



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 14, 2010

MOTION

Made By: Mr. Koelemay Seconded By: Mrs. Carter
Action: Motion Carried, Unanimously

Title: Right of Way and Limited Access Control Change Interstate 95 (I-95) **Fairfax County**

WHEREAS, I-95, (near Fort Belvoir), in Fairfax County, was designated as a Limited Access Highway by the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, in connection with a section of I-95, State Highway Project 0095-029-114, PE-102, C-501, 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 United States Army (USA) has identified a proposed right of way and limited access control change (RW/LACC) along the west side of I-95, as shown on the plans for State Highway Project 0095-029-114, PE-102, C-501, as part of project design refinement to accommodate the construction of a ramp from the existing flyover of the I-95 High Occupancy Vehicle (HOV) lanes, to provide reversible AM/PM ingress/egress from the HOV lanes and PM egress to the general purpose lanes of I-95 northbound to serve as an access to the Fort Belvoir North Area (formerly Engineering Proving Ground [EPG]), documented in the Fairfax County Parkway Interchange Justification/Modification Report (IJR/IMR); and,

WHEREAS, USA and the Virginia Department of Transportation (VDOT) have identified and determined the revision necessary to the existing right of way and limited access line, as shown on said plans, of approximately 100 feet, more or less, along the

west side of the I-95 west right of way and limited access line (approximately 50 feet, more or less, on either side of approximate Station 609+88), being a non-signalized aerial ramp with safety improvements, merge lanes, deceleration lanes and median, as required, is appropriate to accommodate said ramp from a design standpoint, subject to further VDOT review and approval, and are requesting approval of the said RW/LACC; and,

WHEREAS, the IJR/IMR documents the technical studies performed to request the said access point to the Fort Belvoir North Area, which will house 8,500 personnel from the National Geospatial-Intelligence Agency (NGA) by the September 2011, with phased deployment of said personnel to begin in January 2011; and,

WHEREAS, the said proposed ramp represents the IJR portion of the IJR/IMR, and will provide a direct connection from Fort Belvoir North Area/Heller Road via the existing flyover ramp of I-95 HOV lanes and northbound general purpose lanes; and,

WHEREAS, the said proposed ramp is part of the Defense Access Roads (DAR) Program and has been developed and recommended to facilitate ingress and egress for the Fort Belvoir North Area, as a means of minimizing the impact of the said personnel deployment on traffic operations and safety along I-95, Route 7100 (Fairfax County Parkway) and the intersecting regional and local roadway facilities; and,

WHEREAS, a public notice was posted on August 8, 2009, in the Washington Post newspaper, and closed on September 9, 2009, with no comment received; and,

WHEREAS, the Federal Highway Administration (FHWA) held a public hearing on the proposed ramp design features on June 17, 2009; and,

WHEREAS, the said DAR ramp was included in the air quality conformity testing for the Washington, D.C. Region's 2008 Constrained Long Range Plan (CLRP) and FY 2009-2014 Metropolitan Transportation Improvement Program (MTIP); and,

WHEREAS, both the FHWA and Federal Transit Administration (FTA) stipulated by letter dated February 17, 2009, that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate air quality conformity are consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended, thus the proposed DAR ramp meets the said conformity, and a Finding of No Significant Impact (FONSI) has been issued for the associated environmental documentation; and,

WHEREAS, an environmental assessment for this DAR ramp into Fort Belvoir North Area was approved by FHWA on August 20, 2008, with a FONSI issued on May 19, 2009, therefore no additional environmental work is required in order to submit the final IJR/IMR; and,

Resolution of the Board
Right of Way and Limited Access Control Change
Interstate 95 (I-95)
Fairfax County
July 14, 2010
Page Three

WHEREAS, VDOT staff has determined that the said proposed RW/LACC for said aerial ramp is viable from a safety and traffic control standpoint based on the global traffic analysis contained in the IJR/IMR, September 2008; Addendum I to the IJR/IMR, May 2009; and Addendum II to the IJR/IMR, December 2009; and,

WHEREAS, the Fairfax County Department of Transportation, by letter dated May 27, 2010, supports the said ramp construction and the proposed RW/LACC; and,

WHEREAS, the Defense Access Roads Program provides a means by which the Department of Defense (DoD) can contribute to the cost of highway improvements needed for adequate highway service to defense and defense-related installations, therefore all costs for the said proposed ramp and RW/LACC will be borne by the USA; and,

WHEREAS, approval of the said proposed ramp and RW/LACC is contingent upon FHWA approval of the IJR/IMR, and the RW/LACC; and,

WHEREAS, USA will donate the right of way needed to maintain and operate said ramp to VDOT; and,

WHEREAS, no compensation shall be required for the RW/LACC, as VDOT has determined the value of the land served by the ramp shall be unaffected; and,

WHEREAS, VDOT has determined that it is critical to the coordination of project construction for the CTB to take action although the proposed RW/LACC is not in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code in that the FHWA approval of the IJR/IMR and RW/LACC is pending; and,

WHEREAS, upon completion of the said proposed ramp and RW/LACC by USA, and acceptance by VDOT, all work, roadway construction, improvements and equipment will become the property of VDOT.

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 finds and concurs with the determinations made by VDOT, and approves the said RW/LACC for public street purposes, as set forth, and subject to the above referred to conditions and contingent upon approval of the IJR/IMR and RW/LACC by the FHWA. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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