



# 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 # 7*

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

**July 20, 2011**

#### **MOTION**

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

**Title: Limited Access Control Change (LACC)  
Fairfax County Parkway (Route 7100) between  
Telegraph Road and John Kingman Road  
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**, in connection with a section of Route 7100, State Highway Project R000-029-F49, RW-223, 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**, on September 3, 1997, the United States Army (USA) and the Virginia Department of Transportation (VDOT) entered into an agreement which provided the Commonwealth an easement for the construction, operation and maintenance of the Fairfax County Parkway within Fort Belvoir in connection with State Highway Project R000-029-F49, RW-223; and,

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**WHEREAS**, the USA subsequently identified land on the north side of Route 7100 between Telegraph Road and John Kingman Road (Gunston Site), as a potential location for the National Museum of the United States Army at Fort Belvoir (NMUSA); and,

**WHEREAS**, on February 5, 2009, at the request of the USA, the CTB considered and approved a Resolution indicating its intent to approve a LACC on Route 7100 to facilitate its site selection and engineering processes, subject to VDOT reviews and conditions or requirements as appropriate; and,

**WHEREAS**, the USA has completed the requirements including conducting traffic and safety studies, and submitted a formal request for a LACC along the north side of Route 7100 for construction of a proposed signalized intersection to serve as the proposed entrance to the NMUSA site to VDOT for review and approval by the CTB; and,

**WHEREAS**, the Fairfax County Board of Supervisors, by resolution adopted on June 7, 2011, supports the request for the LACC for use for the NMUSA only; and,

**WHEREAS**, on May 19, 2011, in accordance with the National Environmental Protection Act, the USA issued a Finding of No Significant Impact (FONSI) for the associated environmental review, including air quality conformity, which determined the Gunston Site, being on the north side of the north proposed right of way and limited access line of Route 7100 between Telegraph Road and Kingman Road, as shown on the plans for State Highway Project R000-029-F49, RW-223, as the best and only reasonable location for the NMUSA; and,

**WHEREAS**, VDOT has determined that the LACC of approximately 132 feet, more or less, along the north side of the Route 7100 north proposed right of way and limited access line (approximately 66 feet, more or less, on either side of approximate Station 1900+14), for construction of a proposed signalized intersection with turn, taper, acceleration, deceleration, and through lanes and median break, as required, as the entrance to the proposed NMUSA site is appropriate from design, safety and traffic control standpoints subject to further reviews and approval; and,

**WHEREAS**, public notices were posted in the *Mount Vernon Voice* newspaper on June 15, 2011; and the *Washington Post* and *Mount Vernon Gazette* newspapers on June 16, 2011; and the *Fairfax County Times* and *El Tiempo* newspapers on June 17, 2011, and closed on July 7, 2011, with no comments received; and,

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

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

**WHEREAS**, upon completion and acceptance of the proposed intersection and changes by VDOT, all work, roadway construction, improvements and equipment within the Route 7100 right of way will become the property of the Commonwealth; and,

**WHEREAS**, the USA and VDOT intend to enter into a Memorandum of Agreement (MOA) for the proposed intersection and future improvements to the Fairfax County Parkway/John Kingman Road intersection; and,

**WHEREAS**, as determined by VDOT, the USA shall not be required to pay just compensation in consideration of the proposed LACC due to the public nature of the use; and,

**WHEREAS**, the proposed LACC request is in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and,

**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 the CTB hereby approves the said LACC, as set forth herein and subject to Title 24, Section 30, Chapter 401 of the Virginia Administrative Code and the above referred to conditions. The Commissioner of Highways is hereby authorized to execute any and all documents needed to comply with this resolution.

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