



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 # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

MOTION

Made By: Mr. Johnsen, Seconded By: Mr. Malbon
Action: Motion Carried, Unanimously

**Title: Limited Access Control Changes (LACCs) for Interstate 264 Eastbound and
Greenwich Road
City of Virginia Beach**

WHEREAS, on December 12, 1963, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Norfolk-Virginia Beach Toll Road, designated as Route 44, Projects 0044-122-101 and 0044-134-101, from its intersection with the limited access portions of the Routes 64/264 Interchange, west of Kempsville Road, in the City of Norfolk, to the intersection of Parks Avenue, in the City of Virginia Beach, including all interchanges, interchange ramps, auxiliary connecting roads, and sections of the relocated or existing roads through the interchange areas, as limited access highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended; and

WHEREAS, on August 21, 1997, the CTB redesignated Route 44 (Virginia Beach-Norfolk Expressway), which was a part of the Primary System of State Highways, as Interstate Route 264 with no changes to the limited access control lines. Route 44 became an extension of existing Interstate Route 264 from Interstate Route 64/264 in Norfolk to Parks Avenue in Virginia Beach; and

WHEREAS, on October 15, 2014, the CTB approved limited access control changes on I-264 and Route 190 (Witchduck Road) Interchange and Westbound I-64 and Eastbound I-264 Interchange in the City of Virginia Beach and City of Norfolk; and

WHEREAS, State Highway Projects 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603, B621, D601 involve road improvements at the intersection of westbound Interstate 64 (I-64) and eastbound Interstate 264 (I-264) in the City of Norfolk and at the intersection of Interstate 264 (I-264) and Route 190 (Witchduck Road) in the City of Virginia Beach, beginning on eastbound I-264 at Newtown Road and ending on the eastbound I-264 on-ramp from Witchduck Road; and

WHEREAS, State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (the "Project") provides many improvements to I-264 Eastbound, including a roundabout along Greenwich Road to include an eastbound on-ramp to I-264 and requires a change to a previously approved limited access line; and

WHEREAS, the previously approved limited access line for I-264 and Greenwich Road from a point along the northeast side of Greenwich Road at 35.67 feet left of Station 27+08.13 (Prop. Greenwich Road construction baseline), thence continuing northwest along the northeast side of Greenwich Road to the intersection with Ramp "C" requires changes along the northeast side of Greenwich Road to 46.00 feet left of Station 25+43.00 (Prop. Greenwich Road construction baseline) as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a Notice of Willingness for Public Comment ("Willingness") was posted on May 22, 2019 in *The Virginian-Pilot* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on June 3, 2019 with no comments or other input from the public; 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 relevant evidence, has been carefully reviewed; and

WHEREAS, the VDOT has reviewed and approved the Interchange Modification Report completed in August 2011; the FHWA provided approval on November 14, 2011 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA); and

WHEREAS, the proposed Project is located within a non-attainment area, but exempt from conformity requirements.

WHEREAS, the proposed Project is in the City of Virginia Beach and the proposed LACCs are supported by City Council by Resolution dated September 3, 2019; and

WHEREAS, the FHWA has provided approval for State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (UPC 17630) and the proposed LACCs in a letter dated May 28, 2019; and

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

WHEREAS, the VDOT has reviewed the requested LACCs and determined that all are in compliance with §33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the

Resolution of the Board
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Interstate 264 Eastbound and Greenwich Road
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CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-264 continue to be designated as a limited access control area,

with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 264 Eastbound and Greenwich Road
Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601
UPC 17630
City of Virginia Beach

Issues: The area designated as limited access previously approved for I-264 and a roundabout along the northeast side of Greenwich Road to include an eastbound ramp to I-264 requires a change. This change requires the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- On December 12, 1963, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Norfolk-Virginia Beach Toll Road, designated as Route 44, Projects 0044-122-101 and 0044-134-101, from its intersection with the limited access portions of the Routes 64/264 Interchange, west of Kempsville Road, in the City of Norfolk, to the intersection of Parks Avenue, in the City of Virginia Beach, including all interchanges, interchange ramps, auxiliary connecting roads, and sections of the relocated or existing roads through the interchange areas, as limited access highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended.
- On August 21, 1997, the CTB redesignated Route 44 (Virginia Beach-Norfolk Expressway), which was a part of the Primary System of State Highways, as Interstate Route 264 with no changes to the limited access control lines. Route 44 became an extension of existing Interstate Route 264 from Interstate Route 64/264 in Norfolk to Parks Avenue in Virginia Beach.
- On October 15, 2014, the CTB approved limited access control changes on I-264 and Route 190 (Witchduck Road) Interchange and Westbound I-64 and Eastbound I-264 Interchange in the City of Virginia Beach and City of Norfolk.
- State Highway Projects 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603, B621, D601 involve road improvements at the intersection of westbound Interstate 64 (I-64) and eastbound Interstate 264 (I-264) in the City of Norfolk and at the intersection of Interstate 264 (I-264) and Route 190 (Witchduck Road) in the City of Virginia Beach, beginning on eastbound I-264 at Newtown Road and ending on the eastbound I-264 on-ramp from Witchduck Road.
- State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (the “Project”) provides many improvements to I-264 Eastbound, including a roundabout along Greenwich Road to include an eastbound on-ramp to I-

264. The area designated as limited access previously approved for I-264 and Greenwich Road from a point along the northeast side of Greenwich Road at 35.67 feet left of Station 27+08.13 (Prop. Greenwich Road construction baseline), thence continuing northwest along the northeast side of Greenwich Road to the intersection with Ramp “C” requires a change along the northeast side of Greenwich Road to 46.00 feet left of Station 25+43.00 (Prop. Greenwich Road construction baseline) as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).

- A Notice of Willingness for Public Comment (“Willingness”) was posted on May 22, 2019 in *The Virginian-Pilot* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on June 3, 2019 with no comments or other input from the public.
- 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 relevant evidence has been carefully reviewed.
- The VDOT has reviewed and approved the Interchange Modification Report completed in August 2011; the FHWA provided approval on November 14, 2011 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA).
- The proposed Project is located within a non-attainment area, but exempt from conformity requirements.
- The proposed Project is in the City of Virginia Beach and the proposed LACCs are supported by City Council by Resolution dated September 3, 2019.
- The FHWA has provided the approval for State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (UPC 17630) and the proposed LACCs in a letter dated August 2, 2019.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.

- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and 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, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-264 corridor in the City of Virginia Beach continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibit. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on December 12, 1963.

Action Required by CTB: The *Code of Virginia* §33.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-264 Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

May 28, 2019

Ms. Jessie Yung, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-264
I-264 Witchduck Road Interchange and ramp Extension
Project: 0264-134-102, P101, R201, C501, B-601, B602, B603, B621
Federal Project Number NHPP-264-6(106)
City of Virginia Beach
Request for Modified Limited Access Line

Dear Ms. Yung,

As you are aware, The Virginia Department of Transportation (VDOT) is constructing the above captioned project, improving eastbound Interstate I-264 between the Newtown Road and Witchduck Road interchanges in Virginia Beach. This project consists of adding Collector Distributor and General Purpose lanes and modifying the interchanges at Newtown Road and Witchduck Road. Interstate I-264 was designated a Limited Access Highway (under the old State Route 44 number) by the State Highway Commission, predecessor to the Commonwealth Transportation Board, on December 12, 1963. This portion of State Route 44 was redesignated I-264 in 1999.

As a result of the adjacent upstream project 0264-122-108, P107, R204, C508, B602-605, UPC 57048, providing ramp and CD Road improvements from Interstate I-64, the alignment of the eastbound lanes of I-264 was shifted slightly to the south. As a result, the Limited Access Line along the south side of Interstate I-264 was modified to encompass the relocated southbound

lanes, interchange ramps and bridges. The request for FHWA approval for this relocation was submitted to your office on September 24, 2014 and was approved by FHWA on September 30, 2014. On October 15, 2014, the Commonwealth Transportation Board approved the required changes in the Limited Access line for these projects.

Subsequent to this action, negotiations with property owners on the north side of Greenwich Road have resulted in a request to shorten the extent of limited access along the north side of Greenwich road

Therefore, VDOT is requesting your concurrence in this modification to the previously approved Limited Access Line in accordance with the exhibits provided. Attached please find a copy of the Title Sheet, a Location Map, an exhibit showing the individual area of LACC and the Limited Access Point Table. A letter of support from the City of Virginia Beach will be forwarded to your office following their City Council meeting on June 4, 2019.

VDOT approves of the Limited Access Control Changes as shown on the plan sheets and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on July 17, 2019.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501.

Sincerely,



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

Approved: Janie Williams Date 8-2-19

Enclosure
Exhibit
Plan Sheets
Control Point Table



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

October 1, 2019

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson II
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for I-264 Eastbound and Greenwich Road in the City of Virginia Beach.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's 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 blue ink, appearing to read "Barton A. Thrasher".

Barton A. Thrasher, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2014

MOTION

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

**Title: Proposed Limited Access Control Changes (LACC)
Interstate 264 and Route 190 (Witchduck Road) Interchange
and Westbound Interstate 64 and Eastbound Interstate 264 Interchange
City of Virginia Beach and City of Norfolk**

WHEREAS, a Design Hearing was held at the Kempsville Elementary School, in Virginia Beach, Virginia on Thursday, July 14, 2011, between 4:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Projects 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603; and

WHEREAS, the proposed Projects involve road improvements at the intersection of westbound Interstate 64 (I-64) and eastbound Interstate 264 (I-264) in the City of Norfolk and at the intersection of Interstate 264 (I-264) and Route 190 (Witchduck Road) in the City of Virginia Beach, beginning on eastbound I-264 at Newtown Road and ending on the eastbound I-264 on-ramp from Witchduck Road; and

WHEREAS, the said Projects' improvements consist of the design and construction of a second exit lane on westbound I-64 to I-264 eastbound; widening the ramp for westbound I-64 to eastbound I-264; two/three lane collector-distributor (C-D) road from I-64 to Newtown Road interchange; a new two-lane flyover ramp from westbound I-64 tying into the existing eastbound I-264 C-D road; an off-ramp from eastbound I-264 C-D road to connect to the Newtown Road at a signalized intersection; a new loop ramp serving traffic from eastbound I-264 to northbound Newtown Road in the southeast quadrant of the interchange; a roundabout

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along Greenwich Road to include an eastbound ramp to I-264; widening the existing bridge over Norfolk Southern Railroad and providing an off-ramp to Witchduck Road; and shifting and/or extending and breaking of the existing limited access control as part of the design feature of the projects; 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, these projects are in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; and

WHEREAS, the economic, social, and environmental effects of the proposed projects has been duly examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and

WHEREAS, the City of Virginia Beach has endorsed the projects as presented at that public hearing by a letter from the City Transportation Division Manager, dated August 21, 2014; and

WHEREAS, the City of Norfolk has endorsed the projects as presented at that public hearing by a letter from the City Transportation Engineer, dated September 23, 2014; and

WHEREAS, the FHWA has provided the requisite approval for State Highway Projects 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603 and 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and the proposed LACC; 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*, (1950), as amended, 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 I-264; and

WHEREAS, I-264, formerly Route 44, Norfolk Virginia Beach Toll Road was designated as a Limited Access Highway by the State Highway Commission, predecessor to the CTB on December 12, 1963; and

WHEREAS, on July 20, 1978 the State Highway and Transportation Commission, predecessor to the CTB approved changes to the limited access control and right of way lines of Project 0044-134-103, C-501, in accordance with the design plans for the said Project; and

WHEREAS, on August 21, 1997, the Commonwealth Transportation Board transferred Route 44, Virginia Beach Norfolk Expressway from the Primary System of State Highways to the Interstate System of State Highways as I-264.

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 westbound I-64 and eastbound I-264 interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Shifting of the existing limited access control on the east side of I-64 further east from a point on the existing limited access line, 75.91 feet right of Station 99+93.71 (I-64 WBL construction baseline), thence continuing north along the east side of I-64 to a point tying into the existing limited access line, 73.03 feet right of Station 121+26.05 (Prop. I-64 WBL construction baseline).

Shifting of the existing limited access control on the east side of I-64 further east from a point on the existing limited access line, 52.20 feet right of Station 14+39.51 (Ramp "D7" construction baseline), thence continuing north along the east side of Ramp D7 to a point tying into the existing limited access line, 50.00 feet right of Station 21+76.35 (Ramp "D7" construction baseline).

Shifting of the existing limited access control on the east side of I-264 eastbound Ramp D7 further east from a point on the existing limited access line, 53.91 feet right of Station 24+02.68 (Ramp "D7" construction baseline), thence continuing northeast along the east side of Ramp D7 to a point tying into the existing limited access line of eastbound I-264, 19.43 feet left of Station 33+75.08 (I-264 EB CD construction baseline).

BE IT FURTHER 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-264 and Route 190 (Witchduck Road) interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Shifting of the existing limited access control on the south side of I-264 to the south, from a point 224.98 feet right of Station 104+69.78 (Prop. I-264

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construction baseline) to a point 224.00 feet right of Station 105+45.27 (Prop. I-264 construction baseline).

Extending the existing limited access control south along the west side of Newtown Road, from a point on the existing limited access line, 70.31 feet left of Station 18+39.42 (Prop. Newtown Road construction baseline) to a point 63.43 feet left of Station 16+31.82 (Prop. Newtown Road construction baseline).

Shifting of the existing limited access control on the southeast quadrant of the I-264 and Newtown Road from a point along the east side of Newtown Road at 46.81 feet right of Station 23+30.91 (Prop. Newtown Road construction baseline), continuing south along the east side of Newtown Road to the intersection of Greenwich Road, thence continuing east along the north side of the Greenwich Road to a point 22.43 feet left of Station 11+04.55 (Prop. Ramp "C" construction baseline).

Shifting and Extending of the existing limited access control on the southeast side of I-264 further south from a point along the northeast side of Greenwich Road at 35.67 feet left of Station 27+08.13 (Prop. Greenwich Road construction baseline), thence continuing northwest along the northeast side of Greenwich Road to the intersection with Ramp "C", thence continuing along the southeast side of Ramp "C" to the intersection with the south side of I-264, thence continuing along the south side of I-264 to a break in the limited access control at the intersection of the west side of the Greenwich Road fly-over ramp at 155.61 feet right of Station 156+25.26 (Prop. I-264 construction baseline).

Shifting of the existing limited access control on the southeast side of I-264 further south from a break in limited access control at the intersection of the east side Greenwich Road fly-over ramp at 156.12 right of Station 157+12.09 (Prop. I-264 construction baseline), thence continuing east along the southeast side of I-264 to a point tying into the existing limited access control at 125.44 feet right of Station 174+80.74 (Prop. I-264 construction baseline).

Breaking of the existing limited access control on the north side of I-264 to accommodate the Greenwich Road fly-over ramp between Station 157+08.27 (Prop. I-264 construction baseline) and Station 158+19.53 (Prop. I-264 construction baseline).

Shifting of the existing limited access control on the south side of I-264 further south from a point 144.92 right of Station 185+11.53 (Prop. I-264 construction baseline), thence continuing southeast along the south side of I-264 to the

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intersection of proposed Ramp "A", thence continuing along the southwest side of Ramp "A" to a point 60.80 feet right of Station 24+94.25 (Prop. Ramp "A" construction baseline).

Shifting of the existing limited access control on the north side of Grayson Road to the north from a point on the existing limited access line, 68.39 feet left of Station 11+83.74 (Prop. Grayson Road construction baseline), to a point 77.36 feet left of Station 10+63.41 (Prop. Grayson Road construction baseline).

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

####



**CITY OF VIRGINIA BEACH
AGENDA ITEM**

ITEMS: (1) A Resolution to Support Limited Access Modifications for VDOT's I-264 / Witchduck Road Interchange & Ramp Extension Project

(2) A Resolution to Amend Resolution #3983 Regarding Transportation Alternatives Set-Aside Program Applications

MEETING DATE: September 3, 2019

■ **Background:** The Virginia Department of Transportation (VDOT) requests the amendment of an item Council approved on August 6, 2019. This resolution stated support for limited access modifications for the I-264/Witchduck Road Interchange & Ramp Extension Project. This action will allow VDOT to modify the previously approved limited access line along the northeast side of Greenwich Road as depicted in the attached exhibit to allow ingress and egress to Parcel 012 located at 5690 Greenwich Road.

A second item is an amendment to a resolution Council approved on August 20, 2019 to correct the reference in one of the five Transportation Alternatives Set-Aside Program Applications. While the public notice, agenda request, and attached map correctly identified the road as Indian Hill Road, the resolution incorrectly stated "Indian River Road." By correcting the reference in the resolution, the City Staff will be able to submit the correct application for funding.

■ **Considerations:** These two resolutions are needed to correct or clarify previous actions regarding transportation projects.

■ **Public Information:** Normal Council Agenda process.

■ **Recommendations:** Approve the attached resolutions.

■ **Attachments:** Resolution (2); Maps (2); Exhibit A (Resolution #3983)

Recommended Action: Approval

Submitting Department/Agency: Public Works Engineering

City Manager:

1 A RESOLUTION TO SUPPORT LIMITED
2 ACCESS MODIFICATIONS FOR VDOT'S
3 I-264 / WITCHDUCK ROAD INTERCHANGE &
4 RAMP EXTENSION PROJECT
5

6 WHEREAS, the Virginia Department of Transportation (VDOT) is currently
7 engaged in active construction on the I-264 corridor in the City of Virginia Beach,
8

9 WHEREAS, VDOT has two construction projects on this corridor in the Six-Year
10 Improvement Program (SYIP), the "Route I-264 Interchange Improvements-I-64 West
11 Bound Ramp to I-264 East Bound" (UPC # 57048) and the "I-264 / Witchduck Road
12 Interchange & Ramp Extension Project (UPC # 17630),
13

14 WHEREAS, VDOT is requesting approval to modify the previously approved
15 limited access control line along the northeast side Greenwich Road as depicted in the
16 attached exhibit to allow ingress and egress to Parcel 012 located at 5690 Greenwich
17 Road,
18

19 WHEREAS, a public comment notice was placed in *The Virginian-Pilot* on May
20 22, 2019, and the period for comments passed on June 3, 2019; and
21

22 WHEREAS, VDOT has requested that the City Council of the City of Virginia
23 Beach express its support for this modification;
24

25 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
26 VIRGINIA BEACH, VIRGINIA THAT:
27

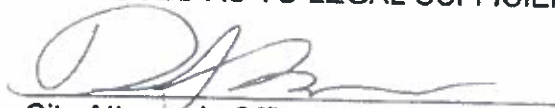
- 28 1. The City of Virginia Beach hereby supports and endorses the necessary revision to
29 the limited access line along the northeast side of Greenwich Road, which must be
30 made in the process of construction of SYIP project "I-264 / Witchduck Road
31 Interchange & Ramp Extension Project" (UPC # 17630).
32
- 33 2. The City Manager is hereby authorized to execute on behalf of the City of Virginia
34 Beach all necessary limited access control change (LACC) documents and letters of
35 support.

Adopted by the Council of the City of Virginia Beach, Virginia on the _____ day of
_____, 2019.

APPROVED AS TO CONTENT:


Budget and Management Services

APPROVED AS TO LEGAL SUFFICIENCY:


City Attorney's Office

CA14825

R-1

August 23, 2019

Returned 9/9/19

**VIRGINIA BEACH CITY COUNCIL ACTIONS
FORMAL SESSION
September 03, 2019**

ADOPTED: Resolution in **MEMORY** of E. George Minns

DEFERRED INDEFINITELY: Ordinance to **AMEND** Section 10-1 of the City Code to Change the Polling location re **Central Absentee Voting** to 577 Central Drive (Deferred from August 20, 2019)

ADOPTED: Ordinances re **Compensation to City Council Appointees** effective July 1, 2019 (Deferred from August 20, 2019):

- a. **City Attorney**
- b. **City Clerk**
- c. **City Real Estate Assessor**
- d. **City Auditor**

ADOPTED: Resolution to **ACKNOWLEDGE** and **ACCEPT** the letter of resignation from the City Manager and **THANKING** him for his service

ADOPTED: Resolution to **APPOINT** Tom Leahy as Acting City Manager

ADOPTED, BY CONSENT: Resolution to **SUPPORT** Limited Access Modifications re Virginia Department of Transportation (VDOT) **I-264/Witchduck Road Interchange & Ramp Extension Project with amendments**

AR Log# 085 Alex

ADOPTED, BY CONSENT: Resolution to **AMEND** Resolution #3983 re **Transportation Alternatives Set-Aside Program applications**

AR Log# 085 Alex

ADOPTED: Ordinance to **DECLARE** 0.294 +/- Acres of City Property at 1416 Kempsville Road in **EXCESS** of the City's needs and **AUTHORIZE** the City Manager to **EXECUTE** all disposition and exchange documents with West Coast Properties Group, L.L.C. and/or 7-Eleven, Inc. re **settlement of litigation**

ADOPTED: Ordinance to **CARRY FORWARD** and **APPROPRIATE** \$5,362,962 to the FY2019-20 Operating Budget re purposes previously approved in FY2018-19

AR Log# 084 Kevin

APPOINTMENTS – RESCHEDULED BY CONSENSUS

2040 VISION TO ACTION COMMUNITY COALITION
ADVERTISING ADVISORY COMMISSION
BAYFRONT ADVISORY COMMISSION
BEACHES AND WATERWAYS ADVISORY COMMISSION
BIKEWAYS AND TRAILS ADVISORY COMMITTEE
BOARD OF BUILDING CODE APPEALS
– BUILDING MAINTENANCE DIVISION
– ELECTRICAL DIVISION
– NEW CONSTRUCTION DIVISION
– PLUMBING AND MECHANICAL DIVISION
BROADBAND STEERING COMMITTEE
COMMUNITY ORGANIZATION GRANT REVIEW AND ALLOCATION COMMITTEE
COMMUNITY SERVICES BOARD
HAMPTON ROADS ECONOMIC DEVELOPMENT ALLIANCE



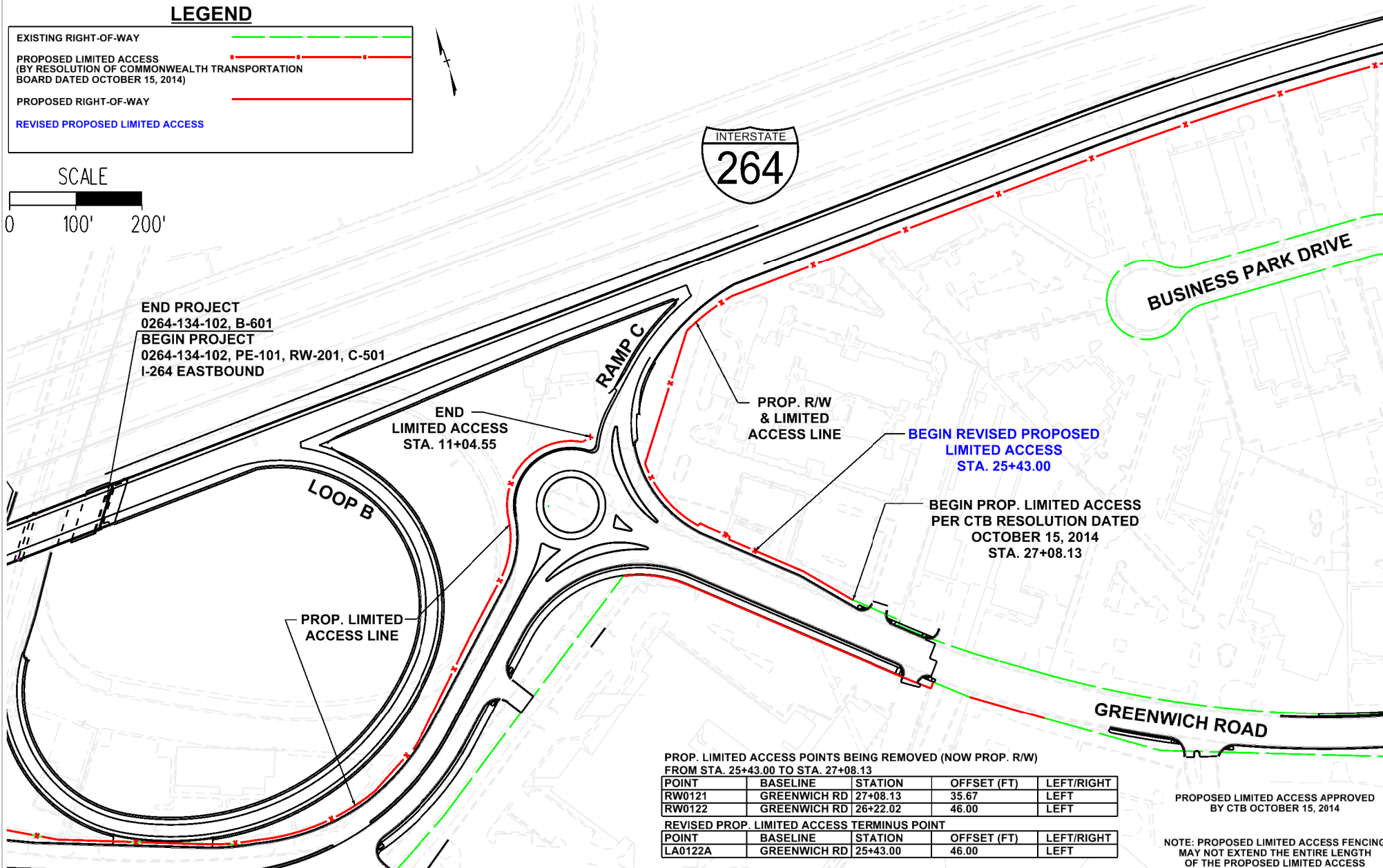
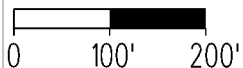
EXISTING AND REVISED PROPOSED LIMITED ACCESS EXHIBIT

I-264/Witchduck Road Interchange & Ramp Extension (C-D Road), UPC 17630
June 25, 2019

LEGEND

EXISTING RIGHT-OF-WAY	
PROPOSED LIMITED ACCESS (BY RESOLUTION OF COMMONWEALTH TRANSPORTATION BOARD DATED OCTOBER 15, 2014)	
PROPOSED RIGHT-OF-WAY	
REVISED PROPOSED LIMITED ACCESS	

SCALE



PROP. LIMITED ACCESS POINTS BEING REMOVED (NOW PROP. R/W)
FROM STA. 25+43.00 TO STA. 27+08.13

POINT	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
RW0121	GREENWICH RD	27+08.13	35.67	LEFT
RW0122	GREENWICH RD	26+22.02	46.00	LEFT

REVISED PROP. LIMITED ACCESS TERMINUS POINT

POINT	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
LA0122A	GREENWICH RD	25+43.00	46.00	LEFT

PROPOSED LIMITED ACCESS APPROVED
BY CTB OCTOBER 15, 2014

NOTE: PROPOSED LIMITED ACCESS FENCING
MAY NOT EXTEND THE ENTIRE LENGTH
OF THE PROPOSED LIMITED ACCESS

MINUTES
of
Meeting of State Highway Commission of Virginia
Richmond, Virginia
December 12, 1963

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office Building in Richmond on December 12, 1963, at two p.m. Mr. F. A. Davis, Acting Commissioner, presided.

Present: Messrs. Chilton, Flythe, Holland, Landrith, and Weaver. Absent: Messrs. McName, Sclater, and Nelson.

Motion was made by Mr. Holland, seconded by Mr. Landrith, that minutes of the meeting of November 14, 1963, be approved. Motion carried.

On motion of Mr. Holland, seconded by Mr. Landrith, permits issued from November 14 to December 11, 1963, as shown by records of the Department, were approved.

Motion was made by Mr. Holland, seconded by Mr. Landrith, that cancellation of permits from November 14 to December 11, 1963, as shown by records of the Department, be approved. Motion carried.

Proponents and opponents of the construction of an interchange on Interstate Route 95 at Route 660 south of Ashland were heard by the Commission. At the conclusion of the hearing, motion was made by Judge Weaver, seconded by Mr. Landrith, that the request to the Bureau of Public Roads for approval of the interchange at the intersection of Interstate Route 95 and Secondary Route 660 be withdrawn pending a public hearing by the engineers of the State Highway Department, to be held at Hanover Courthouse as soon as practicable in January 1964, at which hearing the Department of Highways shall present engineering data relating to the need for this interchange at this location and shall hear pertinent evidence from all interested citizens. Motion carried.

Moved by Mr. Chilton, Seconded by Judge Weaver, that
The Norfolk-Virginia Beach Toll Road, presently designated
as Route 44, Projects 0044-122-101; 0044-134-101, from its inter-
section with the limited access portions of the Routes 64-264 Inter-
change, west of Kempeville Road, in the City of Norfolk, to the inter-
section of Parks Avenue, in the City of Virginia Beach, including all
interchanges, interchange ramps, auxiliary connecting roads, and
sections of relocated or existing roads through the interchange areas,
be designated a limited access highway in accordance with Article 3,
Chapter 1, Title 33, of the 1950 Code of Virginia, amended.
Motion carried.

Moved by Mr. Chilton, Seconded by Judge Weaver, that
The Section of Route 301, through A. P. Hill Military
Reservation, in Caroline County, beginning at a point on the Military
Reservation Property Line, said point being shown as the north right
of way line for state Route 608 on the plans for state Project 0301-
016-103, C-302 and extending in a northerly direction to the north
property line of the Military Reservation, said point being in the
vicinity of Station 546+00⁺ on the west side of the survey centerline
and Station 596⁺ on the east side of the survey centerline a distance
of approximately 5.8 miles on the aforementioned plans, be designated
as a Limited Access Highway in accordance with Article 3, Chapter 1,
Title 33, of the 1950 Code of Virginia, as amended; except that
crossings will be permitted for use by the Military at approximately
four locations. Motion carried.

Moved by Mr. Holland, Seconded by Mr. Chilton, that
WHEREAS, Section 501 of the Trust Indenture securing the
\$95 Million State of Virginia Toll Revenue Bonds (Series 1954) per-
mits the discontinuance of toll charges from the Nansemond River
Bridge of the James River Bridge System in the event (a) the gross
revenue from the projects for two consecutive fiscal years immedi-
ately preceding shall have exceeded by not less than \$150,000 in each
such year the gross revenues of the Projects as estimated by the
Traffic Engineers for such years in their August, 1954 traffic re-
port, and (b) a public hearing shall have been held, after at least
ten days' published notice thereof, at which interested persons
may be heard, and

WHEREAS, (a) gross income from the Projects exceeded the
Traffic Engineers estimate for the fiscal year ended August, 1962
by approximately \$234,000, and gross income exceeded the estimate
for the fiscal year ended August, 1963 by approximately \$419,000,
and (b) a public hearing was held on December 5, 1963, pursuant to
notice published November 18, 1963, at which interested persons
appeared and expressed unanimous approval for the discontinuance of
toll charges on the Nansemond River Bridge, and

WHEREAS, Section 33-230 of the Code of Virginia prohibits
the operation of any project, constructed or acquired under the
State Revenue Bond Act, in a manner that would serve to increase
competition or depreciate the value of any other project named in
this Act but not acquired under it, as a result of which the State
Highway Commission authorized the purchase of the King's Highway
Toll Bridge and connecting roadway in Nansemond County at its meeting
on September 19, 1963 and operation of this competing toll project
commenced under State ownership November 1, 1963, and

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Kiptopeke Elementary School
24023 Fairview Road
Caps Charles, Virginia
August 21, 1997
10:00 a.m.

1. Public Comment
2. Action on Additions, Abandonments or Other Changes in the Secondary System from July 1, 1997 through July 31, 1997
3. Action on Discontinuances in the Secondary System: Clarke County
4. Action on Abandonment in the Primary System: Essex County
5. Action on Transfer of State Route 44 to the Interstate System as Interstate Route 264 in Norfolk and Virginia Beach
6. Action on City Street Mileage
7. Conveyances: Route 464 - City of Chesapeake
Route 601 - Albemarle County
8. Action on Bids Received July 29, 1997
9. Consultant Agreement: Route 29 Corridor Development Study
(A) Combined Phases II & III
(From North Carolina State Line to Charlottesville, Virginia)
DeLeuw, Cather, and Company of Virginia

Consultant Agreement: Route 58 - Lee County
(B) Proj. 0058-052-B24,C501
0058-052-B25,C501
Provide services for construction inspection
HNTB Corporation
10. Location: Route 15/29 and 17 (Opal Interchange) - Fauquier Co.
Proj. 0015-030-117,PE101
Route 15/29 Intersection Improvements at Intersection
Route 17 (Opal)

8-21-97

Item 5:

Moved by Mr. Frettyman, seconded by Mr. Rich,
that

WHEREAS, the Cities of Virginia Beach, Chesapeake and Norfolk did adopt resolutions in which the Commonwealth Transportation Board was petitioned and requested to redesignate Route 44 (Virginia Beach - Norfolk Expressway), which is part of the Primary System of State Highways, as Interstate Route 264; and

WHEREAS, if so redesignated, Route 44 would become an extension of existing Interstate Route 264 from Interstate Route 64/264 in Norfolk to Parks Avenue in Virginia Beach; and

WHEREAS, Section 33.1-52 of the Code of Virginia of 1950, as amended, authorizes the Commonwealth Transportation Board to transfer roads from the Secondary or Primary System of State Highways to the Interstate System of State Highways; and

WHEREAS, based on the resolutions presented to the Board it appears that a transfer of Route 44 to the Interstate System is proper;

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-52 of the Code of Virginia of 1950, as amended, the Commonwealth Transportation Board does hereby transfer Route 44, as described herein, to the Interstate System of Highways; and

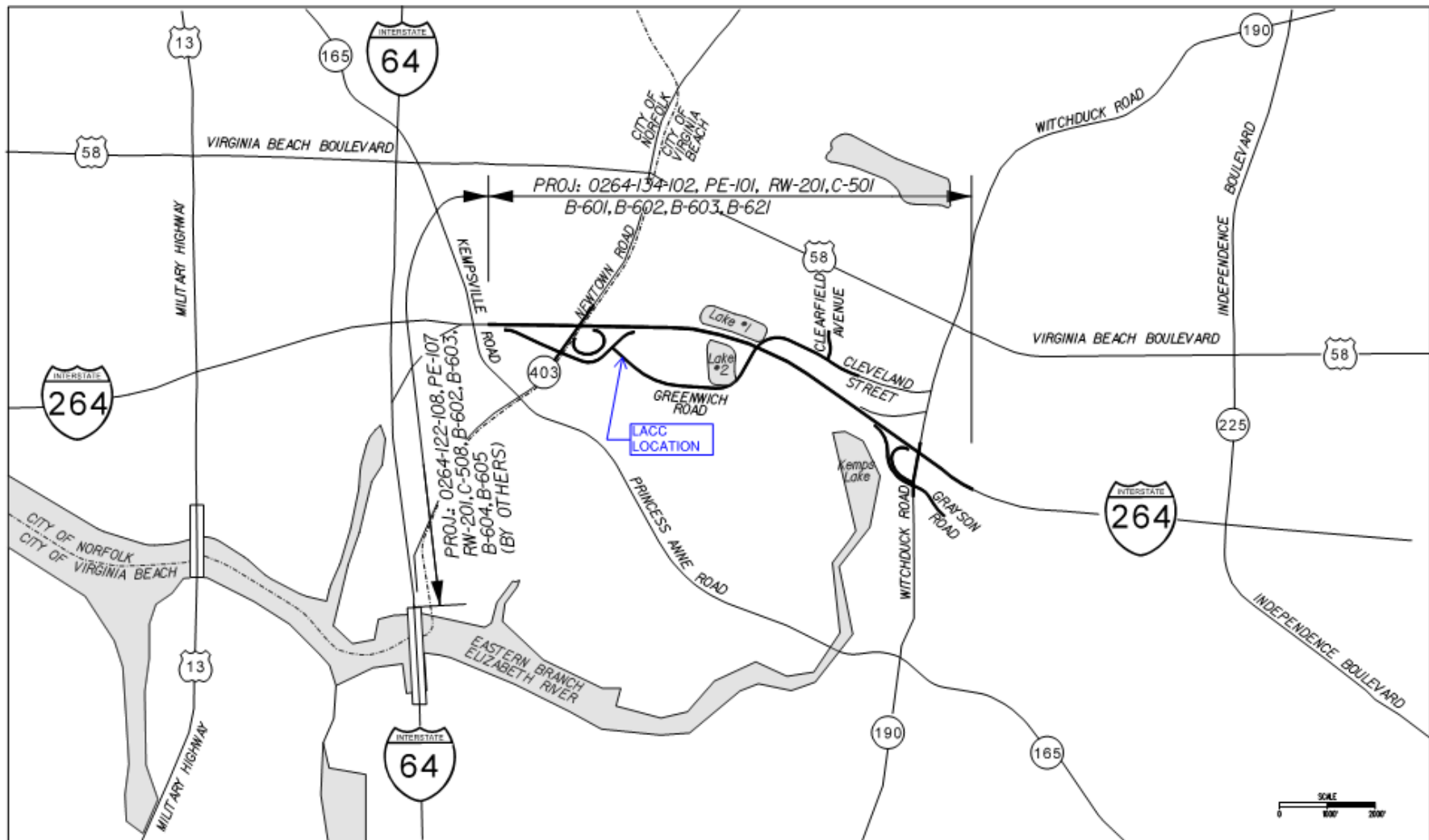
BE IT FURTHER RESOLVED that the renumbering of the route as set forth herein shall become effective upon the approval of the American Association of State Highway and Transportation Officials Route Numbering Committee and the Federal Highway Administration.

Motion carried.

VICINITY MAP

I-264/Witchduck Road Interchange & Ramp Extension

PN: 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 / UPC: 17630





Rogerson, George <george.rogerson@vdot.virginia.gov>

Re: LACC for I-264 Eastbound and Greenwich Road (UPC 17630)

1 message

Snider, Lori <lori.snider@vdot.virginia.gov>
To: "Hord, Neil" <neil.hord@vdot.virginia.gov>
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>

Mon, Jun 17, 2019 at 1:02 PM

I approve this LACC from a Right of Way perspective.

Lori

On Mon, Jun 17, 2019, 12:50 PM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:

George,

As per our discussion, I recommend revising the Prop. Beg. L/A point label to indicate the it is the Prop. Beg. L/A point per the Oct. 15, 2014 CTB action and leave the new end point as Rev. Prop. Beg. L/A point. This helps the board see what the change actually is.

Lori,

I have reviewed this item. George is going to revise the exhibit as I have noted above. I recommend your approval from a Right of Way perspective. If you concur please reply all so this item can be further processed for September CTB agenda.

Neil

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Wed, Jun 5, 2019 at 10:21 AM
Subject: Fwd: LACC for I-264 Eastbound and Greenwich Road (UPC 17630)
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I am working with Steven Jack to finalize the Decision Brief and Resolution and would ask that you review the LACC Exhibit and recommend approval to Lori if you concur. The Stations and Offsets on also shown on the Exhibit.

Thank you,
George

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Fri, May 31, 2019 at 5:18 PM
Subject: LACC for I-264 Eastbound and Greenwich Road (UPC 17630)
To: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Michael Garrett <michael.garrett@vdot.virginia.gov>, Steven Jack <steven.jack@vdot.virginia.gov>, Hord, Neil <neil.hord@vdot.virginia.gov>
Cc: Richard Worssam <richard.worssam@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for GALA review and comments for the **July CTB Meeting**. This is an early submission for the July CTB, but I am working on another for July as well.

Resolution - I will remove the **red text** before finalizing the document

Decision Brief - I will remove the **red text** before finalizing the document

Past Resolution

Vicinity Map

LA Exhibit & Control Point Stations and Offsets Table

Letter of Local Support (**Forthcoming**)

FHWA Approval (**Forthcoming**)

Thank you for your review and comments.

George

--

Neil M. Hord

Program Manager Property Management

Right of Way & Utilities Division

1401 E. Broad Street, 5th Floor

Richmond, Virginia 23219

Phone: (804) 786-4079

Fax: (804) 786-1706

<http://pmi.vdot.virginia.gov/>