



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 17, 2013

MOTION

**Made By: Mr. Garczynski Seconded By: Mr. Sterling
Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes (LACC)
Interstate 66 and Route 15 (James Madison Highway) Interchange,
Town of Haymarket, Prince William County**

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 Battlefield High School, in Haymarket, Virginia on Wednesday, March 20, 2013, between 6:00 p.m. and 8:00 p.m. for the purpose of considering proposed State Highway Project 0066-076-074, P-101, R-201, C-501, B-676, B-677, B-678, B-679, B-680; and,

WHEREAS, the proposed Project involves improvements to the I-66 and Route 15 (James Madison Highway) interchange to enhance safety and capacity to accommodate the forecasted traffic demand in the area, beginning 0.301 miles west of Route 15 and ending 0.537 miles east of Route 15; and,

WHEREAS, the said proposed Project improvements consist of the construction of a new flyover ramp from southbound Route 15 to eastbound I-66, the modification of the existing entrance and exit ramps to I-66, the widening of Route 15 bridges, improving the adjacent intersections at Heathcote Boulevard and Route 55 and the construction of a bicycle/pedestrian trail on the east side of Route 15, and shifting and/or extending the existing limited access control as part of the design feature of the project; 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 County of Prince William has endorsed the project as presented at that public hearing by a resolution from the Board of Supervisors, approved May 21, 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; and,

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0066-076-074, P-101, R-201, C-501, B-676, B-677, B-678, B-679, B-680 and the proposed LACC; and,

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System to be limited access highways and in accordance with §33.1-58, of the *Code of Virginia*, 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-66; and,

WHEREAS, the 2000 interchange modification for I-66, Project 0066-076-113, R-201, changed the limited access control and right of way lines, in accordance with the design plans for the said Project.

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 Interstate 66 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 the I-66 eastbound exit ramp be extended to the southwest along the west side of Route 15, from a point opposite Station 513+02.99 (Route 15 construction baseline) to a point tying to the existing limited access control line opposite Station 519+40.18 (Route 15 construction baseline); and, that the existing limited access control line along the south side of the I-66 eastbound entrance ramp be shifted to the south and extended to the southwest along the east side of Route 15, from a point opposite Station 514+10.76 (Route 15 construction baseline) and continuing northeast along east side of Route 15 to the intersection of the I-66 eastbound entrance ramp and then continuing along the south side of the I-66 eastbound entrance ramp to a point tying into the existing limited access control line

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opposite Station 330+59.08 (I-66 eastbound lane construction baseline); and, that the existing limited access control line along the north side of the I-66 westbound exit ramp be extended to the northeast along the west side of Ramp E and Route 15, from a point tying to the existing limited access control line opposite Station 528+95.83 (Route 15 construction baseline) and continuing along the west side of Ramp E and Route 15 to the intersection of Heathcote Boulevard and continuing northwest along the south side of Heathcote Boulevard to a point opposite Station 541+46.01 (Route 15 construction baseline); and, that the existing limited access control line along the north side of the I-66 westbound entrance ramp be extended to the northeast along the east side of Route 15, from a point tying to the existing limited access control line opposite Station 530+94.28 (Route 15 construction baseline) and continuing along the east side of Route 15 to the intersection of Heathcote Boulevard and continuing southeast along the south side of Heathcote Boulevard to a point opposite Station 541+25.22 (Route 15 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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