

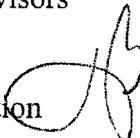


County of Fairfax, Virginia

MEMORANDUM

DATE: December 30, 2012

TO: Members, Board of Supervisors

FROM: Tom Biesiadny, Director
Department of Transportation 

SUBJECT: Update on Operational and Feasibility Analysis of Dulles Toll Road Ramps into Tysons

In response to the Board of Supervisor's request on November 20, 2012, this memorandum is an update on the Operational and Feasibility Analysis of Dulles Toll Road Ramps into Tysons. The Fairfax County Department of Transportation (FCDOT) has been conducting this study of Dulles Toll Road Ramp connections into Tysons as a follow up to the Board's approval of the Tysons Comprehensive Plan Amendment in June 2010. FCDOT expects a significant number of future Tysons residents and workers to use transit and other high occupancy modes of transportation and is working to maximize the number of travelers using these options. However, there will still be a need to improve vehicular access into/out of Tysons from the Dulles Toll Road to support the 85,000 additional residents and 100,000 additional workers that are envisioned by the Comprehensive Plan Amendment.

FCDOT's analysis is looking at the possibility of new ramps in three general locations: West of Route 7; between Route 7 and Spring Hill Road; and east of Spring Hill Road. FCDOT is specifically studying which of these ramps and/or combination of ramps provides the greatest collective benefits to Tysons. The study is also looking at the impacts of these ramps on adjacent neighborhoods and the costs of the various options, among other things.

In the area west of Route 7, the study is evaluating a connection from Dulles Toll Road to Boone Boulevard extension, a new road that the plan envisions to be located parallel to Route 7. FCDOT has looked at four options for this connection. One of the options is located along a resource protection area (RPA) on the west side of Tysons. The other three options involve various ramp configurations at the Sheraton site located at Route 7 and the Dulles Toll Road.

This operational and feasibility analysis is not being conducted at the same level of detail as a federal Environmental Impact Statement (EIS). However, information from this study will be used in the EIS process, before any of the ramp options are constructed. As such, FCDOT staff believed that it was important to evaluate all ramp options and document the benefits of and problems with each option.

Although the operational and feasibility analysis of the four options west of Route 7 is not entirely complete, FCDOT staff believes that enough information has been collected to conclude that there are other viable options for this ramp, and the option along the RPA can be eliminated from further study.

The other three options are being coordinated with JBG, the developer of Sheraton site, and are being analyzed in combination with ramp connections in other locations in Tysons. While each of the three remaining options for this ramp has significant challenges of their own, these challenges are not as significant as those associated with the ramp and roadway along the RPA.

In the upcoming months, FCDOT and our consultants will analyze all the remaining ramp options into Tysons, including their ability to address future Tysons traffic demands, their impacts on Dulles Toll Road and their impact of adjacent neighborhoods and developments. The project will continue to be coordinated with all the stakeholders.

FCDOT will present information regarding our analysis of the Boone Boulevard ramp option at the Board Transportation Committee on January 15, 2013, and answer questions. The entire operational and feasibility study is expected to be complete in Spring 2013.

If you have any questions or would like additional information, please call Seyed Nabavi at (703) 877-5759 or me at (703) 877-5663.

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