



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2014

MOTION

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

**Title: Proposed Limited Access Control Changes (LACC)
Route 7 (Leesburg Pike) and Route 123 (Chain Bridge Road) Interchange
Tyson's Corner, County of Fairfax**

WHEREAS, Route 7 (Leesburg Pike), State Highway Project 0007-029-103, RW-201, and Route 123 (Chain Bridge Road), State Highway Project 0123-029-103, RW-201 in Tyson's Corner of Fairfax County was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board, on February 15, 1962; and

WHEREAS, in connection with the said Route 7 and Route 123 projects, the Commonwealth acquired certain limited access control easements from M. J. Bles, et al., by Deed dated November 15, 1963, recorded in Deed Book 2399, Page 599, and from E. E. Lyons, et al. by Deed dated July 18, 1963, recorded in Deed Book 2345, Page 3, in the Office of the Clerk of the Circuit Court of the County of Fairfax; and

WHEREAS, NV Commercial, Inc. and Clyde's Real Estate Group filed a rezoning application with the County of Fairfax in order to develop a new transit-oriented, mixed use development at the proposed Greensboro Metrorail Station, scheduled to open in January 2014, located in the median of Route 7 (Leesburg Pike), west of the southbound Route 123 (Chain Bridge Road) off-ramp and east of Westpark Drive; and

WHEREAS, the said proposed development includes a new grid of connecting streets providing alternative pathways for traffic flow recommended by the new Fairfax County Comprehensive Plan for Tyson's Corner; and

WHEREAS, the said proposed grid includes a new north-south connector roadway extending from Center Street to Route 7 (Leesburg Pike), referred to as Viale Centrale, which will provide grid connectivity to the surrounding area, and the addition of a fourth travel lane on Route 7 (Leesburg Pike) along the development's property frontage and the reconstruction of the existing service road adjacent to the Route 123 (Chain Bridge Road) southbound off-ramp; and

WHEREAS, the said proposed grid improvements require changes to the existing limited access control along the Route 7 and Route 123 interchange area to include a shift of the northwest existing limited access control along the service road adjacent to Route 123 from a point opposite Station 6+97.06 (Service Road centerline) to a point opposite Station 11+66.01 (Service Road centerline); and a shift of the north existing limited access control along Route 7 from a point opposite Station 5+52.90 (Service Road centerline) to a point opposite Station 223+87.55 (Route 7 westbound lane centerline); and from a point opposite Station 224+85.60 (Route 7 westbound lane centerline) to a point opposite Station 228+00.00 (Route 7 westbound lane centerline); and a break in the limited access line of 97 feet in width from a point opposite Station 223+87.55 (Route 7 westbound lane centerline), to a point opposite Station 224+85.60 (Route 7 westbound lane centerline), with right in and right out only turning movements, and with no median break or signalization; and

WHEREAS, the Fairfax County Board of Supervisors, by resolution adopted July 9, 2013, supports the limited access control changes and has included the proposed roadway grid changes into the County proffer agreement for these parcels; and

WHEREAS, VDOT has determined that the said limited access control changes are appropriate from a safety and traffic control standpoint; and

WHEREAS, VDOT has determined the location of the proposed limited access control changes are within an air quality maintenance or non-attainment area; however, the limited access control changes would not impact air quality and would not cause or contribute to a new violation, increase the frequency or severity of an existing violation, or delay timely attainment of any National Ambient Air Quality Standards (NAAQS), and there will be no adverse environmental impacts; and

WHEREAS, public notices were posted on December 12, 2013, in the *Washington Post*; and on December 13, 2013 in the *Metro Herald*; and all closed on December 27, 2013, with no comment received; and

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WHEREAS, VDOT has determined that compensation in an amount satisfactory to the State Right of Way and Utilities Director shall be required for the limited access control changes; and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and

WHEREAS, all costs of any engineering and construction or necessary safety improvements, will be borne by the requestor; and

WHEREAS, the proposed limited access control changes (LACCs) are in compliance with Title 24, Section 30, Chapter 401 of the *Virginia Administrative Code*.

NOW, THEREFORE, BE IT RESOLVED, in accordance and compliance with the provisions and notice requirements of Section 33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby finds and concurs with the determinations made by VDOT, and approves the said LACC for public street purposes as set forth and subject to the above conditions.

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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