



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda item # 2-B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 18, 2011

MOTION

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

Title: Limited Access Control Changes (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, 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 Route 267 intersecting the DCMP corridor, as shown on the plan drawings for said Project, and specifically described as:

Routes 267 (DTR), DRAWING FIG-N95-R-005, being a proposed north shift of the south existing limited access control of Route 267 (DTR) eastbound beginning from a point 289.85 feet opposite Station 523+30.07 (ROW baseline), thence to a point 268.90 feet opposite Station 523+23.11 (ROW baseline), thence to a point 250.49 feet opposite Station 523+57.06 (ROW baseline), being where a proposed break of 20 feet in width in the proposed limited access control would begin to accommodate a gated non-signalized access from the shoulder of eastbound Route 267 (DCR), with safety improvements, as required, for operation and maintenance of the SWMP #11 facility, with said break ending at a point 251.75 feet opposite Station 523+77.61 (ROW baseline) and again commencing the said shift of the existing limited access control to a point 231.50 feet opposite Station 523+97.44 (ROW baseline), thence to a point 219.26 feet opposite Station 524+81.93 (ROW baseline), thence to a point 224.31 feet opposite Station 525+03.07 (ROW baseline), thence to a point 221.12 feet opposite Station 525+76.87 (ROW baseline), thence to a point 242.12 feet opposite Station 526+24.16 (ROW baseline), thence to a point 274.64 feet opposite Station 526+25.05, thence to a point 287.09 feet opposite Station 526+17.48 and tying into the existing right of way and limited access control; and being a proposed south shift of the south existing right of way line of Route 267 (DTR) eastbound beginning from a point 289.85 feet opposite Station 523+30.07 (ROW baseline), to a point 287.09 feet opposite Station 526+17.48 and tying into the existing right of way and limited access control; 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 shifts, and changes in the right of way and limited access control as aforesaid, 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,

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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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