



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 27, 2015

MOTION

Made By: Mr. Garczynski, Seconded By: Ms. Valentine

Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs), Route 267 (Dulles Toll Road), Fairfax County and Route 267 Extended (Dulles Greenway), Loudoun County

WHEREAS, the Virginia Department of Highways and Transportation, predecessor to the Virginia Department of Transportation (VDOT), entered into an agreement with the FAA on January 10, 1983, to construct, reconstruct, operate and maintain a limited access toll road (Dulles Toll Road [DTR]) along the Dulles Airport Access Road (DAAR) corridor; and

WHEREAS, the State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), by Resolution dated August 20, 1981, and the CTB by Resolution dated October 26, 1988, approved the location and design features of the DTR, now designated as Route 267, including its designation as a limited access highway in Fairfax County; and

WHEREAS, Toll Road Investors Partnership II, LP (TRIP II) owns and operates a toll road that serves as an extension of Route 267, known as the Dulles Greenway (Greenway), from Route 28 at Washington Dulles International Airport to Route 7/15 in the Town of Leesburg under the terms of the Virginia Highway Corporation Act of 1988 (the Act); and

WHEREAS, the CTB, by Resolution dated July 20, 1989, approved the application of Toll Road Corporation of Virginia (precursor to TRIP II) to build the Dulles Greenway under the Act; and

WHEREAS, pursuant to the terms of the Act, a Certificate of Authority to build and operate the Greenway was issued to TRIP II by the State Corporation Commission on June 6, 1990 and is currently set to expire on February 15, 2056; and

WHEREAS, the CTB, by Resolution dated June 20, 1991, approved the location and design features of the Greenway, including its designation as a Limited Access Highway in Loudoun County; and

WHEREAS, TRIP II has requested various proposed shifts to the right of way and/or limited access control along the Greenway to accommodate changes necessitated by the extension of the Metrorail system; and

WHEREAS, due to the construction of an 11.4-mile extension of the Washington Metropolitan Area Transit Authority (WMATA's) Metrorail system in the Northern Virginia's Dulles Corridor from the existing Wiehle-Reston Station to a terminus near Route 772 in eastern Loudoun County, Metropolitan Washington Airports Authority (MWAA), TRIP II and VDOT have identified and requested various proposed shifts and breaks to the right of way and/or limited access control along Route 267 (DTR and Greenway) as shown on the plan drawings for said Project, and specifically described as:

Route 267 (Dulles Toll Road), being a proposed southerly shift of the limited access control along the northern side of Route 267 (DTR) westbound, beginning at a point 157.74 feet opposite Station 438+09.21 (WB DIAAH baseline) and tying into the existing limited access control at a point 158.64 feet opposite station 443+86.69 to accommodate the construction of the proposed site and retaining wall for Reston Town Center Station North; and

Route 267 (Dulles Toll Road), being a proposed northerly shift of the limited access control along the northern side of Route 267 (DTR) eastbound, beginning at a point 146.85 feet opposite Station 443+29.88 (EB DIAAH baseline) and tying into the existing limited access control at a point 155.41 feet opposite station 447+08.18 to accommodate the construction of the Reston Town Center Station South site; and

Route 267 (Dulles Toll Road), being a proposed break to the limited access control along the southern side of Route 267 (DTR) eastbound, beginning at a point 17.50 feet opposite Station 14+60.82 (EB DIAAH baseline) and ending at the existing limited access control point 50.40 feet opposite Station 18+85.93, to accommodate the location of the proposed Traction Power Substation (TPSS) #13 and ramp to Herndon Station South; and

Route 267 Extended (Dulles Greenway), being a proposed northerly shift of the limited access control along the northern side of the Greenway westbound, beginning at a point 69.13 feet opposite Station 123+39.66 (WB Greenway baseline) and tying into the existing limited access control at a point 79.00 feet opposite Station 130+26.10, to accommodate changes necessitated by the extension of the Metrorail system; and

Route 267 Extended (Dulles Greenway), being a proposed break to the limited access control along the northern side of the Greenway westbound, beginning at a point 362.27 feet opposite Station 134+23.39 (WB Greenway baseline) and ending at the existing limited access control point 411.49 feet opposite Station 134+47.57, to accommodate changes necessitated by the extension of the Metrorail system; and

Route 267 Extended (Dulles Greenway), being a proposed southerly shift of the limited access control along the southern side of the Greenway eastbound, beginning at a point 132.42 feet opposite Station 172+68.49 (EB Greenway baseline) and tying into the existing limited access control at a point 102.66 feet opposite Station 175+09.30, the location of the proposed Tie Breaker Station (TBS) #11; and

Route 267 Extended (Dulles Greenway), being a proposed northerly shift of the limited access control along the northern side of the Greenway westbound, beginning at a point 67.80 feet opposite Station 191+57.21 (WB Greenway baseline) and tying into the existing limited access control at a point 79.00 feet opposite Station 200+31.20, to accommodate changes necessitated by the extension of the Metrorail system; and

Route 267 Extended (Dulles Greenway), being a proposed southerly shift of the limited access control along the southern side of the Greenway eastbound, beginning at a point 67.00 feet opposite Station 248+40.18 (EB Greenway baseline) and tying into the existing limited access control at a point 59.59 feet opposite Station 257+18.32, to accommodate changes necessitated by the extension of the Metrorail system; and

Route 267 Extended (Dulles Greenway), being a proposed southerly shift of the limited access control along the southern side of the Greenway eastbound, beginning at a point 64.12 feet opposite Station 266+61.58 (EB Greenway baseline) and tying into the existing limited access control at a point 83.62 feet opposite Station 271+00.11, to accommodate changes necessitated by the extension of the Metrorail system; and

WHEREAS, the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax and Loudoun County's Comprehensive Plans, and VDOT's SYIP, and does not preclude any planned improvements; and

WHEREAS, VDOT's Northern Virginia District has determined that there will be no impact to the operation of the DTR and Greenway right of way, that the Limited Access Control Change (LACC) is appropriate from a safety and traffic control standpoint, and has determined that a Global Traffic Analysis is not necessary because the LACC are not expected to change traffic volumes; and

WHEREAS, VDOT's Northern Virginia District has determined the location of the proposed LACC is within an air quality maintenance or non-attainment area and the proposed

project is considered regionally significant for air quality purposes; however, the project is in the Comprehensive Plans, and has met all regional transportation conformity requirements, and therefore will not cause or contribute to a violation of any air quality standards, and there will be no adverse environmental impacts; and

WHEREAS, public notices were posted in the *Washington Post* newspaper, on August 13, 2015 and August 20, 2015 and in the *El Tiempo Latino* newspaper on August 14, 2015 and August 21, 2015, and closed on August 31, 2015, with no comment received; and

WHEREAS, VDOT has determined that the requirements for the compensation in consideration of the said proposed access shall not be required as the access is to accommodate a public transportation project; and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all requirements included in 23CFR 625; and

WHEREAS, all costs of engineering and construction, including all necessary safety improvements will be borne by MWAA; and

WHEREAS, all work, roadway construction, improvements and equipment will remain or become the property of the Commonwealth or the FAA, as appropriate, with land rights and maintenance responsibilities within Route 267 remaining as previously defined.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of Sections 33.2-310 and 33.2-401 of the *Code of Virginia*, the CTB hereby finds and concurs with the determinations set forth herein and approves the said access for Dulles Metrorail facilities, for public street and other transportation purposes as set forth herein, and subject to the above referred to conditions and restrictions.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

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