



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item # 11*

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

**January 19, 2021**

#### **MOTION**

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

**Action: Motion Carried, Unanimously**

**Title: Location Approval for the Route 669 (Nike Park Road) Extension**

**WHEREAS**, State Highway Project 0669-046-682, P101, R201, C501 (UPC #109314) will extend Route 669 (Nike Park Road) in Isle of Wight from Route 668 (Reynolds Drive) to Route 17 (Carrolton Boulevard) (the "Project"); and

**WHEREAS**, in accordance with the §33.2-208B of the *Code of Virginia* and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Posting of a Willingness to hold a Location Public Hearing was published in local newspapers between August 31 and September 15, 2020 for the purpose of considering the alignment alternatives for the location of the Route 669 (Nike Park Road) Extension. See attached exhibit; and

**WHEREAS**, proper notice of the Posting of the Willingness and the potential alignments to be considered was given in advance, and all were given a full opportunity to request a Location Public Hearing, to express their opinions and recommendations on the alternatives under consideration, in accordance with §33.2-208B of the *Code of Virginia*; and

**WHEREAS**, significant coordination was accomplished with the affected landowners and the U.S. Army Corps of Engineers during the development of the various alternative alignments; and

**WHEREAS**, the economic, social and environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

**WHEREAS**, the Virginia Department of Transportation's (VDOT's) Environmental Division has completed environmental reviews and coordination to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts upon the local community and surrounding area and identifies opportunities for avoidance and minimization of potential and unavoidable environmental impacts; and

**WHEREAS**, the National Environmental Policy Act Categorical Exclusion Environmental Document was completed on March 6, 2019 and was approved by the FHWA on March 28, 2019; and

**WHEREAS**, On December 16, 20, 2020, the County Manager of Isle of Wight County Board of Supervisors endorsed Alternative D-West Alignment for the location of the Project. See attached exhibit; and

**WHEREAS**, review of all data resulted in VDOT's recommendation that the Project be located on Alternative D -West Alignment.

**NOW, THEREFORE, BE IT RESOLVED**, that the CTB hereby approves Alternative D -West Alignment, for the location of the Route 669 (Nike Park Road) Extension as proposed.

####

## Commonwealth Transportation Board (CTB) Decision Brief

### Location Approval for the Route 669 (Nike Park Road) Extension in Isle of Wight County

**Issue:** The Route 669 (Nike Park Road) Extension will provide a new about 1.0 mile, two-lane undivided roadway with curb and gutter along the outside edge of pavement and five (5) foot shoulders with a eight (8) foot of Shared Used Path (SUP) on one side of the roadway.

**Facts:** The purpose of this project to improve safety on Titus Creek Drive (Route 668) and Reynolds Drive (Route 665); and provide a network linkage/connection from Route 17 to Battery Park Road. Based on the Brewer's Neck Corridor Study, Titus Creek Drive and Reynolds Drive are being used as cut-through routes for commuters traveling from the Town of Smithfield using S. Church Street (Route 10) to Carrollton Boulevard (Route 17).

The new roadway would extend Nike Park Road (Route 669) at Reynolds Drive (Route 665) to a new intersection location with Carrollton Boulevard (Route 17). The project would involve intersection improvements at Reynolds Drive including turn lanes and two-way stop control for Reynolds Drive approaches.

**Recommendations:** Virginia Department of Transportation recommends approval of Alternative D-West Alignment for the location of the Route 669 (Nike Park Road) Extension in its entirety, as proposed and shown on the attached exhibit.

**Action Required by CTB:** The *Code of Virginia* §33.2-208, requires a majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

**Result, if Approved:** If approved by the Board, the Route 669 (Nike Park Road) Extension project will move forward to the design approval phase.

**Options:** Approve, Deny or Defer

**Public Comments/ Reaction:** VDOT posted a Willingness to hold a Public Hearing from August 31<sup>st</sup> through September 15<sup>th</sup>, 2020, in accordance with §33.2-208B of the *Code of Virginia* . In that posting citizens were offered to view project materials and to request a Location Public Hearing. No requests were received to hold a public hearing.

On December 16, 2020, Isle of Wight County provided a letter of support for the Alternative D - West Alignment, which best meets the objectives of the project while addressing the concerns of the Army Corps of Engineers.



Local Roots, Global Reach

# ISLE OF WIGHT COUNTY, VIRGINIA

December 16, 2020

Wali Zaman, P.E.  
Assistant District Engineer, Location & Design  
Virginia Department of Transportation  
Hampton Roads District Office  
7511 Burbage Drive, Suffolk, VA 23435

**Re: SMARTSCALE FY17 Nike Park Rd Extension from Reynold Drive to Rte. 17  
(UPC 109314; State Project No: 0669-046-682, P101, R201, C501)**

Dear Mr. Zaman:

I am writing to express Isle of Wight County's support of the chosen alignment of the SMARTSCALE Nike Park Road Extension project, to extend the roadway from Reynolds Drive (RTE 665) to Carrollton Blvd (RTE 17), as identified in the Public Hearing Plan Set (cover sheet date 06/29/2020).

We find the alignment identified to be in general conformance with the conceptual layout approved in the original grant application, as well as the executed project agreement and Appendix A and B, dated 02/13/2020. In addition, we recognize that in an effort to reduce wetlands impacts, the Virginia Department of Transportation (VDOT) evaluated multiple road design alignments within the selected corridor in conjunction with our Federal partners. The selected road design alignment meets the Army Corps of Engineers criteria for Least Environmentally Damaging Practicable Alternative (LEDPA) to provide the least impact to wetlands.

This corridor was first selected based on growth and congestion projections in the Brewers Neck Corridor Study completed in February 2014. The new extension road will include two-lane collector road and a parallel multi-use path. Installation of the extension road is needed to improve safety on Titus Creek Drive (RTE 668) and Reynolds Drive (RTE 665) by providing a direct link/connection from Carrollton Blvd (RTE 17) to Battery Park Rd (RTE 704). The project will provide efficient transportation for the local

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community and the traveling public as whole by addressing corridor congestion, providing traffic network connectivity, and installing a new walkable bike and pedestrian facility.

It is my understanding the Virginia Department of Transportation will remain responsible for the maintenance of the roadway after construction and any future improvements if necessary.

The County appreciates our partnership with VDOT in bringing this critical public project to fruition.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Randy R. Keaton', with a stylized flourish at the end.

Randy R. Keaton  
County Administrator



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

January 1, 2021

The Honorable Shannon Valentine  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Jerry L. Stinson  
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: Location Approval for the Route 669 (Nike Park Road) Extension in Isle of Wight County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 0669-046-682, P101, R201, C501 has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E.  
Chief Engineer

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# CTB LOCATION PUBLIC HEARING SUMMARY

## Route 669 (Nike Park Road) Extension Project

### Isle of Wight County

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State Project: 0669-046-682, P101, R201, C501

UPC: 109314

Federal Project: Yes

Fr: 0.189 MI. N. INT. RTE. 665

To: 0.002 MI. W. INT. RTE. 17

Project Length: 1.0690 MI

#### **PROJECT HISTORY –**

Based on the Brewer's Neck Corridor Study, Titus Creek Drive and Reynolds Drive are being used as cut-through routes for commuters traveling from the Town of Smithfield using S. Church Street (Route 10) to Carrollton Boulevard (Route 17). Between 2014 and 2016, there were 31 accidents on Titus Creek Drive, (7 rear end, 7 angle, 3 side-swipe, 9 fixed object, 4 deer, and 1 non-collision), and there were 38 crashes on Reynolds Drive (8 rear end, 6 angle, 2 sideswipe, 2 non-collision, 17 fixed object, and 3 other). These crashes have resulted in 24 injuries (9 on Titus Creek Drive and 15 on Reynolds Drive). Based on the statewide crash rate for similar facilities which is 241.35 per 100 Million Vehicle Miles, crash rates were higher than average for both Titus Creek Drive (274 per 100 million Vehicle Miles) and Reynolds Drive (674 per 100 Million Vehicle Miles).

#### **PROJECT PURPOSE –**

The project seek to improve safety on Titus Creek Drive (Route 668) and Reynolds Drive (Route 665); and provide a network linkage/connection from Route 17 to Battery Park Road. Based on the Brewer's Neck Corridor Study, Titus Creek Drive and Reynolds Drive are being used as cut-through routes for commuters traveling from the Town of Smithfield using S. Church Street (Route 10) to Carrollton Boulevard (Route 17).

The new roadway would extend Nike Park Road (Route 669) at Reynolds Drive (Route 665) to a new intersection location with Carrollton Boulevard (Route 17). The project would involve intersection improvements at Reynolds Drive including turn lanes and two-way stop control for Reynolds Drive approaches.

#### **TYPICAL SECTION –**

The Route 669 (Nike Park Road) Extension will provide a new about 1.0 mile, two-lane undivided roadway with curb and gutter along the outside edge of pavement and five (5) foot shoulders with a eight (8) foot of Shared Used Path (SUP) on one side of the roadway.

#### **PUBLIC HEARING –**

Type- Posting of Willingness  
Date - August 31<sup>st</sup> through September 15<sup>th</sup>, 2020  
Time - Not Applicable (N/A)  
Location – N/A

**ATTENDANCE –**

N/A - Posting of Willingness.

**COMMENTS RECEIVED –**

No comments received requesting to hold a public hearing.

**ENVIRONMENTAL DATA –**

The Federal Highway Administration (FHWA) approved this project as a Categorical Exclusion (CE) on June 12, 2017. The CE contains the environmental effects of the proposed project, summarizes any commitments identified during project development, and includes information obtained through coordination with Federal, state, and local agencies. The FHWA concurred with the CE findings and supporting documentation on March 28, 2019.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval process required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best practices will protect the environment during construction.

**ESTIMATED COST –**

Preliminary Engineering	- \$ 1,658,053
Right of Way and Utilities	- \$ 2,911,600
Construction	- \$ <u>8,254,147</u>
Total estimated cost	- \$ 12,823,800

**ADVERTISEMENT –**

Construction is currently scheduled to begin in August 2023.

**RIGHT OF WAY –**

There are eight (8) parcels impacted by this project. Six (6) partial take will be acquired by the County and the other two (2) will be acquire by VDOT. These two parcels are at the southern end of the one termini. One of them is a total take.

**TRAFFIC DATA –**

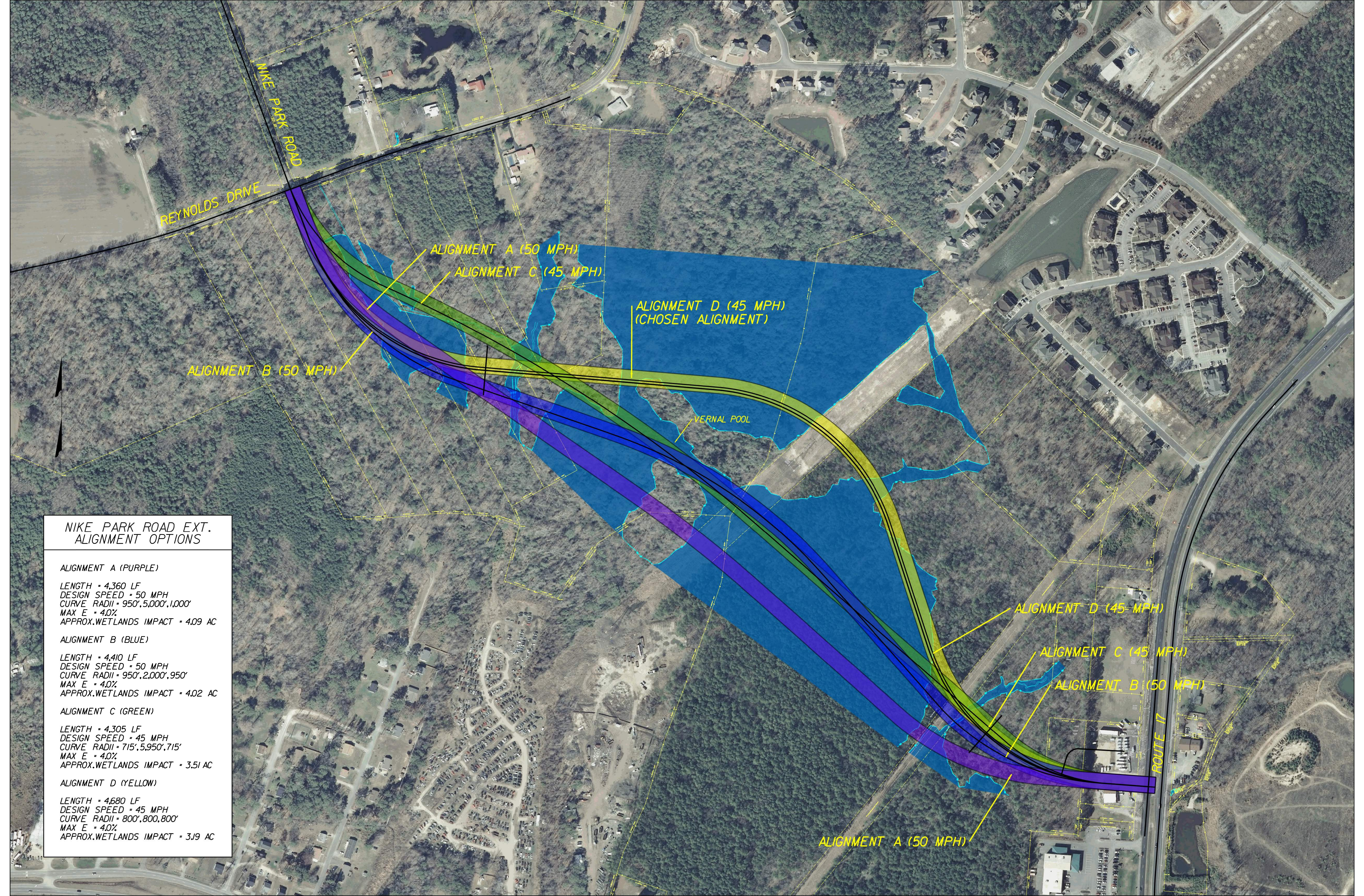
It is anticipated that in the design year of 2045 the average daily traffic volume will be 5,000 vehicles per day on the new roadway.

**STAFF RECOMMENDS –**



CTB Location Public Hearing Summary  
Location Approval for the Route 669 (Nike Park Road) Extension  
January 19, 2021  
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Approval of Alternative D - West Alignment as the location of the Route 669 (Nike Park Road) Extension as proposed and presented at the willingness of hold public hearing and shown on the attached exhibit.



NIKE PARK ROAD  
REYNOLDS DRIVE

ALIGNMENT A (50 MPH)  
ALIGNMENT C (45 MPH)  
ALIGNMENT D (45 MPH)  
(CHOSEN ALIGNMENT)  
ALIGNMENT B (50 MPH)

VERNAL POOL

ALIGNMENT D (45 MPH)  
ALIGNMENT C (45 MPH)  
ALIGNMENT B (50 MPH)

ROUTE 17

ALIGNMENT A (50 MPH)

**NIKE PARK ROAD EXT.  
ALIGNMENT OPTIONS**

- ALIGNMENT A (PURPLE)**  
LENGTH = 4,360 LF  
DESIGN SPEED = 50 MPH  
CURVE RADII = 950', 5,000', 1,000'  
MAX E = 4.0%  
APPROX. WETLANDS IMPACT = 4.09 AC
- ALIGNMENT B (BLUE)**  
LENGTH = 4,410 LF  
DESIGN SPEED = 50 MPH  
CURVE RADII = 950', 2,000', 950'  
MAX E = 4.0%  
APPROX. WETLANDS IMPACT = 4.02 AC
- ALIGNMENT C (GREEN)**  
LENGTH = 4,305 LF  
DESIGN SPEED = 45 MPH  
CURVE RADII = 715', 5,950', 715'  
MAX E = 4.0%  
APPROX. WETLANDS IMPACT = 3.51 AC
- ALIGNMENT D (YELLOW)**  
LENGTH = 4,680 LF  
DESIGN SPEED = 45 MPH  
CURVE RADII = 800', 800', 800'  
MAX E = 4.0%  
APPROX. WETLANDS IMPACT = 3.19 AC