



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

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*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 20, 2016

#### MOTION

**Made By: Mr. Malbon, Seconded By: Mr. Williams**

**Action: Motion Carried, Unanimously**

**Title: Approval of Proposed Limited Access Control Changes  
(LACCs) for Interstate 64 Capacity Improvements - Segment 1  
City of Newport News**

**WHEREAS**, a Design Public Hearing was held at Woodside High School in Newport News, Virginia on April 30, 2014, between 4:00 pm and 7:00 pm for the purpose of considering the proposed State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 UPC 104905 (“64 Peninsula Widening – Segment 1 Project” or “Project”); and

**WHEREAS**, the proposed Project involves design and construction of one additional lane and full shoulder in each direction, with the widening occurring in the median of the existing Interstate 64 from 0.50 mile east of Route 238 (Yorktown Road) to 1.55 miles west of Route 143 (Jefferson Avenue); and

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 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-64; and

**WHEREAS**, the proposed Project includes the addition of one lane and full shoulder in each direction, with widening occurring in the median of the existing Interstate and widening of existing bridges within the corridor to the inside, resulting in a need to modify the Limited Access Control Line along I-64, (Limited Access Control Change or LACC); 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, and their statements being duly recorded; and

**WHEREAS**, plans presented at the Design Public Hearing indicated that the proposed changes in limited access control lines were not final, and could be adjusted at a later date; and

**WHEREAS**, subsequently, VDOT's Design-Build Team analyzed the proposed Project, and proposed LACCs that impose lesser impacts on the Project area than those LACCs presented at the Design Public Hearing; 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, approved by the Federal Highway Administration (FHWA) has been carefully reviewed; and

**WHEREAS**, the traffic analysis for the project was completed by VDOT and included in the Interstate 64 Peninsula Study, Environmental Impact Statement, approved November 26, 2013 and the Traffic Technical Memorandum, dated December 2013; and

**WHEREAS**, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and an Environmental Impact Statement has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines and the Record of Decision provided by FHWA on April 21, 2014; and

**WHEREAS**, the City of Newport News City Manager has, by letter dated November 23, 2015, endorsed the project and the proposed LACCs as presented by the Design-Build Team; and

**WHEREAS**, the Hampton Roads Transportation Planning Organization has endorsed this Project by resolution dated June 20, 2013; and

**WHEREAS**, the FHWA has provided the requisite approval for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 UPC 104905 and the proposed Design-Build Team LACCs; and

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**WHEREAS**, VDOT recommends approval of the modification of the Limited Access Control along I-64 and the additional right of way needed for drainage and storm water management facilities as shown on the Design-Build Team plans, Limited Access Line Adjustment Exhibit and the Limited Access Control Point table.

**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 I-64 corridor continue to be designated as a Limited Access Highway with the limited access control being modified and/or established as proposed by the Design Build Team shown on the attached exhibits and the limited access control point table.

**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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