

**REPORT OF THE  
DEPARTMENT OF TRANSPORTATION ON**

**A REVIEW OF PREVIOUS  
STUDIES REGARDING AN  
ADDITIONAL POTOMAC  
RIVER CROSSING**

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



**HOUSE DOCUMENT NO. 56**

**COMMONWEALTH OF VIRGINIA  
RICHMOND  
1999**

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## EXECUTIVE SUMMARY

In response to the 1998 Virginia General Assembly's House Joint Resolution 134 (HJR134), the Virginia Department of Transportation has prepared the following documentation updating the previous Department of Transportation studies on the benefits of constructing one or more limited access parkways and bridges connecting Virginia and Maryland between the American Legion Bridge and the north-south powerline alignment in Loudoun County. A copy of HJR134 is included in Appendix A.

To date, several studies have examined the benefits and costs of a bypass or new transportation corridor in the Northern Virginia Region linking the suburban areas of Washington D.C. in Virginia and Maryland. Some of the studies were undertaken in conjunction with regular regional planning and others were special initiatives resulting from the recognition of the need to improve linkages between Virginia and Maryland. In the 1980's a closer look at an "outer loop" was requested and the resulting study, the Washington Bypass Study, First Tier Draft Environmental Impact Study, was completed in April 1990. This effort focused on a vast study area from south of Fredericksburg, Virginia to Frederick, Maryland. In this study various sites for river crossings were considered. Funding for an additional crossing of the Potomac River was also analyzed.

As a result of this study, Maryland and Virginia focused their attention on two different study areas. The focus in Virginia shifted from the study of a continuous loop to a western corridor. The recently completed Western Transportation Corridor Study (WTCS) examined many alternate routes and evaluated the need for and effects of transportation improvements in the study area, which was bounded by the Potomac River in Loudoun County and Interstate 95 in Stafford County. The study found that there is a definite need for improvements to accommodate north-south suburban travel. Also, the westward shift of the employment base will continue to increase the demand on the western corridor transportation system.

The Western Transportation Corridor Major Investment Study identified a need and a feasible corridor for a transportation improvement, and recommended more detailed study of the corridor to arrive at a location decision for a new freeway. A more detailed and comprehensive traffic and transportation study will be necessary to determine the most effective solutions to the already growing problem.

In September 1997, the Commonwealth Transportation Board adopted a resolution requesting the Virginia Department of Transportation to continue discussions with Maryland and local officials for the purpose of studying a new Potomac River crossing. It is anticipated that with support from Maryland and Virginia officials, another river crossing study will be undertaken in the future.

This report was distributed to the Northern Virginia Transportation Coordination Council (TCC) for their review and comment. Comments received from the members of the TCC are included in Appendix B.

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## **HISTORY**

### **Previous Bypass Studies**

Four decades of conceptual planning for a major bypass facility that would serve the forecasted travel demand for the Washington Metropolitan area have preceded the Western Transportation Corridor Study. 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 known as “Regional Proposals of the Comprehensive Plan.”

In Maryland, the outer beltway concept first appeared on the 1953 “Master Plan of Highways for the Washington-Metropolitan Regional District”, which was prepared and adopted by the Maryland-National Capital Park and Planning Commission. An outer beltway was also included in the Commission’s 1964 General Plan entitled “On Wedges and Corridors,” and its 1967 “Preliminary Master Plan for Highways.” In addition, an outer beltway was included in the 20-year Highway Needs Study for Montgomery and Prince George’s counties, prepared by the Maryland State Roads Commission in 1967.

On the Virginia side, an outer beltway was included in the “Northern Virginia Regional Plan for the Year 2000”, published by the Northern Virginia Regional Planning Commission in 1966. It was also included in the “Regional Development Guide” (Guide) prepared jointly by the National Capital Regional Planning Council and the National Capital Planning Commission and published in 1966. In addition to an outer beltway, the Guide called for another circumferential alignment farther out along the general alignments examined in the Washington Bypass Study.

About this time, responsibility for area-wide transportation planning was vested in the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments. In response to the requirements of the Federal Aid Act of 1962, the TPB was given the responsibility to engage in a continuing comprehensive transportation planning process carried on cooperatively by the states and local communities in the region. One of the primary tasks of the TPB has been to develop and update the long-range transportation plan for the region.

In 1969, the Virginia Department of Highways and Transportation (VDH&T) prepared the Northern Virginia Major Thoroughfare Plan, which included the concept of an outer beltway facility that would serve the projected travel needs for 1990. In 1970, a transportation study prepared by the Maryland-National Capital Park and Planning Commission for Montgomery and Prince George’s County, Maryland also recommended an outer beltway to meet 1990 travel demands. The first long-range transportation plan adopted by the TPB in 1972 included much of the second circumferential freeway that was included in the 1966 Regional Development Guide.

For most of the next decade, the concept of an outer beltway, or regional bypass facility, received little attention, in part due to increasing environmental concerns, limitations on highway construction funds, and the general hope that the planned Metrorail system would address many of the region’s future travel demands.

However, a 1982 TPB review of the 1968 to 1980 regional transportation patterns and trends produced disturbing information. Average auto ownership in the Metropolitan Washington area had increased from 1.2 to 1.5 vehicles per household, and virtually the entire increase was in the suburban two and three car households. Also, work trips from these suburban households to suburban work sites had increased.

These trends were reflected in ever-worsening traffic congestion and accidents on the Capital Beltway and the Woodrow Wilson and American Legion bridges over the succeeding years. In response to growing concern throughout the region, in March of 1986 the Greater Washington Board of Trade and the Metropolitan Washington Council of Governments (COG) jointly sponsored a major area-wide conference on the problems of the Capital Beltway. Public and private sector concerns were expressed regarding the mounting congestion, accidents, and economic losses resulting from this overloaded transportation facility.

Several short-term actions were recommended, including ramp metering, variable message signing, improved regulations, enforcement and truck inspections. However, it was generally recognized that these actions could only bring short-term relief. The conference report urged that studies of regional bypass options be advanced "to determine the feasibility, cost and effectiveness of new facilities in terms of serving new growth in the outer reaches of the region and directing traffic away from the Beltway." It was also generally recognized that regional development had made a closer-in outer beltway institutionally infeasible and that the focus should be on farther-out bypass alternatives.

A major response to these findings was the initiation of the Washington Bypass Study. In addition, a number of related studies have underscored the strong efforts to address future travel in the Washington Bypass Study Area. These are briefly described as follows:

Shortly after the Beltway Conference, the Federal Highway Administration completed (with assistance from the Virginia Department of Highways and Transportation [VDH&T], COG and the TPB) a Virginia Western Bypass Study for the U. S. House of Representatives Appropriations Committee. This limited study, prepared in September of 1986, found that a Western Bypass (covering an area smaller than the Washington Bypass Study area) together with a new Potomac River crossing would divert through-traffic that would otherwise use the Capital Beltway, and that such a crossing merited further study.

The Virginia Department of Transportation (VDOT) initiated a two-phase study of the Capital Beltway in Virginia. Significant deficiencies were identified in the first phase, based on a comprehensive evaluation of existing conditions and forecasts of future conditions. In the second phase, short-term, intermediate-term and long-term improvement programs were developed to alleviate the deficiencies identified in Phase I. The short-term program, designed to provide relief for daily traffic jams and improve conditions at frequent accident sites, called for signing changes, widening of interchange ramps, adding or extending auxiliary lanes on the main roadway, and installing median barriers. Special treatments for HOV and trucks were also proposed. The intermediate and long-term programs included major widening and construction projects. The effects of such widening on selected Eastern and Western Bypass Alternatives were examined in the Washington Bypass Study.



In 1989, VDOT completed a statewide highway plan that documented the need for an Eastern and a Western Bypass. In addition, the “NOVA 2010 Transportation Plan”, completed in 1989, acknowledged that a crossing would prove desirable in the future. The actual decision for a recommendation of a crossing was deferred until such time as a detailed analysis could be completed.

The Maryland Department of Transportation conducted a separate Eastern Bypass Corridor Study to investigate the feasibility of providing relief to Interstate Route I-95 at the Woodrow Wilson Memorial Bridge. The four alternatives investigated included (1) a no-build alternative, (2) an alternate with limited Capital Beltway improvements, (3) an alternative with an upgrading of U. S. 301, and (4) an alternative with a new Potomac River crossing near Chicamuxen, Maryland.

The Woodrow Wilson Bridge Improvement Study was an outgrowth of the Washington Bypass Study. Co-sponsored by the Virginia and Maryland Departments of Transportation, the District of Columbia Department of Public Works and the Federal Highway Administration, it addressed the problem of current traffic overloads and future traffic projections that far exceeded the design capacity of the bridge. The study included a concept competition to create a high quality, environmentally sensitive design approach to the problem. In late 1998, a design was selected for this planned 12-lane facility.

Finally, two studies by the TPB reinforce the urgency of addressing transportation needs in the study area. The first was known as the Baltimore-Washington Inter-regional Study and Baltimore-Washington Accessibility Study, and it found significant growth in inter-regional travel between the two cities (a 38 percent increase from 1980 to 1986), with most of this travel being suburb-to-suburb trips.

The second study, submitted to the U. S. Department of Transportation for the National Strategic Transportation Planning Study, estimated that for the period from 1985 to 2010, internal auto, truck and taxi travel in the Washington Metropolitan area will increase by nearly 66 percent to total more than 11.5 million daily vehicle trips. Vehicle miles of travel are expected to increase by 87 percent by the year 2010, and travel is expected to double in the inner and outer suburbs.

### **Washington Bypass Study**

Both Maryland and Virginia recognized the need to address the region’s traffic problems and agreed to sponsor a feasibility study of a route in accordance with the Federal Highway Administration regulations that encouraged the use of tiering to simplify the environmental processing of complex actions. The First Tier Environmental Impact Statement focused on broad issues such as project need, general location and area-wide environmental implications.

Early in the study process the two states requested and the Federal Highway Administration agreed to act as the lead agency for the tiered environmental study. The states and FHWA met

with the Council on Environmental Quality (CEQ) and discussed the concept and purpose for the tiered approach. As a result of that discussion CEQ endorsed a tiering study approach.

The purpose of the tiered environmental approach and decision process was to make timely decisions on certain elements of the study, such as justification and corridor selection, and not have to revisit those decisions at a later date. Those decisions would provide the basis for long term planning by both the private and public sectors and as well as the long-range reservation of right-of-way, especially in rapidly developing areas.

The study process for the Washington Bypass involved nearly 80 Federal, state and local governmental agencies. An Interagency Task Force (ITF) met periodically and the appropriate agencies provided information and carried out interim reviews during the study period.

The Washington Bypass study forecasted heavy traffic along historic portions of the State Route 15 corridor in Loudoun and Prince William Counties. Additionally, it was noted that there is a separation of 30 miles between the American Legion and the Point-of-Rocks Potomac River crossings.

### **Western Transportation Corridor Study**

As a result of the preliminary findings of the Washington Bypass Study, in 1995 the Virginia Department of Transportation decided to undertake a Major Investment Study to more closely examine the Western corridor. The Virginia Department of Transportation limited the study area to a western alignment within Virginia.

The purpose of this study was to “evaluate the need for and the effects (benefits, impacts, and costs) of transportation improvement options in the western Washington, D. C. metropolitan region.” Also, the study was to project traffic volumes to the year 2020, compare capacity improvements, and provide a basis for deciding whether to initiate more detailed studies. The Major Investment Study found the most appropriate corridor would extend from State Route 7 near Leesburg to Interstate 95 in Stafford County.

In September 1997, both the study’s Advisory Committee and the Commonwealth Transportation Board enacted resolutions calling for the preparation of more detailed studies, including the development of an Environmental Impact Statement. The Commonwealth Transportation Board’s resolution also instructed VDOT to pursue the study of an additional crossing of the Potomac River. The resolution indicated that when finalized, the alignment of the Western Transportation Corridor should be considered for the southern termini of the potential river crossing. VDOT anticipates a study of an additional river crossing will have linkages to other on-going corridor studies. A new river crossing will also provide enhanced multi-modal facilities and enhance transit capabilities.

In 1998, the Virginia General Assembly adopted a budget amendment, which required VDOT to coordinate and clarify the Federal agencies’ outstanding issues with the WTCS Major Investment

Study. As a result of this requirement, Virginia prepared the WTCS Coordination Report that was submitted to the General Assembly in November.

The next step for the WTCS will involve the development of a Draft Environmental Impact Statement (DEIS). In preparing the DEIS, many options will be considered. This study will involve a large number of Federal and local agencies and will address a number of complex issues.

## **FURTHER STUDY**

The Virginia Department of Transportation recognizes the potential need for another Potomac River Crossing. The Commonwealth Transportation Board (CTB) has by resolution also acknowledged this need and has requested that VDOT pursue the study of an additional river crossing. A study of this issue will require a comprehensive traffic and transportation analysis. This study will have a broad study window and involve numerous Federal, State, and Local stakeholders. Land use will be a key element in future studies, and therefore localities from both Virginia and Maryland will need to be key players.

Funding will be among the issues to be addressed. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) includes a number of programs that may be a source of financing for the potential additional river crossing. Among these is Value Pricing, which includes utilization of tolls.

In accordance with HJR134, this report was submitted to the Northern Virginia Transportation Coordination Council for review and comment. Comments received from their review are included in Appendix B. The views of this body as well as other local groups and jurisdictions will be instrumental in the success of a joint Virginia/Maryland study of an additional Potomac River Crossing.

The September 1997 CTB resolution directs Virginia to work with Maryland on the development of a new river crossing. Thus, in conjunction with Maryland State Highway Administration, a detailed study will provide a draft and final EIS. Once this study is underway, associated issues will be properly addressed.

## REFERENCES

Washington Bypass Study, First Tier Draft Environmental Impact Statement. Virginia Department of Transportation. Richmond, VA: April 1990.

This document contains a summary and the supporting data pertaining to various proposed Washington bypass options as prepared by the Virginia Department of Transportation, the Maryland State Highway Administration and the Federal Highway Administration of the U. S. Department of Transportation.

Western Transportation Corridor Study, Major Investment Study Report. Parsons Brinckerhoff Quade and Douglas, Inc.: December 1997.

This document contains summary and data investigating the costs, benefits and impacts of various alternative routes associated with the Western Transportation Corridor from Route 7 in Leesburg to Interstate 95 in Stafford County.

Western Transportation Corridor Study, Coordination Report. Virginia Department of Transportation. Richmond, VA: October 1998.

This document contains summary and data pertaining to the coordination efforts in response to Virginia General Assembly legislation. Documentation of meetings and comments between various Federal and local agencies are included.

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**APPENDIX A**

**1998 Virginia General Assembly**

**House Joint Resolution 134**

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summary

**HOUSE JOINT RESOLUTION NO. 134**

*Requesting the Department of Transportation to provide a report updating previous Department of Transportation studies on the benefits of constructing one or more limited access parkways and bridges connecting Virginia and Maryland between the American Legion Bridge and the north-south powerline alignment in Loudoun County.*

Agreed to by the House of Delegates, March 12, 1998

Agreed to by the Senate, March 10, 1998

WHEREAS, the highways in Northern Virginia and the metropolitan Washington area are among the most congested in the United States; and

WHEREAS, more than half of all trips in the greater Washington area both originate and end in the suburbs, with the fastest-growing travel direction being circumferential, from suburb to suburb; and

WHEREAS, several hundred thousand commuters travel daily between Northern Virginia and Montgomery County, Maryland, and the lack of bridge connections forces them to make a lengthy, circuitous journey involving the Dulles Toll Road and I-66 Corridors, Capital Beltway, American Legion Bridge, and I-270, thereby unnecessarily congesting these facilities and wasting hundreds of thousands of hours of time and millions of gallons of fuel; and

WHEREAS, this outer suburb/outer suburb travel trend is expected to accelerate in the next 25 years; and

WHEREAS, the existing financially constrained long range transportation plan for the Washington, D.C., area contains a capacity deficiency of 300,000 vehicles per day on the outer Potomac River Bridges; and

WHEREAS, the feasibility of the use of tolls should be examined as a method of payment for all construction and operation costs of any such bridges; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Department of Transportation be requested to provide a report updating previous Department of Transportation studies on the benefits of constructing one or more limited access parkways and bridges connecting Virginia and Maryland between the American Legion Bridge and the north-south powerline alignment in Loudoun County. The linkages examined should be in addition to and south of that involved in the environmental impact study associated with the Western Transportation Corridor. The Department is requested also to consider and report on the feasibility of the use of tolls to fund all or part of the construction and operation of such facilities. The Department shall request the Transportation Coordinating Council to comment on the report of the Department of Transportation.

All agencies of the Commonwealth shall assist the Department, upon request.

The Department shall complete its work in time to submit its findings and recommendations to

the Governor and the 1999 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

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## **APPENDIX B**

### **Northern Virginia Transportation Coordination Council's Comments**

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**TRANSPORTATION COORDINATING COUNCIL  
OF NORTHERN VIRGINIA**

**3975 Fair Ridge Drive, Suite 200  
Fairfax, Virginia 22033**

February 5, 1999

The Honorable Shirley J. Ybarra  
Secretary of Transportation  
P.O. Box 1475  
Richmond, Virginia 23212

Dear Madame Secretary:

As you know, House Joint Resolution (HJR) 134 was passed by the 1998 session of the General Assembly. It directed VDOT to prepare a report "updating previous Department of Transportation studies on the benefits of constructing one or more limited access parkways and bridges connecting Virginia and Maryland between the American Legion Bridge and the north-south powerline alignment in Loudoun County." The Resolution also requested that VDOT obtain comments by the Transportation Coordinating Council (TCC) on the report.

Attached for your information and submission to the 1999 General Assembly are comments from Loudoun County, a member jurisdiction of the TCC. As always, the TCC stands ready to assist you in whatever way that we can.

Respectfully,

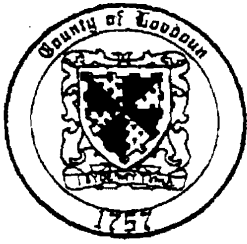


J. Kenneth Klinge  
Chairman

Enclosures

cc: Members, TCC  
Commissioner David R. Gehr  
Mr. Claude Garver  
Mr. Peter Kolakowski  
Mr. Thomas Farley  
Mr. Kenneth E. Lantz, Jr.

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## Loudoun County, Virginia

Department of Planning

1 Harrison Street, S.E., 3<sup>rd</sup> Floor, P.O. Box 7000, Leesburg, VA 20177-7000  
Telephone (703) 777-0246 • Metro 478-8416 • Fax (703) 777-0441

January 21, 1999

Mr. Thomas F. Farley  
District Administrator  
Virginia Department of Transportation  
3975 Fair Ridge Drive  
Fairfax, VA 22033

*RE: Comments from Loudoun County Regarding House Joint Resolution 134 (HJR134) and the VDOT Study*

Dear Mr. Farley:

In response to your December 22, 1998 letter to TCC members requesting input on the above referenced subject, I am providing you with the following comments:

1. The adopted Loudoun County's Countywide Transportation Plan (CTP) currently shows one general alignment for the Western Transportation Corridor, which follows the power line and crosses the Potomac River east of Leesburg. At the present time, no other north-south crossings in Loudoun County have been recommended by our Board.
2. From Loudoun County's perspective, any river crossings other than the adopted alignment east of Leesburg would require an action by the Loudoun County Board of Supervisors to amend the appropriate Loudoun County's plans, especially the CTP, which was adopted only in 1995. Please note that locating a new limited access alignment in Loudoun County as shown in the Draft 2020 Transportation Plan, would create negative impacts for existing residents and businesses including property condemnation and noise impacts. Further the shown alignment would impact parkland on either side of the Potomac River.

It should also be noted that Loudoun's CTP includes a series of north-south major collector facilities including Route 659, Claiborne Parkway, Ashburn Village Boulevard, Loudoun County Parkway and Sterling Boulevard. These roads are planned as median divided facilities which carry local traffic to and from the east-west arterials Route 7, the Dulles Greenway and Route 50 as well as Route 28. These major collector facilities could not be connected to a limited access road without significantly restricting local traffic. Should the corridor be on a new alignment east of the currently adopted power line alignment, conflicts could occur with existing and planned interchange locations on Route 7, the Dulles Greenway and Route 50.

Mr. Thomas F. Farley

January 21, 1999

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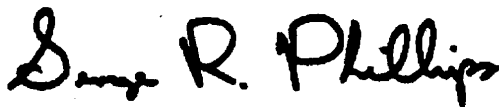
3. Route 28 may not be a feasible alternative to accommodate the Western Transportation Corridor. It is currently carrying in excess of 60,000 vehicles per day in portions of Loudoun County. Additional widening to accommodate regional traffic, reduced local access and condemnation of adjacent businesses/residential property would likely be necessary to make Route 28 as the new Potomac River crossing. Further, Route 28 was NOT endorsed by the Policy Committee to be the preferred alternative in the Western Transportation Corridor Major Investment Study.
4. The study should focus on a river crossing in closer proximity to the regional core to relieve the excessive demands on the American Legion bridge, which will significantly relieve other major arterials in the region such as I-495, I-66 and Route 7.
5. On page 10 under the "Western Transportation Corridor Study" subtitle of the "Potomac River Crossing Study" attached with your letter, we believe that the following conclusive statement is inaccurate and does not represent the position of the Loudoun County Board of Supervisors (submitted to your office previously and attached herewith):

"The (Western Transportation Corridor) Major Investment Study found the most appropriate corridor to be from State Route 7 around Leesburg to Interstate 95 in Stafford County."

As correctly noted in the attached "Summary" for this crossing study with your letter, the Western Transportation Corridor's Study area was bounded by the Potomac River in Loudoun County (and NOT terminating at Route 7) and I-95 in Stafford County. Further, please note that the Loudoun Board supported the construction of the Western Transportation Corridor only with a bridge crossing into Maryland.

Thank you for the opportunity to comment and I look forward to discussing this with you at the February 4, 1999 TCC Technical Committee meeting.

Sincerely,



George R. Phillips  
Senior Transportation Planner

GRP/sa

cc: Chairman Dale Polen Myers, Loudoun County Board of Supervisors  
Supervisor David McWatters, Loudoun County Board of Supervisors  
Julie Pastor, Director, Department of Planning  
Sanjeev Malhotra, Chief of Transportation Division  
Art Smith, Principal Transportation Planner





## Loudoun County, Virginia

Office of the County Administrator

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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

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**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.

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