



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: Mr. Stant **Seconded By:** Mr. Fowlkes
Action: Motion Carried, Unanimously

**Title: Limited Access Control Changes (LACCs) for the Intermodal Connector
Air Terminal Interchange-Western Intersection
City of Norfolk**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-564, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on December 9, 2015, the CTB approved the modification of the Limited Access Control along I-564 and the establishment of Limited Access Control along the Intermodal Connector from I-564 to Hampton Boulevard in accordance with § 33.2-401 of the *Code of Virginia*; and

WHEREAS, on February 21, 2023, the CTB approved the modification of the Limited Access Control along the Intermodal Connector in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 et seq; and

WHEREAS, State Highway Project R00-122-108, P102, C502 and UPC 59175 (“Project”) will provide a new intersection on the western end of the I-564 Intermodal Connector to allow bi-directional access for vehicles from Seabee Road, including construction of four directional connection points to carry vehicles entering and exiting the Intermodal Connector in order to improve traffic flow among the various sections of Naval Station Norfolk; and

WHEREAS, these improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a Public Hearing (“Hearing”) was held for the Project, including the current and proposed locations of the limited access lines, on October 4, 2023, between 4:00 pm and 7:00 pm at Sewells Point Elementary School, 7928 Hampton Boulevard, Norfolk, VA and allowed public input to be collected concerning the request; and

WHEREAS, proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the 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 Interchange Access Report was reviewed during the design process by the Virginia Department of Transportation’s (VDOT’s) Hampton Roads District Office and Central Office, and the U.S. Navy, and was approved by VDOT’s Deputy Chief Engineer on April 9, 2024 with all parties finding that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and an Environmental Assessment was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on November 29, 2023; and

WHEREAS, the Project is located within an attainment area for ozone and FHWA conducted and approved an Interagency Consultation for Conformity on July 17, 2023, concluding the Project will not have an adverse impact on air quality; and

WHEREAS, the Project is in the City of Norfolk located on property owned by the U.S. Navy and the U.S. Navy Senior Project Manager provided support for the Project by a letter dated February 14, 2024; and

WHEREAS, the Project is in the City of Norfolk and the proposed design features and LACCs are supported by a letter from the City Director received February 15, 2024; and

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

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Intermodal Connector Air Terminal Interchange- Western Intersection
City of Norfolk
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WHEREAS, VDOT reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Intermodal Connector 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 Exhibits and the Limited Access Control Points and Offsets Table (attached).

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

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Air Terminal Interchange-West Intersection
Project R000-122-108, P102, C502
UPC 59175
City of Norfolk

Issues: The area designated as limited access previously approved for the I-564 Intermodal Connector needs to be modified to accommodate four directional connection points to carry vehicles entering and exiting the I-564 Intermodal Connector. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for I-564 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, which designated the Interstate Highway System to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routers, including all necessary grade separations, interchanges, ramps, etc.”
- Limited access control for the Intermodal Connector was previously designated on December 9, 2015, by the CTB in accordance with § 33.2-401 of the *Code of Virginia*, establishing that the limited access line locations and limits shall be as shown on the public hearing plans for the original highway project construction.
- Limited access control for the Intermodal Connector was modified on February 21, 2023, by the CTB in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, establishing that the limited access line locations and limits shall be as shown on the final as-built plans for the original highway project construction, as requested by the U.S. Navy to improve security conditions.
- State Highway Project R00-122-108 and UPC 59175 (“Project”) will provide a new intersection on the western end of the Intermodal Connector to allow bi-directional access for vehicles from Seabee Road, including construction of four directional connection points to carry vehicles entering and exiting the Intermodal Connector. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- A Public Hearing (“Hearing”) was held for the Project, including the current and proposed locations of the limited access lines, on October 4, 2023, between 4:00 pm and 7:00 pm at Sewells Point Elementary School, 7928 Hampton Boulevard, Norfolk, VA and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.

- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- The Virginia Department of Transportation’s (VDOT’s) Deputy Chief Engineer reviewed and approved the Interstate Access Request Traffic Study on April 9, 2024, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements. An Environmental Assessment was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on November 29, 2023.
- The Project is located within an attainment area. An Interagency Consultation for Conformity was conducted and approved by FHWA on July 17, 2023, concluding that the Project was not an air quality concern.
- The Project is in the City of Norfolk and the proposed design features and LACCs are supported by a letter from the City Director received February 15, 2024. The Project is also supported by the U.S. Navy by email dated February 14, 2024, and by the Virginia Port Authority by letter dated February 22, 2024. See attached.
- VDOT’s Chief Engineer 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 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the Intermodal Connector corridor in Norfolk continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB, on December 9, 2015, and February 21, 2023.

Action Required by CTB: The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* 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 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 implement the described LACCs, and the I-564 Intermodal Connector Project will move forward.

CTB Decision Brief
Proposed Limited Access Control Changes
Intermodal Connector Air Terminal Interchange – West Intersection
City of Norfolk
May 14, 2024
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Options: Approve, Deny, or Defer.

Public Comments/Reactions: Eight (8) citizens attended the meeting per the sign in sheets. Three (3) comments were received.

**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard O. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2015

MOTION

Made By: Mr. Malbon, Seconded By: Ms. Valentine

Action: Motion Carried, Unanimously

**Title: Approval of Proposed Limited Access Control Changes
(LACCs) for Interstate 564 Intermodal Connector Project
City of Norfolk**

WHEREAS, a Design Public Hearing was held at Sewells Point Elementary School in Norfolk, Virginia on August 25, 2015, between 5:00 pm and 7:00 pm for the purpose of considering the proposed State Highway Project 0564-122-284, R201, C-501, B609, B610, B612, B611, B608, B607, UPC 104000 and State Project R000-122-108, P101, R201, UPC 18968 (“I-564 Intermodal Connector Project” or “Project”); and

WHEREAS, the proposed Project involves design and construction of a new 2.82-mile, four-lane limited access highway in the City of Norfolk, from Interstate 564 (I-564) to Virginia 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-564.

WHEREAS, the Project consists of the design and construction of a divided connector from I-564 to Naval Station Norfolk (NSN) and to Norfolk International Terminals (NIT) in order to improve traffic flow in the Hampton roads region, including new bridges and local connectors and reconfiguring a Commercial Vehicle Inspection Station (CVIS) for Naval Station Norfolk (NSN), relocating the NSN Gate 6 (entry control point) and the NSN Patrol Road, constructing a new access road to the Virginia Port Authority's North Gate Terminal, and to shift the existing limited access control of I-564 and to establish new limited access control along the Intermodal Connector as part of the design features of the project (collectively, the Limited Access Control Changes or LACCs); 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, 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, including the traffic analysis supported by the Interchange Justification Report, approved by the FHWA on August 14, 2013, has been carefully reviewed; and

WHEREAS, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and an Environmental Assessment has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; and

WHEREAS, the City of Norfolk's Director of Public Works has, by letter dated October 7, 2015, endorsed the project and the proposed LACCs as presented at the public hearing; and

WHEREAS, the FHWA and Eastern Federal Lands Highway Division (EFLHD) have provided the requisite approval for State Highway Projects 0564-122-284, R201, C-501, B609, B610, B612, B611, B608, B607, UPC 104000 and State Highway Project R000-122-108, P101, R201, UPC 18968 and the proposed LACCs; and

WHEREAS, VDOT recommends approval of the modification of the Limited Access Control along I-564 and the establishment of Limited Access Control along the Intermodal Connector, as shown on the Design Public Hearing Plans and the attached displays 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-564 corridor continue to be designated as a Limited Access Highway and designates the Intermodal Connector as a Limited Access Highway with the Limited Access Control being modified and/or

Resolution of the Board
I-564 Intermodal Connector
Proposed Limited Access Control Changes (LACCs)
City of Norfolk
December 9, 2015
Page Three

established as proposed and presented at the public hearing and shown on the attached 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.

#####

Duvall, Bruce L. P.E. (VDOT)

From: Ceniccola, Christopher CIV USN NAVFAC MIDLANT NOR (USA)
<christopher.ceniccola.civ@us.navy.mil>
Sent: Wednesday, February 14, 2024 4:22 PM
To: Duvall, Bruce L. P.E. (VDOT); Ellis, James (VDOT)
Subject: NAVY support for ATI interchange project

Bruce,

The Department of Navy is in support of the future ATI Interchange project, including both the East and West connection points, allowing access to the I-564 Intermodal Connector. The ATI project will significantly improve the transportation network to both Naval Station Norfolk and Naval Support Activity Hampton Roads Installations. The ATI project will aid in supporting mission readiness by promoting improved ingress and egress to Naval Facilities, along with the interconnectivity between the two installations.

The Navy looks forward to working with VDOT regarding this important ATI project.

Respectfully,

Chris

Chris Ceniccola, PMP
Senior Project Manager
Planning, Design and Construction Directorate
NAVFAC MIDLANT
9324 Virginia Avenue, Bldg. Z-140
Norfolk, VA 23511-3095
(757) 619-4913
christopher.ceniccola.civ@us.navy.mil

FOUO-Privacy Sensitive. Any misuse or unauthorized disclosure may result in both civil and criminal penalties.

Mr. Bruce Duvall
Assistant District Engineer/Hampton Roads Project Development
Virginia Department of Transportation
7511 Burbage Drive
Suffolk, VA 23435

Subject: Air Terminal Interchange Project (UPC 59175)

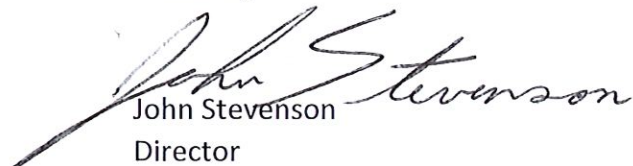
Dear Mr. Duvall,

The City of Norfolk understands that the Virginia Department of Transportation (VDOT) is in the process of seeking support to move forward with the project IAR. This letter serves to indicate our full support of the referenced project and desire to deliver this project as soon as possible. We fully support moving forward with the IAR. We are also in full support of the proposed concept plan for the new at grade West intersection as presented in the Public Hearing plans in October 2023

The City has been a full partner in the development of the referenced project, and is committed to working with the Virginia Department of Transportation, the Federal Highway Administration (FHWA), the Virginia Port Authority, and the U.S. Navy on the final design and construction of this project.

If you need additional information from the City of Norfolk regarding our support, please contact Keith Darrow at (757) 664-7857 or keith.darrow@norfolk.gov.

Sincerely,


John Stevenson
Director

cc: Doug Beaver, Deputy City Manager for Operations
Keith Darrow, P.E., City Transportation Engineer
Todd Halacy, P.E., Assistant District Administrator



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
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Fax: (804) 786-2940

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 21, 2023

MOTION

Made By: Mr. Stant, **Seconded By:** Mr. Coleman,

Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) #2 for the I-564 and the Intermodal Connector City of Norfolk

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 then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that the limited access line locations and limits as “the final locations of said routers, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on December 9, 2015, the CTB approved modifications to the Limited Access Control Lines along I-564 and designated the Intermodal Connector between I-564 and Hampton Boulevard to be a Limited Access Highway in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, State Highway Projects R000-122-108, P101, R201, C501, B601, B602, B603, B604, B605, B606 (UPC# 18968) and 0564-122-284, R201, C501, B607, B608, B609, B610, B611, B612 (UPC# 104000), provided a four-lane, divided connector from I-564 to Naval Station Norfolk and to Norfolk International Terminals in order to improve traffic flow in the Hampton Roads region (the “Project”); and

WHEREAS, these modifications to the Limited Access Control Lines were requested by the U.S. Navy during construction to improve security conditions along with creating improved access to their security fencing which was the basis of the Virginia Department of Transportation's (VDOT) maintenance responsibility limits as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, VDOT posted a Notice of Willingness for Public Comment ("Willingness") on August 2, 2022, and August 10, 2022, in *The Virginia-Pilot*, and on August 3, 2022, and August 10, 2022, in *The Legacy Newspaper* 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 August 17, 2022, with no comments or other input from the public; and

WHEREAS, the economic, social and environmental effects of the 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 Interchange Justification Report was reviewed during the design process by VDOT's Hampton Roads District Office and the U.S. Navy, and was approved by the Federal Highway Administration (FHWA)-Eastern Federal Lands Highway Division (EFLHD) on August 14, 2013. All parties found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and the Environmental Assessment for the Project was approved by the U.S. Navy on February 20, 2013, and the FHWA-EFLHD on February 28, 2013; and

WHEREAS, the Project is located within a non-attainment area. FHWA-EFLHD approved the Air Quality Analysis on February 28, 2013, concluded that the Project impacts are below the de minimis levels of the Clean Air Act's General Conformity Rule, and determined that the Project will meet all applicable air quality analysis and conformity requirements and will not cause or contribute to a violation of the National Ambient Air Quality Standards as established by the U.S. Environmental Protection Agency; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs) #2
I-564 and the Intermodal Connector
City of Norfolk
February 21, 2023
Page 3 of 3

WHEREAS, the Project is in the City of Norfolk located on property owned by the U.S. Navy and the U.S. Navy Senior Project Manager has provided support for the proposed LACCs by email dated May 31, 2022 (attached); and

WHEREAS, FHWA provided the approval for State Highway Projects R000-122-108, P101, R201, C501, B601, B602, B603, B604, B605, B606, and 0564-122-284, R201, C501, B607, B608, B609, B610, B611, B612 and the proposed LACCs on January, 20, 2023; and

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

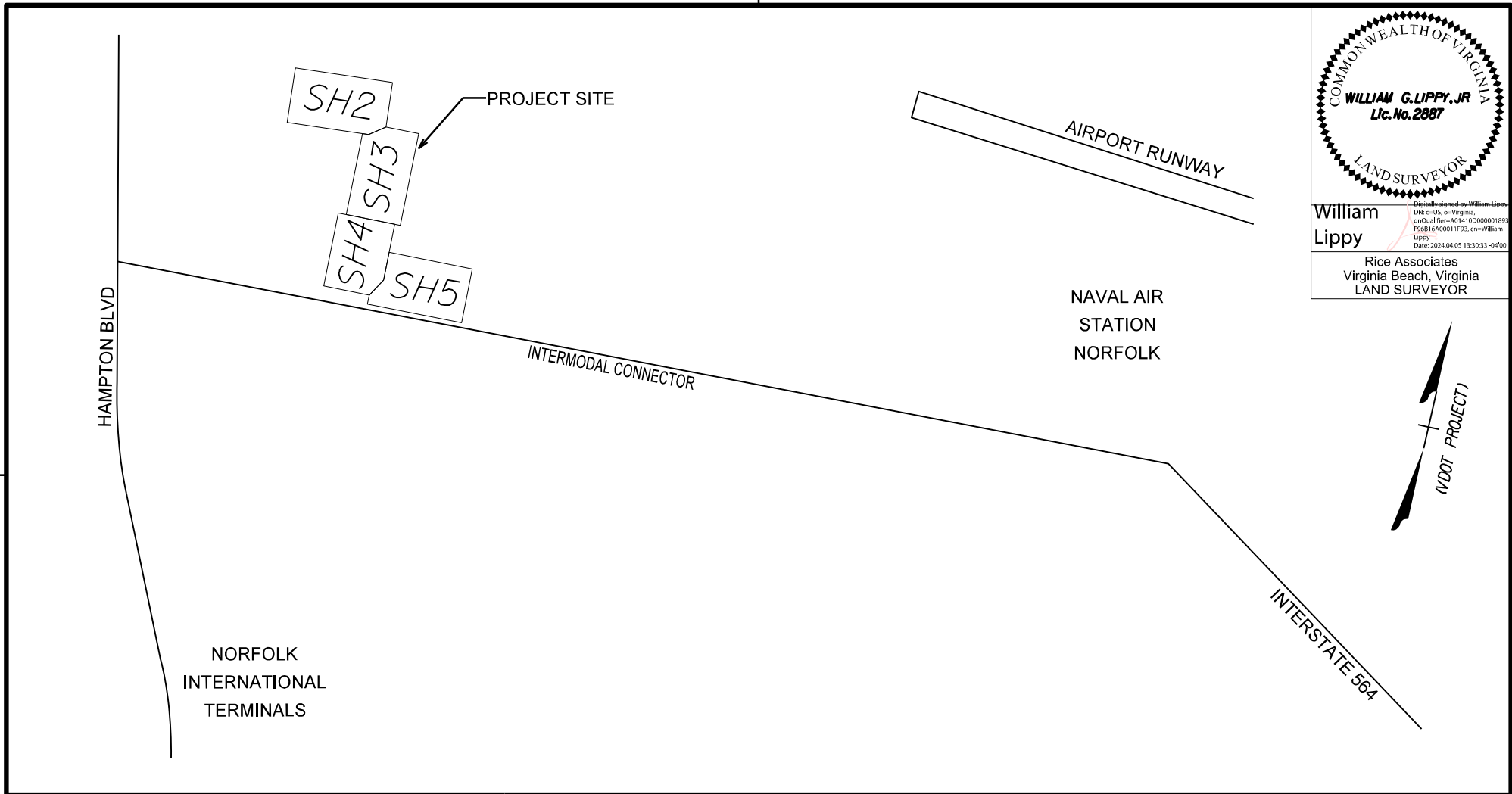
WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that I-564 and the Intermodal Connector 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 Limited Access Control Point Stations and Offsets Table (attached).

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

####



William Lippy
 Rice Associates
 Virginia Beach, Virginia
 LAND SURVEYOR

Digitally signed by William Lippy
 DN: c=US, o=Virginia
 dnQualifier=4074100000001893
 P95816A00011F93, cn=William
 Lippy
 Date: 2024.04.05 13:30:33 -0400



Rice Associates
 3145 Virginia Beach Blvd.
 Suite 103
 Virginia Beach, VA 23452
 (757) 306-4260

COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF TRANSPORTATION
 EXHIBIT SHOWING LIMITED
 ACCESS CONTROL CHANGES
 I-564 INTERMODAL CONNECTOR
 NORFOLK, VIRGINIA

PROPERTY OF
 UNITED STATES OF AMERICA

PARCEL 001
 DB 868 PG 586,
 DB 852 PG 152,
 MB 18 PG 52
 NORFOLK, VA

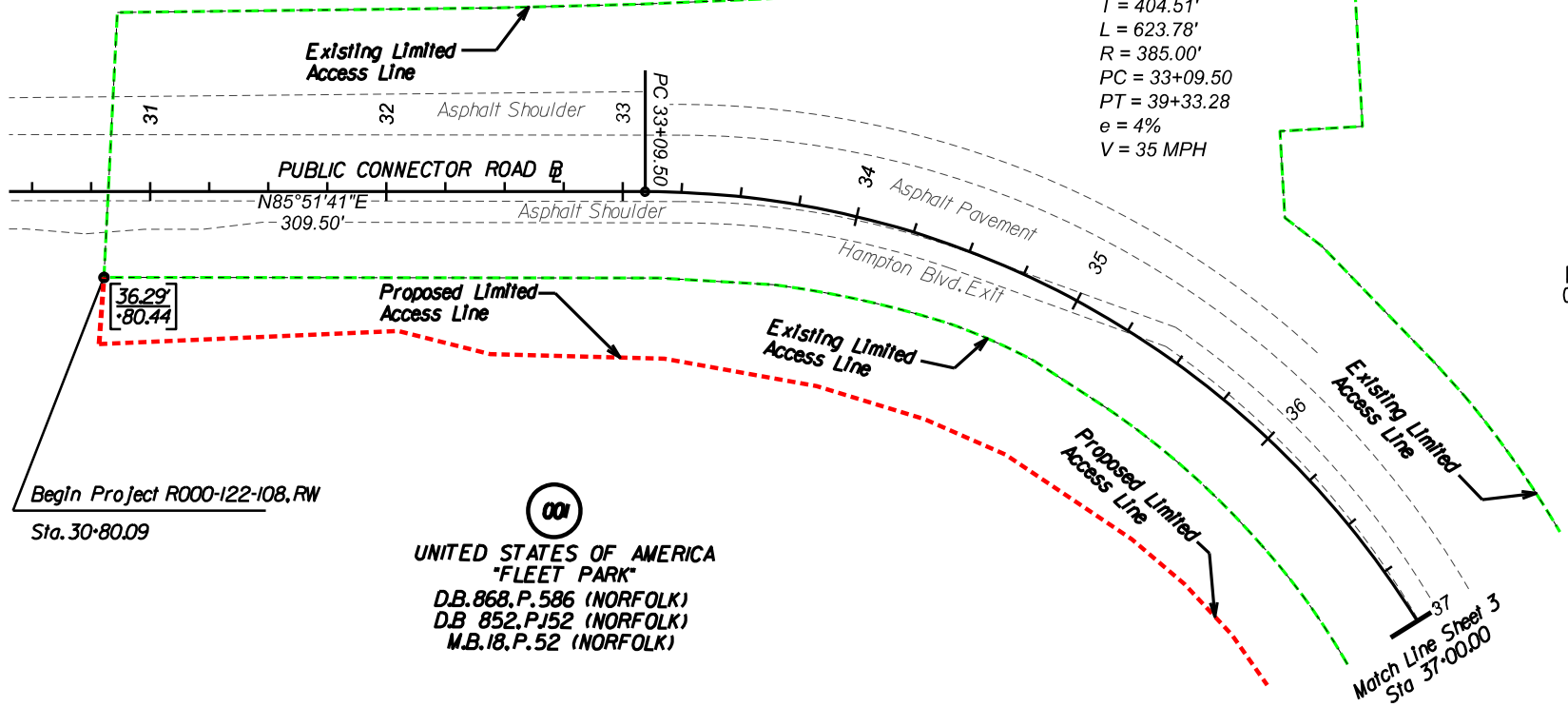
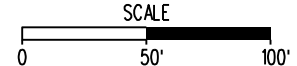
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|------------|-----------------------|-----------------|--------------|
| UPC: 59175 | PROJECT: R000-122-108 | DRAWN BY: JKR | PARCEL: 001 |
| SCALE: | DATE: April 5, 2024 | CHECKED BY: WGL | SHEET 1 OF 5 |

LEGEND

- EXISTING LIMITED ACCESS LINE ---
- PROPOSED LIMITED ACCESS LINE ---
- TIE-IN-POINTS 0.00'
00.00'

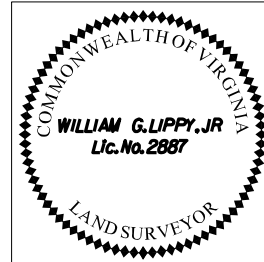
001
UNITED STATES OF AMERICA
"FLEET PARK"
 D.B. 868, P. 586 (NORFOLK)
 D.B. 852, P. 52 (NORFOLK)
 M.B. 18, P. 52 (NORFOLK)

PI = 37+14.01
 DELTA = 92°49'53.49" (RT)
 D = 14°52'55"
 T = 404.51'
 L = 623.78'
 R = 385.00'
 PC = 33+09.50
 PT = 39+33.28
 e = 4%
 V = 35 MPH



Begin Project R000-122-108, RW
 Sta. 30+80.09

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UNITED STATES OF AMERICA
"FLEET PARK"
 D.B. 868, P. 586 (NORFOLK)
 D.B. 852, P. 52 (NORFOLK)
 M.B. 18, P. 52 (NORFOLK)



William Lippy
 Rice Associates
 Virginia Beach, Virginia
 LAND SURVEYOR



Rice Associates
 3145 Virginia Beach Blvd.
 Suite 103
 Virginia Beach, VA 23452
 (757) 306-4260

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
EXHIBIT SHOWING LIMITED
ACCESS CONTROL CHANGES
I-564 INTERMODAL CONNECTOR
NORFOLK, VIRGINIA

PROPERTY OF
UNITED STATES OF AMERICA
 PARCEL 001
 DB 868 PG 586,
 DB 852 PG 152,
 MB 18 PG 52
 NORFOLK, VA

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|-----------------|-----------------------|-----------------|--------------|
| UPC: 59175 | PROJECT: R000-122-108 | DRAWN BY: JKR | PARCEL: 001 |
| SCALE: 1" = 50' | DATE: April 5, 2024 | CHECKED BY: WGL | SHEET 2 OF 5 |

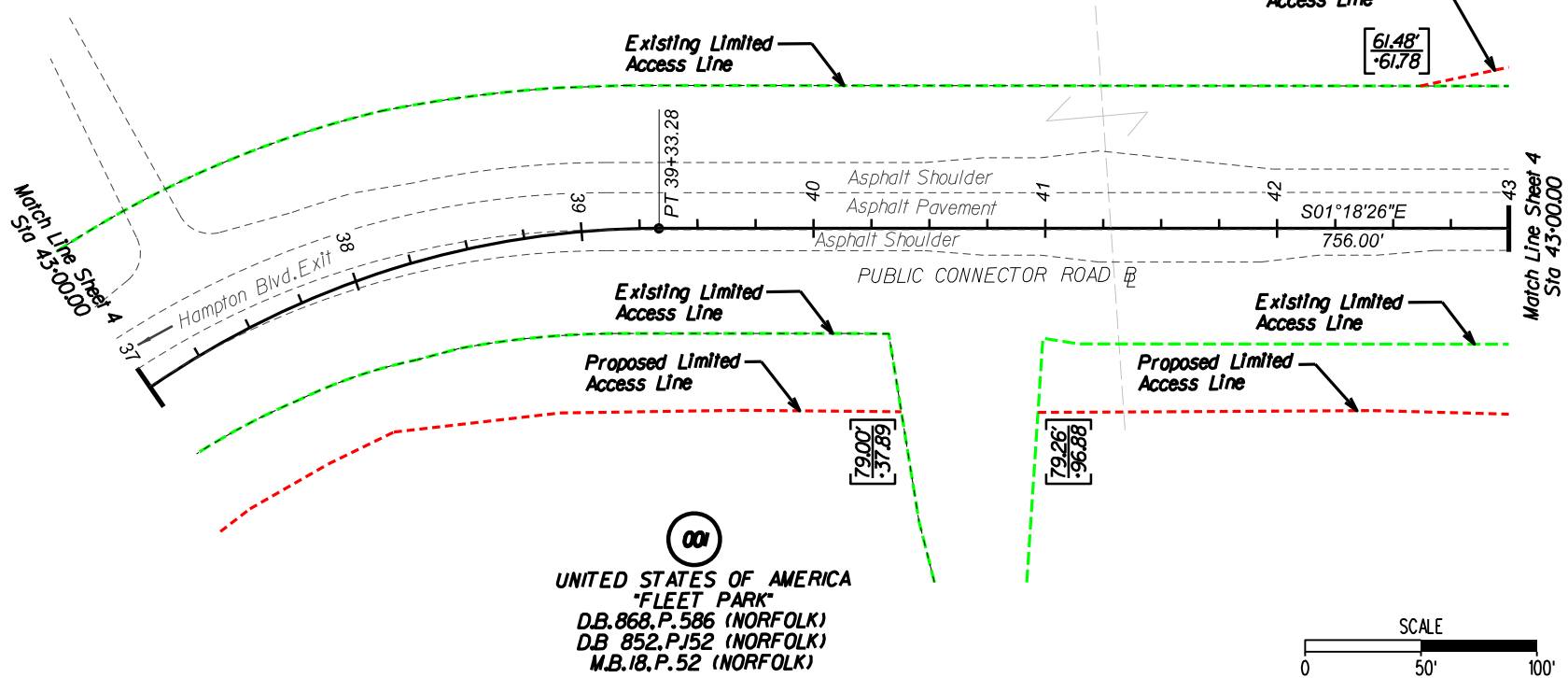
LEGEND

- EXISTING LIMITED ACCESS LINE ---
- PROPOSED LIMITED ACCESS LINE ---
- TIE-IN-POINTS 0.00'
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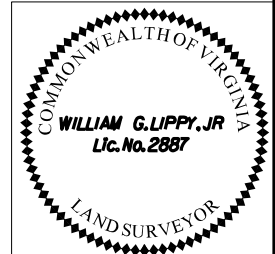


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M.B. 18, P. 52 (NORFOLK)

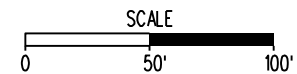
PI = 37+14.01
 DELTA = 92°49'53.49" (RT)
 D = 14°52'55"
 T = 404.51'
 L = 623.78'
 R = 385.00'
 PC = 33+09.50
 PT = 39+33.28
 e = 4%
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UNITED STATES OF AMERICA
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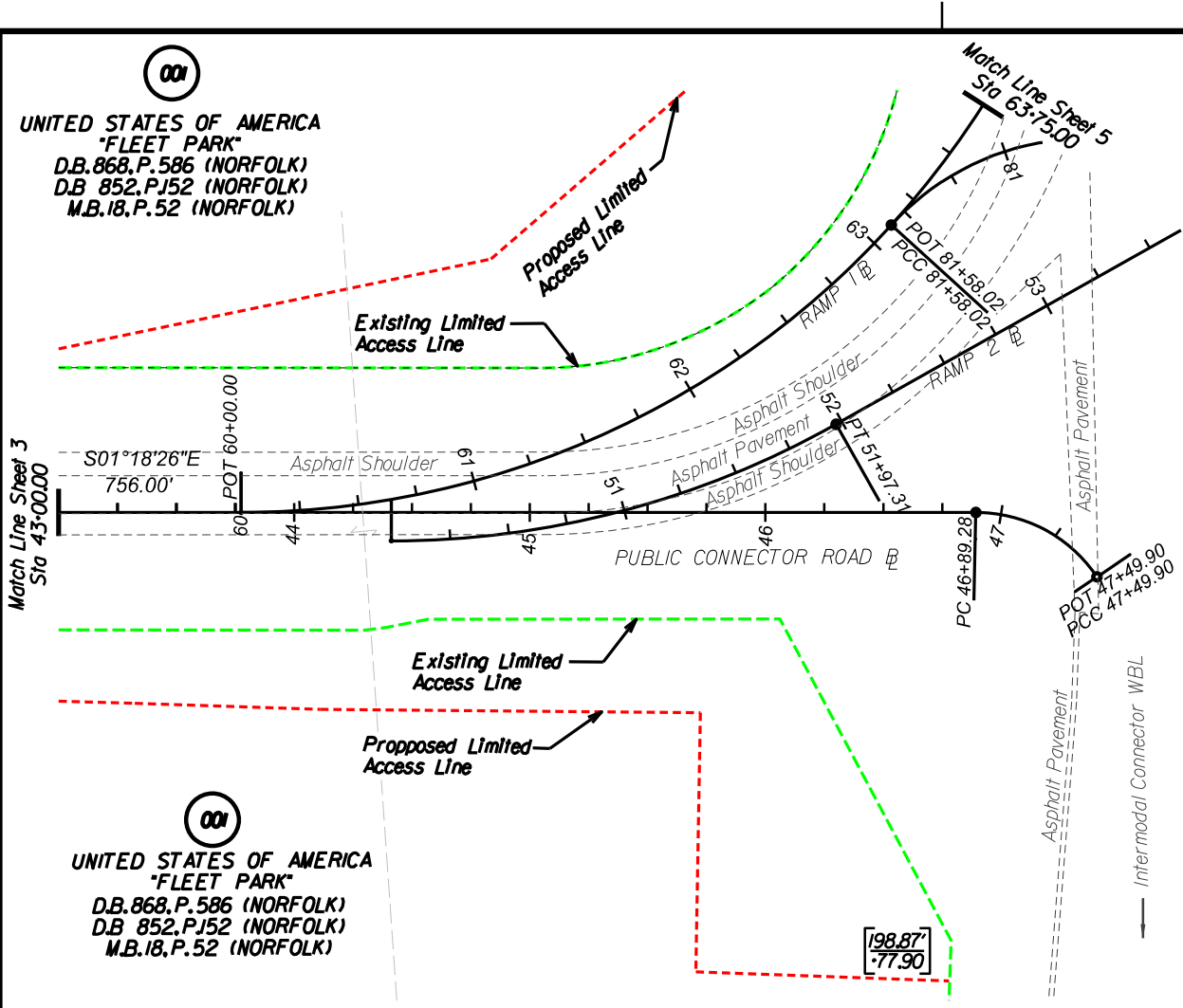
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| UPC: 59175 | PROJECT: R000-122-108 | DRAWN BY: JKR | PARCEL: 001 |
| SCALE: 1" = 50' | DATE: April 5, 2024 | CHECKED BY: WGL | SHEET 3 OF 5 |

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UNITED STATES OF AMERICA
"FLEET PARK"
D.B. 868, P. 586 (NORFOLK)
D.B. 852, P. 52 (NORFOLK)
M.B. 18, P. 52 (NORFOLK)

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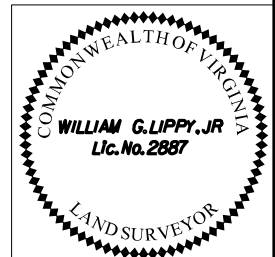
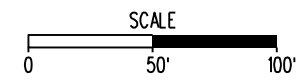
UNITED STATES OF AMERICA
"FLEET PARK"
D.B. 868, P. 586 (NORFOLK)
D.B. 852, P. 52 (NORFOLK)
M.B. 18, P. 52 (NORFOLK)



LEGEND

- EXISTING LIMITED ACCESS LINE ---
- PROPOSED LIMITED ACCESS LINE ---
- TIE-IN-POINTS 0.00'
-00.00'

RAMP 1 B
 PI = 63+36.46
 DELTA = 84°06'08.99" (LT)
 D = 15°21'39"
 T = 336.46'
 L = 547.51'
 R = 373.00'
 PC = 60+00.00
 PT = 65+47.51
 e = ___ %
 V = ___ MPH



William Lippy
 Rice Associates
 Virginia Beach, Virginia
 LAND SURVEYOR



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PROPERTY OF
 UNITED STATES OF AMERICA

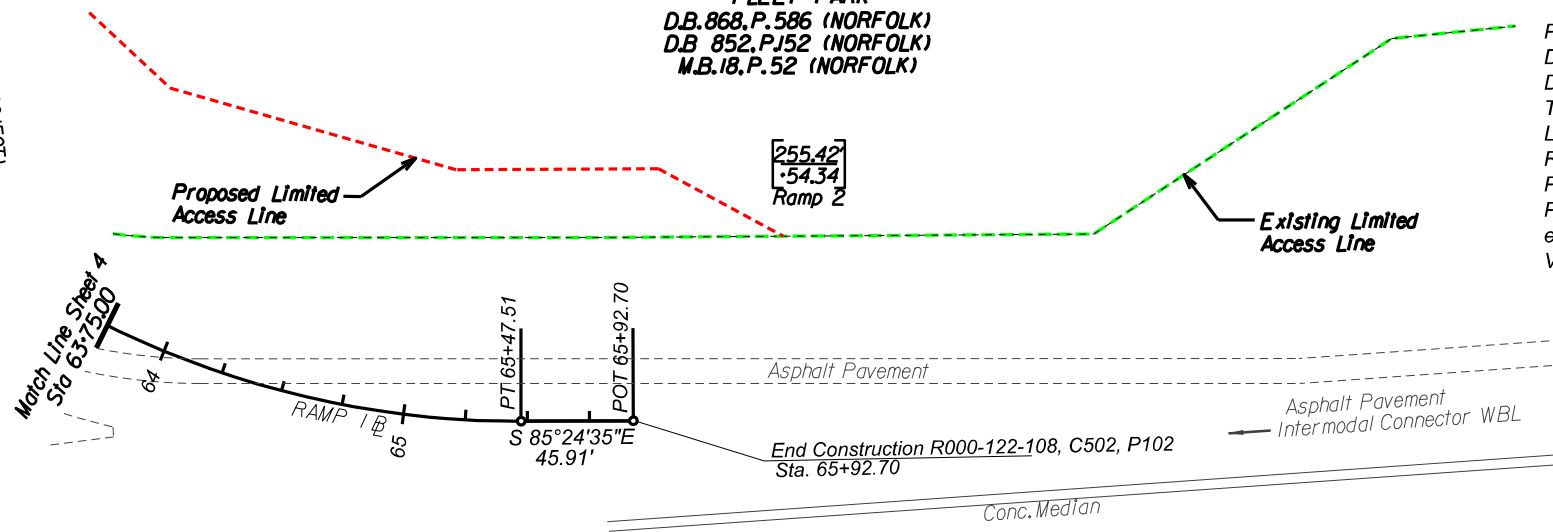
PARCEL 001
 DB 868 PG 586,
 DB 852 PG 152,
 MB 18 PG 52
 NORFOLK, VA

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|-----------------|-----------------------|-----------------|--------------|
| UPC: 59175 | PROJECT: R000-122-108 | DRAWN BY: JKR | PARCEL: 001 |
| SCALE: 1" = 50' | DATE: April 5, 2024 | CHECKED BY: WGL | SHEET 4 OF 5 |

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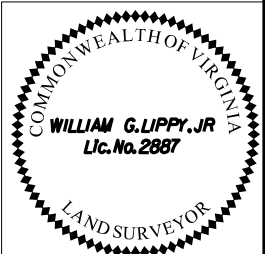
UNITED STATES OF AMERICA
"FLEET PARK"
D.B. 868, P. 586 (NORFOLK)
D.B. 852, P. 152 (NORFOLK)
M.B. 18, P. 52 (NORFOLK)

RAMP 1 @
PI = 63+36.46
DELTA = 84°06'08.99" (LT)
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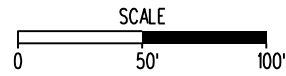


LEGEND

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- TIE-IN-POINTS 0.00'
0.00.00



William Lippy
Rice Associates
Virginia Beach, Virginia
LAND SURVEYOR



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| SCALE: 1" = 50' | DATE: April 5, 2024 | CHECKED BY: WGL | SHEET 5 OF 5 |

PROJECT MANAGER: Frank Johnson, P.E. (757) 272-9203 (Location: Roads District)
SURVEYED BY: Dave Avon, B. Lindsey, L.S. (757) 368-9945, Precision Measurements, Inc.
DESIGN BY: Peter Hazian, P.E. (703) 340-3079, AECOM
SUBSURFACE UTILITY BY: DATE: Avon, B. Lindsey, L.S. (757) 368-9945, Precision Measurements, Inc.

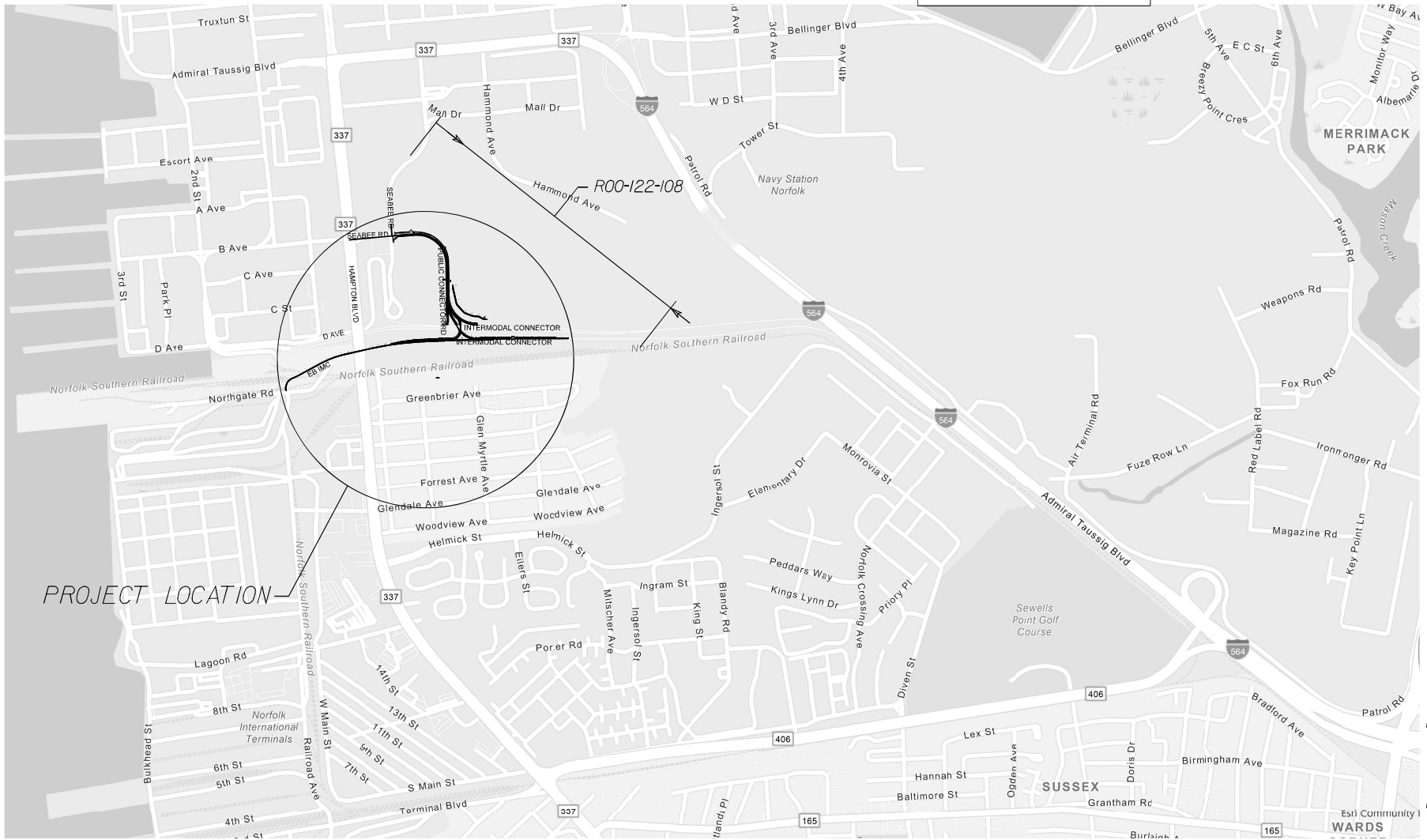
PUBLIC HEARING PLANS

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

| REVISION | STATE | ROUTE | PROJECT | SHEET NO. |
|----------|-------|-------|----------------------------|-----------|
| | VA. | 564 | R000-122-108 C502, P102 | 1A |

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

LOCATION MAP



PROJECT LOCATION

| | | |
|--------------|-------------------------|-----------------|
| NOT TO SCALE | PROJECT R000-122-108 | SHEET NO. 1A |
|--------------|-------------------------|-----------------|



VIRGINIA PORT AUTHORITY
600 WORLD TRADE CENTER, NORFOLK, VA 23510
(757) 683-8000

February 22, 2024

Mr. Bruce Duvall
Assistant District Engineer/Hampton Roads Project Development
Virginia Department of Transportation
7511 Burbage Road
Suffolk, VA 23435

RE: Air Terminal Interchange (ATI) Interchange Access Report: Western and Eastern Intersections

Dear Mr. Duvall,

The Port of Virginia appreciates the opportunities for stakeholder engagement that have been provided since the October 4, 2023 VDOT public hearing. We understand the need to continue to advance the ATI Interchange Access Report (IAR) and, therefore offer our support for its continued advancement.

While progress has been made in addressing the port's concerns with the Western Intersection, unresolved concerns remain with the Eastern Intersection, and we look forward to addressing these with project stakeholders. We have added disposition comments to the project Comment and Resolution Sheet the Eastern Intersection and Western Intersection; these comments are attached to this letter.

We look forward to continuing to work with VDOT and project stakeholders to ensure safety, operational, and geometric elements are incorporated to meet the needs of all users in this important freight corridor.

Sincerely,

Barbara Nelson
Vice President, Development and Transportation Policy

Attachments: VDOT Project Review Comment and Resolution Sheet

**VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECT REVIEW
COMMENT AND RESOLUTION SHEET**

CODES:
A. ACCEPT COMMENT—WILL BE CORRECTED, ADDED, OR CLARIFIED.
B. DESIGNER WILL EVALUATE.
C. DELETE COMMENT
D. DEPARTMENT TO EVALUATE.

| | | | |
|---|--------------------------|---|---------------------------|
| VDOT PROJECT NUMBER: R000-122-108 | UPC NUMBER: 59175 | REVIEWER(S): | DATE: |
| DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – WESTERN INTERSECTION | | REVIEW PHASE & TYPE: PUBLIC HEARING PLANS | DISCIPLINE: |
| | | | CRM: (IF REQUIRED) |

| ITEM NO. | DWG. NO. (1) | COMMENTS | CODE(2) | RESPONSE(2) | FINAL DISPOSITION(3) |
|----------|--------------|--|---------|--|--|
| 1 | 5 | <p>The at-grade solution will require a signalized operation.</p> <p>The signal should be designed to prioritize freight movements with the following parameters:</p> <ul style="list-style-type: none"> • Minimize impacts to the eastbound NIT ramp. • Request eliminating southbound connection of Ramp 2. This movement can be combined with the right-turn movement and access the I-564 intermodal connector through the existing signalized intersection between NIT North and Gate 6. <p>The traffic signal should be designed with full actuation; however, the signal operations should be designed to minimize the frequency of stops on the NIT ramp during peak times of day (600 am to 600 pm). For example, the NIT ramp should not stop every two minutes to serve a single outbound vehicle from Gate 6.</p> <p>Advance Warning should be included as part of the signal operation to alert heavy vehicles of red indication to allow sufficient time to decelerate. Current conditions provided unimpeded flow at high speeds on this interstate facility.</p> | A | <p>Agreed. The Western Intersection will be signalized. A preliminary Signal Plan was provided on Sheet 40(5).</p> <p>Impacts to the NIT ramp will be minimized as much as possible. We have assumed that this references the “westbound NIT Ramp” instead of “eastbound”.</p> <p>Ramp 2 will not be eliminated. This ramp is required per the MOA between Navy and VDOT.</p> <p>The signal will be fully actuated and prioritize the mainline through movement. The minor approaches will be set to ‘No Recall’ mode, so those phases can be skipped if there is no demand. The minor phases will also be set to terminate quickly with low minimum and maximum green times and low extensions.</p> <p>As the design progresses, advanced warning signs will be provided for IMC westbound approaching the signalized intersection at the Western Intersection.</p> | <p>The Port supports a signalized intersection at the public connector roadway with the following understanding.</p> <p>This second signal will be coordinated with the existing signal at NSN Gate 6. The signals will be coordinated during all hours of Port Operations. Port movements, regardless of the number, will only have <u>one stop</u> at either the Public Connector or the NSN Gate 6 signal.</p> <p>This coordination may cause delays to the minor movements (which are primarily associated with Navy traffic).</p> <p>The signal design should also consider safety features and technology to support freight movements along high-speed facilities as I-564 is an interstate facility.</p> <p>An MOU will be developed to outline detailed operational requirements for future agency leadership. While VDOT will operate the signal, proposed changes to signal operations should not occur without agreement by all stakeholders to include VDOT, City of Norfolk, Port of Virginia and US Navy.</p> |

**VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECT REVIEW
COMMENT AND RESOLUTION SHEET**

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C. DELETE COMMENT
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| VDOT PROJECT NUMBER: R000-122-108 | | UPC NUMBER: 59175 | | REVIEWER(S): | DATE: |
|---|-------------------------------|--|---------------------------|-------------------------------|--|
| DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – WESTERN INTERSECTION | | REVIEW PHASE & TYPE: PUBLIC HEARING PLANS | | DISCIPLINE: | CRM: (IF REQUIRED) |
| ITEM NO. | DWG. No.⁽¹⁾ | COMMENTS | CODE⁽²⁾ | RESPONSE⁽²⁾ | FINAL DISPOSITION⁽³⁾ |
| 2 | | | | | |
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| VIRGINIA DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET | | | | CODES: A. ACCEPT COMMENT—WILL BE CORRECTED, ADDED, OR CLARIFIED. B. DESIGNER WILL EVALUATE. C. DELETE COMMENT D. DEPARTMENT TO EVALUATE. | |
|--|-------------------------|--|---------------------|---|---|
| VDOT PROJECT NUMBER: 0564--122-542 | | UPC NUMBER: 123154 | | REVIEWER(S): PORT OF VIRGINIA | DATE: |
| DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – EASTERN INTERSECTION | | REVIEW PHASE & TYPE: PUBLIC HEARING PLANS | | DISCIPLINE: | CRM: (IF REQUIRED) |
| ITEM No. | DWG. No. ⁽¹⁾ | COMMENTS | CODE ⁽²⁾ | RESPONSE ⁽²⁾ | FINAL DISPOSITION ⁽³⁾ |
| 1 | 10 | <p>The grade-separated solution supports the unimpeded movement of rail adjacent to I-564 corridor.</p> <p>The proposed grade-separated configuration operates as an unsignalized T-intersection. Ingersol Avenue will operate as a side street and will be stopped. The current configuration requires the eastbound I-564 off ramp movement to yield to the I-564 westbound ramp from NSN as employees make a left-turn onto Ingersol Avenue.</p> <p>The initial grade-separated design provided a left exit ramp from I-564, which provided two dedicated storage lanes for traffic destined to Ingersol Avenue and NSA.</p> <p>The current design of the I-564/intermodal connector interchange provides for a one lane right-exit ramp within the curve of I-564.</p> <ul style="list-style-type: none"> • Based on the location of the off ramp between I-564 and Ingersol Avenue, this movement should be designed to be free flow such that there is no queuing along I-564. • The connection between NSA and NSN should be restricted during everyday operations via a gate and provided only during emergencies. | B/D | <p>The current configuration of the proposed grade-separated intersection operates as an all way stop control. The all way stop was modeled in the IAR and the design year build analysis results do not indicate queuing concerns from the ramps onto Intermodal Connector. The maximum project queues are less than 200’.</p> <p>Gates are not proposed to restrict movement between NSA and NSN. The purpose of this project is to improve access between NSA and NSN.</p> | <p>The initial design provided for a left-exit ramp, with dual lefts and was located further west along the IC.</p> <p>While delay and queuing are one operational consideration, there are unresolved safety concerns associated with heavy vehicles traffic based on the location and geometric configuration of the proposed interchange.</p> <p>The I-564 Intermodal connector was designed to separate Port and Navy traffic. Within the vicinity of the proposed grade separation, trucks use the inside lane as they prepare to access the channelized Truck Lane to NIT North.</p> <p>The proposed location requires Navy traffic to cross the inside lane within the curve and decelerate from a 55mph facility to a stop-controlled intersection is a short distance.</p> |

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| <p>(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Project Manager in conjunction w/ Designer. (3) To be determined in comment resolution meeting/discussion (CEP Milestone Meeting) (list date resolved). The Project Manager is responsible for the final disposition of all comments.</p> | <p>Note: This form is to be used by the Project Development Team to provide comments or concerns associated with the design at the CEP Milestones. Comments shall be provided to the PM prior to the Milestone Meeting and the actual meeting time will be used to resolve any outstanding issues or conflicting comments.</p> |
|--|--|

| VIRGINIA DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET | | | | CODES: A. ACCEPT COMMENT—WILL BE CORRECTED, ADDED, OR CLARIFIED. B. DESIGNER WILL EVALUATE. C. DELETE COMMENT D. DEPARTMENT TO EVALUATE. | |
|--|-------------------------|--|---------------------|---|----------------------------------|
| VDOT PROJECT NUMBER: 0564--122-542 | | UPC NUMBER: 123154 | | REVIEWER(S): PORT OF VIRGINIA | DATE: |
| DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – EASTERN INTERSECTION | | REVIEW PHASE & TYPE: PUBLIC HEARING PLANS | | DISCIPLINE: | CRM: (IF REQUIRED) |
| ITEM NO. | DWG. No. ⁽¹⁾ | COMMENTS | CODE ⁽²⁾ | RESPONSE ⁽²⁾ | FINAL DISPOSITION ⁽³⁾ |
| 2 | G | Scuppers are noted as “likely” in the design drawings. Scuppers discharging onto RR property are unacceptable per NS Standards. Please clarify what the design intent is with regards to inclusion of scuppers. | A | The location of scuppers will be refined as the design progresses. The scuppers will be designed to not discharge onto RR property. | |
| 3 | G | The design storm in the report is either 25 or 50 year, not the required 100 year storm required by NS. The report also states ‘Detailed ditch analysis (Appendix E) will be provided at FI submittal.’ The designer should meet the NS requirements for storm analysis as outlined in the NS Public Projects Manual. | A | The design storm and ditch analysis will be updated to meet the requirements of the NS Public Projects Manual. | |
| 4 | G | The service load is shown as “To be confirmed”, with no dimensions provided. Please confirm that the design will include a 15-ft service road, as previously requested during preliminary design. | A | The bridge design will accommodate a 15-ft service road. | |

| | |
|---|--|
| (1) Indicate drawing no./page no. or use “G” for general comment. (2) To be filled out by Project Manager in conjunction w/ Designer. (3) To be determined in comment resolution meeting/discussion (CEP Milestone Meeting) (list date resolved). The Project Manager is responsible for the final disposition of all comments. | Note: This form is to be used by the Project Development Team to provide comments or concerns associated with the design at the CEP Milestones. Comments shall be provided to the PM prior to the Milestone Meeting and the actual meeting time will be used to resolve any outstanding issues or conflicting comments. |
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| ITEM No. | DWG. No. ⁽¹⁾ | COMMENTS | CODE ⁽²⁾ | RESPONSE ⁽²⁾ | FINAL DISPOSITION ⁽³⁾ |
| 5 | G | <p>The design does not appear to specifically include active measures that will provide advance notice to motor carriers that a signal is ahead. Measures may include interactive notices when a signal is RED or advancing to RED.</p> <p>Note that trucks in the corridor will be traveling at the posted speeds with loaded containers and the timing for the signal phases need to take this into consideration as safety is a priority for the port.</p> | A | As the design progresses, advanced warning signs will be provided for IMC westbound approaching the signalized intersection at the Western Intersection. | |
| 6 | | | | | |

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|--|---|
| <p>(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Project Manager in conjunction w/ Designer. (3) To be determined in comment resolution meeting/discussion (CEP Milestone Meeting) (list date resolved). The Project Manager is responsible for the final disposition of all comments.</p> | <p>Note: This form is to be used by the Project Development Team to provide comments or concerns associated with the design at the CEP Milestones. Comments shall be provided to the PM prior to the Milestone Meeting and the actual meeting time will be used to resolve any outstanding issues or conflicting comments.</p> |
|--|---|



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

May 1, 2024

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Intermodal Connector Air Terminal Interchange in the City of Norfolk.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project R000-122-108, P102, C502 (UPC# 59175) 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 LACCs 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,

Barton Thrasher

Barton A. Thrasher, P.E.
Chief Engineer