



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Sean T. Connaughton  
Chairman

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*Agenda item # 10*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**June 15, 2011**

### **MOTION**

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

### **Title: Limited Access Control Change, Route 234 Bypass and Interstate 66 Interchange Prince William County**

**WHEREAS**, Interstate 66 (I-66) was designated as a limited access highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

**WHEREAS**, in accordance with the statutes of the Commonwealth of Virginia, and the policies of the CTB, a Public Hearing was held on May 27, 2009, in Prince William County, for the purpose of considering proposed improvements for a Ridesharing Facility along Cushing Road from the intersection of Balls Ford Road to the Route 234 Bypass and I-66 Interchange, known as State Highway Project 6234-076-136, PE-101, RW-201, C-501, to include modifications to the existing limited access control of said Interchange as a part of the design features of the said 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, with their statements being duly recorded, and,

**WHEREAS**, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

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**NOW, THEREFORE, BE IT RESOLVED**, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, and the statutes of the Commonwealth of Virginia, and CTB policies, the CTB hereby approves the modifications to the existing limited access control, as shown on the plans for the said project along Ramp E of the Route 234 Bypass and I-66 interchange, beginning at a point on the southwest (left) side of the Park and Ride Ramp construction baseline 78.28 feet opposite Station 601+55.17, and ending at a point on the northeast (right) side of the Park and Ride Ramp construction baseline, 24 feet opposite Station 602+99.66.

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