



Dulles Loop Implementation Group

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Dulles Loop Implementation Group Background Brief

The Dulles Loop...

...comprises those portions of Routes 28, 50 and 606 that form an 18-mile loop around Washington Dulles International Airport.

The Problem

Access to Washington Dulles International Airport as well as the ability for all traffic to move on major highways leading to the Dulles Loop will be affected by the ability of traffic to flow around the Loop (20% of traffic on the loop is related to the airport; 80% is not).

The problem on Routes 50 and 606 already is distressingly apparent, despite traffic light timing improvements recently introduced by VDOT on Route 50. The growth in congestion between October 2000 and June 2005 is shown by Figures 1 and 2.

Route 28 is the subject of a Taxing District and further improvements are in hand to alleviate traffic congestion on this element of the Dulles Loop. Further improvements will be required in the future.

Improvements planned for the Routes 50 and 606 portions of the Loop are dependent upon proffers currently uncoordinated, and public monies, which may or may not be available. VDOT has indicated, for example, that its plans to improve Route 606 would not be able to go out for bid until 2012.

On Route 28 and 606 portions of the Dulles Loop, a significant portion of the traffic is passing through the area and is tidal in nature, i.e. it is heaviest northbound during the A.M. commuting hours and heaviest southbound in the P.M. commuting hours.

The current situation regarding planned improvements, their time scale and congestion, is unacceptable to highway users, employers and landowners.

A recent study of airport access projects that:

- By 2030, employment is expected to double and households increase by 70% in the areas immediately around Washington Dulles, which are served by the Dulles Loop.
- By 2030, the traffic flows on the Dulles Loop will require at a minimum, an eight-lane freeway with supporting local access lanes (Figure 3).

The Challenge

The challenge is to provide *rapid short term improvements* to the Routes 606 and 50 portions of the Dulles Loop, and to overlay these immediate improvements upon a long term plan to encompass the longer term traffic demands.

The Solution

The solution is for all stakeholders, public and private, to work together to produce a coherent plan to identify the improvements that can be funded with proffers and public money, to identify the gaps, to find ways to fill the gaps and thus to implement an orderly sequence of rapid improvement for the Loop.

The Dulles Loop Implementation Group

To this end, the stakeholders have come together in the Dulles Loop Implementation Group. The group is Chaired by Douglas Koelemay, Commonwealth Transportation Board member for this region; its Technical Committee is Chaired by Bill Lebegern, Manager Planning, Metropolitan Washington Airports Authority.

Membership of the group comprises:

- Fairfax and Loudoun Counties
- Metropolitan Washington Airports Authority
- Virginia Department of Transportation
- Dulles South Business Alliance
- Dulles South Transportation Alliance
- Route 606 Group
- Dulles Area Transportation Association
- Route 28 Taxing District
- Committee for Dulles
- Washington Airports Task Force

Contractor

Michael Baker Jr., Inc. was selected to develop the implementation plan and began work on September 18th.

Funding

The contract is being funded by Fairfax and Loudoun Counties, the Metropolitan Washington Airports Authority, and the private sector stakeholders.

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Figures 1 and 2



Rt. 50/Dulles Loop: Year 2000



Rt. 50/Dulles Loop: Year 2005

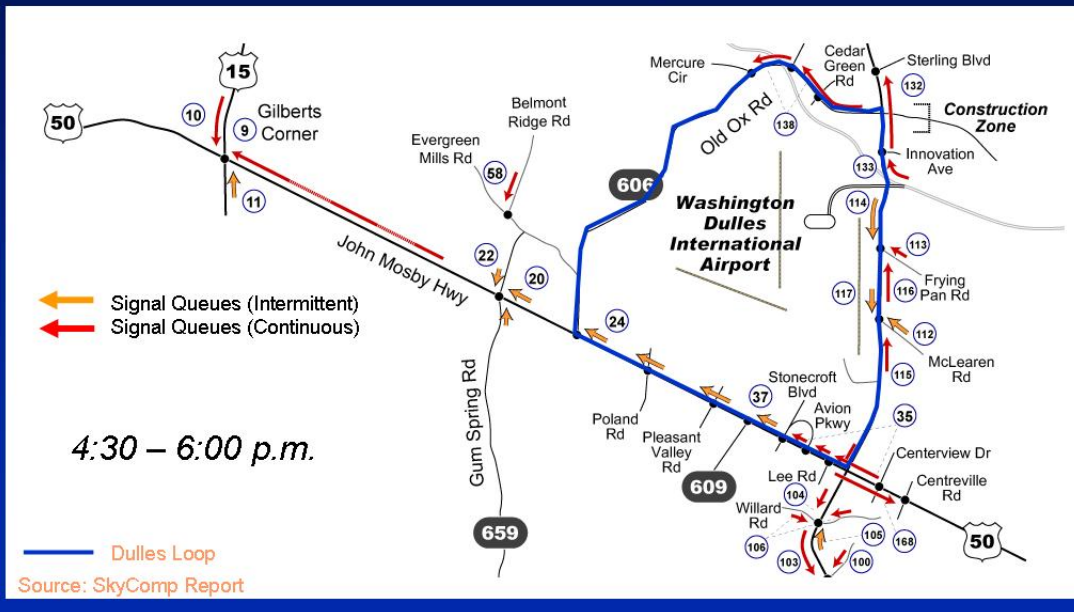


Figure 3

