



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2013

MOTION

**Made By: Mr. Cole Seconded By: Mr. Ellis
Action: Motion Carried, Unanimously**

**Title: Proposed Limited Access Control Changes (LACC),
Interstate 95 and Route 144 (Temple Avenue) Interchange
City of Colonial Heights**

WHEREAS, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board (CTB), a combined [Location and Design Hearing](#) was held at the Colonial Heights City Hall, in Colonial Heights, Virginia on Thursday, September 12, 2013, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0095-106-122, PE-101, PE-102, RW-201, C-502, C-501 (“Project”); and,

WHEREAS, the [proposed Project](#) involves improvements to the Interstate 95 (I-95) and Route 144 (Temple Avenue) Interchange to improve safety and the level of service of the interchange, beginning 0.041 miles west of Hamilton Avenue and ending 0.069 miles east of the I-95 southbound entrance and exit ramp, with a length of 0.4 miles; and,

WHEREAS, the said Project improvements [consist](#) of the realignment of the exit ramp and entrance ramp of the I-95 and Route 144 (Temple Avenue) Interchange, the replacement of the signalized intersection with a roundabout design, and shifting and/or extending the existing limited access control as part of the design feature of the Project; and,

WHEREAS, proper notice of the September 12, 2013, Location and Design Public Hearing 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 with their statements being duly recorded; and,

WHEREAS, this project is in compliance with NEPA requirements and a Categorical Exclusion (CE) 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, no response was received from the local government as part of the public participation process; and,

WHEREAS, the FHWA has provided the requisite approval for State Highway Project State Highway Project 0095-106-122, PE-101, PE-102, RW-201, C-502, C-501 and the proposed LACC; and,

WHEREAS, [Chapter 705 of the 1954 Virginia Acts of Assembly](#), created and authorized the Richmond-Petersburg Turnpike Authority and designated the Richmond-Petersburg Turnpike as a Limited Access Highway; and,

WHEREAS, the Richmond-Petersburg Turnpike was later designated as Interstate 95; and,

WHEREAS, Interstate 95 (Richmond-Petersburg Turnpike) was designated as Limited Access Highways by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, [Chapter 202](#) of the 1973 Virginia Acts of Assembly, dissolved the Richmond-Petersburg Turnpike Authority and transferred all respects of the Richmond-Petersburg Turnpike (Interstate 95) to the State Highway Commission, predecessor of the CTB.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the statutes of the Commonwealth of Virginia [and policies of the CTB](#), that the CTB hereby finds and directs that the I-95 and Route 144 (Temple Avenue) Interchange shall 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 north side of the Route 144 (Temple Avenue) westbound lane be extended to the west approximately 900 feet, beginning at a point opposite Station 194+94.70 (Temple Avenue construction

baseline) and continuing easterly along the north side of Route 144 (Temple Avenue) to a point tying to the existing right of way and limited access line opposite Station 203+74.07 (Temple Avenue West construction baseline) and continuing along the existing right of way and limited access line to a point opposite Station 211+54.40 (Temple Avenue East construction baseline).

That the existing limited access control line along the west side of the I-95 combined southbound and northbound entrance/exit ramp be shifted further west to accommodate the proposed ramps and extended along the south side of the Route 144 (Temple Avenue) eastbound lane to the west approximately 950 feet, beginning at a point opposite Station 195+12.36 (Temple Avenue construction baseline) and continuing easterly along the south side of Route 144 (Temple Avenue) to a break in limited access control at a point opposite Station 197+50.33 (Temple Avenue construction baseline); and, beginning at a point opposite Station 198+20.36 (Temple Avenue construction baseline) and continuing easterly along the south side of Route 144 (Temple Avenue) to the intersection of the said proposed I-95 ramps and continuing along the west side of the I-95 southbound entrance ramp to a point tying into the existing right of way and limited access line opposite Station 103+33.22 (I-95 Southbound Entrance Ramp construction baseline).

That the existing limited access control line along the west side of the I-95 southbound exit ramp be shifted further west, beginning at a point on the existing right of way and limited access line opposite Station 100+83.86 (I-95 Southbound Exit Ramp construction baseline) and continuing westerly to a point opposite Station 100+84.86 (I-95 Southbound Exit Ramp construction baseline); thence, continuing along the west side of the I-95 southbound exit ramp to a point opposite Station 102+15.31 (I-95 Southbound Exit Ramp construction baseline); thence, continuing westerly along the proposed combined I-95 northbound and southbound exit ramps to a point opposite Station 112+59.91 (I-95 Northbound Ramp construction baseline); thence, to a point opposite Station 112+60.24 (I-95 Northbound Ramp construction baseline); thence, to a point opposite Station 114+30.27 (I-95 Northbound Ramp construction baseline); thence, to a point opposite Station 114+29.60 (I-95 Northbound construction baseline); thence, continuing along the east side of the Temple Avenue eastbound lane bypass to a point opposite Station 206+62.68 (Temple Avenue East construction baseline); thence, to a point opposite Station 206+88.41 (Temple Avenue East construction baseline); thence, continuing along the south side of Temple Avenue eastbound lane to a point opposite Station 211+02.45 (Temple Avenue East construction baseline) to a break in limited access control at a point opposite Station 212+09.53 (Temple Avenue East construction baseline); and, beginning at a point opposite Station 212+63.87 (Temple Avenue East construction baseline) and

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continuing easterly along the south side of Route 144 (Temple Avenue) to a break in limited access control at a point opposite Station 213+59.73 (Temple Avenue East construction baseline); and, beginning at a point opposite Station 214+02.39 (Temple Avenue East construction baseline) and continuing easterly along the south side of Route 144 (Temple Avenue) to a point tying into the existing right of way and limited access line opposite Station 214+25.02 (Temple Avenue East 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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