



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean Connaughton
Chairman

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Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2013

MOTION

Made By: Mr. Sterling Seconded By: Mr. Dana Martin

Action: Motion Carried, Unanimously

**Title: Limited Access Control Changes (LACC)
Route 29 and Route 666 Interchange, Culpeper County**

WHEREAS, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board, a Design Hearing was held at the Eastern View High School, in Culpeper, Virginia on Wednesday, August 10, 2011, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0029-023-132, P-101, R-201, B-616; and,

WHEREAS, the proposed Project involves road improvements at the intersection of Route 29 and Route 666 in Culpeper County, beginning 0.09 miles northwest of Rogers Road along Route 666 and ending 0.15 miles east of Cyclone Way along Route 666; and,

WHEREAS, the said Project improvements consist of replacing the existing at-grade intersection of Route 29 and Route 666 with a diamond interchange to improve safety and capacity by raising Route 666 to an overhead crossing of Route 29, widening the roadway to four lanes divided by a 28 foot raised median, adding bike lanes on both sides of Route 666, a five foot wide sidewalk to the south side, a ten foot wide shared use path on the north side, 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, this project is in compliance with NEPA requirements based on the findings set forth in the draft Categorical Exclusion (CE); 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, Route 29, State Highway Project 6029-023-123, RW-201 in the County of Culpeper was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board, on August 17, 1967.

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 the Route 29 and Route 666 interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Beginning along the northeast side of Route 666 north from the Route 29 and Route 666 intersection, from a point 70.00 feet opposite Station 1006+52.59 (Route 666 construction baseline) and continuing southerly along the northeast side of Route 666 to the intersection of the Route 29 southbound exit ramp to a point 70.00 feet opposite Station 1012+79.03 (Route 666 construction baseline), and continuing along said exit ramp shifting the existing limited access control line along the north side of said exit ramp further to the north to a point 55.00 feet opposite Station 313+83.00 (Ramp “C” construction baseline); and, beginning along the southwest side of Route 666 north from the Route 29 and Route 666 intersection, from a point 60.83 feet opposite Station 1006+33.16 (Route 666 construction baseline) and continuing southerly along the southwest side of Route 666 to a break in limited access control to a point 71.38 feet opposite Station 1009+24.52 (Route 666 construction baseline); and, beginning along the southwest side of Route 666 from a point 73.50 feet opposite Station 1010+13.13 (Route 666 construction baseline) and continuing southerly along the southwest side of Route 666 to the existing limited access line to a point 73.50 feet opposite Station 1012+01.52 the Route 29 southbound entrance ramp feet opposite

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Station 401+25.71 (Ramp “D” construction baseline) and continuing along said entrance ramp shifting the existing limited access control line along the north side further north to a point 36.62 feet opposite Station 410+33.20 (Ramp “D” construction baseline); and, beginning along the south side of the Route 29 northbound exit ramp from a point 45.93 feet opposite Station 114+12.59 (Ramp “A” construction baseline) and continuing along said exit ramp shifting the existing limited access control line along the south side further south to a point 71.81 feet opposite Station 123+92.31 (Ramp “A” construction baseline); and, beginning along the southwest side of Route 666 south from the Route 29 and Route 666 intersection, from a point 61.49 feet opposite Station 1022+09.06 (Route 666 construction baseline) and continuing southerly along southwest side of Route 666 to the intersection of Poor Farm Road to a point 61.50 feet opposite Station 1031+34.00 (Route 666 construction baseline); and, beginning along the south side of the Route 29 northbound entrance ramp from a point 55.52 feet opposite Station 211+68.00 (Ramp “B” construction baseline) and continuing along said entrance ramp shifting the existing limited access control line along the south side further south to a point 82.00 feet opposite Station 1021+05.00 (Route 666 construction baseline), and continuing along the northeast side of Route 666 extending the existing limited access control line southerly to the intersection of Cyclone Way to a point 67.00 feet opposite Station 1031+12.00 (Route 666 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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