



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2010

MOTION

Made By: Mr. Layne

Seconded By: Mr. Dickens

Action: Motion Carried, Unanimously

**Title: Limited Access Control Changes
Interstates 264 and 64, City of Norfolk**

WHEREAS, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB) by resolution dated October 4, 1956, approved the location and design features of Interstate 264 (I-264), State Highway Projects 0264-122-101, RW-201, 0264-122-101, RW-202, 0264-122-101, RW-203 and 0264-122-101, RW-204, and Interstate 64 (I-64), State Highway Project 0064-122-103, RW-201, including its designation as a limited access highway in the City of Norfolk, Virginia; and,

WHEREAS, in connection with the said State Highway Projects, which are located within the limits of the said City, the Commonwealth acquired certain lands and limited access easements from various landowners: and,

WHEREAS, the Transportation District Commission of Hampton Roads, a body corporate and politic created pursuant to the Transportation Act of 1964 *et seq.*, d/b/a Hampton Roads Transit (“HRT”), the City of Norfolk, Virginia (“City”) and the Virginia Department Transportation (“VDOT”) are cooperating and participating in the development and construction of the Norfolk Light Rail System Project (“Light Rail Project”); and,

WHEREAS, HRT has entered into a Full Funding Grant Agreement with the United States of America, Department of Transportation, Federal Transit Administration, on October 1, 2007, for the Light Rail Project; and,

WHEREAS, HRT is proceeding with construction of the first segment of the regional Light Rail Transit (“LRT”) system known as the Norfolk Light Rail System consisting of a

double track electrified rail guideway, with passenger station stops, park and ride lots and vehicle storage and maintenance facilities; and,

WHEREAS, portions of the Light Rail Project are to be located within existing VDOT owned right of way under and adjacent to I-264 from Main Street to the eastern terminus at Newtown Road, and HRT and VDOT have agreed upon the terms and conditions concerning the resource sharing of VDOT rights of way for the Norfolk Light Rail System Project (“Light Rail Project”); and,

WHEREAS, as a result of the design for the Light Rail Project, HRT has identified and requested various proposed shifts and changes to the right of way and limited access control of I-264 and I-64, and use of portions of the existing aforesaid right of way to accommodate various proposed LRT facilities, to include the relocation of local streets, service roads and pedestrian walkways, with safety improvements as required, at various locations along I-264, as shown on the plans for the Light Rail Project, and specifically described as:

Site #4.d.i, being a break in the limited access control for the restricted use of placing LRT facilities under and within the I-264 right of way and the City’s East Main Street and Union Street right of way, at the location where the I-264 Berkley Bridge crosses over East Main Street, as shown on Drawing No. SRW-410 of the Norfolk Light Rail Transit Project; and,

Site #4.d.ii, being a break in the limited access control for the restricted use of placing LRT facilities under and within the I-264 right of way and the City’s East Main Street right of way, at the location where I-264 crosses over East Main Street, as shown on Drawing No. SRW-411 of the Norfolk Light Rail Transit Project, and at or near I-264 WBL Station 72+55, as shown on the plans for VDOT Project 0264-122-101, RW-201; and,

Site #4.d.iii, being a break in the limited access control for the restricted use of placing LRT facilities under and within the I-264 right of way, at a location approximately 380 feet west of Holt Street, as shown on Drawing No. SRW-213 of the Norfolk Light Rail Transit Project and at or near I-264 WBL Station 90+50, as shown on the plans for VDOT Project 0264-122-101, RW-201; and,

Site #4.d.iv, being a southerly shift of the limited access control along the north side of I-264, from a point opposite approximate WBL Station 93+40 (I-264 WBL baseline) to a point opposite approximate WBL Station 94+15 (I-264 WBL baseline), of the plans for VDOT Project 0264-122-101, RW-201, to allow the restricted use of placing LRT Traction Power Substation within the I-264 right of way, as shown on Drawing No. SRW-213 of the Norfolk Light Rail Transit Project; and,

Site #4.d.v, being a southerly shift of the limited access control along the north side of I-264, from a point opposite approximate WBL Station 95+40 (I-264 WBL baseline) to a point opposite approximate WBL Station 101+35 (I-264 WBL baseline), of the plans for VDOT Project 0264-122-101, RW-201, to allow the restricted use of placing LRT facilities within the I-264 right of way, as shown on Drawing No. SRW-214 of the Norfolk Light Rail Transit Project; and,

Site #4.d.vi, being a break in the limited access control for the restricted use of relocating a portion of existing Holt Street under and within the I-264 right of way, at a location approximately 20 feet east of existing Holt Street, as shown on Drawing No. SRW-214 of the Norfolk Light Rail Transit Project and at or near I-264 WBL Station 94+30, as shown on the plans for VDOT Project 0264-122-101, RW-201; and,

Site #4.d.vii, being a southerly shift of the limited access control along the north side of I-264, from a point opposite approximate WBL Station 101+35 (I-264 WBL baseline) to a point opposite approximate WBL Station 105+05 (I-264 WBL baseline) of the plans for VDOT Project 0264-122-101, RW-201, to allow the restricted use of placing LRT facilities within the I-264 right of way, as shown on Drawing No. SRW-214 and SRW-215 of the Norfolk Light Rail Transit Project; and,

Site #4.d.viii, being a southerly shift of the limited access control along the north side of I-264 Ramp A-4, from a point opposite approximate Station 107+40 (I-264 centerline) to a point opposite approximate Station 111+50 (I-264 centerline) of the plans for VDOT Project 0264-122-101, RW-202, to allow the restricted use of placing LRT facilities within the I-264 right of way, as shown on Drawing No. SRW-215 of the Norfolk Light Rail Transit Project; and

Site #4.d. ix, being a southerly shift of the limited access control along the north side of I-264, from a point opposite approximate Station 116+20 (I-264 centerline) to a point opposite approximate Station 155+10 (I-264 centerline), of the plans for VDOT Project 0264-122-101, RW-202, to allow the restricted use of placing LRT support facilities, service road and a relocated pedestrian walkway within the I-264 right of way, as shown on Drawing No. SRW-217, SRW-218 and SRW-219 of the Norfolk Light Rail Transit Project; and

Site #4.d.x, being a break in the limited access control for the restricted use of installing and maintaining a storm water drainage pipe culvert and ditches along the north side of and within the I-264 right of way, from a point opposite approximate Station 156+10 (I-264 centerline) to a point opposite approximate Station 162+25 (I-264 centerline) and from a point opposite approximate Station 163+10 (I-264 centerline) to a point opposite approximate Station 177+50

(I-264 centerline) of the plans for VDOT Projects 0264-122-101, RW-202, RW-203 as shown on Drawing No. SRW-320, SRW-321 and SRW-322 of the Norfolk Light Rail Transit Project; and,

Site #4.d.xi, being a break in the limited access control for the restricted use of placing LRT facilities under and within the I-264 right of way, as shown on Drawing No. SRW-322 of the Norfolk Light Rail Transit Project and at or near I-264 Station 180+50, shown on the plans for VDOT Project 0264-122-101, RW-202; and,

Site #4.d.xii, being a break in the limited access control for the restricted use of installing and maintaining storm water drainage ditches and earth slopes along the south side of and within the I-264 right of way, from a point opposite approximate Station 199+50 (I-264 centerline) to a point opposite approximate Station 201+50 (I-264 centerline) of the plans for VDOT Project 0264-122-101, RW-203, as shown on Drawing No. SRW-323 and SRW-324 of the Norfolk Light Rail Transit Project; and,

Site #4.d.xiii, being a break in the limited access control for the restricted use of installing and maintaining storm water drainage ditches and earth slopes along the south side of and within the I-264 right of way, from a point opposite approximate Station 214+75 (I-264 centerline) to a point opposite approximate Station 218+10 (I-264 centerline) and from a point opposite approximate Station 218+60 to a point opposite approximate Station 238+75 of the plans for VDOT Project 0264-122-101, RW-203, as shown on Drawing No. SRW-325, SRW-326 and SRW-327 of the Norfolk Light Rail Transit Project; and,

Site #4.d.xiv, being a break in the limited access control for the restricted use of installing and maintaining storm water drainage ditches and earth slopes along the south side and within the I-264 right of way, from a point opposite approximate Station 248+80 (I-264 centerline) to a point opposite approximate Station 251+25 (I-264 centerline) of the plans for VDOT Project 0264-122-101, RW-203, as shown on Drawing No. SRW-328 of the Norfolk Light Rail Transit Project; and,

Site #4.d.xv, being an area of existing I-264 right of way, along Frontage Road FR-1 and outside of limited access control, to be used for a Light Rail Station Parking Facility and Traction Power Substation, as shown on Drawing No. SRW-331 of the Norfolk Light Rail Transit Project, and from a point opposite approximate Station 281+00 (I-264 centerline) to a point opposite approximate Station 286+25, as shown on the plans for VDOT Project 0264-122-101, RW-204; and,

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Site #4.d.xvi, being a break in the limited access control for the restricted use of placing LRT facilities under and within I-264/Route 13 (Military Highway) Interchange right of way, as shown on Drawing No. SRW-332 of the Norfolk Light Rail Transit Project, at or near Route 13 (Military Highway) centerline Station 20+00, as shown on the plans for VDOT Project 0264-122-101, RW-204; and,

Site #4.d.xvii, being a break in the limited access control for the restricted use of placing LRT facilities under and within the I-64 right of way, as shown on Drawing No. SRW-335 of the Norfolk Light Rail Transit Project, at or near I-64 centerline Station 6500+00, as shown on the plans for VDOT Project 0064-122-103, RW-201; and,

WHEREAS, VDOT has determined that the requirements for a global traffic analysis, locality support, environmental and air quality conformity review, and public notices as set forth in Title 24, Section 30, Chapter 401 of the Virginia Administrative Code, were addressed as part of the LRT project development process through HRT and that the said Project does not significantly impact the operation of I-264 or I-64; and,

WHEREAS, VDOT has determined that the said proposed shifts and changes in the limited access control as aforesaid, to include any safety improvements as required, are appropriate from a design, safety and traffic control standpoint subject to further review and approval; and,

WHEREAS, the Federal Highway Administration has reviewed the design plans for the Light Rail Project and has determined that the said proposed shifts and changes in the limited access control as aforesaid, to include any safety improvements as required, are appropriate, subject to further review and approval of the remaining design components; and,

WHEREAS, just compensation in consideration of the proposed limited access control changes shall not be required as all shifts and changes are to accommodate a public transportation project; and,

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

WHEREAS, all costs of engineering and construction, including all necessary safety improvements will be borne by HRT; and,

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WHEREAS, the proposed shifts and changes in limited access control, except for VDOT receiving the Federal Highway Administration’s final approval, are in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of Sections 33.1-25 and 33.1-58 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board hereby finds and concurs with the determinations set forth herein and approves the said shifts and changes in the said limited access control and restricted use rights of way for Norfolk Light Rail facility’s operation and maintenance, along Interstate 264 and Interstate 64, for public transportation and street purposes as set forth, subject to the final approval of same by the Federal Highway Administration, and subject to the above referred to conditions and restrictions. The Acting Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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