



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Sean T. Connaughton  
Chairman

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 20, 2013

#### MOTION

Made By: Mr. Peake      Seconded By: Mr. Dana Martin

Action: Motion Carried, Unanimously

Title: Proposed Limited Access Control  
Route 460/29 (Richmond Highway), Access Management Improvement Project  
City of Lynchburg

**WHEREAS**, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board, a Design Hearing was held at the VDOT District Complex, Ramey Memorial Auditorium, in Lynchburg, Virginia on Tuesday, April 26, 2011, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0460-118-104, P-101, R-201, C-501; and,

**WHEREAS**, the proposed Project involves additional safety improvements along the Route 460/29 (Richmond Highway) corridor due to increases in traffic volumes from the 2005 opening of the Madison Heights Bypass, now Monacan Parkway through the implementation of access management strategies to reduce the number of access points to Route 460/29 (Richmond Highway), beginning 0.163 of a mile east of Route 501 (Campbell Avenue) and ending 1.475 miles east of Route 501 (Campbell Avenue), with a length of 1.312 miles; and,

**WHEREAS**, the said Project improvements consist of the design and construction of auxiliary lanes to provide traffic entering and exiting Route 460/29 (Richmond Highway) dedicated lanes to accelerate or decelerate to and from highway speeds, reducing and/or relocating private and business entrances, designing and constructing right turn lanes at various access points along Route 460/29 (Richmond Highway), designing and constructing Service

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Road No. 1 and Service Road No. 2 and Service Road No. 3 and Service Road No. 4 and the establishment of limited access control along Route 460/29 (Richmond Highway) between Route 501 (Campbell Avenue) and Route 29 (Monacan Parkway), and;

**WHEREAS**, the proposed limited access control at the beginning of the proposed project limits connects to the existing limited access control of Route 460 Lynchburg Bypass (Old Route 297), and the proposed limited access control at the end of the proposed project limits connects to the existing limited access control of Route 29 (Madison Heights Bypass); and,

**WHEREAS**, Route 29 (Madison Heights Bypass), State Highway Project 6029-118-F07, P-101, in the City of Lynchburg was designated as a Limited Access Highway by the Commonwealth Transportation Board, on January 17, 1991; and,

**WHEREAS**, Route 460 Lynchburg Bypass (Old Route 297), State Highway Project 6460-015-104, P-404, in Campbell County (now in an annexed area of City of Lynchburg) was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board, on October 26, 1967; and,

**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 City of Lynchburg has endorsed the proposed access management project as presented at that public hearing by a letter from the City Manager, dated February 26, 2013; and,

**WHEREAS**, this project is in compliance with NEPA requirements and an Environmental Assessment (EA) 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.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with the provisions of §33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and designates that Route 460/29 (Richmond Highway) between Route 501 (Campbell Avenue) and Route 29 (Monacan Parkway) as a Limited Access Highway with the Limited Access Control being established as follows:

Beginning along the south side of Route 460/29 east of the Route 501 (Campbell Avenue) and Route 460/29 interchange, from a point tying to the southern

existing right of way and limited access line of Route 460/29, opposite Station 42+48.48 (Route 460 eastbound lane) and continuing easterly along the south side of Route 460/29 to a break in the proposed limited access control to accommodate an entrance at a point opposite Station 50+59.08 (Route 460 eastbound lane); and, beginning along the south side of Route 460/29 at a point opposite Station 51+50.74 (Route 460 eastbound lane) and continuing easterly along the south side of Route 460/29 to a break in the proposed limited access control to accommodate an entrance at a point opposite Station 62+62.79 (Route 460 eastbound lane); and, beginning along the south side of Route 460/29 at a point opposite Station 62+90.93 (Route 460 eastbound lane) and continuing easterly along the south side of Route 460/29 to the western right of way line of the Norfolk-Southern Railroad at a point opposite Station 74+33.09 (Route 460 eastbound lane); and, beginning along the south side of Route 460/29 from a point on the east right of way line of the Norfolk-Southern Railroad, opposite Station 76+27.73 (Route 460 eastbound lane) and continuing easterly along the south side of Route 460/29 to a break in the proposed limited access control to accommodate Holcomb Path Road at a point opposite Station 84+10.56 (Route 460 eastbound lane); and, beginning along the south side of Route 460/29 at point opposite Station 84+77.24 (Route 460 eastbound lane) and continuing easterly along the south side of Route 460/29 to a break in the proposed limited access control to accommodate an entrance at a point opposite Station 99+00.00 (Route 460 eastbound lane); and, beginning along the south side of Route 460/29 at a point opposite Station 101+42.86 (Route 460 eastbound lane) and continuing easterly along the south side of Route 460/29 to the end of the proposed limited access control at a point on the west right of way line of Poston Street, opposite Station 104+60.88 (Route 460 eastbound lane); and, beginning along the north side of Route 460/29 east of the Route 501 (Campbell Avenue) and Route 460/29 interchange, from a point connecting to the northern existing right of way and limited access line of Route 460/29, opposite Station 42+48.14 (Route 460 westbound lane) and continuing easterly along the north side of Route 460/29 to a break in the proposed limited access control to accommodate an entrance to the proposed Service Road No. 1 at a point opposite Station 62+46.01 (Route 460 westbound lane); and, beginning along the north side of Route 460/29 at a point opposite Station 63+54.46 (Route 460 westbound lane) and continuing easterly along the north side of Route 460/29 to the western right of way line of the Norfolk-Southern Railroad at a point opposite Station 74+16.64 (Route 460 westbound lane); and, beginning along the north side of Route 460/29 from a point on the east right of way line of the Norfolk-Southern Railroad, opposite Station 76+18.51 (Route 460 westbound lane) and continuing easterly along the north side of Route 460/29 to a break in the proposed limited access control to accommodate Tyreeanna Road at a point opposite Station 84+56.42 (Route 460 westbound lane); and, beginning along the north side of Route 460/29 at point opposite Station 85+46.42 (Route 460

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westbound lane) and continuing easterly along the north side of Route 460/29 to a point tying into the northern existing right of way and limited access line of Route 460/29, opposite Station 107+88.57.

**BE IT FURTHER RESOLVED**, in the interest of public safety and in accordance with the provisions of §46.2-808 of the *Code of Virginia* (1950), as amended, the CTB hereby prohibits the use of Route 460/29 (Richmond Highway) or any part thereof by any pedestrian, persons riding bicycles, electric power-assisted bicycles, electric personal assistive mobility devices, or mopeds, animal drawn vehicles, self-propelled machinery or equipment, or animals led, ridden or driven on the hoof.

**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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