



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Sean T. Connaughton  
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106  
Richmond, Virginia 23219

(804) 786-1830  
Fax: (804) 225-4700

*Agenda item # 12*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**October 20, 2010**

#### **MOTION**

**Made By: Mr. Koelemay    Seconded By: Mr. Garczynski**  
**Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes (LACC)**  
**Routes 267 and 123, Interstates 66 and 495**  
**Fairfax County**

**WHEREAS**, Interstate 66, between 0.051 mile west of the intersection with Interstate 495 and the Fairfax and Arlington County line, in Fairfax County, was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

**WHEREAS**, in connection with sections of Interstate 66, State Highway Project 0066-029-103, RW-202, which is located between the aforesaid locations, the Commonwealth acquired certain lands and limited access easements from various landowners; and,

**WHEREAS**, Route 413, between 0.500 mile north of the intersection with Route 29 and 1.545 miles north of the intersection with Route 123, in Fairfax County, was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

**WHEREAS**, in connection with sections of Route 413, State Highway Project 0413-029-007, R/W-1, which is located between the aforesaid locations, the Commonwealth acquired certain lands and limited access easements from various landowners; and,

**WHEREAS**, Route 413 was subsequently transferred to the Interstate Highway System and renumbered to Interstate 495; and,

**WHEREAS**, the Federal Aviation Administration (FAA), on behalf of the United States of America, acquired property, designed and built the Dulles Airport Access Road (DAAR), from I-495 to the Washington Dulles International Airport to serve airport users; and,

**WHEREAS**, the FAA specifically restricted the number and specifically determined the location of points of public access and egress for the said DAAR; and,

**WHEREAS**, the United States of America, by and through the Secretary of Transportation, leased the Property for the DAAR to the Metropolitan Washington Airports Authority (MWAA), by lease dated March 2, 1987, therefore, assuming the activities formerly of the FAA; and,

**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 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**, due to continued design refinement of the Dulles Corridor Metrorail Project (DCMP), MWAA and VDOT have identified and requested various proposed shifts and changes to the right of way and/or limited access control on various routes intersecting the DCMP corridor, as shown on the plan drawings for said Project, and specifically described as:

**Interstate 66, DRAWING FIG-K98-R-001**, being a proposed southwest shift of the northeast limited access control of I-66 westbound beginning at a point 88.21 feet opposite Station 811+34.16 (I-66 Spot Improvements Baseline), continuing south to a point 46.09 feet opposite Station 811+69.24 (I-66 Spot Improvements Baseline), thence continuing southeast for a distance of 117.23 feet to a point 47.29 feet opposite Station 812+86.47 (I-66 Spot Improvements Baseline), thence for a distance of 73.04 feet to a point 50.16 feet opposite Station 813+59.51 (I-66 Spot Improvements Baseline), thence for a distance of 121.50 feet to a point 50.22 feet opposite Station 814+ 81.01 (I-66 Spot Improvements Baseline), then continuing northwest for a distance of 37.69 feet, to a point

tying into the said existing limited access line at 87.91 feet opposite approximate Station 814+87.99 (I-66 Spot Improvements Baseline), to accommodate both the existing Traction Power Substation (TPSS) and proposed Fisher Ave. Train Control Room (TCR) Facility; and,

**Route 267 (Dulles Connector Road), DRAWING FIG-N91-002,** being a proposed relocation of the 74 foot limited access break along the west revised existing limited access control of Route 267 (Dulles Connector Road [DCR]) eastbound lane, approved by Resolution of the Commonwealth Transportation Board on April 19, 2007, located at a point 114.92 feet opposite Station 1006+63.00 (DAHE Baseline), to a point 118.41 feet opposite Station 1007+37.00 (DAHE Baseline), for a distance of 101 feet to the north to begin at a point 113.87 feet opposite Station 1005+62.00 (DAHE Baseline), and end at a point 114.22 feet opposite Station 1006+36.00 (DAHE Baseline), to accommodate the finalized location of the proposed Storm Water Management Pond access road, and the proposed Yard Lead Tunnel under the Route 267 eastbound lanes; and,

**Route 267 (Dulles Connector Road), DRAWING N92-P-401,** being a proposed limited access control change to locate Tie Breaker Station (TBS) #2, within the northeast existing limited access control of Route 267 (DCR) westbound, with non-signalized access from the shoulder of westbound Route 267 (DCR), with safety improvements, as required, for operation and maintenance of the TBS facility; and,

**Route 123, DRAWING FIG-N01-004,** being a proposed northwest shift of the said existing limited access control to terminate at a point 35.89 feet opposite Station 127+27.89 (Project ROW baseline), to accommodate the proposed Metrorail aerial guideway and Tie Breaker Station (TBS) #3, within the northwest existing limited access control along the northwest side of Route 123 (Dolley Madison Blvd.) southbound at the northwest side of the ramp from Route 267 (DCR), with non-signalized access to the said facility the said Route 123 with no additional lanes, and allowing right in and right out only turning movements with safety improvements, as required, for operation and maintenance of the TBS facility; and,

**Route 123 and Interstate 495, DRAWINGS FIG-N01-R-005 and FIG-N01-R-006,** being a proposed northwest shift of the northwest existing limited access control of Route 123 southbound, beginning at a point 134.69 feet opposite Station 106+75.50 (Route 123 baseline), to a point 140.87 feet opposite Station 108+43.73 (Route 123 baseline), to accommodate the proposed Metrorail located along the northwest side of Route 123 southbound, which will cross over I-495 on a segmental concrete aerial structure; and a proposed southwest shift of the southwest existing limited access control of Route 123 northbound of approximately 7 feet, at the intersection of Old Meadow Road, to a point 95.74 feet opposite Station 112+23.87 (Route 123 centerline), to accommodate the proposed modifications to Old Meadow Road to align with the changes to Capital One Drive; and,

**Routes 123 and 7, DRAWING FIG-N03-001**, being a proposed southwest shift of the southwest existing limited access control of Route 7 (Leesburg Pike) eastbound located in the outer strip between the existing frontage road and eastbound Route 7, beginning at a point 156.49 feet opposite Station 207+76.77 (ROW baseline), to follow the proposed curb line to a point 162.38 feet opposite Station 211+44.26 (ROW baseline), to accommodate the proposed shifting of Route 7 eastbound lanes away from the median, eliminating this section of the frontage road, for the Tysons Central 7 Station to be constructed in the median; and being a proposed southeast shift of the southeast existing limited access control along the remaining portion of the frontage road beginning at a point 354.48 feet opposite Station 206+20.71 (ROW baseline), continuing to a point 364.22 feet opposite Station 206+00.42 (ROW baseline), thence to the southwest to a point 416.47 feet opposite Station 206+11.60 (ROW baseline), thence west to a point tying into the existing limited access control of the frontage road at 407.21 feet opposite Station 206+31.01 (ROW baseline), to accommodate a vehicle turn-around area; and,

**Routes 267 (DTR) and 7, DRAWINGS FIG-N04-001 and FIG-N04-002**, being a proposed southwest shift of the southwest existing limited access control of Route 7 (Leesburg Pike) eastbound to along the proposed retaining wall and eastbound Route 7 curb beginning at the intersection with Westwood Center Drive from a point 162.45 feet opposite Station 255+05.05 (ROW baseline), thence to a point 155.24 feet opposite Station 256+31.50 (ROW baseline), thence to a point 154.56 feet opposite Station 258+93.55 (ROW baseline), thence to a point 154.44 feet opposite Station 260+66.91 (ROW baseline), thence to a point 156.33 feet opposite 260+91.20 (ROW baseline), thence to a point 167.47 feet opposite Station 261+26.68 (ROW baseline), thence to a point 197.82 feet opposite Station 204+87.53 (ROW baseline), thence to a point 186.76 feet opposite Station 255+95.50 (ROW baseline), tying into the existing limited access control at the Ramp H merge to accommodate the widening of Route 7 for the construction of the Tysons West Station within the median; and being a proposed northeast shift of the northeast existing limited access control of Route 7 (Leesburg Pike) westbound from a point 14.46 feet opposite Station 263+88.03 (ROW baseline), to a point 58.75 feet opposite Station 264+68.83 (ROW baseline), at the connection to southwest Route 267 (DTR) eastbound Ramp F, to accommodate the improved ramp radius; and being a proposed limited access control change to locate Traction Power Substation (TPSS) #6 within the Route 7 and Route 267 (DTR) interchange between Ramp G and Ramp H with non-signalized access from Route 7 (Leesburg Pike) eastbound with no additional lanes, and allowing right in and right out only turning movements with safety improvements, as required, for operation and maintenance of the TPSS facility; and,

**Route 267 (DTR), DRAWING FIG-N06-003**, being a proposed break in the northeast existing Route 267 (DTR) westbound limited access control beginning at a point 185.64 feet opposite Station 557+00.74 (ROW baseline), to a point 181.32 feet opposite Station 557+26.93 (ROW baseline), to accommodate the Wiehle Avenue Station North

Pedestrian Bridge linking the proposed Wiehle Avenue Metrorail Station with the bus and parking facilities to the north; and being a northeast shift in the southwest existing Route 267 (DTR) eastbound limited access control beginning at a point 342.95 feet opposite Station 556+86.12 (ROW baseline), to a point 334.46 feet opposite Station 556+85.23 (ROW baseline), thence to the northwest to a point 326.64 feet opposite Station 557+59.60 (ROW baseline), where a proposed break in the said limited access control would begin to accommodate the proposed Wiehle Avenue Metrorail South Pedestrian Bridge linking the south entrance pavilion to the Wiehle Avenue Metrorail Station in the Route 267 (DTR) median and said break would end at a point 324.12 feet opposite Station 557+83.56 (ROW baseline), with the said shift of limited access control continuing from this point to a point 322.90 feet opposite Station 558+16 (ROW baseline), tying into the southwest existing Route 267 (DTR) eastbound; and being the temporary establishment of limited access control within the existing Route 267 (DTR) eastbound ramp to Wiehle Avenue to accommodate the construction of a proposed interim bus facility along the outer edge of the ramp, with a buffer, separating the bus facility lane from the general ramp travel lanes, as part of the Phase 1 construction of the two phase Revised Locally Preferred Alternative for the Metrorail extension approved by Resolution of the Commonwealth Transportation Board dated March 18, 2004, from a point 377.16 feet opposite Station 552+25.84 (ROW baseline), thence to the northwest to a point 331.42 feet opposite Station 354+82.25 (ROW baseline), thence to a point 296.65 feet opposite Station 556+77.16 (ROW baseline), thence to a point 283.38 feet opposite Station 557+55.06 (ROW baseline), where a proposed break in the said limited access control would begin to accommodate the aforesaid proposed Wiehle Avenue Metrorail South Pedestrian Bridge, and said break would end at a point 279.58 feet opposite Station 557+78.87 (ROW baseline), with the said temporary establishment of limited access control continuing to a point 271.49 feet opposite Station 558+31.00 (ROW baseline), thence southeast to a point 273.58 feet opposite Station 558+31.20, where a proposed break in the said limited access control to accommodate the aforesaid proposed interim bus lane would begin and end at a point 286.54 feet opposite Station 558+32.48, thence to a point 322.90 feet opposite Station 558+36.07, tying into the said existing limited access control; and,

**WHEREAS**, the aforesaid said interim use will expire at such time that the bus facility is taken out of service and associated restoration of the site is completed to the satisfaction of VDOT; and,

**WHEREAS**, the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax County's Comprehensive Plan, VDOT's SYIP, the State Highway Project 0066-96A-113 Spot Improvements Project, and the State Highway Project 0495-029-754 HOT Lanes Improvements Project, and does not preclude any planned improvements; and,

**WHEREAS**, VDOT has determined that the said proposed shifts, changes in the right of way and limited access control as aforesaid, and to include any safety improvements, as required, are appropriate from a design, safety and traffic control standpoint subject to further review and approval; and,

**WHEREAS**, VDOT has determined that the requirements for a global traffic analysis, locality support, environmental and air quality conformity review, and public notices separate from those made for the said Project, as set forth in Title 24, Section 30, Chapter 401 of the Virginia Administrative Code, are not applicable to this request as the said Project does not significantly impact the operation of Route 267; and,

**WHEREAS**, VDOT has determined that the requirements for compensation in consideration of the proposed limited access control changes shall not be required as all shifts and changes are to accommodate a public transportation project; and,

**WHEREAS**, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

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

**WHEREAS**, the proposed shifts and changes in limited access control are in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and,

**WHEREAS**, upon completion and acceptance of the said proposed changes by VDOT, all work, roadway construction, improvements and equipment will remain the property of the Commonwealth or become the property of 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 33.1-25 and 33.1-58 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board hereby finds and concurs with the determinations set forth herein and approves the said shifts and changes in the said limited access control, and entrances for Dulles Metrorail facilities, for public street and other transportation purposes as set forth, pending the approval of same by MWAA, and subject to the above referred to conditions and restrictions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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