



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.

Chairman

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*Agenda item # 2*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2015

#### MOTION

**Made By: Mr. Garczynski, Seconded By: Mr. Dyke**

**Action: Motion Carried, Unanimously**

#### **Title: Approval of Proposed Limited Access Control Changes (LACC), Jones Branch Connector Fairfax County**

**WHEREAS**, in accordance with §33.2-208 (B) of the *Code of Virginia* and the policies of the Commonwealth Transportation Board (CTB), a combined Location and Design Hearing was held at the Spring Hill Elementary School in McLean, Virginia on December 10, 2014, from 6:30 p.m. to 8:30 p.m., for the purpose of considering proposed State Highway Project 8102-029-065, PE-101, RW-201, C-501, UPC 103907; and

**WHEREAS**, the proposed project involves improvements to the Jones Branch Connector from Jones Branch Drive (Route 5062) to Dolley Madison Boulevard (Route 123); and

**WHEREAS**, the said improvements include extension of the Jones Branch Connector (JBC) from the Capitol Beltway (I-495) east to Dolley Madison Boulevard (Route 123) and shifting, extending and breaking the existing limited access control from Jones Branch Drive to Capital One Drive North as part of the design feature of the project; and

**WHEREAS**, the proposed project will improve operations along I-495 by providing a new access point for traffic currently using the I-495/Route 123 interchange; and

**WHEREAS**, the proposed connection is anticipated to improve operations along Route 123, which is a National Highway System (NHS) route, and benefit the operations along the adjacent local road system; and

**WHEREAS**, the extension will facilitate circulation within the Tysons Corner area and provide additional access between the I-495 Express Lanes and the eastern part of Tysons Corner; and

**WHEREAS**, the proper notice was given in advance, and all present were given a full opportunity to express their concerns and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

**WHEREAS**, the Fairfax County Director of Transportation has endorsed the project as presented at the Public Hearing by a letter dated April 9, 2015; and

**WHEREAS**, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and a previously completed Capital Beltway Study Environmental Impact Statement dated April 18, 2006 has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; and

**WHEREAS**, the economic, social and environmental effects of the proposed project have been duly examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia* established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-495, formerly Route 413; and

**WHEREAS**, on December 13, 2007, the CTB approved changes to the limited access control and right of way lines of I-495 (Capital Beltway), Hot Lanes- Section 7, Project 0495-029-138, R-201, in accordance with the design plans for the said Project; and

**WHEREAS**, the FHWA has provided the requisite approval for State Highway Project 8102-029-065, PE-101, RW-201, C-501, UPC 103907 and the proposed LACC.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the Jones Branch Connector continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

At the beginning of the project, on the north side of the Jones Branch Connector, beginning at a point 71.62 feet left of Station 19+69.75 (Jones Branch Connector Construction

Baseline) and continuing east along the existing Right of Way Line to a point 72.03 feet left of Station 21+52.69, continuing east to a point 72.78 feet left of Station 21+67.84, continuing to a point 75.40 feet left of Station 21+96.62 and continuing along a 528 foot arch to tie into the existing Right of Way and Limited Access Line at a point 81.37 feet left of Station 22+54.65.

At the beginning of the project on the south side of the Jones Branch Connector, beginning at a point 87.38 feet right of Station 18+44.18 (Jones Branch Connector Construction Baseline) to a point 68.78 feet right of Station 18+78.26, shifting north to a point 56.00 feet right of Station 18+78.26, continuing east along the proposed Right of Way Line to a point 56.00 feet right of Station 20+95.00, shifting 3.5 feet north to a point 52.5 feet right of Station 20+95.00, continuing east to a point 52.50 feet right of Station 21+08.33, continuing east along a 578 foot arch to tie into the existing Right of Way and Limited Access Line at a point 55.13 feet right of Station 22+35.48.

That the existing Limited Access Control Line along north bound I-495 be broken and the proposed Limited Access Control Line on the north side of the Jones Branch Connector begin at a point 64.10 feet left of Station 32+07.28 (Jones Branch Connector Construction Baseline) and continue east to a point 57.37 feet left of Station 33+77.94, shifting north to a point 58.39 feet left of Station 33+77.70, continuing east to a point 57.44 feet left of Station 33+98.19, continuing east to a point 57.78 feet left of Station 34+12.17, continuing east to a point 57.19 feet left of Station 34+15.51, shifting south to a point 56.86 feet left of Station 34+15.51, continuing east and ending at a point 63.60 feet left of Station 36+92.58.

That the existing Limited Access Control Line along north bound I-495 be broken and the proposed Limited Access Control Line on the south side of the Jones Branch Connector begin at a point 52.40 feet right of Station 32+40.54 (Jones Branch Connector Construction Baseline) and continue east to a point 52.25 feet right of Station 34+04.46, shifting south to a point 53.19 feet right of Station 34+04.68, continuing east to a point 55.92 feet right of Station 34+39.22, continuing east to a point 55.57 feet right of Station 34+42.49, shifting north to a point 55.23 feet right of Station 34+42.52, continuing east to a point 57.47 feet right of Station 34+67.40, continuing east to a point 76.25 feet right of Station 35+68.54, continuing east and ending at a point 76.25 feet right of Station 37+14.37.

**BE IT FURTHER RESOLVED**, the Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

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