



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

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Chairman

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*Agenda item # 11-B*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**July 14, 2010**

#### **MOTION**

**Made By: Mr. Koelemay    Seconded By: Mr. Layne    Action: Motion Carried**

#### **Title: Limited Access Control Changes - Amended Franklin Turnpike Extension, Spring Lake Road, City of Danville**

**WHEREAS**, the Franklin Turnpike Extension, constructed as a part of the Route 265 Danville Bypass, between Route 360 and the existing Route 41 and Route 293 intersection, in the City of Danville, was designated as a Limited Access Highway by the Commonwealth Transportation Board (CTB) on September 20, 2001; and,

**WHEREAS**, in connection with the engineering design, a section of the Franklin Turnpike Extension, State Highway Project 6265-071-V05, RW-201, which is located between the aforesaid locations, was identified by the City of Danville (City) for design refinements to the limited access controls on both the northeast and southwest sides of the Franklin Turnpike Extension, as shown on the plans for said Project, necessary for future economic development of certain lands; and,

**WHEREAS**, the City, by resolution dated February 7, 2006, authorized and directed the City Manager to request that the previously approved limited access break for Spring Lake Road, being 21.61 feet, more or less, on either side of Station 149+65.18, along the Franklin Turnpike Extension northeast proposed right of way and limited access line, be relocated approximately 550 feet to the south (32.085 feet, more or less, on either side of Station 154+42.08) along said line; and the previously approved limited access break for Spring Lake Road, being 19.14 feet, more or less, on either side of Station 149+77.285, along the Franklin Turnpike Extension southwest proposed right of way and limited access line, be relocated approximately 550 feet south (28.03 feet, more or less, on either side of Station 154+38.034) along the said line, both to provide future

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public street entrances for the said lands on the northeast and southwest sides of Franklin Turnpike Extension; and,

**WHEREAS**, VDOT determined that the relocation of the previously approved limited access breaks for Spring Lake Road, as aforesaid, for future public street entrances connecting with Spring Lake Road for the said lands on the northeast and southwest sides of Franklin Turnpike Extension, with right in/right out only turning movements, was appropriate from a design, safety and traffic control standpoint; and

**WHEREAS**, accordingly, these changes to the said right of way and limited access lines for public street purposes were approved at a meeting of the Commonwealth Transportation Board held on February 20, 2008, by a resolution duly adopted and recorded in the minutes of the said meeting; and,

**WHEREAS**, the City, by letter dated July 2, 2010, requested the said previously approved Limited Access Control Changes (LACC) be expanded to allow for full turning movements with turning lanes and median crossover to promote commercial development of the adjacent property; and,

**WHEREAS**, in further support of economic development opportunities and to eliminate the potential right of way acquisition impact to the properties served by the approved access breaks, the CTB is requested to amend the previous CTB resolution for the said project in order that the approved limited access breaks left and right of said Stations may provide full access to a future median crossover with requisite turn lanes in accordance with the applicable design standards to service the roadway's users, and the nearby land uses accessed through these breaks in limited access; and,

**WHEREAS**, the said median crossover and required turn lanes shall be constructed by others as development of the adjacent properties occurs, and their need is indicated and justified pursuant to applicable VDOT regulations; and,

**WHEREAS**, VDOT has also determined, as a result of the ongoing negotiations which commenced following approval of the February 20, 2008 resolution, refinement of the turning movements for these LACC to allow full turning movements would be appropriate to mitigate potential costs for residual property damages to the lands being acquired as a result of the said project that are adjacent to the formerly approved LACC and to better serve the traveling public and surrounding community, and is requesting the CTB approve this amendment to the aforesaid resolution of February 20, 2008; 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**, VDOT has determined there will be no adverse environmental impacts; and,

**WHEREAS**, all other conditions and requirements of the said Resolution previously approved on February 20, 2008, remain unchanged.

**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 approves the said amendment to the Resolution approved on February 20, 2008, of limited access control changes for public street purposes to remove the limitation of right in and right out only turning movements and provide that a median crossover and related turn lanes can be constructed at such time a development plans for the properties adjacent to the access breaks have been reviewed and approved as meeting the engineering criteria, as set forth and subject to the above referred to conditions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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