



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 # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 21, 2018

MOTION

Made By: Mr. Stinson, Seconded By: Mr. Rosen
Action: Motion Carried, Unanimously

Title: Approval of Proposed Limited Access Control Changes
(LACCs) for Interstate 81 Exit 17 Interchange Improvements
Town of Abingdon

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-81, 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, proposed State Highway Project 0081-M02-001, P101, R201, C501, B601 UPC 109419 (“Interstate 81 Exit 17 Interchange Improvements” or “Project”) is to improve the traffic flow by improving Interstate I-81 ramp ingress and egress at the intersection of route 75. The Project includes construction of a loop to serve I-81 northbound traffic and improvements to Route 75 and the relocation of Commerce Drive, the frontage road that parallels the Exit 17 northbound off ramp. Commerce Drive will be relocated to create space for traffic exiting I-81 northbound at Exit 17. Gravel Lake Road will be reconstructed and relocated. The limited access control areas will need to be altered to accommodate these changes; and

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WHEREAS, a Design Public Hearing was held at Virginia Highlands Small Business Incubator at 851 French Moore Jr. Blvd in Abingdon, VA 22554 on Thursday November 2, 2017 between 6:00 pm and 8:00 pm for the purpose of considering the Project; and

WHEREAS, proper notice of the Design Public 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, their statements being duly recorded; 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 traffic analysis for the project was completed by VDOT and is part of the IMR (Interchange Modification Report) that was approved by FHWA on May 3, 2017; and

WHEREAS, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion was developed in cooperation with the Federal Highway Administration (FHWA) in accordance with federal guidelines and it has been determined that the proposed project will not have any significant environmental impacts; and

WHEREAS, the Town Manager of Abington has, by letter dated December 20, 2017, endorsed the Project and limited access changes as presented; and

WHEREAS, the FHWA has provided approval for State Highway Project 0081-M02-001, P101,R201, C501, B601 UPC 109419 and the proposed LACC by letter dated January 16, 2018; and

WHEREAS, this project is located in an attainment area for all the National Ambient Air Quality Standards and therefore the regional conformity requirements do not apply; and

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with section 33.2-401 of the *Code of Virginia* (1950), as amended, and 24 VAC 30-401-20, the CTB hereby finds and concurs with the determinations and recommendations made by VDOT and approves the limited access control change as recommended by VDOT and as shown on the Limited Access Exhibit.

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BE IT FURTHER RESOLVED, that the Commissioner of Highways is hereby authorized to take all actions and execute any and all documents needed to comply with this resolution.

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 81 Exit 17 Interchange Improvements
Project 0081-M02-001, P101, R201, C501, B601;
UPC 109419
Town of Abingdon

Issues: Exit 17 on Interstate 81 (I-81) is one of the busiest interchanges in the region. State Highway Project 0081-M02-001, P101, R201, C501, B601 (“Project”) is to improve the traffic flow by improving Interstate I-81 ramp ingress and egress at the intersection of route 75. The Project includes construction of a loop to serve I-81 northbound traffic and improvements to Route 75 and the relocation of Commerce Drive, the frontage road that parallels the Exit 17 northbound off ramp. Commerce Drive will be relocated to create space for traffic exiting I-81 northbound at Exit 17. Gravel Lake Road will be reconstructed and relocated. The limited access control areas will need to be altered to accommodate these changes, which will require the approval of the Commonwealth Transportation Board (“CTB”).

Facts:

- Limited Access Control for Interstate 81 at the Interchange was previously established by the State Highway Commission, predecessor to the CTB, on October 4, 1956 at the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.
- A Design Public Hearing for the Project was held at Virginia Highlands Small Business Incubator at 851 French Moore Jr. Blvd in Abingdon, VA 22554 on Thursday November 2, 2017 between 6:00 pm and 8:00 pm. Proper notice of the Design Public 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, their statements being duly recorded.
- 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 District has reviewed and approved the traffic analysis report in an Interchange Modification Report (IMR) approved by FHWA on May 3, 2017 and found that it adequately addresses the impacts from the development and the proposed change to the limited access controls.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines and it has been determined that the proposed project will not have any significant environmental impacts.
- The Project, including the limited access changes, has been endorsed by the Town Manager of the Town of Abingdon in a letter dated December 20, 2017.
- FHWA has provided the approval for the State Highway Project 0081-M02-001, P101, R201, C501, B601 UPC 109419 and the proposed LACC by letter dated January 16, 2018.
- This project is located in an attainment area for all the National Ambient Air Quality Standards and therefore the regional conformity requirements do not apply.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.

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- The proposed LACC is 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 that, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB (i) find and concur in the determinations and recommendations of VDOT made herein; (ii) direct that the Interstate 81 and the Exit 17 interchange continue to be designated as a Limited Access Highway as described in the resolution and approve the boundaries of the area designated as limited access as shown on the Limited Access Exhibit and modified by the LACC.

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

Result, if approved: The Commissioner of Highways will be authorized to take all actions and execute any and all documents needed to comply with the resolution, and the improvements in State Highway Project 0081-M02-001, P101, R201, C501, will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: One Hundred and twenty-eight citizens attended the public hearing. There were fifty-nine written comments and zero oral comments received for the record. Forty-three comments were positive overall but eight of those had concerns with the location of the park and ride. There were twelve other comments regarding modifications to the existing proposal received. All were reviewed and a response was sent and noted in the summary.



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

February 1, 2018

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson II
The Honorable Henry "Hap" Connors, Jr.
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable F. Gary Garczynski
The Honorable Carlos M. Brown
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprovicz
The Honorable Court G. Rosen
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) on Interstate 81 Exit 17 Interchange Improvements in the County of Washington.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for limited access control changes (LACCs) for your consideration. The proposed limited access control changes on State Highway Project 0081-M02-001, P101, R201, C501, B601 provides for an adjustment in the limited access on Interstate 81 and Route 75 at the interchange. These adjustments in limited access control are needed to provide road improvements on Interstate 81 and Route 75. Gravel Lake Road along with the frontage road located parallel to the I-81 exit 17 northbound off ramp will be reconstructed and relocated in the County of Washington. It has been determined that these adjustments in limited access control are required for the project and are recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these limited access control changes 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,

A handwritten signature in black ink that reads "Garrett W. Moore".

Garrett W. Moore, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

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

Charles A. Kilpatrick, P.E.
Commissioner

January 16, 2018

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

Attention Ms. Janice L. Williams

Interstate I-81
Exit 17 – Improve Access to Interchange Ramps Project
Project #'s: 0081-M02-001
Federal Project #: NHPP-961-1(099)
UPC #'s: 109419

Request for Modified Limited Access

Dear Ms. Yung,

The Virginia Department of Transportation (VDOT) is developing a project to improve access to the I-81 NB ramps at the Exit 17 interchange. The project consists of constructing a new loop ramp and the realignment of two local roadways adjacent to the interchange.

The project will require modification of the existing Limited Access lines along the I-81 NB lane to provide for these local road modifications. VDOT has coordinated the modification of Limited Access with Federal Highway Administration personnel and now requests that you provide approval of these Access modifications as depicted on the attached Exhibits.

If additional information is needed, please contact Mr. Theron Knouse at 804.371.2792.

Sincerely,

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

Approved: *Janice Williams* Date 1-18-18

Attachments



TOWN OF ABINGDON

OFFICE OF TOWN MANAGER

133 West Main Street

P. O. Box 789

Abingdon, Virginia 24212-0789

Telephone: (276) 628-3167

Fax: (276) 698-3328

E-mail: gkelly@abingdon-va.gov

Gregory W. Kelly
Town Manager

December 20, 2017

Mr. Gene Holley
Virginia Department of Transportation (VDOT)
870 Bonham Road
Bristol, VA 24201-2002

RE: I-81 Exit 17 Project
VDOT UPC 109419
Right of Way and Limited Access revisions

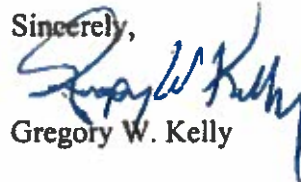
Dear Mr. Holley:

The Town of Abingdon received your email dated December 19, 2017, requesting that we review the proposed changes to the right of way for the referenced project, specifically the limited access line.

After review of the draft display provided, the Town does support the limited access change as currently proposed.

We thank VDOT for their open communication with this project and hope that the Town can assist as needed to keep this project on the accelerated schedule. Please let me know if you have any questions or need more information regarding this matter.

Sincerely,



Gregory W. Kelly

Cc: Ron Flanary, VDOT Project Manager

Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1958

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard C. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 800, S. End of Bridge over Claytons Mill Creek-0.884 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Kohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizzaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,865.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. 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 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 5, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

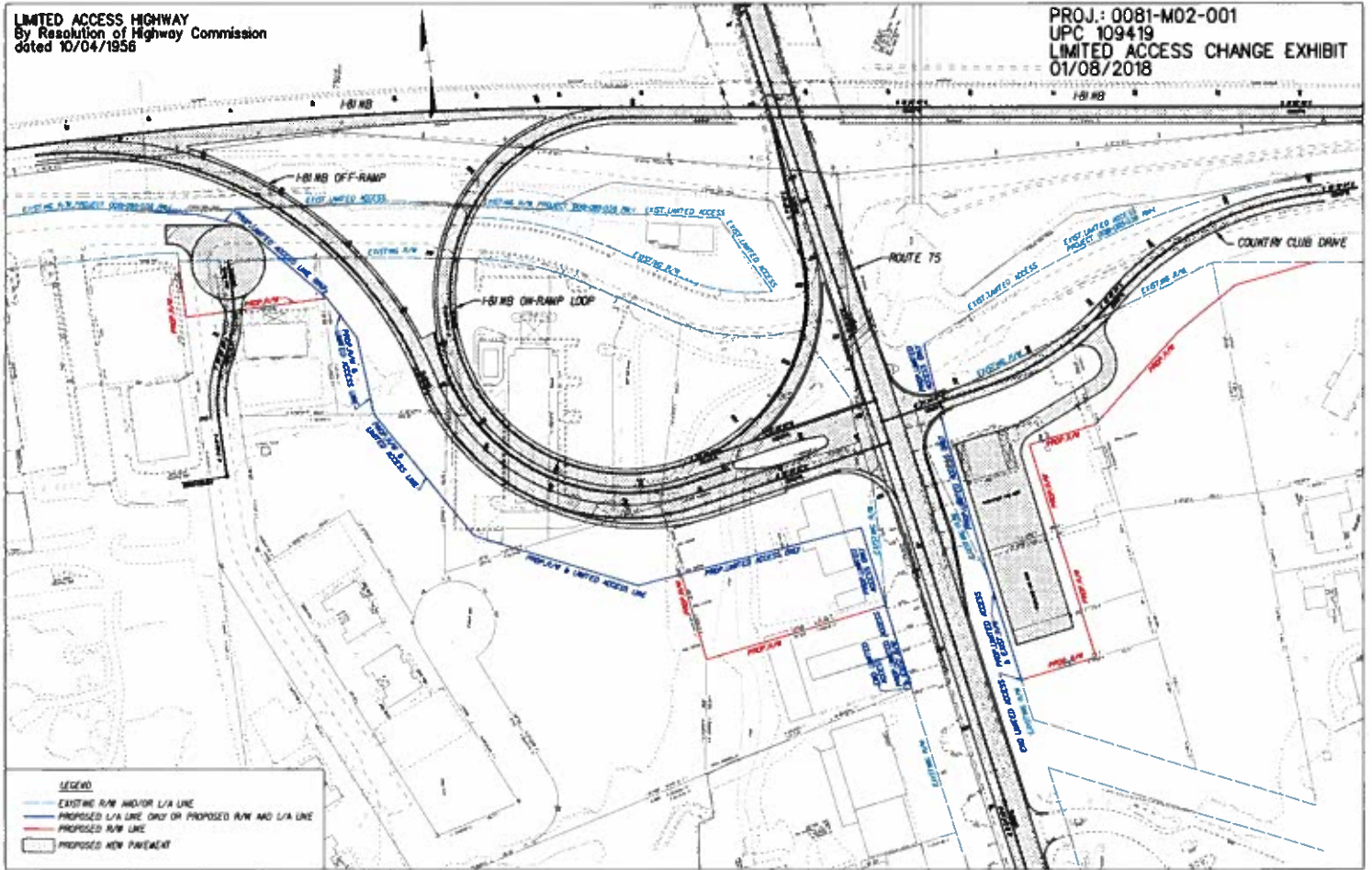
On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the 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.

LIMITED ACCESS CONTROL POINTS
I-81 NB EXIT 17 RECONSTRUCTION
TOWN OF ABINGDON, VIRGINIA

BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
NB OFF-RAMP	401+57.72	63.27	RT
NB OFF-RAMP	402+20.22	50.03	RT
NB OFF-RAMP	402+79.75	39.97	RT
NB OFF-RAMP	404+29.74	45.72	RT
NB OFF-RAMP	404+96.79	46.37	RT
NB OFF-RAMP	405+97.46	70.72	RT
NB OFF-RAMP	407+49.33	75.46	RT
NB OFF-RAMP	409+13.08	81.64	RT
RTE. 75	134+70.94	64.86	LT
RTE. 75	133+71.12	64.92	LT
RTE. 75	132+65.41	65.72	LT
RTE. 75	132+35.51	64.24	RT
RTE. 75	135+33.11	67.86	RT
RTE. 75	135+72.44	71.04	RT
RTE. 75	135+94.75	72.86	RT
RTE. 75	136+57.61	77.99	RT

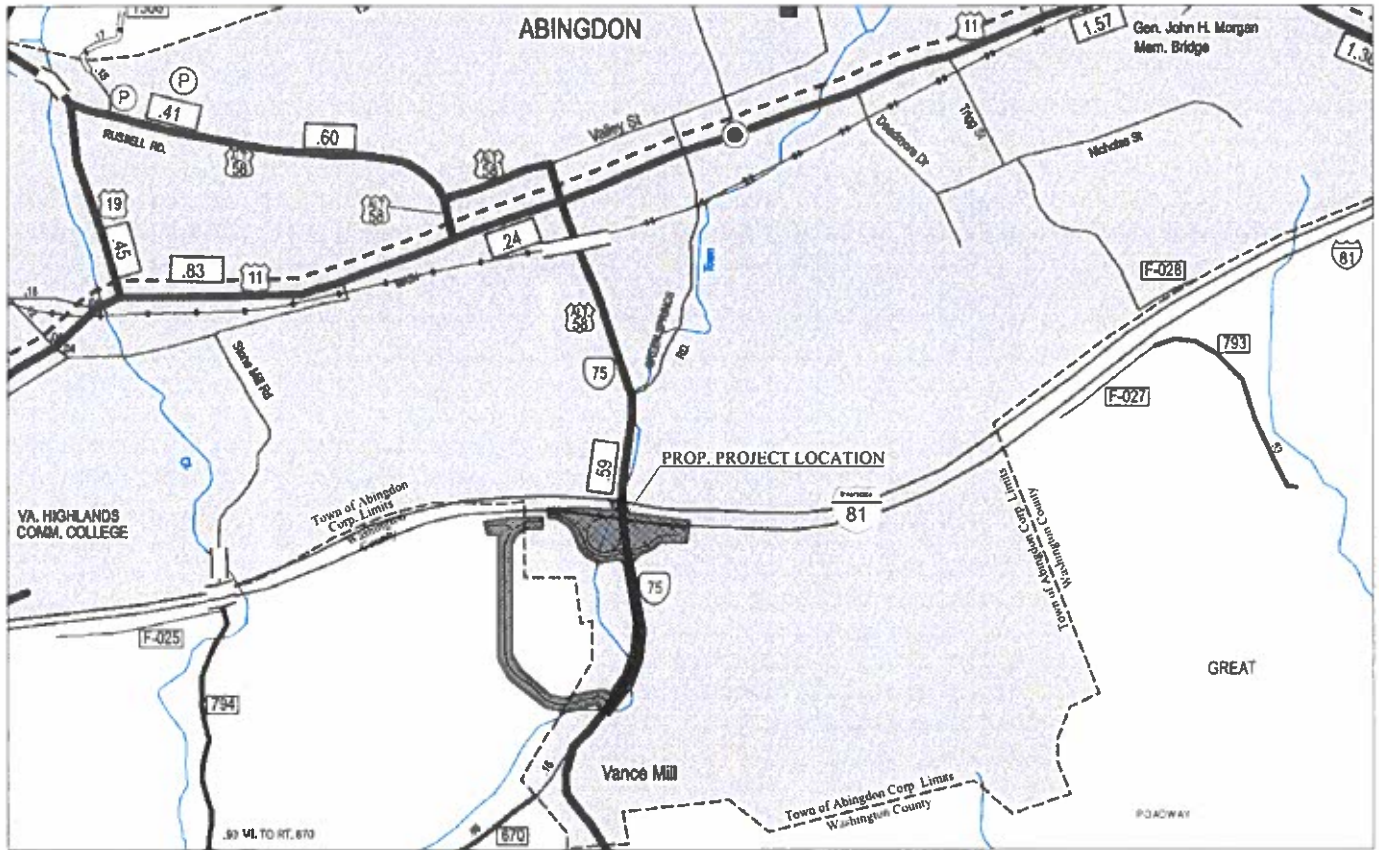
LIMITED ACCESS HIGHWAY
By Resolution of Highway Commission
dated 10/04/1956

PROJ.: 0081-M02-001
UPC 109419
LIMITED ACCESS CHANGE EXHIBIT
01/08/2018



VICINITY MAP

US11B Exit 17 Reconstruction - Abingdon, Virginia
Project: 00S1-M02-001, PE101, PW201, CS01, B601
UPC 109-119



WASHINGTON CO.
NOT TO SCALE