



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 17, 2017

MOTION

Made By: Ms. Hynes, Seconded By: Ms. DeTuncq
Action: Motion Carried, Unanimously

Title: Approval of Proposed Temporary Limited Access Control Change (LACC) Fairfax County Parkway (Route 286) on Northbound Ramp from Telegraph Road, Fairfax County

WHEREAS, the Commonwealth Transportation Board (CTB) approved a resolution on July 16, 1987 designating the Springfield Bypass between Route 7 (near Dranesville) and U.S. Route 1 (near Fort Belvoir) as a Limited Access Highway; and

WHEREAS, the Springfield Bypass was renamed as the Fairfax County Parkway and designated Route 286; and

WHEREAS, the Virginia Atlantic Gateway Project consists of a series of projects to improve transportation capacity along the I-95 corridor; and

WHEREAS, adding a third rail along the CSX Railroad in Fairfax County is one of the Virginia Atlantic Gateway Projects; and

WHEREAS, replacing the Route 617 Backlick Road Bridge over the CSX Railroad is necessary to accommodate the third rail line; and

WHEREAS, due to the Backlick Road Bridge replacement (Project), additional access to and from the area of Newington is necessary to maintain traffic flow and to provide emergency access and the Virginia Department of Transportation (VDOT) has determined a temporary

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Roadway from Route 617 Backlick Road to the Route 286 ramp from Telegraph Road is the most feasible location for the additional access; and

WHEREAS, the contractor for the Project will remove the temporary access pavement and restore the ground to its original condition during the final stages of construction; and

WHEREAS, VDOT has identified and prepared a formal request for a temporary limited access control change (LACC) of approximately 100 feet along the Route 286 northbound ramp from Telegraph Road for the duration of the construction of the new Route 617 Backlick Road Bridge; and

WHEREAS, a Notice of Willingness for Public Comment for a break in limited access was posted on April 13, 2017 with the comment period closing May 1, 2017 and no requests for a hearing or other comments were received; and

WHEREAS, the Northern Virginia District has reviewed and approved the traffic analysis report and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

WHEREAS, while the Project is in a non-attainment area for ozone, VDOT has determined that the project is not considered regionally significant and/or is not of a type that would normally be included in the regional air conformity model and will not have an adverse impact on air quality; therefore, an Interagency Consultation for Conformity is not required; and

WHEREAS, the Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways; and

WHEREAS, the economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between VDOT and the Federal Highway Administration and now has a federal exemption and NEPA no longer applies; and

WHEREAS, the proposed Project is in the County of Fairfax and is supported by the Board of Supervisors by resolution dated May 2, 2017; and

WHEREAS, the Department has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met; and

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WHEREAS, VDOT recommends approval of the LACC as proposed and seeks authorization for the Commissioner to take all actions necessary to implement that decision;

NOW, THEREFORE, BE IT RESOLVED, in accordance with section 33.2-401 of the *Code of Virginia* (1950), as amended, and 24 VAC 30-401-20, the CTB hereby finds and concurs with the determinations and recommendations made by VDOT and approves the temporary limited access change recommended by VDOT, with such change to remain in effect only until the new Backlick Road Bridge is open to traffic.

BE IT FURTHER RESOLVED, that the Commissioner of Highways is hereby authorized to take all actions and execute any and all documents needed to comply with this resolution.

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CTB Decision Brief
Proposed Limited Access Control Changes
Fairfax County Parkway (Route 286) on Northbound Ramp from Telegraph
Road Project R000-029-249
UPC 110156
Fairfax County

Issues: Route 617 Backlick Road over the CSX Railroad is closed due to replacement of the bridge. As a result, temporary access between Backlick Road and the northbound ramp from Telegraph Road to the Fairfax County Parkway is needed to maintain traffic flow and to provide emergency access. Consequently, the proposed project requires a temporary break in limited access on the Fairfax County Parkway along the northbound ramp from Telegraph Road to provide this temporary access. Pursuant to *Virginia Code* §33.2-401, CTB approval of the limited access control change and authorization for the Commissioner of Highways to take action to implement this change is required.

Facts:

Section 33.2-401 of the *Code of Virginia* (1950), as amended, authorizes the Commonwealth Transportation Board (CTB) to regulate the use of limited access highways. The Virginia Department of Transportation (VDOT) seeks approval from the CTB of its request for a temporary break in limited access on the Fairfax County Parkway.

- The Commonwealth Transportation Board approved a resolution on July 16, 1987 designating the Springfield Bypass (now the Fairfax County Parkway) between Route 7 and Route 1 as a limited access highway.
- The Virginia Atlantic Gateway is a series of roadway and rail projects to increase capacity of the I-95 Corridor.
- Route 617 Backlick Road over CSX will need to be replaced to accommodate a new third rail line proposed as part of the Virginia Atlantic Gateway.
- For reasons of safety, budget and schedule, VDOT determined a full closure of the bridge during construction is required.
- There is limited access to and from the area served by Backlick Road. To prevent additional congestion and to provide emergency access additional access to the Newington area is needed.
- The proposed temporary access between Backlick Road and the northbound ramp from Telegraph Road to the Fairfax County Parkway (Route 286) will provide the necessary reserve and emergency access needed.
- The limited access control change will be in effect only during the closure of the Route 617 Backlick Road Bridge over the CSX Railroad.
- While the Project is in a non-attainment area for ozone, VDOT has determined that the project is not considered regionally significant and/or is not of a type that would normally be included in the regional air conformity model and will not have an adverse impact on air quality; therefore, an Interagency Consultation for Conformity is not required.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- A Notice of Willingness for Public Comment for a break in limited access was posted on April 13, 2017 with the comment period closing May 1, 2017 and no requests for a hearing or other comments were received.

- The economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed.
- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between VDOT and the Federal Highway Administration and now has a federal exemption and NEPA no longer applies.
- The proposed Project is in the County of Fairfax and is supported by the Board of Supervisors by resolution dated May 2, 2017.

Recommendation: VDOT recommends approval of the resolution allowing a temporary limited access control change on the Fairfax County Parkway. VDOT further recommends that you authorize the Commissioner to take all actions necessary to implement that decision.

Action Required by CTB: The *Code of Virginia* § 33.2-401 requires a majority vote of the CTB authorizing the recommended change. The CTB will be presented with a resolution for a formal vote.

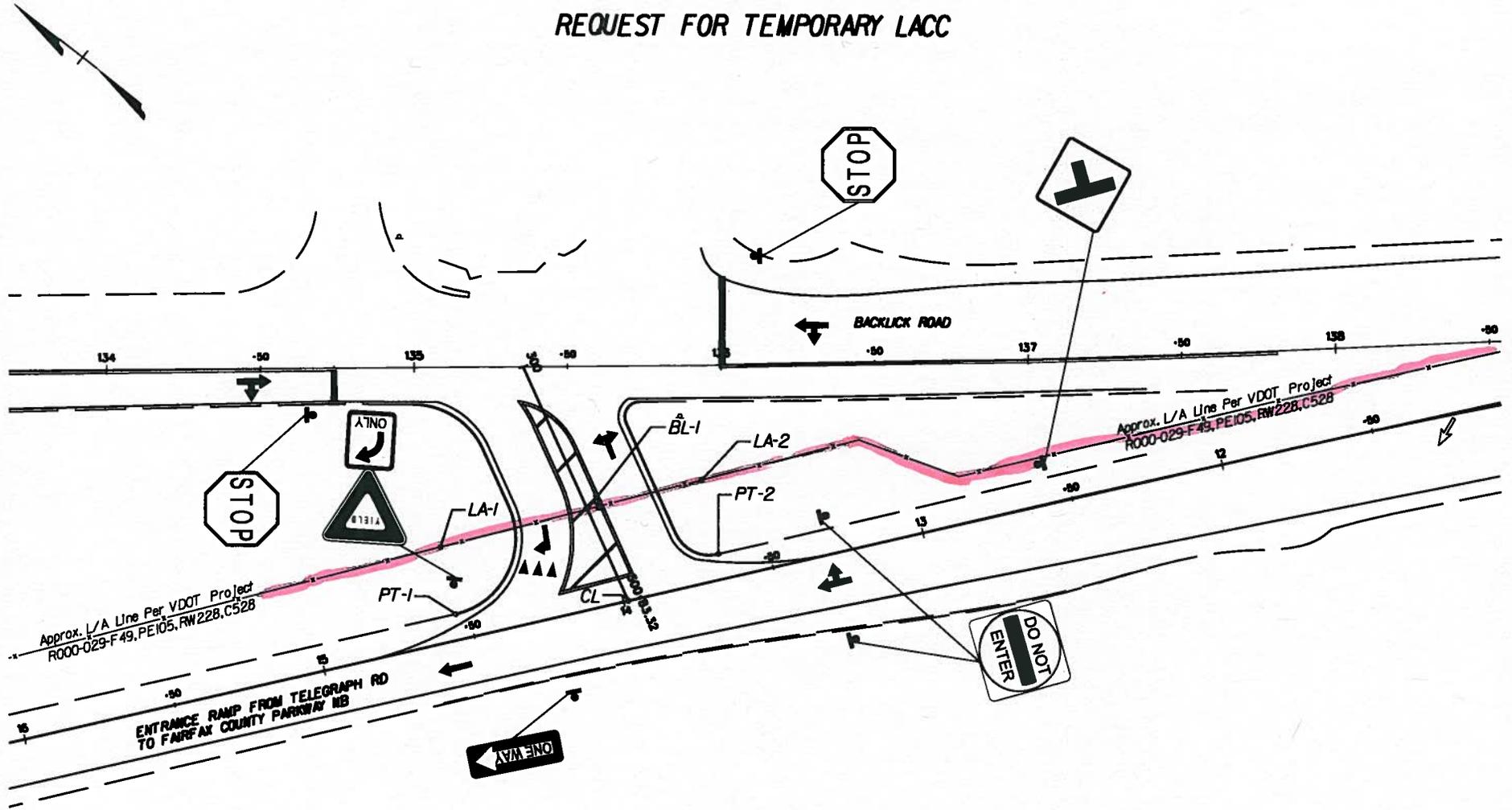
Result, if Approved: The temporary limited access control change will be authorized and the Commissioner of Highways will be authorized to take all actions and execute any and all documents needed to comply with this resolution.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A

TEMPORARY ACCESS ROAD BACKLICK ROAD BRIDGE OVER CSX REPLACEMENT

REQUEST FOR TEMPORARY LACC

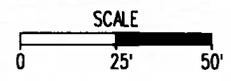


Approx. L/A Line Per VDOT Project
R000-029-F49, PE105, RW228, C528

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R000-029-F49, PE105, RW228, C528

ENTRANCE RAMP FROM TELEGRAPH RD
TO FAIRFAX COUNTY PARKWAY NB

TEMPORARY ACCESS ROAD		APPROX. OFFSET	
	STA.	OFFSET	AT L/A LINE
PT-1	14+52.87	8.40' LT	30.36' LT LA-1
CL	13+98.48	0.00 CL	31.71' LT LA-2
PT-2	13+66.85	8.19' LT	32.50' LT LA-2
BL-1	14+04.78	-	31.57' LT LA-2



7/16/87

Moved by Mr. Guiffre, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, Design Public Hearings were held between October 7 and November 20, 1986 in various locations in Fairfax County for the purpose of considering the proposed design of the Springfield Bypass* from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir), in Fairfax County, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, State Project R000-029-249, PE-103, PE-104, PE-105, PE-106; Federal Project M-5401(), and

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 project as presented, and their statements being duly recorded, and

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's engineers along alternatives that do not adversely impact Pope's Head Park, Burke Lake Park, South Run Park or Huntsman Park unless Federal approval is obtained with the following modifications:

* IKA FAIRFAX COUNTY PARKWAY
RTE. 7100

7/16/87

1. provide a grade separation with no access at Pinecrest Road,
2. provide an additional one way, northbound access only to the Fair Oaks Hospital,
3. eliminate access to Fairfax Station Road,
4. provide access for the extension of the Burke Center Parkway,
5. provide a grade separation with no access at Clara Barton Drive,
6. shift ramp alignment in the southwest quadrant of the Rolling Road interchange to reduce impacts on the adjacent community, and
7. provide minor adjustments where prudent and feasible to minimize or eliminate individual concerns; and

BE IT FURTHER RESOLVED, that the Springfield Bypass, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board be designated as a limited access highway as presented at the said hearing with modifications as included herein.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Bacon, that

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways as recommended by the Department of Conservation and Historic Resources after providing the opportunity for public hearings; and

WHEREAS, the staffs of the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Routes 601, 676, and 614 in Albemarle County from U.S. Routes 29/250 to the Community of Owensville where Route 601 changes to 676 then to 614 and extends to the intersection with Route 810 at the Community of White Hall, substantially meets the adopted criteria for Virginia Byways; and



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 12, 2017

Ms. Allison Richter
Fairfax/Arlington Transportation & Land Use Director
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Backlick Road (Route 617) Bridge Replacement over CSX Railroad Project
VDOT Project No. 0617-029-344, P101, C501, B642 UPC No. 110156

Dear Ms. Richter:

On December 6, 2016, the Fairfax County Board of Supervisors expressed appreciation for the Commonwealth seeking to improve the I-95/I-395 corridor as part of the Atlantic Gateway Project. The Board also provided several comments, including:

- The Board believes there is a need to replace various railroad bridges, including the Newington Road and the Richmond Highway Railroad Bridge Overpasses, to address clearance and condition issues.
- The Board believes that it is essential that significant coordination and community input occur during the development of the individual projects within Atlantic Gateway.
- The Board feels it is critical that significant coordination occur between the Administration and the jurisdictions in which the components are located.

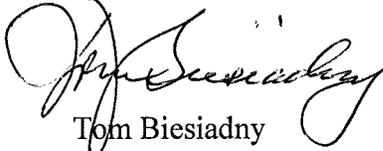
Specifically related to the Backlick Road Bridge Replacement over CSX Railroad Project, staff does not object to VDOT proceeding with the project and submits the following comments:

- The proposed additional temporary access point between the Fairfax County Parkway northbound on-ramp and Backlick Road needs to be designed to ensure safe travel conditions and maintain access for emergency vehicles and buses.
- Given the existing and potential queuing conditions within the Newington underpass, VDOT should monitor the traffic situation and determine appropriate mitigation measures to alleviate anticipated congestion.
- Develop an expedited construction schedule to avoid delays in reopening the bridge.
- VDOT should continue to provide pedestrian access over the CSX Railroad throughout construction.

Ms. Allison Richter
April 12, 2017
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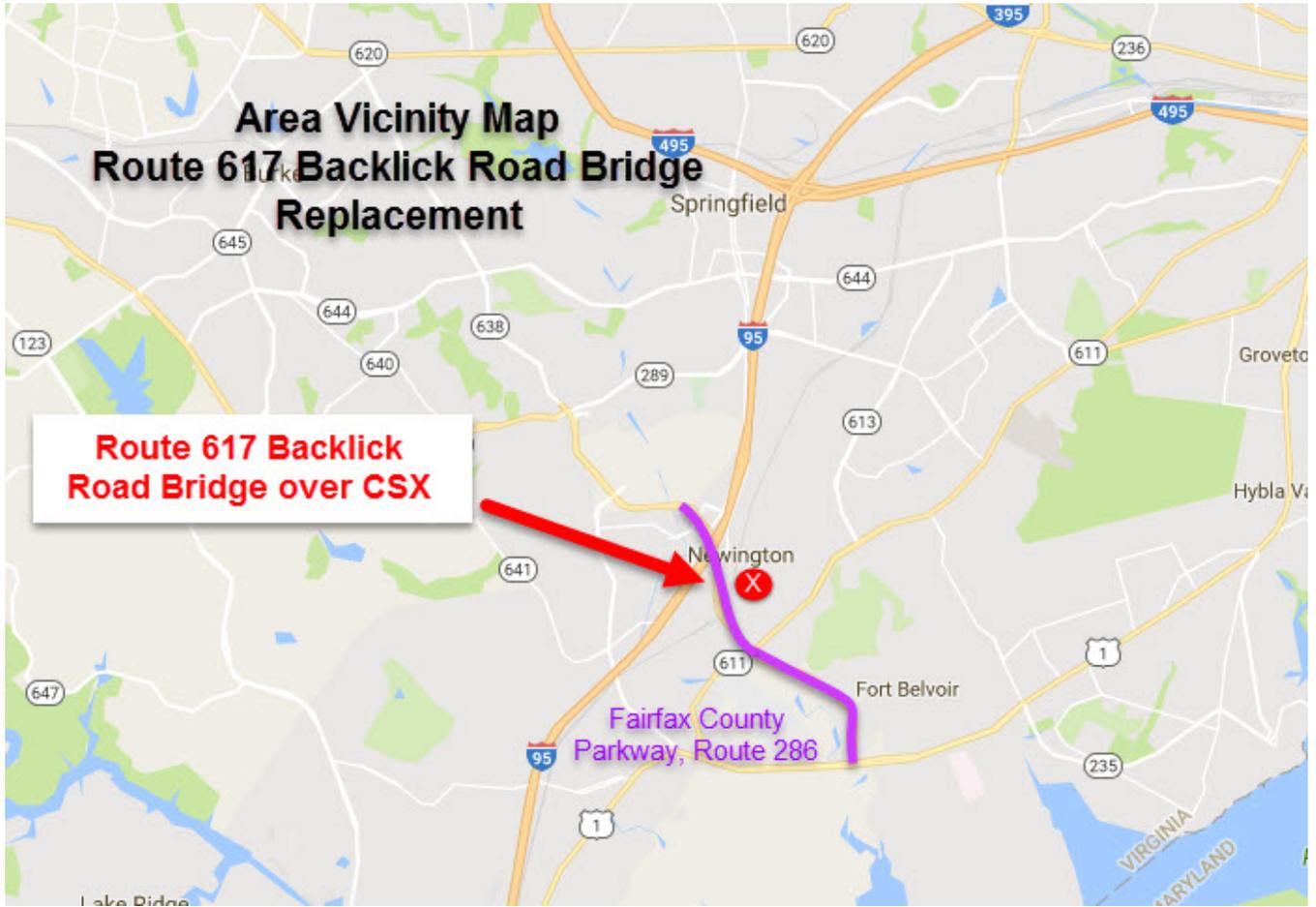
If you have any questions or need additional information, please call Ryan Knight at (703) 877-5784 or me at (703) 877-5663.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Biesiadny". The signature is fluid and cursive, with a large initial "T" and "B".

Tom Biesiadny
Director

cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Shahrad Behboodi, Project Manager, VDOT
Terry Yates, Assistant Transportation and Land Use Director, VDOT
Eric M. Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT
Karyn L. Moreland, Chief, Capital Projects Section, FCDOT
Sung Shin, Transportation Planner IV, FCDOT
Ryan Knight, Transportation Planner III, FCDOT



AREA VICINITY MAP

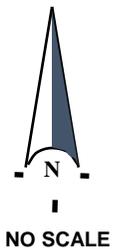
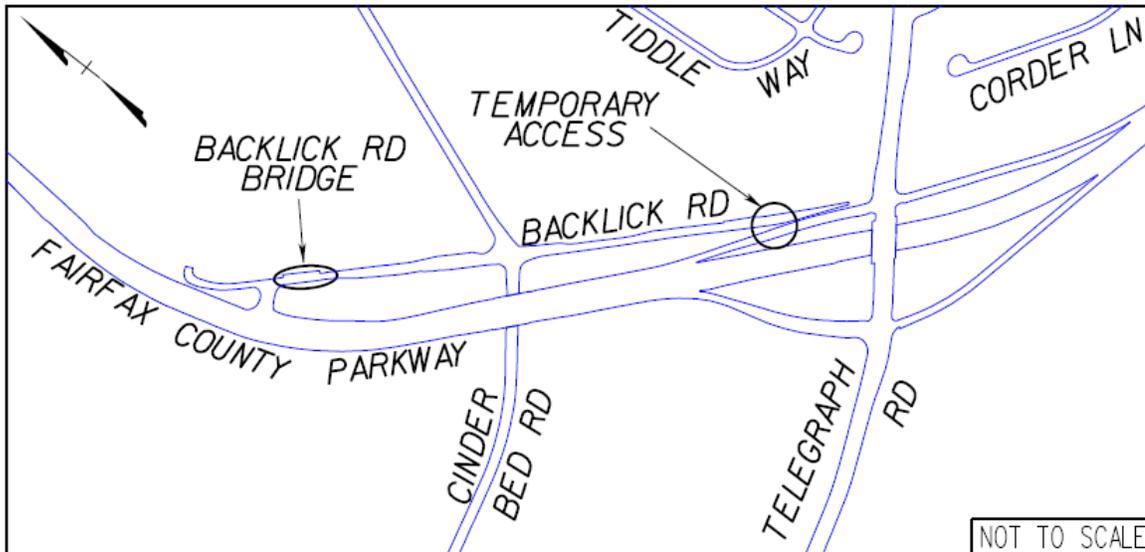


FIGURE	PROJECT No.	VICINITY MAP	
	2		
	NOT TO SCALE	BACKLICK ROAD OVER CSX RAIL ROAD	

Get Involved

VDOT representatives will review and evaluate any information received as a result of the public hearing. The comment sheet in this brochure is provided to assist in making your comments. You may leave the sheet or any other written comments in the comment box, or mail/email your comments.

Comments must be postmarked, emailed or delivered to VDOT by **February 9, 2017** to be included in the public hearing record.

Mail comments to Mr. Shahrad Behboodi at the address below or email meetingcomments@vdot.virginia.gov. Please include "Backlick Road Bridge Replacement" in the subject line.

Project information shared here, including a summary of comments received during the comment period, will be available at www.virginiadot.org/projects and at VDOT's Northern Virginia District office.

Contact Information

Primary Contact: Shahrad Behboodi, P.E. shahrad.behdoodi@vdot.virginia.gov	Structure & Bridge	4975 Alliance Drive Fairfax, VA 22030	703-259-2304
Terry Yates, P.E. terry.yates@vdot.virginia.gov	Preliminary Engineering	4975 Alliance Drive Fairfax, VA 22030	703-259-2413
Brian Costello brian.costello@vdot.virginia.gov	Right of Way & Utilities	4975 Alliance Drive Fairfax, VA 22030	703-259-2986
Jennifer McCord jennifer.mccord@vdot.virginia.gov	Communications	4975 Alliance Drive Fairfax, VA 22030	703-259-1779

TTY/TDD Dial 711



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Public Information Meeting

Bridge Replacement Backlick Road over CSX Railroad

Thursday, January 26, 2017

6:30 p.m. to 8 p.m.

Island Creek Elementary School

7855 Morning View Lane, Alexandria, VA 22315

Public Meeting

Welcome to the Virginia Department of Transportation's public information meeting on the proposed replacement of Backlick Road bridge. We look forward to your participation.

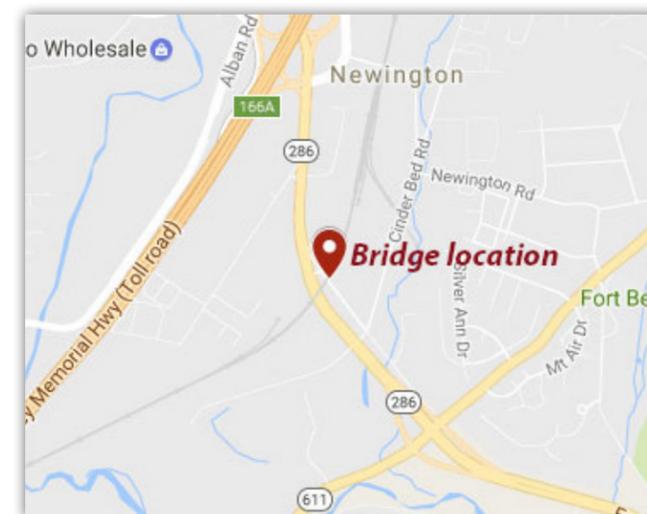
This meeting is being held to provide an opportunity for citizens and organizations to give VDOT their comments and/or suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handouts for this meeting, and your input is encouraged. All written comments received will be reviewed by VDOT, and the design team.

Comments will also be summarized and available on the VDOT project website at www.virginiadot.org/projects.

Project Overview



Backlick Road bridge over CSX location

Purpose: Provide clearance for additional tracks along the CSX Railroad.

Location: Intersection of Russell Branch Backlick Road, Route 617 at the CSX Rail Crossing.

Improvements: The new bridge will be slightly higher and provide wider entry for vehicles at the north end of the bridge.

State Project: 0617-029-344, P101, C501, B642 UPC: 110156

Project Description

Virginia's Atlantic Gateway Project is a series of projects to address congestion along the I-95 corridor in Virginia. The project includes 14 miles of new rail track to improve capacity for freight, commuter and passenger rail service.

The Route 617 Bridge over the CSX railroad in the Newington area currently has insufficient horizontal or vertical clearance to accommodate new rail tracks. The primary purpose of this project is to provide room for additional tracks.

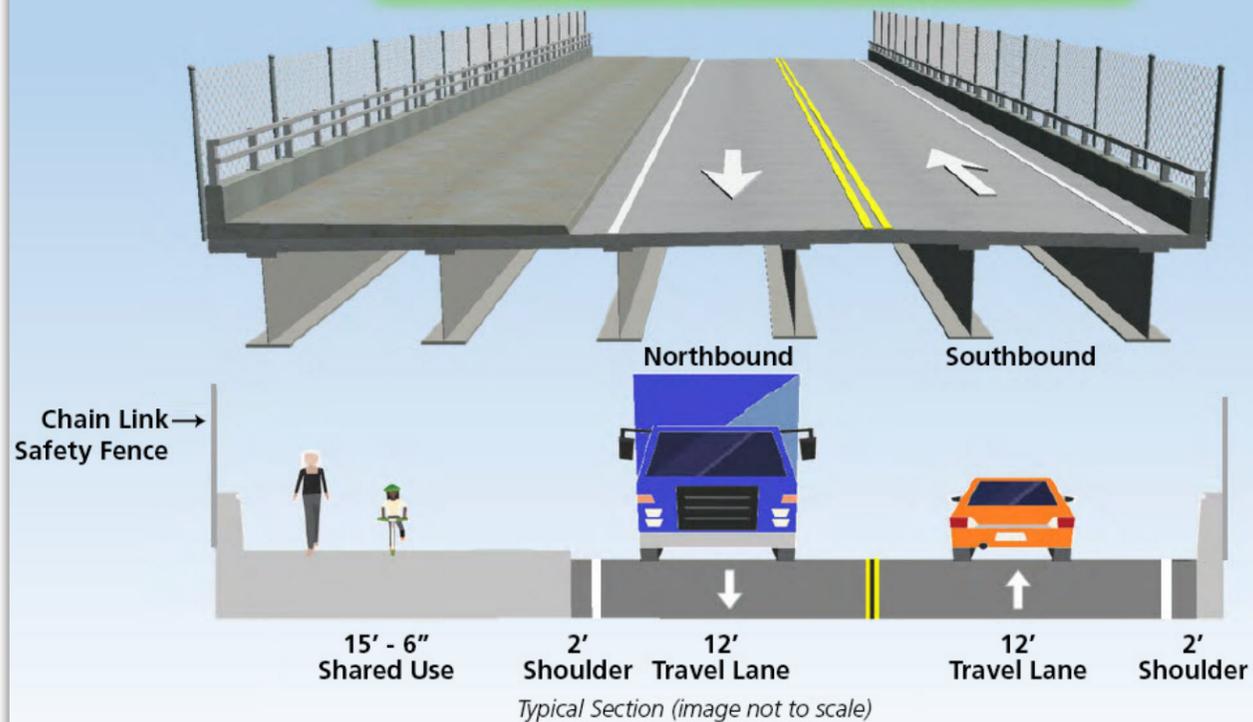
Improvements include:

- Wider shared use path on bridge
- New pavement on both ends of the bridge
- New curb and gutter on the southern approach to the bridge
- Wider entry at the north end of the bridge to provide more room for vehicles to maneuver, particularly trucks

The Virginia Atlantic Gateway Project will improve existing freight and passenger bottlenecks, congestion, and safety concerns on the heavily traveled I-95 corridor.

Typical Section

Backlick Road Bridge Replacement Over CSX Railroad



Estimated Project Cost

Preliminary Engineering:
\$1.0 million

Existing Utility Adjustment/Relocation:
\$50,000

Construction:
\$8.9 million

Total Cost:
\$10 million

Anticipated Schedule

Public Information Meeting
January 26, 2017

Comment period ends
February 9, 2017

Approve design
Spring 2017

Advertise for construction
Spring 2017

Begin construction
Fall 2017

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights at 703- 259-1775 or TTY/TDD 711.

Environmental Review

Pursuant to the National Environmental Policy Act (NEPA) and 23 CFR 771, a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between VDOT and the Federal Highway Administration approved on May 1, 2013. This PCE was completed and distributed on November 18, 2016.

Right of Way

As design of this project is finalized, additional easements may be required beyond the proposed right of way and will be shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT's brochure, "Right of Way and Utilities: Guide for Property Owners and Tenants." Copies of this brochure are available here from VDOT personnel.

After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed bridge replacement on properties listed in or eligible for listing in the National Register of Historic Places is included with the environmental document.

Copies of the document are available for review here tonight or can be viewed online at www.virginiadot.org/projects.