



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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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.

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