bypass around Washington, D.C.

BE IT FURTHER RESOLVED that the Board directs VDOT to expedite location efforts as much as possible in recognition of the anxiety neighborhoods may feel as to whether they ultimately will be directly impacted by the New Facility.

APPENDIX C

Resolution as adopted by the Advisory Committee on the Western Transportation Corridor:

WHEREAS, a Major Investment Study (MIS) was initiated in June, 1995, by the Commonwealth Secretary of Transportation to study the need for, and effects of, transportation improvements in the western portion of the Northern Virginia region;

WHEREAS, in accordance with Senate Joint Resolution 35 the Commonwealth Secretary of Transportation established this Advisory Committee in February, 1996, to guide this MIS, which is being conducted by a study team under contract to the Virginia Department of Transportation, and to provide to the Secretary of Transportation a recommendation regarding the MIS results and findings;

WHEREAS, this Committee has studied the extensive MIS reports and the Committee members have carefully considered the views of their constituents in the five counties most concerned;

WHEREAS, in the Western Transportation Corridor ("WTC") Study area by the year 2020, compared to 1990 totals, population growth is projected to increase by 114 percent and employment growth is projected to increase by 148 percent;

WHEREAS, based on local land use and transportation plans, this population and employment growth will likely lead to increased congestion on primary and local service roads and a need for additional traffic capacity;

WHEREAS, by the year 2020, compared to 1990, north-south travel within Northern Virginia is expected to increase by 60 percent, and north-south travel between Loudoun and Prince William Counties is expected to increase by over 200 percent;

WHEREAS, the increased growth in population and employment in the WTC Study area will lead to greatly increased use and demand on passenger and cargo services at Washington Dulles International Airport;

WHEREAS, evaluation of the WTC Study area has found the need for improved north-south linkages for commuters and improved access to Dulles Airport, particularly from the south and west;

WHEREAS, the Board of Directors of the Metropolitan Washington Airports Authority on December 4, 1996 adopted Resolution No. 96-12, a copy of which is attached, endorsing the selection of a "build option" for the WTC on a new alignment as soon as possible;

WHEREAS, adequate regional planning requires that transportation access and options between I-95 in Stafford County and activity centers to the north, particularly Dulles Airport, be preserved;

WHEREAS, a public information participation meeting was held to present the findings of the MIS for the WTC on November 13, 1996 at the Stonewall Jackson High School in Prince William County; on November 14, 1996 at the Stafford Senior High School in Stafford County; on November 20, 1996 at the Liberty High School in Fauquier County; and on November 21, 1996 at the Farmwell Station Middle School in Loudoun County, to take oral and written comments from the public, which were compiled into a transcript of these proceedings;

WHEREAS, this Committee met in December 1996 and recommended further consideration of a New Facility, of the Consultants' and VDOT staff studies and comments, of Segments 5, 7 and 9 and the elimination from further study of Segments 4, 6, 8 and 10 of the MIS;

WHEREAS, this Committee further recommended additional analysis of an alternative corridor located in the area that borders the United States Marine Corps Base at Quantico and Stafford County, and such analysis was presented to a public information participation meeting for consideration on August 5, 1997, at which public comment was taken;

WHEREAS, the U.S. Marine Corps has indicated a "conceptual alignment" developed by VDOT was "not doable" as proposed without mitigation, thereby indicating the need to move towards the development of an Environmental Impact Statement ("EIS"), and phases for specific locations in which necessary and requested mitigation could be identified;

WHEREAS, the U.S. Marine Corps has indicated that their guidelines for and acceptable alignment could be summarized as:

- * No net loss for training opportunities at the Marine Corps Base on air or ground;
- * No additional cost to the Marine Corps;
- * No growth along the WTC that encroaches on the Marine Corps Base and its training mission;
- * No increase in Marine Corps Environmental Compliance liability;
- * Marine Corps retain ownership of land within its current boundaries;
- * Full compliance with all Department of Defense/Department of the Navy policies on environment and land use;
- * All-non-monetary impacts should be mitigated to the lowest level possible;

WHEREAS, Fauquier and Stafford Counties have indicated their willingness to amend their County Comprehensive Plans to include a 1,500-foot military impact overlay district along their boundaries with the Quantico Marine Base should that prove of interest to the U.S. Marine Corps as the more detailed study process unfolds;

NOW, THEREFORE, BE IT RESOLVED BY THIS ADVISORY COMMITTEE THAT:

1. This Committee opposes New Facility Segments 1 and 2 in Stafford County, and recommends study of a New Facility Segment to identify a connection between I-95 and New Facility Segment 3 at the Prince William/Fauquier County boundary through environmental (EIS) and design processes, with the intent to pursue an alignment in the vicinity (if not wholly within) the perimeter of the Quantico Marine Base in accordance with the processes mentioned;
2. There be a connection to Segment 3A and the Fauquier/Prince William County boundary, Segments 3, 5 and 7 in Prince William County, which essentially follows the power line easement, and Segment 9 within Loudoun County, and for purposes of detailed study, extending Segment 9 north of Route 7 to the Potomac River;
3. The future study of the New Facility alignment consider the sensitivity to existing development, agricultural lands, historic properties including the Manassas National Battlefield Park and the natural environment;
4. This Committee recommends that the New Facility be a limited access parkway-style facility usable by trucks, and that future study determine the right of way, financing options and timing of construction;
5. The Commonwealth of Virginia is hereby requested to continue discussions with Maryland state and local officials to include study of a new Potomac River crossing that would connect to the New Facility, Segment 9, in Loudoun County in recognition of the growing needs to provide an alternative to Route 15 for the increasing volume of north-south traffic in general, and in particular for a new river crossing east of Leesburg to serve the growing volume of Maryland and interstate traffic passing through Loudoun County;
6. This Committee recommends that U.S. Highway 15 north of Leesburg remain a two-lane highway;
7. VDOT is requested to assess local traffic needs in Leesburg associated with Cross Trail Boulevard, River Creek Parkway and their realignment;
8. No alignment be located through the historic Ball's Bluff National Cemetery and its surrounding park;
9. For the purposes of further detailed study in Prince William County; considerable latitude be allowed in Segment 7 near the Manassas Battlefield National park, and that Segment 7 be expanded further east to include the area of the Route 29 Bypass (Battlefield Bypass) VDOT MIS study, taking into account the impact on historical lands, residential communities west and east of the power line, and the environment;

10. Segment 5 avoid residential areas as much as possible, and act as a buffer between the Linton Hall residential area and the industrial corridor with particular attention to the recommendations of the Prince William County "Western Transportation Corridor Mitigation Committee; and,

BE IT FURTHER RESOLVED that the Commonwealth of Virginia is requested to reconfirm its standing position in support of additional study of an Eastern Bypass around Washington, D.C.; and,

BE IT FURTHER RESOLVED that the Commonwealth Transportation Board is requested to direct VDOT to narrow the corridor through the EIS process and to expedite location efforts as much as possible in recognition of the anxiety neighborhoods may feel as to whether they ultimately will be directly impacted by the New Facility.

September 5, 1997

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on Monday, January 27, 1997, at which meeting a quorum was present and voting, the following resolution was adopted:

WESTERN TRANSPORTATION CORRIDOR

WHEREAS, the Virginia Department of Transportation (VDOT) has been conducting a Major Investment Study (MIS) of alternatives for construction of a western transportation corridor to improve regional access between Interstate 95 in Stafford County and Dulles International Airport in Northern Virginia; and

WHEREAS, traffic growth between the western counties is projected to grow significantly between now and the Year 2010 and 2020 based on the land use plans of the affected jurisdictions; and

WHEREAS, a "no-build" decision would not provide any additional capacity to accommodate this increased travel demand and would be destructive to neighborhoods and community interests by adding additional traffic and congestion to existing roadways and inhibit future additional access to Dulles Airport;

WHEREAS, the determination of the precise right-of-way, financing options and construction timing will depend on the alignment that is established through the MIS process; and

NOW, THEREFORE, BE IT RESOLVED that the Fairfax County Board of Supervisors does hereby:

1. Oppose the "no-build" option and support the need to adopt a corridor for this facility so that additional studies can be done towards establishing an alignment which is necessary to protect right-of-way for future implementation;
2. Support a western corridor alignment that protects and preserves options for this important transportation connection and continue to work with the Counties of Prince William, Loudoun, Stafford and Fauquier to develop consensus on the specifics of that alignment;
3. Support the further pursuit of an additional Potomac River crossing.

4. Reaffirm its previous position in opposition to the use of Route 28 as an alternative for this corridor.
5. Reaffirm its position adopted in 1990 which stated that:
 - If monies are provided to the outer beltway, that monies also be provided for the existing beltway for improvements towards both widening and transit usage in that corridor; and
 - It is the preference of the Board that the eastern bypass be given priority.

BE IT FURTHER RESOLVED that the Western Corridor Policy Advisory Committee must continue to be actively involved in subsequent activities related to this study.

A Copy Teste:



Nancy Vehrs

Clerk to the Board of Supervisors

RESOLUTION

A RESOLUTION TO AUTHORIZE A SPECIFIC WESTERN
TRANSPORTATION CORRIDOR

WHEREAS, an ad hoc committee on the proposed Western Transportation Corridor has been created composed of six elected officials representing Stafford, Prince William and Fauquier Counties; and

WHEREAS, Chairman Mangum and Supervisor Burton represent Fauquier County on the aforesaid ad hoc Western Transportation Corridor Committee; and

WHEREAS, after several meetings of the ad hoc committee, the committee has reached consensus on a Western Transportation Corridor proposal as follows:

1. Segments 1 and 2 shall be deleted from further consideration.
2. The ad hoc committee endorses Segment Q3, a 1,500 foot Transportation Overlay Corridor along the periphery of the Quantico Marine Base, with the understanding that measures will be in place to mitigate impacts on residential development, public facilities, and the environment, and with the further understanding that the exact route must be acceptable to appropriate Quantico Marine Base officials and the governing bodies of the Counties of Fauquier, Stafford and Prince William.
3. The three jurisdictions agree that their respective Comprehensive Plans shall be amended to include a permanent 1,500 foot Transportation Corridor Overlay District that conforms with Segments Q3 and 3A as depicted on the Western Transportation Corridor Study Map dated October 19, 1996; and

WHEREAS, it is understood that the Western Transportation Corridor map, labeled as Attachment A, shall be considered a defining part of this resolution; now, therefore, be it

RESOLVED by the Fauquier County Board of Supervisors this 1st day of April 1997, That the Western Transportation Corridor recommendations of the ad hoc Fauquier/Prince William/Stafford Committee be, and are hereby, adopted as the official Fauquier County position regarding an acceptable Western Transportation Corridor Alignment; and, be it

RESOLVED FURTHER, That, if for any reason, the Virginia Department of Transportation and/or the Commonwealth of Virginia do not adopt the proposed alignment of the three County ad hoc Committee, then, the 'NO BUILD' alternative becomes the default position of Fauquier County.

A Copy Teste:



G. Robert Lee
County Administrator



Loudoun County, Virginia

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000
703/777-0200 • Metro: 703/478-8439 • Fax: 703/777-0320

At a meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison Street, S.E., Leesburg, Virginia, on Wednesday, May 7, 1997 at 9:00 a.m.

PRESENT: Dale Polen Myers, Chairman
Joan G. Rokus, Vice Chairman
Lawrence S. Beerman II
- James G. Burton
Helen A. Marcum
David G. McWatters
Eleanore C. Towe
Scott K. York
Steven D. Whitener

IN RE: LAND USE COMMITTEE REPORT/REAFFIRMATION OF RESOLUTION
OF SUPPORT/WESTERN TRANSPORTATION CORRIDOR

Mr. McWatters moved that the Board of Supervisors approve the attached Resolution which reaffirms the Resolution of Support for the Western Transportation Corridor.

Seconded by Mr. Burton.

Voting on the Amended Motion: Supervisors Myers, Beerman, Marcum, McWatters, Rokus, Whitener and York - Yes; Burton and Towe - No.

A COPY TESTE:

Patsy L. Matthews

DEPUTY CLERK FOR THE LOUDOUN COUNTY
BOARD OF SUPERVISORS

PLM:REMAY7A.97

**WESTERN TRANSPORTATION CORRIDOR
APPROVED MAY 7, 1997**

WHEREAS, the Western Transportation Corridor Advisory Committee is expected to make its final recommendations to the Commonwealth Transportation Board this year;

WHEREAS, it has been widely reported that the so called "power line alignment" has been determined to be the preferred alignment;

WHEREAS, the "power line alignment" for the Western Transportation Corridor through Loudoun County, as described in the study documentation, terminates on Route 7 one mile east of Leesburg;

WHEREAS, the Leesburg Town Council adopted a resolution on November 12, 1996 stating that the "Town Council adamantly opposes any alignment...that terminates at Route 7;"

WHEREAS, a Resolution adopted by the Loudoun County Board of Supervisors on November 20, 1996 supporting the "power line corridor" did not envision this new highway dead-ending at Route 7;

WHEREAS, the additional traffic added to Route 7, especially during commuter hours, would result in major traffic gridlock on the east side of Leesburg;

WHEREAS, this additional traffic would also cause severe damage to Route 15 north of Leesburg as well as on the Route 7 bypass around Leesburg;

WHEREAS, such a Western Transportation Corridor ending at Route 7 would seriously affect the safety and well-being of a large number of citizens of Loudoun County; and

WHEREAS, the people of Loudoun County cannot accept with a reasonable level of confidence assurances of a follow-on Western Transportation Corridor with unknown recommendations appropriate to a Potomac River crossing.

NOW THEREFORE BE IT FURTHER RESOLVED, that the Loudoun County Board of Supervisors, in their determination to protect the best interests of the people of Loudoun, wishes to supplement its November 20, 1996 Resolution and to emphasize that it opposes a Western Transportation Corridor that terminates at Route 7 and would require instead that an alternative be created to Route 15 to accommodate the growing volume of north-south traffic and would also require that improvements to Route 15 north and south of Leesburg be limited to addressing safety concerns and

BE IT FURTHER RESOLVED, that the Loudoun County Board of Supervisors requests in the next phase of the MIS study, that the study be expanded to include the concerns of the citizens of Loudoun County by addressing the need for a new river crossing east of Leesburg to serve the growing volume of Maryland and interstate traffic passing through the County.



The Town of
**Leesburg,
Virginia**

JAMES E. CLEM, Mayor

WILLIAM F. WEBB
Vice Mayor

J. FRANK BUTTERY, JR.
Councilmember

JEWELL M. EMSWILLER
Councilmember

KRISTEN C. UMSTATTO
Councilmember

JOSEPH R. TROCINO
Councilmember

B.J. WEBB
Councilmember

25 West Market Street • Post Office Box 88 • 20178 • 703-777-2420 • Metro: 703-478-1821 • FAX 703-771-2727

November 14, 1996

Mr. Robert E. Martinez, Chairman
Commonwealth Transportation Board
VDOT
1201 E. Broad St.
Richmond, VA 23261

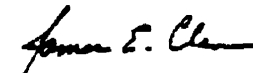
Dear Chairman Martinez:

Enclosed is a copy of a resolution unanimously adopted by the Leesburg Town Council commenting on the Western Corridor Study. Leesburg will be represented at the November 21, 1996, VDOT public hearing to place our concerns into the record. However, it is important to emphasize that the Leesburg Town Council is extremely concerned about additional traffic being added to the already taxed Route 7 and Route 7/15 Bypass north.

Completion of a Western Corridor that ends on Route 7 could be a significant problem if no river crossing is imminent. As a result, Town Council thoughtfully considered the issue and offers the enclosed comments in hopes of improving the traffic situation in our region. Our Economic Development Commission has emphasized the need for the "outer beltway" and VDOT is working to improve Route 7 and its interchange with our bypass but without some long range strategic planning our efforts may create a more difficult situation than exists currently.

Please carefully review our comments while making long term decisions affecting Leesburg and our region. Thank you for your continuing excellent public service and for your consideration. Please call with any questions.

Sincerely,

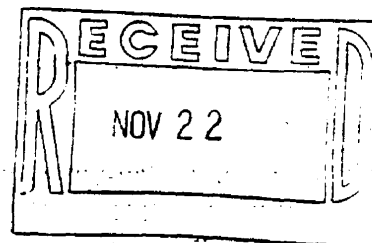

James E. Clem
Mayor

dnc

Enclosure

cc: Town Council

NOV 26 1996



The Town of
**Leesburg,
Virginia**

PRESENTED November 12, 1996

RESOLUTION NO. 96-244

ADOPTED November 12, 1996

A RESOLUTION: STATING THE TOWN COUNCIL'S POSITION ON THE WESTERN
TRANSPORTATION CORRIDOR STUDY

WHEREAS, Town Council Resolution No. 90-110 adopted on May, 1990, recommended that the Western Bypass be built east of Goose Creek; and

WHEREAS, the Loudoun County Board of Supervisors adopted legislation on December 21, 1994, recommending the Western Bypass be built west of Goose Creek along the Route 653 power line alignment; and

WHEREAS, the most current proposed alignments for the Western Transportation Corridor Study show roadways which terminate at Route 7; and

WHEREAS, a VDOT spokesman stated at an October 15, 1996, Town Council committee meeting that the projected traffic volumes on the Bypass if terminated at Route 7, Route 15 north of Leesburg would cause a level of service "F" (Force Flow) unless Route 15 is widened to four lanes or a new four lane road is built north to Maryland; and

WHEREAS, if the Western Bypass is terminated at Route 7, the traffic study prepared by Parsons, Brinckerhoff, Quade and Douglas, Inc. on September 30, 1996, predicts that Route 7 west of Route 659 will increase from the current traffic count of 59,239 vehicles per day to as much as 66,586 vehicles per day, also traffic on Route 15 north of Leesburg is predicted to increase from the current traffic count of 23,672 vehicles per day to as much as 28,977 vehicles per day; and

WHEREAS, one of the proposed alignments for the Western Corridor Road is adjacent to the power line which runs along the Route 653 and extends across the river into Maryland and across I-270, creating a potential logical location for crossing the Potomac; and

RESOLUTION - WESTERN CORRIDOR STUDY

WHEREAS, the draft town transportation plan shows the proposed Route 653 alignment as a circumferential road from Route 7 to Route 15, opposite Route 704; and

WHEREAS, the Leesburg Economic Development Commission, at its regular meeting on October 2, 1996, voted unanimously to endorse the Western Bypass alignment near the Route 653 power line easement; and

WHEREAS, VDOT does not have the resources to adequately address the needs of existing primary roads within the town including an additional two lanes of the Bypass.

THEREFORE, RESOLVED by the Council of the Town of Leesburg in Virginia as follows:

SECTION I. The Town Council recommends that the highway be constructed on or near the existing Route 653 and power line easement.

SECTION II. The Town Council strongly urges that only a limited access divided highway that extends across the Potomac River into Maryland be considered for the corridor.

SECTION III. Town Council insists that if the Route 653 power line alignment is selected VDOT must adequately address local traffic needs shown in the Town Comprehensive Plan associated with Cross Trail Boulevard, River Creek Parkway, and their realignment and connection to Route 7.

SECTION IV. The Town Council is strongly opposed to locating the corridor through or near the historic Ball's Bluff National Cemetery and its surrounding park.

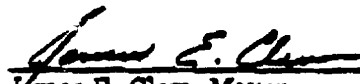
SECTION V. Town Council adamantly opposes any alignment for the corridor that terminates on Route 7.

SECTION VI. Town Council requests that VDOT and state and local elected officials work with their counterparts in Maryland to complete the bypass to resolve traffic issues that currently exist on I-270, Route 7 and Route 15.

RESOLUTION - WESTERN CORRIDOR STUDY

SECTION VII. Town Council recommends that Route 15 remain a two lane road to prevent it from being used as a western bypass.

PASSED this 12th day of November, 1998.



James E. Clem, Mayor
Town of Leesburg

ATTEST:



Clerk of Council

R:\west.corr.study

MOTION: WILBOURN

December 10, 1996

SECOND: MCQUIGG

Regular Meeting

Res. No. 96-1142

RE: WESTERN TRANSPORTATION CORRIDOR

ACTION: APPROVED

WHEREAS, Virginia's Commonwealth Transportation Board and its Advisory Committee must choose between "build" and "no-build" options for a Western Transportation Corridor (formerly Western Bypass); and

WHEREAS, traffic growth between the western counties is projected to grow by up to 278% by 2110 and 421% by 2020 based on the counties' land use plans, and upon the desire to control non-local, cut-through traffic with limited access to local service roads; and

WHEREAS, in that same time-frame, 120,000 vehicles per day will be entering Dulles Airport with less than half coming from the traditional eastern direction; and

WHEREAS, the determination of the precise right-of-way, financing options and construction timing can only be made by further study, the identification and protection of such a corridor is essential to answer these and other questions; and

WHEREAS, prudent planning requires preserving an option for transportation in the future; and

WHEREAS, a "no-build" decision would be destructive to neighborhoods, community interests and it would add unnecessary congestion to local service roads, and force expansion in areas preserved for rural development;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby:

1. Oppose the "no-build" option;
2. Support the Western Corridor alignment as approved in our County-adopted Comprehensive Plan regarding the Route 234 Bypass North known as the Powerline Alignment (Segment 7);
3. Request that considerable latitude and flexibility be allowed in Segment 7 (Powerline Alignment) near the Manassas Battlefield National Park and that for the purposes of study, Segment 7 should be expanded further east to include the area of the Route 29 Bypass (Battlefield Bypass) VDOT MIS Study, taking into account the impact on historical lands, residential communities west and east of the Powerline, and the environment;
4. Request coordination and acceleration of the design of the Route 234 Bypass North (Segment 7) and the Route 29 Battlefield Bypass and Route 28 Bypass (Tri-County Parkway);

5. Emphatically oppose: Segment 4 (Route 15, Town of Haymarket and Lake Manassas alignment), Segment 6 (Catharpin Road alignment); and Segment 8 (Sudley Road and Shelter Lane alignment), as shown on the Virginia Department of Transportation map dated October 3, 1996;
6. Request that Segment 5 avoid residential areas, and act as a buffer between the Linton Hall residential area and the industrial corridor;
7. Support Segment 3 in Prince William County, and support Fauquier and Stafford Counties in their efforts to reach an agreement with the Quantico Marine Base for an appropriate alignment around the perimeter of the Quantico environs;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors urges the Commonwealth of Virginia to initiate discussion with Maryland for a new Potomac River Crossing;

BE IT FINALLY RESOLVED that the Western Corridor Policy Advisory Committee must continue to be actively involved in this new study.

Votes:

Ayes: Barg, Caddigan, Hill, Jenkins, McQuigg, Seefeldt, Wilbourn

Nays: Thompson


Absent from Vote: None

Absent from Meeting: None

For Information

Commonwealth Transportation Board
Western Corridor Policy Advisory Committee
Prince William County Congressional Delegation
Prince William County Commonwealth of Virginia Delegation
Virginia Department of Transportation
Loudoun Board of County Supervisors
Fauquier Board of County Supervisors
Stafford Board of County Supervisors
PWC Director of Public Works
PWC Acting Director of Planning
PWC Commission on Transportation

CERTIFIED COPY


Deputy Clerk to the Board

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, Stafford County Administration Center, Stafford, Virginia, on the 1st day of April, 1997:

| <u>MEMBERS:</u> | <u>VOTE:</u> |
|------------------------------------|--------------|
| Linda V. Musselman, Chairman | Yes |
| Kenneth T. Mitchell, Vice Chairman | Yes |
| Alvin Y. Bandy | Yes |
| Ferris M. Belman, Sr. | Yes |
| Lindbergh A. Fritter | Yes |
| Robert C. Gibbons | Yes |
| Lyle Ray Smith | Yes |

On motion of Mr. Gibbons, seconded by Mr. Mitchell, which carried by a vote of 7 to 0, the following was adopted:

A RESOLUTION TO ESTABLISH CRITERIA FOR THE
PROPOSED WESTERN TRANSPORTATION CORRIDOR

WHEREAS, the Virginia Department of Transportation (VDOT) has been conducting a major investment study (MIS) to model alternatives for construction of a Western Transportation Corridor; and

WHEREAS, the Western Transportation Corridor is under study to consider effects of improving regional transportation access between Interstate 95 and Dulles International Airport; and

WHEREAS, VDOT has been studying a new corridor along the perimeter of the Marine Corps Combat Development Command (MCCDC), Quantico; and

WHEREAS, the Board feels that certain portions of segment Q-3 of the new corridor could minimize negative impacts to community ties, active agricultural areas and reduce right-of-way acquisition costs while improving transportation access in the region;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 1st day of April, 1997, that construction of a new facilities alternative for the Western Transportation Corridor MIS be and it hereby is supported for further review with the following conditions:

1. Abandon segments 1 and 2.
2. Segment Q3 be accepted for a functional study.
 - a. Mitigate impact on residential development.
 - b. Mitigate impact on public facilities.
 - c. Mitigate impact on the environment.
 - d. Define a route acceptable to U.S. Marine Corps, Fauquier and Stafford.
3. Comprehensive Plan for Stafford County should be amended to include a permanent 1,500-foot military impact overlay on the Stafford County border with Quantico.

BE IT FURTHER RESOLVED that the Board intends to amend the Comprehensive Plan for a military impact overlay within 1,500 feet of the perimeter of MCCDC, Quantico, should segment Q-3 be selected for construction in accordance with the above-stated conditions.

A Copy, teste:

~~(Signature)~~

C. M. Williams, Jr.
County Administrator

CMWJr:WCS:ek

