



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

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*Agenda item # 5*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**March 19, 2014**

#### **MOTION**

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

**Title: Proposed Limited Access Control Changes (LACC)  
Route 460 Bypass and Route 314 (Southgate Drive) Interchange  
Town of Blacksburg, Montgomery County**

**WHEREAS**, a Design Hearing was held at the Blacksburg Community Center, Multipurpose Room, in Blacksburg, Virginia on Monday, October 21, 2013, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0460-150-204, P-101, R-201, C-501, B-601, B-602, B-603, B-604, B-605; and

**WHEREAS**, the proposed Project involves improvements to the Route 460 Bypass and Route 314 (Southgate Drive) Interchange that will improve safety and reduce congestion by replacing the existing at grade intersection with a grade separated interchange at a new location, beginning 0.164 of a mile west of the existing Southgate Drive and ending 0.761 of a mile east of the existing Southgate Drive, with a length of 0.925 of a mile; and

**WHEREAS**, the said Project improvements consists of the design and construction of a grade separated interchange with a diverging diamond configuration with two parallel bridges over Route 460 Bypass; relocating portions of Southgate Drive and the Huckleberry Trail, a ten foot paved shared-use path; and shifting and 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 Town of Blacksburg has indicated their support of a grade separated crossing of the Huckleberry Trail under the relocated Southgate Drive by a resolution from the Council of the Town of Blacksburg, approved June 14, 2011; and

**WHEREAS**, this Project is in compliance with NEPA requirements based on the findings set forth in a August 26, 2013 Revised Environmental Assessment (EA) and the findings set forth in the Federal Highway Administration (FHWA) determination of the applicability for a Finding of No Significant Impact (FONSI) on September 10, 2013; 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**, as a result of Project 7460-060-102, RW-201, between 1.600 miles north of Blacksburg and 1.877 miles north of the intersection with Route 114 in Montgomery County, Route 460 Bypass was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 13, 1966, and as subsequently amended on May 11, 1967; and

**WHEREAS**, on March 16, 2011, the CTB approved two breaks in the Route 460 Bypass southwest limited access line as shown on the plans for VDOT Project EN01-150-111, C-504, located approximately 1,300 feet northwest and approximately 1,200 feet southeast of the existing Route 460 and existing Southgate Drive intersection to accommodate a transportation enhancement project that constructed a shared-use trail, being Phase IV of the Hokie Bikeways Trail and connection to the existing Huckleberry Trail.

**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 460 Bypass and Route 314 (Southgate Drive) 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 southwest side of the Route 460 Bypass eastbound lane be shifted to the north, from a point opposite Station 1308+61.42 (US Route 460 Bypass EBL construction baseline) to a point opposite Station 1321+78.72 (US Route 460 Bypass EBL construction baseline).

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That the existing limited access control line along the southwest side of the Route 460 Bypass eastbound lane be shifted to the south, from a point opposite Station 1326+00.45 (US Route 460 Bypass EBL construction baseline) to the center of a 24 foot break in limited access control opposite approximate Station 1341+00 (US Route 460 Bypass EBL construction baseline) to a point opposite Station 1343+14.85 (US Route 460 Bypass EBL construction baseline).

That the existing limited access control line along the along the northeast side of the Route 460 Bypass westbound lane be shifted and extended across the existing intersection of Route 314 (Southgate Drive) and along the northeast side of Route 460 Bypass, from a point opposite Station 1310+98.64 (US Route 460 Bypass WBL construction baseline) to a point on the existing limited access line opposite Station 1323+46.04 (US Route 460 Bypass WBL construction baseline); and continuing with a northerly shift of the existing limited access control line along the northeast side of the Route 460 Bypass westbound lane to the intersection of Route 460 Bypass and Ramp A, opposite Station 1331+81.41 (US Route 460 Bypass WBL construction baseline); and continuing along the north side of Ramp A to the northwest side of relocated Southgate Drive and continuing along the northwest side of relocated Southgate Drive ending at a point opposite Station 31+93.93 (Southgate Drive construction baseline).

That the existing limited access control line along the northeast side of Route 460 Bypass westbound lane be shifted to the north, from a point opposite Station 1352+25.00 (US Route 460 Bypass WBL construction baseline) to the center of a 24 foot break in limited access control opposite approximate Station 1341+00 (US Route 460 Bypass WBL construction baseline) to a the intersection of Route 460 Bypass and Ramp B, opposite Station 1340+56.67 (US Route 460 Bypass construction baseline); and continuing along the east side of Ramp B to the southeast side of relocated Southgate Drive and continuing along the southeast side of relocated Southgate Drive ending at a point opposite Station 31+93.93 (Southgate Drive 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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