



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 21, 2019

MOTION

Made By: Mr. Brown, Seconded By: Mr. Williams

Action: Motion Carried, Unanimously

**Title: Limited Access Control Changes (LACCs) Interstate 95 and Route 10
Interchange Improvements: Chesterfield County**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including 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, State Highway Project 0095-020-776, P101, R-201, C-501 (UPC 109322) provides for improvements to the I-95 and Route 10 Interchange (Exit 61) to address safety and congestion issues (the “Project”). The improvements consist of widening westbound Route 10 to I-95 northbound on-ramp from one lane to two lanes, conversion of the I-95 northbound to eastbound Route 10 off-ramp from stop control to free-flow, widening of Route 10 eastbound from two lanes to four lanes between the ramp terminal and the intersection with Old Stage Road, and the construction of an acceleration lane on I-95 northbound from the westbound Route 10 on-ramp; and

WHEREAS, the Project requires one re-alignment of the limited access line and several minor outward shifts of the limited access line along Ramp G and I-95 northbound between Route 10 (Exit 61) and Osborne Road as shown on the Limited Access Line

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Proposed Limited Access Control Changes (LACCs)
Interstate 95 and Route 10 Interchange Improvements
Chesterfield County
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Exhibits and noted on the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, Chesterfield County posted a Willingness to Hold a Public Hearing on July 30, 2018 and August 24, 2018 in the Richmond Times-Dispatch for the Project, including the current and proposed locations of the limited access control lines, and allowed public input to be collected concerning the request. The Willingness expired on August 30, 2018 with no requests for a Public Hearing or other input from the public; 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 Richmond District Office has reviewed and approved the traffic analysis report completed March 16, 2017 and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between VDOT and the FHWA on January 10, 2018; and

WHEREAS, the Project is in an attainment area for all of the National Ambient Air Quality Standards (NAAQS), and the Project will not have an adverse impact on air quality; and

WHEREAS, the proposed Project is in Chesterfield County and the Board of Supervisors voted in support of the Project at their July 27, 2016 meeting; and

WHEREAS, the FHWA has provided approval for State Highway Project 0095-020-776, P101, R-201, C-501 (UPC 109322) and the proposed LACCs in a letter dated February 26, 2019; and

WHEREAS, the Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, the VDOT has reviewed the requested LACCs and determined that all requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the attached exhibits; and

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NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 95 and Route 10 Interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

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
Proposed Limited Access Control Changes (LACCs)
Interstate 95 and Route 10 Interchange Improvements
Project 0095-020-776, P101, R201, C501
UPC 109322
Chesterfield County

Issues: The area designated as limited access previously approved for the Interstate 95 and Route 10 Interchange needs to be modified to accommodate re-alignment of Ramp G and I-95 northbound between Route 10 (Exit 61) and Osborne Rd. These changes require the approval of the Commonwealth Transportation Board (“CTB”).

Facts:

- Limited Access Control for I-95 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including 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.”
- State Highway Project 0095-020-776, P101, R-201, C-501 (UPC 109322) provides for improvements to the I-95 and Route 10 Interchange (Exit 61) to address safety and congestion issues. (the “Project”). The improvements consist of widening westbound Route 10 to I-95 northbound on-ramp from one lane to two lanes, conversion of the I-95 northbound to eastbound Route 10 off-ramp from stop control to free-flow, widening of Route 10 eastbound from two lanes to four lanes between the ramp terminal and the intersection with Old Stage Road, and the construction of an acceleration lane on I-95 northbound from the westbound Route 10 on-ramp.
- The Project requires one re-alignment of the limited access line and several minor outward shifts of the limited access line along Ramp G and I-95 northbound between Route 10 (Exit 61) and Osborne Road as shown on the Limited Access Line Exhibits and noted on the Limited Access Control Point Stations and Offsets Table (attached).
- Chesterfield County posted a Willingness to Hold a Public Hearing on July 30, 2018 and August 24, 2018 in the Richmond Times-Dispatch for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on August 30, 2018 with no requests for a Public Hearing or other input from the public.
- 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.
- The Richmond District Office has reviewed and approved the traffic analysis report on May 16, 2017 and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between VDOT and the Federal Highway Administration on January 10, 2018.
- The Project is in an attainment area for all of the National Ambient Air Quality Standards (NAAQS), and the Project will not have an adverse impact on air quality.
- The proposed Project is in Chesterfield County and the Board of Supervisors voted in support of the Project at their July 27, 2016 meeting.
- The FHWA has provided approval for State Highway Project 0095-020-776, P101, R201, C501 (UPC 109322) and the proposed LACCs in a letter dated February 26, 2019.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- The proposed LACC's are in compliance with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-95 corridor in Chesterfield County continue to be designated as a Limited Access Highway with the limited access control being modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

Action Required by CTB: Virginia Code § 33.2-401 requires a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the limited access control for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

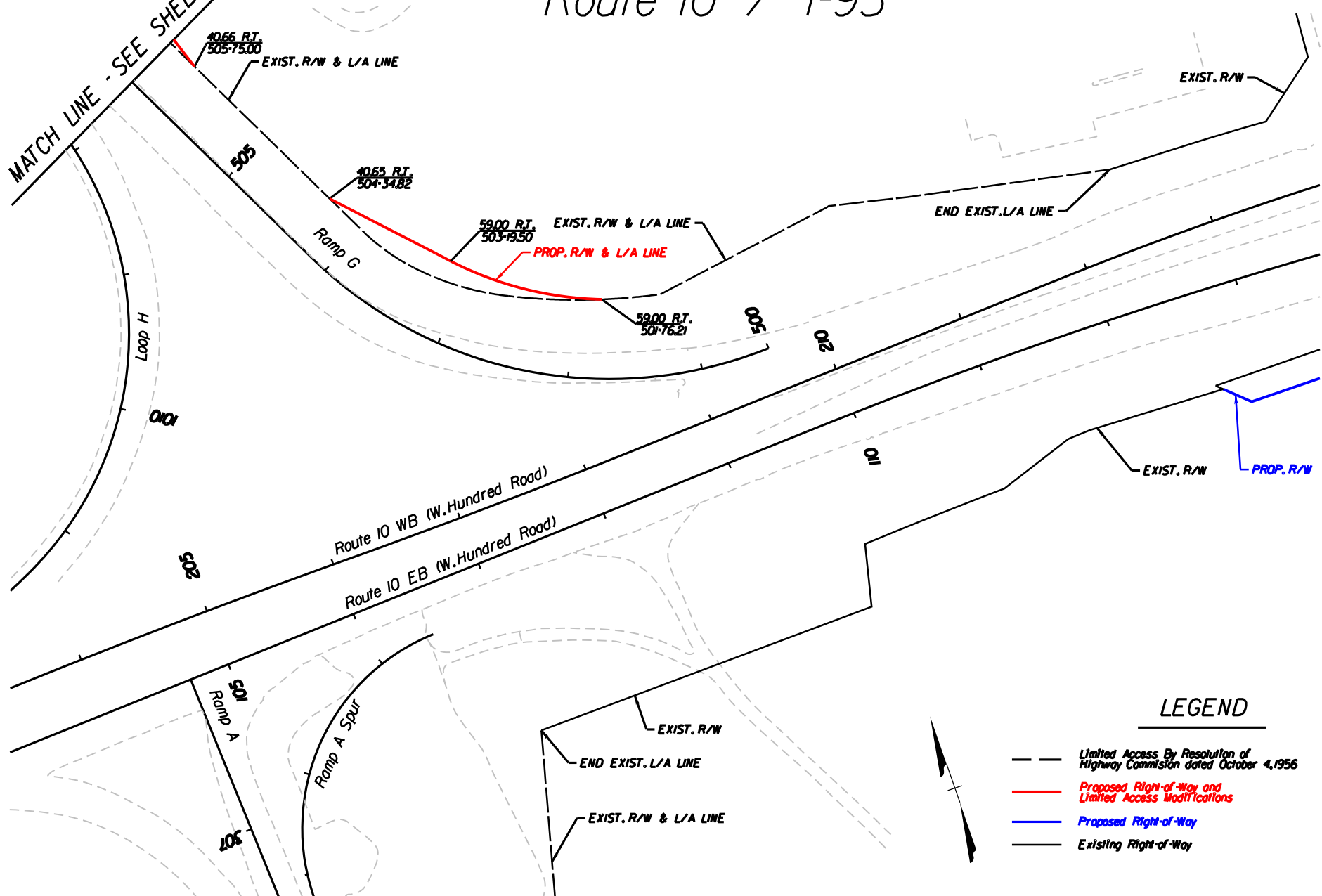
Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-95 Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no requests for a public hearing as a result of the posting of a Willingness to Hold a Public Hearing nor were any comments received from the public.

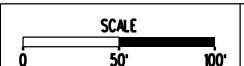
Proposed Limited Access Control Changes Route 10 / I-95

MATCH LINE - SEE SHEET 2



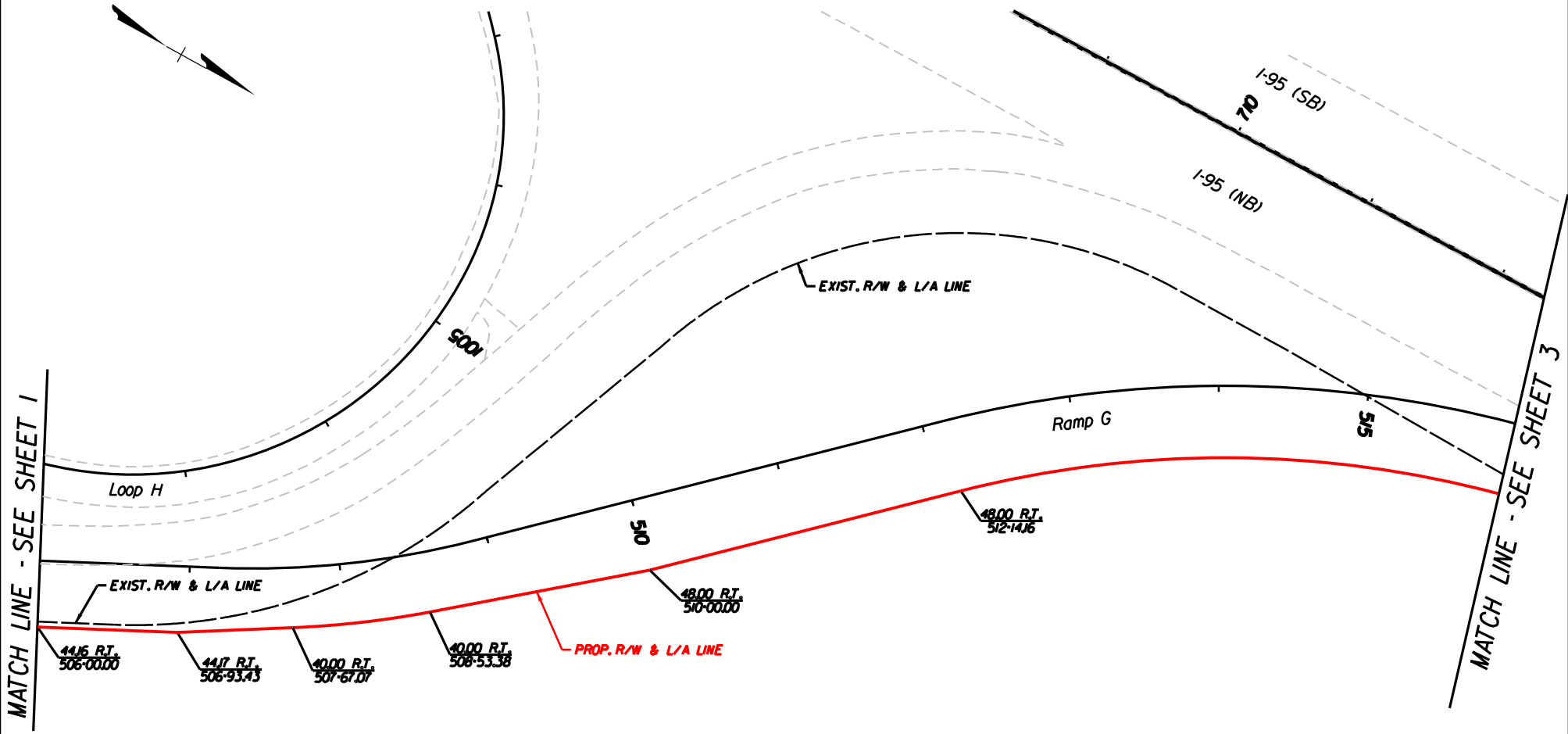
LEGEND

- Limited Access By Resolution of Highway Commission dated October 4, 1956
- Proposed Right-of-Way and Limited Access Modifications
- Proposed Right-of-Way
- Existing Right-of-Way




SHEET NO.
1

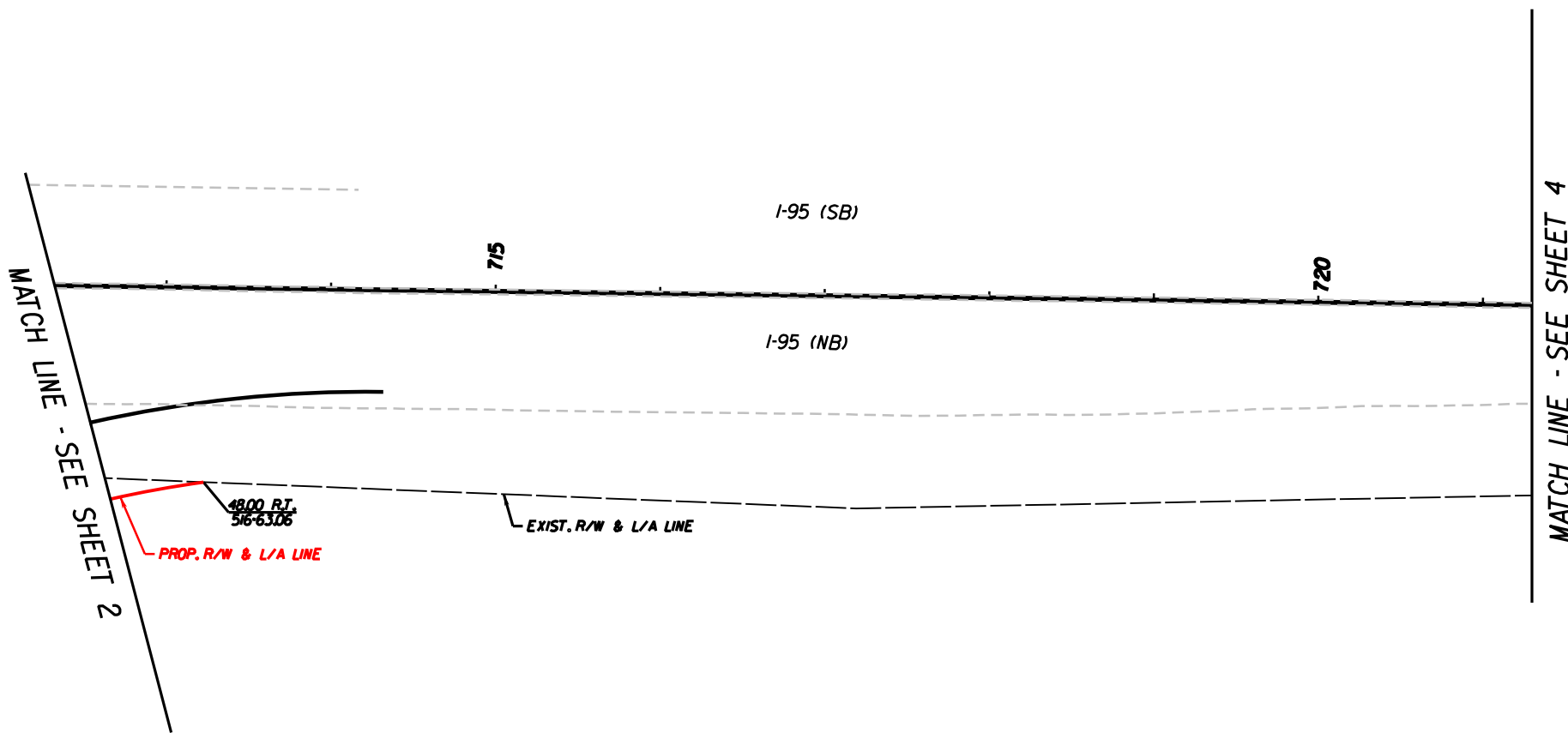
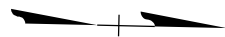
Proposed Limited Access Control Changes Route 10 / I-95







LEGEND

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-  Existing Right-of-Way

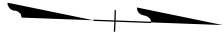
Proposed Limited Access Control Changes Route 10 / I-95



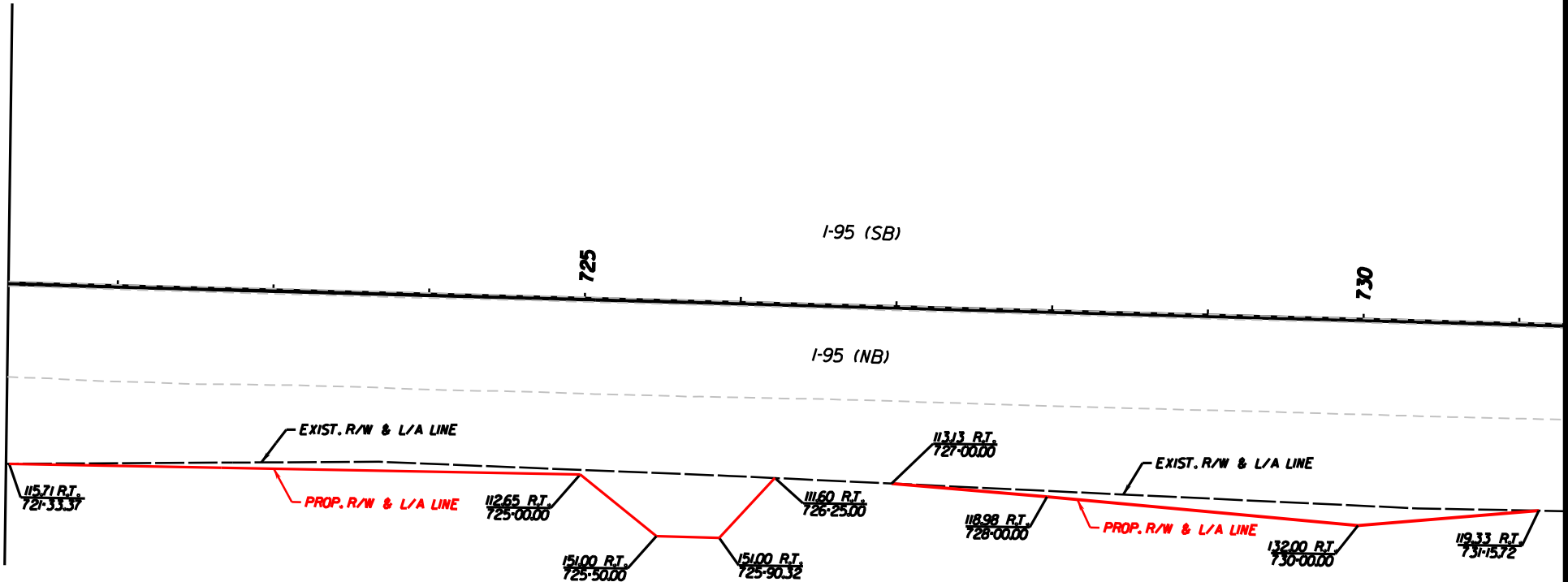
LEGEND

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Proposed Limited Access Control Changes Route 10 / I-95

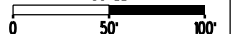


MATCH LINE - SEE SHEET 3



LEGEND

- Limited Access By Resolution of Highway Commission dated October 4, 1956
- Proposed Right-of-Way and Limited Access Modifications
- Proposed Right-of-Way
- Existing Right-of-Way

| | |
|---|-----------|
| SCALE | SHEET NO. |
|  | 4 |



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Stephen Brich
Commissioner

February 7, 2019

Ms. Jessie Yung, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-95
I-95 Interchange Improvements at Route 10
Project: 0095-020-776, P101, R201, C501
Federal Project Number NHFP-095-1(359)
Chesterfield County
Request for Modified Limited Access Line

Dear Ms. Yung,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the improvement of the Interstate I-95 (I-95) Interchange at State Route 10 in Chesterfield County. This project consists or realigning the NB off ramp to Route 10, adding lanes on Route 10, widening the NB on ramp from westbound Route 10 to northbound I-95 and extending the acceleration lane on northbound I-95. I-95 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The Federal Highway Administration (FHWA) provided the engineering and operational acceptability of the Interchange Modification Report for this project on July 13, 2017. The FHWA provided approval of the Categorical Exclusion NEPA Environmental Document on June 28, 2018. The VDOT Richmond District Project Development Engineer approved the preliminary design of this Tier 1 project on January 28, 2019.

As a result of the design of the on ramp and acceleration lane, the Limited Access Line along the

ramp and I-95 needs to be modified to encompass the required improved alignment.

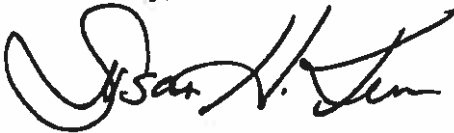
Therefore, VDOT is requesting your concurrence in modifications to the existing Limited Access Line along I-95 as shown on the attached plan sheets and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, exhibits showing each of the individual areas of LACC, the Limited Access Point Table, and letter of support from Chesterfield County.

VDOT approves of the Limited Access Control Changes as shown on the plan sheets and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on March 20, 2019.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501.

Sincerely,



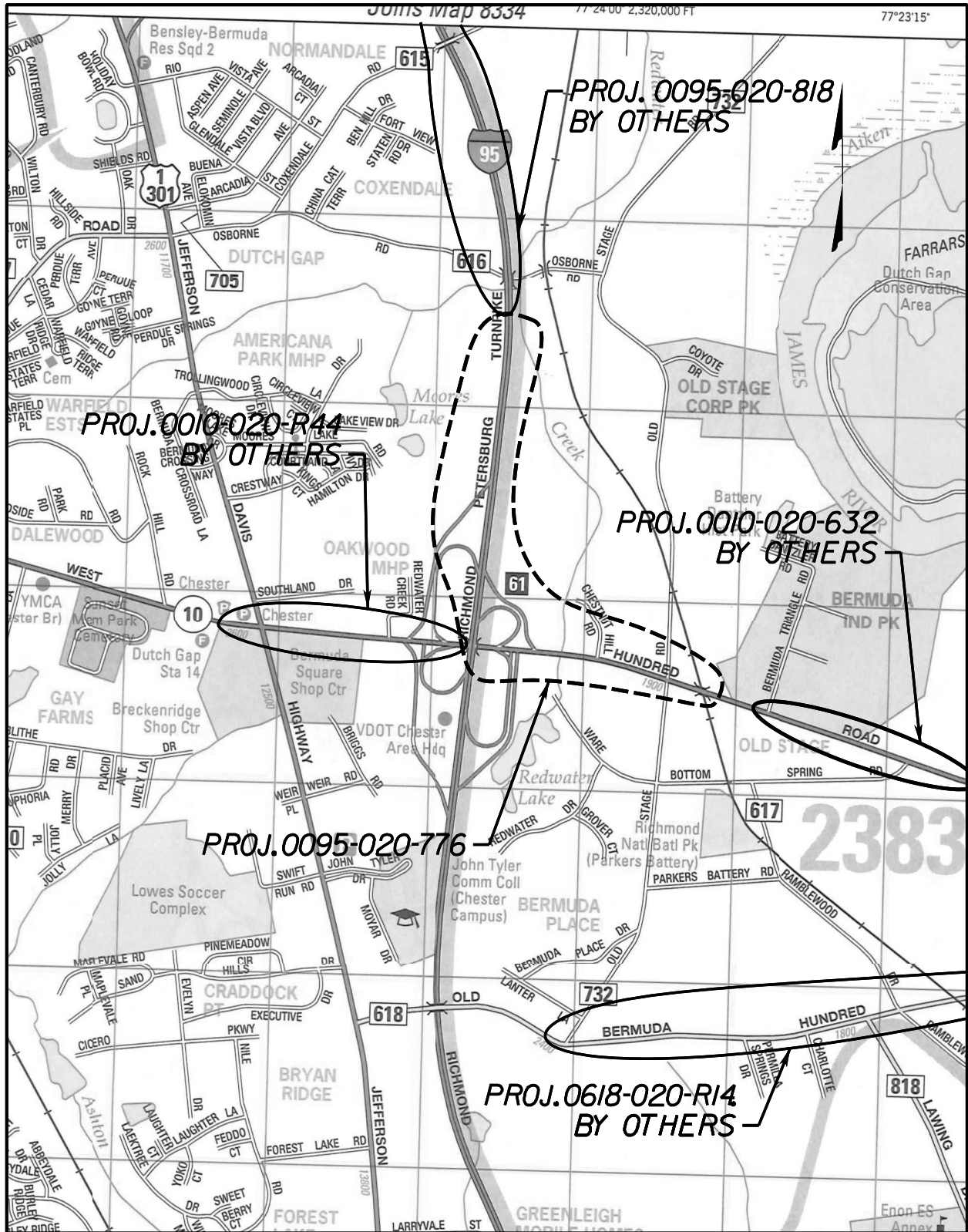
Susan H. Keen, P.E.
State Location and Design Engineer

Approved: Janet Williams Date 2-26-19

Enclosure
1 Copy Plan Sheets
Control Point Table
Letters of Support

LOCATION MAP

COUNTY OF CHESTERFIELD



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From page 16-539 to 16-540 of the Board of Supervisors of Chesterfield County Minutes from July 27, 2016.

8.B.7. APPROPRIATION OF FUNDS AND AUTHORIZATION TO PROCEED WITH THE ROUTE 288/Commonwealth Center Parkway and Bailey Bridge Connector Interchange Modification Report and I-95/Route 10 Interchange Improvements Projects

....And, further, the Board approved the following actions: for the I-95/Route 10 Interchange Improvement (UPC# 109322; JL11820 C1): appropriated \$9,500,000 in anticipated VDOT reimbursements; authorized the County Administrator to enter into the customary VDOT/County agreements/contracts, permits/mitigation agreements and surety agreements, acceptable to the County Attorney; authorized the County Administrator to proceed with the design and right-of-way acquisition, including advertisement of an eminent domain public hearing if necessary and to accept the conveyance of right-of-way and easements that are acquired; authorized the Chairman of the Board of Supervisors and County Administrator to execute easement agreements for relocation of utilities; and authorized the Director of Purchasing to proceed with the advertisement of a construction contract for the project.

Ayes: Elswick, Jaeckle, Winslow and Holland.

Nays: None.

Absent: Haley.



Chesterfield County, Virginia
Transportation Department

9800 Government Center Parkway – P.O. Box 40 – Chesterfield, VA 23832
Phone: (804) 748-1037 – Fax: (804) 748-8516 – Internet: chesterfield.gov

Jesse W. Smith
Director

January 29, 2019

Mr. Mark Riblett
Virginia Department of Transportation
2430 Pine Forest Drive
Colonial Heights, Virginia 23834

RE: I-95 at Route 10 Interchange Improvements, Project #0095-020-776, UPC 1093222

Dear Mr. Riblett:

I am writing to confirm that Chesterfield County supports the I-95 at Route 10 Interchange Improvements – Phase 1 project (VDOT Project number 0095-020-776 or UPC 109322). Chesterfield County supports the design as presented to the public during the posting of a Willingness to Hold a Public Hearing in August 2018. Further, Chesterfield County understands that the design of the improvements will require an adjustment to the limited access right-of-way line along Interstate 95 northbound between Route 10 and Route 288.

Please let me know if you need any further information from us to present this project for approval to the Commonwealth Transportation Board. Chesterfield County looks forward to the successful completion of this project.

Sincerely,

Jesse W. Smith
Director

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Stephen Brich
Commissioner

March 1, 2019

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P.E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson II
The Honorable Mary Hughes Hynes
The Honorable Alison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprowicz
The Honorable Raymond D. Smott, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates


Subject: Approval of Limited Access Control Changes (LACCs) for Interstate 95 and Route 10 Interchange Improvements in Chesterfield County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for a limited access control changes (LACCs) for your consideration. The proposed LACCs on State Highway Project 0095-020-776, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,


Garrett W. Moore, P.E.
Chief Engineer

| <u>Sheet Reference</u> | <u>Line ID</u> | <u>Baseline Reference</u> | <u>Station</u> | <u>Offset</u> | <u>LT RT</u> |
|------------------------|------------------------|---------------------------|----------------|---------------|----------------|
| 1 | Prop. R/W and L/A Line | Ramp G | 501+76.21 | 59.00 | RT |
| | Prop. R/W and L/A Line | Ramp G | 503+19.50 | 59.00 | RT |
| | Prop. R/W and L/A Line | Ramp G | 504+34.82 | 40.65 | RT |
| | Prop. R/W and L/A Line | Ramp G | 505+75.00 | 40.66 | RT |
| 2 | Prop. R/W and L/A Line | Ramp G | 506+00.00 | 44.16 | RT |
| | Prop. R/W and L/A Line | Ramp G | 506+93.43 | 44.17 | RT |
| | Prop. R/W and L/A Line | Ramp G | 507+67.07 | 40.00 | RT |
| | Prop. R/W and L/A Line | Ramp G | 508+53.38 | 40.00 | RT |
| | Prop. R/W and L/A Line | Ramp G | 510+00.00 | 48.00 | RT |
| | Prop. R/W and L/A Line | Ramp G | 512+14.16 | 48.00 | RT |
| 3 | Prop. R/W and L/A Line | Ramp G | 516+63.06 | 48.00 | RT |
| 4 | Prop. R/W and L/A Line | I-95 | 721+33.37 | 115.71 | RT |
| | Prop. R/W and L/A Line | I-95 | 725+00.00 | 112.65 | RT |
| | Prop. R/W and L/A Line | I-95 | 725+50.00 | 151.00 | RT |
| | Prop. R/W and L/A Line | I-95 | 725+90.32 | 151.00 | RT |
| | Prop. R/W and L/A Line | I-95 | 726+25.00 | 111.60 | RT |
| | Prop. R/W and L/A Line | I-95 | 727+00.00 | 113.13 | RT |
| | Prop. R/W and L/A Line | I-95 | 728+00.00 | 118.98 | RT |
| | Prop. R/W and L/A Line | I-95 | 730+00.00 | 132.00 | RT |
| | Prop. R/W and L/A Line | I-95 | 731+15.72 | 119.33 | RT |