



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 18, 2018

MOTION

Made By: Mr. Connors, Seconded By: Mr. Miller
Action: Motion Carried, Unanimously

Title: Limited Access Control Change (LACC)
Route 8900 (Centreport Parkway)
Stafford County

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including Interstate 95 (I-95), to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on May 20, 1999 the CTB approved the major design features of the Airport Road Connector Project, Project 0095-089-108, RW-201, which included an interchange modification for I-95, the construction of Route 8900 (Centreport Parkway) and changed the limited access control and right of way lines, in accordance with the design plans for the said Project; and

WHEREAS, in connection with State Highway Project 0095-089-108, RW-201, the Commonwealth acquired certain limited access control easements from Thomas J. Pemberton et al., by Deed dated June 29, 2000, recorded as Instrument Number 000012620, recorded in the Office of the Clerk of Circuit Court of the County of Stafford; and

WHEREAS, GAM Stafford, LLC has requested a break in limited access control along Route 8900 (Centreport Parkway) to construct a right in and right out commercial entrance to serve

as direct access to and from their planned commercial development, 0.6 mile west of I-95, onto the existing limited access right of way for Route 8900 (Centreport Parkway) (Limited Access Control Change or LACC). The development would be the first commercial development near the Interstate 95 and Route 8900 interchange and according to Stafford County a benefit to the commercial tax base and convenience for the motoring public; and

WHEREAS, the request is for a break of 94.9 feet, along the southwest proposed right of way and limited access line of Route 8900 (Centreport Parkway), as shown on the final design plans for State Highway Project, 0095-089-108, RW-201, between Station 306+37 (East Bound Conn. CD Lane Baseline) and Station 306+65 (East Bound Conn. CD Lane Baseline) for a connection to Route 8900 (Centreport Parkway), with the construction of a modified median u-turn concept in general conformance with Figure 3 dated August 9, 2017. Figure 3 is a part of the October 27, 2017 Centrepoint Gateway Traffic Impact Study, that restricts movements at the site entrance to right-in right-out access to proposed lanes built parallel to and along the south side of the existing Rt. 8900 lanes. The proposed lanes lie between two proposed median crossovers that allow u-turn movements and are approximately 1750' apart; and

WHEREAS, the County of Stafford, by resolution, R-16-60, adopted March 15, 2016, supports the LACC; and

WHEREAS, VDOT's Fredericksburg District has determined, with the Chief Engineer concurring, that the proposed break in the limited access control of Route 8900 will have no impact on the operation of the Route 8900 right of way, and the proposed LACC is appropriate from a safety and traffic control standpoint based upon a Traffic Impact Study, dated October 27, 2017, prepared by JMT; and

WHEREAS, VDOT's Fredericksburg District has determined the location of the proposed LACC is not within an air quality maintenance or non-attainment area. In addition, the environmental impact analysis was reviewed and approved by the Fredericksburg District and there will be no adverse environmental impacts; and

WHEREAS, public notices of willingness for hearings and comment were posted in the *Free Lance Star* newspaper on April 20, 2018 and May 4, 2018; and the *InsideNova –Stafford Edition* newspaper on April 27, 2018 and May 4, 2018, with no comments or requests for a public hearing received; and

WHEREAS, compensation shall be paid by the requestor in consideration of the LACC and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee; 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, all costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor; and

WHEREAS, the requestor will be required to obtain a Land Use Permit prior to any activity within the Route 8900 limited access right of way.

NOW, THEREFORE, BE IT RESOLVED, in accordance with Section 33.2-401 of the *Code of Virginia* and 24 *Virginia Administrative Code* 30-401--10 et seq., the CTB hereby finds and concurs with the determinations of VDOT, and approves said LACC, as set forth herein, subject to the above referenced conditions.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

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CTB Decision Brief
Route 8900 (Centreport Parkway)
County of Stafford
Limited Access Control Change

Issues: GAM Stafford, LLC has requested a break in limited access control along Route 8900 (Centreport Parkway) to construct a right in and right out commercial entrance to serve as direct access to and from their planned commercial development, 0.6 mile west of I-95 onto the existing limited access right of way for Route 8900 (Centreport Parkway). The development would be the first commercial development near the Interstate 95 and Route 8900 interchange and according to Stafford County a benefit to the commercial tax base and convenience for the motoring public. This limited access control change requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-20 of the *Virginia Administrative Code*

Facts:

- On October 4, 1956, the State Highway Commission predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System including Interstate 95 (I-95), to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- On May 20, 1999 the CTB approved the major design features of the Airport Road Connector Project, Project 0095-089-108, RW-201, which included an interchange modification for I-95, the construction of Route 8900 (Centreport Parkway) and changed the limited access control and right of way lines, in accordance with the design plans for the said Project.
- In connection with State Highway Project 0095-089-108, RW-201, the Commonwealth acquired certain limited access control easements from Thomas J. Pemberton et al., by Deed dated June 29, 2000, recorded as Instrument Number 000012620, recorded in the Office of the Clerk of Circuit Court of the County of Stafford.
- The proposed break is 94.9 feet, along the southwest proposed right of way and limited access line of Route 8900 (Centreport Parkway), as shown on the final design plans for State Highway Project, 0095-089-108, RW-201, between Station 306+37 (East Bound Conn. CD Lane Baseline) and Station 306+65 (East Bound Conn. CD Lane Baseline) for a connection to Route 8900 (Centreport Parkway), with the construction of a modified median u-turn concept in general conformance with Figure 3 dated August 9, 2017. Figure 3 is a part of the October 27, 2017 Centrepoint Gateway Traffic Impact Study, that restricts movements at the site entrance to right-in right-out access to proposed lanes built parallel to and along the south side of the existing Rt. 8900 lanes. The proposed lanes lie between two proposed median crossovers that allow u-turn movements and are approximately 1750' apart.
- This change is not covered by the General Rules and Regulations of the CTB or by the Land Use Permit Regulations, thus requiring action by the CTB.
- The written determination of the Chief Engineer regarding this proposed project is attached for your consideration.
- The County of Stafford, by resolution, R-16-60, adopted March 15, 2016, supports the limited access control change.
- VDOT’s Fredericksburg District has determined, with the Chief Engineer concurring, that the proposed break in the limited access control of Route 8900 will have no impact on the operation of the Route 8900 right of way, and the proposed LACC is appropriate from a

safety and traffic control standpoint based upon a Global Traffic Analysis, dated October 17, 2017, prepared by JMT.

- VDOT's Fredericksburg District has determined the location of the proposed LACC is not within an air quality maintenance or non-attainment area. In addition, the environmental impact analysis was reviewed and approved by the Fredericksburg District and there will be no adverse environmental impacts.
- Public notices of willingness for hearings and comment were posted in the *Free Lance Star* newspaper on April 20, 2018 and May 4, 2018; and the *InsideNova –Stafford Edition* newspaper on April 27, 2018 and May 4, 2018, with no comments or requests for a public hearing received.
- Compensation shall be paid by the requestor in consideration of the LACC and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by the requestor.
- The requestor will be required to obtain a Land Use Permit prior to any activity within the Route 8900 limited access right of way.

Recommendation: VDOT recommends the approval of the proposed LACC subject to the referenced conditions and facts. VDOT further recommends that the Commissioner be authorized to take all actions and execute all documentation necessary to implement the LACC.

Action Required by CTB: Virginia Code § 33.2-401 requires a majority vote of the CTB approving the recommended LACC. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The project will move forward as proposed and the Commissioner of Highways will be authorized to take all actions necessary to comply with this resolution.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 15th day of March, 2016:

<u>MEMBERS:</u>	<u>VOTE:</u>
Robert "Bob" Thomas, Jr., Chairman	Yes
Laura A. Sellers, Vice Chairman	Yes
Meg Bohmke	Yes
Jack R. Cavalier	Yes
Wendy E. Maurer	Yes
Paul V. Milde, III	Yes
Gary F. Snellings	Abstain

On motion of Mr. Milde, seconded by Ms. Sellers, which carried by a vote of 6 to 0, the following was adopted:

A RESOLUTION TO SUPPORT AN APPLICATION TO THE COMMONWEALTH TRANSPORTATION BOARD FOR A LIMITED ACCESS BREAK ON CENTREPORT PARKWAY, WITHIN THE HARTWOOD ELECTION DISTRICT

WHEREAS, GAM Stafford LLC (Owner) is the owner of Tax Map Parcel 37-25; and

WHEREAS, the Owner plans to make an application to the Commonwealth Transportation Board (CTB) for a limited access break on Centreport Parkway (SR-8900); and

WHEREAS, Exit 136 on Interstate-95, and Centreport Parkway opened to traffic in December, 2005; and

WHEREAS, since the opening of Exit 136 on Interstate-95, no commercial development has occurred near this interchange; and


WHEREAS, the Board believes that the restrictive nature of the limited access highway designation on Centreport Parkway has been a deterrent to new development; and

WHEREAS, the Virginia Department of Transportation (VDOT) Fredericksburg District Office is supportive of two alternative designs for a limited access break on Centreport Parkway; and

WHEREAS, the Board believes that allowing a break in the limited access highway designation on Centreport Parkway would benefit the commercial tax base for the County and the convenience of the motoring public;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 15th day of March, 2016, that it be and hereby does express its support for the application to the Commonwealth Transportation Board for a limited access break on Centreport Parkway, west of the Exit 136 Interchange with Interstate-95.

A Copy, teste:



Anthony J. Romanello, ICMA-CM
County Administrator

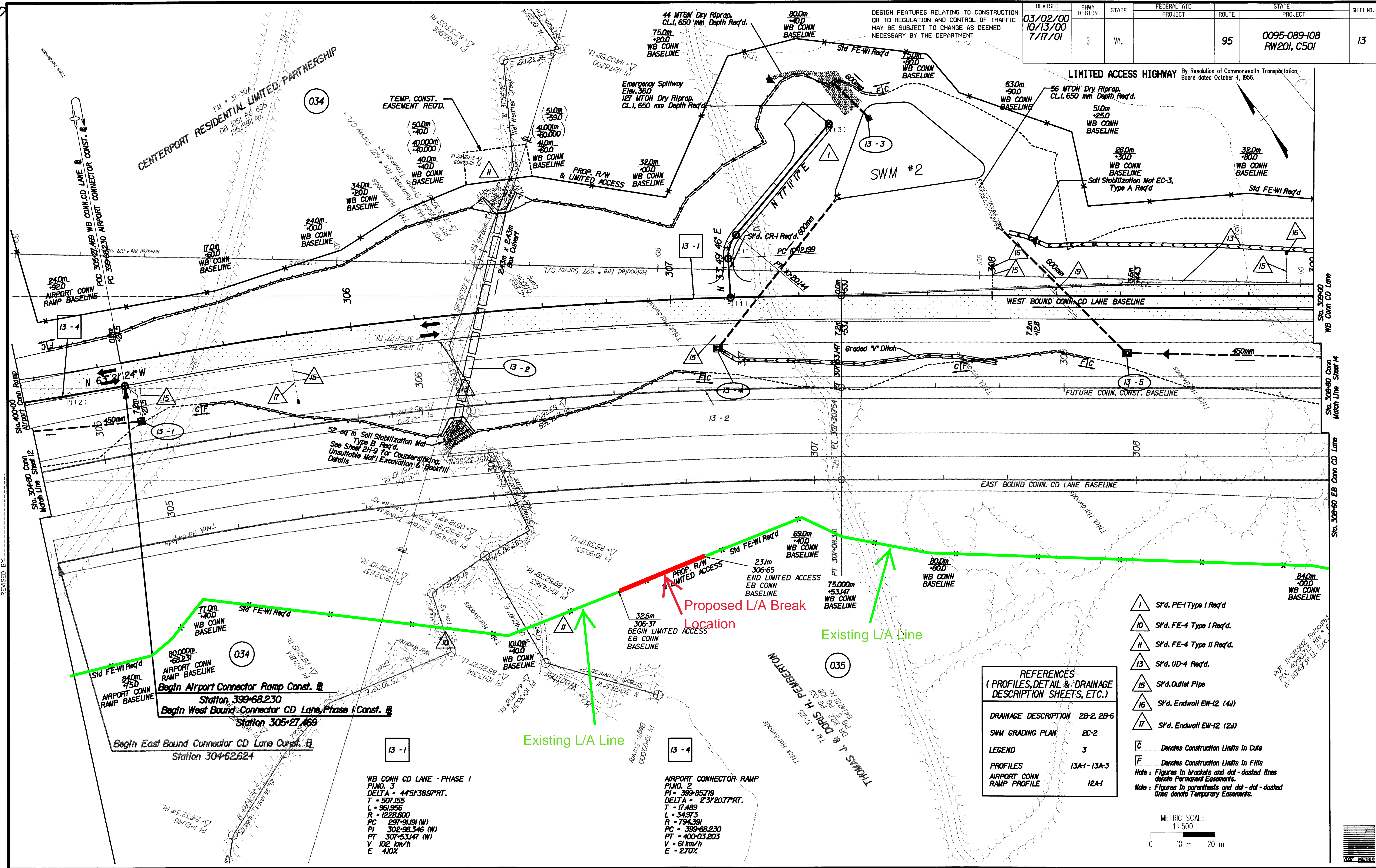
AJR:JAH

FREDERICKSBURG DISTRICT DESIGN UNIT

207

REVISED	FHWA REGION	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
03/02/00 10/13/00 7/17/01	3	VA.		95	0095-089-108 RW201, C501	13

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956.



SURVEYED BY: HARRY W. LEE
 DESIGNED BY: WOOLPERT, LLP
 CAD OPERATOR: DESIGN/RESPECIFICATION/*****
 REVISED BY:

\$T:MEAS1.AMP\$

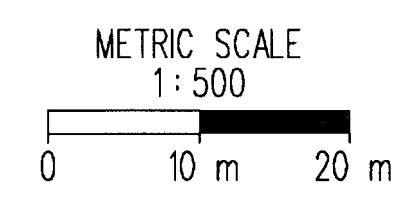
Begin Airport Connector Ramp Const. @
 Station 399+68.230
Begin West Bound Connector CD Lane, Phase I Const. @
 Station 305+27.469
Begin East Bound Connector CD Lane Const. @
 Station 304+62.624

WB CONN CD LANE - PHASE I
 P.I. NO. 3
 DELTA = 44°51'38.9" RT.
 T = 507.155
 L = 961.956
 R = 1228.600
 PC = 297+91.81 (N)
 PT = 302+98.346 (N)
 PI = 307+53.147 (N)
 V = 102 km/h
 E = 4.0%

AIRPORT CONNECTOR RAMP
 P.I. NO. 2
 DELTA = 231°20.7" RT.
 T = 17.489
 L = 34.973
 R = 794.391
 PC = 399+68.230
 PT = 400+03.203
 V = 61 km/h
 E = 2.70%

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
DRAINAGE DESCRIPTION	2B-2, 2B-6
SWM GRADING PLAN	2C-2
LEGEND	3
PROFILES	13A-1 - 13A-3
AIRPORT CONN RAMP PROFILE	12A-1

- I S'd. PE-1 Type I Req'd
 - 10 S'd. FE-4 Type I Req'd
 - II S'd. FE-4 Type II Req'd
 - 13 S'd. UD-4 Req'd
 - 15 S'd. Outlet Pipe
 - 16 S'd. Endwall EW-12 (4)
 - 17 S'd. Endwall EW-12 (2)
- C --- Denotes Construction Limits In Cuts
 F --- Denotes Construction Limits In Fills
 Note: Figures in brackets and dot-dashed lines denote Permanent Easements.
 Note: Figures in parenthesis and dot-dot-dashed lines denote Temporary Easements.



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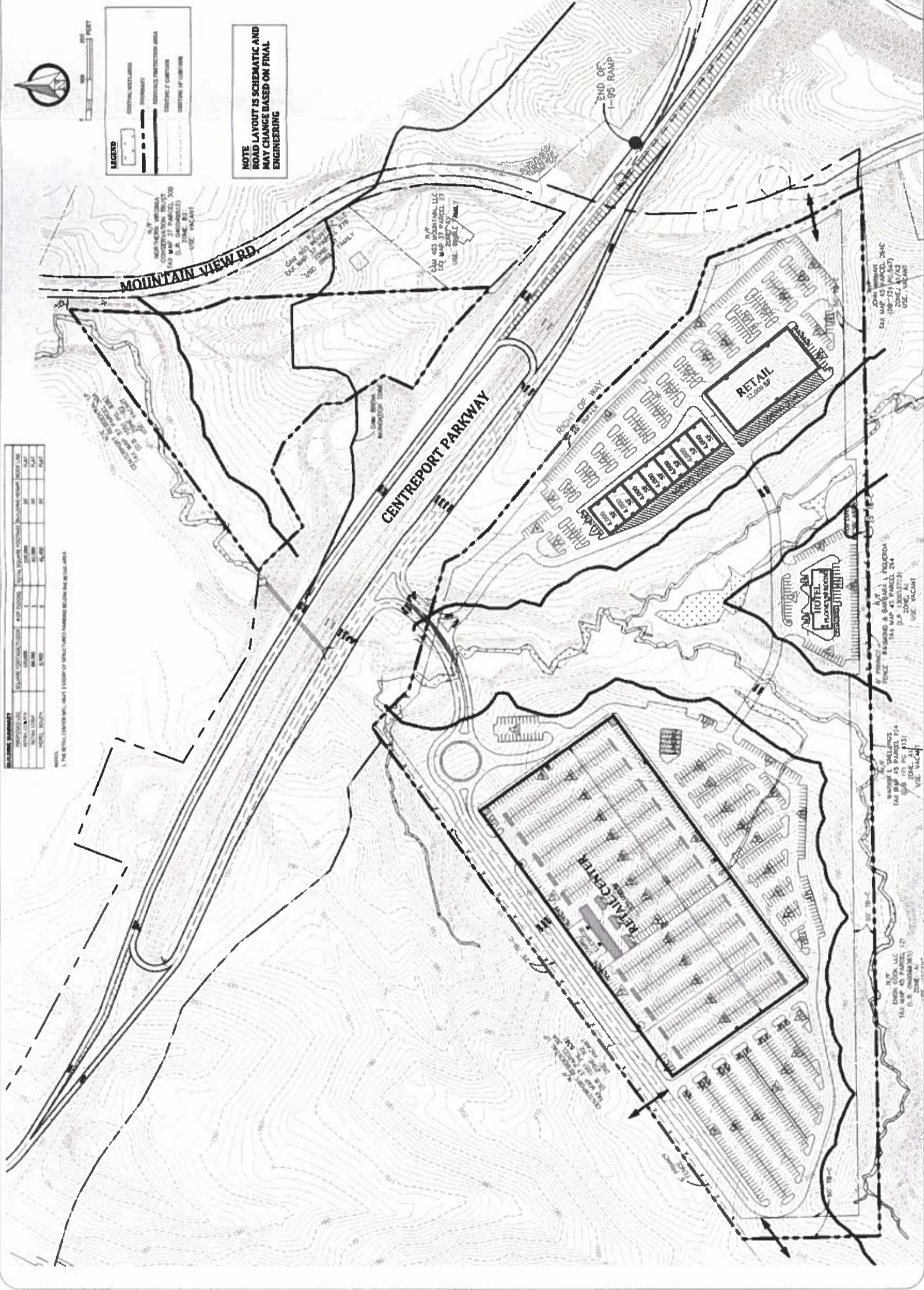
**EXHIBIT
 CENTERPOINT GATEWAY
 TRANSPORTATION EXHIBIT
 HARTWOOD MAGISTRAL DISTRICT
 STAFFORD COUNTY, VA**

NO.	REVISION	DATE

DATE	REVIEW STATUS



FILE NO.	SPCCT
DATE	8/9/17
SCALE	1" = 100'



SCALE SUMMARY

DESCRIPTION	SCALE
EXISTING WATER AREAS	AS SHOWN
ROADWAYS	AS SHOWN
UTILITY LINES	AS SHOWN
PROPOSED WATER AREAS	AS SHOWN
PROPOSED ROADWAYS	AS SHOWN
PROPOSED UTILITY LINES	AS SHOWN

NOTES:
 1. THE RETAIL CENTER WILL BE A GROUP OF STRUCTURES LOCATED WITHIN THE AREA.

**FIGURE
 3
 6**

**CENTERPOINT GATEWAY
 PRELIMINARY CONCEPT PLAN**

**CENTERPOINT GATEWAY
 STAFFORD COUNTY, VA**
 JMT#: 16-1652-001

