

THE OUTER BELTWAY

VDOT's "North-South Corridor of Statewide Significance"
Coming to your neighborhood? Flooding your roads with more traffic?

The Outer Beltway is a bad idea. Here's why:

A Waste of Money

Up to \$300 million for the ten miles from I-66 to Route 50, and estimated \$1 billion for the entire route from I-95 to Route 7. And as much as \$800 million more for the Dulles Airport Connector.

Diverts Funding from Fixing I-66 and other Key Commuter Routes

The I-66 commuter corridor needs many fixes including VRE, better commuter bus service and a major interchange fix at I-66 and Route 28. Fixing I-66, Route 50 and other major commuter routes, as well as investing in transit should be top priorities.

Fuels More Development

The Outer Beltway would open up Prince William's Rural Crescent and Loudoun's low density Transition Area to tens of thousands more houses up-stream on major commuter routes.

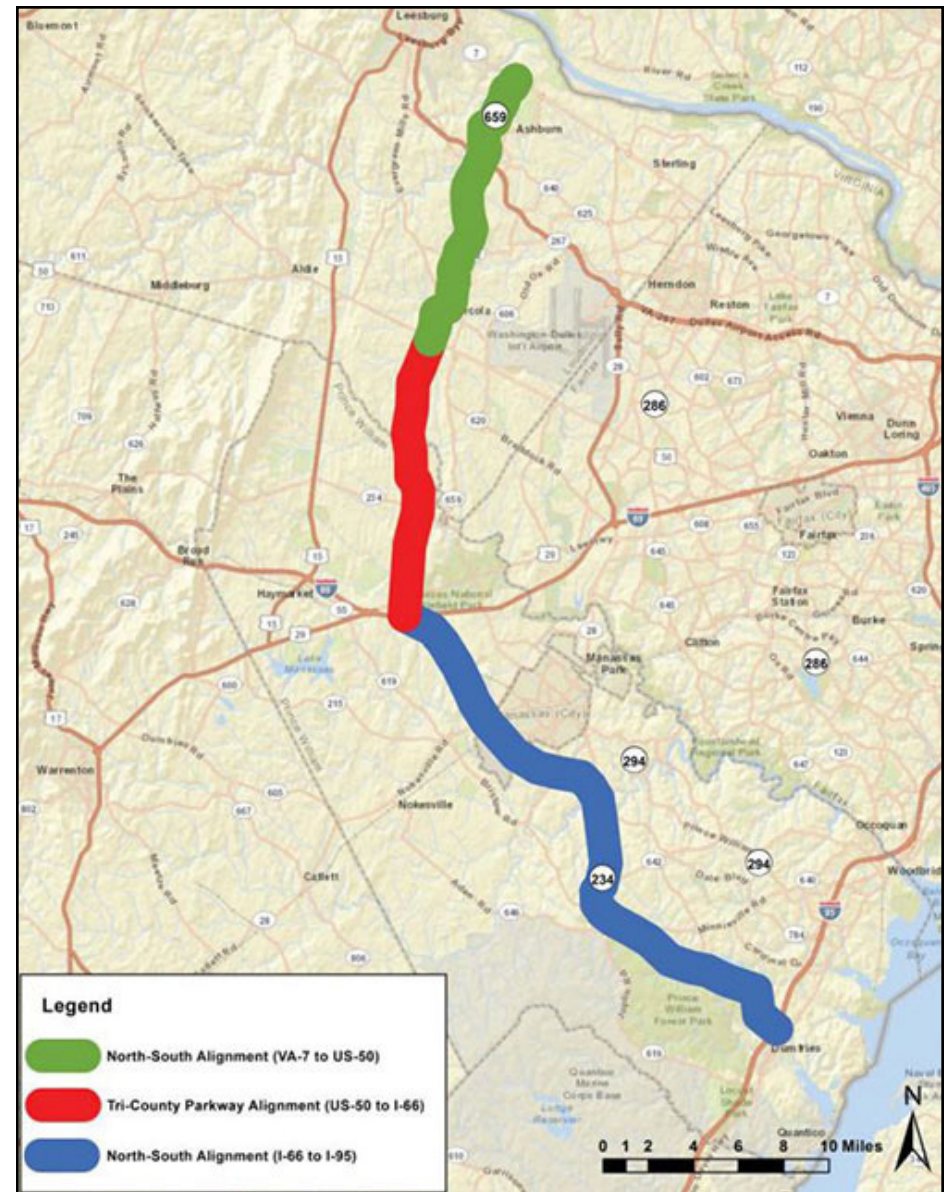
Fuels More Traffic

The increase in development that will follow the highway, will lead to tens of thousands of more commuters crowding onto I-66, Route 50 and other major commuter routes.

Sign the petition! Visit smartergrowth.net/OBpetition

The Coalition for Smarter Growth and our partners have offered an alternative that focuses on preserving land in the Rural Crescent and on fixing east-west traffic. It also helps local traffic move around Manassas National Battlefield by using roundabouts at key intersections. Roundabouts have been highly successful and removing traffic bottlenecks at Route 50 and Route 15. Backups used to extend by one mile or more at rush hour, but no longer.

For maps and more information, visit smartergrowth.net/virginia/outer-beltway



VDOT's December 2012 Map

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