



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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Agenda item # 8-B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 15, 2013

MOTION

Made By: Mr. Sterling Seconded By: Mr. Layne

Action: Motion Carried, Unanimously

**Title: Approval of Project Location and Proposed Limited Access Control Changes
(LACC), Interstate 95 and Route 630 (Exit 140) Interchange
County of Stafford**

WHEREAS, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board, a combined Location and Design Hearing was held at the Colonial Forge High School, in Stafford, Virginia on Thursday, November 29, 2012, between 5:00 p.m. and 8:00 p.m. for the purpose of considering proposed State Highway Project 0095-089-F09, P-101, R-201, C-501, B-647, B-648, B-649; and,

WHEREAS, the proposed Project involves long term improvements to the I-95 and Route 630 (Exit 140) Interchange and the relocation of Route 630, beginning 0.983 miles south of the I-95 and Route 630 (Exit 140) Interchange and ending 0.809 miles north of the I-95 and Route 630 (Exit 140) Interchange; and,

WHEREAS, the said Project improvements consist of the design and construction of three new bridges with the design and construction of new entrance and exit ramps connecting I-95 from and to Route 630 (Exit 140), the relocation and construction of Route 630, the relocation and construction of Mooney Drive and Venture Drive which will connect to the relocated Route 630, the design and construction of two new Park and Ride facilities, and shifting and/or extending the existing limited access control as part of the design feature of the project; and,

Resolution of the Board
Proposed Project Location and Limited Access Control Changes
I-95 and Route 630 (Exit 140) Interchange
County of Stafford
May 15, 2013
Page Two

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, and their statements being duly recorded; and,

WHEREAS, this project is in compliance with NEPA requirements and a Draft Environmental Assessment has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines; and,

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

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0095-089-F09, P-101, R-201, C-501, B-647, B-648, B-649 and the proposed LACC; and,

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board, designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.1-58 of the *Code of Virginia*, (1950), as amended, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-95.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to §33.1-12 of the *Code of Virginia*, (1950), as amended, the location of this project is approved as presented at the said combined Location and Design Hearing by the Department.

BE IT FURTHER RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-95 and Route 630 (Exit 140) Interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

That the existing limited access control line along the east side of the I-95 northbound lane be shifted to the east, from a point opposite Station 2942+41.26 (I-95 northbound construction baseline) and continuing northeasterly along Ramp B1 to the Route 630 East, continuing along the relocated Route 630 to the intersection of Route 630 and proposed Venture Drive at a point opposite Station 517+72.42 (Venture Drive construction baseline).

That the existing limited access control line along the along the east side of the I-95 northbound lane be extended along the north side of relocated Route 630, from a point west of the intersection of the proposed Mooney Drive opposite Station

524+88.36 (Mooney Drive construction baseline) and continuing along the north side of relocated Route 630 to a break in limited access control for an Emergency Access Ramp as a point opposite Station 142+19.36 (Route 630 westbound construction baseline); and beginning along the north side of the Emergency Access Ramp at a point opposite Station 141+75.02 (Route 630 westbound construction baseline) and continuing along Route 630 to a break in limited access control for a 10-foot shared use path at a point opposite Station 139+63.82 (Route 630 westbound lane construction baseline); and beginning on the north side of the 10-foot shared use path at a point opposite Station 139+49.24 (Route 630 westbound lane construction baseline) and continuing north along the east side of the Ramp A1 to a point tying into the existing limited access control of the east side of the I-95 northbound lane at a point opposite Station 3002+43.27 (I-95 northbound construction baseline).

That the existing limited access control line along the west side of the I-95 southbound lane be shifted to the west, from a point opposite Station 2920+60.73 (I-95 southbound lane construction baseline) and continuing northward along I-95 Ramp C1 to relocated Route 630 and continuing westerly to the intersection of Route 630 and Prop. Future Austin Ridge Drive South, and continuing along the east side of Prop. Future Austin Ridge Drive South to a point opposite Station 13+71.00 (Prop. Future Austin Ridge Drive South construction baseline).

That the existing limited access control line along the along the west side of the I-95 southbound lane be extended along the north side of Route 630, from a point on the east side of the proposed Austin Ridge Drive opposite Station 14+25.72 (Austin Ridge Drive construction baseline) and continuing along the east side of Austin Ridge Drive to the intersection of Route 630, and continuing easterly along Route 630 to the intersection of Ramp D1, and continuing northward along the west side of the Ramp D1 to a point tying into the existing limited access control of the west side of the I-95 southbound lane opposite Station 3006+49.60 (I-95 southbound lane construction baseline).

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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