



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

## **MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
October 20, 2021

9:00 a.m. or upon adjournment of the October 19, 2021 Workshop Meeting if the Workshop carries over to October 20, 2021.

**Attendees will be required to wear a mask unless  
Proof of COVID vaccination is provided.**

### **Public Comments:**

### **Approval of Minutes:**

**September 15, 2021**

### **OFFICE OF LAND USE:**

***Presenting: Lynn Lloyd***  
***Highway Systems Program Manager***

1. Action on Transfer - Primary System of State Highways - Route FR-1058 in City of Staunton Located in the Staunton District.

### **MAINTENANCE DIVISION:**

***Presenting: Robbie Prezioso***  
***Division Administrator***

2. Action on Highway Naming: Renaming Portion of U. S. Route 1 to "Patriot Highway" in Spotsylvania County Located in the Fredericksburg District.

### **ASSET MANAGEMENT DIVISION:**

***Presenting: Jennifer Ahlin***  
***Division Administrator***

3. Action on Approval of the Special Structure 50-Year Long- Term Plan.

**LOCATION AND DESIGN DIVISION:**

***Presenting: Susan Keen***  
***Division Administrator***

4. Action on Limited Access Control Changes (LACCs) for the Realignment of Routes 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 (Exit 313) City of Winchester & Frederick County Located in the Staunton District.

**INFRASTRUCTURE INVESTMENT DIVISION:**

***Presenting: Kimberly Pryor***  
***Division Director***

5. Action on FY22-27 Six-Year Improvement Program Transfers for August 21 2021 through September 20, 2021.
6. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027.

**LOCAL ASSISTANCE DIVISION:**

***Presenting: Russell Dudley***  
***Division Administrator***

7. Action on Recreational Access to Biscuit Run Park Project RECR-002-017, Albemarle County Located in the Culpeper District.
8. Action on Virginia Byway Designation – Route 240, Route 810, Route 230, and Route 626 in Albemarle, Greene and Madison Counties Located in the Culpeper District.

**BUDGET AND FUNDS MANAGEMENT DIVISION:**

***Presenting: Laura Farmer***  
***Chief Financial Officer***

9. Action on Approval of Interim Report Pursuant to Item 447.10 (Transportation Initiatives) of the 2021 Appropriations Act

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:**

***Presenting: Jennifer DeBruhl***  
***Chief of Public Transportation***

10. Action on Approval of I-66 Commuter Choice Round Four Supplemental Program of Projects and Inclusion into FY 2022 – FY 2027 Six Year Improvement Program I-66 Commuter Choice Supplemental Allocations.
11. Action on Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting –Fiscal Year 2021.
12. Action on Transfers to the SYIP – Section 5310 Hanover County Located in the Richmond District.
13. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027

***Presenting: Jeremy Latimer***  
***Director of Rail Programs***

14. Action on North Branch Rail Industrial Access.
15. Action on Recycling Resources Management Rail Industrial Access.

**OFFICE OF THE SECRETARY OF TRANSPORTATION:**

***Presenting: Nick Donohue***  
***Deputy Secretary of Transportation***

16. Action on Approval of up to a \$49,000,000 Loan with Capitalized Interest from the Virginia Transportation Infrastructure Bank to the Capital Beltway Express LLC for the I-495 Express Lanes Northern Extension.

**SCHEDULING AND CONTRACT:**

***Presenting: Harold Caples***  
***Assistant State Construction Engineer***

17. Bids.

**NEW BUSINESS:**

**ADJOURNMENT:**

###



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*Agenda item # 1*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

#### **Title: Transfer – Primary System of State Highways to Local System**

**WHEREAS**, the City Council of Staunton desires the transfer of Route FR-1058 (Seth Drive) in the City of Staunton from the Primary System of State Highways to the local system of roads, pursuant to §33.2-315, Code of Virginia 1950, as amended. The road segment's length is 0.26 mile and is located entirely within the corporate limits of the City of Staunton; and

**WHEREAS**, the City of Staunton receives road payments for the maintenance of its road system in accordance with §33.2-319, Code of Virginia 1950, as amended; and

**WHEREAS**, the City Council of Staunton provided the Commissioner of Highways with a resolution, attached hereto as Exhibit A, requesting the transfer of Route FR-1058, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to §33.2-315, *Code of Virginia* 1950, as amended, the Commonwealth Transportation Board may transfer a street from the Primary System of State Highways to the local system of roads of a locality that receives road payments under §33.2-319, Code of Virginia 1950, as amended;

Resolution of the Board

Transfer - Primary System of State Highways - Route FR-1058 in City of Staunton

October 20, 2021

Page 2 of 2

**NOW THEREFORE, BE IT RESOLVED**, that the roadway identified below, is hereby ordered transferred from the Primary System of State Highways to the local system of roads, pursuant to § 33.2-315, *Code of Virginia*, 1950, as amended.

**Primary System of State Highways**

**Transfer**

Staunton

City of Staunton

- Route FR-1058 0.26 Mi.

**Total Mileage Transferred from the Primary System: 0.26 Mi.**

#####

## **CTB Decision Brief**

### Transfer of Route FR-1058 From VDOT Primary System to the Local System of Roads Located in the City of Staunton

**Issue:** The City Council of Staunton has requested the Commonwealth Transportation Board (CTB) transfer 0.26 mile length of Route FR-1058 (Seth Drive) in the City of Staunton from the Primary System of State Highways to the City of Staunton's local road system.

**Facts:** Route FR-1058 is located in the City of Staunton, which receives maintenance payments in accordance with § 33.2-319. The frontage road along the western side of Route 252 now functions as a town street, not as a frontage road, and the City desires to continue to maintain the street. This transfer is also being requested with relation to VDOT Project 0252-132-101, C501.

The City of Staunton provided a resolution, dated August 26, 2021 (Exhibit A, attached), indicating the City of Staunton's request to transfer the 0.26 mile length of Route FR-1058 (noted in purple on Exhibit B, attached) from the state's Primary system to the local system.

Upon review of the area, Virginia Department of Transportation (VDOT) staff determined the 0.26 mile road-segment should be transferred from the Primary System of State Highways, pursuant to § 33.2-315 of the *Code of Virginia*, in accordance with the City of Staunton's request.

**Recommendations:** VDOT recommends the Commonwealth Transportation Board approve the transfer of the 0.26 mile length of Route FR-1058 as referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board's members to approve the change proposed in this brief.

**Result if Approved:** If approved, VDOT will suspend all its maintenance activity on the roadway and the road will be transferred to the locality's system and become part of the Urban System.

**Options:** Approve or Deny

**Exhibit A**  
**City of Staunton Resolution, dated August 26, 2021**

**A RESOLUTION  
OF THE COUNCIL OF THE CITY OF STAUNTON, VIRGINIA  
AUTHORIZING THE REQUEST TO TRANSFER THE PORTION OF SETH  
DRIVE CONSTRUCTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION  
FROM THE PRIMARY SYSTEM OF STATE HIGHWAYS TO THE CITY'S LOCAL  
SYSTEM OF ROADS**

**Recitals**

- A.** The Virginia Department of Transportation (VDOT) constructed FR-1058 (Seth Drive) in conjunction with VDOT Project 0252-132-101, C-501;
- B.** Those segments identified on the project sketch, annexed and incorporated by reference as **Exhibit A**, serve local traffic and it is the desire of VDOT and the City of Staunton to transfer said segments from the Primary System of State Highways to the local system of roads operated by the City of Staunton;
- C.** This matter has been properly heard and considered; and
- D.** These recitals are an integral part of this resolution.


**NOW, THEREFORE, BE IT RESOLVED** that, the Council of the City of Staunton, Virginia, hereby requests the Commonwealth Transportation Board transfer those segments identified on the attached project sketch from the Primary System of State Highways to the Urban System of roads maintained by the City of Staunton, pursuant to Virginia Code § 33.2-315 and Staunton City Code §12.05.030;

**BE IT FURTHER RESOLVED** that, for those segments identified on the attached project sketch, the Virginia Department of Transportation renumber the segments to be included as part of the Urban System; and

The Clerk of Council is hereby **DIRECTED** to forward a certified copy of this resolution to the Residency Administrator of the Virginia Department of Transportation.

Introduced: AUGUST 26, 2021  
Adopted: AUGUST 26, 2021  
Effective Date: AUGUST 26, 2021

ATTEST:   
Rachael M. Zinni, Clerk of Council

  
Andrea W. Oakes, Mayor

## Exhibit B

### Sketch of Proposed Route FR-1058 Transfer

Action	Segment	Route	From	To	Length (mi.)
Transfer	D-E	FR-1058	South Terminus	North Terminus	0.26
Urban Correction	B-C		CL Seth Drive	CL Rte 252	0.03
Urban Correction	A-B	Name Change from Business Way to Lacy B King Way			0.56



**LEGEND**

Staunton District - Harrisonburg Residency  
**CITY OF STAUNTON**  
Transfer of FR-1058 from Primary Highway System to Urban Highway System

- Segment(s) of Primary Road location to be Transferred to the Urban System (Va Code 33.2-315.A)
- Urban System Data Correction (Name change from Business Way to Lacy B. King Way in UMIS, Add B-C)



Not to Scale





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*Agenda Item #2*

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

**October 20, 2021**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Title: Highway Naming: Renaming Portion of U. S. Route 1 to “Patriot Highway” in Spotsylvania County**

**WHEREAS**, Spotsylvania County seeks to and has requested that the Commonwealth Transportation Board (CTB) rename the entire portion of U.S. Route 1 within Spotsylvania County, from its northern border with the City of Fredericksburg to its southern border with Caroline County and through two magisterial districts, from “Jefferson Davis Highway” to “Patriot Highway”; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated August 24, 2021, Spotsylvania County, through its Board of Supervisors, has expressed its intent and requested that the CTB rename the portion of U.S. Route 1, (Jefferson Davis Highway), located within the boundaries of Spotsylvania County, to “Patriot Highway”; and

**WHEREAS**, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

**WHEREAS**, Spotsylvania County, in a Board of Supervisors resolution dated August 24, 2021 has agreed that § 33.2-213 requires Spotsylvania County to pay the costs of producing, placing, and maintaining the signs calling attention to this naming and has agreed to pay said costs.

Resolution of the Board

Highway Naming: Renaming Portion of U.S. Route 1 to “Patriot Highway” in Spotsylvania County

October 20, 2021

Page 2 of 2

**NOW THEREFORE BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby renames the entire portion of U.S. Route 1 located within Spotsylvania County, from its northern border with the City of Fredericksburg to its southern border with Caroline County and through two magisterial districts, from “Jefferson Davis Highway” to “Patriot Highway”.

**BE IT FURTHER RESOLVED**, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming as funding is made available by the locality, and to secure payment from Spotsylvania County for these costs as required by law.

####

## CTB Decision Brief

### Highway Naming: Renaming U.S. Route 1 to “Patriot Highway” in Spotsylvania County

**Issue:** Approval of the Commonwealth Transportation Board (CTB) is sought for the renaming of U.S. Route 1, within the boundaries of Spotsylvania County, from its northern border with the City of Fredericksburg to its southern border with Caroline County and through two magisterial districts, from “Jefferson Davis Highway” to “Patriot Highway”, as requested by Spotsylvania County, pursuant to § 33.2-213 of the *Code of Virginia*.

**Facts:** The Spotsylvania County Board of Supervisors enacted a resolution on August 24, 2021 requesting that the CTB rename the portion of U.S. Route 1 designated as Jefferson Davis Highway within Spotsylvania County to “Patriot Highway”.

Pursuant to § 33.2-213, the CTB has the power and duty to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways, provided that, in a case such as this, the governing body within which the portion of the facility is located has passed a resolution requesting such naming. Pursuant to the statute, the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB, while the costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located.

**Recommendations:** VDOT recommends this request be approved.

**Action Required by CTB:** The *Code of Virginia*, § 33.2-213, requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the CTB’s consideration.

**Result if Approved:** The entire portion of U.S. Route 1, Jefferson Davis Highway, that is within Spotsylvania County, from its northern border with the City of Fredericksburg to its southern border with Caroline County and through two magisterial districts, will be renamed to “Patriot Highway”, as requested by Spotsylvania County. Spotsylvania County, in a Board of Supervisors resolution dated August 24, 2021, has agreed that § 33.2-213 of the *Code of Virginia* requires Spotsylvania County to pay the costs of producing, placing, and maintaining the signs calling attention to this naming and has resolved to assume said costs.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** VDOT is not aware of any opposition to this proposal.

# County of Spotsylvania

Founded 1721

*Board of Supervisors*  
DEBORAH H. FRAZIER  
BARRY K. JETT  
KEVIN W. MARSHALL  
TIMOTHY J. MCLAUGHLIN  
DAVID ROSS  
GARY F. SKINNER  
CHRIS YAKABOUSKI



*County Administrator*  
ED PETROVITCH  
*Deputy County Administrator*  
MARK L. COLE  
P.O BOX 99, SPOTSYLVANIA, VA 22553  
Voice: (540) 507-7010  
Fax: (540) 507-7019

**Service, Integrity, Pride**

At a meeting of the Spotsylvania County Board of Supervisors held on August 24, 2021, on a motion by Supervisor McLaughlin and passed 6 to 1 with Supervisor Frazier opposed, the Board adopted the following resolution:

## **RESOLUTION NO. 2021-108**

A RESOLUTION REQUESTING THAT THE COMMONWEALTH TRANSPORTATION BOARD CHANGE THE NAME OF THE PORTION OF JEFFERSON DAVIS HIGHWAY LOCATED IN SPOTSYLVANIA COUNTY TO PATRIOT HIGHWAY

WHEREAS, on February 3, 2021, the Virginia House of Delegates voted to rename all remaining portions of Jefferson Davis Highway in Virginia to "Emancipation Highway" beginning on January 1, 2022. The bill was approved by the State Senate on February 25, 2021 and signed into law by Governor Ralph Northam; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 requires a resolution passed by the governing body of a locality and approval from the CTB to change the name of a roadway in the state highway system; and

WHEREAS, Route 1 is a significant corridor in Spotsylvania County which spans from the County's northern border with the City of Fredericksburg to its southern border with Caroline County through two magisterial districts, and is part of the state highway system; and

WHEREAS, the Board of Supervisors seeks to rename the portion of Route 1 within Spotsylvania County that is currently named Jefferson Davis Highway to Patriot Highway; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

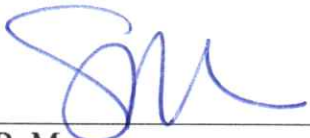
NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Spotsylvania County, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB change the name of the portion of Route 1 that lies within the boundaries of Spotsylvania County from Jefferson Davis Highway to Patriot Highway; and

BE IT FURTHER RESOLVED, that Spotsylvania County will assume the costs of producing, placing, and maintaining the signs as required by Section 33.2-213 of the Code of Virginia if the name change is approved by the CTB; and

BE IT FURTHER RESOLVED, that should this request be deemed contrary to any applicable County policy, this request shall supersede said policy and said policy is hereby amended to except this request from the policy's application.

(SEAL)

A COPY TESTE:

  
\_\_\_\_\_  
Aimee R. Mann  
Deputy Clerk to the Board of Supervisors




**Spotsylvania**



Maintenance Division

CTB Meeting: October 20, 2021

Spotsylvania County  
 Proposed Highway Segment Naming:  
**“Patriot Highway”**

 Proposed Highway Naming



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*Agenda item #3*

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

**October 20, 2021**

#### **MOTION**

**Made By:      Seconded By:**

**Action:**

**Title: Approval of the Special Structure 50-Year Long-Term Plan**

**WHEREAS**, §33.2-374 of the *Code of Virginia*, enacted in 2020, requires the Commonwealth Transportation Board (Board) to establish the Special Structure Program; and

**WHEREAS**, more specifically, pursuant to §33.2-374 (C) the Board is to establish (i) a program for the maintenance, rehabilitation and replacement of special structures and (ii) develop and maintain, with the assistance of the Department of Transportation, a plan for the maintenance, rehabilitation, and replacement of special structures in the Commonwealth, covering a minimum of 30 years; and

**WHEREAS**, §33.2-374 (D) provides that the Board shall use the funds dedicated to the Special Structure Fund pursuant to § [33.2-1532](#) for maintenance, rehabilitation, and replacement of special structures to implement the plan developed pursuant to subsection C.

**WHEREAS**, by resolution, dated December 11, 2019, the Board approved the Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structure Fund required pursuant to Chapters 83 and 349 of the 2019 Acts of Assembly (Comprehensive Review), which report, among other things, set forth a 50-Year Long-Term Plan for Special Structures with a view to inform the development of a Statewide Special Structure Fund as defined by §33.2-1532, and required the Commissioner of Highways to report on the Comprehensive Review to the Board, on an annual basis; and

**WHEREAS**, the Commissioner of Highways presented to the Board an updated draft of the 50-Year Long Term Plan for Special Structures on September 14, 2021.

**NOW, THEREFORE, BE IT RESOLVED**, that pursuant to §33.2-374 (C), the Board approves the Special Structure Program - 50-Year Long Term Plan as set forth in Attachment A.

**BE IT FURTHER RESOLVED**, in keeping with the resolution dated December 11, 2019, requiring the Commissioner of Highways to present annually to the Board on the Comprehensive Review, the Commissioner is directed to present the Special Structure Program – 50-Year Long-Term Plan with any updates to the Board annually for approval.

###



## CTB Decision Brief

### **Special Structures Program – 50-Year Long-Term Plan**

**Issue:** Section 33.2-374 (C) of the *Code of Virginia*, requires the Commonwealth Transportation Board (Board) to (i) establish a program for the maintenance, rehabilitation and replacement of special structures and (ii) develop and maintain, with assistance of the Department of Transportation, a plan for the maintenance, rehabilitation, and replacement of special structures in the Commonwealth covering a minimum of 30 years. VDOT seeks the Board’s approval of a revised 50-Year Long-Term Plan for Special Structures.

**Facts:**

On December 11, 2019, the Board approved the Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structures Fund required pursuant to Chapters 83 and 349 of the 2019 Acts of Assembly (Comprehensive Review), which report, among other things, set forth a 50-Year long-Term Plan for Special Structures with a view to inform the development of a Statewide Special Structure Fund as defined by §33.2-1532, and required the Commissioner of Highways to report on the Comprehensive Review to the Board, on an annual basis.

The Commissioner of Highways presented to the Board an updated draft of the 50-Year Long Term Plan for Special Structures on September 14, 2021 and VDOT is now recommending and seeking Board approval of the 50-Year Long Term Plan.

**Recommendation:** VDOT recommends approval of the Special Structure Program – 50-Year Long Term Plan as revised and set forth in Attachment A. VDOT also recommends that any updates to the Plan be presented to the Board annually for approval.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board’s members to approve the Special Structure Program – 50-Year Long Term Plan.

**Result if Approved:** N/A

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** N/A

**Special Structures**

**50-Year Long Term Plan**

**FY 2022 - FY 2071**

**ATTACHMENT A**

Special Structures - 50-Year Long Term Plan											
Bristol District											
By Fiscal Year (\$ in Millions)											
Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Tunnel	Big Walker	Special Structure Fund	Alarms	0.4	-	0.5	0.7	-			
			Building Addition Portico Storage	-	0.5	-	-	-			
			Fans	10.0	-	-	-	-			
			Cameras (CCTV)	0.6	0.7	0.9	1.1	1.2			
			Central Traffic Control System Replacement	5.0	0.1	6.9	0.2	-			
			CO monitoring	0.1	-	0.1	0.2	-			
			Complete Lighting Replacement with Emergency Lighting	7.9	3.1	-	18.2	-			
			Cross Passage upgrades	0.5	-	-	-	-			
			Diversion Valve Automation	0.1	-	-	-	-			
			Façade	-	3.2	4.0	5.4	-			
			Generator Replacement	5.0	-	-	9.0	-			
			HAZMAT	0.5	-	-	0.8	-			
			Major Fan Rehabilitation/Repair/Replacement - Long Term (post-Saccardo)	-	12.3	15.7	17.5	17.0			
			Major Fan Rehabilitation/Repair/Replacement - Short Term (pre-Saccardo)	9.9	0.6	14.1	-	-			
			Median crossovers	5.2	-	-	-	-			
			Movable Exhaust Canopies	1.2	-	-	-	-			
			Phone and PA	0.1	-	0.1	0.2	-			
			Radio and Emergency	0.3	0.3	0.4	0.4	0.5			
			Saccardo Nozzle	2.8	-	-	-	-			
			Security	0.6	-	0.7	1.0	-			
			Septic Tank and Field Replacement	-	-	0.1	-	0.1			
			Standpipe	22.0	1.9	1.9	43.2	2.5			
			Structural Repairs - Buildings	4.5	-	6.5	-	8.9			
			Structural Repairs - Concrete and Steel Components, Repairs to the ceiling	5.2	-	6.8	9.9	-			
			Supervisory Control and Data Acquisition System Control	3.5	4.0	-	5.6	7.0			
			Switchgear and Power Distribution Replacement	19.5	-	-	34.1	-			
			Tunnel Drainage	0.5	0.6	0.8	0.9	1.1			
			Tunnel Liner Leak Repair	3.0	3.4	4.4	5.3	6.0			
			Tunnel Wall Tiles	5.3	-	-	9.2	-			
			<b>Special Structure Fund Total</b>				<b>\$ 113.6</b>	<b>\$ 30.6</b>	<b>\$ 63.8</b>	<b>\$ 162.7</b>	<b>\$ 44.2</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 34.7</b>	<b>\$ 34.7</b>	<b>\$ 34.7</b>	<b>\$ 34.7</b>	<b>\$ 34.7</b>
			<b>Big Walker Tunnel Total</b>				<b>\$ 148.3</b>	<b>\$ 65.3</b>	<b>\$ 98.5</b>	<b>\$ 197.4</b>	<b>\$ 78.9</b>

**Special Structures - 50-Year Long Term Plan  
Bristol District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Tunnel	East River	Special Structure Fund	Alarms	0.4	-	0.5	0.7	-			
			Cameras (CCTV)	0.5	0.6	0.7	0.9	1.0			
			Central Traffic Control System Replacement	5.0	0.1	6.9	0.2	9.8			
			CO monitoring	0.1	-	0.1	0.2	-			
			Complete Lighting Replacement with Emergency Lighting	10.1	2.5	-	21.0	-			
			Cross Passage Upgrades	1.1	-	-	-	-			
			Diversion Valve Automation	0.1	-	-	-	-			
			Façade	-	1.8	2.4	3.2	-			
			Generator Replacement	11.6	-	-	20.8	-			
			Generators (2) - fire suppression system backup	-	1.0	0.8	0.8	-			
			HAZMAT	2.0	-	-	3.3	4.0			
			Major Fan Rehabilitation/Repair/Replacement - Long Term (post-Saccardo)	-	13.6	18.3	22.7	22.1			
			Major Fan Rehabilitation/Repair/Replacement - Short Term (pre-Saccardo)	11.6	0.7	17.5	-	-			
			Median crossovers	5.2	-	-	-	-			
			Movable Exhaust Canopies	1.2	-	-	-	-			
			Add structural elements to the fan monorail beams in all 4 quadrants to allow lifting of maximum fan component weight	0.3	-	-	0.6	-			
			Phone and PA	0.1	-	0.1	0.2	-			
			Power distribution	4.4	-	-	-	-			
			Radio and Emergency	0.3	0.3	0.4	0.4	0.5			
			Saccardo Nozzle	2.8	-	-	-	-			
			Security	0.6	-	0.7	1.0	-			
			Standpipe	25.4	1.4	1.9	48.8	2.5			
			Structural Repairs - Buildings	1.7	-	2.5	-	3.4			
			Structural Repairs - Concrete and Steel Components, Repairs to the ceiling	5.0	-	6.5	9.5	-			
			Supervisory Control and Data Acquisition System Control	3.5	9.1	6.8	14.8	7.0			
			Switchgear and Power Distribution Replacement	22.1	-	-	38.7	-			
			Tunnel Drainage	0.5	0.6	0.8	0.9	1.1			
			Tunnel Liner Leak Repair	3.0	3.4	4.4	5.3	6.0			
			Tunnel Wall Tiles	8.3	-	-	14.8	-			
			<b>Special Structure Fund Total</b>				<b>\$ 126.7</b>	<b>\$ 35.0</b>	<b>\$ 71.2</b>	<b>\$ 208.7</b>	<b>\$ 57.4</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 37.4</b>	<b>\$ 37.4</b>	<b>\$ 37.4</b>	<b>\$ 37.4</b>	<b>\$ 37.4</b>
			<b>East River Tunnel Total</b>				<b>\$ 164.1</b>	<b>\$ 72.4</b>	<b>\$ 108.6</b>	<b>\$ 246.1</b>	<b>\$ 94.8</b>

Special Structures - 50-Year Long Term Plan								
Bristol District								
By Fiscal Year (\$ in Millions)								
Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071
Complex Structure	460 Connector	Special Structure Fund	Epoxy Overlay	-	-	-	-	2.1
			Mill, Hydromilling, Latex Overlay	-	-	-	-	14.9
			Structural Health Monitoring	1.2	-	-	-	-
			Superstructure and Substructure Repairs	-	-	-	-	1.0
			<b>Special Structure Fund Total</b>	<b>\$ 1.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 18.0</b>
		<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 2.5</b>	<b>\$ 2.5</b>	<b>\$ 2.5</b>	<b>\$ 2.5</b>	<b>\$ 2.5</b>	
<b>460 Connector Bridge Total</b>				<b>\$ 3.7</b>	<b>\$ 2.5</b>	<b>\$ 2.5</b>	<b>\$ 2.5</b>	<b>\$ 20.5</b>
<b>Bristol District Total</b>				<b>\$ 316.1</b>	<b>\$ 140.1</b>	<b>\$ 209.6</b>	<b>\$ 446.0</b>	<b>\$ 194.2</b>

Special Structures - 50-Year Long Term Plan								
Salem District								
By Fiscal Year (\$ in Millions)								
Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071
Complex Structure	Smart Road Bridge	Special Structure Fund	Bearing Replacement	-	-	-	-	1.0
			Concrete Color Coating	-	-	-	-	0.2
			Deck Rehabilitation	-	-	-	-	4.3
			Epoxy Overlay	-	-	-	-	1.0
			Structural Health Monitoring	1.2	-	-	-	-
			Substructure Concrete Repairs	-	-	-	-	0.5
			Superstructure Concrete Repairs	-	-	-	-	0.5
			Tendon Repairs	-	-	-	-	2.1
			<b>Special Structure Fund Total</b>	<b>\$ 1.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 9.6</b>
		Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)	\$ 1.2	\$ 1.2	\$ 1.2	\$ 1.2	\$ 1.2	
		<b>Smart Road Bridge Total</b>	<b>\$ 2.4</b>	<b>\$ 1.2</b>	<b>\$ 1.2</b>	<b>\$ 1.2</b>	<b>\$ 10.8</b>	
<b>Salem District Total</b>				<b>\$ 2.4</b>	<b>\$ 1.2</b>	<b>\$ 1.2</b>	<b>\$ 1.2</b>	<b>\$ 10.8</b>

**Special Structures - 50-Year Long Term Plan  
Richmond District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Movable Bridge	Benjamin Harrison	Special Structure Fund	Air buffer replacement	0.5	-	-	-	0.9			
			Clearance Gauge signs	-	0.1	-	-	0.1			
			Close Joints & Repair joints	1.5	-	-	-	-			
			Deck Overlay	0.4	-	-	-	0.8			
			Fender	13.0	-	-	-	-			
			Footing Repair	-	5.5	-	-	-			
			Generator Replacement	6.3	-	2.5	7.4	-			
			Grid	-	3.8	-	-	-			
			Lifting Cable Replacement	-	-	-	6.1	-			
			Painting (Overcoat truss)	-	6.0	-	-	-			
			Replace Barrier Gates, Span Locks	3.0	-	3.9	5.6	-			
			Replace Drive System	11.7	-	-	21.1	-			
			Replace Overhead detection	0.6	-	0.8	-	-			
			Replace portable message signs	-	-	-	-	0.1			
			Replace Power Supply Aerial Cable	3.0	-	-	5.6	-			
			Replace sign structures	-	-	-	-	0.1			
			Replace Structure	-	-	234.0	42.6	-			
			Scour Protection and foundation strengthening	3.5	-	-	-	-			
			Structure and Deck Repairs	1.8	-	-	3.1	-			
			Structural Cathodic Protection maintenance	-	0.8	0.8	12.1	0.4			
			Structural maintenance	6.5	-	-	10.7	-			
			Upgrade Controls	-	2.1	-	3.7	-			
			Warp Clutch Replacement	-	-	0.8	-	-			
			<b>Special Structure Fund Total</b>				<b>\$ 51.7</b>	<b>\$ 18.2</b>	<b>\$ 242.9</b>	<b>\$ 118.1</b>	<b>\$ 2.4</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 19.9</b>	<b>\$ 19.9</b>	<b>\$ 19.9</b>	<b>\$ 19.9</b>	<b>\$ 19.9</b>
			<b>Benjamin Harrison Bridge Total</b>				<b>\$ 71.6</b>	<b>\$ 38.1</b>	<b>\$ 262.8</b>	<b>\$ 138.0</b>	<b>\$ 22.3</b>

Special Structures - 50-Year Long Term Plan Richmond District											
By Fiscal Year (\$ in Millions)											
Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Complex Structure	Varina-Enon	Special Structure Fund	Access Platform for Main Span	0.8	-	-	-	-			
			Corrosion Inhibitor and external tendons	2.5	-	-	-	-			
			Corrosion Inhibitor transverse tendons	6.0	-	-	-	-			
			Corrosion Inhibitor Vertical Post Tendons	4.0	-	-	-	-			
			Crack Sealing and Epoxy Grit Median	0.2	0.2	0.4	0.3	-			
			Deck Overhang Repairs and Waterproofing	3.6	4.1	0.3	5.4	7.2			
			Epoxy Overlay	-	-	1.6	-	-			
			Feasibility Study	-	-	-	-	1.0			
			Hydrodemolition and reconstruction	8.5	-	-	15.3	-			
			Latex Concrete Overlay	-	-	11.1	-	-			
			Parapet Rehabilitation	0.6	-	-	-	-			
			Post-Tensioned Girder Concrete Non-Destructive Evaluation	1.0	-	-	-	-			
			Repair and Supplemental Foundation	10.9	11.3	14.6	38.1	-			
			Replace conduit and wiring in pylons and navigation/aviation lights	0.4	-	-	0.7	-			
			Replace elastomeric bearings	1.0	3.5	3.0	3.7	4.0			
			Replace external tendons	1.0	5.7	2.7	-	-			
			Replace Pot bearings	-	-	12.1	-	-			
			Replace selected stay cables	2.0	-	-	-	-			
			Substructure Sealing	1.1	-	-	-	-			
			Supplemental Post Tension	-	-	-	16.6	-			
			Trough Replacement	0.5	-	0.6	0.9	-			
			Vertical PT in column repairs and Pier Seat/Column Repair	3.6	-	-	-	-			
			Weather Station and Cameras (511 and Security)	0.3	-	-	-	-			
			<b>Special Structure Fund Total</b>				<b>\$ 47.9</b>	<b>\$ 24.8</b>	<b>\$ 46.5</b>	<b>\$ 80.9</b>	<b>\$ 12.3</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 16.2</b>	<b>\$ 16.2</b>	<b>\$ 16.2</b>	<b>\$ 16.2</b>	<b>\$ 16.2</b>
			<b>Varina-Enon Bridge Total</b>				<b>\$ 64.1</b>	<b>\$ 41.0</b>	<b>\$ 62.7</b>	<b>\$ 97.2</b>	<b>\$ 28.5</b>
			<b>Richmond District Total</b>				<b>\$ 135.7</b>	<b>\$ 79.1</b>	<b>\$ 325.5</b>	<b>\$ 235.1</b>	<b>\$ 50.8</b>



**Special Structures - 50-Year Long Term Plan  
Hampton Roads District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Tunnel	Hampton Roads Bridge Tunnel (New)	Special Structure Fund	Alarms	-	-	-	-	2.1			
			Cameras (CCTV)	-	-	-	-	2.1			
			CO monitoring	-	-	-	-	3.1			
			Electrical Switchgear Replacement	-	-	-	-	131.4			
			Generator Replacement	-	-	-	-	10.5			
			Portal HOMA Submersible Pumps	-	-	-	-	4.2			
			Radio Communications Upgrade	-	-	-	-	3.1			
			Special Structures Holding	0.1	-	-	-	-			
			Supervisory Control and Data Acquisition System Control	-	-	-	-	8.4			
			Switchgear Battery Replacement	-	-	-	-	1.0			
			Tidal Gate Pin Pocket Upgrade	-	-	-	-	1.1			
			Tunnel Lighting	-	-	-	-	44.1			
			Variable Message Signs	-	-	-	-	8.4			
			<b>Special Structure Fund Total</b>				<b>\$ 0.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 219.5</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 70.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>
<b>Hampton Roads Bridge Tunnel (New) Total</b>				<b>\$ 70.1</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 319.5</b>			
Tunnel	Hampton Roads Bridge Tunnel (Old)	Special Structure Fund	Alarms	1.0	1.2	1.5	1.8	2.3			
			Cameras (CCTV)	0.9	0.1	1.0	1.5	-			
			Central Traffic Control System Replacement	3.0	3.7	4.5	5.5	6.0			
			CO monitoring	1.5	1.9	2.3	2.8	3.0			
			Concrete Invert Slab Repairs and Concrete Overlay	5.8	-	-	-	-			
			Control Room Upgrade	-	-	-	-	10.5			
			Electrical Switchgear Replacement	-	-	-	-	109.9			
			Generator Replacement	-	-	-	-	4.2			
			Hampton Roads Overheight Project	75.0	-	-	-	-			
			Portal HOMA Submersible Pumps (12)	2.0	2.2	2.9	3.5	4.0			
			Radio	-	-	-	-	-			
			First year is to upgrade from analog to digital	-	1.0	2.1	2.6	-			
			Supervisory Control and Data Acquisition System Control	-	-	5.9	7.2	-			
			Switchgear Battery Replacement	-	0.6	0.7	0.9	-			
			Tiles	-	1.2	-	1.8	-			
			Tunnel Lighting	10.0	-	-	16.3	-			
			Variable Message Signs	-	4.5	5.8	7.0	8.0			
			Ventilation Fan Overhaul and replacement in Out Years	1.4	-	-	-	-			
			WB Pin pocket at 60+ years, EB pin pocket at 40+ years	0.5	-	-	0.9	-			
<b>Special Structure Fund Total</b>				<b>\$ 101.1</b>	<b>\$ 16.5</b>	<b>\$ 26.6</b>	<b>\$ 51.8</b>	<b>\$ 148.0</b>			
<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 141.1</b>	<b>\$ 141.1</b>	<b>\$ 141.1</b>	<b>\$ 141.1</b>	<b>\$ 141.1</b>			
<b>Hampton Roads Bridge Tunnel (Old) Total</b>				<b>\$ 242.1</b>	<b>\$ 157.6</b>	<b>\$ 167.7</b>	<b>\$ 192.9</b>	<b>\$ 289.1</b>			

**Special Structures - 50-Year Long Term Plan  
Hampton Roads District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Tunnel	Monitor-Merrimac Memorial Tunnel	Special Structure Fund	Alarms	-	1.0	2.8	1.8	-			
			Cameras (CCTV)	-	0.5	0.8	-	-			
			Central Traffic Control System Replacement	-	2.2	2.7	3.4	3.9			
			CO monitoring	-	1.5	4.3	2.8	-			
			Communications System Upgrade - UHF, VHF, AM, FM, Emergency Rebroadcast	-	1.0	2.1	2.6	-			
			Concrete Invert Slab Repairs and Concrete Overlay	-	6.2	-	-	-			
			Control Room Upgrade	-	-	0.7	-	-			
			Fire Detection	-	1.0	2.8	1.8	-			
			Firemain Piping	-	2.0	5.7	3.7	-			
			HOMA Submersible (5)	-	0.9	1.3	-	-			
			Lane Control Use Signals	-	7.2	-	13.2	-			
			Roadway Lighting	-	28.2	-	47.0	-			
			Safety Emergency Egress Upgrade	-	2.1	-	-	-			
			Supervisory Control and Data Acquisition System Control	-	4.7	5.7	7.9	7.9			
			Switchgear Battery Replacement	-	0.5	1.4	0.9	-			
			Utility Power, Switchgear and generator upgrade includes SCADA	40.4	-	-	68.0	-			
			Variable Message Signs	-	10.0	12.9	24.6	7.9			
			Ventilation Fans Upgrade	-	5.1	7.7	-	-			
			Ventilation Upgrade	-	4.0	-	-	-			
			<b>Special Structure Fund Total</b>				\$ 44.4	\$ 74.2	\$ 51.0	\$ 177.8	\$ 19.6
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				\$ 95.3	\$ 95.3	\$ 95.3	\$ 95.3	\$ 95.3
<b>Monitor-Merrimac Memorial Tunnel Total</b>				\$ 139.7	\$ 169.5	\$ 146.3	\$ 273.1	\$ 114.9			
Movable Bridge	Berkley	Special Structure Fund	Blast-clean, paint and inspect cross-girder (westbound) - Superstructure	0.8	-	-	-	-			
			Clearance Gauge Sign Replacement	-	0.1	-	0.2	-			
			Cross-girder replacement (westbound)	-	3.6	-	-	-			
			Deck Overlay - Eastbound	1.2	-	-	2.2	-			
			Deck Overlay - Westbound	-	1.3	-	-	2.4			
			Deck Rehabilitation	-	7.3	-	-	12.8			
			EBL Machinery	24.2	-	-	40.7	-			
			Fender	20.5	-	-	-	-			
			Gate Replacement	5.9	6.6	8.0	10.4	11.5			
			Generator Replacement	11.1	-	-	17.9	-			
			Ladders and Railings	1.0	-	-	-	-			
			Painting - Superstructure	10.0	-	14.5	-	20.1			
			Replace Pipe, Heat Trace, Insulation on Water Line for Bridge Use	0.5	-	-	-	-			
			Replace Traffic Control System (signals, signs, rewire, fiber optic)	3.1	3.7	4.5	5.6	6.3			
			Superstructure Rehabilitation (Eastbound approach)	-	1.8	-	-	-			
			Superstructure Rehabilitation (Westbound approach)	2.0	-	-	-	-			
			WBL Building and Sub Cables	13.4	-	-	3.7	22.6			
			WBL Drives and Machinery	34.1	-	0.4	55.0	-			
			<b>Special Structure Fund Total</b>				\$ 127.7	\$ 24.4	\$ 27.4	\$ 135.7	\$ 75.6
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				\$ 14.5	\$ 14.5	\$ 14.5	\$ 14.5	\$ 14.5
			<b>Berkley Bridge Total</b>				\$ 142.1	\$ 38.8	\$ 41.8	\$ 150.1	\$ 90.0

**Special Structures - 50-Year Long Term Plan  
Hampton Roads District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Movable Bridge	Chincoteague	Special Structure Fund	Barrier Gate	-	0.3	-	0.5	-			
			Deck Overlay	-	3.1	-	-	2.1			
			Fender	-	0.2	-	-	21.6			
			Generator Replacement	-	-	-	-	5.4			
			Install stiffeners on trunnion girder and shim live load bearings	-	0.5	-	-	-			
			Mechanical and Electrical Rehabilitation	-	-	13.6	-	-			
			Paint superstructure	-	-	-	-	15.4			
			Pier Rehabilitation	-	2.4	-	-	-			
			Pile jackets (approaches)	-	2.5	-	-	-			
			Rehabilitate Span Locks	-	0.1	-	0.2	-			
			Repair Pier Wall above doorway to fender system	-	0.5	-	-	-			
			Replace bearing pads (approaches)	-	-	-	-	2.1			
			Special Structures Holding	0.1	-	-	-	-			
			Submarine Cables Replacement	-	-	-	-	21.1			
			Superstructure Rehabilitation	-	-	-	-	4.1			
			<b>Special Structure Fund Total</b>				\$ 0.1	\$ 9.6	\$ 13.6	\$ 0.7	\$ 71.8
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5
<b>Chincoteague Bridge Total</b>				\$ 6.6	\$ 16.1	\$ 20.1	\$ 7.2	\$ 78.3			
Movable Bridge	Coleman	Special Structure Fund	Balance Wheel Track Anchor Bolt and Grout Repair, Repair Grout pads below Center Pivot and Wedges, Balance Spans	2.7	-	-	-	-			
			Deck Rehabilitation	-	4.4	4.4	12.9	-			
			Electrical Rehabilitation	1.0	25.6	-	47.6	-			
			Epoxy Beam ends and superstructure repairs (approaches)	-	0.3	-	-	0.5			
			Fender	-	43.7	-	-	-			
			Install Variable Speed limit Signs on Bridge	0.1	0.2	0.2	0.2	0.3			
			Mechanical Rehabilitation, hydraulic overhaul, and lock rehabilitation	-	24.5	12.7	-	-			
			Movable grating	8.4	-	-	-	-			
			Overhaul Motors & Gear Reducers for Lock Bar and Wedge Drives	0.5	-	-	-	-			
			Submarine Cables Replacement	-	-	-	18.0	-			
			Substructure rehabilitation (approaches)	-	2.2	-	3.4	-			
			Superstructure Painting	-	0.4	15.7	23.0	-			
			Traffic and Barrier Gate Rehabilitation( platforms redesigned to code in year 5)	6.1	7.3	8.8	11.0	12.2			
			Traffic Control Upgrade	-	6.0	21.7	18.0	-			
			<b>Special Structure Fund Total</b>				\$ 18.8	\$ 114.3	\$ 63.5	\$ 134.2	\$ 13.0
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0
			<b>Coleman Bridge Total</b>				\$ 33.8	\$ 129.3	\$ 78.5	\$ 149.2	\$ 28.0

**Special Structures - 50-Year Long Term Plan  
Hampton Roads District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071
Movable Bridge	High Rise	Special Structure Fund	Bascule Repairs (machinery base, bearing seat and misc. repairs)	1.5	-	-	-	-
			Generator Replacement	3.0	-	-	4.8	-
			Grid Deck Replacement	7.0	-	-	13.2	-
			Waterproof operations house	0.3	-	-	-	-
			<b>Special Structure Fund Total</b>	<b>\$ 11.8</b>	<b>-</b>	<b>-</b>	<b>\$ 18.0</b>	<b>-</b>
		<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 8.0</b>	<b>\$ 8.0</b>	<b>\$ 8.0</b>	<b>\$ 8.0</b>	<b>\$ 8.0</b>	
<b>High Rise Bridge Total</b>				<b>\$ 19.7</b>	<b>\$ 8.0</b>	<b>\$ 8.0</b>	<b>\$ 26.0</b>	<b>\$ 8.0</b>
Movable Bridge	James River Bridge	Special Structure Fund	Buffer System Replacement	1.7	-	-	3.0	-
			Building Upgrades, Asbestos Removal and Elevator Replacement	4.0	-	-	-	-
			Deck Rehabilitation	-	6.6	-	-	-
			Drive System and Machinery (Includes aerial cables)	27.5	-	-	46.4	-
			Fender	7.3	-	-	-	-
			Install new clearance gauge signs on bridge	0.1	-	0.2	-	0.2
			Ladder and Railing Replacement	-	0.1	-	-	0.2
			Paint Towers and Truss	-	-	14.2	-	20.1
			Purchase/Install New moveable span guide wheels/rollers	-	0.1	-	0.2	-
			Remove existing barrier gate and remove concrete deadman	-	0.1	-	-	-
			Replace drive system (Auxiliary)	2.9	-	-	5.3	-
			Replace lifting cables	6.0	-	-	4.8	6.9
			Replace Wrist Pins for Span Lock Drives	0.1	-	-	-	-
			South End Traffic Control System & Light Diesel Generator	0.7	-	-	1.2	-
			South Tower Staircase	-	0.5	-	-	-
			Utility and Roadway Lighting Distribution Equipment	9.5	-	-	17.1	-
			Variable Message Signs	4.4	-	-	-	-
			<b>Special Structure Fund Total</b>	<b>\$ 64.0</b>	<b>\$ 7.4</b>	<b>\$ 14.4</b>	<b>\$ 77.9</b>	<b>\$ 27.4</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 24.0</b>	<b>\$ 24.0</b>	<b>\$ 24.0</b>	<b>\$ 24.0</b>	<b>\$ 24.0</b>
		<b>James River Bridge Total</b>				<b>\$ 88.0</b>	<b>\$ 31.4</b>	<b>\$ 38.4</b>
Complex Structure	High Rise Bridge Approaches	Special Structure Fund	Bridge Railing Replacement	-	0.3	-	-	-
			Deck Rehabilitation w/ Epoxy Overlay	-	5.5	-	-	-
			Replace Bridge - Full structure	-	-	327.2	-	-
			Special Structures Holding	0.1	-	-	-	-
			Structural Repairs and Cleaning and Painting of Beam Ends	-	24.6	-	-	-
			Substructure Repairs	-	8.2	0.8	11.6	-
			Superstructure Painting - steel plate girder spans	-	7.1	8.6	-	-
		<b>Special Structure Fund Total</b>	<b>\$ 0.1</b>	<b>\$ 45.7</b>	<b>\$ 336.6</b>	<b>\$ 11.6</b>	<b>-</b>	
<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 7.2</b>	<b>\$ 7.2</b>	<b>\$ 7.2</b>	<b>\$ 7.2</b>	<b>\$ 7.2</b>			
<b>High Rise Bridge Approaches Total</b>				<b>\$ 7.3</b>	<b>\$ 52.9</b>	<b>\$ 343.7</b>	<b>\$ 18.7</b>	<b>\$ 7.2</b>
Complex Structure	HRBT Bridge Approaches	Special Structure Fund	Waterproofing - Superstructure & Substructure	-	-	-	-	16.3
		<b>Special Structure Fund Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 16.3</b>	
		<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 2.4</b>	<b>\$ 2.4</b>	<b>\$ 2.4</b>	<b>\$ 2.4</b>	<b>\$ 2.4</b>	
<b>HRBT Bridge Approaches Total</b>				<b>\$ 2.4</b>	<b>\$ 2.4</b>	<b>\$ 2.4</b>	<b>\$ 2.4</b>	<b>\$ 18.7</b>

Special Structures - 50-Year Long Term Plan Hampton Roads District								
By Fiscal Year (\$ in Millions)								
Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071
Complex Structure	James River Bridge Approaches	Special Structure Fund	Bridge Railing Replacement	-	0.2	-	-	-
			Concrete Superstructure and Substructure Repairs	10.5	-	14.5	-	8.2
			Hybrid Cathodic Protection Study	-	1.6	-	-	-
			Overlay - NBL and SBL	-	-	42.2	-	35.7
			Latex Overlay - SBL Only	4.0	4.2	12.3	-	16.7
			Pile jacket - Batch installation - Install 5% of piles every 5 years	6.1	14.2	17.4	21.7	24.5
			Realign Pier 3NV from previous collision and wrap with FRP	4.0	-	-	-	-
			Waterproofing of beam ends	-	15.8	4.6	19.1	-
		<b>Special Structure Fund Total</b>	<b>\$ 24.6</b>	<b>\$ 35.9</b>	<b>\$ 91.0</b>	<b>\$ 40.8</b>	<b>\$ 85.2</b>	
		<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 8.4</b>	<b>\$ 8.4</b>	<b>\$ 8.4</b>	<b>\$ 8.4</b>	<b>\$ 8.4</b>	
		<b>James River Bridge Approaches Total</b>	<b>\$ 33.0</b>	<b>\$ 44.3</b>	<b>\$ 99.4</b>	<b>\$ 49.2</b>	<b>\$ 93.6</b>	
Complex Structure	MMMMBT Approach North	Special Structure Fund	Deck Rehabilitation	-	17.1	7.7	15.8	29.8
			Epoxy Overlay	-	-	57.5	76.3	-
			Joint Rehabilitation	0.5	0.5	0.7	0.8	0.9
			Minor Superstructure Repairs, As needed	-	-	-	-	0.5
			Replace hatches on box beam caps with accessible water tight hatches	2.5	0.1	-	-	-
			Structural Steel and Concrete Substructure Repairs	-	12.6	-	20.3	-
			Structural Steel and Concrete Superstructure Repairs	-	10.5	-	17.0	-
			Superstructure Painting	-	94.2	-	-	-
		<b>Special Structure Fund Total</b>	<b>\$ 2.9</b>	<b>\$ 135.0</b>	<b>\$ 65.9</b>	<b>\$ 130.2</b>	<b>\$ 31.2</b>	
		<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 3.2</b>	<b>\$ 3.2</b>	<b>\$ 3.2</b>	<b>\$ 3.2</b>	<b>\$ 3.2</b>	
		<b>MMMMBT Approach-North Total</b>	<b>\$ 6.1</b>	<b>\$ 138.2</b>	<b>\$ 69.1</b>	<b>\$ 133.5</b>	<b>\$ 34.4</b>	
Complex Structure	MMMMBT Approach South	Special Structure Fund	Deck Rehabilitation	-	0.6	18.6	-	29.4
			Fender	-	0.5	0.7	1.3	0.5
			Pile Jacket	-	11.3	14.9	20.1	-
			Special Structures Holding	0.1	-	-	-	-
			Substructure Rehabilitation	-	10.7	-	16.6	-
			SuperStructure Rehabilitation	-	55.7	-	85.3	-
			Waterproofing - Superstructure & Substructure	-	13.2	7.6	15.8	-
			<b>Special Structure Fund Total</b>	<b>\$ 0.1</b>	<b>\$ 92.1</b>	<b>\$ 41.8</b>	<b>\$ 139.1</b>	<b>\$ 30.0</b>
		<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 8.7</b>	<b>\$ 8.7</b>	<b>\$ 8.7</b>	<b>\$ 8.7</b>	<b>\$ 8.7</b>	
		<b>MMMMBT Approach-South Total</b>	<b>\$ 8.8</b>	<b>\$ 100.8</b>	<b>\$ 50.5</b>	<b>\$ 147.8</b>	<b>\$ 38.6</b>	
		Complex Structure	Willoughby Bay	Special Structure Fund	Full Replacement - PE	-	-	-
Rehabilitation - after the new HRBT tunnel project is complete	39.6				-	52.3	75.3	-
Waterproofing - Superstructure & Substructure	-				8.3	10.6	13.8	-
<b>Special Structure Fund Total</b>	<b>\$ 39.6</b>			<b>\$ 8.3</b>	<b>\$ 62.9</b>	<b>\$ 89.1</b>	<b>\$ 3.3</b>	
<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 1.5</b>			<b>\$ 1.5</b>	<b>\$ 1.5</b>	<b>\$ 1.5</b>	<b>\$ 1.5</b>	
<b>Willoughby Bay Bridge Total</b>	<b>\$ 41.1</b>	<b>\$ 9.7</b>	<b>\$ 64.4</b>	<b>\$ 90.5</b>	<b>\$ 4.8</b>			
<b>Hampton Roads District Total</b>				<b>\$ 840.9</b>	<b>\$ 999.1</b>	<b>\$ 1,230.4</b>	<b>\$ 1,442.5</b>	<b>\$ 1,176.4</b>

**Special Structures - 50-Year Long Term Plan  
Fredericksburg District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071
Movable Bridge	Eltham	Special Structure Fund	Bascule Span Balancing	0.3	-	-	-	-
			Clearance Gauge Signs	0.5	-	0.6	0.1	0.9
			Deck Overlay	-	-	-	-	2.1
			Deck Replacement	-	-	-	-	7.2
			Epoxy Beam Ends (Approach)	-	-	-	-	0.6
			Fender	-	-	-	-	16.4
			Fender Repairs	1.0	2.3	2.9	3.6	4.0
			Fire Detection System	0.3	-	0.2	0.3	-
			Generator Replacement	-	-	3.8	-	-
			Generator Replacement - Rewire	-	0.2	-	-	-
			Painting (Approaches)	-	-	-	-	7.3
			Painting and minor superstructure repairs	-	7.2	-	11.4	-
			Pier cap (epoxy) sealant	-	-	-	-	0.6
			Pile Jackets	-	-	-	7.4	-
			Post-Tensioned Girder Concrete Non-Destructive Evaluation (PT girders)	1.5	-	2.3	-	-
			Post-Tensioned Girder Concrete Rehabilitation (approaches)	1.0	-	-	-	2.0
			Post-Tensioned Girder Concrete Rehabilitation (PT girders)	2.5	-	-	4.0	-
			Post-tensioning Superstructure Replacement (approaches)	-	-	-	-	115.9
			Replace Barrier gate	-	1.1	-	1.7	-
			Replace Drive System	-	-	-	-	12.6
			Replace electrical system	-	-	-	-	14.8
			Replace Navigation lights	-	-	-	-	0.2
			Replace submarine cables	-	-	-	5.4	-
			Span Lock Rehabilitation and Motor Replacement	-	-	-	-	6.2
			Substructure Rehabilitation (Movable)	-	-	-	-	0.6
			Tender house repair (e.g. Stairs)	-	0.4	-	-	0.6
			<b>Special Structure Fund Total</b>				<b>\$ 7.1</b>	<b>\$ 11.2</b>
<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 5.2</b>	<b>\$ 5.2</b>	<b>\$ 5.2</b>	<b>\$ 5.2</b>	<b>\$ 5.2</b>
<b>Eltham Bridge Total</b>				<b>\$ 12.3</b>	<b>\$ 16.5</b>	<b>\$ 15.1</b>	<b>\$ 39.2</b>	<b>\$ 197.0</b>

**Special Structures - 50-Year Long Term Plan  
Fredericksburg District**

By Fiscal Year (\$ in Millions)

Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071
Movable Bridge	Gwynn's Island	Special Structure Fund	Approach Span Replacement	-	-	15.7	3.4	-
			Electrical Rehabilitation and Generator	5.4	-	2.9	5.5	-
			Epoxy Overlay	-	-	-	-	0.6
			Feasibility Study for Replacement Options	-	0.4	-	-	-
			Fender	1.0	-	-	-	-
			Gate Replacement	-	-	-	-	0.6
			Impact Repair	-	0.8	-	-	-
			Mechanical Rehabilitation	4.5	-	-	-	-
			Replace Navigation Lights	-	0.1	-	-	-
			Structural Repairs	5.9	-	-	-	-
			Substructure and Superstructure	-	-	-	-	1.0
			Swing Span replacement	-	43.9	-	-	-
			Tender house repair	-	0.4	-	-	-
			<b>Special Structure Fund Total</b>	<b>\$ 16.8</b>	<b>\$ 45.7</b>	<b>\$ 18.6</b>	<b>\$ 9.0</b>	<b>\$ 2.3</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 6.4</b>	<b>\$ 6.4</b>	<b>\$ 6.4</b>	<b>\$ 6.4</b>	<b>\$ 6.4</b>
<b>Gwynn's Island Bridge Total</b>				<b>\$ 23.2</b>	<b>\$ 52.1</b>	<b>\$ 25.0</b>	<b>\$ 15.4</b>	<b>\$ 8.7</b>
Complex Structure	Norris Bridge	Special Structure Fund	Bearing Replacement	2.1	-	-	-	-
			Existing bridge - Demo and Construction	-	316.3	69.9	-	-
			Concrete Rehabilitation	-	-	-	-	1.0
			Concrete Substructure Rehabilitation	0.5	-	-	0.9	-
			Epoxy Overlay	-	-	-	-	10.5
			Fracture Critical Element	-	0.9	1.7	1.5	0.8
			Geotechnical investigation	-	2.0	-	-	-
			Pile Jacket	3.0	-	3.9	5.3	-
			Preliminary Engineering - Replacement	2.0	-	-	-	-
			Preservation	4.0	5.7	6.4	8.1	9.0
			Rosphalt Overlay Replacement	-	7.1	9.6	-	12.8
			Scan of river bottom for planning of replacement	-	0.1	-	-	-
			Structural Steel Rehabilitation	9.4	-	-	-	-
			Support to retrofit structural steel upon removal of electrical attachment	-	-	-	-	0.3
			Maintenance (New Bridge)	-	-	-	-	43.3
<b>Special Structure Fund Total</b>	<b>\$ 20.9</b>	<b>\$ 332.1</b>	<b>\$ 91.4</b>	<b>\$ 15.7</b>	<b>\$ 77.7</b>			
<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>	<b>\$ 36.6</b>	<b>\$ 36.6</b>	<b>\$ 36.6</b>	<b>\$ 36.6</b>	<b>\$ 36.6</b>			
<b>Norris Bridge Total</b>				<b>\$ 57.5</b>	<b>\$ 368.7</b>	<b>\$ 128.0</b>	<b>\$ 52.3</b>	<b>\$ 114.3</b>
<b>Fredericksburg District Total</b>				<b>\$ 93.1</b>	<b>\$ 437.2</b>	<b>\$ 168.1</b>	<b>\$ 106.8</b>	<b>\$ 320.0</b>

Special Structures - 50-Year Long Term Plan Northern Virginia District											
By Fiscal Year (\$ in Millions)											
Special Structure Type	Special Structure	Program	Work Description	2022 - 2031	2032 - 2041	2042 - 2051	2052 - 2061	2062 - 2071			
Tunnel	Rosslyn	Special Structure Fund	Cameras (CCTV)	-	0.1	0.2	0.1	-			
			Control Room upgrade	-	0.2	-	0.3	-			
			Emergency	-	0.4	-	0.7	-			
			Fire Detection, Suppression & Safety	-	0.2	-	0.4	-			
			Install Jet Fans with remote monitoring control	-	6.3	-	-	-			
			Generator System power	-	0.3	-	0.5	-			
			Lane Control System	-	0.9	-	1.7	-			
			Mechanical Room Grate System	-	-	-	0.3	-			
			Rehabilitation Project (Structural Repair, Fireproof System, Hanging Tile Replacement, Lighting Replacement) - EB	11.9	-	2.7	16.3	-			
			Rehabilitation Project (Structural Repair, Fireproof System, Hanging Tile Replacement, Lighting Replacement) - WB	11.9	-	2.7	16.3	-			
			Repair/Rehabilitation	-	6.7	-	-	-			
			Replacing fan unit	-	4.1	-	-	-			
			Control lane systems, fan systems, fire systems and electrical systems	-	0.3	0.4	0.6	-			
			Replacement/Rehabilitation - Bridges	-	-	-	-	923.3			
			Variable Message Signs	-	0.5	0.8	-	-			
			Waterproofing Repair	-	1.6	-	-	-			
			<b>Special Structure Fund Total</b>				<b>\$ 23.9</b>	<b>\$ 21.6</b>	<b>\$ 6.8</b>	<b>\$ 37.2</b>	<b>\$ 923.3</b>
			<b>Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)</b>				<b>\$ 4.3</b>	<b>\$ 4.3</b>	<b>\$ 4.3</b>	<b>\$ 4.3</b>	<b>\$ 4.3</b>
			<b>Rosslyn Tunnel Total</b>				<b>\$ 28.2</b>	<b>\$ 25.9</b>	<b>\$ 11.0</b>	<b>\$ 41.5</b>	<b>\$ 927.6</b>
			<b>Northern Virginia District Total</b>				<b>\$ 28.2</b>	<b>\$ 25.9</b>	<b>\$ 11.0</b>	<b>\$ 41.5</b>	<b>\$ 927.6</b>





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 4*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

#### MOTION

**Made By:            Seconded By:            Action:**

**Title: Limited Access Control Changes (LACCs) for the Realignment of Routes  
17/50/522 (Millwood Pike) and Bridge Replacement over I-81 (Exit 313)  
City of Winchester & Frederick County**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-81, 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 February 19, 1981, the State Highway Commission designated the Proposed Southern Loop from Millwood Avenue (Routes 17/50/522) at Route 81 to Amherst Street (Route 50) at Wood Avenue in the City of Winchester be a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended, and in accordance with the State Highway and Transportation Commission Policy; and

**WHEREAS**, on April 17, 2013, the CTB approved LACCs for the Proposed Southern Loop along the Jubal Early Drive corridor, which has since been renamed Millwood Pike east of the Jubal Early Drive and Millwood Avenue intersection, to accommodate proposed access management improvements pursuant to the Millwood Avenue Public Improvement Plan dated June 4, 2012 and in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*; and

Resolution of the Board

Proposed Limited Access Control Change (LACCs)

Realignment of Routes 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 (Exit 313)

City of Winchester and Frederick County

October 20, 2021

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**WHEREAS**, State Highway Project 0017-034-911, R201, C501, B646 (UPC# 113535) and lineage UPC#'s 115717 and 111632 provides for the realignment of Routes 17/50/522 (Millwood Pike) and the replacement of the existing bridge over I-81 (Exit 313), and will include additional left turn lanes, longer transition lanes, alignment and intersection improvements, and construction of a shared use path along the north side of Millwood Pike, beginning on the western side at Abrams Creek and extending across the new bridge to the Route 522 (Front Royal Pike) intersection to address safety and operations issues (the "Project"); and

**WHEREAS**, the realignment of Routes 17/50/522 (Millwood Pike) and the replacement of the existing bridge over I-81 (Exit 313) requires an outward shift of the limited access line on the west side of I-81 (Exit 313) and a minor adjustment on the east side of I-81 Exit 313 as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the Virginia Department of Transportation (VDOT) posted a Notice of Willingness to Hold a Public Hearing ("Willingness") on April 26, 2021, and May 4, 2021, in the *Winchester Star* and the *Northern Virginia Daily* 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 May 11, 2021, with no request to hold a public hearing; 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**, VDOT's Staunton District Office reviewed and approved the traffic analysis report on February 1, 2019 and 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 a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on January 25, 2021; and

**WHEREAS**, the Project is located within an attainment area for all the National Ambient Air Quality Standards and will not have an adverse impact on air quality; and

**WHEREAS**, the Project is in the City of Winchester and Frederick County and the proposed LACCs are supported by letters from the City Manager and the Interim County Administrator dated August 23, 2021 (attached); and

**WHEREAS**, FHWA provided approval for State Highway Project 0017-034-911, R201, C501, B646 (UPC# 113535) and lineage UPC#'s 115717 and 111632 and the proposed LACCs on September 24, 2021; 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 the VDOT made herein, and directs that Routes 17/50/522 (Millwood Pike) and the I-81 corridor 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 Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**BE IT FURTHER RESOLVED**, the location of the shared use path along Routes 17/50/522 (Millwood Pike) within the area designated as limited access and its construction and maintenance is approved as proposed as the same may be modified during ongoing design review.

**BE IT FURTHER RESOLVED**, that pedestrians and bicyclists are authorized to use the proposed shared use path along Routes 17/50/522 (Millwood Pike), within the areas designated as limited access.

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

####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Realignment of Routes 17/50/522 (Millwood Pike) and Bridge Replacement**  
**over I-81 (Exit 313)**  
**Project 0017-034-911, R201, C501, B646**  
**UPC# 113535 and lineage UPC#'s 115717 and 111632**  
**City of Winchester and Frederick County**

**Issues:** The area designated as limited access previously approved for the Millwood Avenue Public Improvement Plan and I-81 Exit 313 needs to be modified to accommodate the realignment of Routes 17/50/522 (Millwood Pike) and replacement of the existing bridge over I-81 (Exit 313). 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-81 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-81, 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.”.
- Limited access control for the Proposed Southern Loop from Millwood Avenue (Routes 17/50/522) at Route 81 to Amherst Street (Route 50) at Wood Avenue in the City of Winchester was established on February 19, 1981, by the State Highway Commission, in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended, and in accordance with the State Highway and Transportation Commission Policy.
- Limited access control for the Proposed Southern Loop along the Jubal Early Drive corridor, which has since been renamed Millwood Pike east of the Jubal Early Drive and Millwood Avenue intersection, was revised on April 17, 2013, by the CTB to accommodate proposed access management improvements under the Millwood Avenue Public Improvement Plan dated June 4, 2012, in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*.
- State Highway Project 0017-034-911, R201, C501, B646 (UPC# 113535) and lineage UPC#'s 115717 and 111632 provides for the realignment of Routes 17/50/522 (Millwood Pike) and the replacement of the existing bridge over I-81 (Exit 313), and will include additional left turn lanes, longer transition lanes, alignment and intersection improvements, and construction of a shared use path along the north side of Millwood Pike beginning on the western side at Abrams Creek and extending across the new bridge to the Route 522 (Front Royal Pike) intersection. 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).

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Realignment of Routes 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 (Exit 313)

City of Winchester and Frederick County

October 20, 2021

Page 2 of 3

- The Virginia Department of Transportation (VDOT) posted a Notice of Willingness to Hold a Public Hearing (“Willingness”) on April 26, 2021, and May 4, 2021, in the *Winchester Star* and the *Northern Virginia Daily* 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 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.
- VDOT’s Staunton District Office reviewed and approved the traffic analysis report on February 1, 2019 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 and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on January 25, 2021.
- The Project is located within an attainment area for all the National Ambient Air Quality Standards and will not have an adverse impact on air quality.
- The Project is in the City of Winchester and Frederick County and the proposed LACCs are supported by letters from the City Manager and the Interim County Administrator dated August 23, 2021 (attached).
- FHWA provided the approval for State Highway Project 0017-034-911, R201, C501, B646 (UPC# 113535) and lineage UPC#’s 115717 and 111632 and the proposed LACCs on September 24, 2021.
- VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 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 Routes 17/50/522 (Millwood Pike) and the I-81 corridor continue to be designated as Limited Access Highways with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB on April 17, 2013, and the State Highway Commission, predecessor to the CTB, on October 4, 1956.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Realignment of Routes 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 (Exit 313)

City of Winchester and Frederick County

October 20, 2021

Page 3 of 3

**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 comply with the resolution, and the Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** The Willingness expired on May 11, 2021, with no request to hold a public hearing.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Sean T. Connaughton  
Chairman

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 17, 2013

#### MOTION

Made By: Mr. Garczynski Seconded By: Mr. Layne  
Action: Motion Carried, Unanimously

Title: Proposed Limited Access Control Changes (LACC)  
Jubal Early Drive, Access Management Improvement Project  
City of Winchester

**WHEREAS**, Jubal Early Drive, formerly Proposed Southern Loop, as depicted on plans for projects U000-138-103, C501 and U000-138-102, C501, in the City of Winchester, was designated as a Limited Access Highway by the State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), on February 19, 1981; and,

**WHEREAS**, in connection with the projects U000-138-103, C-501 and U000-138-102, C-501, the Commonwealth acquired certain lands and limited access easements from various landowners, and established certain limited access control as a design feature of the said projects; and,

**WHEREAS**, the City of Winchester, by letter from the City Manager dated August 22, 2012, has requested limited access control changes (LACC) along the Jubal Early Drive corridor to accommodate proposed access management improvements under the Millwood Avenue Public Improvement Plan dated June 4, 2012; and,

**WHEREAS**, the proposed improvements involves the closure of Millwood Avenue, an urban street under the jurisdiction of the City of Winchester, and the construction of a right turn lane on Jubal Early Drive, a right slip lane from Jubal Early Drive onto Apple Blossom Drive, and a right in/right out entrance on Jubal Early Drive mid-block between Apple Blossom Drive

Resolution of the Board  
Limited Access Control Changes  
Jubal Early Drive  
City of Winchester  
April 17, 2013  
Page Two

and Pleasant Valley Road, and shifting, shortening, and/or extending the existing limited access control along the Jubal Early Drive Corridor; and,

**WHEREAS**, a public notice was posted in the *Winchester Star* newspaper, June 15, 2012 and June 29, 2012, in advance of a public hearing that was conducted by the City of Winchester on July 17, 2012; and,

**WHEREAS**, all those present were given full opportunity to express their opinions and recommendations for or against the proposed improvement and LACC as presented, and their statements being duly recorded; and,

**WHEREAS**, the City of Winchester has endorsed the proposed improvements and LACC as presented at that public hearing by a resolution of the Common Council of the City of Winchester, adopted July 17, 2012; and,

**WHEREAS**, the City of Winchester has worked with adjacent property owners to acquire the necessary rights of way to allow the required adjustments in the limited access right of way lines to facilitate the proposed turn lane improvements; and,

**WHEREAS**, the Virginia Department of Transportation (VDOT) is working with the City of Winchester to transfer right of way ownership to the City of Winchester for the section of Millwood Avenue that is proposed for closure; and,

**WHEREAS**, VDOT staff has determined there will be no adverse environmental impacts resulting from the proposed LACC; and,

**WHEREAS**, Staunton District has determined that the proposed improvements and LACC along the Jubal Early Drive corridor are appropriate from a safety and traffic control standpoint and provide for better traffic management than the closure of Millwood Avenue and the utilization of the existing remaining street network without improvements, and,

**WHEREAS**, to determine the long term improvement needs of the Exit 313 interchange, VDOT is advancing an Interchange Modification Report (IMR) study at I-81 Exit 313, which is located immediately adjacent to this LACC request; and,

**WHEREAS**, it has been determined no compensation shall be due to VDOT in consideration of the proposed limited access control changes, due to the transportation benefit of the proposed improvements, however, compensation in an amount determined by the State Right of Way and Utilities Director will be required for the new driveway entrance; and,

**WHEREAS**, the proposed LACC is in compliance with Title 24, Section 30, Chapter 401 of the *Virginia Administrative Code*.



Resolution of the Board  
Limited Access Control Changes  
Jubal Early Drive  
City of Winchester  
April 17, 2013  
Page Three

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with the provisions of §33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby finds and concurs with the determinations made by VDOT, and approves the said LACC for public street purposes as set forth below, and subject to the above referred conditions:

That the existing limited access control line along the north side of Jubal Early Drive westbound lane be shifted to the north approximately an additional 14 feet, from a point opposite Station 104+50.00 (Prop. Southern Loop construction centerline) and continuing west along the north side of Jubal Early Drive westbound lane to the proposed new end limited access point at a point opposite Station 108+66.73 (Prop. Southern Loop construction centerline), to allow for the construction of a right turn lane for westbound Jubal Early traffic turning right onto Apple Blossom Drive.

That the existing limited access control line along the north side of Jubal Early Drive westbound lane be extended further east from the proposed shifted limited access end point opposite Station 104+50.00 (Prop. Southern Loop construction centerline) as identified above, to a point opposite Station 100+55.30 (Prop. Southern Loop construction centerline), as a result of closing the section of westbound Millwood Avenue at Jubal Early Drive.

That the existing limited access control line along the north side of Jubal Early Drive and the east side of Apple Blossom Drive formerly Relocated Millwood Avenue, from a point opposite Station 10+02.38 (Reloc. Millwood Ave. construction centerline) be shortened to the proposed new end limited access point opposite Station 108+66.73 (Prop. Southern Loop construction centerline), as a result of constructing the right turn lane as identified above.

**BE IT FURTHER RESOLVED**, in accordance with the provisions of §33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby finds and concurs with the determinations made by VDOT, and approves the said LACC as set forth below, and subject to the conditions and compensation described herein:

That there be a break in the existing limited access control line along the north side of Jubal Early Drive westbound lane of from a point opposite Station 113+10.00 (Prop. Southern Loop construction centerline) to a point opposite Station 114+10.00 (Prop. Southern Loop construction centerline), to construct a right in/right out driveway entrance on the north side of Jubal Early Drive.

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

####

**MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION**

**Richmond, Virginia**

**February 19, 1981**

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on February 19, 1981, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Moved by Mr. Delmer Robinson, seconded by Mr. Frahn,  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the War Memorial Building on Cork Street in Winchester, Virginia, on September 4, 1980, at 7:30 p.m., for the purpose of considering the location corridor of the Proposed Southern Loop from Millwood Avenue - Routes 17, 50, and 522 (at Route I-81) to Amherst Street - Route 50 (at Wood Avenue) in the City of Winchester, State Project U000-138-102, C-501; Federal Project M-5138(104); 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, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan for Line C as proposed and presented at the said location public hearing by the Department's engineers; and

BE IT FURTHER RESOLVED, that the Southern Loop (Project U000-138-102, C-501), as herein approved, be designated as a limited access highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with State Highway and Transportation Commission Policy.

**MOTION CARRIED**

**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 33-115.2 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 33-115.2 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 33-115.2 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

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

September 27, 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 Alison 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 Mark H. Merrill  
The Honorable E. Scott Kasprovicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable Frederick T. Stant, III  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Realignment of Routes 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 (Exit 313) in the City of Winchester and Frederick County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0017-034-911, R201, C501, B646 (UPC# 113535) and lineage UPC#'s 115717 and 111632 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E.  
Chief Engineer



## COUNTY of FREDERICK

---

**Mary T. Price**  
Interim County Administrator

540/665-6382  
Fax: 540/667-0370  
E-mail: [marybeth.price@fcva.us](mailto:marybeth.price@fcva.us)

August 23, 2021

Mr. Randy Kiser  
811 Commerce Rd.  
Staunton, VA 24401

Dear Mr. Kiser:

I wish to reiterate Frederick County's support of the Exit 313 bridge replacement project and the capacity improvements that were funded through SmartScale.

As you know, Exit 313 has long been an identified priority in the County's Interstate Road Improvement Plan and Comprehensive Plan and was the goal of previously unsuccessful SmartScale applications as well. A significant portion of the Frederick County population uses this facility daily which, combined with out of area traffic from and to the interstate, leads to significant traffic congestion. Additionally, the concern over the heavy volumes on this bridge that has been categorized as structurally deficient for many years is ever present. The County is eager to see these improvements move forward as expeditiously as possible and we support the limited access change per your design.

Please let us know if there is any way that we can assist in promoting this project to completion.

Yours truly,

Mary T. Price  
Interim County Administrator



Rouss City Hall  
15 North Cameron Street  
Winchester, VA 22601

Telephone:(540) 667-1815  
FAX:(540) 722-3618  
TDD:(540) 722-0782  
Website: [www.winchesterva.gov](http://www.winchesterva.gov)

August 23, 2021

Mr. Ed Carter  
Virginia Department of Transportation  
14031 Old Valley Pike  
Edinburg, VA 22824

RE: Support for Exit 313 Bridge Replacement Project

Dear Ed:

This letter is to confirm that the City of Winchester is in full support of the project to replace the bridge over Interstate-81 at Exit 313. This project has been a priority for the City for a long time and we are looking forward to its completion. We support the limited access change per your design.

If you have any questions or need any additional information, please contact me at your convenience.

Sincerely,

Dan Hoffman  
City Manager

# RE: LACC UPC 111632 - Realignment of Route 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 Exit 313

Inbox

**Lori Snider**

11:42 AM (Sept.  
16, 2021)

to Neil, me

I approve of this limited access control change from a right of way and utilities perspective.

Thank you,  
Lori

**Lori A. Snider**  
*State Right of Way & Utilities  
Director*  
Virginia Department of  
Transportation  
(434)907-4915 cell  
(804)786-5841 office  
[Lori.Snider@VDOT.Virginia.gov](mailto:Lori.Snider@VDOT.Virginia.gov)

**From:** Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
**Sent:** Thursday, September 16, 2021 11:28 AM  
**To:** Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)>  
**Cc:** George Rogerson <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
**Subject:** Fwd: LACC UPC 111632 - Realignment of Route 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 Exit 313

Lori,

I have received the attached project related LACC from L&D to review. There are two existing entrances to Shenandoah University that will be closed due to the limited access features of this project but the University is aware. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval by responding to George who is included on this email. Thank you.

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>



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

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>

Date: Thu, Sep 16, 2021 at 9:28 AM

Subject: Re: LACC UPC 111632 - Realignment of Route 17/50/522 (Millwood Pike) and Bridge Replacement over I-81 Exit 313

To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

Neil,

Yes. We are closing the existing entrance on the northside of Millwood Pike and Shenandoah University is aware of this.

**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

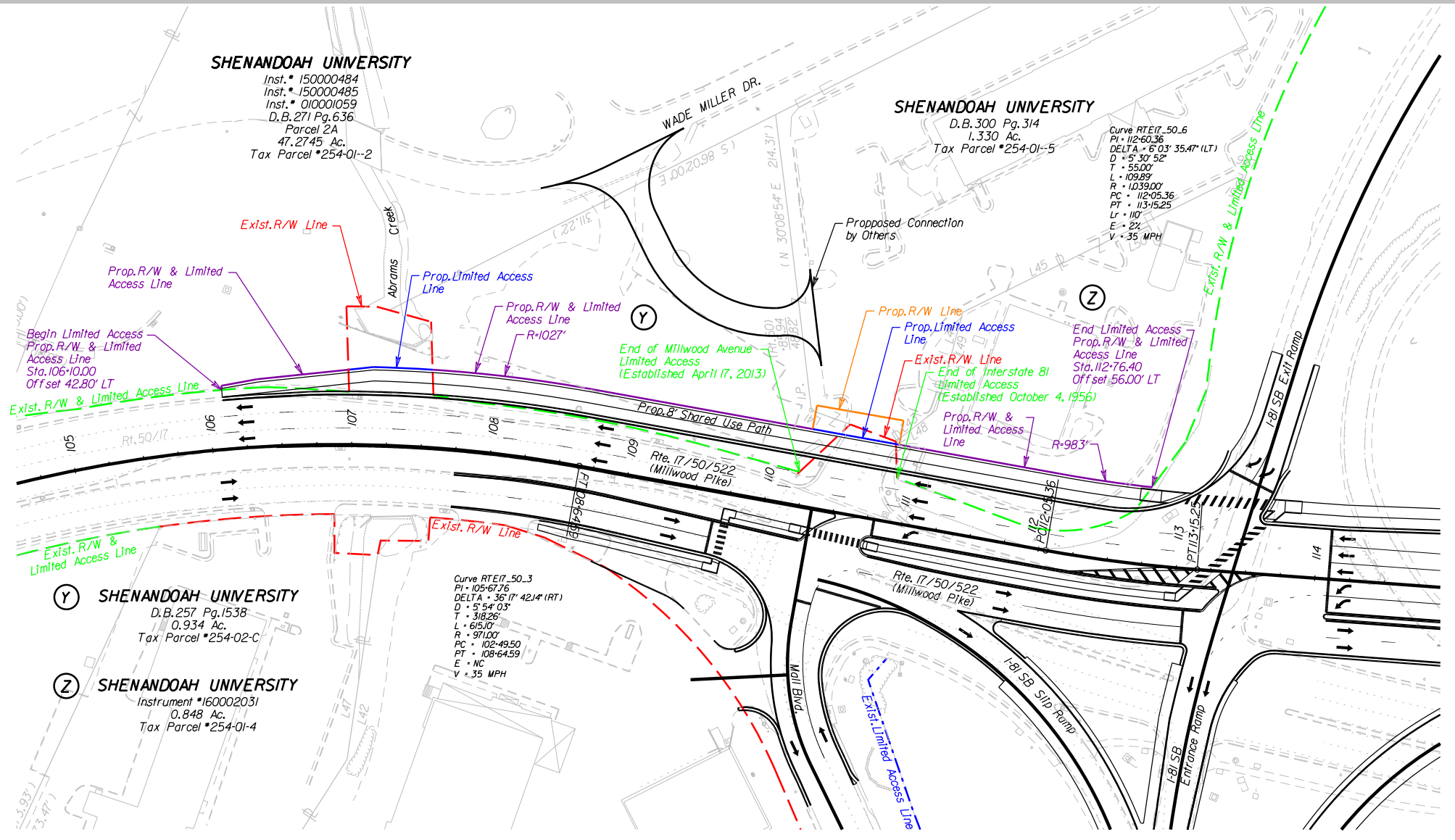
On Thu, Sep 16, 2021 at 9:21 AM Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)> wrote:  
George,

Am I looking at this right? Are we closing to existing entrances on the northside of Millwood Pike? If so, is the adjoining landowner, Shenandoah University, aware?

Neil

**Neil M. Hord**

Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>



**Notes**

Limited access control modifications approved by the Commonwealth Transportation Board by resolution dated October 4, 1956.

**Disclaimer**

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easement for right of way may be required beyond the proposed right of way shown on these plans.

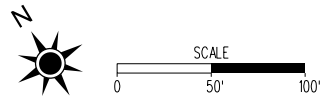
**Legend**

- Exist. R/W & Limited Access Line
- Exist. R/W Line
- Exist. Limited Access Line
- Prop. Limited Access Line
- Prop. R/W Line
- Prop. R/W & Limited Access Line

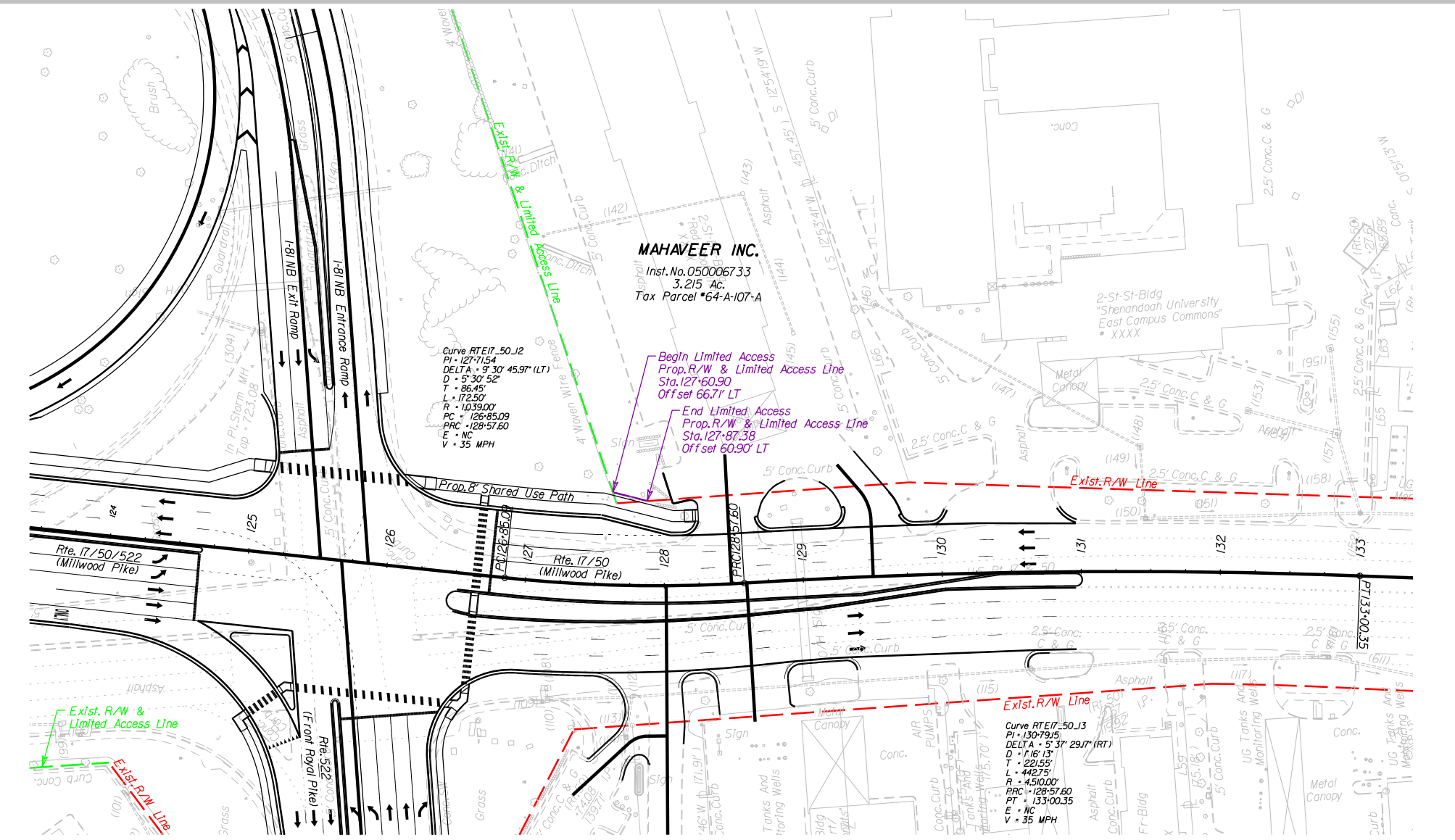
**Project Location**



**North Arrow and Scale**



Route 17/50/522 (Millwood Pike)  
 Bridge over I-81 Exit 313  
 VDOT Project # 0017-034-911, RW201, C501, B646  
 (UPC# 113535 and Ineage UPC#s 115717 and 111632)



**MAHAVEER INC.**  
 Inst. No. 050006733  
 3.215 Ac.  
 Tax Parcel #64-A-107-A

Curve RTE17\_50J2  
 PI • 127+71.54  
 DELTA • 9° 30' 45.97" (LT)  
 D • 5' 30' 52"  
 T • 86.45'  
 L • 172.50'  
 R • 1039.00'  
 PC • 126+85.09  
 PRC • 128+57.60  
 E • NC  
 V • 35 MPH

Begin Limited Access  
 Prop. R/W & Limited Access Line  
 Sta. 127+60.90  
 Off set 66.71' LT

End Limited Access  
 Prop. R/W & Limited Access Line  
 Sta. 127+87.38  
 Off set 60.90' LT

Curve RTE17\_50J3  
 PI • 130+79.15  
 DELTA • 5° 37' 29.17" (RT)  
 D • 1' 16' 13"  
 T • 221.55'  
 L • 442.75'  
 R • 4510.00'  
 PRC • 128+57.60  
 PT • 133+00.35  
 E • NC  
 V • 35 MPH

**Notes**

Limited access control modifications approved by the Commonwealth Transportation Board by resolution dated October 4, 1956.

**Disclaimer**

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easement for right of way may be required beyond the proposed right of way shown on these plans.

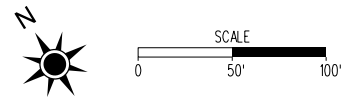
**Legend**

- Exist. R/W & Limited Access Line
- Exist. R/W Line
- Exist. Limited Access Line
- Prop. Limited Access Line
- Prop. R/W Line
- Prop. R/W & Limited Access Line

**Project Location**



**North Arrow and Scale**



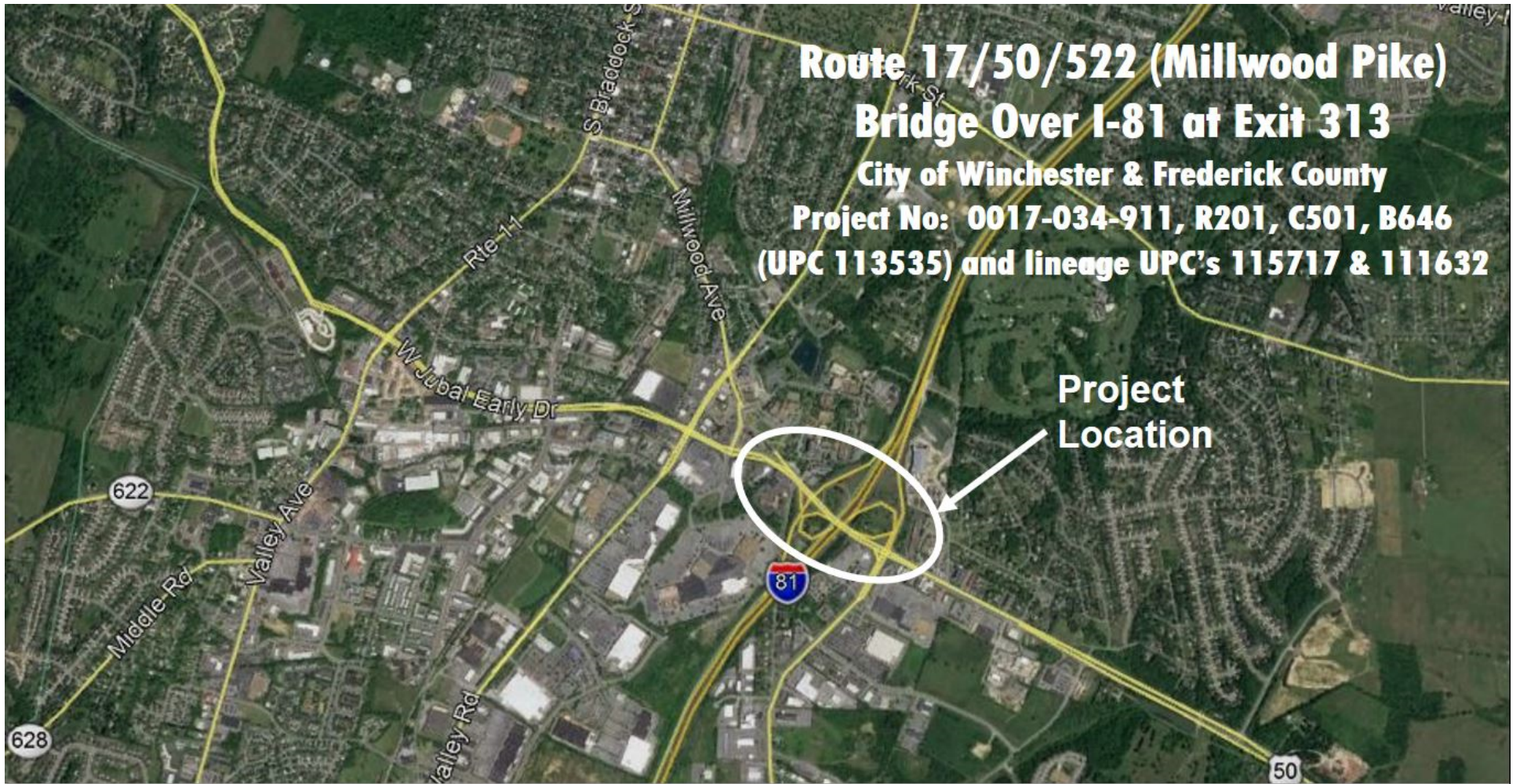
Route 17/50/522 (Millwood Pike)  
 Bridge over I-81 Exit 313  
 VDOT Project # 0017-034-911, RW201, C501, B646  
 (UPC# 113535 and Ineage UPC#s 115717 and 111632)

**Rte. 17/50/522 (Millwood Pike) Bridge over I-81 Exit 313**  
**Proposed Right of Way and Limited Access**  
**Commonwealth Transportation Board Meeting October 20, 2021**  
**VDOT Project # 0017-034-911, RW201, C501, B646 (UPC# 113535 and lineage UPC#'s 115717 and 111632)**

Corresponding Page Number on CTB Exhibits	Alignment	Station	Offset		Radius (ft)	Direction	Type
1	Rte. 17/50/522	106+10.00	42.80	LT			Proposed Limited Access and Proposed Right of Way
1	Rte. 17/50/522	112+76.40	56.00	LT	983	LT	Proposed Limited Access and Proposed Right of Way
2	Rte. 17/50/522	127+60.90	66.71	LT			Proposed Limited Access and Proposed Right of Way
2	Rte. 17/50/522	127+87.38	60.90	LT			Proposed Limited Access and Proposed Right of Way

**Route 17/50/522 (Millwood Pike)  
Bridge Over I-81 at Exit 313  
City of Winchester & Frederick County  
Project No: 0017-034-911, R201, C501, B646  
(UPC 113535) and lineage UPC's 115717 & 111632**

**Project  
Location**





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

MOTION

Made By: Seconded By:

Action:

Title: FY22-27 Six-Year Improvement Program Transfers
For August 21, 2021 through September 20, 2021

WHEREAS, Section 33.2-214(B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Table with 2 columns: Total Cost Estimate and Threshold. Rows include categories like <\$5 million, \$5 million to \$10 million, and >\$10 million with corresponding allocation increase thresholds.

**WHEREAS**, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

**WHEREAS**, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate.

**NOW THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

####

## CTB Decision Brief

### FY2022-2027 Six-Year Improvement Program Transfers For August 21, 2021 through September 20, 2021

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

**Facts:** On June 23, 2021, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from August 21, 2021 through September 20, 2021 is attached.

**Recommendations:** VDOT recommends the approval of the transfers exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2022– 2027 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Result, if Approved:** If approved, the funds will be transferred from the donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Options:** Approve, Deny, or Defer.



Decision Brief

FY22-27 Six-Year Improvement Program Transfers for August 21, 2021 through September 20, 2021

October 20, 2021

Page 2 of 2

**Public Comments/Reactions:** None

**Six-Year Improvement Program Allocation Transfer Threshold Report**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Culpeper	SUP from 5th St Sta. dev to ex. facilities on 5th St. Extend	109609	Culpeper	Standardsville Sidewalk - Main Street Pedestrian Improvements	105918	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$407,920	\$1,757,456	\$1,757,456	30.2%	Transfer of surplus funds recommended by Local Assistance Division and District between underway projects.
2	Hampton Roads	Pembroke Ave (3A) - Reconstruct C&G, sidewalk, crosswalks	110008	Hampton Roads	N. King Street Improvements - Phase IV	107340	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$785,238	\$3,797,441	\$3,797,442	26.1%	Transfer of surplus funds recommended by Local Assistance Division and District between scheduled projects.
3	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70715	Hampton Roads	George Washington Highway Widening	115423	Hampton Roads HIP-CRSSA - Federal (CFC390)	\$1,000,000	\$7,969,143	\$36,024,000	14.3%	Transfer of surplus funds recommended by MPO and District from the District RSTP Balance Entry line item to fund a scheduled project.
4	Northern Virginia	VRE Rippon Platforms	T10671	Northern Virginia	VRE BROAD RUN EXPANSION	T8523	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11), CMAQ TERMS (CF5100), CMAQ TERMS Match (CS5101)	\$6,289,930	\$29,066,399	\$137,230,000	27.6%	Transfer of surplus funds recommended by MPO and District between scheduled projects.
5	Richmond	RTE 651 (Belmont Rd, Whitepine-Courthouse) - RECONSTRUCTION	108644	Richmond	RTE 1703 (McRae Rd, Rockaway Rd-Forest Hill Ave) - SIDEWALK	108647	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$812,000	\$3,612,000	\$3,612,000	29.0%	Transfer of surplus funds recommended by Local Assistance Division and District from a completed project to fund a scheduled project.
6	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	Brook Road & Hilliard Road Trail	118153	Richmond HIP-CRSSA - Federal (CFC290)	\$1,999,906	\$4,757,000	\$4,757,000	72.5%	Transfer of surplus funds recommended by MPO and District from the District RSTP Balance Entry line item to fund a scheduled project.
7	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	Walnut Avenue Bicycle and Pedestrian Accommodations	113565	Roanoke HIP-CRSSA - Federal (CFC490), RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	\$336,110	\$881,360	\$881,360	61.6%	Transfer of surplus funds recommended by MPO and District from the district RSTP Balance Entry line item to fund a scheduled project.
8	Salem	#181CIP O&M SWRO SSP FY21-27	116385	Staunton	#181CIP O&M NWRO SSP FY21-27	116384	I-81 Corridor Funds - State (CS9181)	\$2,435,184	\$10,929,801	\$10,929,801	28.7%	Transfer of surplus funds recommended by District between underway projects.

**Six-Year Improvement Program Allocation Transfer Threshold Report**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Hampton Roads	Pocahontas Trail Reconstruction, Suffolk Bypass ITS Improvements	102980	Hampton Roads	Suffolk Bypass ITS Improvements	102994	Accounts Receivable - Urban (NR), RSTP : Hampton Roads (CF2M30), RSTP Match : Hampton Roads (CS2M31)	\$165,000	\$2,172,909	\$2,172,909	8.2%	Transfer of surplus funds recommended by MPO and District from a scheduled project to fund an underway project.
B	Hampton Roads	22nd Street Bridge Replacement	108665	Hampton Roads	Johnstown Road Widening	117129	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$763,970	\$16,957,172	\$22,500,000	4.7%	Transfer of surplus funds recommended by Local Assistance Division and District from a completed project to fund a scheduled project.
C	Northern Virginia	GRANT AVENUE	118309	Northern Virginia	ROUTE 28 WIDENING - MANASSAS	96721	Revenue Sharing Local Match (NPL201), NVTAR Funds (NPRV22), Revenue Sharing State Match (CNS202)	\$528,295	\$21,316,943	\$20,159,565	2.5%	Transfer of surplus funds recommended by MPO and District from a scheduled project to fund an underway project.
D	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Northern Virginia	#SMART18 - ROUTE 29 WIDENING - PH II	110329	GARVEE - High Priority (CNB296)	\$1,341,119	\$97,020,683	\$97,020,683	1.4%	Transfer of surplus funds recommended by District from the Statewide HPP Balance Entry line item to fund a scheduled project.
E	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	LAKEVIEW AVE - MINOR WIDENING	101288	RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1)	\$300,350	\$5,548,748	\$5,799,240	5.7%	Transfer of surplus funds recommended by MPO and District from the District RSTP Balance Entry line item to fund an underway project.
F	Richmond	HSIP Safety Pre-Scoping -- RICHMOND DISTRICT	120008	Richmond	SAFETY PRESCOPING- RICHMOND DISTRICT	108890	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$50,034	\$669,110	\$669,110	8.1%	Transfer of surplus funds recommended by Traffic Engineering Division and District between underway projects.
G	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Salem	13TH STREET IMPROVEMENTS	688	Bond Proceeds - Capital Projects Revenue (CNB267)	\$129,212	\$25,163,798	\$25,034,586	0.5%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
H	Salem	Rt. 220 Safety Improvements	109580	Salem	#HB2.FY17 Roanoke Co, RRG, Green Hill Pk to Riverside Pk	97171	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$17,622	\$12,715,100	\$12,801,358	0.1%	Transfer of surplus funds recommended by Traffic Engineering Division and District from a completed project to fund a scheduled project.
I	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR21VP FY21 Plant Mix Districtwide Primaries	118336	SGR Paving Federal NHPP (SFP110), SGR Paving Soft Match NHPP (SFP111), SGR Paving State (SSP700)	\$75,000	\$5,368,988	\$5,368,988	1.4%	Transfer of surplus funds recommended by Maintenance Division and District from the District Paving Balance Entry line item to fund an underway project.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 6*

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

**October 20, 2021**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027**

**WHEREAS**, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

**WHEREAS**, after due consideration the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

**WHEREAS**, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

**WHEREAS**, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

**WHEREAS**, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

**WHEREAS**, the projects shown in Appendix A were not included in the FY 2022-2027 Program adopted by the Board on June 23, 2021; and

**WHEREAS**, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

**NOW THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 and are approved.

#####

## CTB Decision Brief

### Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022 - 2027

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with the statutory formula.

**Facts:** The CTB must adopt a Program of anticipated projects and programs by July 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 23, 2021, after due consideration, the CTB adopted a Final FY 2022-2027 Program.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2022–2027.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2022–2027 to meet the CTB’s statutory requirements.

**Result, if Approved:** If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2022-2027.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None

**Appendix A**  
**Amendments to the FY2022-2027 SYIP**

<b>UPC</b>	<b>District</b>	<b>Jurisdiction</b>	<b>Route</b>	<b>Project Description</b>	<b>Total Cost</b>	<b>Total Allocation</b>	<b>Balance</b>	<b>Major Fund Source</b>	<b>Fully Funded</b>
119726	Bristol	Bland County	1008	Extension of Route 1008 - Rural Addition	\$22,000	\$22,000	\$0	Local Accounts Receivable	Yes
					<b>\$22,000</b>	<b>\$22,000</b>	<b>\$0</b>		



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

**Title: Recreational Access to Biscuit Run Park  
Project RECR-002-017, Albemarle County**

**WHEREAS**, § 33.2-1510 of the *Code of Virginia* sets forth that the General Assembly of Virginia has found and declared that it is “. . . in the public interest that access roads and bikeways to public recreational areas and historical sites be provided . . .” and sets aside highway funds for such purpose, “. . . [w]hen the Director of the Department of Conservation and Recreation has designated a public recreational area as such . . . and recommends to the [Commonwealth Transportation] Board that an access road or bikeway be provided or maintained to that area”; and

**WHEREAS**, the Director of the Department of Conservation and Recreation (DCR) and the Commonwealth Transportation Board (CTB) have adopted a joint policy to govern the use of the Recreational Access Fund pursuant to § 33.2-1510 of the *Code of Virginia*; and

**WHEREAS**, the Albemarle County Board of Supervisors has, by appropriate resolution, requested recreational access funds to provide roadway access to adequately serve recreational facilities located off of Route 20 in the state-owned and locally-operated Biscuit Run Park, and said roadway access is estimated to cost \$2.13 million; and

**WHEREAS**, the Director of DCR has designated Biscuit Run Park to be a public recreational area and has found this request to be in compliance with the provisions of § 33.2-1510 of the *Code of Virginia*; and



**WHEREAS**, the Director of DCR recommends the construction of the aforementioned access facility; and

**NOW, THEREFORE, BE IT RESOLVED**, that from the Recreational Access Fund, \$350,000 (\$250,000 unmatched and \$100,000 matched) be allocated for roadway construction to provide adequate access to facilities within Biscuit Run Park off Route 20 in Albemarle County, Project RECR-002-017, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Albemarle County and the Virginia Department of Transportation (VDOT) to provide for the:
  - a. design, administration, construction and maintenance of this project;
  - b. up to \$100,000 in matching funds, as necessary, by Albemarle County for construction of the access road; and
  - c. payment of all ineligible project costs, and of any eligible project costs in excess of the allocation amount for the roadway access project from sources other than those administered by VDOT.

####

## CTB Decision Brief

### Recreational Access – Albemarle County Biscuit Run Park

**Issue:** Pursuant to § 33.2-1510 of the *Code of Virginia*, the Albemarle County Board of Supervisors has requested funds from the Recreational Access Program to provide adequate roadway access to facilities within Albemarle County's Biscuit Run Park.

**Facts:** Section 33.2-1510 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall expend from funds set aside for the construction of access roads and bikeways to public recreational areas and historical sites. Further, this section of the *Code of Virginia* grants the CTB the authority to construct access roads and bikeways to public recreational areas and historical sites when the governing body of the locality in which the access road is to be provided passes a resolution requesting the road and when the Director of the Department of Conservation and Recreation (DCR) has designated the public recreational area as such and recommends to the CTB that an access road be provided to that area.

Biscuit Run Park is owned by the Commonwealth; however, the park will be operated by Albemarle County. Biscuit Run Park totals 1200 acres. VDOT's Local Assistance Division has coordinated with DCR staff to confirm support for the project. The Director of DCR has designated Biscuit Run Park to be a public recreational facility and has recommended utilization of Recreational Access Program funds to provide adequate access to existing facilities within the recreational area.

**Recommendations:** The roadway access project is recommended by staff as adequate to serve facilities within Biscuit Run Park and consists of plans to design and construct a quarter mile long, 30 feet wide access road off of Route 20. The road will serve as the main park entrance and carry an estimated 383 vehicles per day. The locality will administer the design and construction of the proposed road project. The project has a total construction estimate of \$2.13 million. VDOT recommends that Recreational Access Program funding in the maximum amount of \$350,000 (\$250,000 unmatched and \$100,000 matched) for the construction of roadway access be approved, subject to certain contingencies.

**Action Required by the CTB:** Prior to expending funds set aside for access roads to public recreational areas and historical sites, the *Code of Virginia* specifies that the CTB shall declare by resolution that the access road project be provided. A resolution is provided for formal vote.

**Result, if Approved:** VDOT and Albemarle County will proceed with the recreational access roadway project.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reaction:** None



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

**Title: Virginia Byway Designation – Route 240, Route 810, Route 230, and Route 626  
in Albemarle, Greene and Madison Counties**

**WHEREAS**, under the authority of §33.2-405 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board (CTB) is authorized to designate Virginia Byways in cooperation with the Virginia Department of Conservation and Recreation (DCR) after providing notice and the opportunity for a hearing; and

**WHEREAS**, at the request of the Albemarle, Greene, and Madison Counties Boards of Supervisors, the staffs of DCR and the Virginia Department of Transportation (VDOT) have reviewed and determined that the following routes substantially meet the current criteria as Virginia Byways:

- Route 240 – from the intersection with Route 250 (Brownsville) to the intersection with Route 810 in Crozet
- Route 810 – from the intersection with Route 240 within Crozet to the Greene County line.
- Route 810 – from the Albemarle County line to Route 33 in Stanardsville
- Route 230 – in Stanardsville from Business Route 33 to the Madison County line
- Route 230 – from the Greene County line to Route 29
- Route 626 – from Route 29 to the intersection with Route 231 in the Town of Madison

**WHEREAS**, the DCR Director, on September 25, 2020, recommended to VDOT that the route herein described be designated as a Virginia Byway; and

**WHEREAS**, the procedures required by §33.2-405 have been followed and the views of the citizens and local governing body have been considered; and

**WHEREAS**, once designated as a Virginia Byway, it is the sense of the CTB that such designation should not limit roadway improvements or maintenance by VDOT, or prevent the CTB from exercising its general power and duties to locate, construct, improve and maintain all highways in the Commonwealth.

**NOW, THEREFORE BE IT RESOLVED**, that Routes 240 and 810 in Albemarle County; Routes 810 and 230 in Greene County; and Routes 230 and 626 in Madison County are herein described be designated as a Virginia Byway.

**BE IT FURTHER RESOLVED**, that VDOT is directed to make every effort to ensure that the scenic integrity of Virginia's Byways is maintained in order to preserve and protect the unique natural resources, and promote and protect Virginia's vital tourism industry and the thousands of jobs associated therewith.

#####

## CTB DECISION BRIEF

### Virginia Byway Designations

#### Routes 240, 810, 230 and 626 in Albemarle, Greene and Madison Counties

**Issue:** §33.1-62 of the *Code of Virginia* (1950), as amended, authorizes the Commonwealth Transportation Board (CTB), in cooperation with the Department of Conservation and Recreation (DCR), to designate Virginia Byways. Although the two agencies may take the initiative with respect to the designation of a highway as a Virginia Byway, typically, the governing body of a locality requests, by resolution, the designation of a road as a Virginia Byway and the agencies then review the request.

**Facts:** The Albemarle County Board of Supervisors, at its 7 July 2021 meeting, adopted a resolution supporting the designation of Route 240 from its intersection with Route 250 to Route 810; and the designation of Route 810 in Crozet through Albemarle to the Greene County line as Virginia Byways.

The Greene County Board of Supervisors, at its 22 January 2019 meeting, adopted a resolution supporting the designation of Route 810 from the Albemarle County line to Route 33 in Stanardsville; and Route 230 in Stanardsville from Business Route 33 to the Madison County line as Virginia Byways.

The Madison County Board of Supervisors, at its 27 November 2018 meeting, adopted a resolution supporting the designation of Route 230 from the Greene County line to Route 29; and Route 626 from Route 29 to designated Virginia Byway Route 231, as Virginia Byways.

A review team comprised of staff from DCR and VDOT evaluated the abovementioned routes in Albemarle, Greene, and Madison Counties, and determined the routes, as depicted on the attached location map, meet the current adopted criteria for designation as Virginia Byways. Providing a panoramic view of the Blue Ridge Mountains and Shenandoah National Park the corridor takes travelers along rural agricultural foothills and passes through three historic districts (Crozet, Stanardsville, and Madison County Courthouse). Easily accessible attractions along the corridor are numerous vineyards (Mountfair, White Hall, Moss, etc.), recreational sites (Sugar Hollow Park, Patricia Ann Byrom Forest Park, etc.) farmers markets, and Blue Ridge Heritage Memorials. Blue Ridge Heritage Memorials honor the families displaced from the Blue Ridge Mountains when Shenandoah National Park was created in the 1930s. Collectively, these attributes provide justification for consideration of these designations. If approved, 41.0 miles will be added to the Virginia Byway system, bringing the total inventory to approximately 3,500 miles.

**Recommendation:** The CTB approve the following designations

Albemarle County: Route 240 from Route 250 (Brownsville) to Route 810, (1.4 miles)  
Route 810 from Route 240 to the Greene County line, (19.7 miles)

Greene County: Route 810 from the Albemarle County line to Route 33, (8.1 miles)  
Route 230 from Business Route 33 to the Madison County line, (3.4 miles)

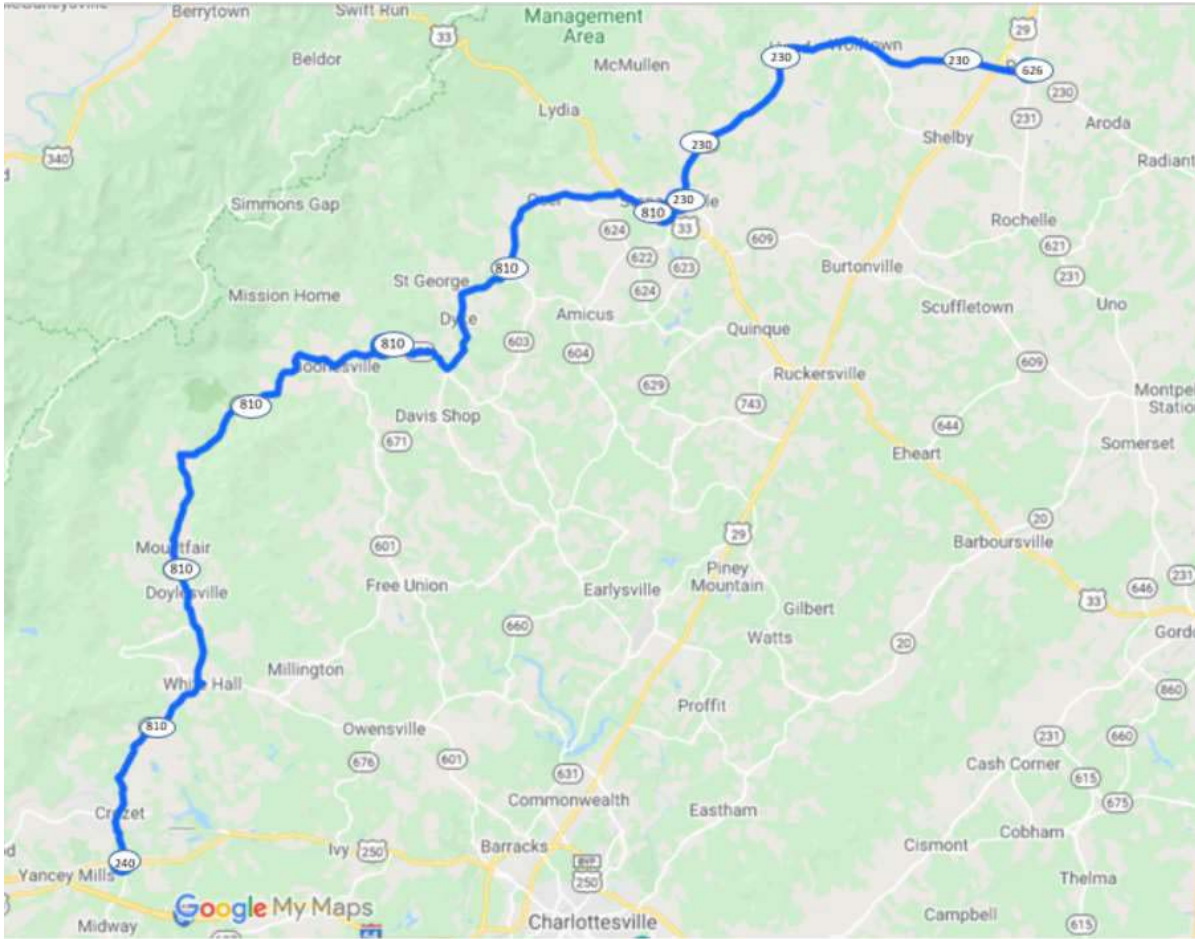
Madison County:      Route 230 from the Greene County line to Route 29, (7.6 miles)  
                                 Route 626 from Route 29 to Route 231, (0.8 miles)

**Action Required by the CTB:** The *Code of Virginia* requires a majority vote of the CTB before the byway designation can be implemented. A resolution is provided for a formal vote.

**Result, if Approved:** Virginia Byway signs will be installed by VDOT, at each termini and along the routes, as appropriate.

**Options:** Approve, deny, or defer.

**Public Comments/Reactions:** Albemarle County held a public hearing on 7 July 2021, no comments were received. Greene and Madison Counties elected not to hold public hearings due to previous public hearings and presentations at multiple Board meetings.





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda Item #9*

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

**October 20, 2021**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Approval of Interim Report Pursuant to Item 447.10 (Transportation Initiatives) of the 2021 Appropriations Act**

**WHEREAS**, Chapter 552 (the Appropriations Act), enacted during the 2021 Special Session 1 of the General Assembly, included Item 447.10 providing one-time appropriations for certain Transportation Initiatives; and

**WHEREAS**, more specifically, funds appropriated in Item 447.10 represent one-time federal funds, one-time general funds and uncommitted state funds in special programs for economic development and access purposes from previous fiscal years and include:

- \$233,400,000 in the first year in public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260),
- \$20,000,000 in the first year out of uncommitted balances in the Transportation Partnership Opportunity Fund established pursuant to § [33.2-1528.1](#),
- \$15,000,000 in the first year in uncommitted balances previously allocated for Financial Assistance for Planning, Access Road, and Special Projects (60704), and
- \$55,000,000 in the second year from the general fund; and

**WHEREAS**, Item 447.10 provides that the foregoing funds shall be used by the Commonwealth Transportation Board (Board) to support certain transportation initiatives as follows:



1. Up to \$83,500,000 shall be transferred to extend intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increase the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC;
2. Up to \$83,500,000 shall be transferred to improve commuter rail service on the Virginia Railway Express Manassas Line;
3. Up to \$93,100,000 shall be transferred to/used for improvements to the Interstate 64 Corridor as follows: (i) to provide any amounts necessary to complete the funding plan for the Hampton Roads Express Lanes as identified in the Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network, and (ii) any remaining amounts to improve Interstate 64 between exit 205 and exit 234 as determined by the Commonwealth Transportation Board;
4. Up to \$32,400,000 shall be transferred as necessary to ensure the Commonwealth can provide its share of the dedicated regional funding for the Washington Metropolitan Area Transit Authority for fiscal year 2022 to be deposited into the Washington Metropolitan Area Transit Authority Capital Fund (60905) established pursuant to § [33.2-3401](#), and any amounts remaining after that shall be provided to the Northern Virginia Transportation Commission to reduce the fiscal year 2022 operational obligations of its member jurisdictions, based on the current formula, to Metrorail, Metrobus and MetroAccess services;
5. Up to \$10,000,000 shall be transferred for regional trails to support the planning, development and construction of multi-use trails with priority given by the Board to developing new regional trails, to projects to improve connectivity of existing trail networks, and to geographic diversity in the use of such funds;
6. Up to \$10,900,000 shall be transferred and used for purposes set forth in subsection F of § 33.2-1526.1:2, to establish pilot programs for fare-free transit with urban and rural transit providers, and an amount not to exceed \$900,000 may be used to study transit equity and modernization in the Commonwealth; and,
7. Up to \$10,000,000 shall be transferred for a connected infrastructure redevelopment demonstration program within and adjacent to the Virginia Tech campus in the City of Falls Church; and

**WHEREAS**, Item 447.10 further provides that the Board shall provide an interim report to the Governor and the General Assembly on the use of the funds provided by this item no later than November 1, 2021 (Transportation Initiatives Interim Report) and a final report to the Governor and the General Assembly no later than June 30, 2022; and

**WHEREAS**, during the October Workshop, a presentation as well as a draft Transportation Initiatives Interim Report (Attachment A) was provided to the Board regarding the use of funds pursuant to Item 447.10 thus far, and approval of the Interim Report is sought.

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board hereby approves the Transportation Initiatives Interim Report attached hereto as Attachment A and authorizes the Secretary of Transportation, as Chair of the Board, to submit the report to the Governor and the General Assembly, with such changes as the Secretary deems appropriate.

####

**CTB Decision Brief**  
**Approval of Interim Report Pursuant to Item 447.10 (Transportation Initiatives) of the 2021 Appropriations Act**

**Issue:** Chapter 552 (the Appropriations Act), enacted during the 2021 Special Session 1 of the General Assembly, included Item 447.10, providing one-time appropriations of funds, and directing that the Commonwealth Transportation Board use the appropriated funds, for certain Transportation Initiatives. Item 447.10 further provides that the Board is to provide an interim report to the Governor and the General Assembly on the use of the funds provided by the Item no later than November 1, 2021 (Transportation Initiatives Interim Report) and a final report to the Governor and the General Assembly no later than June 30, 2022. Approval of, and authority for the Secretary of Transportation to submit, the Transportation Initiatives Interim Report is sought.

**Facts:** Funds appropriated in Item 447.10 represent one-time federal funds, one-time general funds and uncommitted state funds in special programs for economic development and access purposes from previous fiscal years and include:

- \$233,400,000 in the first year in public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260),
- \$20,000,000 in the first year out of uncommitted balances in the Transportation Partnership Opportunity Fund established pursuant to § [33.2-1528.1](#),
- \$15,000,000 in the first year in uncommitted balances previously allocated for Financial Assistance for Planning, Access Road, and Special Projects (60704), and
- \$55,000,000 in the second year from the general fund; and

Item 447.10 requires that the foregoing funds be used by the Commonwealth Transportation Board (Board) to support certain transportation initiatives as follows:

1. Up to \$83,500,000 shall be transferred to extend intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increase the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC;
2. Up to \$83,500,000 shall be transferred to improve commuter rail service on the Virginia Railway Express Manassas Line;
3. Up to \$93,100,000 shall be transferred to/used for improvements to the Interstate 64 Corridor as follows: (i) to provide any amounts necessary to complete the funding plan for the Hampton Roads Express Lanes as identified in the Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network, and (ii) any remaining amounts to improve Interstate 64 between exit 205 and exit 234 as determined by the Commonwealth Transportation Board;
4. Up to \$32,400,000 shall be transferred as necessary to ensure the Commonwealth can provide its share of the dedicated regional funding for the Washington Metropolitan Area Transit Authority for fiscal year 2022 to be deposited into the Washington Metropolitan

Area Transit Authority Capital Fund (60905) established pursuant to § [33.2-3401](#), and any amounts remaining after that shall be provided to the Northern Virginia Transportation Commission to reduce the fiscal year 2022 operational obligations of its member jurisdictions, based on the current formula, to Metrorail, Metrobus and MetroAccess services;

5. Up to \$10,000,000 shall be transferred for regional trails to support the planning, development and construction of multi-use trails with priority given by the Board to developing new regional trails, to projects to improve connectivity of existing trail networks, and to geographic diversity in the use of such funds;
6. Up to \$10,900,000 shall be transferred and used for purposes set forth in subsection F of § [33.2-1526.1:2](#), to establish pilot programs for fare-free transit with urban and rural transit providers, and an amount not to exceed \$900,000 may be used to study transit equity and modernization in the Commonwealth; and,
7. Up to \$10,000,000 shall be transferred for a connected infrastructure redevelopment demonstration program within and adjacent to the Virginia Tech campus in the City of Falls Church.

During the October Workshop, a presentation, as well as a draft Transportation Initiatives Interim Report (Attachment A), was provided to the Board regarding the use of funds pursuant to Item 447.10 thus far, and approval of the Interim Report is sought.

**Recommendations:** It is recommended that the Board approve the Transportation Initiatives Interim Report attached hereto as Attachment A and authorize the Secretary of Transportation, as Chair of the Board, to submit the report to the Governor and the General Assembly, with such changes as the Secretary deems appropriate.

**Action Required by CTB:** A majority of the Board must approve the Transportation Initiatives Interim Report and authorize its submission to the Governor and General Assembly. A resolution will be provided for the Board's consideration.

**Result if Approved:** The Transportation Initiatives Interim Report will be finalized and submitted to the Governor and General Assembly

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** N/A.

November 1, 2021  
The Honorable Ralph Northam  
Members of the Virginia General Assembly  
Page 1

November 1, 2021

The Honorable Ralph Northam  
Members of the Virginia General Assembly

Dear Ladies and Gentlemen:

Item 447.10 of Chapter 552 of the 2021 Special Session I Acts of the Assembly provided a total of \$323.4 million in one-time federal funds, one-time general funds, and uncommitted state funds in special programs for economic development and access purposes from previous fiscal years as follows:

- \$233.4 million in public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260);
- \$20.0 million out of uncommitted balances in the Transportation Partnership Opportunity Fund established pursuant to § 33.2-1528.1 of the *Code of Virginia*;
- \$15.0 million in uncommitted balances previously allocated for Financial Assistance for Planning, Access Road, and Special Projects (60704); and
- \$55.0 million in the second year from the general fund.

In accordance with Item 447.10 of Chapter 552, I am writing to provide an interim report on the use of funds as directed by this item. The Commonwealth Transportation Board (CTB) included these funds in its FY 2022-2027 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan (SYFP) approved in June 2021, thereby incorporating the funds into its budget for the prescribed uses. The following information details the directed uses of these funds pursuant to Item 447.10 B of Chapter 552, as well as the current status and use of the funds.

#### **Item 447.10 B.1**

Item 447.10 B.1 provided that up to \$83.5 million shall be transferred to Item 443 to extend intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increase the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC. The FY 2022-2027 CTF SYFP provides \$41.75 million in FY 2022 and \$41.75 million in FY 2023 to the Department of Rail and Public Transportation (DRPT) for this purpose. DRPT and Norfolk Southern executed a binding term sheet on April 2, 2021. In addition, DRPT and the Virginia Passenger Rail Authority (VPRA) are in active negotiations with Norfolk Southern to complete definitive agreements by December 2021.

#### **Item 447.10 B.2**

Item 447.10 B.2 provided that up to \$83.5 million shall be transferred to Item 442 to improve commuter rail service on the Virginia Railway Express (VRE) Manassas Line. The FY 2022-2027 CTF SYFP provides \$41.75 million in FY 2022 and \$41.75 million in FY 2023 to DRPT

for this purpose. DRPT, VPRA, and VRE are working to finalize negotiations with Norfolk Southern on an agreement for expanded VRE service on the Manassas line. Term sheet negotiations are underway.

### **Item 447.10 B.3**

Item 447.10 B.3 provided that up to \$93.1 million shall be transferred to Item 447 for improvements to the Interstate 64 Corridor as follows: (i) to provide any amounts necessary to complete the funding plan for the Hampton Roads Express Lanes as identified in the Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network (HRELN) executed pursuant to Chapter 703 of the 2020 Acts of Assembly, and (ii) any remaining amounts to improve Interstate 64 between exit 205 and exit 234 as determined by the CTB.

The 2022-2027 CTF SYFP provides \$93.1 million for the specified purpose. Pursuant to Item 447.10 F, the CTB may not distribute any funds for the HRELN until an updated traffic and revenue modeling considering summer weekend traffic volumes is completed; that effort is underway. Estimated revenue results will be provided in mid-January 2022 with the full report completed in late February 2022.

### **Item 447.10 B.4**

Item 447.10 B.4 provided that up to \$32.4 million shall be transferred to Item 442 with an amount necessary to ensure the Commonwealth can provide its share of the dedicated regional funding for the Washington Metropolitan Area Transit Authority (WMATA) for fiscal year 2022 to be deposited into the Washington Metropolitan Area Transit Authority Capital Fund (60905) established pursuant to § 33.2-3401 of the *Code of Virginia* and any amounts remaining after that shall be provided to the Northern Virginia Transportation Commission (NVTC) to reduce the fiscal year 2022 operational obligations of its member jurisdictions, based on the current formula, to Metrorail, Metrobus and MetroAccess services.

The FY 2022-2027 CTF SYFP provides \$32.4 million in FY 2022 for this purpose and the funds have been transferred to DRPT. The CTB subsequently allocated \$22,397,000 of the \$32.4 million in the FY 2022-2027 Six-Year Improvement Program (SYIP) to fully fund the \$154.5 million of WMATA Dedicated Funding for FY 2022. The remaining \$10,003,000 will be allocated between WMATA and NVTC in the fourth quarter of FY 2022 based on actual revenue collections for the WMATA Dedicated Funding sources.

### **Item 447.10 B.5**

Item 447.10 B.5 provided that up to \$10.0 million shall be transferred to Item 447 for regional trails to support the planning, development and construction of multi-use trails with priority given by the CTB to developing new regional trails, to projects to improve connectivity of existing trail networks, and to geographic diversity in the use of such funds. The FY 2022-2027 CTF SYFP provides \$10.0 million for this purpose. Pursuant to the requirements of the Appropriation Act, the Office of Intermodal Planning and Investment (OIPI) has convened a working group to identify trails, undertake a master planning process, and complete a funding needs assessment

**Item 447.10 B.6**

Item 447.10 B.6 provided that up to \$10.9 million shall be transferred to Item 442 and used for purposes set forth in subsection F of § 33.2-1526.1:2 of the *Code of Virginia*, to establish pilot programs for fare-free transit with urban and rural transit providers, and an amount not to exceed \$900,000 may be used to study transit equity and modernization in the Commonwealth. The FY 2022-2027 CTF SYFP provides \$10.9 million for this purpose. DRPT received mid-cycle grant applications for the Transit Ridership Incentive Program's fare free transit program on September 17, 2021 and presented funding recommendations to CTB on October 19, 2021. The Transit Equity and Modernization study is underway with an interim report due December 1, 2021; total study budget is \$1.8 million.

**Item 447.10 B.7**

Item 447.10 B.7 provided that up to \$10.0 million shall be transferred to Item 447 for a connected infrastructure redevelopment demonstration program within and adjacent to the Virginia Tech campus in the City of Falls Church. The FY 2022-2027 CTF SYFP provides \$10.0 million for this purpose. Planning for this program began mid-October 2021. VDOT and Virginia Transportation Research Council (VTRC) staff have been involved in pre-planning efforts and are members of both technical and executive steering committees related to this program. In addition, coordination for development of required agreement is underway.

I appreciate the support of the General Assembly in appropriating these funds for important transportation initiatives in the Commonwealth. A final update on the use of the funds will be provided no later than June 30, 2022, as required.

Respectfully,

Shannon Valentine



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 10*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

#### MOTION

**Made By: Seconded By: Action:**

**Title: Approval of I-66 Commuter Choice Round Four Supplemental Program of Projects and Inclusion into FY 2022 – FY 2027 Six Year Improvement Program**

**WHEREAS**, the Commonwealth Transportation Board (“CTB”) approved a Memorandum of Agreement (“MOA”) among the CTB, the Virginia Department of Transportation (“VDOT”) and the Northern Virginia Transportation Commission (“NVTC”) relating to implementation of the Transform 66: Inside the Beltway Project (the “Project”) on December 9, 2015, which was subsequently amended and restated on January 5, 2017, February 19, 2020, and May 19, 2021; and

**WHEREAS**, the goals of the Project are to (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options (collectively, the “Improvement Goals”), all of which are reasonably expected to benefit the users of the portion of I-66 beginning at the Capital Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia (the “Facility”); and

**WHEREAS**, the Project will facilitate implementation of recommendations from VDOT’s June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway*, and the further refinements found in its *August 2013 Supplemental Report*, as well as recommendations from the Department of Rail and Public Transportation’s (“DRPT”) 2009 Transportation Demand Management/Transit Report and its 2019 I-66 Transit and Transportation Demand Management Plan, and projects in the region’s constrained long range plan, as such plan may be updated from time to time, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility (“Components”) as described in the aforesaid VDOT and DRPT reports; and



Resolution of the Board

October 20, 2021

Approval of I-66 Commuter Choice Round Four Supplemental Program of Projects and Inclusion into FY 2022 – FY 2027 Six Year Improvement Program

Page 2 of 2

**WHEREAS**, the MOA delegated to NVTC the authority to select and administer the implementation of Components designed specifically to attain the Improvement Goals to be financed from a portion of the toll revenues of the Facility; and

**WHEREAS**, such Components shall be selected by NVTC in accordance with a process established by NVTC pursuant to the MOA; and

**WHEREAS**, the CTB shall approve the Components selected by NVTC and allocate toll revenues for them, provided the Components meet the criteria specified in the MOA and are selected in accordance with NVTC's selection process described in the MOA; and

**WHEREAS**, VDOT, on behalf of the CTB, will control and manage tolling on the Facility, with the toll revenues being utilized and distributed according to the MOA, to support the tolling operations and tolling maintenance of the Facility, and to fund the Components selected by NVTC and approved by the CTB for the Project designed specifically to attain the Improvement Goals; and

**WHEREAS**, pursuant to the MOA, as part of the Six Year Improvement Program presented to the CTB for approval in June of each year, NVTC shall submit to the CTB, Components to be funded in whole or in part with Toll Revenues from the Facility, to be paid to NVTC as provided therein; and

**WHEREAS**, the COVID-19 pandemic has resulted in significant impacts to transportation, including reductions in toll collections which have impacted the availability of revenues in FY21 and FY22 required to deliver the recommended Components; and

**WHEREAS**, the CTB approved an initial I-66 Round Four program of Components at its meeting on December 9, 2020;

**WHEREAS**, NVTC approved a supplemental program of Components, attached hereto, in the amount of \$5,750,300 at its meeting on October 7, 2021; and

**WHEREAS**, DRPT recommends that the CTB approve the supplemental program of Components, attached hereto, and allocate funding for the Components in the Six Year Improvement Program for FY 2022- FY 2027,

**NOW THEREFORE, BE IT RESOLVED** that the Board approves the I-66 Commuter Choice Round Four Supplemental Program Components, attached hereto, that have been previously approved by NVTC; and

**BE IT FURTHER RESOLVED** that the Board allocates \$5,750,300 in funding for the I-66 Commuter Choice Program Components in the Six Year Improvement Program for FY 2022-FY 2027.

#####

## CTB Decision Brief

### **Title: Approval of I-66 Commuter Choice Round Four Supplemental Program of Projects and Inclusion into FY 2022-2027 Six-Year Improvement Program**

**Issue:** In accordance with the Transform 66: Inside the Beltway Memorandum of Agreement (“MOA”) among the CTB, VDOT and the Northern Virginia Transportation Commission (NVTC), as amended, NVTC approved its Round Four supplemental program of multimodal projects for the I-66 Commuter Choice Program on October 7, 2021. The supplemental Program of Projects requires CTB approval for inclusion into the Six Year Improvement Program (SYIP) for FY 2022-2027. DRPT and NVTC staff briefed the CTB on the NVTC Round Four multimodal program development process at the CTB workshop on October 20, 2020. Previously, due to the impacts of the COVID-19 public health emergency on toll revenues, NVTC requested CTB approval for only six of ten recommended projects, which were approved by the CTB on December 9, 2020. Now NVTC is seeking CTB approval for the three remaining projects. The total cost of the proposed supplemental Program of Projects is \$5,750,300, which includes the remaining three unfunded projects to be implemented by three separate entities and NVTC program administration costs. A list of the projects approved for funding by NVTC is attached. Projects are referred to as “Components” in the MOA and the attached resolution.

**Facts:** A Memorandum of Agreement among the CTB, VDOT and NVTC relating to the implementation of the I-66 Commuter Choice Program was approved by the CTB on December 9, 2015 and executed on January 5, 2016. The MOA was subsequently amended, restated and executed by the three Parties on January 5, 2017, February 19, 2020, and May 19, 2021. The MOA delegates to NVTC the authority to select and administer the implementation of multimodal projects that are specifically designed to attain the improvement goals for the Transform 66: Inside the Beltway Project and to be financed from a portion of the toll revenues from the facility. The MOA outlines the process to be used by NVTC for selecting multimodal projects to be funded with toll revenues, and it requires the CTB to give final approval to the program of multimodal projects by allocating funding for the projects in the SYIP. Between fall 2019 and spring 2020, NVTC issued a call for projects, received and evaluated project applications, developed a proposed program of multimodal projects (with input and guidance from DRPT and VDOT), and received public input. The total cost of the proposed supplemental Program of Projects is \$5,750,300 and includes 3 projects to be implemented by two separate entities as well as NVTC program administration costs. A list of the projects approved for funding by NVTC is attached.

**Recommendation:** DRPT recommends that the CTB approve the proposed I-66 Commuter Choice Round Four Supplemental Program of Projects and include funding for the projects in the SYIP for FY 2022-2027. DRPT staff provided input and guidance to NVTC throughout the development of the proposed supplemental Program of Projects and coordinated a legal review of the program with the Office of the Attorney General. DRPT is satisfied that the proposed I-66 Commuter Choice Supplemental Program of Projects was developed in compliance with the MOA and that the selected components meet the improvement goals of Project.

**Action Required by CTB:** Approval of the attached resolution to allocate \$5,750,300 in funding for the 3 identified multimodal projects in the SYIP for FY 2022-2027.

**Options:** Approve, Deny or Defer.

**I-66 Commuter Choice, Round Four**  
**Proposed Supplemental (FY 2022) Program of Projects**

<b>Multimodal Program Project Description</b>	<b>Applicant</b>	<b>Total Funding Request</b>
TDM Strategy – I-66 Corridor Vanpool Parking Benefit	OmniRide	\$ 85,000
New Bus Service from Reston South to Crystal City	Fairfax County	\$ 5,110,800
TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	Fairfax County	\$ 154,500
Program Administration and Oversight for FY 2022	NVTC	\$ 400,000
<b>Total</b>		<b>\$ 5,750,300</b>



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 11*

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

**October 20, 2021**

#### **MOTION**

**Made By: Seconded By: Action:**

**Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting – Fiscal Year 2021**

**WHEREAS**, Chapters 854 and 856 of the 2018 Virginia Acts of Assembly restructured the Commonwealth Mass Transit Fund so that 53.5 percent of its funds shall be annually allocated to the Northern Virginia Transportation Commission (“NVTC”) for distribution to the Washington Metropolitan Area Transit Authority (“WMATA”) for capital purposes and operating assistance (“Commonwealth Mass Transit Fund WMATA Allocation”), as determined by NVTC; and

**WHEREAS**, the Virginia Code Section 33.2-1526.1 requires the CTB to withhold funding available to WMATA under the following conditions:

1. Va. Code Sec. 33.2-1526.1(J) requires that in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than three percent from the total operating assistance in the prior year's approved WMATA budget, the CTB shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after July 1, 2018; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
2. Va. Code Sec. 33.2-1526.1(K) requires the CTB to withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member

when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.

3. The eighth enactment clause of Chapters 854 and 856 of the 2018 Acts of Assembly requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017; and

**WHEREAS**, the CTB approved policy and guidelines to implement the enactment clauses by resolution of the Board on September 18, 2018, which were updated on January 19, 2021, which require that DRPT analyze information received from WMATA and make a recommendation on enforcement actions, if any, to be taken; and

**WHEREAS**, DRPT has completed a review of WMATA’s compliance with such requirements, in consultation with the Office of the Attorney General, and has presented their findings and recommendations to the Board; and

**NOW THEREFORE, BE IT RESOLVED** that the Board hereby adopts the following findings relative to WMATA’s compliance for Fiscal Year 2021:

**Three Percent Cap on Growth in Total Virginia Operating Assistance (Va. Code Sec. 33.2-1526.1(C)(3))**

1. WMATA has met the requirements of the statute and Board policy for FY2021.
2. No enforcement action to be taken for FY2021.

**Participation by Alternate Directors of the WMATA Board (Va. Code Sec. 33.2-1526.1(K))**

1. WMATA has met the requirements of the statute and Board policy for FY2021.
2. No enforcement action to be taken for FY2021.

**Adoption of a Detailed Capital Improvement Program (Enactment Clause 8(i) of Chapters 854 and 856 of the 2018 Virginia Acts of Assembly)**

1. WMATA has met the minimum requirements for compliance with the statute and CTB policy.

2. No enforcement action to be taken for FY2021.

**Adoption or Update of a Strategic Plan (Enactment Clause 8(ii) of Chapters 854 and 856 of the 2018 Virginia Acts of Assembly)**

1. WMATA has met the minimum requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY2021.

#####

## CTB Decision Brief

### **Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting – Fiscal Year 2021**

**Issue:** In accordance with the CTB Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA) that was approved by the CTB on September 18, 2018, and updated January 19, 2021, WMATA must provide notifications to DRPT by July 1 of each year regarding its compliance with four specific legislative and CTB policy requirements. DRPT is required to analyze the information received from WMATA and present to the CTB, in September of each year (beginning in 2019), a recommendation on enforcement actions, if any, that are required to be taken by the CTB policy. A resolution approving DRPT’s recommendations as presented is required.

**Facts:** WMATA provided the required notifications for FY 2021 actions to DRPT in two separate letters dated June 24 and July 1, 2021. DRPT staff reviewed and analyzed the information received from WMATA, and DRPT Director Jennifer Mitchell presented DRPT’s findings and recommendations to the CTB at its workshop on September 14, 2021. The four specific legislative and CTB Policy requirements that WMATA must document compliance with include the annual adoption of a detailed Capital Improvement Program (CIP), the adoption or update of a Strategic Plan at least every 36 months, a three percent cap on growth in total Virginia operating assistance from the previous fiscal year, and restrictions on the participation by Alternate Directors to the WMATA Board. WMATA must also certify that it held public hearings on the CIP and Strategic Plan prior to adoption. DRPT found that WMATA met the standards for compliance with all four legislative and CTB Policy requirements in FY 2021.

**Recommendation:** Based on its analysis of the required information received from WMATA, DRPT recommends that the CTB take no enforcement actions against WMATA related to its FY 2021 compliance with the 2018 CTB Policy and legislative requirements.

**Action Required by CTB:** Approval of the attached resolution certifying that the CTB will take no enforcement actions against WMATA related to its FY 2021 compliance with the 2018 CTB Policy and legislative requirements.

**Options:** Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 20, 2021

MOTION

Made By: Seconded By:

Action:

Title: Transfers in the Six-Year Improvement Program for Fiscal Years 2022-2027

WHEREAS, Section 33.2-214 (B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

WHEREAS, the Board authorized the Director of the Department of Rail and Public

Table with 2 columns: Total Project Cost, Threshold. Rows include cost ranges like <\$5 million and corresponding thresholds like >20% increase in DRPT controlled funds.

Transportation to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:



**WHEREAS**, the Board directed that (a) the Director of the Department of Rail and Public Transportation shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Director of the Department of Rail and Public Transportation shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

**WHEREAS**, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate.

**NOW, THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

###

## CTB Decision Brief

### Six-Year Improvement Program Transfers for September 1, 2021 through September 30, 2021

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with policy or statutory formula.

**Facts:** On June 23, 2021, the CTB authorized the Director of the Department of Rail and Public Transportation to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027, to release funds no longer needed for the delivery of the projects, and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with CTB's priorities for programming funds, federal/state eligibility requirements, and the following thresholds:

Total Project Cost	Threshold
<\$5 million	>20% increase in DRPT controlled funds
\$5 million to \$10 million	>\$1 million increase in DRPT controlled funds
>\$10 million	>10% or >\$5 million increase in DRPT controlled funds

In addition, the CTB resolved that the Director of the Department of Rail and Public Transportation should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from September 1, 2021 through September 30, 2021 is attached.

**Recommendations:** DRPT recommends the approval of the transfers exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2022– 2027 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Results, if Approved:** If approved, the funds will be transferred from the donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None.

**DRPT SYIP Allocation Transfer Report for the Period September 1, 2021 through September 30, 2021**

Donor District	Donor Project #	Donor Description	Recipient District	Recipient Description	Recipient Project #	Fund Source	Transfer Amount	Original Allocation	Total Project Cost	Transfer Percent	Comments
Richmond	73221-00	Deobligated	Richmond	Hanover County	44022-16	MTTF Paratransit	\$ 80,000				
Richmond	44020-97	Deobligated	Richmond	Hanover County	44022-16	FTA 5310	\$ 100,000	\$ 224,599			
<b>Total for 44022-16:</b>							<u>\$ 180,000</u>	<u>\$ 224,599</u>	<u>\$ 424,599</u>		

Original allocation was 100% federal  
80% Human Services Operating - Richmond



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 13*

**RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD  
October 20, 2021  
MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

**Title: Addition of Projects to the Six-Year Improvement Program for  
Fiscal Years 2022-2027**

**WHEREAS**, Section 33.2-214 (B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

**WHEREAS**, after due consideration the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

**WHEREAS**, § 33.2-214(B) of the Code of Virginia provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and 58.1-638 of the Code of Virginia, by adopting a Program; and

**WHEREAS**, § 58.1-638 authorizes allocations to local governing bodies, transportation district commissions, or public service corporations for, among other things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

**WHEREAS**, the project shown in Appendix A was not included in the Fiscal Years 2022-2027 Program adopted by the Board on June 23, 2021; and

**WHEREAS**, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board, that the project shown in Appendix A is added to the Six-Year Improvement Program for Fiscal Years 2022 through 2027 and are approved.

####

## CTB Decision Brief

### **Six-Year Improvement Program Additions for Fiscal Years 2022 - 2027**

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with policy or statutory formula.

**Facts:** The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1<sup>st</sup> of each year in accordance with Section 33.2-214 (B). The CTB adopted the FY 2022-2027 SYIP on June 23, 2021. The project in the DRPT Appendix A was not in the final FY 2021-2026 SYIP adopted by the CTB.

#### **Recommendations:**

The Department of Rail and Public Transportation (DRPT) recommends addition of the project in DRPT Appendix A to the Program for FY 2022-2027.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to add the project listed in DRPT Appendix A to the Program for FY 2022-2027.

**Results, if Approved:** If the resolution is approved, the project listed in DRPT Appendix A will be added to the Program for FY 2022-2027

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None.

DRPT SYIP Project Additions for FY2022-FY2027 SYIP

Row	Recipient District	Recipient Description	Project Description	Fund Source	State Funding Amount	Comments
1	Northern Virginia	NVTC - City of Fairfax	Capital Program - Purchase Two Hybrid Bus Batteries	MTTF Capital	\$ 86,518	The City of Fairfax needs replacement hybrid bus batteries to charge existing buses until replacement buses can be delivered.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 14*

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

**October 20, 2021**

#### **MOTION**

**Made By: Seconded By: Action:**

#### **Title: Rail Industrial Access – North Branch Resources**

**WHEREAS**, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects (RIA); and

**WHEREAS**, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

**WHEREAS**, North Branch Resources has submitted an application for RIA grant funds in the amount of \$230,000 toward construction of 900 feet of track to serve a facility in the County of Hanover; and

**WHEREAS**, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 56 points, has recommended approval of the project; and

**WHEREAS**, the County of Hanover, Virginia has, by resolution dated May 26, 2021, shown support for the application of up to \$230,000 in RIA funds for assistance in expanding track facilities to serve the North Branch Resources facility located in the County of Hanover; and

**WHEREAS**, Buckingham Branch Railroad, by letter dated March 17, 2021, has indicated its support for the project and has agreed to serve the facility; and

**WHEREAS**, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

**WHEREAS**, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose;

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby approves that \$230,000 of the RIA Fund be provided to construct approximately 900 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$230,000 RIA grant must be borne by North Branch Resources or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by North Branch Resources to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

####



## **CTB Decision Brief**

### **Rail Industrial Access Applicant**

**Location: County of Hanover, Virginia**

#### **North Branch Resources**

**Summary:** North Branch Resources is a company which deals in Calciment, a soil stabilization by-product of cement, in the County of Hanover, Virginia. The company has submitted an application for Rail Industrial Access grant funds in the amount of \$230,000 to construct a new rail spur at their facility.

This project is part of North Branch Resources' initiative to resurrect the Calciment market in the southeastern United States. The construction of the industrial sidetrack is critical to North Branch Resource's expansion for capacity and will add an additional four employees.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 56 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 101 new rail carloads annually.
  - Applicant incorrectly filled out original application and combined current and expected annual carloads for a total of 300 annual carloads in the space for "carloads expected on net track". The original application scored based on 180 new carloads.
  - The revised application reflects current annual carloads of 83 plus 101 new carloads on the new rail spur for a total of 184 annual carloads. The new application scored based on 101 new carloads.
  - This change did not affect the Applicant's score of 56 points and the Department still recommends this project.
- The minimum threshold for carloads is ten carloads annually.
- The Applicant commits to four new jobs.
- The Applicant's new 900 foot rail siding will divert approximately 343 trucks from Virginia highways per year.
- Total capital investment in the expanded facility is estimated at \$1.8M.
- Total railroad track construction cost is estimated at \$355,000.
- Applicant is responsible for minimum 30% match toward rail costs.

- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

**Source of State Funds:** FY 2022 Industrial, Airport, and Rail Access Fund

**Recommendation:** In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

**Action Required by CTB:** CTB policy for Rail Industrial Access requires Board action on the resolution.

**Options:** Approve, Deny, or Defer



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 15*

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

**October 20, 2021**

#### **MOTION**

**Made By: Seconded By: Action:**

**Title: Rail Industrial Access – Recycling Management Resources Richmond LLC**

**WHEREAS**, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects (RIA); and

**WHEREAS**, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

**WHEREAS**, Recycling Management Resources Richmond LLC has submitted an application for RIA grant funds in the amount of \$259,000 toward rehabilitation of 2,321 feet of track to serve a facility in the County of Henrico; and

**WHEREAS**, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 54 points, has recommended approval of the project; and

**WHEREAS**, the County of Henrico, Virginia has, by resolution dated May 11, 2021, shown support for the application of up to \$259,000 in RIA funds for assistance in rehabilitating track facilities to serve the Recycling Management Resources Richmond LLC facility located in the County of Henrico; and

**WHEREAS**, CSX Railroad, by letter dated July 29, 2021, has indicated its support for the project and has agreed to serve the facility; and

**WHEREAS**, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

**WHEREAS**, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose;

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby approves that \$259,000 of the RIA Fund be provided to rehabilitate approximately 2,321 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$259,000 RIA grant must be borne by Recycling Management Resources Richmond LLC or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by Recycling Management Resources Richmond LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

#####

## **CTB Decision Brief**

### **Rail Industrial Access Applicant**

**Location: County of Henrico, Virginia**

### **Recycling Management Resources Richmond LLC**

**Summary:** Recycling Management Resources Richmond LLC (RMR) is a family owned, supplier focused, full-service recycler handling over 400,000 tons of materials annually, in the County of Henrico, Virginia. The company has submitted an application for Rail Industrial Access grant funds in the amount of \$259,000 to rehabilitate an existing rail spur at their facility.

This project is part of RMR's initiative to expand their footprint in the Richmond market by opening new markets for inbound volume as well as allowing new outbound marketing and shipping opportunities. The rehabilitation of the industrial sidetrack is critical to RMR's business plan for expanded capacity and will add an additional six employees.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 54 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 520 rail carloads annually.
- The minimum threshold for carloads is 301 carloads annually.
- The Applicant commits to six new jobs.
- The Applicant's rehabilitated 2,321 foot rail siding will divert approximately 1,768 trucks from Virginia highways per year.
- Total capital investment in the expanded facility is estimated at \$370,000.
- Total railroad track construction cost is estimated at \$370,000.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

**Source of State Funds:** FY 2022 Industrial, Airport, and Rail Access Fund

**Recommendation:** In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

**Action Required by CTB:** CTB policy for Rail Industrial Access requires Board action on the resolution.

**Options:** Approve, Deny, or Defer



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda Item #16*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

OCTOBER 20, 2021

#### MOTION

**Made By:**      **Seconded By:**

**Action:**

**Title: Approval of up to a \$49,000,000 Loan with Capitalized Interest from the Virginia Transportation Infrastructure Bank to the Capital Beltway Express LLC for the I-495 Express Lanes Northern Extension**

**WHEREAS**, Capital Beltway Express LLC (the “Recipient”), a Delaware corporation, is proposing to Design, Build, Operate and Maintain an extension of the existing Interstate 495 Express Lanes by 2.5 miles starting at the current terminus of the 495 Express Lanes to George Washington Memorial Parkway (“GWMP”) near the border with Maryland (the “495 Project”). The 495 Project also includes the rehabilitation of GWMP bridges, new northbound access for the Dulles Toll Road (Route 267) and reconstruction of the overpasses at Old Dominion Drive and Live Oak Drive along the Georgetown Pike (Route 193); and

**WHEREAS**, Chapters 830 and 868 of the 2011 Acts of Assembly and amended by Chapter 805 of the 2014 Acts of Assembly (§33.2-1500) (the “Act”) created the Virginia Transportation Infrastructure Bank (“VTIB”) for the purpose of making loans and other financial assistance to localities, private entities and other eligible borrowers to finance transportation projects; and

**WHEREAS**, Chapter 684 of the 2015 Acts of Assembly modified certain statutory provisions and requirements relating to the VTIB, including among other things requirements set forth in §33.2-1503 relating to project selection for the Bank; and

**WHEREAS**, the Recipient submitted an application dated July 13, 2021, requesting a loan from the VTIB to finance a portion of the 495 Project; and

**WHEREAS**, the Recipient is an Eligible Borrower under the Act meeting the definition of a Private Entity which has executed an interim or comprehensive agreement to develop and construct a transportation infrastructure project pursuant to the Public-Private Partnership Act of 1995 (§33.2-1800 et seq.) as established by the Act for the VTIB; and

**WHEREAS**, the application meets the Minimum Eligibility Requirements of the VTIB Program Overview, Guidelines and Selection Criteria dated September 2016, and has been screened and scored according to the Screening and Scoring Criteria established for the VTIB, and the creditworthiness of the Recipient and the financial feasibility of the 495 Project have been assessed and evaluated; and

**WHEREAS**, the Virginia Department of Transportation (VDOT) and the Virginia Resources Authority (VRA) serving as the “Manager” of the VTIB have determined the Project and Loan (as hereinafter defined) meet the requirements, goals, objectives and purposes of the VTIB and the Act, and the Recipient has demonstrated the ability to repay the VTIB loan; and

**WHEREAS**, the VTIB Advisory Panel met on October 12, 2021 to discuss the merits of the application and unanimously voted to recommend the application to the CTB for approval based on the applicable standard interest rate as set forth in the VTIB Guidelines for Private Entities; and

**WHEREAS**, according to the VTIB Program Overview, Guidelines and Selection Criteria, as approved by the CTB, the CTB shall act to approve or deny applications for assistance from the VTIB when presented by the VTIB Advisory Panel; and

**WHEREAS**, after action by the CTB, the scores of the applications will be posted on VDOT’s website, with the successful applications so noted; and

**WHEREAS**, following action by the CTB to approve the financial assistance from the VTIB, the Manager will provide a written commitment (the “Commitment”) to the potential recipient. The Commitment will outline the type and amount of assistance to be provided and in the case of a loan, the required security provisions, the loan term and payment provisions, and any conditions that must be met by the applicant for loan closing including but not limited to investment grade ratings and credit assistance from the U.S. Department of Transportation pursuant to the Transportation Infrastructure Finance and Innovation Act of 1998, as amended. The Commitment must be accepted by the potential recipient and returned signed to VRA within 60 days of the Commitment date to preserve the funding.

Resolution of the Commonwealth Transportation Board  
Approval of up to a \$49,000,000 Loan with Capitalized Interest from the Virginia Transportation  
Infrastructure Bank to Capital Beltway Express, LLC for the I-495 Express Lanes Northern  
Extension  
October 20, 2021  
Page 3 of 3

**NOW, THEREFORE, BE IT RESOLVED**, that based on recommendations from the VTIB Advisory Panel, the CTB hereby approves the Recipient's VTIB loan application to provide financial assistance in the form of a loan to the Recipient for the 495 Project up to \$49,000,000 plus capitalized interest, (the "Loan") , based on the application and plan of finance submitted by the Recipient.

**BE IT FURTHER RESOLVED**, that in accordance with the Credit Summary prepared by the VRA, the CTB authorizes VDOT and VRA to negotiate with the Recipient, acceptable terms and conditions and to structure and/or restructure terms to utilize the VTIB assistance in the most viable and efficient manner. The standard interest rate will be applied to the loan based on the interest rate methodology defined in the VTIB Program Overview, Guidelines, and Selection Criteria. The interest rate shall be 2.59% based on the October 13, 2021 30 Year Taxable AAA MMD Rate.

###



## Commonwealth Transportation Board (the “CTB”) Decision Brief

### Virginia Transportation Infrastructure Bank (“VTIB”)

#### Virginia Transportation Infrastructure Bank Advisory Panel Recommendation Application from Capital Beltway Express, LLC for the I-495 Express Lanes Northern Extension Project

**Issue:** The applicant, Capital Beltway Express, LLC, submitted an application on July 13 2021, requesting a loan from the VTIB to finance a portion of the I-495 Express Lanes Northern Extension project and CTB approval of the requested loan is being sought.

**Facts:** Chapters 830 and 868 of the 2011 Acts of Assembly and amended by Chapter 805 of the 2014 Acts of Assembly (§33.2-1500) (the “Act”) created the Virginia Transportation Infrastructure Bank (“VTIB”) for the purpose of making loans and other financial assistance to localities, private entities and other eligible borrowers to finance transportation projects; In accordance with the VTIB Program Overview, Guidelines and Selection Criteria dated September 2016, as approved by the CTB, applications for financial assistance from the VTIB must be acted upon by the CTB.

The loan would assist in the financing of the I-495 Express Lanes Northern Extension Project. The project is to the Design, Build, Operate and Maintain an extension of the existing Interstate 495 Express Lanes by 2.5 miles starting at the current terminus of the 495 Express Lanes to George Washington Memorial Parkway (“GWMP”) near the border with Maryland (the “495 Project”). The 495 Project also includes the rehabilitation of GWMP bridges, new northbound access for the Dulles Toll Road (Route 267) and reconstruction of the overpasses at Old Dominion Drive and Live Oak Drive along the Georgetown Pike (Route 193).

Capital Beltway Express, LLC qualifies as an Eligible Borrower under the Act meeting the definition of a Private Entity. The requesting entity has executed a design-build contract on September 30, 2021

The requested VTIB loan will be secured by a subordinate pledge of system toll revenues.

**Recommendations:** The VTIB Advisory Panel recommends the CTB approve Capital Beltway Express, LLC’s application for a loan up to \$49,000,000 plus capitalized interest for a period of up to 5 years after substantial completion. The panel also recommends that the loan be subject to the standard interest rate. The rate based on the VTIB interest rate methodology should be locked in at 2.59% based on the October 13, 2021 30-Year Taxable AAA MMD Rate.

The recommended terms of the loan include:

- Subordinate Pledge of Total System Revenues
  - Loan subordinate to Senior bonds but on parity with TIFIA
- Annual total debt service coverage of 1.35x and loan life coverage ratio of 1.35x, or as consistent with TIFIA
- Execution of the Second Amended and Restated Comprehensive Agreement
- Independent Audit of the Transurban Financial Model
- Final Version of the Lender’s T&R Report

- Completion of the Lender's Technical Advisor Report
- Final Investment Grade Ratings
  - Includes requirement for an investment grade rating on the VTIB loan

Upon CTB approval, additional specific loan terms will be determined as project, loan schedule, and related documents are finalized.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve up to a \$49,000,000 VTIB loan to Capital Beltway Express, LLC.

**Options:** Approve, Deny or Defer. If the CTB chooses not to approve the resolution, the loan will not be available to Capital Beltway Express for the project.

**Public Comment/Reactions:** There has not been any public input regarding the request for the VTIB loan. Following CTB action, VDOT will post on its public website, the results of the scoring of the Capital Beltway Express, LLC's application for assistance and the CTB's action relative to the request as required by the authorizing legislation.

## **October 2021 CTB Meeting**

D13

**0058-095-108, B605, B606, C501, D611, D612**

**Washington County**

The purpose of this project is to improve safety and capacity by constructing a parallel roadway along the Route 58 corridor. Additionally, two parallel bridge structures will be constructed to cross the South Fork of the Holston River and the Virginia Creeper Trail. This segment is the last leg of a several mile Route 58 corridor improvement of a 2-lane roadway to a 4-lane divided highway from Abingdon to Damascus. The base bid includes the segment of roadway from 0.038 miles East of Route 708 to 0.2 miles east of existing Route 711. The roadway traverses rolling, mountainous terrain crossing the South Fork of the Holston River with good horizontal and vertical alignment. There is minimal to no roadside commercial development. Additionally, the Virginia Creeper Trail, a regionally significant pedestrian, bicycle and horse trail, parallels the existing roadway for a good portion of the project length.

Fixed Completion Date: May 8, 2024

**October 2021 CTB Meeting**

**DESIGN BUILD PROJECT AWARD**

**Project Name:** VDOT Bridges over I-95 Superstructure Replacement and Rehabilitation Bundling  
**Project #:** U000-127-023, P101, R201, C501, B601; STP-5A27 (802)  
0064-127-022, P101, R201, C501, B661; NHPP-064-3 (510)  
0250-127-050, P101, R201, C501; B614; NHPP-BR04 (307)  
0004-127-051, P101, R201, C501; B640; NHPP-BR04 (308)  
9999-127-107, P101, R202, C501, B602; NHPP-5A27 (784)  
**UPCs:** 111300, 111294, 113375, 113388, 118484  
**Contract #:** C00111300DB107  
**Location:** City of Richmond, Richmond District

The project is located in the City of Richmond and includes rehabilitation of five bridges over I-95: 1st Street Bridge, 4th Street Bridge, 5th Street Bridge, 7th Street Bridge, and Broad Street Bridge. These five bridges are currently designated as structurally deficient (SD) having a minimum General Condition Rating of 4. The proposed project will replace the bridge superstructures, not only to eliminate the structural deficiencies, but also to increase vertical clearance to 15 feet minimum for each bridge. The width and length of the bridges will not be increased as part of this project. Minor substructure repairs will be performed on each of the five bridges. The proposed repairs include, but are not limited to, the following: pier seat and abutment modifications; concrete spall/crack repair and corrosion mitigation; reduced beam sizes; pedestrian fencing & architectural treatments; removal and relocation of existing bridge mounted signs; reconstruction of approach slabs and minor roadway approach work; and utility work to remove and reset active assets currently on structures

The Project was procured using a two-phase best-value design-build selection process.

**Funding Source:** State of Good Repair (SGR) Funds and STP Bridge

**Final Completion Date:** December 20, 2024

**Offerors:**

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Corman Kokosing Construction Company	<b>\$38,924,444.00</b>	<b>92.80</b>
Shirley Contracting Company, LLC	\$54,977,409.25	72.60
Archer Western Construction, LLC	\$46,763,637.21	70.36

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
D13	16382	FROM: 0.038 MI E OF RTE 708	KANAWHA STONE COMPANY, INC.	7	\$37,576,055.38	\$41,009,720.52	Within
	0058-095-108, B605, B606, C501, D611, D612	TO: 1.416 MI W OF RTE 858 (EAST)	POCA				
		WASHINGTON	WV				
	Construction Funds	BRISTOL DISTRICT					
		ROADWAY WIDENING (2 TO 4 LANES) AND BRIDGES					

**1 Recommended for AWARD \$37,576,055.38**

# BID RESULTS FOR THE CTB

## October 21, 2021

### DESIGN BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
<b>111300, 111294, 113375, 113388, 118484</b>  <b>U000-127-023, P101, R201, C501, B601;</b> <b>0064-127-022, P101, R201, C501, B661;</b> <b>0250-127-050, P101, R201, C501, B614;</b> <b>0004-127-051, P101, R201, C501, B640;</b> <b>9999-127-107, P101, R202, C501, B602</b>	VDOT Bridges over I-95 Superstructure Replacement and Rehabilitation Bundling  The project is located in the City of Richmond and includes rehabilitation of five bridges over I-95: 1st Street Bridge, 4th Street Bridge, 5th Street Bridge, 7th Street Bridge, and Broad Street Bridge. These five bridges are currently designated as structurally deficient (SD) having a minimum General Condition Rating of 4. The proposed project will replace the bridge superstructures, not only to eliminate the structural deficiencies, but also to increase vertical clearance to 15 feet minimum for each bridge. The width and length of the bridges will not be increased as part of this project.	AWARD	Corman Kokosing Construction Company 16500 Happy Hills Road South Chesterfield, VA 23834	3	\$38,924,444.00	\$37,423,178.00	Bid Amount within EE Range
Contract #C00111300DB107  Design, ROW, Construction & QA/QC							

**Recommended for Award: \$38,924,444.00**