



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2013

MOTION

**Made By: Mr. Martin Seconded By: Mr. Peake
Action: Motion Carried, Unanimously**

**Title: Proposed Limited Access Control Changes (LACC),
Interstate 81 and Route 647 (Exit 14) Interchange,
Bridge Replacement Project, County of Washington**

WHEREAS, a Design Hearing was held at the Southwest Virginia Higher Education Center, in Washington County, Virginia on Thursday, January 31, 2013, between 4:00 p.m. and 6:00 p.m. for the purpose of considering proposed State Highway Project 0081-095-957, PE-101, RW-201, C-501, B-670, B-671; and,

WHEREAS, the proposed Project involves improvements to the Interstate 81 (I-81) and Route 647 (Jonesboro Road) (Exit 14) Interchange to accommodate increased traffic volume and future growth, beginning 0.647 miles west of the I-81 and Route 647 Interchange and ending 0.580 miles east of the I-81 and Route 647 Interchange, with a length of 1.086 miles; and,

WHEREAS, the said Project improvements consist of replacing the I-81 northbound and southbound bridges over Route 647, the reconstruction of the interchange ramps, the reconstruction of Route 647 to provide two through lanes in each direction with a raised median and dual left turn lanes for the I-81 northbound entrance ramp, the installation of two traffic control signals at the I-81 and Route 647 interchange, the reconstruction of Dennison Drive to raise the roadway, the construction of a retaining wall between I-81 and Dennison Drive, and

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shifting and/or extending the existing limited access control and establishing limited access control as part of the design feature of the project; and,

WHEREAS, proper notice of the January 31, 2013 Hearing 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, this project is in compliance with NEPA requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration (FHWA) 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 State Highway Project 0081-095-957, PE-101, RW-201, C-501, B-670, B-671 and the proposed LACC; and,

WHEREAS, no response was received from the local government as part of the public participation process; and,

WHEREAS, on October 4, 1956, the State Highway Commission [designated](#) the Interstate Highway System to be a limited access highway 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-81.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board (CTB), that the CTB hereby finds and concurs in the [determinations and recommendations](#) of VDOT made herein and directs that the I-81 and Route 647 (Exit 14) Interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations and established as follows:

That the existing limited access control line along the southeast side of the I-81 northbound lane be shifted northeast, beginning at a point opposite Station 115+52.16 (I-81 construction baseline) and continuing northeasterly along the southeast side of I-81 northbound lane to the end of the limited access control at a point opposite Station 131+53.99 (I-81 construction baseline).

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The limited access control line will begin along the northwest side of Route 647 southbound lane at a point opposite Station 67+71.96 (Jonesboro Road construction baseline) and continuing northeasterly along the northwest side of the Route 647 southbound lane and end at a point opposite Station 71+28.75 (Jonesboro Road construction baseline).

That the existing limited access control line along the southeast side of the I-81 and Route 647 Interchange be shifted and extending along the southeast side of the Route 647 northbound lane and begin at a point opposite Station 65+60.33 (Jonesboro Road construction baseline) and continuing northeasterly to the proposed I-81 northbound exit ramp and continuing along the south side of the said ramp to a point tying into the existing limited access control line opposite Station 143+63.65 (I-81 construction baseline).

That the existing limited access control line along the southeast side of the I-81 northbound lane be shifted further southeast, beginning at a point opposite Station 148+92.00 (I-81 construction baseline) and continuing easterly to a point tying into the existing limited access control line opposite Station 154+59.18 (I-81 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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