



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 17, 2013

MOTION

**Made By: Mr. Layne Seconded By: Mr. Sterling
Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes (LACC)
Interstate 81 and Route 232 (Exit 105) Interchange,
Bridge Replacement Project, County of Montgomery and County of Pulaski**

WHEREAS, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board (CTB), a Design Hearing was held at the City of Radford Municipal Building, in Radford, Virginia on Tuesday, September 25, 2012, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0081-060-126, P-101, R-201, C-501, B-603, B-604, B-608 and State Highway Project 0081-077-107, P-101, R-201, C-501; and,

WHEREAS, the proposed Project involves improvements to the I-81 and Route 232 (Exit 105) interchange and the replacement of the northbound and southbound bridges of I-81 over the New River, beginning 0.701 miles south of the Montgomery/Pulaski County line and ending 0.992 miles north of the Montgomery/Pulaski County line, with a length of 1.7 miles; and,

WHEREAS, the said proposed Project improvements consist of the replacement of the northbound and southbound bridges and approaches of I-81 over the New River, replacement of the Route 232 bridge over I-81, 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, the City of Radford has endorsed the project as presented at that public hearing by a letter from the City Manager, dated March 11, 2013; and,

WHEREAS, the County of Montgomery has endorsed the project as presented at that public hearing by a letter from the County Administrator, dated March 12, 2013; and,

WHEREAS, the County of Pulaski has endorsed the project as presented at that public hearing by a letter from the County Administrator, dated March 18, 2013; 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 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, predecessor to the CTB, 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,

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 Interstate 81 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 south side of the I-81 northbound lane be shifted to the southeast, from a point 275.28 feet opposite Station 118+43.89 (I-81 northbound lane construction baseline) to a point 97.67 feet opposite Station 122+60.13 (I-81 northbound lane construction baseline); and, that the existing limited access control line along the south side of the I-81 northbound lane be shifted to the southeast, from a point 374.43 feet opposite Station 125+46.90 (I-81 northbound lane construction baseline) to a point 126.41 feet opposite Station 130+10.77 (I-81 northbound lane construction baseline); and, that the existing limited access control line along the north side of the I-81

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southbound lane be shifted to the northeast, from a point 289.80 feet opposite Station 120+00.55 (I-81 southbound lane construction baseline) to a point 106.63 feet opposite Station 124+90.35 (I-81 southbound lane construction baseline); and, that the existing limited access control line along the north side of the I-81 southbound lane be shifted to the northwest, from a point 94.83 feet opposite Station 173+37.62 (I-81 southbound lane construction baseline) to a point 143.70 feet opposite Station 177+20.00 (I-81 southbound lane 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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