



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Sean Connaughton  
Chairman

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*Agenda item # 12*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2013

#### MOTION

**Made By: Mr. Cole Seconded By: Mr. Miller**

**Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes (LACC)**  
**Interstate 95 and Route 802 (Lewistown Road) Interchange**  
**Hanover County**

**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 Hanover County Fleet Services Building, in Ashland, Virginia on Thursday, October 11, 2012, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0095-042-716, P-101, R-201, C-501, B-660; and,

**WHEREAS**, the proposed Project involves long term improvements to the I-95 and Route 802 (Lewistown Road) Interchange and the relocation of Route 809 (Airpark Road), beginning 0.252 miles west of I-95 on Route 802 (Lewistown Road) and ending 0.431 miles east of I-95 on Route 802 (Lewistown Road); and,

**WHEREAS**, the said Project improvements consist of replacing the Route 802 (Lewistown Road) bridge over I-95 with a new, three-lane bridge over I-95, relocating the I-95 Northbound exit ramp and Route 809 (Airpark Road), constructing new turn lanes on Route 802 (Lewistown Road) and Route 809 (Airpark Road), and shifting and/or extending the existing limited access control as part of the design feature of the project; and,

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**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**, the County of Hanover has endorsed the project as presented at that public hearing by a letter from the County Administrator, dated November 16, 2012; and,

**WHEREAS**, this project is in compliance with NEPA requirements based on the findings set forth in the draft Categorical Exclusion (CE); 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**, 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; and,

**WHEREAS**, the 2007 interchange modification for I-95, Project 0095-042-716, P-101, R-201, changed the limited access control and right of way lines, in accordance with the design plans for the said Project; and,

**WHEREAS**, the FHWA has provided the requisite approval for State Highway Project 0095-042-716, P-101, R-201, C-501, B-660 and the proposed LACC.

**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 concurs in the determinations and recommendations of VDOT made herein and directs that the I-95 and Route 802 (Lewistown Road) 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 south side of Route 802 (Lewistown Road) be shifted to the south from Lewistown Road construction baseline Station 22+11.97 and continuing east along Route 802 (Lewistown Road) to the intersection of the I-95 southbound Ramp B entrance ramp, Lewistown Road construction baseline Station 29+44.13, and continuing south along said entrance ramp shifting the existing limited access control

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line along the west side of said entrance ramp further to the west to I-95 Ramp B construction baseline Station 22+98.95; and that the existing limited access control line along the west side of the I-95 southbound Ramp A exit ramp be shifted to the west from Lewistown Road construction baseline Station 30+47.45 to I-95 Ramp A construction baseline Station 10+25.00; and, that the existing limited access control line along the north side of Route 802 (Lewistown Road) be shifted to the north from Lewistown Road construction baseline Station 40+65.77 to Lewistown Road construction baseline approximate Station 43+25; and, that the existing limited access control line along the east side of the I-95 northbound Ramp C exit ramp be shifted to the east from I-95 Relocated Ramp C construction baseline Station 106+87.93 and continuing north along said exit ramp to the intersection of Route 802 (Lewistown Road), I-95 Relocated Ramp C construction baseline Station 128+56.48, and continuing east along Route 802 (Lewistown Road) shifting the existing limited access control line along the south side of Route 802 (Lewistown Road) further to the south to Lewistown Road construction baseline Station 48+87.52; and,

**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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