



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Sean T. Connaughton  
Chairman

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*Agenda item # 2-B*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**April 18, 2012**

#### MOTION

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

**Title: Approval of Proposed Limited Access Control and Right of Way  
Route 1 (Jefferson Davis Highway) and Route 123 (Gordon Boulevard) Interchange  
Prince William County**

**WHEREAS**, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board (CTB), a Location Public Hearing was held in the Occoquan/Woodbridge/Lorton Fire Station #2 in Woodbridge, Virginia, on Thursday, July 16, 1998, between 7:00 p.m. and 9:00 p.m., to consider the location of the proposed improvements to the interchange of Route 123 (Gordon Boulevard) and Route 1 (Jefferson Davis Highway), State Highway Project 0123-076-F29, PE-101, RW-201, C-501, Federal Project STP-111-1(114); and,

**WHEREAS**, on February 18, 1999, the CTB subsequently approved the location of said interchange designated as Alternative 3A, in accordance with the plans for said Project, as proposed and presented at the said Location Public Hearing; and,

**WHEREAS**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, a [Design Public Hearing](#) was held at the Prince William County Government Office in the Ferlazzo Auditorium in Woodbridge, Virginia, on March 29, 2000, between 7:00 p.m. and 9:00 p.m., for the purpose of considering the major design features for the interchange of Route 123 (Gordon Boulevard) and Route 1 (Jefferson Davis Highway), State Highway Project 0123-076-F29, PE-101, RW-201, C-501, Federal Project STP-111-1(114); and,

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**WHEREAS**, on August 17, 2000, the CT B approved the major design features, including the Limited Access Control and Right of Way lines, in accordance with the plans for the said Project, as proposed and presented at the said Design Public Hearing; and,

**WHEREAS**, after the said design approval on August 17, 2000, further advancement of the project was delayed, due to funding and other issues, until September 20, 2007, when agreement was reached between Prince William County and the Virginia Department of Transportation (VDOT) for VDOT to administer final design, right of way acquisition and construction for the said Project; and,

**WHEREAS**, during the course of updating the engineering analysis and design for the said Project, it became necessary to make changes to the major design features, including the Right of Way and Limited Access Control that had been previously approved on August 17, 2000; and,

**WHEREAS**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, a [Design Public Hearing](#) was held at the Botts Fire Hall, in Woodbridge, Virginia, on March 24, 2011, between 5:00 p.m. and 8:00 p.m., for the purpose of presenting the updated design, and consideration of the revised major design features for the Route 123 (Gordon Boulevard) and Route 1 (Jefferson Davis Highway) interchange; and,

**WHEREAS**, the proposed project consists of the design and construction of a grade separated interchange with a new bridge for elevating Gordon Boulevard over Jefferson Davis Highway and the tracks of the CSX Railroad, and other improvements to Gordon Boulevard, Occoquan Road, Jefferson Davis Highway, Belmont Bay Drive and Express Drive; and,

**WHEREAS**, the said Project will be constructed in two phases, with Phase I consisting of widening Route 1 from four to six lanes from Mary's Way to the bridge over the Occoquan River, and the widening of Occoquan Road.; and Phase II will include construction of the said interchange, widening of Route 123 from four to six lanes and the said bridge over Route 1 and the CSX Railroad along with Belmont Bay Drive and Express Drive; and,

**WHEREAS**, the said Project is in compliance with NEPA requirements based on the findings set forth in an October 15, 1999, Final Environmental Assessment (EA) and the findings set forth in the Federal Highway Administration (FHWA) December 22,

1999, determination of applicability for a Finding of No Significant Impact (FONSI), on January 4, 2000; and,  
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**WHEREAS**, on September 20, 2011, FHWA concurred with the findings of the EA & FONSI reevaluation for the said Project, as presented at the said public hearing on March 24, 2011; and,

**WHEREAS**, specifically, FHWA concurred that the said Project would not result in significant environmental impacts, and that the January 4, 2000, FONSI remains valid; and,

**WHEREAS**, as part of its concurrence, FHWA also made a Section 4(f) finding of *de minimis* impact for unavoidable impacts to an adjoining parcel owned by Prince William County Department of Parks and Recreation (the Jefferson Park site); and,

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

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

**NOW, THEREFORE BE IT RESOLVED**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the Route 1 and Route 123 interchange be designated as a Limited Access Highway with the Limited Access Control described as follows:

Beginning on the right side of Route 1 at Station 68+84.67, and continuing north along the eastern side of Route 1 and ending at Route 1 Station 85+21.40, as a break to accommodate proposed Belmont Bay Drive; and beginning just north of proposed Belmont Bay Drive at Route 1 Station 88+12.28, and continuing north along the eastern side of Route 1 and ending right of Route 1 Station 104+13.26; and also beginning left of Route 1 Station 70+12.72, and continuing north along the western side of Route 1 and the southern side of Route 123 and ending left of Route 123 Station 29+66.61, as a break to accommodate Route 123; and beginning right of Route 123 Station 30+49.15, and continuing north along the northern side of Route 123 and western side of Route 1, and ending left of Route 1 Station 104+13.21, with a break provided on the western side of Route 1 between Stations 75+25 and 75+45, and on the eastern side of Route 1 between Stations 75+25 and 75+45 to provide access to the proposed pedestrian sidewalk and shared use path; and also beginning left of Route 123 Station 37+75, and continuing west along the southern side of

Route 123 and tying into the existing limited access line of the Interstate 95 and Route 123 interchange at approximate Station 37+80.

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**BE IT FURTHER RESOLVED**, that the CTB grants [two temporary breaks](#) in the aforesaid Limited Access Control to facilitate the construction staging of this proposed Project, described as follows:

Beginning on the right side of Route 1 at Station 70+75, and continuing on the eastern side of Route 1, and ending at Station 76+75; and also beginning on the left side of Route 1 at Station 77+10, and continuing on the western side of Route 1, and ending at Station 77+50.

The said temporary breaks shall terminate upon the completion of the construction of the proposed Route 1 and Route 123 interchange; and ,

**BE IT FURTHER RESOLVED**, that approval of this Resolution supersedes the previous Resolution approved by the Commonwealth Transportation Board dated August 17, 2000.

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