



## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

Pierce R. Homer  
Chairman

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*Agenda item # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**February 5, 2009**

#### **MOTION**

**Made By: Mr. Koelemay    Seconded By:Dr. Davis**

**Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes**

**Springfield Bypass renamed to Fairfax County Parkway (Route 7100) between**  
**Telegraph Road and 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**, the land on the north side of the north proposed right of way and limited access line of said Route 7100 between Telegraph Road and Kingman Road, as shown on the plans for State Highway Project R000-029-F49, RW-223, has been identified by the Department of the Army, North Atlantic Division, Corps of Engineers (USA), as a possible final site (Gunston Site) for the National Museum of the United States Army at Fort Belvoir (NMUSA); and

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**WHEREAS**, the USA has identified and is preparing to formally request a limited access control change (LACC) of approximately 100 feet, more or less, along the Route 7100 north proposed right of way and limited access line (approximately 50 feet, more or less, on either side of approximate Station 1899+75) for construction of a proposed signalized intersection with turn, taper, acceleration, deceleration and through lanes, and median break, as required, as the proposed entrance to the proposed NMUSA site; and

**WHEREAS**, to facilitate the final site selection and engineering for the NMUSA, the USA, by letter dated January 14, 2009, has requested the CTB to consider and indicate an intent to approve the proposed LACC; and

**WHEREAS**, the said request for indicating the intent to approve the LACC is not in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and

**WHEREAS**, an indication by the CTB of its intent to approve the LACC for the NMUSA site (Gunston Site) will facilitate the USA and VDOT to enter into a Memorandum of Agreement (MOA) for the said proposed intersection pending formal request by the USA and subsequent approval of the proposed LACC by the CTB; and

**WHEREAS**, the proposed LACC request shall be in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code when formally requested by USA; and

**WHEREAS**, support for the LACC has been requested from the County; and

**WHEREAS**, VDOT has determined that the LACC of approximately 100 feet, more or less, along the north side of the Route 7100 north proposed right of way and limited access line (approximately 50 feet, more or less, on either side of approximate Station 1899+75), for construction of a the 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 a conceptual design standpoint subject to further reviews and approval; and

**WHEREAS**, USA is in the process of conducting traffic and safety studies in relation to the said LACC and proposed intersection for submission to VDOT for review and approval; 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**, the USA has drafted a National Environmental Protection Act document for submission to VDOT for review; and

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

**WHEREAS**, a public notice shall be posted and closed in accordance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code requirements and VDOT policy and procedure; and

**WHEREAS**, upon CTB approval of the forthcoming request, and 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.

**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 indicates the intent to approve the said LACC for public street purposes as set forth, subject to any VDOT reviews, and conditions or requirements as appropriate. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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