



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

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Chairman

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*Agenda item # 10*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD September 19, 2012**

#### **MOTION**

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

#### **Title: Limited Access Control Change (LACC), Route 267, Fairfax County**

**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**, Route 267, between Interstate 66 and Interstate 495, in Fairfax County, was designed and built as Federal Highway Project 34-5(6) by the United States Department of Transportation, Federal Aviation Administration (FAA), and was designated as a Limited Access Highway as a design feature of the project; 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:

**Route 267 (Dulles Connector Road), DRAWING FIG-N01-P-003**, being a proposed limited access control change to locate Pond #12, within the loop ramp (Ramp O) of the southeast existing limited access control of Route 267 (DCR) eastbound, with non-signalized access from shoulder of Ramp O between eastbound Route 267 (DCR) to northbound Route 123 (Dolly Madison Boulevard), with safety improvements, as required, for operation and maintenance of the said pond facilities; and,

**Route 267 (Dulles Toll Road), DRAWING FIG-N95-R-001**, being a proposed southeast shift of the northwest limited access control of Route 267 (DTR) westbound, approved by the Commonwealth Transportation Board on March 17, 2010, beginning at a point 149.33 feet opposite Station 485+45.87 (Project ROW baseline); thence, to a point 132.52 feet opposite Station 485+45.06 (Project ROW baseline); thence, to a point 130.91 feet opposite Station 486+63.03 (Project ROW baseline); thence 146.91 feet opposite Station 489+37.41 (Project ROW baseline), tying into the existing limited access control to accommodate electrical manholes for the proposed traction power substation (TPSS) and maintenance access to the manholes as well as access to the associated storm water management pond; and,

**Route 267 (Dulles Toll Road), DRAWING FIG-N95-R-004**, being a proposed southerly shift of the northerly limited access control of Route 267 (DTR) westbound, beginning at a point 144.20 feet opposite Station 513+84.23 (Project ROW baseline); thence, to a point 116.04 feet opposite Station 513+84.23 (Project ROW baseline); thence, to a point 116.01 feet opposite Station 513+98.92 (Project ROW baseline); thence 139.39 feet opposite Station 516+52.84 (Project ROW baseline), to accommodate the location of a Dominion Virginia Power meter and switch gear and provide maintenance access to the meter and switch gear from the Washington and Old Dominion Railroad Regional Park Bike Trail; and,

**Route 267 (Dulles Toll Road), DRAWING FIG-N05-R-006**, being a proposed relocation of the limited access break along the northeast revised existing limited access control of Route 267 (DTR) westbound, approved by Resolution of the Commonwealth

Transportation Board [on October 20, 2010](#), located at a point 185.64 feet opposite Station 557+00.74 (Project ROW baseline), to a point 181.32 feet opposite Station 557+26.93 (Project ROW baseline), for a distance of 41.69 feet to the east to begin at a point 192.53 feet opposite Station 556+59.05 (Project ROW baseline), and end at a point 184.20 feet opposite Station 557+09.57 (Project ROW baseline), to accommodate the finalized location of the proposed Wiehle Avenue Station North Pedestrian Bridge linking the proposed Wiehle Avenue Metrorail Station with the bus and parking facilities to the north; and,

**WHEREAS**, the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax County's Comprehensive Plan, and VDOT's SYIP, and does not preclude any planned improvements; and,

**WHEREAS**, VDOT has [determined](#) that the said proposed access from within limited access controlled right of way, as aforesaid, to include any safety improvements, as required, is 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 the DTR; and,

**WHEREAS**, VDOT has determined that the requirements for compensation in consideration of the said proposed access shall not be required as the access is 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 said proposed access is in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and,

**WHEREAS**, upon completion and acceptance of the said proposed access 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.

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**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 [access 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 Commissioner of Highways is hereby authorized to execute any and all documents needed to comply with this resolution.

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