



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean Connaughton
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
Fax: (804) 225-4700

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2013

MOTION

Made By:Mr. Whitworth Seconded By:Mr. Louderback

Action: Motion Carried, Unanimously

**Title: Location Approval and Proposed Limited Access Control Changes (LACC) for
Interstate 81 and Route 37 (Exit 310) Interchange,
Access Management Improvement Project, Frederick County**

WHEREAS, in accordance with *Code of Virginia* §33.1-18 and policies of the Commonwealth Transportation Board, a combined Location and Design Hearing was held at the Robert E. Aylor Middle School in Stephens City, Virginia on Thursday May 24, 2012 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed State Highway Project 0081-034-127, P-101, R-201, C-501; and

WHEREAS, the proposed Project involves access management improvements and the relocation of Route 642 and Route 847, beginning 0.54 miles south of Route 37 on Interstate 81 and ending 0.52 miles north of Route 37 on Interstate 81 (I-81), with a length of 1.059 miles; and,

WHEREAS, the said Project improvements consist of realigning the I-81 ramps by widening the distance between the termini, relocating Route 642 and Route 847 to the east, modification to the Route 37 ramps to Route 11, installing temporary ramps from Route 37 to Route 642 and shifting and/or extending the existing limited access control as a part of the design features of the project; and,

Resolution of the Board
Limited Access Control Changes
Interstate 81
Frederick County
February 20, 2013
Page Two

WHEREAS, the said temporary ramps will be removed upon further extension of Route 37 to the east, to the proposed extension of Route 719 (Warrior Drive), where the permanent interchange will be established; and,

WHEREAS, this project is a top priority for Frederick County, as documented in their *2012-2013 Interstate Road Road Improvement Plan for Frederick County*, and the Winchester-Frederick Metropolitan Planning Organization (MPO) in accordance with the *2035 WinFred MPO Long Range Transportation Plan*; 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, this project is in compliance with NEPA requirements and a Final Environmental Impact Statement (FEIS) 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, 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; and,

WHEREAS, the 1962 Project 0081-034-001, RW-202, G-302, P402 established the Limited Access Control and Right of Way lines at the interchange, in accordance with the design plans for the said Project; and,

WHEREAS, the limited access line has been modified in the southwest quadrant of the interchange by CTB Resolution dated February 20, 2008 by development activity, and in anticipation of the current project, and shall remain in effect; and,

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0081-034-127, P-101, R-201, C-501 and the proposed LACC.

Resolution of the Board
Limited Access Control Changes
Interstate 81
Frederick County
February 20, 2013
Page Three

NOW, THEREFORE, BE IT RESOLVED, that pursuant to §33.1-12 of the *Code of Virginia*, (1950), as amended, the location of this project is approved as presented at the said combined Location and Design Hearing by the Department.

BE IT FURTHER 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 the I-81 and Route 220 (Exit 150) interchange 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 west side of the I-81 southbound lane be shifted to the west, from a point 99.72 feet opposite Station 159+67.83 (I-81 southbound lane construction baseline) and continuing along said southbound lane to a point 96.00 feet west of the I-81 southbound exit ramp opposite Station 10+53.00 (I-81 Ramp B construction baseline) and continuing along said exit ramp to a point 228.11 feet opposite Station 23+15.00 (I-81 Ramp B construction baseline); and, that the existing limited access control line along the along the east side of the I-81 northbound exit ramp be shifted to the east, from a point 46.59 feet opposite Station 10+31.34 (I-81 Ramp D construction baseline) and continuing along said exit ramp to a point 202.00 feet on the south side of the future extension of Route 37 eastbound lane opposite Station 45+18.00 (Route 37 eastbound lane construction baseline) and extending along the south side of said future extension to a point 100.00 feet opposite Station 52+87.11 (Route 37 eastbound lane construction baseline); and, that the existing limited access control line along the along the east side of the I-81 northbound entrance ramp be shifted to the east, from a point 43.88 feet opposite Station 23+26.52 (I-81 Ramp C construction baseline) and continuing along said entrance ramp to a point 168.00 feet on the north side the future extension of Route 37 westbound lane opposite Station 46+57.00 (Route 37 westbound lane construction baseline) and extending along the north side of said future extension to a point 100.00 feet opposite Station 52+63.93 (Route 37 westbound lane construction baseline).

BE IT FURTHER RESOLVED, that the CTB grant two temporary breaks in the limited access control to facilitate two temporary ramps from Route 37 extended to relocated Route 642, and described as follows:

Beginning along the south side of the future extension of Route 37 eastbound lane at a point 136.58 feet opposite Station 48+26.89 (Route 37 eastbound lane construction baseline) to a point 100.00 feet opposite Station 52+87.11 (Route 37 eastbound lane

Resolution of the Board
Limited Access Control Changes
Interstate 81
Frederick County
February 20, 2013
Page Four

construction baseline); and, beginning along the north side of the future extension of Route 37 westbound opposite Station 47+71.26 (Route 37 westbound lane construction baseline) to a point 100.00 feet opposite Station 52+63.93 (Route 37 westbound lane construction baseline).

BE IT FURTHER RESOLVED,The temporary breaks shall terminate upon removal of the temporary ramps as part of the further extension of Route 37 to the east, to the proposed extension of Route 719 (Warrior Drive), where the permanent interchange will be established.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

####