



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # NB2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2010

MOTION

Made By: Mr. Koelemay Seconded By: Dr. Davis
Action: Motion Carried, Unanimously

Title: Right of Way and Limited Access Control Change
Route 7100 (Fairfax County Parkway)
Fairfax County

WHEREAS, the Springfield Bypass, between Route 7 (near Dranesville) and Route 1 (near Fort Belvoir), in Fairfax County, was designated as a Limited Access Highway by the Commonwealth Transportation Board (CTB), on July 16, 1987; and

WHEREAS, the Springfield Bypass was renamed as the Fairfax County Parkway and designated as Route 7100; and

WHEREAS, on February 25, 2008, the United States Army (USA), the Virginia Department of Transportation (VDOT), and the Federal Highway Administration (FHWA) entered into an agreement for the completion of the design and construction of Route 7100 (Fairfax County Parkway) from Rolling Road to Fullerton Road; and

WHEREAS, in connection with a section of Route 7100, State Highway Project R000-029-249, RW-214, C-514, which is located between the aforesaid locations, the Commonwealth acquired certain lands, easements in perpetuity and limited access control easements from various landowners; and

WHEREAS, the United States Army (USA) has identified a proposed right of way and limited access control change (RW/LACC) along the north side of Route 7100 (Fairfax County Parkway) north proposed right of way and limited access line, as shown on the plans for State Highway Project R000-029-249, RW-214, C-514, as part of project

design refinement to accommodate the construction of a ramp from Interstate 95 southbound to serve as an access point to the Fort Belvoir North Area (formerly Engineering Proving Ground [EPG]) documented in the Fairfax County Parkway Interchange Justification/Modification Report (IJR/IMR); and

WHEREAS, the Policy on Design Standards--Interstate System requires connection to a public road when requesting access to/from a limited access facility such as I-95. The FHWA exemption from policy in the interest of providing adequate ingress/egress for a National Defense Road facility is pending and the CTB action will be contingent upon receiving FHWA approval; and

WHEREAS, USA and VDOT have identified and determined that the revision necessary to the said right of way and limited access line, as shown on said plans, of approximately 100 feet, more or less, on the north side of the Route 7100 (Fairfax County Parkway) north proposed right of way and limited access line (approximately 50 feet, more or less, on either side of approximate Station 40+52.5), being a non-signalized ramp with safety improvements, merge lanes, deceleration lanes and median, as required, is appropriate to accommodate said ramp from a design standpoint subject to further VDOT review and approval, and is requesting approval of the RW/LACC; and

WHEREAS, the IJR/IMR documents the technical studies performed to request the said access point to the Fort Belvoir North Area, which will house 8,500 personnel from the National Geospatial-Intelligence Agency (NGA) by the September 2011, with phased deployment of said personnel to begin in January 2011; and

WHEREAS, the said proposed ramp represents the IMR portion of the IJR/IMR, and will provide a direct connection from Interstate 95 southbound to Fort Belvoir North Area/Heller Road via Interstate 95 southbound to Route 7100 (Fairfax County Parkway) westbound; and

WHEREAS, the said proposed ramp is part of the Defense Access Roads (DAR) Program and has been developed and recommended to facilitate ingress and egress for the Fort Belvoir North Area, as a means of minimizing the impact of the said personnel deployment on traffic operations and safety along Interstate 95, Route 7100 (Fairfax County Parkway) and the intersecting regional and local roadway facilities; and

WHEREAS, FHWA held a public hearing on the proposed ramp design features on June 17, 2009; and

WHEREAS, the *Record of Decision for the Implementation of 2005 Base Realignment and Closure (BRAC) Recommendations and Related Army Actions at Fort Belvoir, Virginia*, (ROD) dated August 7, 2007 (USACE, 2007a), approved the Preferred

Alternative that recommended relocating NGA to the EPG site and a net increase of approximately 4,400 employees to the Main Post of Fort Belvoir; and

WHEREAS, the June 2007 *Final Environmental Impact Statement (EIS) for Implementation of 2005 Base Realignment and Closure (BRAC) Recommendations and Related Army Actions at Fort Belvoir, Virginia* (USACE, 2007a) identified, evaluated, and documented the effects of four alternatives on the transportation system at Fort Belvoir and surrounding areas that would result from the implementation of the realignment actions; and

WHEREAS, the EIS concluded that the BRAC action would be expected to have significant impacts on the transportation system, regardless of the land use alternative selected, and that the effects of each alternative would vary because of the siting of each of the agencies affected by the BRAC action; and

WHEREAS, the said DAR ramp was included in the conformity testing for the Washington, D.C. region's 2008 Constrained Long Range Plan (CLRP) and FY 2009-2014 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, both the FHWA and Federal Transit Administration (FTA) stipulated by letter dated February 17, 2009, that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate conformity are consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended, thus the proposed DAR ramp meets conformity, and a Finding of No Significant Impact (FONSI) has been issued for the associated environmental documentation; and

WHEREAS, the environmental assessment for the said Route 7100 (Fairfax County Parkway) Project was completed in 2004 by VDOT, with a reassessment completed by FHWA in 2008; and

WHEREAS, an environmental assessment for this DAR ramp into Fort Belvoir North Area was approved by FHWA on August 20, 2008, with a FONSI issued on May 19, 2009, therefore no additional environmental work is required in order to submit the final IJR/IMR; and

WHEREAS, VDOT staff has determined that the said proposed RW/LACC for said ramp is viable from a safety and traffic control standpoint based on the global traffic analysis contained in the IJR/IMR, September 2008; Addendum I to the IJR/IMR, May 2009; and Addendum II to the IJR/IMR, December 2009; and

WHEREAS, the Fairfax County Department of Transportation, by letter dated March 1, 2010, supports the said ramp construction and the proposed RW/LACC; and

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WHEREAS, USA shall construct the proposed ramp with median, merge lanes, and deceleration lanes, as required, for the said RW/LACC to the specifications approved by VDOT, and meeting all VDOT right of way, engineering, construction, and safety improvement standards and requirements; and

WHEREAS, the Defense Access Roads Program provides a means by which the Department of Defense (DoD) can contribute to the cost of highway improvements needed for adequate highway service to defense and defense-related installations, therefore all costs for the said proposed ramp and RW/LACC will be borne by the USA; and

WHEREAS, approval of the said proposed ramp and RW/LACC is contingent upon FHWA approval of the IJR/JMR, and the RW/LACC, and upon the condition that the USA donates the right of way needed for the said ramp to VDOT; and

WHEREAS, no compensation shall be required for the RW/LACC, as VDOT has determined the value of the land served by the ramp shall be unaffected; and

WHEREAS, a public notice was posted on August 8, 2009, in the Washington Post, a daily newspaper, and closed on September 9, 2009 with no comment received; and

WHEREAS, VDOT has determined that it is critical to the coordination of project construction for the CTB to take action although the proposed RW/LACC is not in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code in that the FHWA approval of the IJR/IMR and RW/LACC is pending; and

WHEREAS, upon completion of the said proposed ramp and RW/LACC by USA, and acceptance by VDOT, all work, roadway construction, improvements and equipment will become the property of VDOT.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of Section 33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby finds and concurs with the determinations made by VDOT and approves the said limited access changes for public street purposes, as set forth, and subject to the above referred to conditions and contingent upon approval of the IJR/IMR and RW/LACC by the FHWA. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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