



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818  
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## MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

Fredericksburg Nationals Stadium

42 Jackie Robinson Way

Fredericksburg, VA 22401

July 18, 2023

11:00 a.m. or upon adjournment of the July 18, 2023, Workshop meeting

### **Public Comments:**

### **Approval of Minutes:**

**June 21, 2023**

### **LOCAL ASSISTANCE DIVISION:**

***Presenting: Russell Dudley***  
***Division Director***

1. Action on Policy and Guidelines for the Revenue Sharing Program (2023).
2. Action on Transportation Alternatives Program Policy (2023).

### **INFRASTRUCTURE INVESTMENT DIVISION:**

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

3. Action on FY24-29 Six-Year Improvement Program Transfers for May 20, 2023, through June 16, 2023.
4. Action on Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2024-2029.

**GOVERNANCE AND LEGISLATIVE AFFAIRS:**

***Presenting: Jo Anne Maxwell***  
***Director***

5. Action on Authorization for the Commissioner of Highways to Enter into an Agreement and a Special Use Permit with the National Park Service Regarding the Construction and Maintenance of a Pedestrian Bridge Carrying the Appalachian Trail over Virginia State Route 311 (UPC #111066) Located with in the Salem District.
6. Action on Authorization for the Commissioner of Highways to Enter into a Cooperative Agreement with the Federal Highway Administration (FHWA) for a Surface Transportation System Funding Alternatives (STSFA) Program Grant.

**TOLLING DIVISION**

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

7. Action on Authorization for the Commissioner of Highways to Enter into Memoranda of Understanding with the Federal Highway Administration (“FHWA”) Relating to the Expansion of Tolling of the Interstate 64 HOT (Express) Lanes Comprising the Hampton Roads Express Lanes Network (“HRELN”).

**NEW BUSINESS:**

**ADJOURNMENT:**

###



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*Agenda item # 1*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

#### MOTION

Made By:

Seconded By:

Action:

#### Title: Policy and Guidelines for the Revenue Sharing Program (2023)

**WHEREAS**, § 33.2-357 of the *Code of Virginia* (1950), as amended, stipulates that the Commonwealth Transportation Board (Board) shall establish guidelines for the purpose of distributing and administering Revenue Sharing Program funds allocated by the Board; and,

**WHEREAS**, on December 5, 2018 the Board adopted a revised policy and approved revised guidelines for the Revenue Sharing Program (Revenue Sharing Policy and Revenue Sharing Program Guidelines, respectively); and,

**WHEREAS**, the revised Board policy required that the Revenue Sharing Policy be reevaluated after two Revenue Sharing Program application cycles and prior to five years from the effective date of the Revenue Sharing Policy; and,

**WHEREAS**, the Department has conducted an evaluation of the Revenue Sharing Policy and has made recommendations for revisions to the Revenue Sharing Policy, which are summarized in Attachment A; and,

**WHEREAS**, after an assessment of the recommendations have been made by a subcommittee of the Board, it is the sense of the Board that the existing Revenue Sharing Policy should be revised to ensure more efficient and effective utilization of Program allocations and to ensure Commonwealth Transportation Policy is consistent with and supports Program needs.

**NOW, THEREFORE, BE IT RESOLVED** that the Board hereby adopts the following revised Revenue Sharing Policy to govern the use of revenue sharing funds pursuant to § 33.2-357 of the *Code of Virginia* (1950), as amended by the 2018 General Assembly:

1. The Revenue Sharing Program shall provide a matching allocation up to \$5 million to any county, city or town for projects designated by the locality for improvement, construction, maintenance, or reconstruction of highway systems within such locality with up to \$2.5 million for use by the county, city or town for maintenance projects for highway systems within such county, city or town. The maximum total matching allocation, including transfers, that the Board may approve per project shall not exceed \$10 million.
2. Revenue Sharing funds shall be prioritized and allocated in accordance with the provisions of § 33.2-357 B of the *Code of Virginia* and, then, as further outlined in the Revenue Sharing Program Guidelines.
3. Applications for Revenue Sharing allocations shall be accepted by the Department on a biennial cycle, with project allocation approval being made by the Board on even numbered years. Applications for program funding must be made by resolution of the governing body of the jurisdiction requesting the funds. A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with a supporting resolution from the governing body of the adjacent locality. Towns not maintaining their own streets are not eligible to receive Revenue Sharing Program funds directly; their requests must be included in the application of the county in which they are located. All requests must include a priority listing of projects.
4. Allocations no longer necessary for the completion of the project for which the funding has been applied (surplus Revenue Sharing allocations) shall be made available statewide to support projects in deficit, within the allocation limits established by the Board, and to supplement the biennial project selection and allocation process. Surplus Revenue Sharing allocations may be redistributed to existing Revenue Sharing projects in accordance with the most current Six Year Improvement Program (SYIP) transfer process and in accordance with administrative procedures established in the Revenue Sharing Guidelines. Competing requests will be prioritized with deficit projects at award having highest priority, deficit projects at advertisement being next priority, deficit projects in or having completed construction as third priority, and then all other eligible requests. The Department shall establish review procedures to ensure appropriate actions are taken to reduce costs and ensure the project is appropriately advancing before recommending any such transfers.
5. A balance entry account shall be established to ensure appropriate reserves are available to support deficit Revenue Sharing projects advance to construction and complete construction. A minimum of \$5M shall be retained in the account but may be adjusted to account for the needs of the program and after notification to the Board.

6. The Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered; however, if the estimated project cost exceeds the Revenue Sharing Program funding request, the locality must identify other funding sources and commit locality funding amounts as necessary to complete the project. Projects receiving Revenue Sharing funds shall be initiated and at least a portion shall be expended within one year of the allocation. For any project that has not been initiated within one year, the Board has the discretion to defer consideration of future allocations until the project moves forward. If a project having funds allocated under this program has not been initiated within two subsequent fiscal years of allocation, the funds may be reallocated at the discretion of the Board. Locally administered projects may be deallocated if a project administration agreement has not been executed by the locality within six months after transmittal to the locality.

**BE IT FURTHER RESOLVED** that the Board approves the Revenue Sharing Program Guidelines as revised and attached hereto as Attachment B and directs the Department to take such actions as may be necessary to post the revised Revenue Sharing Program Guidelines to the Virginia Townhall website.

**BE IT FURTHER RESOLVED** that the Board supports funding the Revenue Sharing Program at a minimum of \$100 million annually and supports funding in greater amounts to the extent permissible under subsection D of § 33.2-357, which provides that, subject to appropriation, the total Commonwealth funds allocated by the Board for the Revenue Sharing Program shall not exceed the greater of \$100 million, or seven percent of funds available for distribution pursuant to subsection D of § [33.2-358](#) prior to the distribution of funds for Revenue Sharing.

**BE IT FURTHER RESOLVED** that, effective immediately upon approval, the Revenue Sharing Policy adopted herein shall become effective and all Revenue Sharing Program policies previously adopted and guidelines previously approved by the Board governing the use of Revenue Sharing funds shall be rescinded, provided however, that nothing herein is intended to invalidate any actions previously taken pursuant to those policies or guidelines.

#####

## CTB Decision Brief

### Policy and Guidelines for the Revenue Sharing Program (2023)

**Issue:** Pursuant to §33.2-357 of the *Code of Virginia* (VA Code), the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation from revenues made available by the General Assembly (“Revenue Sharing allocation”) for improvement, construction, reconstruction, or maintenance of systems of state highways to any locality for designations by the governing body under certain conditions. This program is commonly known as the Revenue Sharing Program and is managed through the Local Assistance Division within VDOT. The VA Code establishes certain parameters regarding allocations, maximum annual locality requests, and the priorities for which allocations must be distributed. The CTB, however, establishes actual allocations and a Revenue Sharing Policy regarding how funding may be distributed and approves VDOT’s Revenue Sharing Program Guidelines. VDOT has evaluated the current Revenue Sharing Policy and requests that the CTB consider changes to the Revenue Sharing Policy and the Revenue Sharing Program Guidelines as proposed by a CTB Revenue Sharing subcommittee established by the Secretary of Transportation (Secretary).

**Facts:** On December 5, 2018, the CTB passed a resolution approving a revision to the Revenue Sharing Policy. Those revisions were recommended by a CTB Study Committee. Those revisions required the Revenue Sharing Policy be evaluated after completion of two Revenue Sharing Program application cycles and prior to five years after the effective date of the revisions. VDOT has conducted an evaluation and found that, while the policy changes were accomplishing many of the stated goals of the Study Committee, additional revisions may be needed, particularly regarding equitable distribution of surplus allocations. Accordingly, a set of recommendations for policy changes were made to the Secretary. The Secretary subsequently established a CTB subcommittee to evaluate those recommendations.

The subcommittee met on four separate occasions. Each session was open to the general public.

The final recommendations of the CTB subcommittee were presented to the CTB on June 20, 2023 and are summarized on the attachment entitled “Action Item Decision Brief Revenue Sharing Policy Summary.” (Attachment A). The final recommendations of the subcommittee have been incorporated into the revised CTB Policy entitled “Policy and Guidelines for the Revenue Sharing Program (2023)” and accompanying revised Revenue Sharing Program Guidelines (Attachment B).

**Recommendation:** VDOT recommends that the revised CTB Policy entitled “Policy and Guidelines for the Revenue Sharing Program (2023) become effective immediately after CTB approval and the accompanying revised Revenue Sharing Program Guidelines be approved, will become effective immediately after meeting public input requirements through Virginia Town Hall.

**Action Required by CTB:** The VA Code requires the CTB to establish guidelines for the purpose of distributing and administering revenue sharing program funds allocation by the CTB.

**Result, if Approved:** The revised Revenue Sharing Policy will become effective immediately after CTB approval and the Revenue Sharing Program Guidelines will become effective immediately after public input through Virginia Town Hall.

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

**Public Comments/Reactions:** During the process outreach meetings were held with Department District staff and with local government stakeholders, and a survey to gauge local government support for the recommended policy was published. The survey reflected general support for the proposed revisions and changes to several of the proposed policy revisions were made as a result of public input. During one of the subcommittee meetings, a local government official expressed concern regarding the redistribution recommendation of surplus allocations and on another matter not under evaluation by the subcommittee. That concern was deemed outside the scope of the subcommittee's assignment and the subcommittee agreed that the concern should be addressed by the Department at a future date.

<b>REVENUE SHARING POLICY RECOMMENDATIONS</b>			
	<b>Issues Identified/Opportunities for Improvement</b>	<b>Proposed Policy</b>	<b>Anticipated Outcomes</b>
1	Current Application process policy is not reflective of the biennial practice	Align policy for application cycle with existing biennial application intake process	Aligns policy with current practice
2	Surplus funding not available to projects with highest needs for funding Surplus funding not distributed in a timely manner Current process is not consistent with other funding programs Current practice of project transfers within a locality is not reflective of the project-specific nature of allocations	Surplus funds from completed or canceled projects return to statewide balance entry for redistribution based on standardized prioritization/tiered process. Retain \$5M in statewide balance entry to account for unanticipated needs - replenish as necessary during application cycles.  Tier 1 – Localities with a deficit at Construction award Tier 2 – Projects that exhibit a deficit at advertisement Tier 3 – Projects with a deficit during Construction Tier 4 – Projects with a deficit after Construction completion  Eliminate all individual transfer requests within localities. Any redistribution or increased allocation to projects will be addressed on a statewide basis using a uniformed reallocation process.	Allows available funding to immediately support projects that have a deficit Minimizes idle allocations while reducing impacts of inflation / other project delivery cost increases  Redistribution of available funds using a tiered process to reflect the urgency and time sensitive need for funds on existing projects.  Aligns with premise that allocations are made to projects through application process rather than generally to localities
3	Deallocated funds are not available in a timely manner due to single annual deallocation action	Deallocate funds monthly	CTB will be informed of deallocations as part of monthly transfer actions Allows available funding to immediately support projects in deficit Minimizes idle allocations which reduces impacts of inflation / other project delivery cost increases
4	Project initiations are being delayed waiting on execution of project administration agreements	Require that project administration agreements be executed within six months of agreement transmittal to locality or risk deallocation	Encourages expeditious start to projects Minimizes delays of expenditures



# Revenue Sharing Program Guidelines

## 2023



For further information, contact

Local VDOT Manager  
or

Local Assistance Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219  
(804)786-2746



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VDOT GOVERNANCE DOCUMENT

VIRGINIA DEPARTMENT OF TRANSPORTATION  
LOCAL ASSISTANCE DIVISION

## REVENUE SHARING PROGRAM GUIDELINES

This ~~revised~~ document provides a comprehensive summary of the Revenue Sharing Program as established by the *Code of Virginia* and as governed by the policies of the Commonwealth Transportation Board (CTB). It is intended to serve as a reference for local jurisdictions and VDOT staff in preparation and disposition of applications for program funding guidance.

This document defines eligible projects, summarizes funding limitations, and describes the roles of the parties involved in the application and approval process. The appendices in this publication include the enabling legislation, the Commonwealth Transportation Board's policy, associated forms, and procedural information for the convenience of the user.

The [Locally Administered Projects Manual](#) (LAP) provides guidance on project administration for all locally administered projects. [-is the primary source for guidance regarding project development, and should be the primary reference for any locality administering revenue sharing funded projects.](#) The provisions applicable to state funded projects are noted throughout the LAP Manual. Projects funded solely with Revenue Sharing funds do have specific streamlining opportunities as highlighted in Chapter 5 of the LAP Manual.

These guidelines reflect policy approved by the Commonwealth Transportation Board (CTB) and are modified only by an affirmative vote from the CTB. Occasionally modifications to these Guidelines may be necessary to adjust for changes in Departmental procedures. Where those modifications fully comport with Virginia Code and CTB Policy, they may be made administratively without further approval of the CTB. The CTB will be advised of any administrative updates.

All previous instructions regarding administrative procedures for revenue sharing projects are hereby superseded.

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## I. Definitions

The following words and terms, when used in this document, shall have the following meanings, unless the context clearly indicates otherwise.

Deficit refers to an existing negative balance on a project in VDOT's Six-Year Improvement Program where the current estimate exceeds allocations to the project. – It does not refer to replacement of local funds committed by the locality after a project has been awarded allocations.

**Eligible Project** means work including construction, reconstruction, improvement, or maintenance and eligible street additions for which Revenue Sharing Program funds are available. Work must be on roadways that are currently maintained by VDOT or on roadways that are currently maintained by a locality and for which the locality is receiving maintenance payments from VDOT or roads meeting new road or rural addition qualification. For funding purposes, a single construction project is defined as a project with termini that are both logical and independent. Projects cannot be segmented in order to qualify for additional Revenue Sharing allocations. Multiple, similar scope project activities performed across a locality, commonly referred to as City/Town/County-wide projects, are eligible projects, subject to the limitations outlined in Section V., Application for Funds.

- **Construction Projects** are those projects that change or add to the characteristics of a road, facility or structure to provide a new or significantly modified transportation facility.
- **Reconstruction Projects** are those projects that completely replace an existing facility or significantly improve the functionality of an existing facility. (Examples: replacement through the sub-base of a pavement structure, complete replacement of bridge, or widening a road or bridge).
- **Improvement Projects** are those projects that facilitate or control traffic or pedestrian flow, such as intersection improvements, turn lanes, channelization of traffic, traffic signalization and installation of new sidewalks, upgrading sidewalks to meet ADA standards, trails, curb & gutter, any new installation that will enhance traffic flow or safety, or projects that alleviate roadway drainage issues (replacement or repair of existing drainage assets is considered maintenance).
- **Maintenance Projects** are those projects that involve work in preserving or restoring the roadway facility, sidewalk, or structure to its original condition as nearly as possible. This includes the removal and replacement of a pavement course or a sidewalk.

**Local VDOT Manager** is typically the VDOT District employee responsible for the administration of the Revenue Sharing Program for that locality. Unless otherwise indicated, the local VDOT Manager for counties is usually the Residency Administrator and for urban localities it is the urban liaison in the VDOT District office. The District Administrator will designate the employee responsible if different from above.

**Locality Capital Plan** means any plan utilized by the locality that identifies, prioritizes or allocates funding for specific eligible projects in that locality. For locality-wide projects, specific locations must be identified in the Capital Plan to be eligible Revenue Sharing Projects.

**Matching Allocations** means funds provided by the Commonwealth which are allocated to eligible items of work in participating localities to supplement, on a dollar-for-dollar basis to match the locality's contribution for eligible projects, within the limits established by the CTB.

**Maintenance Needs Analysis** means a systematic approach of identifying maintenance needs based on an asset management approach. Condition assessment reviews are conducted on pavements and bridges maintained by VDOT on a regular basis based on established guidelines to determine when those assets are deficient and potentially in need of some corrective action.

**Maintenance Performance Target** means a desired level of performance for a set of assets (such as pavements and bridges) within the infrastructure network, as established and defined by VDOT. The target is usually expressed as a portion or percentage of the infrastructure network which meets or exceeds a threshold or benchmark rating. Only assets falling below the benchmark rating (target) for bridges and pavements will be considered eligible for priority maintenance projects.

**Project Completion, for the purpose of these guidelines, -is defined as the date of VDOT acceptance of the project and is generally designated by the C-5 signed by the locality and VDOT. The C-5 is the official document VDOT uses to certify the project is complete.**

**Revenue Sharing Program Fund** means the designation given to the fund used to finance the specially funded program. Projects are proposed by the local government in coordination with the Department of Transportation and must be approved by the Commonwealth Transportation Board.

**Rural Addition** means any subdivision street used as such by the date established under § 33.2-335 of the *Code of Virginia* and eligible for addition into the secondary system by resolution of the County Board of Supervisors.

**Six-Year Improvement Plan** means either the Six-Year Improvement Program for Interstate, Primary, and Urban Systems, developed by VDOT and the Commonwealth Transportation Board; or the Secondary Six-Year Plan, the official listing of improvements to be constructed on the secondary system, which is developed jointly by the Virginia Department of Transportation (VDOT) and the county governments (§ 33.2-332 of the *Code of Virginia*).

**State Transportation Plan** means the comprehensive review of statewide transportation needs as adopted and updated by the Commonwealth Transportation Board in accordance with § 33.2-353 of the *Code of Virginia*, commonly known as VTRANS.

## II. Purpose

The “Revenue Sharing Program” provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory and Commonwealth Transportation Board Policy limitations on the amount of state funds authorized per locality.

The program is administered by the Department of Transportation, in cooperation with the participating localities, under the authority of § 33.2-357 of the *Code of Virginia* ([Appendix A](#)) and the Commonwealth Transportation Board’s Revenue Sharing Program Policy ([Appendix B](#)).

~~Recognizing the legislative intent, history, and the nature of the Revenue Sharing Program, a CTB Revenue Sharing Program Study Committee established by the Secretary of Transportation in 2017, established a statement on the general purpose and priorities of the Revenue Sharing Program and recommendations as guidance when establishing Policy, Guidelines, and administrative procedures. The Study Committee’s guidance, moving forward, is contained in [Appendix C](#) and a summary table of the 2017 policy revisions resulting from the committee’s recommendations is found in [Appendix D](#).~~

An annual allocation of funds for this program is designated by the Commonwealth Transportation Board. [Funds are approved by the CTB in even numbered years](#) for a two-year cycle and are [typically](#) programmed in fiscal years [three and four of the -Six-Year Improvement Program](#). [However, where the project schedule demonstrates a need for earlier programming of allocations, the Department will attempt to adjust the programmed years to accommodate the schedule.](#)

## III. Eligible Work

The Revenue Sharing Program may be used to finance eligible work on highway systems within a locality, and may include sidewalks, trails, and other facilities that accommodate pedestrian and/or bicycle access along the highway network. The Revenue Sharing Program is intended to provide funding for -improvements or to supplement funding for existing projects. ~~Larger new projects may also be considered, provided the locality identifies any additional funding needed to implement the project. Revenue Sharing Program funds are generally expected to be used to finance project costs in the same fiscal year and these projects should be in active development that is leading to their completion within the near term.~~ Additional information about time limits for spending funds is addressed under Timely Implementation of Projects (Section VII.C.).

Below is a list of types of work that ~~will be~~ [are](#) considered eligible for Revenue Sharing Program financing. All eligible work is ~~then~~ reviewed based on priority criteria identified under Funding Limitations (Section IV.).

### A. [Supplemental Funding for Projects Listed in the Adopted Six-Year ~~Plan~~ Program](#)

When additional allocations are determined to be necessary to completely finance a project listed in the adopted Six-Year Improvement Program (SYIP), the locality may request that the anticipated deficit be financed by the Revenue Sharing Program through the normal application process.

**B. Construction, Reconstruction or Improvement Projects not included in the Adopted Six-Year ~~Plan~~Program**

When the designated local VDOT Manager concurs that the proposed work may be eligible for program funding, the locality may request one half of the funds, subject to CTB Policy limitations, to construct a project not currently in the Six-Year Plan. However, in such cases the locality funds, together with the state matching funds, must finance the entire estimated cost of the project within the fiscal year involved. If funds are approved, the project will subsequently be adopted by the CTB in the Six Year ~~Plan~~Program.

**C. Improvements necessary for the Acceptance of Specific ~~Subdivision~~Streets Otherwise Eligible for Acceptance into the Secondary System for Maintenance (Rural Additions)**

Revenue Sharing Program funds may be used to fund the improvements (widening, surface treating, etc.) necessary for the acceptance of ~~certain~~ specific subdivision streets otherwise eligible under § 33.2-335, *Code of Virginia*. This section does not authorize the use of Revenue Sharing funds to improve roads in cities and towns so as to render them eligible as additions to the urban system.

**D. Maintenance Projects Consistent with the Department's Operating Policies**

Eligible types of maintenance work include, but are not limited to, plant mix overlays, bridge or culvert rehabilitation, guardrail replacement, sidewalk repairs, and curb & gutter repair. In order to appropriately evaluate a request for a priority maintenance project with pavement or structure ratings below the Department's maintenance performance targets, the locality is responsible for providing appropriate documentation to confirm the pavement or structure deficiency with its application submission.

**E. New Hardsurfacing (Paving)**

The first-time paving of a previously unpaved roadway, usually composed of a multiple course asphalt surface treatment, may be funded by the Revenue Sharing Program. Only roads in the state secondary system are eligible to use Revenue Sharing Program funds for new hardsurfacing. If a project is funded solely with revenue sharing funding, there is no minimum vehicle per day requirement.

**F. New Roadway**

Revenue Sharing Program funds may be used to establish a new facility to be part of the system of state highways or part of the road system in the locality that is eligible to receive maintenance payments from VDOT pursuant to § 33.2-319 of the *Code of Virginia*. In order for a new roadway to be eligible for Revenue Sharing Program funding, it must be a part of a locally adopted plan, such as the locality's Comprehensive Plan, and must be expected to divert sufficient traffic from existing public roads so that those roads will not need to be improved in the foreseeable future. Projects may also need to be included in the regional Constrained Long



Range Plan in air quality non-attainment areas. Qualifying projects should ~~provide an immediate benefit to~~ the overall transportation network with a connection between two existing major public roads, based on current transportation needs. Projects that exclusively serve private developments or commercial establishments are not eligible.

#### ~~G. Deficits on Completed Construction, Reconstruction or Improvement Projects~~

~~When a project in the CTB's Six-Year Improvement Plan is completed with a deficit, the locality may request that the deficit be financed by the Revenue Sharing Program.~~

## IV. Funding Limitations

The total amount allocated each fiscal year by the Commonwealth Transportation Board for the Revenue Sharing Program cannot exceed the greater of \$100 million or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358 of the *Code of Virginia*.

A locality may apply for a maximum of \$5 million in matching allocations per fiscal year (\$10 million per biennial cycle) and the maximum lifetime matching allocation per project is limited to \$10 million in matching allocations. This limitation includes any allocations transferred to the project. Up to \$2.5 million per fiscal year of these requested funds may be specified for maintenance projects. In accordance with Virginia Code requirements, priority will be given first to construction projects that have previously received Revenue Sharing funding. After funding those requests, priority will be given to projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or to projects that can accelerate advertisement of a project in a locality's capital improvement plan. After these projects have been funded, projects that address pavement resurfacing and bridge rehabilitation where the maintenance analysis determines the infrastructure does not meet the Department's maintenance performance target will be funded. The condition ratings that define the Department's maintenance performance targets are described in detail in [Appendix EC](#) of these Guidelines. In order to appropriately evaluate a request for a maintenance project with pavement or a structure below the Department's maintenance performance targets, the locality is responsible for providing the appropriate documentation to confirm the deficiency. This documentation is to be provided by the application submittal deadline.

**Construction and maintenance projects will be evaluated and prioritized for funding as follows:**

**Priority 1 – Construction Projects that have previously received Revenue Sharing funding as part of the Program application process \***

- Locality cumulative requests up to a total of \$1 million will be evaluated first and funded first.
- Locality cumulative requests over \$1 million and up to \$5 million per fiscal year (\$10 million per biennial cycle) will be evaluated next and funded next

**Priority 2 – Construction Projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or when funding will accelerate advertisement of a project in a locality's capital improvement plan**

- Locality cumulative requests up to a total of \$1 million will be evaluated first and funded first

- Locality [cumulative](#) requests over \$1 million and up to \$5 million per fiscal year (\$10 million per biennial cycle) will be evaluated next and funded next

**Priority 3 – Projects that address deficient pavement resurfacing and bridge rehabilitation** (as described in [Appendix ED](#)).

- Locality [cumulative](#) requests up to \$1 million will be evaluated first and funded first.
- Locality [cumulative](#) requests over \$1 million up to \$2.5 million per fiscal year (\$5 million per biennial cycle) will be evaluated next and funded next.

**Priority 4 – All other eligible projects** (projects not meeting priority criteria described above)

- Locality [cumulative](#) requests up to \$1 million will be evaluated first and funded first
- Locality [cumulative](#) requests over \$1 million will be evaluated and funded next

**Notes: If funds are depleted prior to completely funding all projects within a priority, any remaining funds may be pro-rated within that priority or allocated as otherwise directed by the Commonwealth Transportation Board.**

~~Also, in any fiscal year that all priority categories were not funded, allowable transfers affecting those fiscal year allocations can only be made to projects meeting the same priority selection criteria that received funding originally.~~

~~\*Any project established as a revenue sharing project outside of the application process will not be recognized as an existing Revenue Sharing project for allocation prioritization purposes during the next application cycle.~~

## V. Application for Funds

Applications for Revenue Sharing funding are accepted on a biennial basis [in odd numbered years](#) through VDOT’s SMART Portal as described in [Appendix FE](#). — Preliminary project information must be provided with a pre-application also submitted through VDOT’s SMART Portal. ~~Establishment of the A~~ pre-application for each anticipated project request is ~~a~~ required ~~step~~ to ensure coordination between the locality and local VDOT office staff regarding the project concept, eligibility, and preliminary funding priority determination.

A resolution from the governing body which ~~identifies the allocation request~~, provides the locality’s commitment to fully fund the project(s), and provides signatory authority to an authorized local officer, is also necessary to apply for program funding [and must be submitted with the full application by the application deadline](#). An example of an acceptable resolution can be found in [Appendix GF](#).

A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with concurrence from the governing body of the other locality. Regardless of where the project may be located, the funding limitations for each locality outlined in the previous section apply. Towns not maintaining their own streets may not directly apply for Revenue Sharing Program funds but may include their requests as part of the package submitted by the county in which they are located [and are considered part of that county’s overall request](#). After an affirmative vote, the Commonwealth Transportation Board allocates project funding through an approved resolution.

Each application must clearly identify the proposed project scope, the project termini and the specific improvements to be made. To assist those evaluating the project, the application must include a detailed location map / sketch, a detailed cost estimate, and a narrative that clearly explains the proposed improvements and how they will enhance the existing transportation network.

Requested funds ~~should~~must cover the entire cost of the project or the application must indicate the source of any additional funds necessary to fully fund the project. Indicating “future revenue sharing funds” is not acceptable, even if the intent is to reapply in future application cycles for additional Revenue Sharing allocations. ~~Keep in mind, once~~After a project has been awarded for construction, any local funds committed as part of the award are not eligible to be replaced through the application process or through a transfer of funds. The Revenue Sharing Program is approved on a biennial basis and ~~Program~~ funding for specific projects in future years ~~should not be expected and cannot be~~application cycles are not guaranteed.

Applications for multiple, similar-scope projects (such as traffic calming, ADA ramps, sidewalks, drainage improvements), generally referred to City/Town/County-wide projects, may be submitted. ~~However, these~~However, these applications must be accompanied by a list which identifies identify the location (route name/number), limits, and specific scope for each project. ~~The Location p~~Each location p~~earl in the application will allow for multiple entries and all locations must be provided there in order to be eligible for reimbursement through the project.~~ Additional projects or funding cannot be added to the original request ~~in future~~in future application cycles ~~and these projects are not eligible for funding transfers.~~They are limited to the original funding received.

**Note:**

**The Locality must commit to their matching allocations at the time their application for funding is submitted. A resolution from the Locality which includes their commitment to fully fund the project is also required to be submitted with the final application.**

~~Projects may are to be administered by either the Locality, or by VDOT; however VDOT will evaluate the locality's ability to administer the project during the application process if the locality requests to administer the project. may use the RTA scorecard to determine the locality's ability to effectively administer the project.~~ If the locality ~~is requesting that requests~~requests VDOT to administer the project ~~they must request~~they must request~~coordinate -this prior to submitting their application for funding.~~ Project scopes, schedules, and estimates, must be coordinated with ~~The locality needs to coordinate with~~ the local VDOT Manager during the application process. ~~on the project's scope, schedule, and estimate on all projects.~~

## **VI. Approval**

During the on-line application submittal process, the designated local VDOT Manager will review the on-line application from each locality ~~for eligibility and accuracy.~~ Once the localities' requests are found to be eligible, ~~project scopes are finalized and estimates are~~validated, the Local Assistance Division will develop the recommended statewide Program allocation for submission to the Commonwealth Transportation Board for approval. The Local Assistance Division will review and coordinate with other divisions as necessary and appropriate.

The Commonwealth Transportation Board approves the statewide Revenue Sharing Program, including allocations to specific projects in consideration of each locality's request. The Commissioner of Highways, or his designee, may approve transactions, such as locality/state agreements, for Revenue Sharing Program projects prior to Commonwealth Transportation Board approval; however, no project work ~~should~~ can be conducted for which reimbursement from the requested Revenue Sharing Program funds is expected prior to approval of Revenue Sharing Program allocations by the CTB.

~~Note: Any work done prior to CTB approval is done so at the locality's risk.~~

## VII. Implementation

Upon Commonwealth Transportation Board approval of the statewide program, development of the individual projects begins. The state matching funds for the approved projects are reserved and allocated, accordingly, to each of the approved projects. Projects may be developed and constructed by VDOT or by the locality under an agreement with the Department.

### A. VDOT Administered Work

After approval of the annual statewide Program allocation ~~and at the request of the locality, the designated local VDOT Manager, working with the Local Assistance Division, working with the designated local VDOT Manager, will prepare the appropriate agreement for execution by both the locality and VDOT prior to incurring any costs to be financed from Revenue Sharing Program funds. Upon execution of the agreement,~~ VDOT will provide an invoice to the locality for its share of the estimated cost of work to be performed. The local matching funds must be collected prior to the beginning of work. For projects exceeding \$500,000 in total estimated cost, VDOT and the locality may enter into an agreement so that the local match may be provided by project phase (i.e., preliminary engineering, right of way, or construction). VDOT may agree to a payment schedule for the Construction phase when the construction estimate exceeds \$5 million. The locality must request such a payment schedule prior to advertisement and any agreement must be modified to address the revised payment schedule. After the project is completed, the local VDOT Manager will review the actual costs incurred to determine if there is a surplus or deficit. If a deficit exists, ~~VDOT will provide a final project invoice for the locality's share of the costs. Failure to reimburse the Department for the locality's share of the project cost can result in denial of future allocation requests.~~ If the locality's share of the actual cost is less than the amount received from the locality, the difference will be refunded to the locality ~~upon written request or the locality may request to transfer all the remaining state revenue sharing funds to another existing Revenue Sharing project as noted in the section describing transfer of funds (Section VIII.) and would be billed for their locality share. Appendix H provides the steps for initiating project funding and invoicing. Surplus funds must be addressed within six (6) months following project completion (ending C-5 date) to ensure funds do not become de-allocation candidates, thereby limiting transfer options.~~

If a local government ~~wishes to cancel~~s a project begun under the Revenue Sharing Program during the Preliminary Engineering (PE) or Right of Way (RW) phases but prior to the Construction (CN) phase, it may do so by resolution of the local governing body. The Department retains the sole option to require reimbursement by the locality of all state matching funds spent from the time the project was begun until it is canceled. Reimbursement will be required for any project cancelled after the construction plans have been approved unless an exception is granted by the Commissioner.

## B. Locally Administered Work

VDOT has published the Locally Administered Projects (LAP) Manual that provides ~~general~~ guidance for locally administered projects, which includes provisions for Revenue Sharing and other state funded projects ~~and should be the primary reference for project development and delivery requirement of locality administered revenue sharing funded projects.~~

~~In accordance with the requirements of the Virginia Code and the LAP Manual, a project administration agreement will be necessary. That agreement establishes general roles and responsibilities of both the Department and the locality. The locality must execute the project administration agreement within six months of receipt of the agreement by the Department. Failure to execute the agreement within this time frame can result in deallocation of project funding.~~

In addition to CTB approval, an agreement must be executed by both the locality and VDOT prior to incurring any cost to be financed from Revenue Sharing Program funds. If the project is funded entirely with Revenue Sharing funds and local funds, a streamlined [project development](#) process is available ~~using the State-Aid certification as outlined in the LAP Manual.~~ Should the locality opt to utilize this streamlined process for state-aid (only) projects, the locality will submit the completed state certification form ~~(Appendix I) in accordance with LAP Manual requirements to the local VDOT Manager prior to advertisement but no later than prior to project award. This document should be uploaded into VDOT's Integrated Project Manager (iPM) ProjectWise system by the VDOT Project Coordinator or designee.~~

~~Once the project begins, the locality must submit, no more frequently than monthly and no later than 90 days after incurring eligible project expenses, invoices to VDOT for eligible costs incurred.~~

~~After all work is completed, the locality makes submits a final billing to VDOT for VDOT's share of the actual eligible costs incurred. If the actual cost is less than anticipated in the agreement, the locality may request that the remaining VDOT share of Revenue Sharing Program funds to be transferred (along with the remaining local share) to another existing, eligible project as noted in the section describing transfer of funds (Section VIII.) or, if the locality desires, the surplus funds will be returned to VDOT's statewide fund for the Revenue Sharing Program. Appendix H provides the steps for initiating project funding and invoicing. Surplus funds must be addressed within six (6) months following project completion (ending C-S date) to ensure funds do not become de-allocation candidates, thereby limiting transfer options.~~

If a local government wishes to cancel a locally administered project begun under the Revenue Sharing Program before it is completed, it may do so by resolution of the local governing body. The Department retains the sole option to require reimbursement by the locality of all state matching funds spent from the time the project was begun until it is canceled.

~~Reimbursement of any state funds expended will be required for any project cancelled after the plans have been approved unless an exception is granted by the Commissioner. Any Revenue Sharing Program funds remaining upon cancellation are not eligible to be transferred to other projects, per transfer of funds policy (Section VIII).~~ Reimbursement for any state funds expended will be required for any project cancelled after construction plans are complete and advertisement has been authorized, unless an exception is provided. Failure to reimburse the Department for costs incurred of a cancelled project may result in denial of future Revenue Sharing program allocations.

### C. Timely Implementation of Projects

All requests for Revenue Sharing funding are expected to be for viable projects with work anticipated ~~in the near future~~ in the fiscal year funding is programmed. Any project having funds allocated under this program shall be initiated ~~where at least a portion of the Revenue Sharing funds have been expended~~ within one year of ~~allocation~~ programmed allocation. Localities are advised to give careful consideration in applying for Revenue Sharing funds, particularly if the project has other VDOT-managed funds, to ensure that at least a portion of the Revenue Sharing funds can be expended within one year of allocation. For any project that has not been initiated or has not made substantive progress within ~~two~~ one years, the Revenue Sharing funds may be reallocated in accordance with the most recent CTB Allocation Transfer Process. the Board has the discretion to defer consideration of future allocations until the project moves forward. If Revenue Sharing Program funds are allocated for a project and that project is not initiated within the two fiscal years subsequent to allocation, the funds may be reallocated at the discretion of the Commonwealth Transportation Board.

Local Assistance Division has developed a ~~de-allocation~~ deallocation process to ensure surplus project allocations can be efficiently reallocated to projects in deficit or to support the biennial application process. ~~address funding that may be removed from a project under certain conditions.~~ The following outlines the conditions which may warrant deallocation: criteria to identify projects that may be subject to deallocation:

- ~~o Project completed for 6 months or more with allocations remaining and no activity for six (6) months~~
- o Completed or cancelled projects.
- o Project which has not been initiated within two (2) fiscal years of its allocation, after appropriate notification to the locality.
- o Project which is on-going, where, for 24 months, the project has not made substantive progress or is significantly behind its approved project schedule, no portion of allocated revenue sharing funds has been expended, or project has been inactive, after appropriate notification to the locality.
- o Projects where allocations significantly exceed the project estimate (typically more than 15%), after adequate notice to the locality.

~~No funds will be de-allocated deallocated without a notification to the locality. The administrative process for deallocating these projects is explained in Appendix J. Any project that is new or on-going, where no portion of allocated revenue sharing funds have been expended within one (1) year of allocation, will receive notification such funds may be subject to deallocation and may not be eligible for future allocations until the project moves forward.~~

~~In cases where the project is completed but has a pending condemnation or claim which may be eligible for reimbursement, the district should review the estimate to determine if, based on the expected final costs, there will be surplus of funds. If determined there will be surplus funds, the anticipated surplusVDOT may retain adequate funds on the project to address such future expenditures and . of funds can be transferred (in accordance with Appendix J), or remain on the project excess will be moved to the Revenue Sharing Balance Entry account removed from the project's balance. If the locality retains the anticipated surplus funds, any actual surplus will not be eligible to be transferred once the condemnation or claim is completed but will be returned to VDOT's statewide fund for the Revenue Sharing program. If the locality transfers the anticipated surplus, and later needs funds those funds to cover the final cost, they can transfer back to the project no more than the sum that was originally transferred, or claim.~~

## **VIII. Transfer of Redistribution of Surplus Funds Allocations**

Revenue Sharing funding is allocated to specific projects through an application process and the allocations are generally not intended to be transferred to supplement other Revenue Sharing projects or become a revenue source for other projects which have not received Revenue Sharing allocations. ~~However, under *limited circumstances* as outlined below, Revenue Sharing allocations may be transferred to other projects. Any revenue sharing funds that are transferred to another qualifying project cannot be replaced on the donor project at a later date. Concurrence by the District CTB member is required on all transfer requests. :~~

~~Surplus allocations from projects will be administratively movedtransferred to the Revenue Sharing balance entry account for future distribution by the CTBredistribution through a statewide prioritization process, which provides first priority to those projects in deficit at award, second priority to those projects anticipated to be in deficit at advertisement, third to those projects in deficit during construction and fourth to those projects in deficit after project completion, and then to all other eligible requests. Generally, additional allocations are not made to projects until a need is identified at advertisement. If a deficit is identified early in the project development process, localities must submit a new project allocation application through the biennial application process.~~

~~To be eligible for surplus allocations to address deficit projects, the City/Town Manager or County Administrator must submit a formal request for the funding on locality letterhead to the Local Assistance Division Director. The Department may require additional documentation to ensure all reasonable attempts at minimizing project costs have been taken prior to allocating additional Revenue Sharing funding. If the original locality Resolution does not provide a locality commitment to address the additional local funds necessary, a new resolution will be required. - Funds moved to the balance entry account are not are not subject to the deallocation process.~~

1. ~~Surplus Revenue Sharing funds from a completed project may be transferred to an existing revenue sharing project within the same locality with the concurrence of the District Commonwealth Transportation Board member. Transfer must occur within six (6) months of project completion. Any project that has already gone through the award process is not eligible to receive a transfer of funds to replace the local funds that were committed to by the locality at the time of award for construction.~~
2. ~~Surplus funds from a cancelled project must be deallocated and returned to the statewide Revenue Sharing program account; these funds can only be reallocated by the Commonwealth Transportation Board.~~
3. ~~All other Revenue Sharing transfers must meet the conditions of the deallocation process, which limits transfers to projects which need the additional funding to meet an advertisement date or award date within one (1) year of the transfer request, or that addresses an existing deficit on a completed project. Local funds that were committed to, by the locality, at the time of award for construction are not eligible to be replaced with Revenue Sharing Program funds through a transfer of funds. The following requirements also apply:
  - ~~When a transfer is requested to another existing Revenue Sharing project, concurrence from the District Commonwealth Transportation Board member is required.~~
  - ~~When a transfer is requested to a non Revenue Sharing project, concurrence from the District CTB member and approval from the full Commonwealth Transportation Board is required. Any non Revenue Sharing project that receives Revenue Sharing allocation outside the application cycle will not be considered an existing Revenue Sharing project for allocation prioritization purposes during the next application cycle.~~~~

~~Appendix J provides administrative procedures to complete each transfer.~~

~~When, as a condition of allocation transfer, the locality is required to advertise or award a project within 12 months, the Department may deallocate the transferred funding after consultation with the District CTB Member, if the advertisement or award is not complete. If a locality fails to meet any other conditions established for any transfer of Revenue Sharing funds, those funds may also be de-allocated after consultation with the District CTB Member.~~

~~**Notes: Any project established as a revenue sharing project outside of the application process will not be recognized as an existing Revenue Sharing project for allocation prioritization purposes during the next application cycle.**~~

~~**Transfers cannot be made to any county/city wide project.**~~

~~**Transferring funds between construction and maintenance projects should not be assumed but will be evaluated on a case-by-case basis. In any fiscal year that all priorities were not funded, transfers for those fiscal years can only be made to projects in that priority that received funding.**~~



~~Localities may not submit funding applications or otherwise transfer other Revenue Sharing funding to replace allocations that have been transferred from a Revenue Sharing project.~~

## **IX. Supplemental Allocations**

For any ~~fiscal year~~application cycle in which less than the full program allocation has been allocated, those localities requesting the maximum allocation may request an additional allocation subject to the discretion of the Commonwealth Transportation Board.

The CTB may also elect to provide supplemental allocations, within the policy's guidelines, during non-application years should additional or deallocated funding become available.

APPENDIX A  
**§ 33.2-357 OF THE CODE OF VIRGINIA**

### § 33.2-357. Revenue-sharing funds for systems in certain localities.

A. From revenues made available by the General Assembly and appropriated for the improvement, construction, reconstruction, or maintenance of the systems of state highways, the Board may make an equivalent matching allocation to any locality for designations by the governing body of up to \$5 million for use by the locality to improve, construct, maintain, or reconstruct the highway systems within such locality with up to \$2.5 million for use by the locality to maintain the highway systems within such locality. After adopting a resolution supporting the action, the governing body of the locality may request revenue-sharing funds to improve, construct, reconstruct, or maintain a highway system located in another locality or between two or more localities or to bring subdivision streets, used as such prior to the date specified in § 33.2-355, up to standards sufficient to qualify them for inclusion in the primary or secondary state highway system. All requests for funding shall be accompanied by a prioritized listing of specified projects.

B. In allocating funds under this section, the Board shall give priority to projects as follows: first, to projects that have previously received an allocation of funds pursuant to this section; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan pursuant to § 33.2-353 or (ii) accelerate a project in a locality's capital plan; and third, to projects that address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department's maintenance performance targets.

C. The Department shall contract with the locality for the implementation of the project. Such contract may cover either a single project or may provide for the locality's implementation of several projects. The locality shall undertake implementation of the particular project by obtaining the necessary permits from the Department in order to ensure that the improvement is consistent with the Department's standards for such improvements. At the request of the locality, the Department may provide the locality with engineering, right-of-way acquisition, construction, or maintenance services for a project with its own forces. The locality shall provide payment to the Department for any such services. If administered by the Department, such contract shall also require that the governing body of the locality pay to the Department within 30 days the local revenue-sharing funds upon written notice by the Department of its intent to proceed. Any project having funds allocated under this program shall be initiated in such a fashion that at least a portion of such funds have been expended within one year of allocation. Any revenue-sharing funds for projects not initiated after two subsequent fiscal years of allocation may be reallocated at the discretion of the Board.

D. Total Commonwealth funds allocated by the Board under this section shall not exceed the greater of \$100 million or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358 prior to the distribution of funds pursuant to this section, whichever is greater, in each fiscal year, subject to appropriation for such purpose. For any fiscal year in which less than the full program allocation has been allocated by the Board to specific governing bodies, those localities requesting the maximum allocation under subsection A may be allowed an additional allocation at the discretion of the Board.

E. The funds allocated by the Board under this section shall be distributed and administered in accordance with the revenue-sharing program guidelines established by the Board.

2006, c. 827, § 33.1-23.05; 2008, c. 608; 2011, cc. 830, 868; 2012, cc. 729, 733; 2014, c. 805; 2015, c. 684; 2018, c. 828.

APPENDIX B

**Commonwealth Transportation Board REVENUE SHARING PROGRAM POLICY**  
(~~December~~ July 18, 2023 ,~~2018~~)



~~APPENDIX C~~

~~STATEMENT OF PURPOSE, PRIORITIES AND RECOMMENDATIONS  
for the Revenue Sharing Program~~

~~(THIS WILL BE REMOVED IN THE REVISED DOCUMENT)~~

## **CTB Revenue Sharing Program Study Committee**

### **Statement of Purpose, Priorities and Recommendations for the Revenue Sharing Program**

*The Revenue Sharing program is implemented in accordance with requirements established in Virginia Code. Within that framework, the Commonwealth Transportation Board (CTB) establishes policies to support the most effective and equitable use of Revenue Sharing funds, as well as the most effective and expeditious administration of the Program. As stated in the CTB Revenue Sharing Policy, the Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered, provided the locality commits to any additional funding needed to implement the project within limits of Policy.*

#### General Priorities of the Program:

- Provide funding support for projects of local importance where allocations are expended as set out by the Code of Virginia and projects are completed in a relatively short period of time.
- Provide funding to support projects that focus on immediately needed improvements and will be completed in a relatively short period of time.
  - Provide funding to leverage other projects that support Regionally or Statewide significant projects;

#### Committee's Priorities for Program Recommendation

- Recommend policies that emphasize fair and equitable distribution of funds, whether initial allocations or subsequent transfers of existing allocations, which support the priorities of the program.
- Recommend policies that, to the best degree possible, provide a high level of funding predictability and certainty for all stakeholders.
- Recommend policies that, as allowable by the Code of Virginia and other State policies, allow Revenue Sharing allocations to be used as financial leverage for other transportation funding programs.
- Recommend policies to ensure the effective use of Revenue Sharing allocations and expeditious completion of Revenue Sharing projects.
- In accordance with the Code of Virginia, policies and processes established by the Board shall be developed with the understanding that allocations are provided to localities for specified projects and are not allocations to localities for their general use on other transportation projects thereafter.

#### Other Recommendations

- The Study Committee recommends the Board re-evaluate the Policy changes after two subsequent application cycles. This recommendation is included in the updated CTB Policy.
- The Study Committee also recommends that every two years the CTB should evaluate the appropriate funding level of the Revenue Sharing Program. Further, the Committee recommends that should the biennial funding for SMART Scale exceed \$1.2 billion, an appropriate percentage of the increase should go to funding the Revenue Sharing Program; however, the Study Committee recommends that the Revenue Sharing Program should be funded annually at a minimum of \$100 million irrespective of the SMART Scale funding.

~~APPENDIX D~~

~~SUMMARY OF 2017 REVENUE SHARING PROGRAM POLICY CHANGES~~

~~(THIS WILL BE REMOVED IN THE REVISED DOCUMENT)~~



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APPENDIX EC

**CRITERIA FOR MAINTENANCE PRIORITY PROJECTS**

## Criteria for Maintenance Priority Projects

A locality may apply for a maximum of \$5 million in matching allocations per fiscal year (\$10 million per biennial cycle) and up to \$2.5 million (\$5 million per biennial cycle) of these requested funds may be specified for maintenance projects. The criteria for determining if a pavement resurfacing or bridge rehabilitation project meets the priority is described below and is based on the Department's performance targets.

### Pavement Resurfacing Projects

Any proposed pavement maintenance project to address a pavement section that was rated as "deficient" (Critical Condition Index (CCI) below 60 or comparable criteria) is eligible for consideration as a maintenance priority project. Any proposed bridge maintenance project to address a poor rating (General Condition Rating (GCR) of 4 or below) on a VDOT or locality maintained bridge or structure is eligible for consideration as a maintenance priority project.

It will be the responsibility of the requesting locality to indicate on the detailed application if a project for which funds are requested meets the priority criteria. VDOT will provide the condition data to verify that determination for all VDOT maintained facilities. For locally maintained facilities, the locality will submit their condition rating data to the local VDOT Manager for review. Any questions about the condition assessment data and whether a project qualifies for priority funds will be determined by the District Maintenance Engineer.

Pavement condition assessments are based on the surface distresses, such as roughness, cracking, patching, rutting, potholes, etc. The detailed findings are summarized into a CCI rating which is based on a scale of 0 to 100, with 100 being assigned to a pavement section with no visible distresses. Any pavement section receiving a CCI rating below 60 is termed "deficient" and can potentially be considered for maintenance activities. The type of maintenance activity is usually selected based on the extent and the severity of distresses present. Any pavement with a CCI rating below 60 can qualify for the established priority criteria.

### Bridge Rehabilitation Projects

Bridge Condition Assessments are based on the condition of structures as defined by GCRs that are assigned to each structure during regularly scheduled inspections. These inspections are required by VDOT policy and by the federally mandated National Bridge Inspection Program. For each bridge or culvert, GCR are used to describe the existing, in-place structure as compared to its as-built condition. Evaluations are provided for the physical condition of the deck, superstructure, and substructure, or culvert components of a structure (therefore bridges will usually have three GCR and culverts have one). General Condition Ratings are based on a scale of 0 to 9, with 0 being the worst condition and 9 being the best condition. Virginia categorizes the structure inventory into three categories of Good, Fair, and Poor. They are defined as:

- Good – lowest GCR is greater than or equal to 6. Structures in this category are typically in need of preventive maintenance work such as bridge cleaning, deck sealing, sealing joints, thin deck overlays, and spot/zone painting.
- Fair – lowest GCR is equal to 5. Structures in this category are typically in need of restorative maintenance actions such as deck patching, rigid deck overlays, reconstructing/closing joints, substructure repairs, fatigue retrofitting, over-coating or re-coating, scour repairs, cathodic protection and electrochemical chloride extraction.

- Poor – lowest GCR is less than or equal to 4. Structures in this category are typically in need of rehabilitation work actions such as deck replacements, superstructure replacements, and culvert rehabilitation, or complete structure replacement.

Virginia performs an annual needs assessment of the structure inventory in order to determine the resources required to address the structures in each condition category. Bridges and culverts that are in the poor condition category can qualify for the established priority criteria, providing the items deemed as poor are being addressed. While bridges and culverts that are in the fair and good condition categories do not meet the primary criteria for priority consideration, maintenance projects are encouraged for these structures as system preservation activities, and these projects would qualify for Revenue Sharing funding.

The requesting locality is responsible for indicating on the application if the project meets the priority criteria. VDOT will provide the condition data to verify that determination for all VDOT maintained facilities. For locally maintained facilities, the locality submits its condition rating data to the local VDOT Manager for review. Any questions regarding the condition assessment data and whether a project qualifies for priority funding will be determined by the District Maintenance Engineer (DME). If a secondary pavement condition assessment is several years old (with latest assessment above deficient determination) the DME will determine if a new assessment can be added to the current review schedule. Interim bridge ratings will not usually be considered and the latest regularly scheduled rating should be the basis for evaluation of the priority criteria. Failure to provide the rating documentation will result in the roadway or bridge project request being determined to not meet Priority 3 selection criteria.

APPENDIX DF

**REVENUE SHARING APPLICATION PROCESS**

## APPLICATION PROCESS

The application process generally begins with an announcement or invitation letter, from the Director of Local Assistance, via email and other announcements, to County Administrators and City/Town Managers to participate in the upcoming biennial application cycle ([odd-numbered years](#)). The announcement will include a timeframe in which applications will be accepted through VDOT's [SMART Portal](#).

A pre-application submittal for each project is required through the SMART Portal in order to be considered for funding during the open application period. [Paper or hard-copies will not be accepted](#). This will provide an opportunity for the local VDOT ~~Project~~ Manager to review the eligibility, scope and estimate prior to the final application submittal.

After determining that ~~it~~ [they](#) will participate in the program, the locality should coordinate closely with their local VDOT Manager to review potential projects. The local VDOT Manager will provide support regarding eligibility, estimates, and scheduling. If the locality is requesting VDOT administration of the project, the locality must coordinate with the local VDOT Manager to obtain the Department's concurrence with the project's scope, schedule, and estimate.

When submitting multiple project applications, localities will be required to prioritize the applications.

A resolution from the governing body, indicating their desire to participate in the Revenue Sharing ~~p~~Program, their commitment to fully funding the projects, and providing appropriate signatory authority, is also required as part of the application process [and must be included with the application](#). A sample resolution is provided in [Appendix G](#).

Applications [lacking required documents](#), submitted [late after the deadline](#), or left in pending status will not be accepted.

There is no limit on the amount of funds the locality may contribute; however, the locality may receive no more than the maximum amount of state Revenue Sharing [Program](#) funding allocation stipulated by statute or by Commonwealth Transportation Board Policy.— Funding provided through other VDOT [funding P](#)programs cannot be used to match Revenue Sharing Program funds. If the locality uses other non-VDOT grant funds as match, the locality must determine if the work being performed is eligible under those non-VDOT programs and the locality is required to meet the requirements of those programs.

~~During the application process or after final submittal, the designated local VDOT Project Manager will review the SMART Portal application to make an initial project eligibility determination. If locally administered, the local VDOT Manager will also make an initial determination regarding the ability of the locality to effectively complete the project. may use the RtTA scorecard to determine the locality's ability to effectively administer the project.— Please note that this review also takes the place of the Request to Administer (RtA) Project form used for most other projects and represents VDOT's concurrence with the locality administering the project, if applicable. While an RtA is not required, it is highly recommended that any locality submitting an application that exceeds \$5 million in construction cost should use the self-~~

~~evaluation form in the LAP Manual to assist in assessing their ability to manage a more complex transportation project. If federal funds are added to the project, the typical RtA process as outlined in Chapter 10 of the LAP Manual must be followed.~~ For questions regarding eligibility on maintenance performance targets or general condition ratings the designated VDOT Manager should contact the District Maintenance Engineer (DME). If a pavement condition assessment is several years old (with latest assessment above deficient determination) the District needs to work with their DME to see if a new assessment can be added to the review schedule. Bridges have regularly scheduled inspections, but if the condition of the bridge has degraded since the last regularly scheduled assessment the District should contact the DME to see if a new assessment can be requested ahead of schedule. All documentation related to deficient roadways and bridges must be received by the prescribed deadline in order for the roadway or bridge project request to be determined to meet Priority 3 selection criteria.

The local VDOT ~~Project~~ Manager is responsible for reviewing the application to confirm project scope, estimate, schedule and funding is accurate and any required supporting documents are submitted with the application.

VDOT's Local Assistance Division will review the final applications and will notify the designated local VDOT Manager of the amount of state matching funds available for use on specified projects in their localities, subject to the approval of the Commonwealth Transportation Board.

APPENDIX ~~GE~~E

**SAMPLE RESOLUTION**



**SAMPLE RESOLUTION**

Please note that specific language regarding the locality's commitment to the funding is a requirement on all resolutions.

At a regularly scheduled meeting of the [name of locality (City/Town Council or County Board of Supervisors)] held on [month & day], 20\_\_\_\_, on a motion by [name of Council or Board member], seconded by [name of Council or Board member], the following resolution was adopted by a vote of [#] to [#]:

~~WHEREAS, the [name of locality (City/Town Council or County Board of Supervisors)] desires to submit an application for an allocation of funds] through the Virginia Department of Transportation Fiscal Year 20xx-xx, Revenue Sharing Program; and,~~

~~WHEREAS, [enter amount locality intends to provide as its match] of these funds are requested to fund [description of work], [termini]; and,~~

~~WHEREAS: The [name of locality (City/Town Council or County Board of Supervisors)] hereby supports this application for an allocation of [enter amount locality intends to provide as its match] through the Virginia Department of Transportation Fiscal Year 20xx-xx Revenue Sharing Program.~~

~~NOW THEREFORE BE IT RESOLVED, that the Council/Board of Supervisors of the City/Town/County of \_\_\_\_\_ hereby commits to fund its local share of preliminary engineering, right of way and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s).~~

~~BE IT FURTHER RESOLVED, that the (City/Town Manager/County Administrator/or other named position designee) is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.~~

~~ADOPTED this [day] day of [month year].~~

**A COPY ATTEST**

\_\_\_\_\_  
[name] [title]



RESOLUTION  
AFFIRMING COMMITMENT TO FUND THE LOCALITY SHARE OF PROJECTS  
UNDER AGREEMENT WITH THE VIRGINIA DEPARTMENT OF TRANSPORTATION  
AND PROVIDE SIGNATURE AUTHORITY

WHEREAS, the (City/Town or County) of \_\_\_\_\_ is a recipient of Virginia Department of Transportation funds under various grant programs for transportation-related projects; and

WHEREAS, the Virginia Department of Transportation requires each locality, by resolution, to provide assurance of its commitment to funding its local share; and

THEREFORE, IT IS HEREBY RESOLVED, by the (City/Town Council or Board of Supervisors) of \_\_\_\_\_ hereby commits to fund its local share of preliminary engineering, right-of-way, and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s); and

BE IT FURTHER RESOLVED, that the (City/Town Manager or County Administrator) and/or his designees is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

In witness whereof, the forgoing was adopted by (City/Town Council or Board of Supervisors) of \_\_\_\_\_, Virginia on (date).

(locality seal) \_\_\_\_\_  
 \_\_\_\_\_  
 Clerk of Court

**APPENDIX H**  
**IMPLEMENTATION PROCESS**

~~APPENDIX I~~

~~CERTIFICATION FORM FOR STATE FUNDED PROJECTS~~

(Please refer to the [Locally Administered Projects \(LAP\) Manual](#) for the most current form)

## APPENDIX J

### ~~REVENUE SHARING PROGRAM PROJECT TRANSFER AND DEALLOCATION PROCESS~~

### ~~REVENUE SHARING PROGRAM PROJECT TRANSFER AND DEALLOCATION PROCESS~~

~~Revenue Sharing funding is allocated to specific projects through an application process and the allocations are generally not intended to be transferred to supplement other Revenue Sharing projects or become a revenue source for other projects which have not received Revenue Sharing allocations. However, under limited circumstances Revenue Sharing allocations may be transferred to other projects in accordance with the following procedures. Any revenue sharing funds transferred from a project may not be replaced at a later date.~~

#### TRANSFER ELIGIBILITY/REVIEW PROCESS:

- ~~1. **Surplus funds from a completed project will be returned to the Revenue Sharing Program Fund** may be transferred to an existing Revenue Sharing project within the same locality that needs funds to meet an advertisement or award date within 1 year of request or to meet an existing deficit on a completed project with approval of the Commonwealth Transportation Board District member. Transfer must occur within six (6) months of project completion. Any project that has already gone through the award process is not eligible to receive a transfer of funds to replace the local funds, committed by the locality, to cover the estimated cost of the project.~~

- Within six months ~~of~~ **after** project completion, the locality's County Administrator or City/Town Manager, as applicable, must submit a request, in writing, requesting such a transfer to their local VDOT Manager. Project completion is typically identified by a submitted C-5 or can also be indicated by other approved documentation when the C-5 is not reflective of project completion, such as when there are outstanding claims or on-going condemnation procedures. These are reviewed and approved by the Revenue Sharing Program Manager.
- The local VDOT Manager will notify the Local Assistance Division (LAD) Revenue Sharing Program Manager of such request to ensure that funding is available to be transferred and that no outstanding issues exist that would preclude such a transfer. The LAD Revenue Sharing Program Manager reviews project allocations, expenditures, and pending VDOT charges to determine amount available for transfer (in coordination with the Infrastructure Investment Division). The LAD Revenue Sharing Program Manager also verifies that there are no restrictions applicable to the particular fiscal year's funding which would disallow the requested transfer.
- After receiving concurrence from LAD, the local VDOT Manager will request written concurrence from the District Commonwealth Transportation Board (CTB) member. The local VDOT Manager will forward ~~the concurrence~~ to LAD Revenue Sharing Program Manager the locality's email requesting the transfer, the CTB member's concurrence, along with a complete IID-24.
- The LAD Revenue Sharing Program Manager will review the IID-24 and forward to the Infrastructure Investment Division for processing in PAM and Cardinal and record the transfer in the Revenue Sharing database.
- An email is then sent to the designated local VDOT Manager indicating that the transfer of funding has been completed. If applicable, project agreements are modified (or request made of project manager to do so) and are transmitted with the transfer approval letter.

**2. ~~Surplus funds from a completed project~~ may be transferred to an existing non-Revenue Sharing Project in the Six Year Improvement Program or Secondary Six Year Plan that needs funds to meet advertisement or award date within 1 year of request or to address an existing deficit on a completed project, with the approval of the Commonwealth Transportation Board. Transfer request must occur within 6 months of project completion. Any project that has already gone through the award process is not eligible to receive a transfer of funds to replace the local funds, committed by the locality, to cover the estimated cost of the project**

- Within six months ~~of~~ **after** project completion, the locality's County Administrator or City/Town Manager, as applicable, must submit a written request for a transfer to their local VDOT Manager.
- The local VDOT Manager will notify the LAD Revenue Sharing Program Manager of such request to ensure that funding is available to be transferred and that no outstanding issues exist that would preclude such a transfer. The LAD Revenue Sharing Program Manager reviews project allocations, expenditures, and pending VDOT charges to determine amount available for transfer (in coordination with the Infrastructure Investment Division). The LAD Revenue Sharing Program Manager also verifies that there are no restrictions applicable to the particular fiscal year's funding which would disallow the requested transfer.

- After receiving concurrence from LAD, the local VDOT Manager will ensure that the District CTB member is aware of the pending request and provides a locality resolution designating the recipient project as a revenue sharing project and identifies the project funds will be re-allocated from.
- Upon receipt of the required documents, tThe Revenue Sharing Program Manager will coordinate with the local VDOT Manager to prepare a CTB Resolution and decision brief and will present the request at the next possible CTB Meeting for CTB action.
- If concurrence is provided by the CTB, the local VDOT Manager will prepare an IID-24 and provide to the Revenue Sharing Program Manager. After review, the Revenue Sharing Program Manager forwards the IID-24 to the Infrastructure Investment Division for processing in PAM and Cardinal and records transfer in Revenue Sharing database.
- An email is sent to the designated local VDOT Manager indicating the transfer of funding has been completed. If applicable, project agreements are modified (or request made of project manager to do so) and is transmitted with the transfer approval letter.

**~~3. Surplus funds from a cancelled project must be deallocated and returned to the statewide Revenue Sharing program account; these funds can only be reallocated by the Commonwealth Transportation Board.~~**

- After receiving an email from the locality that a project is to be cancelled, the LAD Revenue Sharing Program Manager prepares an IID-24 that is transferring funds from the cancelled project to the Revenue Sharing Balance Entry account, and forwards to the Infrastructure Investment Division for processing in PAM and Cardinal financial systems.
- The LAD Revenue Sharing Program Manager records the transfer in Revenue Sharing database.

**~~4. All other transfers must meet the conditions of the deallocation process, which limits transfers to projects which need the additional funding to meet an advertisement date or award date within one (1) year of the transfer requests, or that addresses an existing deficit on a completed project. Any funds being transferred from a completed project must occur within 6 months of project completion. Local funds on a project already awarded are not eligible to be replaced with Revenue Sharing Program funds through a transfer of funds. The following requirements also apply as necessary:~~**

- When a transfer is requested to another existing Revenue Sharing project, concurrence from the District CTB member is required.
- When a transfer is requested to a non-Revenue Sharing project, concurrence from the District CTB member and approval from the full CTB is required. Any non-Revenue Sharing project that receives a Revenue Sharing allocation outside the application cycle will not be considered an existing Revenue Sharing project for allocation prioritization purposes.

**~~The transfer process is outlined in paragraphs 1 and 2 above, as applicable.~~**

~~For any transfer to a project which requires advertisement or award within one (1) year of request or CTB approval, the LAD Revenue Sharing Program Manager will notify the locality of the upcoming deadline, in writing, at least two months prior to the advertisement or award deadline, if advertisement or award has not yet been completed. The LAD Revenue Sharing Program Manager will copy the local VDOT Contact and the District CTB member. If locality cannot meet the deadline, the LAD Revenue Sharing Program Manager will initiate deallocation unless an exception is provided.~~

If the terms of the transfer, including the requirement to advertise or award the project, cannot be met by the locality, the locality may request to retain their funding. Such request must be submitted to the Director of Local Assistance, in writing, by the County Administrator or City/Town Manager at least 15 business days prior to the deadline. The request must include reasons for the inability to meet the transfer terms, including actions taken to meet the terms of the transfer and when the terms will be met.

Coordination with the local VDOT Manager regarding the request is strongly recommended. The Director of Local Assistance will consult with District CTB Member prior to the final decision to approve the locality request or to deallocate, as pertinent. The final decision will be provided to the locality and the local VDOT Manager in writing, with a copy to the District CTB Member.

## ~~De-allocation~~Deallocation ~~DE-ALLOCATION~~DEALLOCATION ELIGIBILITY/PROCESS:

### Identification of Projects Subject to De-allocationDeallocation:

- ~~§ 33.2-357 was modified in 2008 to include a provision establishing timeframes for the expenditure of funds with an additional modification made in 2012. The language indicates that any project having funds under the revenue sharing program shall be initiated in such a fashion where at least a portion of the funds have been expended within one year of allocation. Any revenue sharing funds for projects not initiated after two subsequent years of allocations may be reallocated at the discretion of the Commonwealth Transportation Board. Criteria for identifying projects for potential de-allocation~~deallocation:
  - ~~Project completed for 6 months or more with allocations remaining and no activity for 6 months~~
  - ~~Project which has not been initiated within two (2) fiscal years of allocation~~
  - ~~Project which is on-going, where for 24 months no portion of allocated revenue sharing funds has been expended or project has been inactive.~~

### Process for de-allocationdeallocation:

- ~~At the end of each~~Two months prior to the end of the current fiscal year, the Revenue Sharing Program Manager will obtain from the Revenue Sharing database a list of revenue sharing projects that received allocations for that fiscal year and have had no project expenditure activity.
- ~~The Revenue Sharing Program Manager will discuss these projects with the local VDOT PIM and determine which projects have not yet been initiated. Once those have been identified, the Revenue Sharing Program Manager~~local VDOT manager will coordinate with ~~will send a letter to the locality advising the of the potential that project funding may be deallocated de-allocated if the project is not initiated within the next twelve (12) months and of the possibility that no additional funds may be allocated by CTB until the project is initiated.~~
- ~~Each spring~~Two months prior to the end of the current fiscal year, the Revenue Sharing Program Manager reviews a list of revenue sharing projects obtained from the Revenue Sharing database that have not been initiated within 2 fiscal years of allocation or have had no activity in past 24 months and projects that have been completed for 6 months or more with surplus funds, for the formal de-allocationdeallocation review.
- ~~The Revenue Sharing Program Manager will provide to the designated local VDOT Manager a list of potential projects for de-allocation~~deallocation.
- ~~The designated local VDOT Manager will coordinate with each affected locality to determine the project status and provide an action plan and recommendation whether funds should be de-allocated or whether there is justification to retain the funds. This action plan and recommendation will be provided back to the LAD Revenue Sharing Program Manager within 45 days.~~



- ~~Projects that are identified by the designated local VDOT Manager as complete will be closed and the designated local VDOT Manager will be asked to provide proper documentation within 45 days to transfer funds to another qualifying project, as applicable, in accordance with CTB Policy. A qualifying project is a revenue sharing project that is completed and in has an existing deficit, or an on-going project that needs additional funds to meet a scheduled advertisement or award within 12 months of the date the donor project was place on the deallocation list. Local funds on an awarded project are not eligible to be replaced with Revenue Sharing Program funds though a transfer of funds.~~
- ~~Once a project is identified for de-allocation deallocation a list will be presented no later than at the January CTB meeting for consideration in the removal of Revenue Sharing project funds. Localities will be notified of proposed de-allocation deallocations at least 30 days prior to presentation to the CTB.~~
- ~~If the decision is made to deallocate ~~de-allocate~~ the funds, those funds will be removed from the project and made available for statewide redistribution at a later date. Any locality matching funds that had been provided to VDOT by the locality for the funds being deallocated ~~de-allocated~~ will be refunded to that locality through the respective District office.~~

~~As previously noted, surplus funds from a cancelled project must be deallocated and returned to the statewide Revenue Sharing program account; these funds can only be reallocated by the Commonwealth Transportation Board.~~



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 2*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

#### MOTION

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

Action:

#### Title: Transportation Alternatives Program Policy - 2023

**WHEREAS**, the federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides for a statewide Transportation Alternatives Program, using federal transportation funds and state or local matching funds; and,

**WHEREAS**, the current Commonwealth Transportation Board policy entitled “Policy for Selection of Transportation Alternatives Projects and Process for Transportation Enhancement/Transportation Alternatives Program De-allocation, Project Transfer, and Inactive Projects” (hereinafter referred to as the 2013 Transportation Alternatives Program Policy) was approved on July 17, 2013; and,

**WHEREAS**, the 2013 Transportation Alternatives Program Policy was based on provisions in the federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21); and,

**WHEREAS**, the Department has evaluated the 2013 Transportation Alternatives Program Policy to determine if revisions are needed due to the IIJA/BIL, and based on that evaluation has developed recommended revisions to the 2013 Transportation Alternatives Program Policy (see attachment “Action Item Decision Brief Transportation Alternatives Summary”); and,

**WHEREAS**, the Department’s recommended revisions to the 2013 Transportation Alternatives Policy have been assessed by a Commonwealth Transportation Board subcommittee

established by the Secretary of Transportation (Secretary), it is the sense of the Board that the existing 2013 Transportation Alternatives Policy should be revised to ensure compliance with federal requirements, ensure more efficient and effective utilization of Program allocations, and to ensure Commonwealth Transportation Board Policy is consistent with and supports Program needs.

**NOW, THEREFORE BE IT RESOLVED**, the Commonwealth Transportation Board hereby adopts the following revised Transportation Alternatives Program Policy to govern the use of Transportation Alternatives Program funds:

1. Applications for Transportation Alternatives Program allocations shall be accepted on a biennial cycle, with project allocation approval being made by the Commonwealth Transportation Board on even numbered years. Applicants are limited to eight (8) preapplications and five (5) final applications.
2. As required by IJJA/BIL, the MPOs representing Transportation Management Areas (TMAs) will select Transportation Alternatives projects in their areas up to the amount of funding provided them in IJJA/BIL, using a competitive application process in consultation with the Department. Allocations made available to members of the Commonwealth Transportation Board may also be provided to projects within those TMAs.
3. Allocations available to the State for population areas, other than those allocations available to TMAs, shall be equally distributed to the members of the Commonwealth Transportation Board District and At-large members, including the Secretary of Transportation, for project selection. Each Commonwealth Transportation Board District Member will select eligible projects up to the amount available to the member. The Secretary and the Commonwealth Transportation Board At-large members shall select projects as a block with the primary goal of ensuring all population distribution and other allocation requirements of IJJA/BIL and Virginia Code are met. Projects selected by Commonwealth Transportation Board members but cancelled within the first year of allocation may have allocations re-assigned to another project from that year's application pool.
4. All projects selected by the members of the Commonwealth Transportation Board shall receive not less than 100% of the amount of Transportation Alternatives Program funds requested in the application. No project shall receive more than \$2.5 million in Commonwealth Transportation Board allocations, including project allocation transfers. MPOs making project selections are encouraged to adhere to this policy but are not required to do so.
5. Once project selections have been made in accordance with the foregoing process, the project list will be presented to the full Board for its consideration and approval. Locally Administered projects may be deallocated if a project administration agreement has not been executed by the locality within six (6) months after transmittal to the locality.

6. All projects selected and provided Transportation Alternatives Program allocations either from members of the Commonwealth Transportation Board or MPOs must be under construction within four (4) years of the project's initial allocation, unless a time extension has been granted by the Department for a documented reason. The Department shall establish administrative procedures to ensure that any recipient of Transportation Alternatives Program allocations advance diligently toward the goal of four (4) years to construction. When no or minimal efforts have been made, requests for time extensions may be denied and the project may be deallocated of funding.
7. Allocations no longer necessary for the completion of the project for which the funding has been applied (surplus Transportation Alternatives Program allocations) shall be made available statewide to support projects in deficit, within the allocation limits established by the Board, and to supplement the biennial project selection and allocation process. Surplus Transportation Alternatives Program allocations may be redistributed to existing Transportation Alternatives projects in accordance with the most current Six Year Improvement Program (SYIP) transfer process and in accordance with administrative procedures established by the Department. Competing requests will be prioritized with deficit projects at award having highest priority, deficit projects at advertisement being next priority, and next, deficit projects in or having completed construction, and then all other requests. The Department shall establish review procedures to ensure appropriate actions are taken to reduce costs and ensure the project is appropriately advancing before undertaking any such transfers.
8. A balance entry account shall be established to ensure appropriate reserves are available to support deficit Transportation Alternative project advancement to construction and to complete construction. A minimum of \$2M shall be retained in the account but may be adjusted to account for the needs of the program and after notification to the Commonwealth Transportation Board.

**BE IT FURTHER RESOLVED**, the Commonwealth Transportation Board hereby rescinds its 2013 Transportation Alternatives Program Policy, provided however, that nothing herein is intended to invalidate any actions previously taken pursuant to the 2013 Transportation Alternatives Program Policy.

#####

## Commonwealth Transportation Board (CTB) Decision Brief

### Transportation Alternatives Program Policy (2023)

**Issue:** The federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides for a statewide Transportation Alternatives Program using federal transportation funds and state or local matching funds. The Commonwealth Transportation Board (CTB) has established a Transportation Alternatives Program Policy, in accordance with §33.2-215 of the *Code of Virginia*. The previous CTB Transportation Alternatives Program policy was approved in 2013 and the changes in federal law pursuant to the IIJA/BIL, as well as changes to Virginia Department of Transportation (Department) processes, necessitate changes to the Transportation Alternatives Program Policy to ensure compliance with the IIJA/BIL and to support the efficient implementation of the Program.

**Facts:** The Secretary of Transportation (Secretary) established a CTB subcommittee to evaluate changes to the CTB's 2013 Transportation Alternatives Program Policy that have been recommended by Department staff. The subcommittee met on four separate occasions and each session was open to the general public. After a thorough evaluation, the subcommittee recommended certain modifications to the Transportation Alternatives Program Policy, and those modifications were presented to the CTB on June 20, 2023. A summary of those recommendations is found on the attachment to this decision brief entitled "Action Item Decision Brief Transportation Alternatives Summary."

**Recommendations:** VDOT recommends that the CTB approve and enact the Transportation Alternatives Program Policy (2023).

**Action Required by CTB:** The *Code of Virginia* §33.2-215, requires the majority vote of the CTB to approve Department policies and transportation objectives.

**Result, if Approved:** The revised Transportation Alternatives Program Policy will become effective immediately.

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

**Public Comments/ Reaction:** During the process outreach meetings were held with Department District staff and with local government stakeholders, and a survey to gauge local government support for the recommended policy was published. The survey reflected general support for the proposed revisions and changes to several of the proposed policy revisions were made as a result of public input. A total of 42 respondents provided feedback through the survey, representing 41 localities across the state and one planning district commission.

<b>TRANSPORTATION ALTERNATIVES POLICY RECOMMENDATIONS</b>			
	<b>Issues Identified/Opportunities for Improvement</b>	<b>Proposed Policy</b>	<b>Anticipated Outcomes</b>
1	Current Application process policy is not reflective of the biennial practice	Align policy for application cycle with existing biennial application intake process	Aligns policy with current practice
2	Surplus funding not available to projects with highest needs for funding Surplus funding not distributed in a timely manner Current process is not consistent with other funding programs Current practice of project transfers within a locality is not reflective of the project-specific nature of allocations	Surplus funds from completed or canceled projects return to statewide balance entry for redistribution based on standardized prioritization/tiered process. Retain \$2M in statewide balance entry to account for unanticipated needs - replenish as necessary during application cycles.  Tier 1 – Localities with a deficit at Construction award Tier 2 – Projects that exhibit a deficit at advertisement Tier 3 – Projects with a deficit during Construction Tier 4 – Projects with a deficit after Construction completion  Projects selected by CTB but cancelled within the first year of allocation may have allocations re-assigned to another project from that year's application pool.  Eliminate all individual transfer requests within localities. Any redistribution or increased allocation to projects will be addressed on a statewide basis using a uniformed reallocation process.	Allows available funding to immediately support projects in deficit. Minimizes idle allocations while reducing impacts of inflation / other project delivery cost increases  Redistribution of available funds using a tiered process to reflect the urgency and time sensitive need for funds on existing projects.  Aligns with premise that allocations are made to projects through application process rather than generally to localities  Ensures appropriate distribution of population-based allocations
3	Projects are delayed when not fully funded due to uncertainty of available funding to complete project  Partially funding application requests is inconsistent with other funding programs	Fully fund project application requests, with limited opportunity to request additional funding (see tiering in recommendation #2)	Provides incentive to initiate project promptly with confidence of funding availability Encourages better project planning and estimates Consistency with other funding programs
4	Current process of distributing allocations for CTB Member selections does not account for fluctuations in available funding	Adjust District Member and At-large/Secretary CTB Member allocations so that allocations are equally distributed	Provides equitable distribution of funding for CTB Member allocations
5	Program funding not suitable for large projects  Larger projects often do not meet requirement to reach construction phase in four years	Establish a maximum lifetime award amount of \$2.5 million per project	Ensures allocations are available for broader range of applicants Encourages smaller, more focused projects which can be completed quickly Aligns projects' size with intent and scale of the Transportation Alternatives Program
6	Localities submit many project applications that are not viable application or have not been thoroughly vetted internally, resulting in unnecessary effort during application reviews	Establish application caps of 8 Pre-Applications and 5 Full Applications for each jurisdiction	Encourages localities to prioritize and submit ready and suitable projects rather than submitting multiple applications in the hopes of securing an award Allows VDOT to focus review efforts on most viable project applications
7	Project initiations are being delayed waiting on execution of project administration agreements	Require that project administration agreements be executed within six months of agreement transmittal to locality or risk project deallocation	Encourages expeditious start to projects Minimizes delays of expenditures



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

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Richmond, Virginia 23219

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Agenda item # 3

RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

MOTION

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

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

Title: FY24-29 Six-Year Improvement Program Transfers  
For May 20, 2023 through June 16, 2023

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. After due consideration, the Board adopted a Fiscal Years 2024-2029 Program on June 21, 2023; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 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 Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 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

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

Resolution of the Board  
July 18, 2023  
FY24-29 Six-Year Improvement Program Transfers  
May 20, 2023 through June 16, 2023  
Page 2 of 2

**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

### FY2024-2029 Six-Year Improvement Program Transfers For May 20, 2023 through June 16, 2023

**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 21, 2023, 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 2024 through 2029 (the Program) 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 Program 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 May 20, 2023 through June 16, 2023 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 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.

**Public Comments/Reactions:** None

**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Requiring CTB Approval**

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	Bristol	RTE. 23 INSTALL RUMBLE STRIPS, GUARDRAIL, DRAINAGE IMPROV.	113770	Bristol	ST. PAUL-REPLACE AND CONSTRUCT NEW SIDEWALK VAR. ROUTES	113766	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$250,355	\$1,017,230	\$1,017,230	32.65%	Transfer of surplus funds recommended by District and Traffic Operations Division from a cancelled project to fund a scheduled project.
2	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR17VB - BRIDGE REPLACE RT 1 CHOPAWAMSIC CREEK ID 18057	111406	SGR Bridge State (SSB700)	\$1,824,363	\$10,493,866	\$10,493,866	21.04%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a scheduled project.
3	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HSIP21 - NATIONWIDE DRIVE - PEDESTRIAN IMPROVEMENTS	114063	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$373,374	\$1,058,628	\$1,058,628	54.49%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
4	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HSIP21 - UR 6044 - PEDESTRIAN IMPROVEMENTS (OLD FOREST RD)	114065	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$1,350,645	\$2,631,927	\$2,631,927	>100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
5	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	RAMPO Travel Demand Modeling On-Call Consultant Support	86357	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$356,450	\$1,443,550	\$1,043,550	32.79%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
6	Richmond	CARBON REDUCTION PROGRAM BALANCE ENTRY - RICHMOND	T27907	Richmond	Patterson Avenue Sidewalks	115201	Carbon Reduction > 200k Allocation-Federal (CFR600), CRP > 200k Allocation - Soft Match (CFR601)	\$721,627	\$4,040,000	\$4,040,000	21.75%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to fund a scheduled project.
7	Richmond	CARBON REDUCTION PROGRAM BALANCE ENTRY - RICHMOND	T27907	Richmond	Meadowdale Blvd (Dalebrook Drive to Beulah Rd) Ped-Bike Imps	115784	Carbon Reduction > 200k Allocation-Federal (CFR600), Carbon Richmond Allocation-Federal (CFRM50), Carbon Richmond Allocation-Soft Match (CFRM51), CRP > 200k Allocation - Soft Match (CFR601)	\$2,660,000	\$3,660,000	\$3,660,000	>100%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to fund a scheduled project.
8	Richmond	CARBON REDUCTION PROGRAM BALANCE ENTRY - RICHMOND	T27907	Richmond	Richmond Signal System – Phase IV	118148	Carbon Richmond Allocation-Federal (CFRM50), Carbon Richmond Allocation-Soft Match (CFRM51)	\$1,080,277	\$5,487,999	\$5,488,000	24.51%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to fund a scheduled project.
9	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	RTE 711 - RUMBLE STRIPES	122808	VA Safety State - State (CS3SS0)	\$19,110	\$49,000	\$49,000	63.93%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
10	Richmond	CARBON REDUCTION PROGRAM BALANCE ENTRY TRI-CITIES	T27908	Richmond	Enon Church Road at Bermuda Orchard Road - Ped Improvements	118951	Carbon Reduction > 200k Allocation-Federal (CFR600), Carbon Tri-Cities Allocation-Federal (CFRM20), Carbon Tri-Cities Allocation-Soft Match (CFRM21), CRP > 200k Allocation - Soft Match (CFR601)	\$186,324	\$976,100	\$976,100	23.59%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to fund a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Requiring CTB Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
11	Staunton	#SGR23LP LURAY 2ND EAST MAIN ST. PRIMARY EXT. PAVE.	121200	Staunton	#SGR23LP LURAY MAIN ST. PRIMARY EXT. PAVE.	121199	SGR - State (SS0100)	\$35,308	\$180,164	\$180,164	24.37%	Transfer of surplus funds recommended by District and Local Assistance Division from and underway project to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Not Requiring CTB Approval**

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	Fredericksburg	Ferry Road- Widening and Restriping; #HB2.FY17 RTE 1/630 AREA CORRIDOR ROAD IMPROVEMENTS	103084, 103085	Fredericksburg	#HB2.FY17 RTE 1/630 AREA CORRIDOR ROAD IMPROVEMENTS	103085	Revenue Sharing Local Match (CNL201), Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$851,532	\$21,236,532	\$26,692,840	4.18%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed and a scheduled project to fund a scheduled project.
B	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70715	Hampton Roads	Elbow Road Phase 2B	15828	Local Project Contributions - Urban (NOP723), RSTP - Access : Hampton Roads MPO (CNF273)	\$54,100	\$56,983,300	\$56,983,300	0.10%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
C	Hampton Roads	#SGR21LP City of Suffolk 1860 Whaleyville Blvd, #SGR21LP City of Suffolk 1861 Whaleyville Blvd	117150, 117152	Hampton Roads	#SGR21LP 133-City of Suffolk 1814 Carolina Rd	117158	SGR - State (SS0100)	\$34,000	\$297,443	\$263,443	12.91%	Transfer of surplus funds recommended by District and Local Assistance Division between completed projects.
D	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	#SMART18 - RTE 360 WIDENING	13551	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$1,600,000	\$33,840,073	\$33,840,073	4.96%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
E	Richmond	CARBON REDUCTION PROGRAM BALANCE ENTRY - RICHMOND	T27907	Richmond	#SMART18 - Route 1 (Marina Dr. to Merriewood Rd.) SW #FLT	111712	Carbon Reduction > 200k Allocation-Federal (CFR600), CRP - > 200k Allocation - Soft Match (CFR601)	\$256,706	\$4,608,921	\$4,608,921	5.90%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to fund a scheduled project.
F	Richmond	RICHMOND MPO CMAQ BALANCE ENTRY	70719	Richmond	Brook Road & Hilliard Road Trail #FLT	118153	CMAQ - Richmond (CNF214), CMAQ : Richmond (CF5M20), CMAQ Federal - Urban : Richmond MPO (CNF214), CMAQ Match : Richmond (CS5M21), Richmond (CNF214), Statewide (CNF214)	\$267,688	\$5,436,912	\$6,847,763	5.18%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a fund a scheduled project.
G	Richmond	RICHMOND MPO CMAQ BALANCE ENTRY	70719	Richmond	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	118154	CMAQ : Richmond (CF5M20), CMAQ Federal - Primary : Richmond MPO (CNF214), CMAQ Match - Primary : Richmond MPO (CNS214), CMAQ Match : Richmond (CS5M21)	\$165,936	\$4,883,519	\$5,146,000	3.52%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a fund a scheduled project.
H	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	W Broad St Intersection Improvements at Dominion and Cox	118597	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$678,640	\$17,096,037	\$17,096,037	4.13%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a fund a scheduled project.
I	Salem	MAIN ST SIDEWALK - GALAX	122100	Salem	McArthur St. Sidewalk	113354	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$101,503	\$954,380	\$954,380	11.90%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to fund a scheduled project.
J	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	ROADWAY DEPARTURE COUNTERMEASURES - STAUNTON DISTRICT	107024	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$36,587	\$2,036,587	\$2,036,587	1.83%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to fund a completed project.



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item # 4*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

#### MOTION

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

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

#### Title: Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2024-2029

**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 2024-2029 Program on June 21, 2023; 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

Resolution of the Board  
Addition of Projects to the FY24-29 SYIP  
July 18, 2023  
Page 2 of 2

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; 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 the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 and are approved.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

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## CTB Decision Brief

### Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2024 – 2029

**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 21, 2023 after due consideration, the CTB adopted FY 2024-2029 Program.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2024–2029.

**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 2024–2029 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 2024-2029. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

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

**Public Comments/Reactions:** None

**Appendix A  
Amendments to the FY2024-2029 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	123821	Bristol	Scott County	619	FLAP - Rte. 619 Wide, Grade, Ditch, Pipe Rep, Pave	\$1,782,000	\$1,782,000	\$0	FLAP	Yes
2	123822	Bristol	Wythe County	643	FLAP - Rte. 643 Construct Parking Facility - Cripple Creek	\$450,000	\$450,000	\$0	FLAP	Yes
3	123823	Bristol	Grayson County	603	FLAP - Rte. 603 Construct Three Parking Facilities	\$283,503	\$283,503	\$0	FLAP	Yes
4	123824	Bristol	Districtwide	600	FLAP - Rte. 600 Construct Gravel Parking Facility Elk Garden	\$456,784	\$456,784	\$0	FLAP	Yes
5	123825	Bristol	Smyth County	11	FLAP - Rte. 11 Construct 6' Wide Trail - Appalachian Trail	\$300,000	\$300,000	\$0	FLAP	Yes
6	123896	Bristol	Districtwide	9999	#SGR24VP CY24 SMYTH, WYTHE, BLAND IS SGR PM1P	\$6,376,524	\$6,376,524	\$0	SGP VDOT Paving	Yes
7	123897	Bristol	Districtwide	9999	#SGR24VP CY24 WYTHE IS SGR PM1Q	\$6,185,874	\$6,185,874	\$0	SGP VDOT Paving	Yes
8	123898	Bristol	Districtwide	9999	#SGR24VP CY24 SCOTT PRIMARY SGR PM1S	\$1,034,628	\$1,034,628	\$0	SGP VDOT Paving	Yes
9	123933	Culpeper	Districtwide	9999	#SGR24VP PM-7I-24 ASPHALT RESURFACING PRIMARY SYSTEM	\$3,895,214	\$3,895,214	\$0	SGP VDOT Paving	Yes
10	123934	Culpeper	Districtwide	9999	#SGR24VP PM-7J-24 ASPHALT RESURFACING PRIMARY SYSTEM	\$3,888,719	\$3,888,719	\$0	SGP VDOT Paving	Yes
11	123861	Fredericksburg	Districtwide	9999	#SGR24VP - PM-6B-24 ASPHALT RESURFACING PRIMARY SYSTEM	\$1,500,000	\$1,500,000	\$0	SGP VDOT Paving	Yes
12	123862	Fredericksburg	Districtwide	9999	#SGR24VP - PM-6C-24 ASPHALT RESURFACING PRIMARY SYSTEM	\$2,550,000	\$2,550,000	\$0	SGP VDOT Paving	Yes
13	123863	Fredericksburg	Districtwide	9999	#SGR24VP - PM-6P-24 ASPHALT RESURFACING PRIMARY SYSTEM	\$4,300,000	\$4,300,000	\$0	SGP VDOT Paving	Yes
14	123864	Fredericksburg	Districtwide	9999	#SGR24VP - PM-6R-24 ASPHALT RESURFACING PRIMARY SYSTEM	\$1,650,000	\$1,650,000	\$0	SGP VDOT Paving	Yes
15	T28582	Hampton Roads	Accomack Court	9999	#SGR24VP- PM-5G-24 Asphalt Resurfacing Primary System	\$606,072	\$606,072	\$0	SGP VDOT Paving	Yes
16	T28587	Hampton Roads	Districtwide	9999	#SGR24VP- PM-5D-24 Asphalt Resurfacing Primary System	\$1,178,985	\$1,178,985	\$0	SGP VDOT Paving	Yes
17	T28584	Hampton Roads	Districtwide	9999	#SGR24VP- PM-5B-24 Asphalt Resurfacing Primary System	\$2,046,401	\$2,046,401	\$0	SGP VDOT Paving	Yes
18	T28583	Hampton Roads	James City County	9999	#SGR24VP- PM-5E-24 Asphalt Resurfacing Primary System	\$375,777	\$375,777	\$0	SGP VDOT Paving	Yes
19	T28585	Hampton Roads	Sussex County	9999	#SGR24VP- PM-5C-24 Asphalt Resurfacing Primary System	\$1,653,890	\$1,653,890	\$0	SGP VDOT Paving	Yes



**Appendix A**  
**Amendments to the FY2024-2029 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
20	T28586	Hampton Roads	City of Virginia Beach	9999	#SGR24VP- PM-5N-24 Asphalt Resurfacing Interstate System	\$1,495,403	\$1,495,403	\$0	SGP VDOT Paving	Yes
21	T28633	Hampton Roads	York County	9999	#PIPELINE23 - Rte 17	\$100,000	\$100,000	\$0	Pre-scoping	Yes
22	123930	Lynchburg	Districtwide	9999	#SGR24VP PM3A AMHERST-NELSON COUNTY PLANT MIX (P)	\$3,688,524	\$3,688,524	\$0	SGP VDOT Paving	Yes
23	123931	Lynchburg	Districtwide	9999	#SGR24VP PM3B APPOMATTOX-CAMPBELL COUNTY PLANT MIX (P)	\$3,592,762	\$3,592,762	\$0	SGP VDOT Paving	Yes
24	123928	Lynchburg	Pittsylvania County	9999	#SGR24VP PM3F24 PITTSYLVANIA COUNTY PLANT MIX (P)	\$2,125,503	\$2,125,503	\$0	SGP VDOT Paving	Yes
25	123929	Lynchburg	Pittsylvania County	9999	#SGR24VP PM3P24 PITTSYLVANIA COUNTY PLANT MIX (P)	\$2,549,954	\$2,549,954	\$0	SGP VDOT Paving	Yes
26	123940	Richmond	Districtwide	PM4I	#SGR24VP F24 SGR Plant Mix - Primary- Federal- Ashland Res.	\$1,200,000	\$1,200,000	\$0	SGP VDOT Paving	Yes
27	123941	Richmond	Districtwide	PM4C	#SGR24VP F24 SGR Plant Mix - Primary- Federal- Chesterfield	\$4,000,000	\$4,000,000	\$0	SGP VDOT Paving	Yes
28	123942	Richmond	Districtwide	PM4S	#SGR24VP F24 SGR Plant Mix Richmond Dist. (NORTHERN REGION)	\$6,200,000	\$6,200,000	\$0	SGP VDOT Paving	Yes
29	122207	Salem	Giles	9999	Mountain Lake Trails - Planning & Access Impvs.	\$500,000	\$500,000	\$0	FLAP	Yes
30	123937	Salem	Carroll County	17	#SGR24VP - FY24 Plant Mix Carroll County Primaries	\$9,500,000	\$9,500,000	\$0	SGP VDOT Paving	Yes
31	123867	Salem	Districtwide	0962	#SGR24VP - FY24 Plant Mix Bedford & Montgomery Co Primaries	\$6,000,000	\$6,000,000	\$0	SGP VDOT Paving	Yes
32	123838	Staunton	Augusta County	0042	#SGR24VP Harrisonburg Residency Plant Mix (PM-8D-24)	\$1,550,000	\$1,550,000	\$0	SGP VDOT Paving	Yes
33	123839	Staunton	Rockbridge County	0081	#SGR24VP Lexington Residency Plant Mix (PM-8M-24)	\$4,100,000	\$4,100,000	\$0	SGP VDOT Paving	Yes
34	123840	Staunton	Augusta County	0081	#SGR24VP Harrisonburg Residency Plant Mix (PM-8N-24)	\$5,400,000	\$5,400,000	\$0	SGP VDOT Paving	Yes
35	123841	Staunton	Rockbridge County	0064	#SGR24VP Lexington Residency Plant Mix (PM-8O-24)	\$4,400,000	\$4,400,000	\$0	SGP VDOT Paving	Yes
<b>Total</b>						<b>\$95,421,114</b>	<b>\$95,421,114</b>	<b>\$0</b>		



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller III  
Chairperson

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Richmond, Virginia 23219

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*Agenda item # 5*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

#### MOTION

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

#### Action:

**Title: Authorization for the Commissioner of Highways to Enter into an Agreement and a Special Use Permit with the National Park Service Regarding the Construction and Maintenance of a Pedestrian Bridge Carrying the Appalachian Trail over Virginia State Route 311 (UPC #111066).**

**WHEREAS**, the United States Department of the Interior National Park Service (“NPS”) owns and protects the Appalachian National Scenic Trail (the “Trail” or the “Park”); and

**WHEREAS**, hikers on the Trail must traverse over Virginia State Route 311 through live traffic at an on-grade crossing near McAfee Knob and Scenic Overview, one of the most photographed sections of the Park with approximately 50,000 visitors annually; and

**WHEREAS**, the Virginia Department of Transportation (“VDOT”) intends to construct a new pedestrian bridge carrying the Trail over Route 311, beginning approximately one tenth of a mile west of Route 864 (Old Catawba Rd) and extending approximately one and nine hundredths of a mile east of Route 698 (Keffer Rd), as well as retaining walls and approaches for the new pedestrian bridge (UPC #111066) (the “Project”); and

**WHEREAS**, VDOT will construct the Project, estimated to cost \$3.2 million, with federal Highway Safety Improvement Program funds to improve the safety of both motorists on Route 311 and Park visitors/Trail users; and

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into an Agreement and a Special Use Permit with the National Park Service Regarding the Construction and Maintenance of a Pedestrian Bridge Carrying the Appalachian Trail over Virginia State Route 311 (UPC #111066)  
July 18, 2023

Page 2 of 2

**WHEREAS**, upon completion of construction by VDOT, NPS shall accept ownership of the pedestrian bridge and, along with the support from NPS' partners, the Appalachian Trail Conservancy ("ATC") and the Roanoke Appalachian Trail Club ("RATC"), maintain the structure in a way that does not adversely affect the operation and integrity of Route 311, with VDOT having no further responsibility for future maintenance; and

**WHEREAS**, VDOT and NPS have developed an agreement (the "Agreement"), set forth as Attachment A hereto, providing for the roles and responsibilities related to the construction and future maintenance of the Project; and

**WHEREAS**, delivery of the Project requires VDOT to have temporary construction access to the Park, and NPS requires that VDOT enter into a Special Use Permit, set forth as Attachment B hereto, to govern such access rights and duties relating to the work performed on and near the Park for the Project; and

**WHEREAS**, the Commonwealth Transportation Board ("CTB") is authorized under Va. Code § 33.2-221(A) to enter into all contracts and agreements with the United States government, including the NPS; and

**WHEREAS**, VDOT requests that the CTB approve, and authorize the Commissioner of Highways to enter into and execute, the Agreement with NPS and its partners ATC and RATC in order to implement the Project; and

**WHEREAS**, VDOT further requests that the CTB approve, and authorize the Commissioner of Highways to execute, a Special Use Permit between VDOT and NPS granting VDOT temporary access rights to the Park required for the Project.

**NOW THEREFORE, BE IT RESOLVED**, that the CTB hereby approves, and authorizes the Commissioner of Highways to execute, the Agreement among VDOT, NPS, ATC, and RATC establishing the coordination of construction and future maintenance of the Project, substantively similar to Attachment A, with such changes as the Commissioner deems necessary or appropriate.

**BE IT FURTHER RESOLVED**, that the CTB hereby approves, and authorizes the Commissioner of Highways to execute, the Special Use Permit between VDOT and NPS, governing access rights and duties relating to the work and improvements on Park property concerning the Project, substantively similar to Attachment B, with such changes as the Commissioner deems necessary or appropriate.

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

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## CTB Decision Brief

### **Title: Authorization for the Commissioner of Highways to Enter into an Agreement and a Special Use Permit with the National Park Service Regarding the Construction and Maintenance of a Pedestrian Bridge Carrying the Appalachian Trail over Virginia State Route 311 (UPC #111066)**

**Issue:** Pursuant to Va. Code § 33.2-221(A), the Virginia Department of Transportation (“VDOT”) seeks from the Commonwealth Transportation Board (“CTB”) approval of, and authority for, the Commissioner of Highways to enter into an agreement and a special use permit related to the construction and maintenance of a new pedestrian bridge carrying the Appalachian Trail over Virginia State Route 311. The US Department of the Interior National Park Service (“NPS”) owns and protects the Appalachian National Scenic Trail (the “Trail” or the “Park”).

#### **Facts:**

- The proposed agreement between VDOT and NPS, as well as NPS’ partners, the Appalachian Trail Conservancy (“ATC”) and the Roanoke Appalachian Trail Club (“RATC”), provides for the coordination of construction and maintenance for the new, grade-separated pedestrian bridge and approaches carrying the Trail over Route 311 near the popular McAfee Knob trailhead, beginning approximately one tenth of a mile west of Route 864 (Old Catawba Rd), and extending approximately one and nine hundredths of a mile east of Route 698 (Keffer Rd) (the “Project”).
- VDOT will construct the Project, estimated to cost \$3.2 million and financed with federal Highway Safety Improvement Program funds in the Six-Year Improvement Program, in order to eliminate an at-grade crossing to improve the safety of both motorists on Route 311 and Park visitors/Trail users.
- Upon completion of construction, NPS shall accept ownership of the pedestrian bridge and, along with NPS’ partners ATC and RATC, maintain the Project in perpetuity in a manner that does not adversely affect the operation and integrity of Route 311, with VDOT having no further responsibility for future maintenance of the pedestrian bridge.
- In furtherance of the Project, NPS also requires that VDOT enter into a special use permit granting VDOT temporary access rights needed to construct the pedestrian bridge over Route 311. The special use permit will provide the conditions for access, construction, and other temporary rights needed from NPS to construct the Project.

**Recommendations:** VDOT recommends that the CTB approve the agreement and special use permit, attached hereto as Attachments A and B respectively, and authorize the Commissioner of Highways to execute the Agreement and Special Use Permit with such changes as the Commissioner deems necessary or appropriate. VDOT further recommends that the CTB authorize the Commissioner to take all actions and execute any and all other documents necessary to implement the Project.

**Action Required by CTB:** Section 33.2-221(A) of the *Code of Virginia* requires a majority of the CTB’s members to authorize the Commissioner to enter into the agreement and special use permit with NPS, an entity of the US government.

**Result, if Approved:** The Commissioner will execute both the agreement and special use permit, which will facilitate construction of a pedestrian bridge over Route 311 and provide a grade-separated crossing for users of the Trail.

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

**Public Comments/Reactions:** While there were no comments or other input received from the public regarding the agreement or the special use permit, there was robust engagement from the public during the early planning and development phases of the Project.

**GENERAL AGREEMENT  
AMONG  
THE U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
APPALACHIAN NATIONAL SCENIC TRAIL  
AND  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
AND  
APPALACHIAN TRAIL CONSERVANCY  
AND  
ROANOKE APPALACHIAN TRAIL CLUB  
FOR  
MAINTENANCE OF THE PEDESTRIAN BRIDGE CARRYING THE  
APPALACHIAN TRAIL OVER VIRGINIA STATE ROUTE 311 (UPC 111066)**

This General Agreement (Agreement) is hereby entered into on the date of last execution below by and among the Virginia Department of Transportation (VDOT), the Appalachian Trail Conservancy (ATC or Partner), the Roanoke Appalachian Trail Club (RATC or Partner), and the U.S. Department of the Interior, National Park Service, Appalachian National Scenic Trail (NPS-APPA) (each a Party and, collectively, the Parties). For the purposes of this Agreement, Partner shall mean ATC and RATC, and shall not include VDOT. Non-Federal entities include all Parties other than NPS-APPA.

**ARTICLE I – Background And Objectives:**

The purpose of this Agreement is to establish the guidelines for coordination among VDOT, NPS-APPA, ATC, and RATC for the Parties' responsibilities related to the construction and maintenance of the new, grade-separated pedestrian bridge and approaches carrying the Appalachian Trail over Virginia State Route 311 (VA-311) at the McAfee Knob Parking Area in Virginia's Triple Crown (Pedestrian Bridge).

**The Appalachian National Scenic Trail (APPA)** is a unit within the National Park Service (NPS) tasked with the administration and protection of the Appalachian National Scenic Trail (Trail). The Trail is a pathway that is continuous from Mount Katahdin in Maine to Springer Mountain in Georgia, for travel on foot through the wild, scenic, wooded, pastoral, and culturally significant lands of the Appalachian Mountains. It affords opportunities for backcountry recreation and long-distance hiking that are among the best in the world. Millions of visitors come to the Trail each year, for hikes as short as an afternoon's walk and as long as a five-month trek from Georgia to Maine. The Trail was completed in 1937, and with passage of the 1968 National Trails System Act [P.L. 90-543 (82 Stat. 919), as amended], was designated a national scenic trail. By law, responsibility for administration of the Trail rests with the Secretary of the Interior and is carried out by NPS-APPA. The Trail is preserved for the conservation, public use, enjoyment, and appreciation of the nationally significant scenic, historic, natural, and cultural quality of the areas through which it passes.

**The Appalachian Trail Conservancy (ATC)** is a non-profit organization that supports NPS-APPA in its administration and protection of the Trail. Its focus includes organizing and mentoring volunteer trail clubs that aid in the day-to-day management and operations of the Trail. Following provisions in the National Trails System Act, ATC works in partnership with NPS-APPA through the 2014 Cooperative

Agreement to manage non-inherently governmental responsibilities for NPS-acquired lands outside existing National Park boundaries.

**The Virginia Department of Transportation (VDOT)** is responsible for building, maintaining, and operating the Commonwealth's roads, bridges, and tunnels. VDOT's mission is to plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life. Virginia has the third-largest state-maintained highway system in the country, behind Texas and North Carolina. In totality, VDOT maintains over 50,000 lane miles of highway including the section of VA-311 that intersects with the Trail at an at-grade crossing.

**The Roanoke Appalachian Trail Club (RATC)** is an independent Virginia 501(c)(3) non-profit organization that is a maintaining club for over 120 miles of the Trail in Virginia, including the section covered by the 2010 *Memorandum of Understanding for the Appalachian National Scenic Trail in the Commonwealth of Virginia*. RATC volunteers build and maintain the Trail and connecting trails, manage 16 shelters on the Trail, and patrol Virginia's Triple Crown (Dragon's Tooth, McAfee Knob, and Tinker Cliffs) as trained volunteer ridge runners. The Local Management Plan for RATC's assigned section of the Trail describes the relationship among the club and other partners such as NPS-APPA, ATC, and the U.S. Forest Service.

## **ARTICLE II – Legal Authority:**

### **A. For NPS-APPA:**

**54 U.S.C. § 101101 et seq., and in particular 54 U.S.C. § 101101 -- The National Park Service Organic Act** -- The Secretary of Interior is authorized to accept donations of land, buildings, or other property within a National Park System Unit.

**82 Stat. 919 (1968), 16 U.S.C. §§ 1241-1251 and in particular 16 U.S.C. § 1246(h)(l) --The National Trails System Act** -- The Secretary of the Interior is authorized to cooperate with States in the operation and maintenance of National Scenic Trails.

**54 U.S.C. § 100101 et seq., General Authority to Take Actions That Promote and Regulate Units of the National Park System** -- The NPS Organic Act directs the Secretary of the Interior to “promote and regulate the use of the National Park System by means and measures that conform to the fundamental purpose of the System units, which purpose is to conserve the scenery, natural and historic objects, and wild life in the System units and to provide for the enjoyment of the scenery, natural and historic objects, and wild life in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.”

**54 U.S.C. § 102301 -- Acceptance of Volunteer Services** -- The Secretary of the Interior is authorized to “recruit, train, and accept ... the services of individuals without compensation as volunteers for or in the aid of interpretive functions or other visitor services or activities in and related to” areas of the National Park System. Such volunteers may not be used for “hazardous duty or law enforcement work or in policymaking processes, or to displace any employee.” A special exception allows the acceptance of the services of individuals that the Secretary determines “are skilled in performing hazardous activities.”

**43 U.S.C. § 1473a -- General Authority for NPS to Accept Contributions** -- “The Secretary [of the Interior] is authorized to accept lands, buildings, equipment, [and] other contributions, ... and to prosecute projects using such contributions ... in cooperation with other Federal, State or private agencies.”

**B. For VDOT:**

**Va. Code § 33.2-221** authorizes the Commonwealth Transportation Board (CTB) to enter into all contracts or agreements with the United States government and, pursuant to resolution dated [\*] and attached hereto as Appendix A, has authorized the Commissioner of Highways to enter into this Agreement.

**Va. Code § 33.2-223** authorizes the Commissioner of Highways to do all acts necessary or convenient for constructing, improving, maintaining, and preserving the efficient operation of the highways and charges the Commissioner, as executive head of VDOT, with the duty of executing all orders of the CTB.

**ARTICLE III – Responsibilities and Understandings of the Parties:**

The Parties agree as follows to perform the functions specified below in accordance with the provisions of this Agreement. Each Party shall be responsible for its own expenses incurred under this Agreement, and nothing contained herein shall be interpreted as obligating any payment by the NPS for goods or services provided by any non-Federal entity.

**A. NPS-APPA agrees to:**

1. Upon notification by VDOT that construction of the Pedestrian Bridge has been completed and is safe for use, accept ownership of the Pedestrian Bridge into its inventory as an asset of NPS-APPA and accept all responsibilities of ownership thereof on behalf of the United States.
2. Utilize all legally available means to maintain the Pedestrian Bridge in an open, safe, and well-kept manner that does not adversely affect the safe operation or integrity of the VA-311 roadway.
3. Collaborate with the Partners to seek federal funding to support future cyclic maintenance, repair, and rehabilitation needs for the Pedestrian Bridge.
4. Review and approve or deny all proposed third-party agreements of a material nature submitted to NPS-APPA relating to the Pedestrian Bridge.
5. Allow use of NPS-APPA property by the non-Federal entities for the sole and exclusive purpose of achieving the goals and objectives of this Agreement.
6. Once NEPA Compliance is completed and permit approvals are in place grant access to the Project site and all other areas needed by VDOT and/or its contractors for the implementation and oversight of Project construction activities.



**B. VDOT agrees to:**

1. Continue to own, operate, and maintain the VA-311 roadway and VDOT right of way.
2. Convey to the United States all right, title, and interest in or to the completed Pedestrian Bridge once completed. At the NPS's request, VDOT will execute any documents necessary to confirm the United States' title of the Pedestrian Bridge. VDOT shall retain all other right, title, and interests in the real property unrelated to the transfer of the Pedestrian Bridge structure, including but not limited to the right of way beneath the Pedestrian Bridge in the VA-311 roadway, as depicted and attached hereto as Appendix B.
3. Convey to NPS-APPA a complete set of "as-built" design drawings and copies of all manuals and other documentation pertaining to the Pedestrian Bridge necessary to ensure proper identification, management, maintenance, and repair, including one hardcopy and one electronic copy of final schematic drawings.
4. Provide funding as allocated by the CTB in the Fiscal Year 2023-2028 Six-Year Improvement Program for the implementation of the Project (UPC 111066).
5. Lead the planning and design phase of the Project, with the participation and coordination with NPS-APPA, and manage the construction of the Project in accordance with all applicable federal, state, and local laws and regulations.

**C. ATC agrees to assist the NPS with their ownership and maintenance responsibilities by:**

1. Maintaining an open, safe, and well-kept Pedestrian Bridge in a manner that does not adversely affect the safe operation or integrity of the VA-311 roadway.
2. Ensuring that the Pedestrian Bridge is inspected by a certified engineer at a cycle not longer than once every four (4) years and in accordance with VDOT's applicable bridge safety inspection standards.
3. Sharing the inspection report produced by the certified engineer as referenced above with all Parties to this Agreement.
4. Ensuring ice and snow removal services are available as needed for the Pedestrian Bridge to comply with the applicable Architectural Barriers Act accessibility standards.

**D. RATC agrees to assist the NPS with their ownership and maintenance responsibilities by:**

1. Maintaining an open, safe, and well-kept Pedestrian Bridge in a manner that does not adversely affect the safe operation or integrity of the VA-311 roadway.
2. Performing routine operational maintenance activities on the Pedestrian Bridge including, but not limited to, vegetation clearing, litter removal, and minor graffiti removal.

**E. NPS-APPA and the non-Federal entities jointly agree to:**

1. Work together to collaborate in the planning and design of the Pedestrian Bridge.
2. Participate in regular meetings, to foster close cooperation on implementation of this Agreement.
3. Work together in good faith to resolve differences at the level of the Key Officials listed in this Agreement prior to elevating matters within the Partner organizations or appealing elsewhere within NPS or the federal government.
4. Comply with the terms of applicable laws, regulations, and government policies.
5. Make timely decisions on matters necessary to properly implement and administer this Agreement.
6. Work in good faith to execute other legal instruments needed to supplement this Agreement as necessary to meet the mutual objectives of the Parties. Such agreements may include without limitation Fundraising Agreements, Partnership Agreements, and Cooperative Agreements.
7. Recognize and acknowledge that VDOT shall have no responsibility or obligation to maintain the Pedestrian Bridge in any manner once construction is completed and ownership of the Pedestrian Bridge has been accepted by NPS-APPA pursuant to Section III (A)(1).

**ARTICLE IV – Term of Agreement:**

This Agreement will run from the date of the final signature until January 1, 2032, unless otherwise terminated earlier in accordance with ARTICLE V.

**ARTICLE V – Termination and Expiration:**

The Parties may terminate this Agreement at any time by mutual agreement, upon such terms to which they agree and as recited in a written agreement.

**ARTICLE VI - Key Officials:**

All notices, requests, modifications, and other communications that are required to be in writing, and all concerns regarding the technical implementation and interpretation of this Agreement, shall be personally delivered, emailed, or mailed by certified or registered mail to the persons listed below. All written communications shall be deemed to have been given upon receipt if personally delivered or emailed, or on the fifth business day after mailing. All Parties should be notified if a Key Official changes.

**NPS-APPA:**

Keith Stegall  
NPS-APPA Chief of Facilities  
P.O. Box 50  
252 McDowell Street  
Harpers Ferry, WV 25425  
(301) 712-6729  
keith\_stegall@nps.gov

Edward Wenschhof  
NPS-APPA Superintendent  
P.O. Box 50  
252 McDowell Street  
Harpers Ferry, WV 25425  
(304) 535-6279  
ed\_wenschhof@nps.gov

**ATC:**

Andrew Downs  
ATC Senior Regional Director - South  
416 Campbell Avenue SW, Suite 101  
Roanoke, VA 24016  
(540) 904-4354

**VDOT:**

Kenneth H King, Jr.  
VDOT District Engineer  
731 Harrison Avenue  
Salem, VA 24153  
(540) 387-5324  
ken.king@vdot.virginia.gov

**RATC:**

Therese Witcher  
RATC Club President  
P.O. Box 562  
Daleville, VA 24083  
(540) 266-8912

**ARTICLE VII – Prior Approval:**

The Partners shall obtain prior written approval from NPS-APPA before:

1. Holding special events within the Park;
2. Entering into third-party agreements of a material nature;
3. Assigning this Agreement or any part thereof;
4. Constructing any structure or making any improvements within the Park;
5. Releasing any public information that refers to the Department of the Interior, NPS, NPS-APPA, the Park, any NPS employee (by name or title), this Agreement or the projects contemplated hereunder.

**ARTICLE VIII – Liability and Insurance:**

The Partners shall indemnify, defend and hold harmless the United States of America and the Commonwealth of Virginia, and their respective agents and employees from and against any and all liabilities, obligations, losses, damages, judgments, claims, actions, suits, penalties, fines, costs and expenses (including reasonable attorneys' fees and experts' fees) of any kind and nature whatsoever arising out of the acts or omissions of the Partners, their respective employees, volunteers, agents or contractors (including any contractor's subcontractors), including injury to persons (including injury resulting in death) and damage to property. The Partners shall promptly pay the United States of America or the Commonwealth of Virginia the full value of all damages to the lands or other property of the United States of America or the Commonwealth of Virginia caused by the Partners, their respective employees, volunteers, agents, representatives, or contractors (including any contractor's subcontractors) or, if agreed to by the Parties, shall undertake the remedial work to repair or replace the damaged lands or property. The Partners will cooperate with NPS-APPA and/or VDOT in the investigation and defense of any claims that may be filed with NPS-APPA and/or VDOT arising out of the activities of the Partners, their employees, volunteers, agents, representatives or contractors (including any contractor's subcontractors).

**ARTICLE IX – Right of Inspection and Audit and Annual Work Plan:**

- A. Right of Inspection and Audit. The Partners shall permit the Department of the Interior or its designee, including the NPS Comptroller and Office of the Inspector General, to verify and audit any financial audit or records from the books, correspondence, memoranda and other records of the Partners relating to this Agreement or any other agreement executed in connection herewith, during the term of this Agreement and for such time thereafter as may be necessary to accomplish such verification. The Partners agree to take appropriate corrective action based on these audit findings.
- B. Annual Work Plan. Prior to the beginning of each calendar year, the Parties shall jointly develop a written plan (Annual Work Plan) that (1) identifies the projects and programs, including maintenance and inspections, that the Parties agree to undertake in a specific year regarding the Pedestrian Bridge; (2) specifies the respective roles of NPS-APPA and the Partners in carrying out these projects; (3) describes the proposed services the Partners offer to NPS-APPA, if any, in connection with the Pedestrian Bridge and/or identifies any funds the Parties have agreed to set aside for use in future approved projects and/or programs; (4) identifies NPS-APPA's intent, if any, to accept such services to support the Pedestrian Bridge; and (5) defines any other

considerations in accomplishing the intent of this Agreement. The Parties may modify the Annual Work Plan, as appropriate, during the course of the Agreement term by mutually executed amendments.

**ARTICLE X – Property Utilization:**

All present and future alterations, additions, renovations, improvements, and installations permanently affixed to federally owned land will be owned by the United States.

**ARTICLE XI – Intellectual Property:**

- A. As used herein, “Intellectual Property” means with respect to a Party, all trademarks, service marks and corporate and brand identification and indicia, including without limitation word marks, logos and other picture marks, video and audio recordings, phrases, composite marks, institutional images, look and feel, images of such Party’s employees, taglines, and web content, in each case, to the extent owned by such party, whether or not such property is trademarked or registered.
- B. No Party to this Agreement shall use any Intellectual Property (as herein described) of the other Party for any purpose (including, without limitation, for collateral marketing, outreach, advertising, or as trade names or internet domain names) without the prior written consent of such other Party, which consent may be withheld in such other Party’s sole discretion. All uses by one Party of the other Party’s Intellectual Property shall be in accordance with any requirements and/or quality control standards (including, without limitation copyright and trademark notices) on which the consenting Party may condition such consent or may promulgate from time to time by notice to the other Party. A Party retains all rights with respect to its Intellectual Property that are not specifically granted to the other Party. Each Party may, in its sole discretion, withdraw its consent to any use of its Intellectual Property by the other Party on five (5) business days’ notice to such other Party. Each Party retains the right to concurrently use, and license others to use, its Intellectual Property anywhere in connection with any purpose.
- C. Each Party agrees that it shall not acquire and shall not claim rights in or title to any Intellectual Property of the other Party.

**ARTICLE XII – General Provisions:**

- A. Non-Discrimination. All activities pursuant to or in association with this Agreement shall be conducted without discrimination on grounds of race, color, sexual orientation, national origin, disabilities, religion, age, or sex, as well as in compliance with the requirements of any applicable federal laws, regulations, or policies prohibiting such discrimination.
- B. Appropriations.
  - 1. Pursuant to 31 U.S.C. § 1341, nothing contained in this Agreement shall be construed to obligate NPS-APPA, NPS, the Department of the Interior, or the United States of America to any current or future expenditure of funds in advance of the availability of appropriations from Congress and their administrative allocation for the purposes of this Agreement, nor does this Agreement obligate NPS-APPA, NPS, the Department of the

## Attachment A

Interior, or the United States of America to spend funds on any particular project or purpose, even if funds are available.

2. All requirements for funds from the Commonwealth of Virginia are subject to appropriation by the General Assembly and allocation by the Commonwealth Transportation Board.
- C. Member of Congress. Pursuant to 41 U.S.C. § 6306, no Member of Congress may enter into or benefit from a contract or agreement or any part of a contract or agreement with the Federal Government.
  - D. Lobbying with Appropriated Money. The non-Federal entities will not undertake activities, including lobbying for proposed non-Federal entity or NPS projects or programs, that seek to either (1) alter the appropriation of funds included in the President's budget request to Congress for the Department of the Interior or another federal agency that holds funds for the sole benefit of the NPS under Congressionally authorized programs, including the Federal Lands Highway Program; or (2) alter the allocation of such appropriated funds by NPS or another Federal agency. Nothing in this paragraph is intended to preclude the non-Federal entities from applying for and obtaining a competitive or non-competitive grant of Federal financial assistance from a Federal agency, or from undertaking otherwise lawful activities with respect to any non-Federal entity or NPS activity, project or program included in the President's budget request to Congress. Nothing in this paragraph should be construed as NPS requesting, authorizing or supporting advocacy by non-Federal entities before Congress or any other government official. Except as provided herein and in applicable laws, nothing in this paragraph shall be construed to curtail the non-Federal entity's ability to interact with elected officials.
  - E. Drug Free Workplace Act. The non-Federal entities certify that comprehensive actions will be taken to ensure the workplace is drug-free.
  - F. Third Parties Not to Benefit. This Agreement does not grant rights or benefits of any nature to any third party.
  - G. Assignment, Binding Effect. No Party may assign any of its rights or obligations under this Agreement without the prior written consent of the other Parties. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and permitted assigns. The Parties waive the defense of lack of consideration.
  - H. Non-exclusive. This Agreement in no way restricts the Parties from entering into similar agreements, or participating in similar activities or arrangements, with other public or private agencies, organizations, or individuals.
  - I. Compliance with Applicable Laws. This Agreement and performance hereunder is subject to all applicable laws, regulations and government policies, whether now in force or hereafter enacted or promulgated. Nothing in this Agreement shall be construed as (i) in any way impairing the authority of the NPS-APPA to supervise, regulate, and administer its property under applicable laws, regulations, and management plans or policies as they may be

## Attachment A

modified from time-to-time or (ii) inconsistent with or contrary to the purpose or intent of any Act of Congress.

- J.** Disclaimers of Government Endorsement. The non-Federal entities will not publicize or circulate materials (such as advertisements, solicitations, brochures, press releases, speeches, pictures, movies, articles, manuscripts, or other publications), suggesting, expressly or implicitly, that the that the United States of America, the Department of the Interior, NPS, NPS-APPA, or any government employee endorses any business, brands, goods or services.
- K.** Public Release of Information. The non-Federal entities must obtain prior written approval through the NPS-APPA Key Official (or his or her designee) for any public information releases (including advertisements, solicitations, brochures, and press releases) that refer to the Department of the Interior, any bureau, park unit, or employee (by name or title), or to this Agreement unless such releases of public information are otherwise required by law. The specific text, layout, photographs, etc., of the proposed release must be submitted with the request for approval. NPS-APPA will make a good-faith effort to expeditiously respond to such requests.
- L.** Merger. This Agreement, including any attachments hereto, and/or documents incorporated by reference herein, contains the sole and entire agreement of the Parties.
- M.** Modification. This Agreement may be extended, renewed, or amended only when agreed to in writing by all Parties.
- N.** Waiver. Failure to enforce any provision of this Agreement by any Party shall not constitute waiver of that provision. Waivers must be express and evidenced in writing.
- O.** Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original (including copies sent to a party by facsimile transmission) as against the Party signing such counterpart, but which together shall constitute one and the same instrument.
- P.** Agency. The non-Federal entities are not agents or representatives of the United States, the Department of the Interior, NPS, or the NPS-APPA, nor will the non-Federal entities represent themselves as such to third parties.
- Q.** Survival. In addition to any other provision herein explicitly providing for survival, any and all provisions that, by themselves or their nature, are reasonably expected to be performed after the expiration or earlier termination of this Agreement shall survive and be enforceable after the expiration or earlier termination of this Agreement. Any and all liabilities, actual or contingent, that have arisen during the term of this Agreement and in connection with this Agreement shall survive expiration or termination of this Agreement.
- R.** Partial Invalidity. If any provision of this Agreement or the application thereof to any Party or circumstance shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement or the application of such provision to the Parties or circumstances other than those to which it is held invalid or unenforceable shall not be affected thereby, and each

provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

- S. Captions and Headings. The captions, headings, article numbers, and paragraph numbers and letters appearing in this Agreement are inserted only as a matter of convenience and in no way shall be construed as defining or limiting the scope or intent of the provisions of this Agreement nor in any way affecting this Agreement.
- T. VDOT Appropriations. Obligations of VDOT pursuant to this Agreement are subject to appropriation by the General Assembly and allocation by the Commonwealth Transportation Board.

**ARTICLE XIII – ATTACHMENTS**

[Appendix A—Resolution of the Commonwealth Transportation Board authorizing the Commissioner’s execution of the Agreement]

Appendix B—Site Depiction

**ARTICLE XIV – SIGNATURES**

IN WITNESS HEREOF, the Parties hereto have signed their names and executed this Agreement on the dates indicated below.

*[Signatures Follow]*



**U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE  
APPALACHIAN NATIONAL SCENIC TRAIL**

\_\_\_\_\_ Date \_\_\_\_\_

Edward Wenschhof  
NPS-APPA Park Superintendent

DRAFT

APPALACHIAN TRAIL CONSERVANCY

Date \_\_\_\_\_

Sandra Marra  
ATC President & CEO

DRAFT

**ROANOKE APPALACHIAN TRAIL CLUB**

Date \_\_\_\_\_

Therese Witcher  
RATC Club President

DRAFT

VIRGINIA DEPARTMENT of TRANSPORTATION

\_\_\_\_\_  
Date \_\_\_\_\_  
Stephen C. Brich, P.E.  
Commissioner of Highways

DRAFT

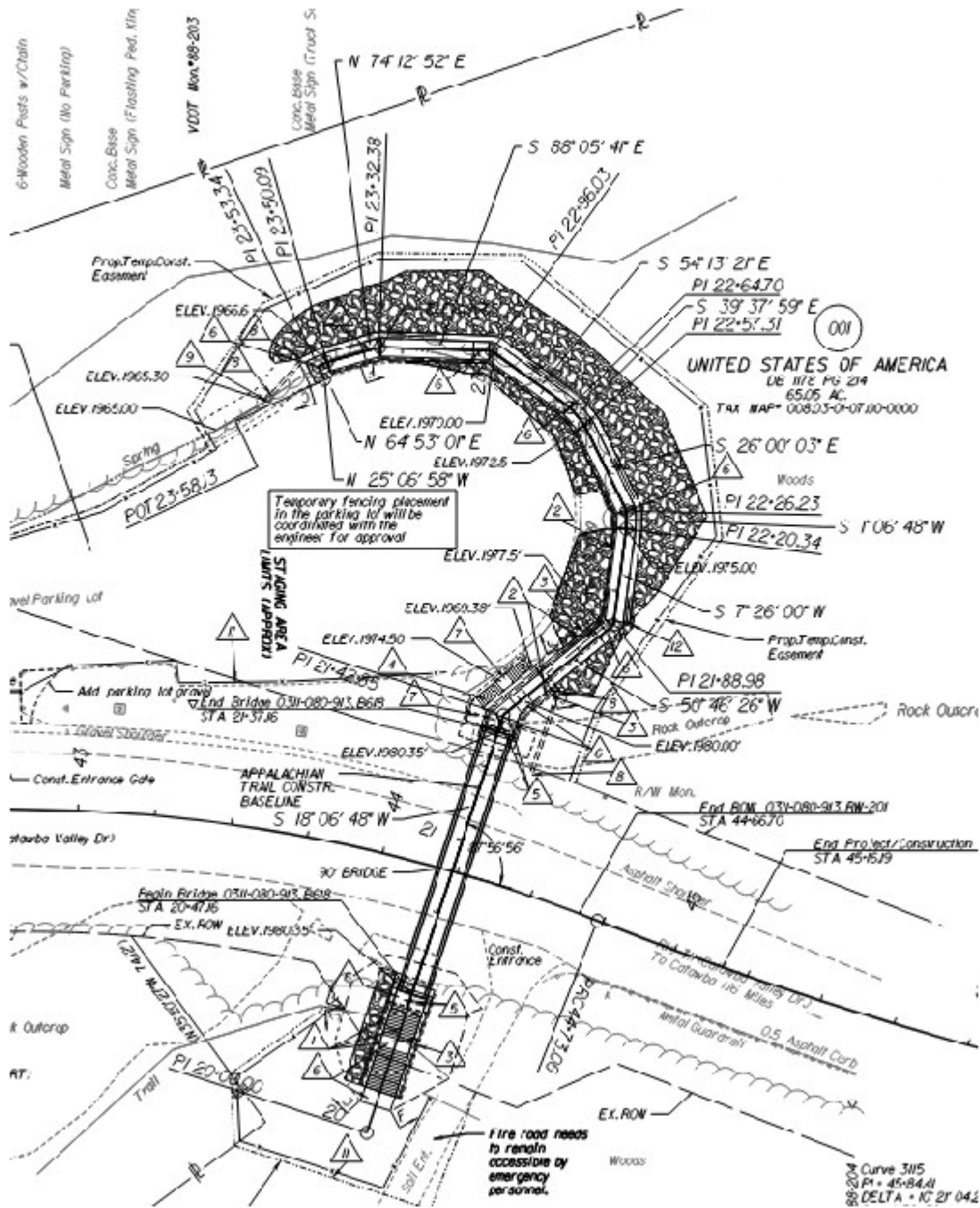
**Appendix A**

**Resolution of the Commonwealth Transportation Board authorizing the  
Commissioner's execution of the Agreement**

*[to be included when available]*

DRAFT

### APPENDIX B—SITE DEPICTION



**SPECIAL USE PERMIT**



**Appalachian National Scenic Trail**  
252 McDowell Street / PO Box 50  
Harpers Ferry, WV 25425  
304-535-6278



<b>Permittee information</b>
Permittee name: Matt Southall (Permittee)
Company/Organization: Virginia Department of Transportation
Street address: 1401 East Broad Street
City: Richmond
State: Virginia
Country: USA
Zip code: 23219
Mobile phone number: 804-396-0684
Fax number: 
Email address: Matthew.Southall@VDOT.Virginia.gov

**Park alpha code:** APPA

**Permit #** 2490-2700-2301

**Type of use:**

- Special event
- filming or still photography
- Demonstration, sale or distribution of printed matter, etc.
- Agricultural or grazing
- Other: Construction

**NEPA compliance:**

- Categorically excluded
- EA/FONSI
- EIS
- PEPC # 113688
- Other

**Authorizing legislation or other authority:**

- 54 U.S.C. § 100101
- 54 U.S.C. § 100751(a)
- 54 U.S.C. § 103104
- 54 U.S.C. § 100905 (still photography)
- Other authority:
- Park-specific legislation: Public Law (90-543, 82 Stat.919)

The Permittee is authorized to use the following described lands or facilities on the Appalachian National Scenic Trail (ANST or Park): Four areas totaling 34,707-square feet marked and described on the final approved project plan set as temporary construction easement (Permitted Area).

The Permittee may use those lands or facilities only for the following purpose: Installation of a pedestrian bridge with accessibility ramp/sidewalk and stairs that will carry the Appalachian National Scenic Trail across Route 311. This permit begins when signed by all parties and expires at 6:00 pm on October 4, 2024.

Application fee	Received _____	Not Required <u>X</u>	Amount \$ _____
Performance bond	Received _____	Not Required <u>X</u>	Amount \$ _____
Liability insurance	Received _____	Not Required _____	Amount \$ 1million /3million
Cost recovery	Received _____	Not Required <u>X</u>	Amount \$ _____
Location fee	Received _____	Not Required <u>X</u>	Amount \$ _____
Other authorized fee	Received _____	Not Required <u>X</u>	Amount \$ _____

Issuance of the permit is subject to the below-listed general and park-specific terms and conditions. The undersigned hereby accepts this permit subject to those terms and conditions and agrees to be bound by them.

\_\_\_\_\_  
Permittee signature

\_\_\_\_\_  
Title:  
Acting Superintendent

\_\_\_\_\_  
Date:  
June 14, 2023

\_\_\_\_\_  
Authorizing NPS official

\_\_\_\_\_  
Title:

\_\_\_\_\_  
Date:

### General Terms and Conditions

1. The Permittee must perform the work or conduct the activities authorized by this permit in accordance with the permit's terms and conditions and in accordance with all applicable federal, state, or local law, including the regulations in 36 C.F.R. chapter I; the regulations in 43 C.F.R. part 5; and all applicable workplace-safety and public-health orders, rules, and requirements. If the Permittee fails to do so, then the Superintendent of the Appalachian National Scenic Trail (Superintendent) may immediately suspend or revoke this permit without notice.
2. The Superintendent may immediately suspend or revoke this permit without notice if destruction of, loss of, or injury to any park property or resource has occurred, is occurring, or appears imminent. In accordance with the System Unit Resource Protection Act, 54 U.S.C. §§ 100721-100725, any person that destroys, causes the loss of, or injures any park system unit resource will be liable to the United States for response costs and damages resulting from the destruction, loss, or injury.
3. The Superintendent may revoke this permit at any time after providing 24 hours' written notice to the Permittee setting forth the reasons for the revocation.
4. If this permit is revoked for any reason or upon its expiration, the Permittee must repair all damage to park property or resources in accordance with the Superintendent's direction and must restore the Permitted Area to its original, pre-permit condition.
5. The Permittee must obtain all federal, state, or local permits, licenses, inspections, or other reviews or approvals legally required to perform the permitted work or conduct the permitted activities.
6. This permit does not grant the Permittee exclusive use of the Permitted Area. Unless the Superintendent restricts public access to or closes the Permitted Area in accordance with 36 C.F.R. § 1.5, the Permitted Area will remain open to the public to the same extent that it is open to the public during regular park visiting hours, and the permitted work or activities may not unduly interfere with the public's use and enjoyment of the Permitted Area.
7. This permit may not be transferred or assigned to another party without the Superintendent's prior written approval.
8. The Permittee waives all demands, claims, and causes of action against the United States and its officers, employees, agents, and representatives, and releases the United States and its officers, employees, agents, and representatives from all liability, arising out of or resulting from the permitted work or activities. The National Park Service issues this permit upon the express condition that the United States and its officers, employees, agents, and representatives will be free from all liability of any sort whatsoever arising out of or resulting from the permitted work or activities. Accordingly, the Permittee hereby agrees to indemnify, defend, and save and hold harmless the United States and its officers, employees, agents, and representatives from and against all liability of any sort whatsoever arising out of or resulting from the permitted work or activities to the extent allowable by Virginia law. However, this paragraph shall not constitute a waiver of Permittee's sovereign immunity.
9. To the extent that work undertaken on NPS lands is performed by other than Virginia Department of Transportation (VDOT) employees, VDOT shall require such person(s) or corporation(s) to:
  - a. Procure public and employee liability insurance against claims occasioned by the action or omissions of its agents and employees in carrying out the activities and operations authorized by this permit. The policy shall be in the amount of one (1) million dollars (\$1,000,000) per occurrence and three (3) million dollars (\$3,000,000) aggregate; must be issued by a company licensed to do business and in good standing in Virginia; and must name the United States of America as additional insured.
  - b. Pay the United States the full value for all damages to the lands or other property of the United States caused by the said person or organization, its representatives, or employees.
  - c. Indemnify, save and hold harmless, and defend the United States against all fines, claims, damages, losses, judgments, and expenses arising out of, or from, any omission or activity of the said person or organization, its representatives, or employees.
10. Permittee shall provide the Superintendent with a Certificate of Insurance with the proper endorsements before the permit's effective date.



11. If the Superintendent requires a bond as a condition of issuing this permit, then the Permittee must deposit with the Park, before the effective date of this permit, a bond in the amount of \$ \_N/A\_ from a bonding company licensed to do business and in good standing in Virginia or in the form of cash or cash equivalent, to guarantee that all financial obligations to the Park will be satisfied.

12. As authorized by 54 U.S.C. § 103104 or 54 U.S.C. § 100905 and in accordance with other applicable law and policy, the National Park Service will recover all costs of providing necessary services associated with this permit, including the costs of administering the permit and monitoring the permitted work or activities. The National Park Service may bill the Permittee for either actual costs or estimated costs. Payment is due at the time of billing. If the National Park Service bills the Permittee for estimated costs, and actual costs exceed the estimated amounts, then the National Park Service will bill the Permittee for the excess. If the National Park Service bills the Permittee for estimated costs, and actual costs are less than the estimated amounts, then the National Park Service will refund the difference to the Permittee after the permitted work or activities have concluded and the permit has expired or been terminated. Under no circumstances will the National Park Service be liable for interest on any refunded amount.

13. The Permittee designates Tony Handy, Salem District VDOT, 540-352-9050, as the on-site person responsible for adherence to the permit's terms and conditions. The on-site person must have full authority to make all decisions about the permitted work or activities; must be reachable at all times; and is responsible for all persons or entities performing the permitted work or activities, including the Permittee's contractors and subcontractors.

14. Nothing in this permit binds the National Park Service to expend in any one fiscal year any sum in excess of appropriations made by Congress or allocated by the National Park Service for the purpose of this permit, or to involve the National Park Service in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.

15. If any provision of this permit is found to be invalid or unenforceable, the remaining provisions of this permit will not be affected and may be enforced to the full extent authorized by applicable law.

16. Use of the National Park Service Arrowhead Symbol is governed by 36 C.F.R. part 11. The Arrowhead Symbol is the official emblem and a registered trademark of the National Park Service. The National Park Service must authorize any use of the Arrowhead Symbol, including incidental use. Using the Arrowhead Symbol for advertising, promotional, or other commercial purposes is prohibited. Unauthorized use of the Arrowhead Symbol may subject an individual to criminal penalties under 18 U.S.C. § 701.

17. Approval of the special use permit does not constitute and should not be construed as a Government endorsement of the permittee's views, activities, products, goods, services, or enterprise. The permittee shall not refer to special use permits awarded by the National Park Service for commercial purposes, in advertising, or in a manner which states or implies that, by issuing the special use permit, the views, activities, products, goods, services, or enterprises undertaken pursuant to this permit are approved of or endorsed by the Government.

18. Credit Lines may be approved through additional terms and conditions.

19. Federal regulations prohibit any person from knowingly giving false information on an application for a permit and from knowingly giving a false report for the purpose of misleading a government employee or agent in the conduct of official duties. 36 C.F.R. §§ 2.32(a)(3) and 2.32(a)(4). Any violation of those regulations will result in this permit's immediate revocation.

#### **Park-specific Terms and Conditions**

20. This Special Use Permit numbers seventy-two (72) pages and contains four (4) Exhibits. Exhibit A: Bridge Design Plans; Exhibit B: Construction Plans; Exhibit C: ANST Plan for Inadvertent Discoveries, and Exhibit D: Fire Road Closure.

21. The National Park Service (NPS) Permit Coordinator for this Permit is Denise Nelson, Environmental Protection Specialist, 301-512-5573 (cell), denise\_nelson@nps.gov. Permittee shall notify the Permit Coordinator at least three (3) business days before the start of Permitted activities to alert NPS of the initiation of Permitted work and provide a schedule of planned activities. Permittee shall also notify the Permit Coordinator of work completion within twenty-four (24) hours of completing Permitted activities. Other NPS contacts for this Permit include:

- a. Keith Stegall, Chief of Facilities Maintenance, 301-712-6729 (cell) keith\_stegall@nps.gov
- b. Brian Wilson, Park Ranger, 540-529-3312, brian\_d\_wilson@nps.gov

22. Status Reports - From the commencement of construction activities on NPS lands, the Permittee will provide updated project status reports on a quarterly basis until all construction-related activities including restoration is completed on NPS lands. The Permittee will provide a copy of these status reports to the three NPS contacts listed above.
23. NPS may monitor the work while in progress and conduct a site inspection following work completion.
24. Permittee is responsible for ensuring that its officers, employees, representative, agents, contractors, and subcontractors are familiar with this Permit and comply with its terms and conditions. All supervisory personnel working for the Permittee within the Permitted Area must carry a copy of this Permit, with at least one (1) copy of the Permit on site at all times. This Permit must be presented to NPS officials upon request. Failure to present this Permit may result in permit activities being suspended.
25. NPS approval of this Permit is based on information provided in the application and supplemental information provided by the Permittee in support of the application. A copy of the reference project design and construction plan documents provided with the application is included in Exhibits A and B. Any proposed changes to the project or permitted activities following permit issuance must be approved by the Superintendent at least one week prior to implementation. Any alterations to this Permit must be in writing and signed by the parties and is subject to additional impacts analysis prior to approval.
26. Permittee is authorized to install a pedestrian bridge and associated sidewalk/ramp and stairs. Permittee is authorized to install drainage and erosion control measures including a minor shift of the drainage channel along the edge of the parking lot, conduct tree clearing and grubbing, excavate and grade soils, apply riprap with a geotextile fabric underlayment to slopes, stage equipment and materials, install temporary construction fencing and signs, add gravel to the parking lot, and reseed to restore the site. All work on NPS land is limited to and shall be in accordance with the project controlling documents including the final construction plans and required permits. Any field adjustments or construction plan revisions shall be reviewed by the NPS Permit Coordinator prior to work proceeding.

#### **Equipment and Materials**

27. Support equipment to be used as estimated at the time of application includes: One (1) 30T crane, two (2) excavators (CAT 315 and 325), one (1) 20-foot tool storage, one (1) portable field office/storage shed, one or two (1-2) portable toilets, one or two (1-2) dumpsters, and staff vehicles. Permittee shall send the NPS Permit Coordinator a list of equipment to be used once acquired by the selected contractor(s) and prior to initiating work.
28. Staging of equipment, materials, and vehicles shall occur on already disturbed land and is restricted to the staging area of the parking lot shown in Exhibit B: Erosion and Sediment Control Plan. Permittee equipment shall be properly secured if left on-site overnight.
29. Permittee shall refuel or store fuel off NPS lands whenever feasible. Permittee may refuel on NPS lands when necessary at locations as far away from the spring along the edge of the parking area as practical and with proper spill containment and preventative measures found within a refuel/spill containment plan. Permittee shall have spill kits and appropriate containment available for all machinery and containers holding fuels, oils, or other chemicals. In the event of a fuel or oil leak/spill within the Park, work shall immediately cease, spill containment be deployed, and the spill reported to NPS and state authorities as required. The Virginia Department of Environmental Quality Pollution Response Department shall be called immediately at 540-574-7800. The Permittee shall be responsible for any required remediation measures such as removing contaminated soil from the site.
30. Engines shall be shut off when not in use, i.e. no idling allowed.
31. Means of extinguishing a fire shall be available on site at all times. Permittee shall do everything reasonably within its power to prevent and suppress fires resulting from the Permittee's activities on and adjacent to the Permit area.
32. All Permittee equipment and hand tools that come into contact with Park soil shall be free of dirt, seeds and vegetation prior to entering the Park. Frames, tires, tracks, beds, buckets and other attachments must be pressure washed or steam cleaned. Vehicles and equipment are to be cleaned offsite and off NPS lands. Attention shall be shown to the under carriage and any surface where soil containing exotic seeds may exist like cracks, crevices and tire treads.
33. The transport of sediment onto paved or public roads at access entrances shall be minimized. Whenever vehicle tracking of sediment occurs, sediment shall be removed daily by shoveling or sweeping.

## Safety

34. Permittee is responsible for all necessary safety equipment and industry standard construction practices. This includes all necessary signs, fencing, and other measures needed to ensure persons not associated with this permit are kept out of the construction zone and safely away from construction hazards.
35. Permittee and its contractor(s) shall follow their respective safety protocols and plans. Any safety violations shall be corrected immediately. If the violation is not corrected immediately, the project shall be suspended until such corrections are made.
36. In the case of an OSHA-reportable injury, criminal incident, spill, or environmental emergency within the Permitted Area involving the Project, the Permittee or its officers, employees, representatives, agents, contractors, or subcontractors, Park employees or visitors, the Permittee shall notify the NPS within two (2) hours of the event by contacting NPS Dispatch at 866-677-6677 and NPS Permit Coordinator, Denise Nelson, 301-512-5573 (cell). The Permittee must also submit to the Superintendent within forty-eight (48) hours a full written report of actions and corrections taken and submit a complete report including the resolution of the situation within ninety (90) days.
37. Permittee shall maintain safe and continued passage of hikers and visitors through the project area. Permittee shall:
- Inform all its representatives and contractors of the location of the Appalachian Trail, the shuttle pull-off area for loading and unloading visitors, and of the safety protocols required to ensure Park visitor safety.
  - Install fencing to guide visitors safely around the construction area.
  - Install temporary signs on the trail to warn visitors about the work areas ahead. Signs shall be placed along the Appalachian Trail on either side of the work zone before work begins and removed upon project completion.
  - Implement all measures in the traffic management plan [See Exhibit B].
38. The Fire Road between Route 311 and its intersection with the McAfee Knob Fire Road Connector Side Trail north of Route 311 will be closed to the public with signage and barrier during construction but shall remain accessible by emergency personnel [See Exhibit D]. Permittee shall ensure that equipment and materials do not block emergency vehicle access to the Fire Road.
39. The gravel parking lot will be gated and closed to the public during construction. Permittee shall maintain and control entrance through the construction entrance gate to the parking lot. As outlined in the transportation management plan, Permittee shall provide local emergency response organizations with access to the locked emergency vehicle entrance gate prior to commencing work. Permittee shall notify NPS ANST Chief of Facilities Keith Stegall at least thirty (30) days before the parking lot is closed to the public.

## Operations

40. Permittee shall complete work onsite during daylight hours to the greatest extent possible and use minimum lighting required to safely conduct work at night when necessary for beam setting.
41. Permitted activities shall not occur during severe weather conditions and permitted activities involving ground disturbance shall not occur during saturated soil conditions.
42. Work areas shall be maintained in a sanitary condition at all times and waste materials shall be disposed of promptly at an approved waste disposal site.
43. Permittee is authorized to cut and remove trees and other vegetation as follows:
- Tree removal is limited to that specified in the project plans and Permittee shall avoid collateral damage to trees and other vegetation not slated for removal including gashing of adjacent trees.
  - Trees may be cut outside the active bat season only. [Trees may be cut from November 15th through March 31<sup>st</sup>. No trees may be cut from April 1 through November 14<sup>th</sup>]. Note: this restriction is also protective of the state endangered songbird the Loggerhead Shrike.
  - Limits of the tree clearing area must be clearly marked in the field prior to any tree clearing.
  - Permittee shall ensure contractor(s) conducting the tree clearing understand the clearing limits and how they are marked in the field.

- e. Tree roots may be removed only where required [See Exhibit B: Erosion and Sediment Control Plan Sheets].
- f. For any tree pruning, make clean cuts at the base of branches without damaging the tree trunk or branch collar. Do not rip, tear, or pull live branches.
- g. For any trees cut but not grubbed, stumps shall be cut low (less than 6" from the ground) unless there are rocks or other material that would prevent a low stump cut.
- h. Cut vegetation shall be removed from the site or left to lie on the forest floor to facilitate decay. Woody debris left to decay on-site shall be cut into lengths of no more than eight (8) feet and spread out and away from the Appalachian Trail treadway and not piled or windrowed.

44. Permittee shall take measures necessary to ensure trees and other vegetation on NPS land outside the Permitted area are not damaged by project activities.

45. Permittee shall limit all ground disturbance to within the project Limits of Disturbance (LOD) shown in Exhibit B: Erosion and Sediment Control Plan Sheet No. 5. The exterior boundaries (not including the boundary along the paved roadway) shall be clearly marked and posted prior to construction and maintained during any surface disturbing activities. Land disturbance within the LOD shall be conducted in a manner that minimizes disturbance and preserves topsoil especially on steep slopes, minimizes erosion, and minimizes soil compaction outside the bridge footprint.

46. Permittee shall install temporary silt fence as outlined in the final construction plans [See Exhibit B: Environmental Commitments Summary Sheet and Erosion and Sediment Control Plan Sheets]. All installed erosion and sediment control measures shall be inspected and maintained as outlined in the final construction plans and per applicable federal and state regulations and removed only after the site has been revegetated and restored.

47. Disturbed areas shall be reseeded as soon as possible with a native seed mix and covered with certified weed-free straw. The native seed mix will include only plants native to the project area in Roanoke County, Virginia.

48. Permittee shall avoid impacting the rockshelter located near the bridge north abutment and stairs. This cultural feature shall be inspected daily during installation of the north abutment and the NPS Permit Coordinator notified immediately if any damage is noted such as new fissures or cracks in the rock.

49. Permittee will ensure the bridge is constructed as designed including specified architectural treatments and colors to help it blend in with the natural surroundings of the ANST.

50. Permittee is responsible for the removal of all trash and construction debris upon completion of permitted project activities. Permittee shall inspect the site to confirm all debris, waste, litter, and spoils have been removed from the project area.

#### **Inadvertent Discovery**

51. Permittee shall halt any activities and notify the Park Cultural Resources Manager, Joel Dukes at 978-970-5143 (office) or 617-429-4468 (cell) immediately upon discovery of human remains, or archeological, paleontological, or historical findings. Clearance to proceed shall only be allowed under the condition that if concealed archeological resources are encountered during project activities; all necessary steps will be taken to protect them. Permittee agrees and understands that all artifacts unearthed on Park property shall remain the property of the Park. See Exhibit C – Appalachian National Scenic Trail Plan for Inadvertent Discoveries for additional requirements and instructions.

52. Permittee shall halt any activities and notify the NPS Permit Coordinator immediately upon discovery of threatened or endangered species. The NPS will advise about next steps and when work may proceed.

#### **Damages and Restoration**

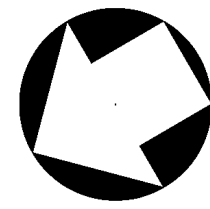
53. Permittee shall restore NPS areas impacted by construction and outside the bridge footprint

54. Permittee shall repair any damage to Park property and physical resources caused by or occurring incident to Permitted activities to the satisfaction of the Superintendent or their representative within fourteen (14) days of work completion, or if repair is not possible, shall provide monetary compensation for the damages. Repair and restoration activities may include but are not limited to ensuring proper drainage of disturbed areas, filling in ruts or holes in the parking lot or Fire Road, replacing lost gravel in the parking lot, replacing any damaged boundary markers or monuments, and reseeding disturbed areas.

55. Permittee is responsible for any damages to non-Federal property, such as but not limited to vehicles and utilities in the general area of this permit. Any utilities which are damaged or disrupted during construction or restoration process shall be immediately repaired or restored.

**Exhibit A**

**Bridge Design Plans**



STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.	HSIP-080-2(031)		311	0311-080-913, B618	1
Federal Structure No. 00000000030973			FHWA Construction and Scour Code:		X231-SN
Federal Stewardship and Oversight Code:			NFO	UPC No. 111066	

**DESIGN EXCEPTION(S):**

None

**GENERAL NOTES:**

The original approved sheet, including original signatures, is filed in the VDOT Central Office. Any misuse of electronic files, including scanned signatures is illegal. Violators will be prosecuted to the full extent of the applicable laws.

Width: 8'-0" face-to-face of parapets.

Span Layout: 90'-0" steel beam span

Capacity: 90 psf pedestrian loading

**Specifications:**

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

LRFD Guide Specifications for Design of Pedestrian Bridges 2nd Edition, 2009; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Design loading includes 20 psf allowance for construction tolerances and construction methods.

Design loading includes 15 psf allowance for future wearing surface.

All structural steel, including bearings, shall be ASTM A709 Grade 50W and shall be unpainted.

Concrete in superstructure and parapets shall be Low Shrinkage Class A4 Modified in accordance with Section 217.12(a); in substructure and retaining walls, Class A3.

Permeability testing does not apply to this project.

Concrete surface color coating for bridge railings, abutments and retaining walls shall be Dark Gray, similar to Federal Standard Color No. 595-36492.

Metal stairs, hand rails and pedestrian fencing shall be Brown, similar to Federal Standard Color No. 595-20059.

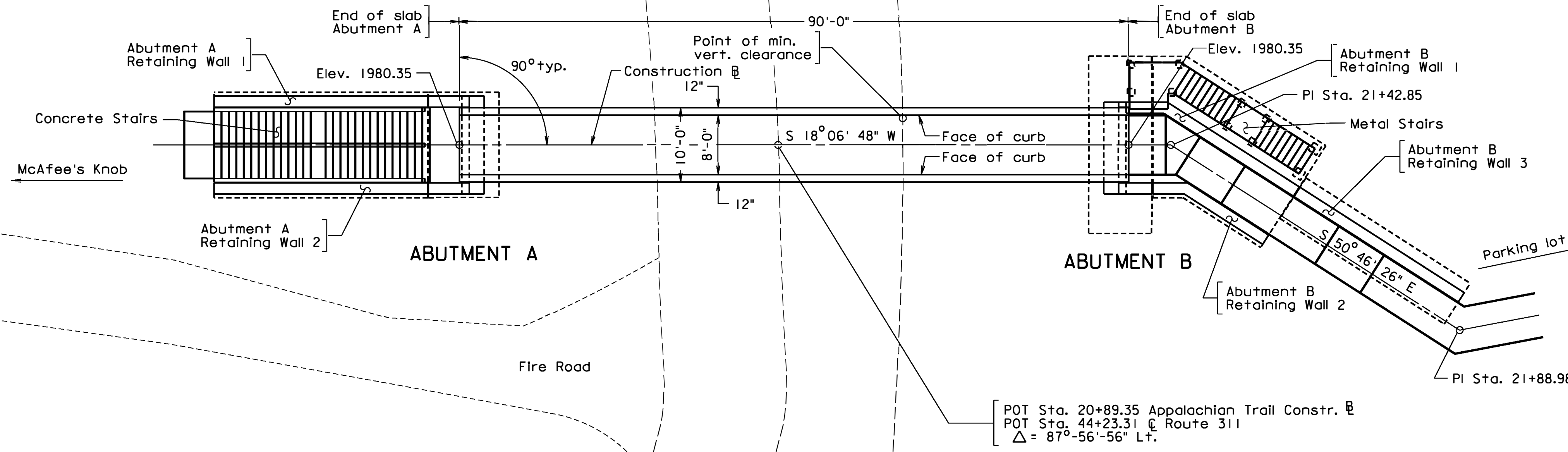
All reinforcing steel shall be deformed and shall conform to ASTM A615 Grade 60 except for steels noted as Corrosion Resistant Reinforcing (CRR) which shall conform to Section 223 of the Specifications. All reinforcing bar dimensions on the detailed drawings are to centers of bars except where otherwise noted and are subject to fabrication and construction tolerances.

General Notes continued on sheet 2.

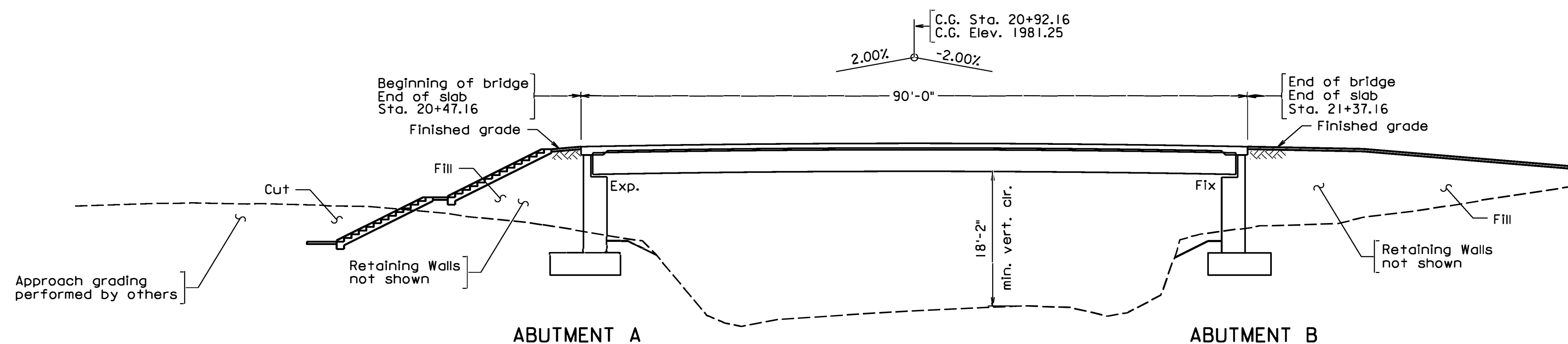


**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PROPOSED PEDESTRIAN BRIDGE**

**OVER ROUTE 311 (CATAWBA VALLEY DR)  
ROANOKE COUNTY  
PROJECT 0311-080-913, B618**



**PLAN**



**DEVELOPED SECTION ALONG B-B**

Recommended for Approval: \_\_\_\_\_ Date \_\_\_\_\_  
District Planning and Investment Manager

Recommended for Approval: \_\_\_\_\_ Date \_\_\_\_\_  
District Project Development Engineer

Approved: \_\_\_\_\_ Date \_\_\_\_\_  
District Administrator

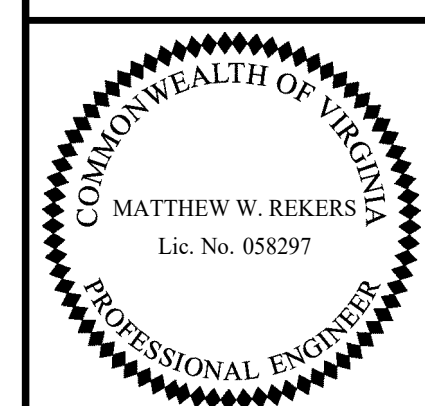
No.	Description	Date
REVISIONS		
For Table of Revisions, see Sheet 2.		

Scale: 1"=10'-0"

ORIGINAL SIGNATURES ON TITLE SHEET OF ROAD PLANS  
Date: April 28, 2023 © 2023, Commonwealth of Virginia Sheet 1 of 42

**300-46**

300-46\_01.dgn



TRANSYSTEMS RICHMOND, VA STRUCTURAL ENGINEER	
PLANS BY:	Consultant
COORDINATED:	Len Gishner
SUPERVISED:	Alex R. Stone
DESIGNED:	Sagar Neelam
DRAWN:	Venkata A. Uppala
CHECKED:	Matthew W. Rekers

STATE	ROUTE	FEDERAL AID		STATE		SHEET NO.
		PROJECT	ROUTE	PROJECT	ROUTE	
VA.		HSIP-080-2(031)		311	0311-080-913, B618	2

### ESTIMATED QUANTITIES - SUBSTRUCTURE ONLY

		Concrete Class A3	Reinforcing Steel	Corrosion Resistant Reinforcing Steel, Class I	Struct. Excav.	Select Backfill (Abutment Zone)	Geocomposite Wall Drain	NS Architectural Treatment	Concrete Surface Color Coating
		CY	LB	LB	CY⊗	TON	SY	SY⊗	SY
Abutment A	Neat	24.7	---	4160	---	---	29	32	45
	Footing	15.0	820	1110	144	218	---	---	---
Abutment B	Neat	21.9	---	3730	---	---	25	30	39
	Footing	22.8*	1210	1120	179	189	---	---	---
Retaining Walls (Abutment A)	Neat	27.9	---	5220	---	---	50	49	67
	Footing	45.3	2470	3340	300	88	---	---	---
Retaining Walls (Abutment B)	Neat	50.0	---	9420	---	---	96	90	111
	Footing	62.1*	3370	5240	460	237	---	---	---
<b>Total</b>		<b>269.7</b>	<b>7870</b>	<b>33340</b>	<b>1083</b>	<b>732</b>	<b>200</b>	<b>201</b>	<b>262</b>

\* Includes metal stair concrete pilasters and metal stair concrete footings.

⊗ Denotes items to be paid for on the basis of plan quantities in accordance with current Road and Bridge Specifications.

### ESTIMATED QUANTITIES - SUPERSTRUCTURE ONLY

Item	Units	Quantity
Concrete Low Shrinkage Class A4 Mod.	CY	23.0
Corrosion Resistant Reinf. Steel, Class I	LB	5200
NS Bridge Incidentals (Parapets)	LF	180
Structural Steel Rolled Beam ASTM A709 Grade 50W	LB**	42900
Cover Depth Survey	SY	100
Pedestrian Fence 8'	LF	177
NS Architectural Treatment	SY	54
Concrete Surface Color Coating	SY	113

\*\* Lump Sum (weight includes rolled beams, diaphragms, stiffeners, shear stud connectors, sole plates, and anchor bolts).

⊗ Denotes items to be paid for on the basis of plan quantities in accordance with current Road and Bridge Specifications.

Elastomeric bearing pads are included in the cost of structural steel rolled beams.

### LUMP SUM BID ITEMS

Mobilization	LS
Construction Surveying	LS
NS Bridge Incidentals (Metal Stairs)	LS

### MISCELLANEOUS/ROAD ITEMS

Item	Units	Quantity
NBIS Access. Under Bridge Structure Number : 30973	Day	3
Concrete Class A3 (Concrete Stairs)	CY	8.2
Reinforcing Steel (Concrete Stairs)	LB	600
Handrail HR-I Type I	LF	87
Handrail HR-I Type II	LF	77

### INDEX OF SHEETS

Sheet No.	Description
1	Title sheet; Plan, developed section, design exceptions and general notes
2	Estimated quantities, index of sheets, general notes
3	Substructure layout
4	Abutment A plan and elevation
5	Abutment A footing plan
6	Abutment A wing walls
7	Abutment A architectural treatment
8	Abutment B plan and elevation
9	Abutment B footing plan
10	Abutment B wing walls (1 of 2)
11	Abutment B wing walls (2 of 2)
12	Abutment B architectural treatment
13	Abutment details
14	Bearing details
15	Transverse section
16	Framing plan
17	Girder details
18	Camber diagram
19	Dead load deflections and slab elevations
20	Deck slab plan
21	Deck slab elevations
22	Parapet details (1 of 2)
23	Parapet details (2 of 2)
24	Pedestrian fence details
25	Reinforcing steel schedule - Abutment A
26	Reinforcing steel schedule - Abutment B
27	Reinforcing steel schedule - Superstructure
28	0311-080-943, B618 - Engineering Geology (1 of 2)
29	0311-080-943, B618 - Engineering Geology (2 of 2)
30	Retaining wall layout
31	Abutment A retaining walls 1 and 2
32	Abutment A retaining walls 1 and 2 footing
33	Abutment B retaining wall 1 (1 of 2)
34	Abutment B retaining wall 1 (2 of 2)
35	Abutment B retaining wall 2
36	Abutment B retaining walls 1 and 2 footing
37	Abutment B retaining wall 3
38	Abutment A retaining walls architectural treatment
39	Abutment B retaining walls architectural treatment
40	Metal stair details (1 of 3)
41	Metal stair details (2 of 3)
42	Metal stair details (3 of 3)

### GENERAL NOTES (continued)

The Class(es) of CRR steel(s) required on this project is/are noted on plan sheets and in the reinforcing steel schedule. Class III may be substituted for Class I.

Footings for abutments shall bear on competent bedrock. For bearing requirements, see the Spread Footing Data Table on sheet 3.

Footings for retaining walls shall bear on firm material. For bearing requirements, see the Spread Footing Data Table on sheet 30.

The Bridge Data Plate shall be installed in accordance with VDOT's Road and Bridge Standards and obtained from the District Structure and Bridge Office.

B.M.: (VDOT Control Station #80-203) Station is Located 1.09 Miles East of Catawba VA. To Reach Station From Catawba Va. Intersection Rte 311 (Catawba Valley Rd.) & Rte 779 (Catawba Creek. Rd) Proceed in A Easterly Direction 1.09 Miles. Station Is On The Right. Control Station Is Standard 3/4" Disc Set Flush With Ground And Stamped 80-203.

VDOT Project Coordinates (2014)  
East (X): 11022573.705 ft.  
North (Y): 3666390.969 ft.  
Elevation: 1964.395 ft.

Rev. No.	Sheets Revised	Date

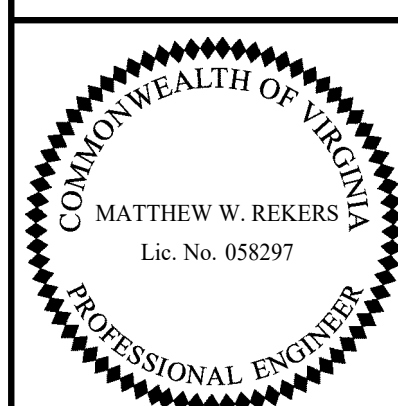
TABLE OF REVISIONS

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

ESTIMATED QUANTITIES  
INDEX OF SHEETS  
GENERAL NOTES

No.	Description	Date	Designed: S.N.....	Date	Plan No.	Sheet No.
			Drawn: V.A.U.....			
			Checked: M.W.R.....	Apr. 2023	<b>300-46</b>	<b>2 of 42</b>



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER



STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			311	0311-080-913, B618	3

Notes:

The substructure layout is for the purpose of locating fill slopes and footings for abutments. For details of neatwork, see Abutment sheets.

Material in the abutment select backfill zone shall be Select Material Type I, minimum CBR 30, and shall be compacted in accordance with Sections 303 and 305 of the VDOT Road and Bridge Specifications. 21A or 21B may be substituted for Select Material Type I, minimum CBR 30, at no additional cost to the Department.

In cut situations, material with strength characteristics greater than the select backfill may be left in place.

The final depth of the embankment side slopes shall be regular embankment material placed and finished as required.

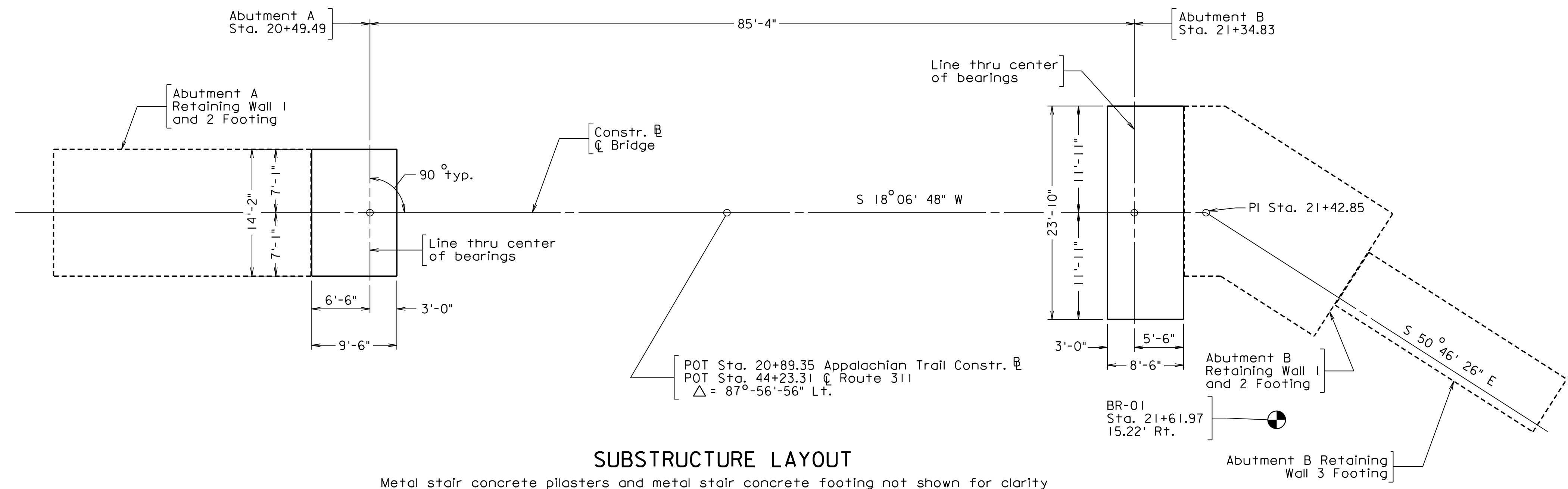
For boring logs, see sheets 28 and 29.

For Retaining Wall Layout, Spread Footing Data Table for retaining walls, Section Through Retaining Walls - Cut Section, and additional boring locations, see sheet 30.

For metal stair concrete pilaster details, see sheets 9, 36 and 41.

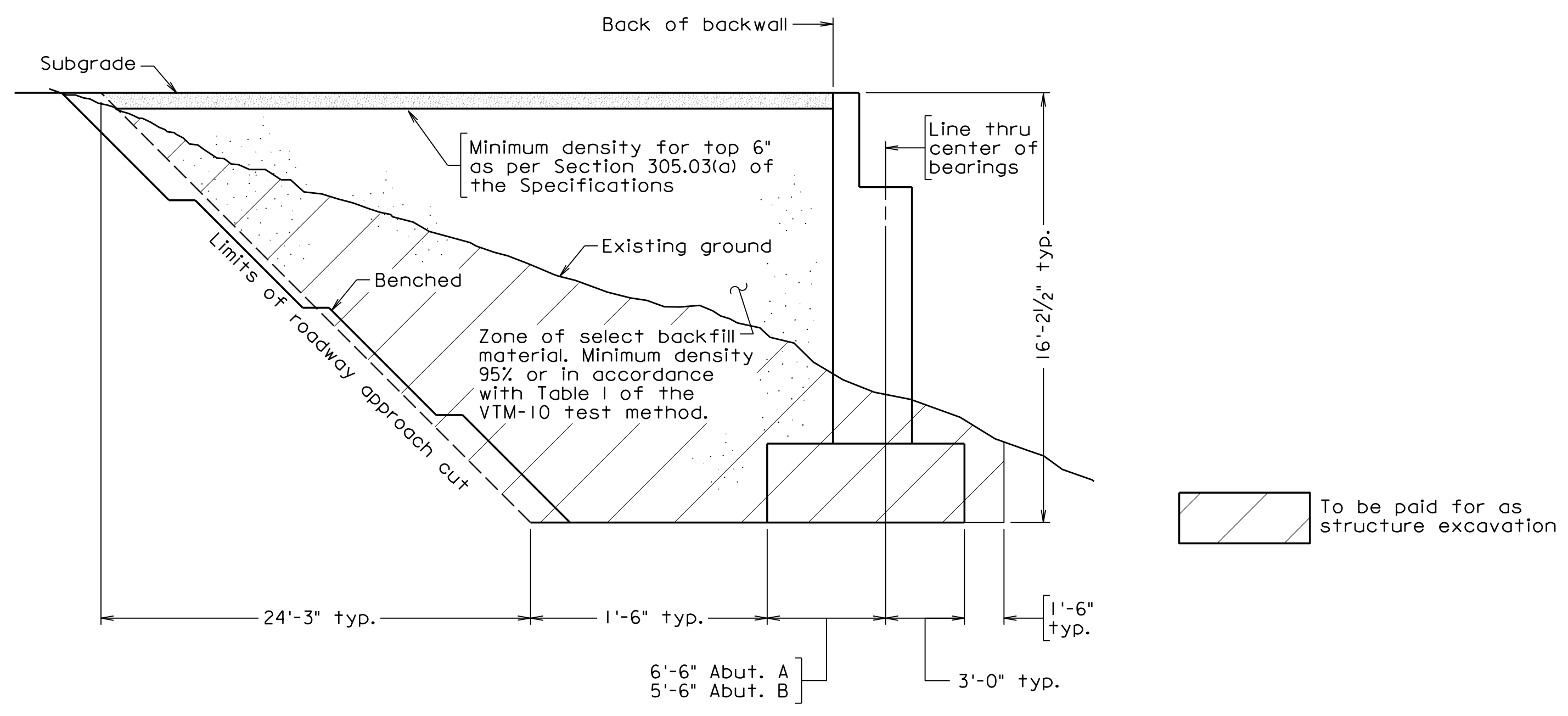
For metal stair concrete footing details, see sheets 36 and 41.

⊙ - Denotes boring location.



**SUBSTRUCTURE LAYOUT**

Metal stair concrete pilasters and metal stair concrete footing not shown for clarity



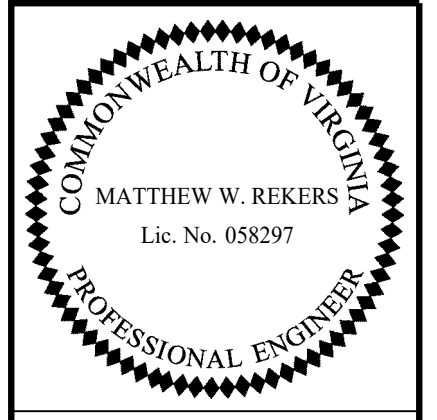
**SECTION THROUGH ABUTMENT - CUT SECTION**

Abutment drainage not shown  
Not to scale

Substructure / Retaining Wall Unit	Anticipated Bearing Material	SERVICE LIMIT STATE		STRENGTH LIMIT STATE	
		Tolerable Settlement (inches)	Maximum Applied Bearing Pressure (tsf)	Maximum Factored Bearing Pressure (tsf)	Required Nominal Bearing Resistance (tsf)
Abutment A Footing	Rock	N/A	3.0	3.9	8.7
Abutment B Footing	Rock	N/A	2.1	2.7	6.0

• The larger of these two values, as well as the Anticipated Bearing Material, shall be verified by the Inspector or Engineer-of-Record prior to placing the footing concrete.

300-46-03.dgn



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/8" = 1'-0" unless noted otherwise © 2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>SUBSTRUCTURE LAYOUT</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
Revisions			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		3 of 42

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			4

Notes:

1" Preformed joint filler and 6"  $\emptyset$  solid wall schedule 40 PVC pipe costs to be included in bid item for Concrete Class A3.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

For Footing Plan, see sheet 5.

For weephole spacing within wing walls, see sheet 6.

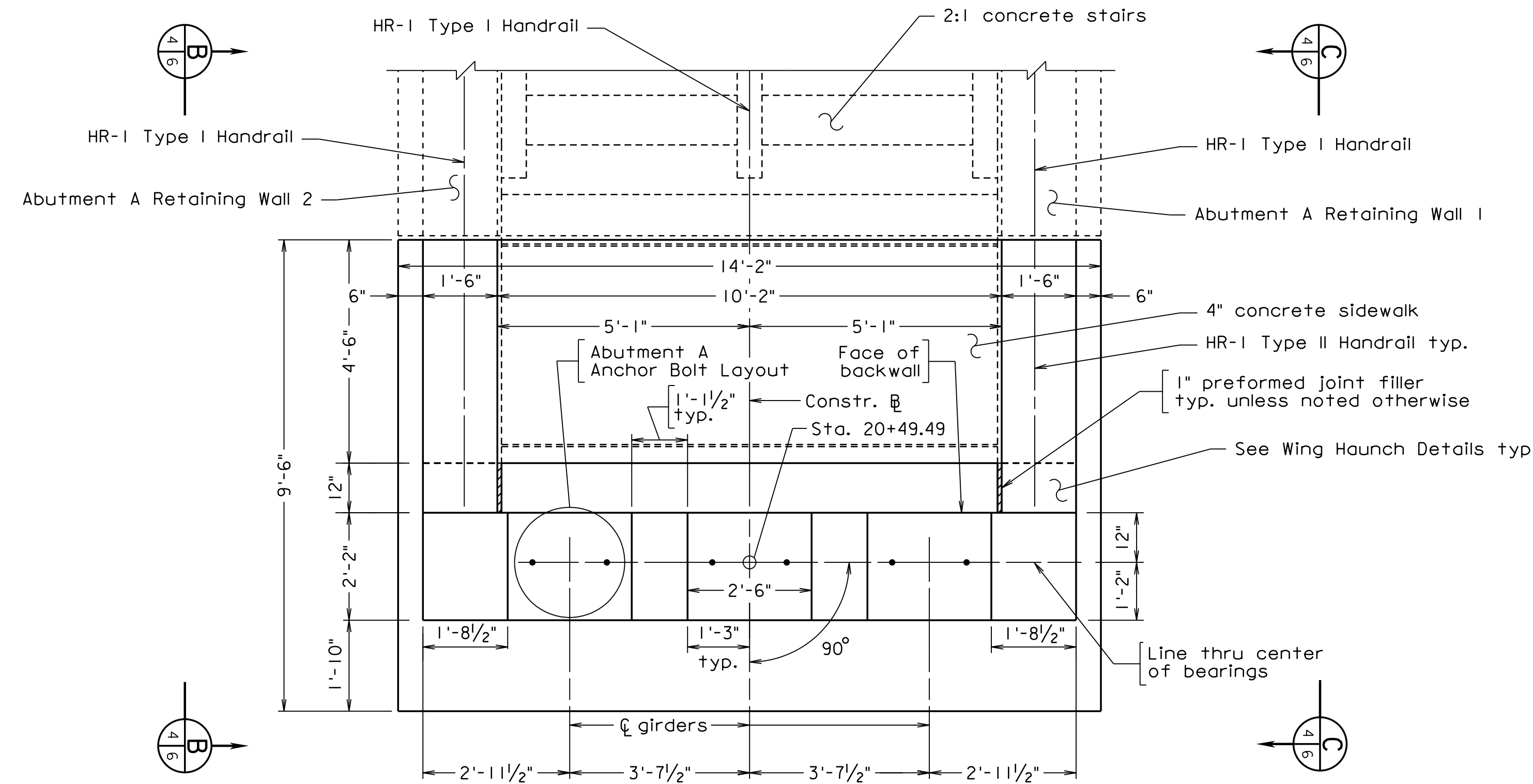
For Coping Detail, and Architectural Treatment see sheet 7.

For Wing Haunch Details, Abutment A Anchor Bolt Layout, Wash Detail and Weephole Reinforcement Detail, see sheet 13.

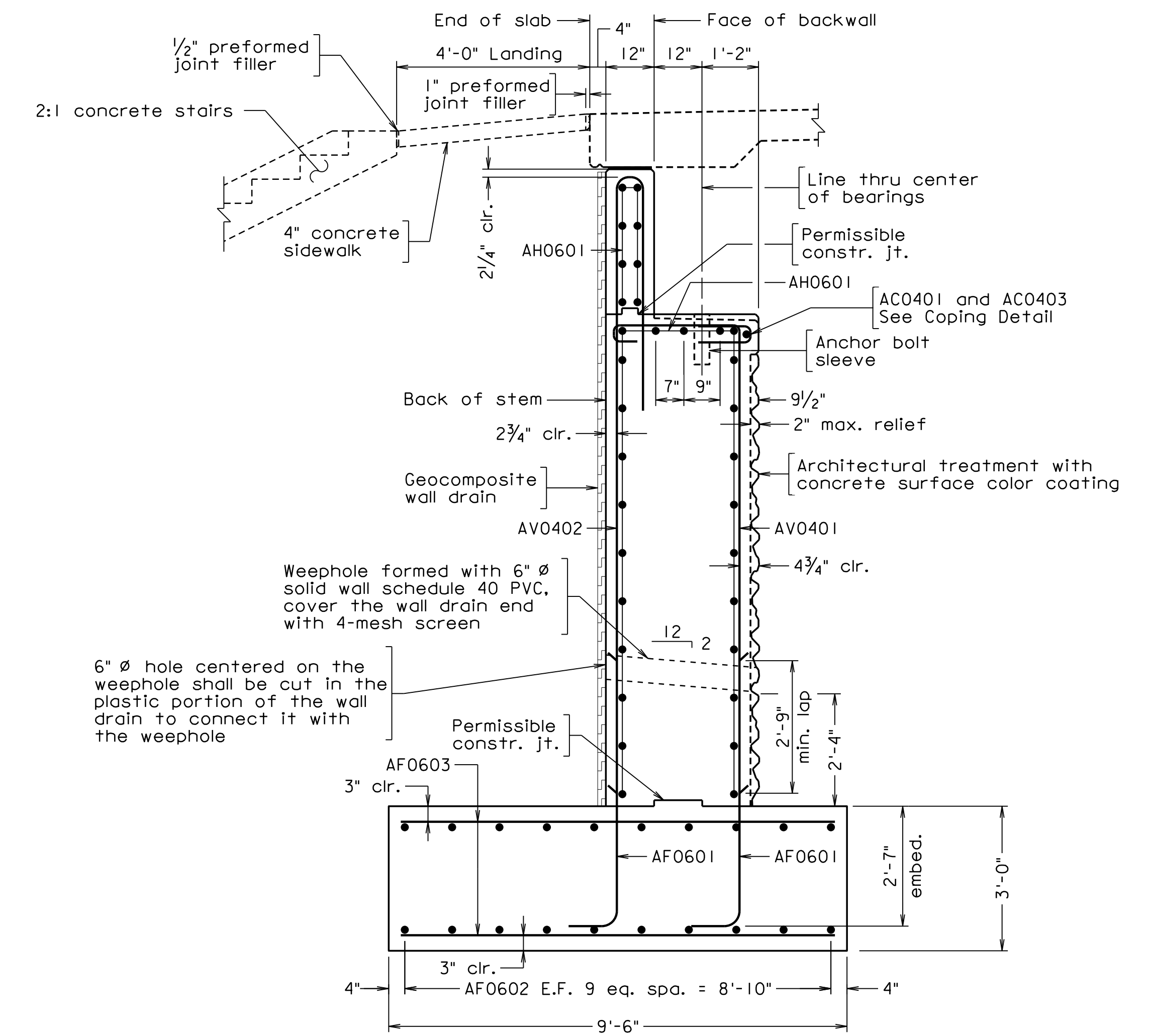
For Abutment A Reinforcement Schedule, see sheet 25.

See VDOT Road and Bridge Standard S-2 (Pages 601.03 and 601.04) for 2:1 Concrete Stairs.

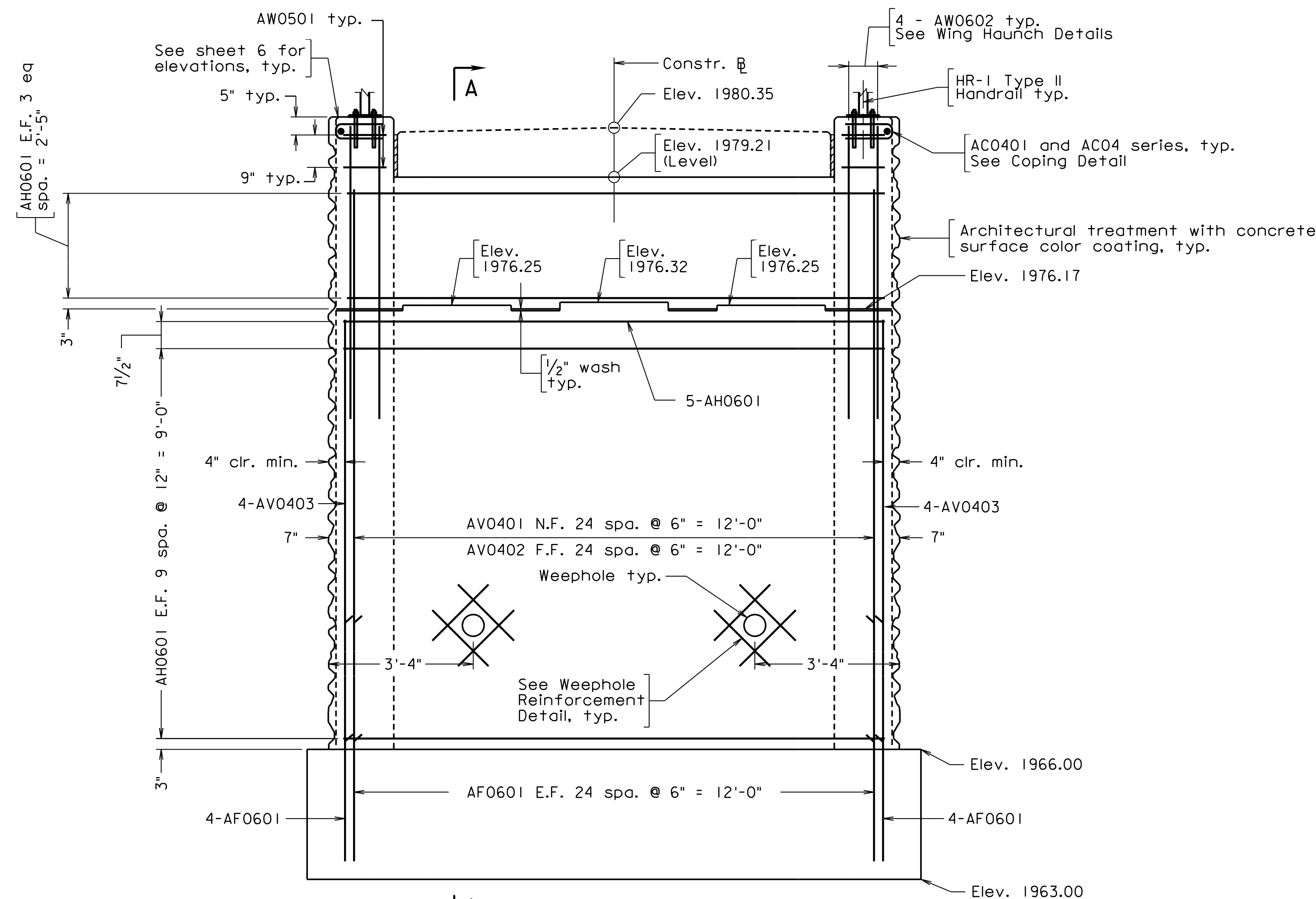
See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type I and HR-1 Type II Handrails. Handrails shall be painted brown.



PLAN

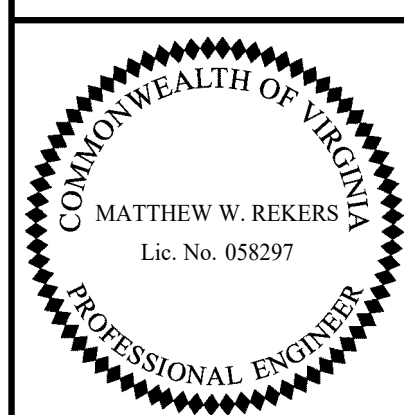


SECTION A-A



ELEVATION

300-46\_04.dgn



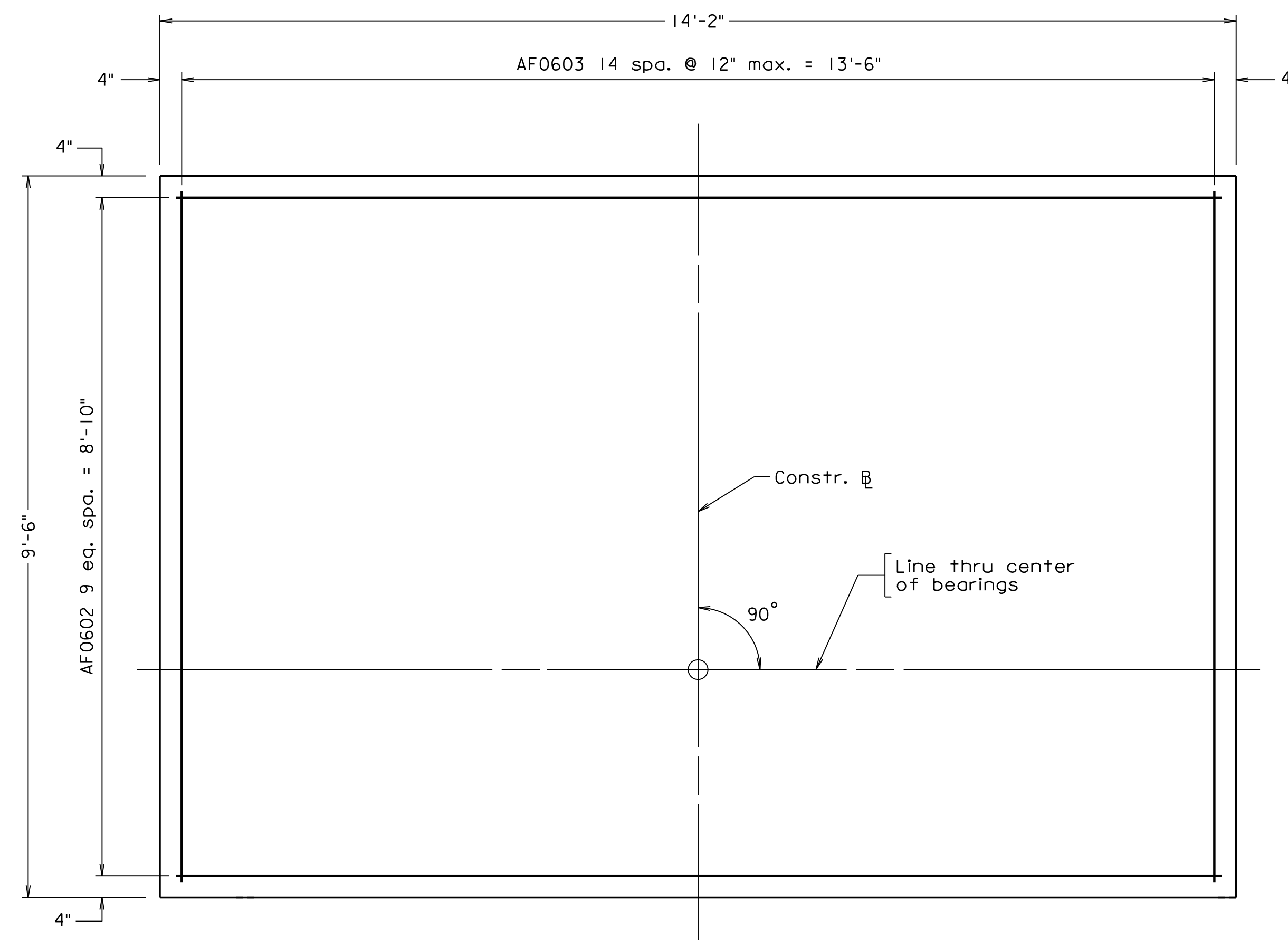
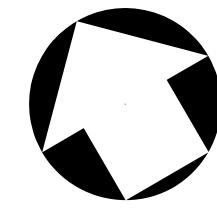
TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0"

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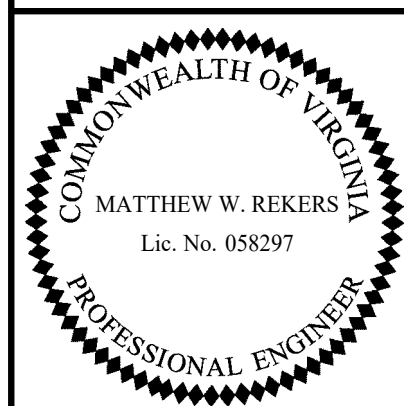
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT A PLAN AND ELEVATION</b>					
No.	Description	Date	Designed: S.N.	Date	Plan No.
			Drawn: M.W.R.	Apr. 2023	300-46
			Checked: M.W.R.		4 of 42
Revisions					

STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.	—		311	0311-080-913, B618	5



**FOOTING PLAN**  
Top reinforcing shown, bottom similar

300-46-05.dgn



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RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 3/4" = 1'-0"

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT A FOOTING PLAN</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: .....V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		5 of 42
Revisions					

STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				6

Notes:

Place reinforcing to avoid weephole. 6" Ø hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

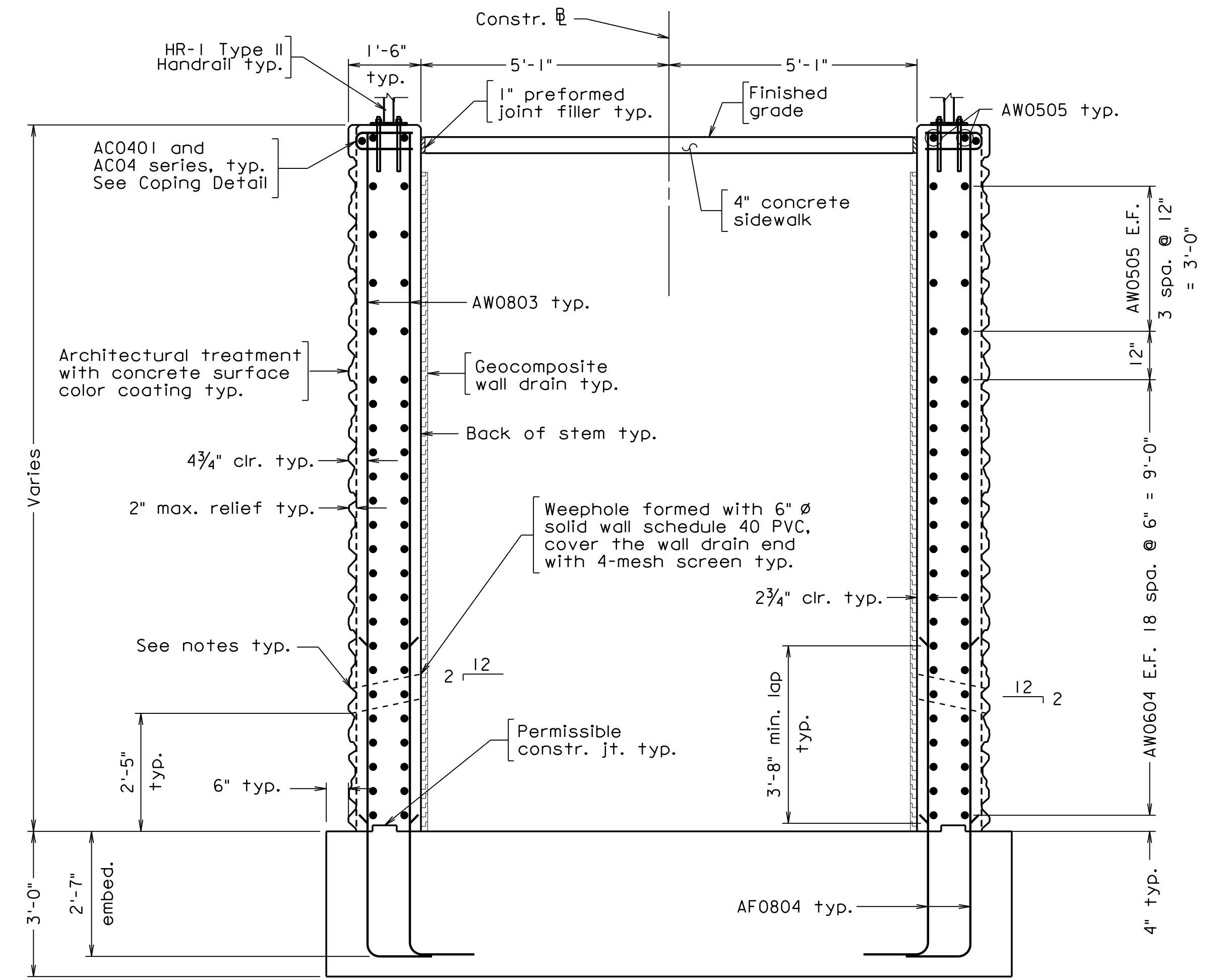
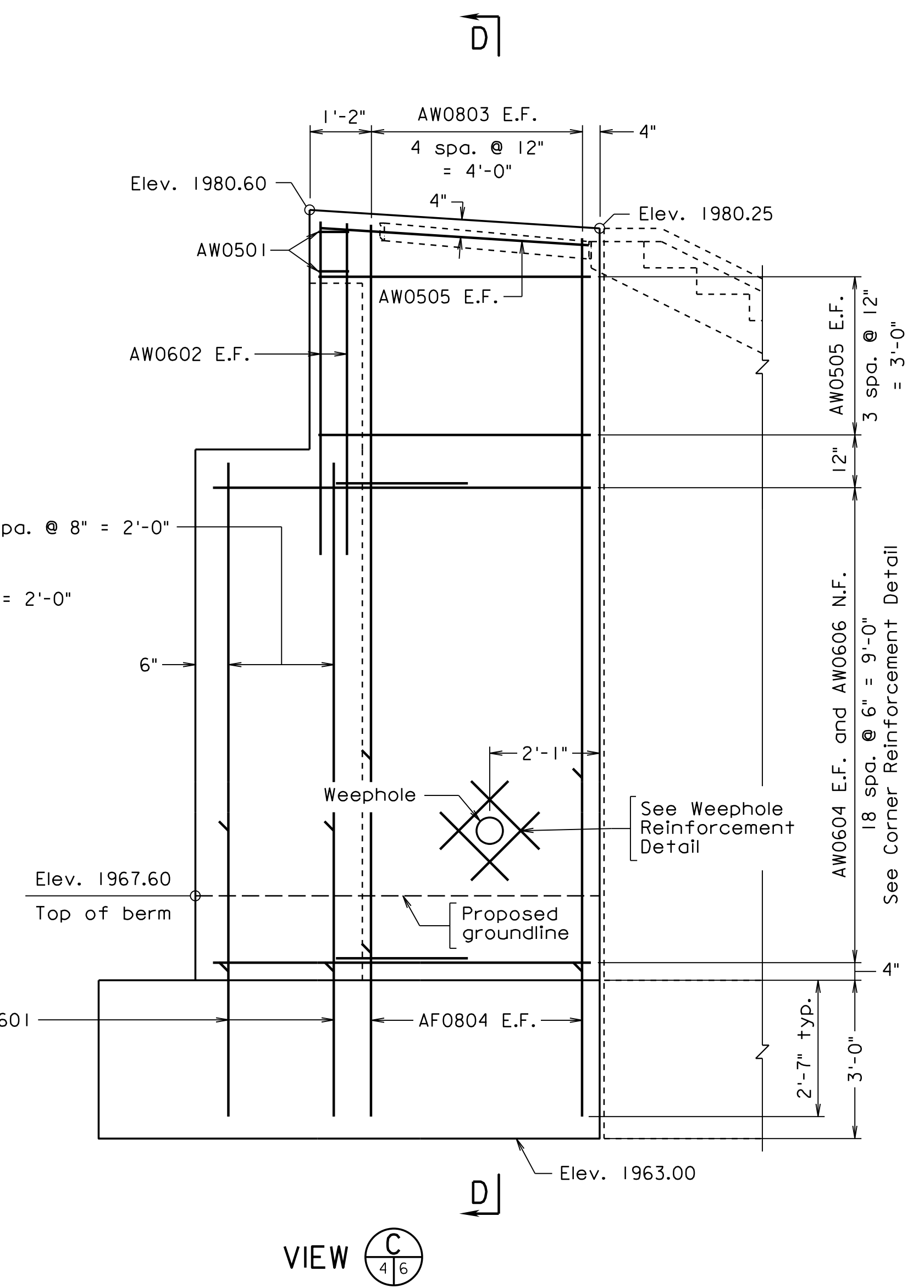
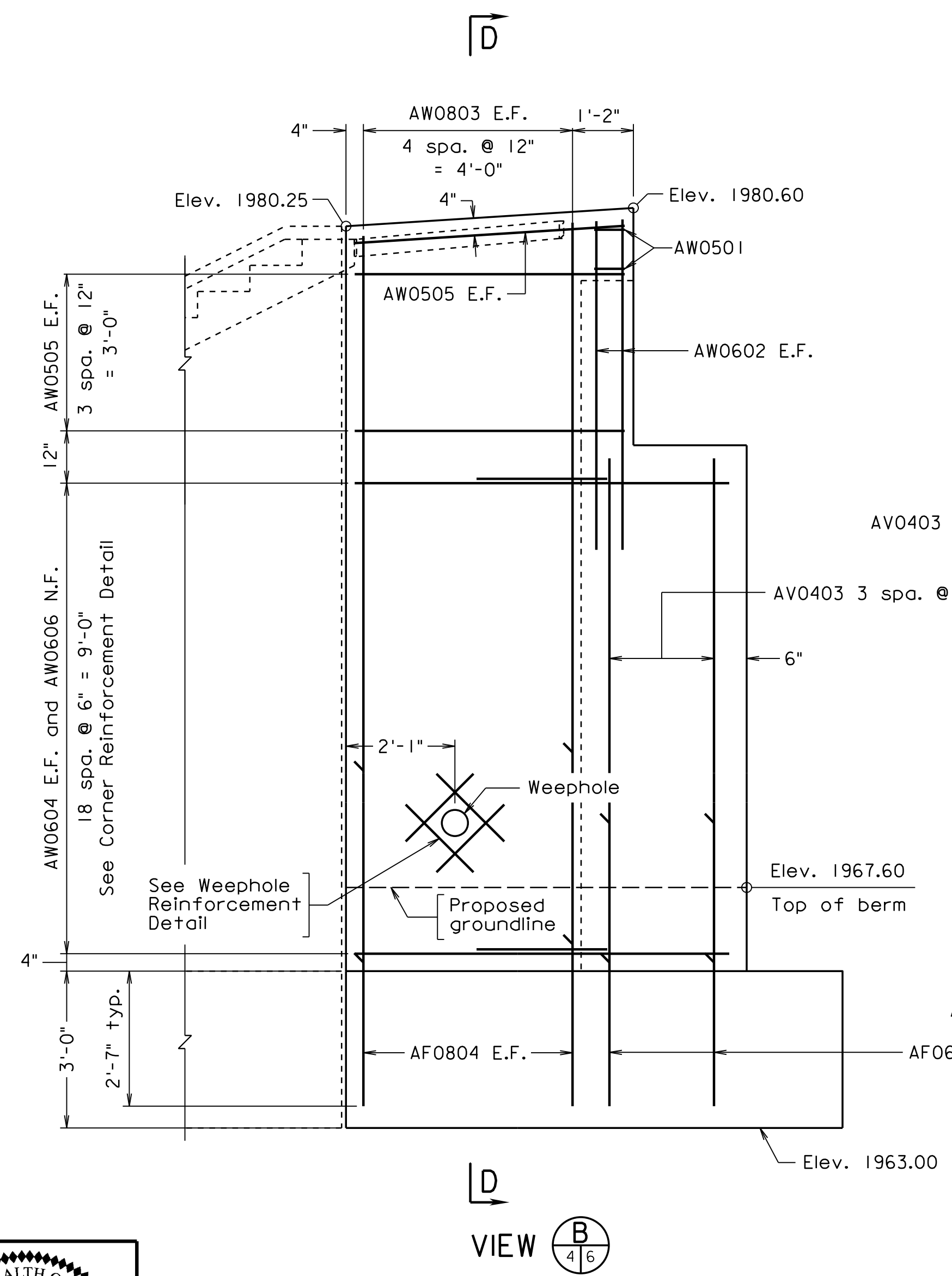
For Footing Plan, see Sheet 5.

For Architectural Treatment and Coping Details, see sheet 7.

For Weephole Reinforcement Detail, Corner Reinforcement Detail and Handrail Anchor Bolt Details, see sheet 13.

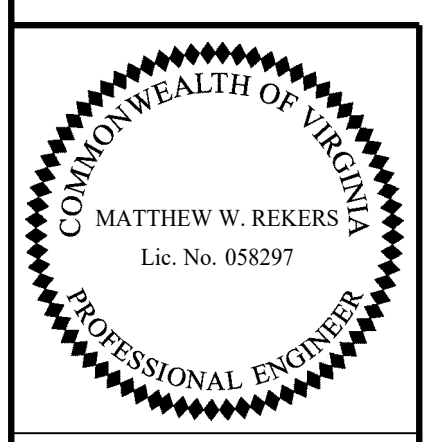
For Abutment A Reinforcement Schedule, see sheet 25.

See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type II Handrail details. Handrails shall be painted brown.



SECTION D-D

300-46.dwg



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0", unless otherwise shown © 2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT A WING WALLS</b>					
No.	Description	Date	Designed: I.B.W...	Date	Plan No.
			Drawn: I.B.W...	Apr. 2023	300-46
			Checked: M.W.R...		6 of 42
Revisions					

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			7

Notes:

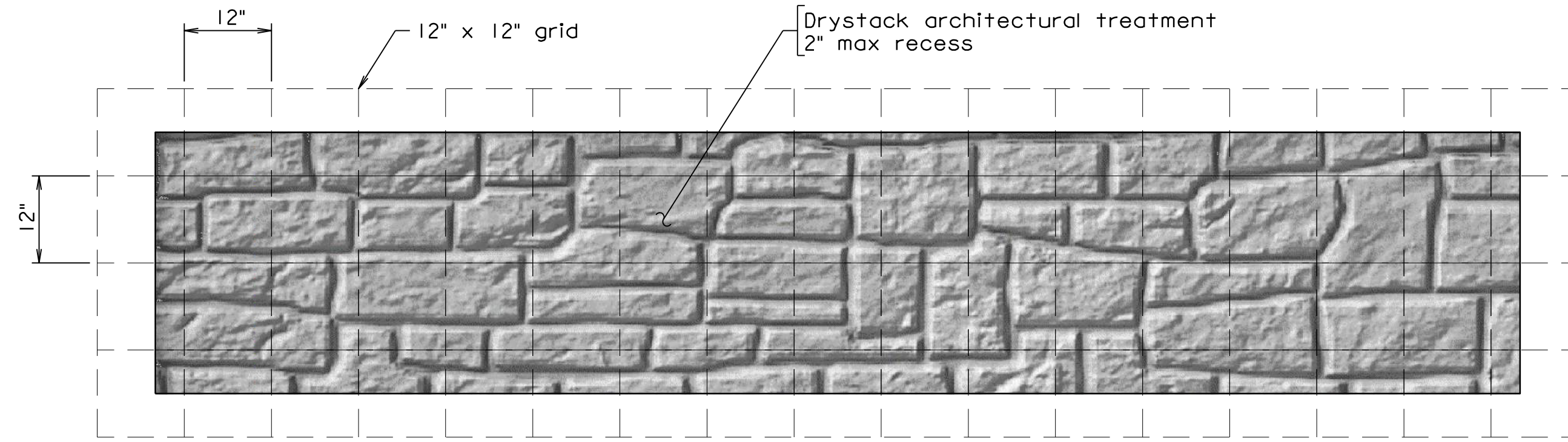
Form liner shall be arranged to produce a continuous drystack pattern without obvious repetition of the pattern.

Form liner pattern shall be inspected and approved by the Department.

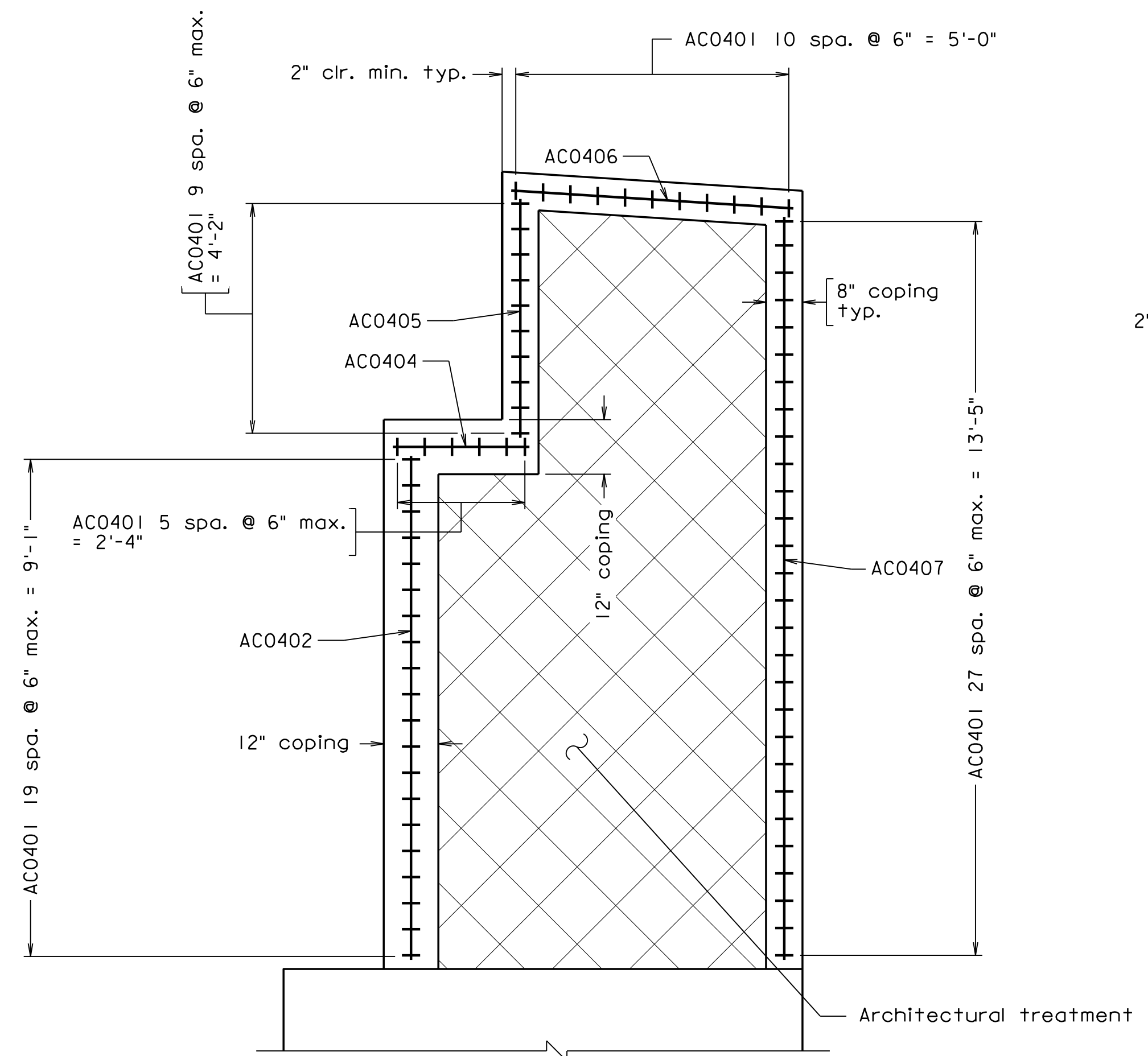
Contractor shall submit shop drawings with pattern layout for approval by the Department.

A color coating of Dark Gray No. 595-36492 shall be applied to the full lengths of front face of stem, front face of backwall, and front faces and top sides of wing walls.

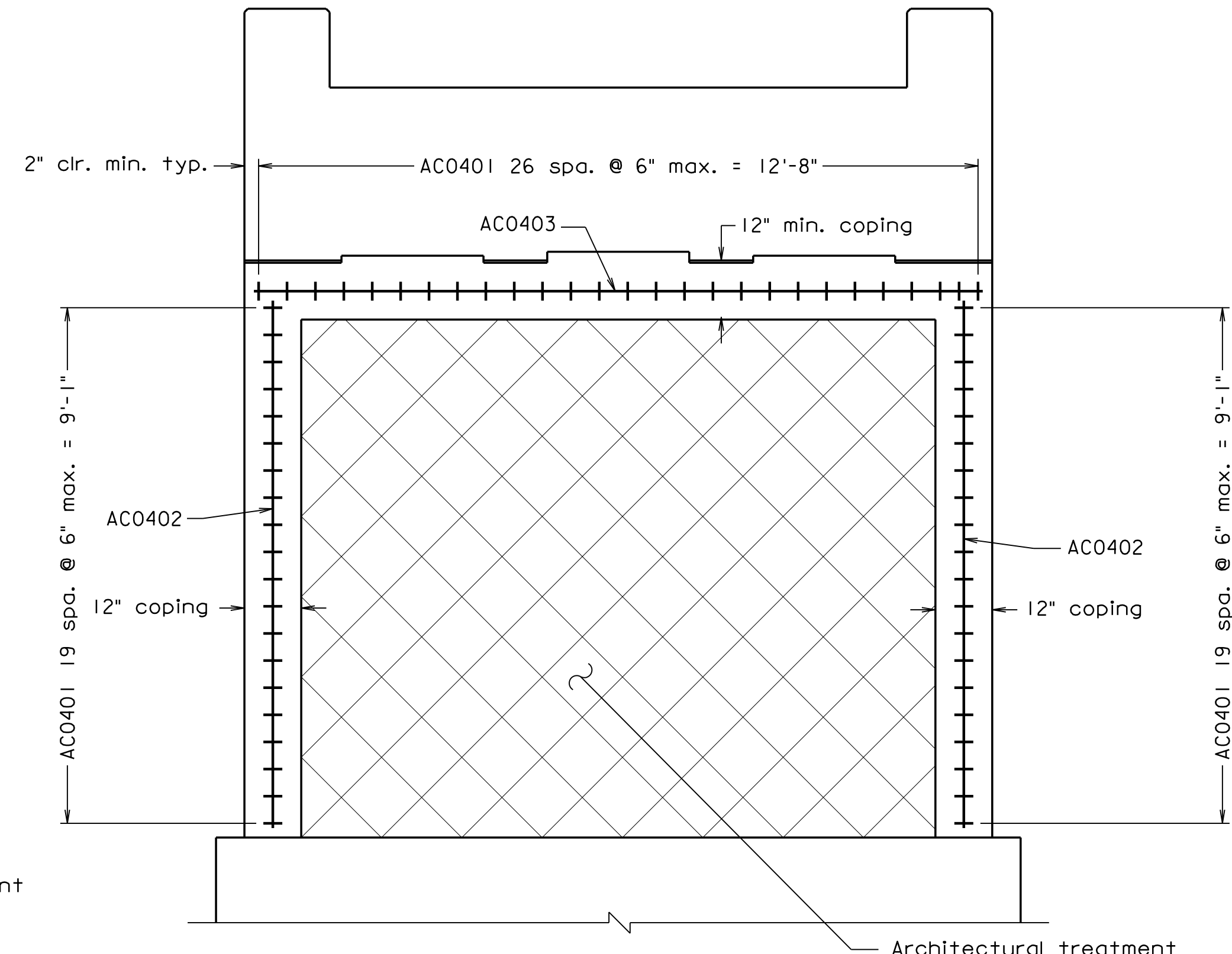
For Abutment A Reinforcement Schedule, see sheet 25.



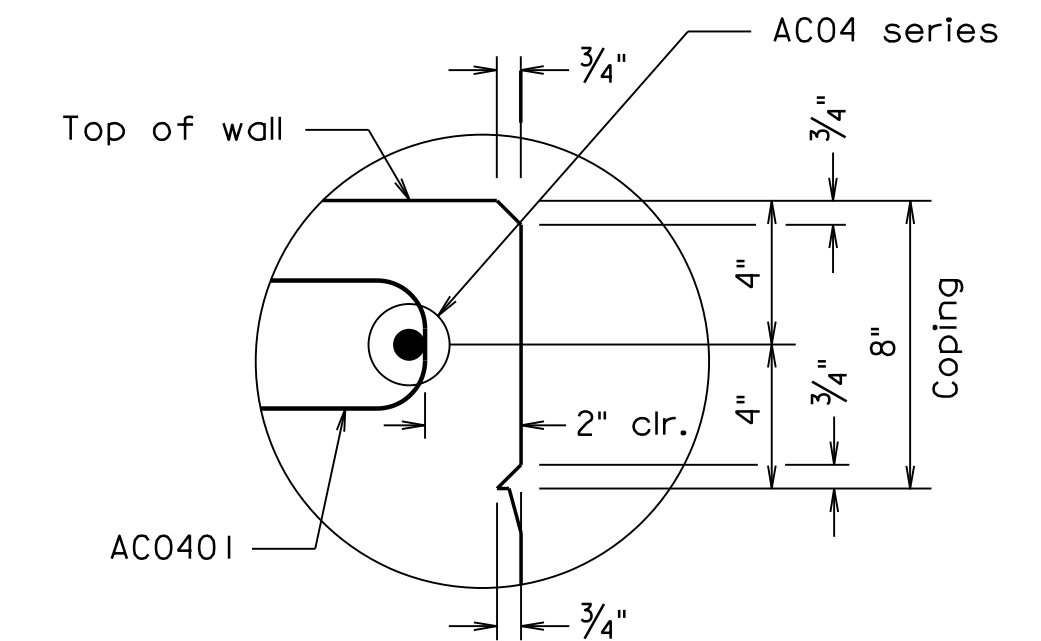
**DRystack TEXTURE DETAIL**  
Substructure - Front Face



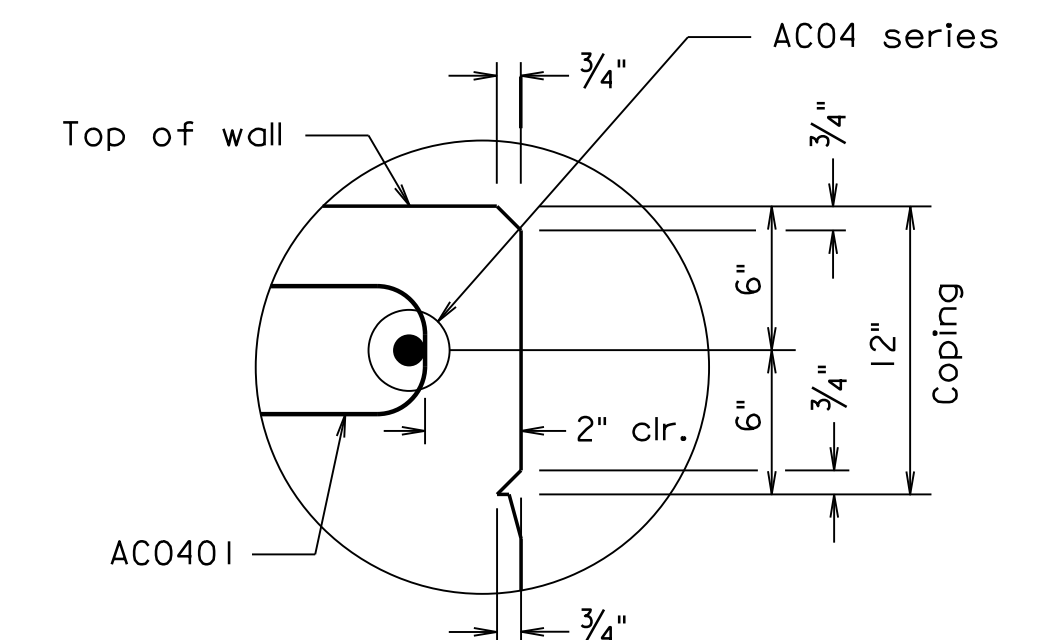
**ABUTMENT A WING WALLS COPING AND ARCHITECTURAL TREATMENT**



**ABUTMENT A COPING AND ARCHITECTURAL TREATMENT**

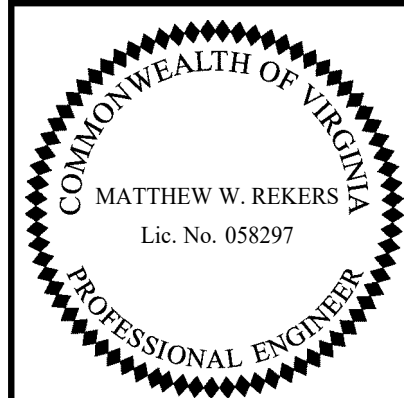


**8" COPING DETAIL**  
Not to scale



**12" COPING DETAIL**  
Not to scale

300-46-07.dgn



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

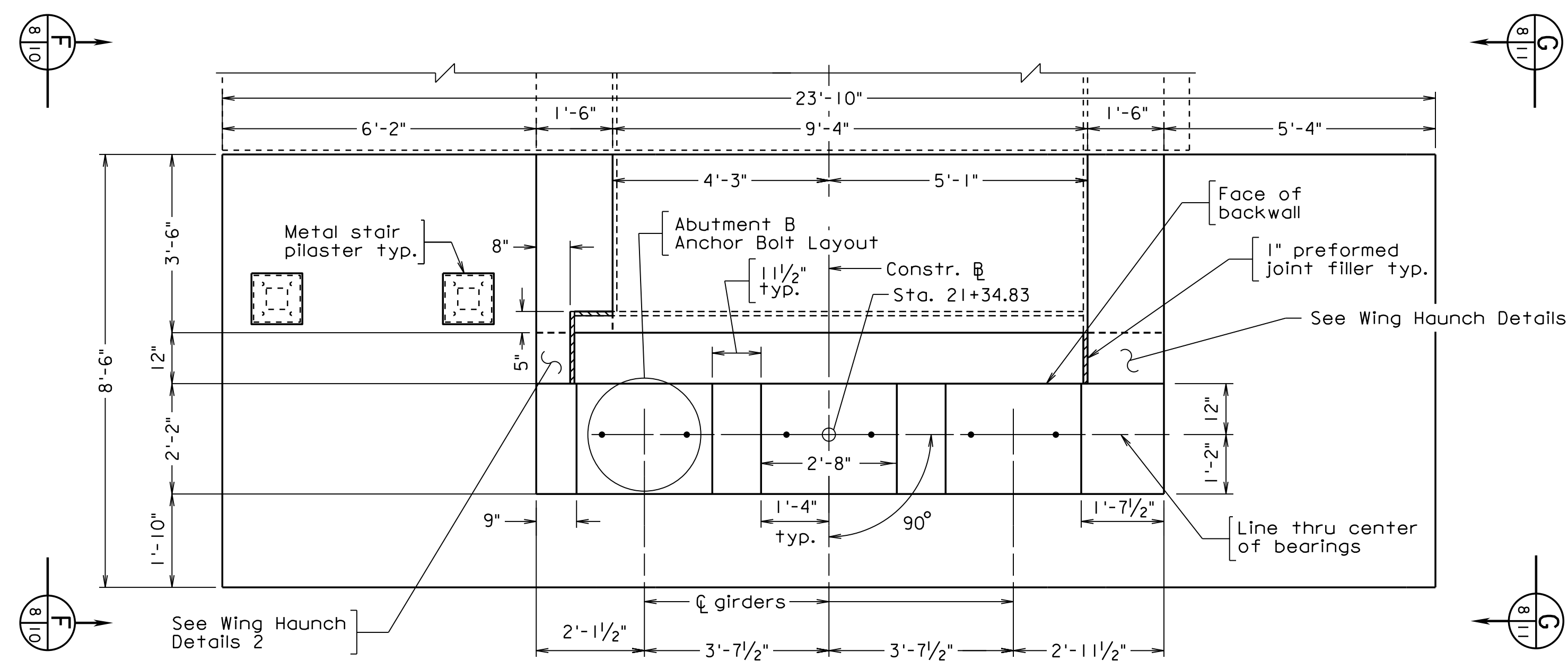
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT A ARCHITECTURAL TREATMENT</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		7 of 42
Revisions					

Scale: 1/2" = 1'-0" ©2023, Commonwealth of Virginia

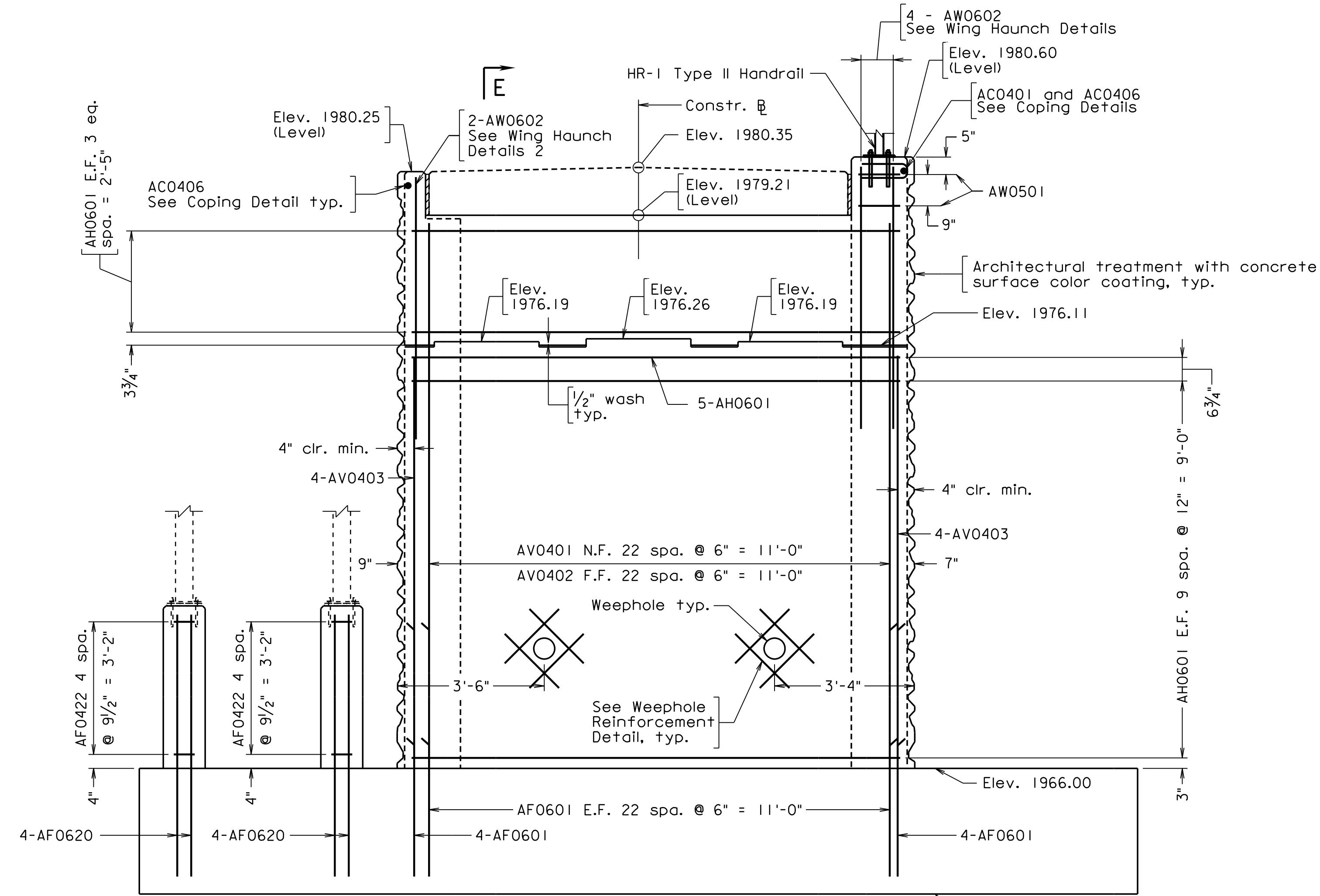
STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			8

Notes:

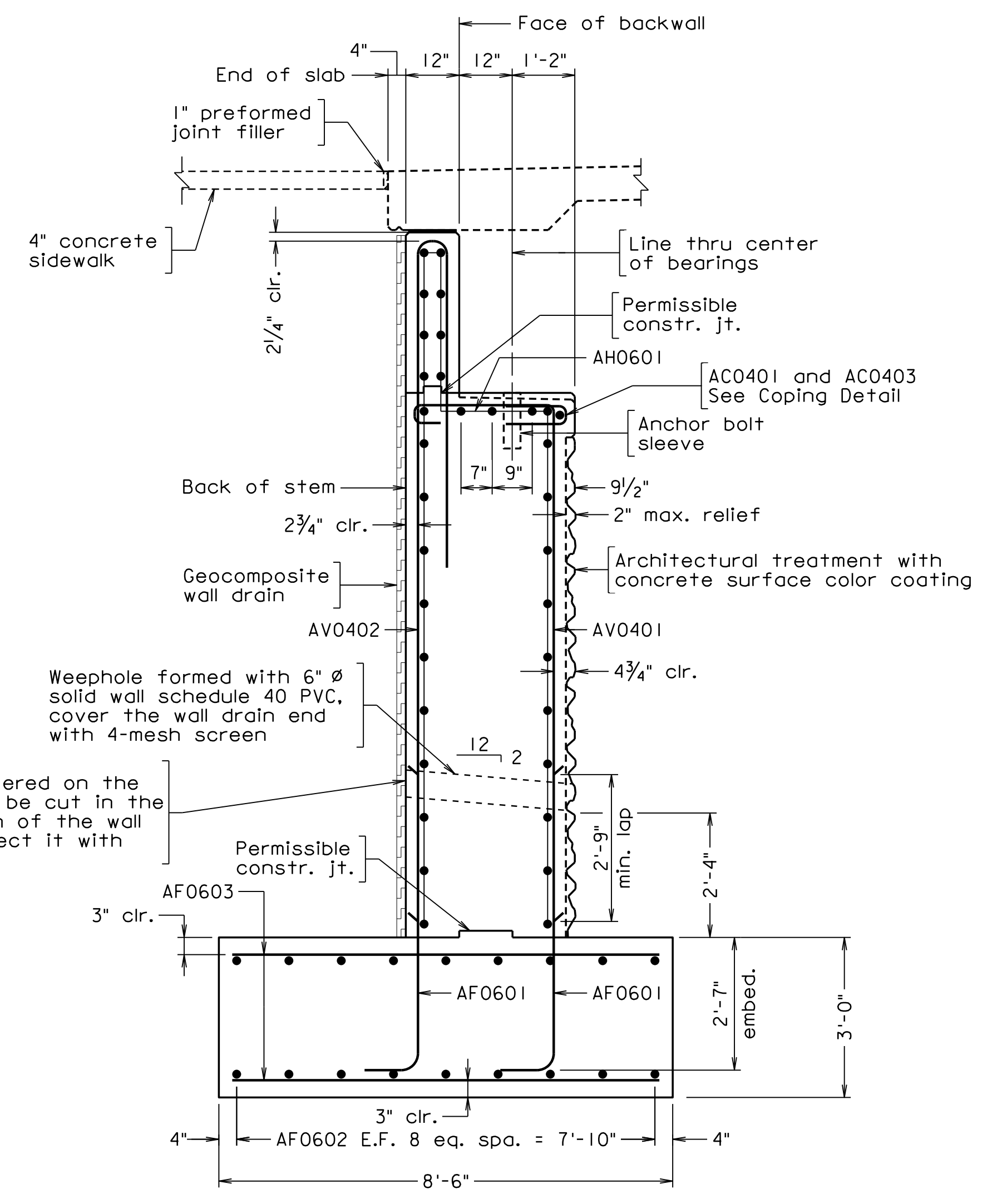
- 1" Preformed joint filler and 6"Ø solid wall schedule 40 PVC pipe costs to be included in bid item for Concrete Class A3.
- Bottom of footing elevation shall not be lowered by more than one (1) foot.
- For Footing Plan and metal stair pilaster locations, see sheet 9.
- For weephole spacing within wing walls, see sheets 10 and 11.
- For Coping Details and Architectural Treatment, see sheet 12.
- For Wing Haunch Details, Wing Haunch Details 2, Abutment B Anchor Bolt Layout, Wash Detail and Weephole Reinforcement Detail, see sheet 13.
- For Abutment B Reinforcement Schedule, see sheet 26.
- For metal stair pilaster reinforcement details, see sheet 41.
- See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type II Handrail details. Handrails shall be painted brown.



PLAN

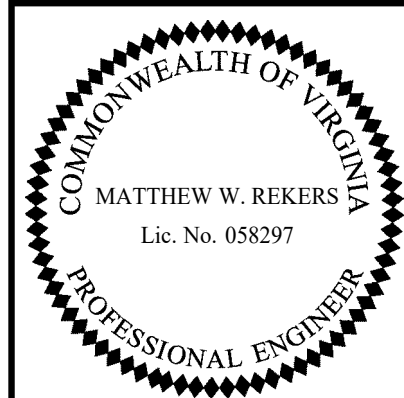


ELEVATION



SECTION E-E

300-46-08.dgn



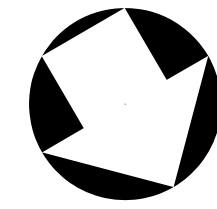
TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0"

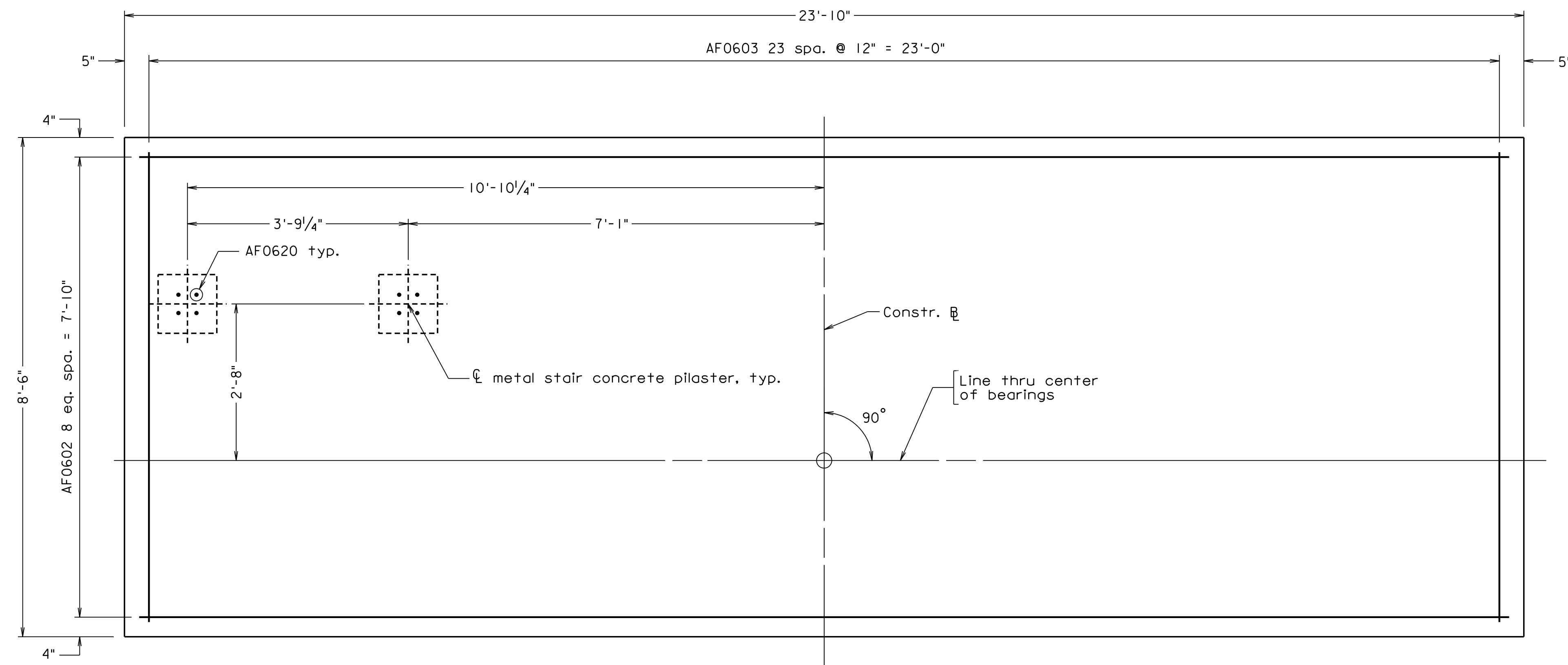
©2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B PLAN AND ELEVATION</b>					
No.	Description	Date	Designed: S.N.	Date	Plan No.
	Revisions		Drawn: M.W.R.	Apr. 2023	300-46
			Checked: M.W.R.		8 of 42

STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			311	0311-080-913, B618	9



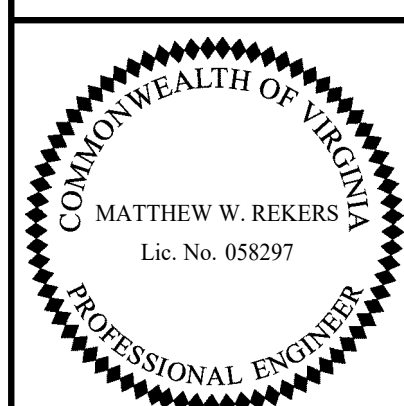
Notes:  
For metal stair concrete pilaster details, see sheet 41.



**FOOTING PLAN**

Top reinforcing shown, bottom similar

300-46\_05.dgn

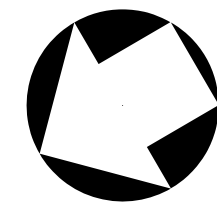


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RICHMOND, VA  
STRUCTURAL ENGINEER

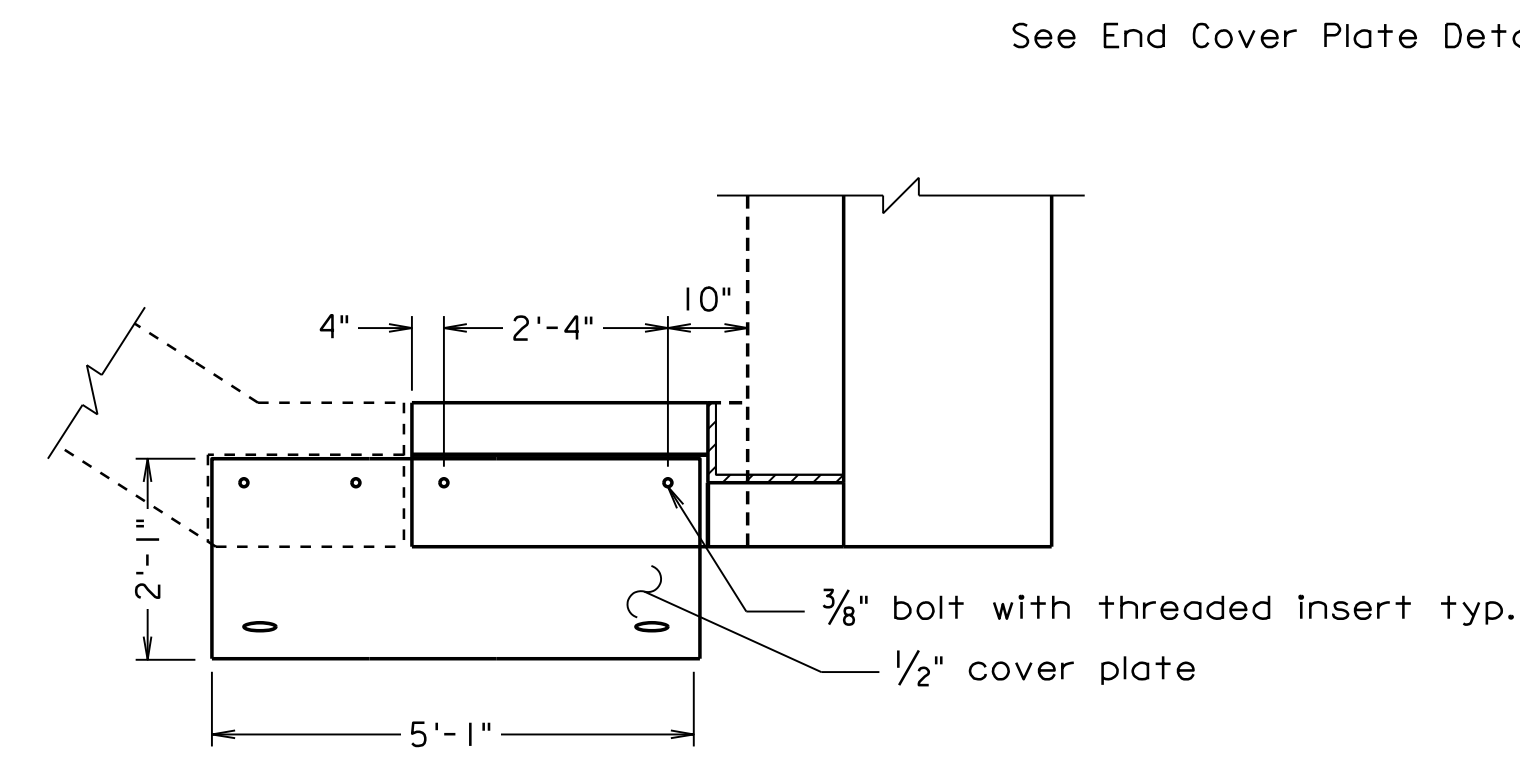
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B FOOTING PLAN</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		9 of 42
Revisions					

Scale: 3/4" = 1'-0"

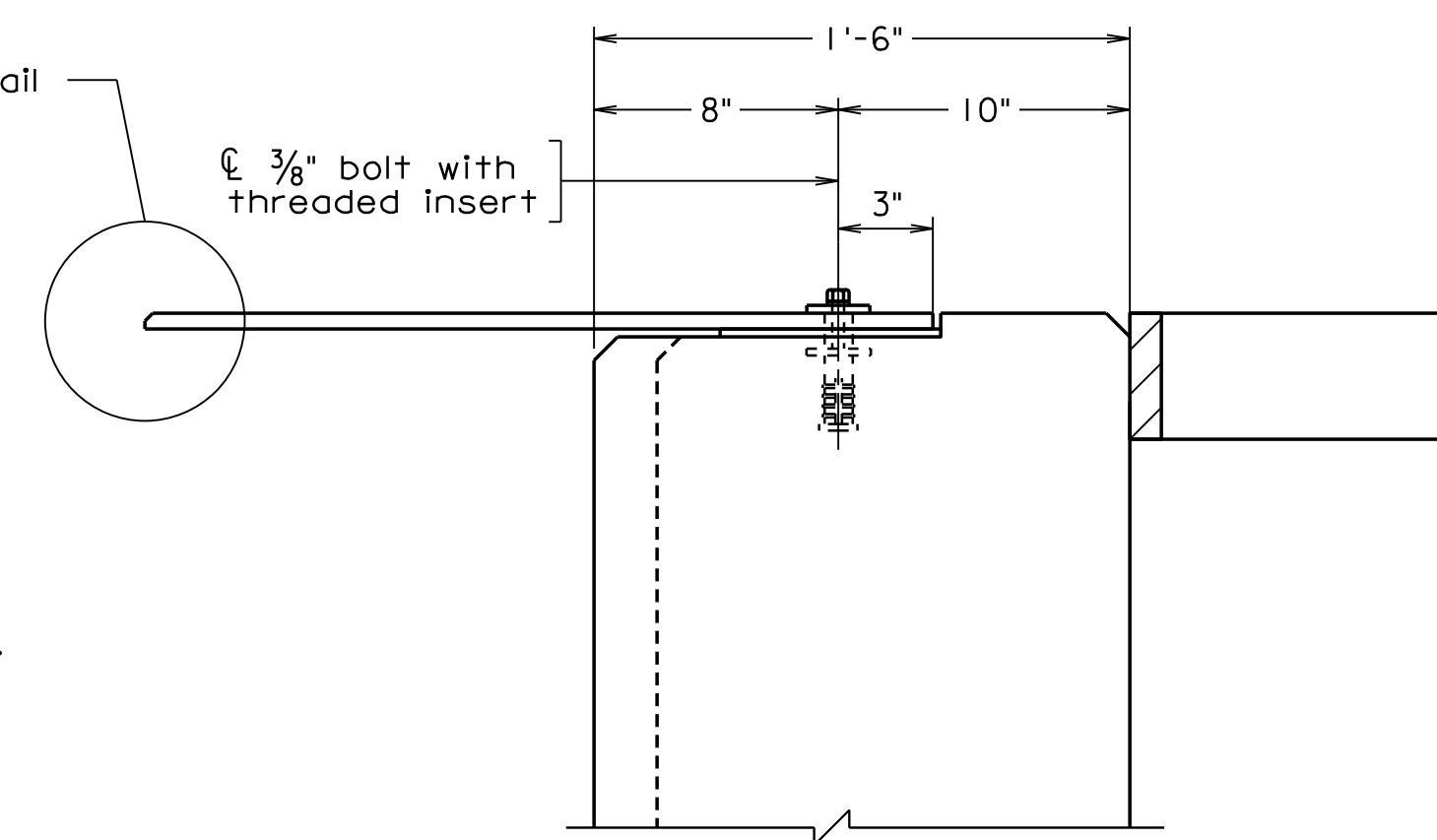
© 2023, Commonwealth of Virginia



STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				10



PLAN



THREADED INSERT DETAIL

Scale: 2" = 1'-0"

Note:

Place reinforcing to avoid weephole. 6"  $\emptyset$  hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

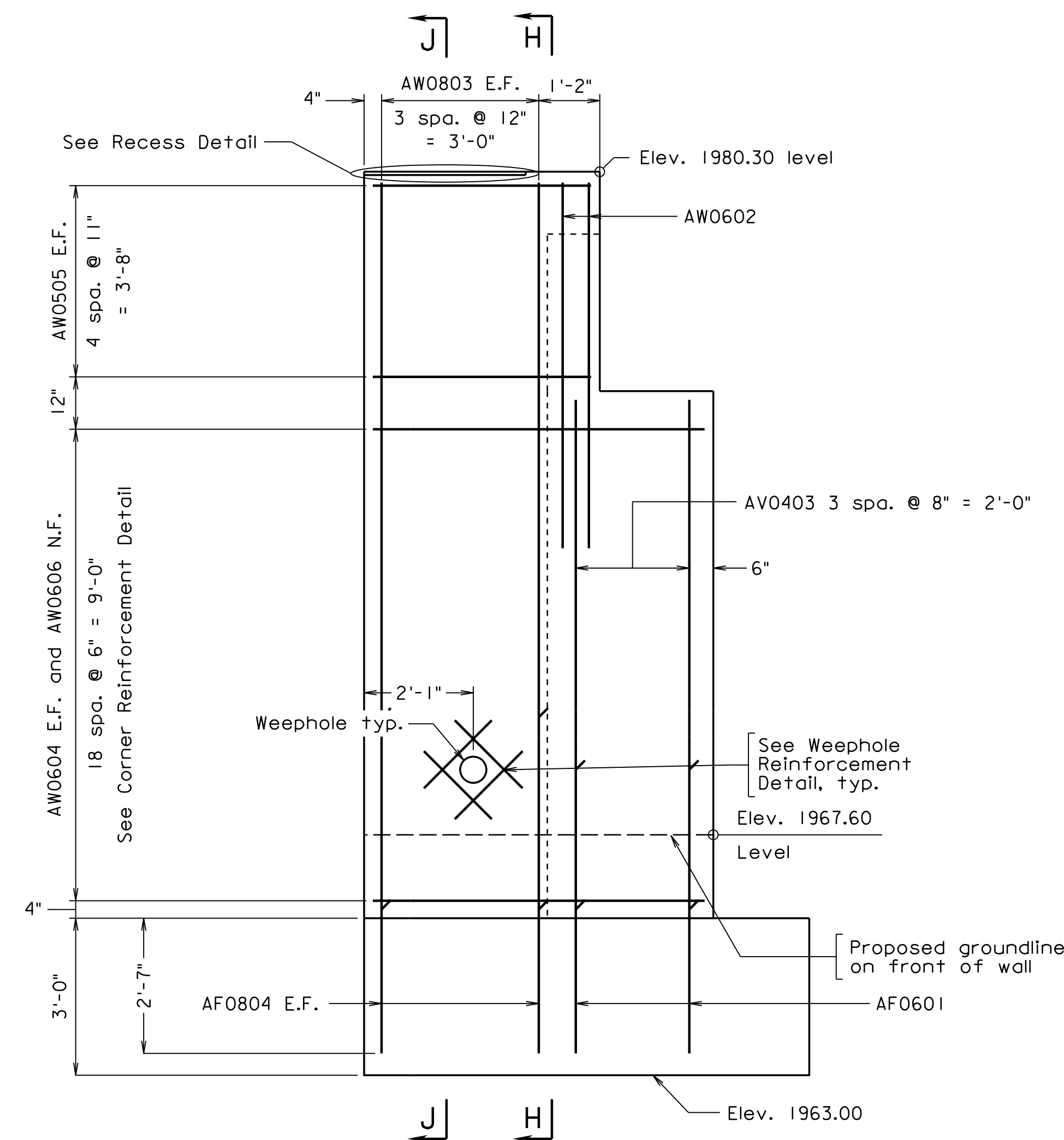
For Footing Plan, see sheet 9.

For Architectural Treatment and Coping Details, see sheet 12.

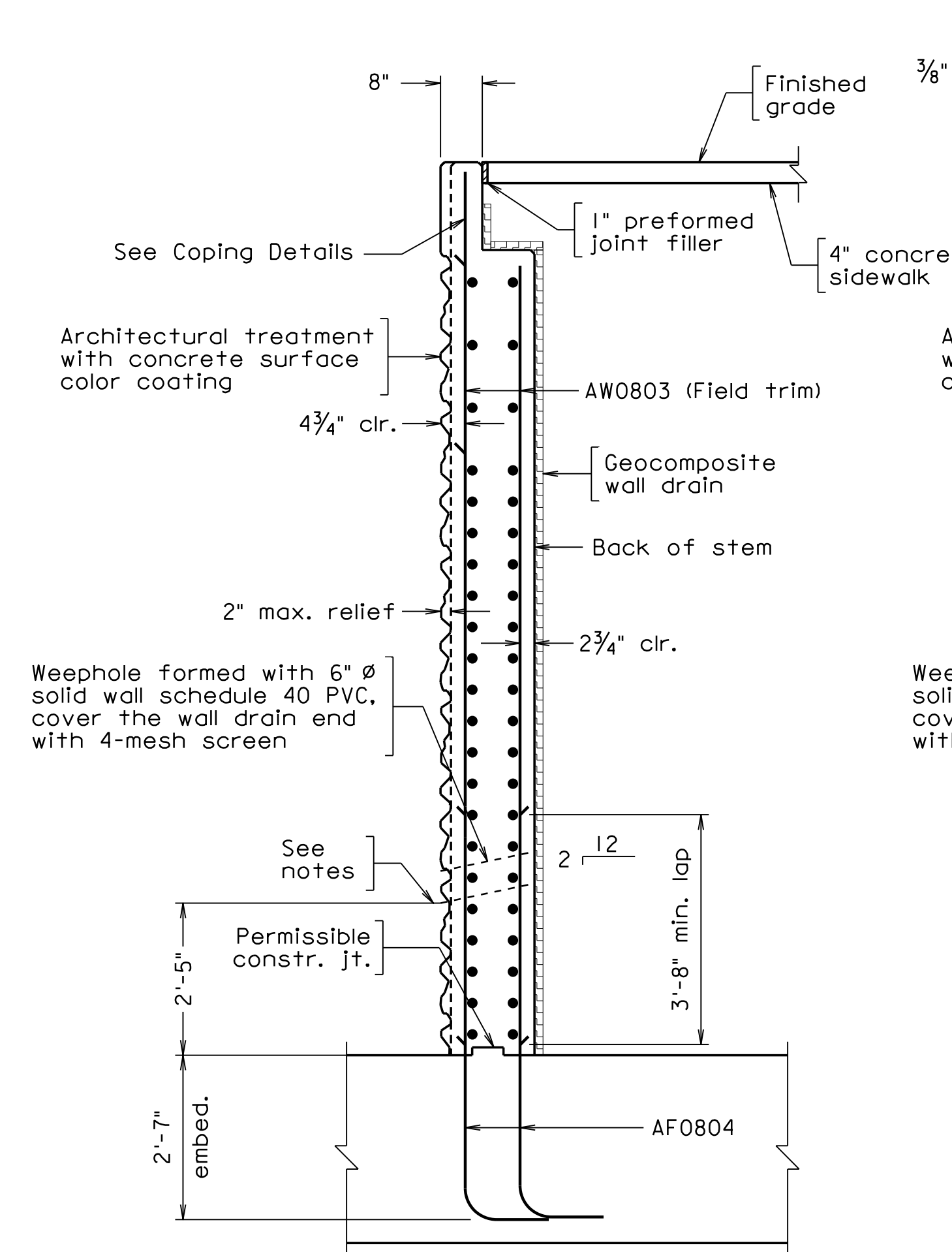
For Weephole Reinforcement Detail and Corner Reinforcement Detail, see sheet 13.

For Abutment B Reinforcement Schedule, see sheet 26.

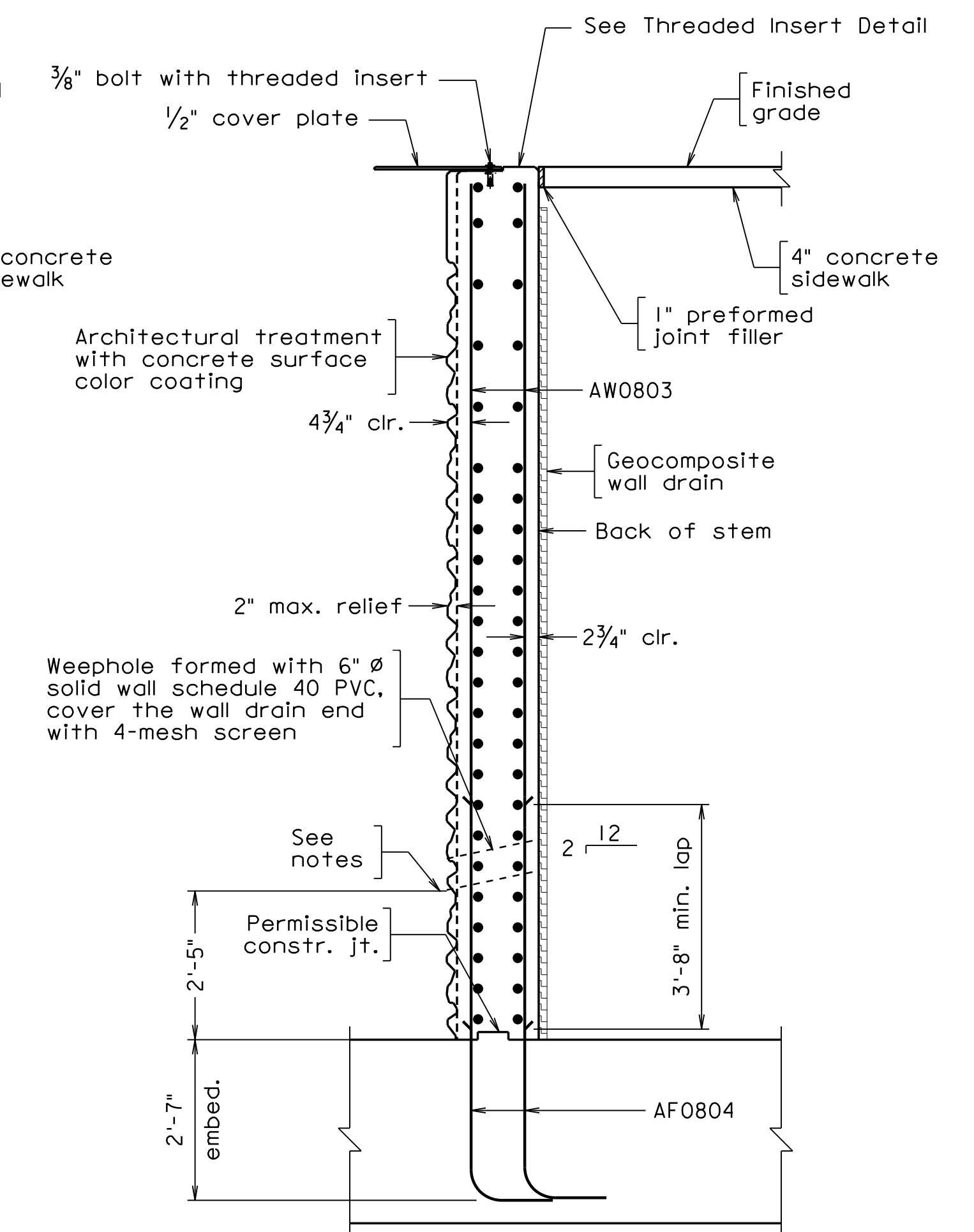
For End Cover Plate Detail and additional cover plate details and information, see sheet 34 and Special Provision for Metal Stairs.



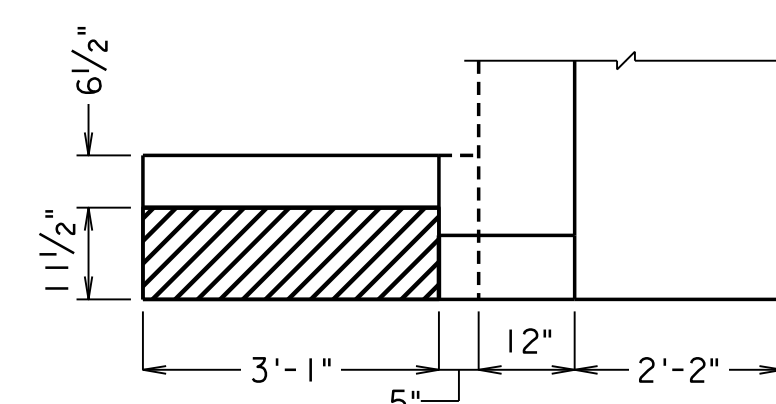
VIEW  $\frac{F}{8 \ 10}$



SECTION H-H



SECTION J-J



RECESS DETAIL

Scale: 1" = 1'-0"

300-46\_10.dgn

COMMONWEALTH OF VIRGINIA  
 MATTHEW W. REKERS  
 Lic. No. 058297  
 PROFESSIONAL ENGINEER

TRANSYSTEMS  
 RICHMOND, VA  
 STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0", unless otherwise shown © 2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B WING WALLS (1 OF 2)</b>					
No.	Description	Date	Designed: I.B.W.	Date	Plan No.
			Drawn: I.B.W.	Apr. 2023	300-46
			Checked: M.W.B.		10 of 42
Revisions					



STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				11

Note:

Place reinforcing to avoid weephole. 6" Ø hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

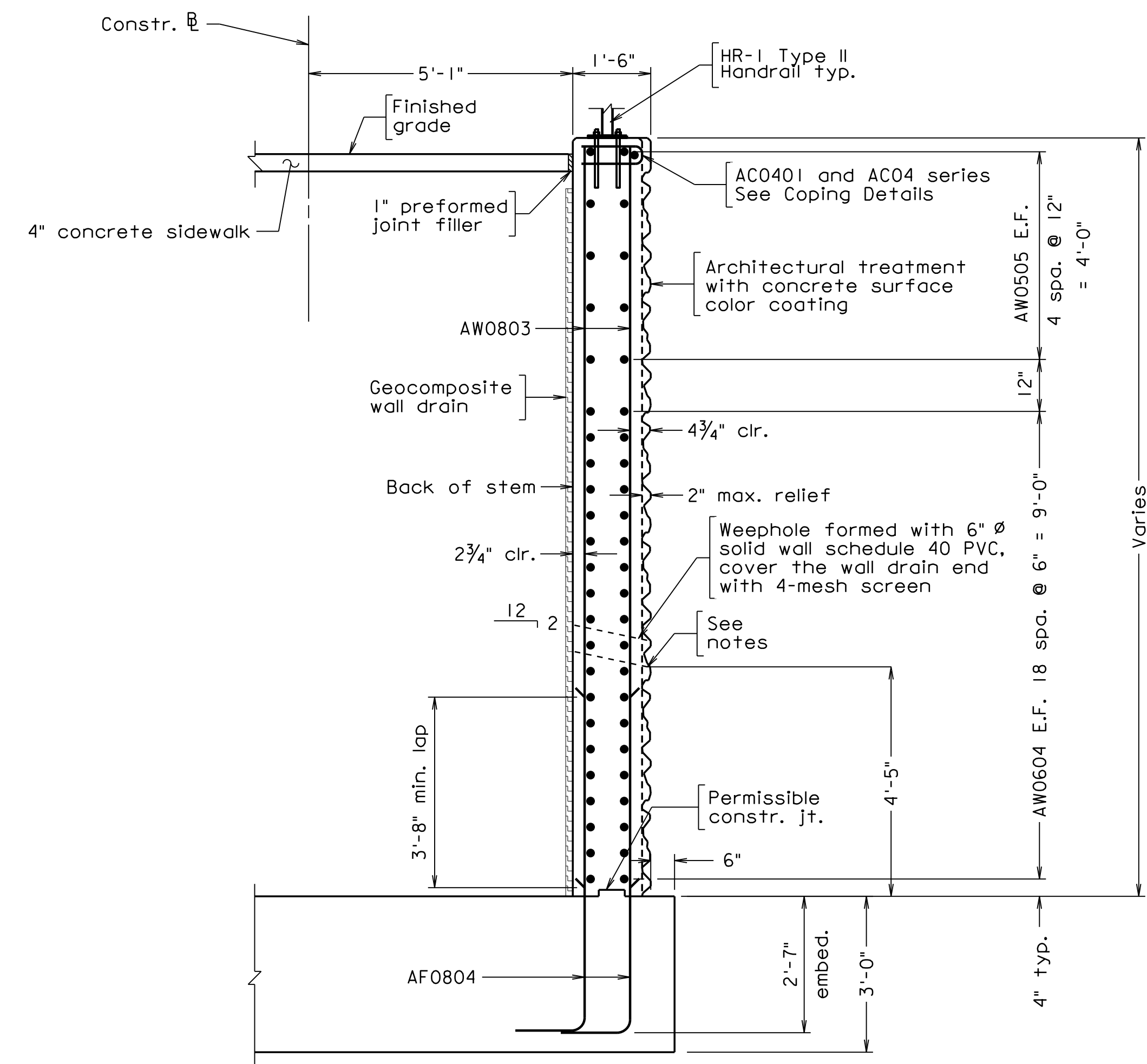
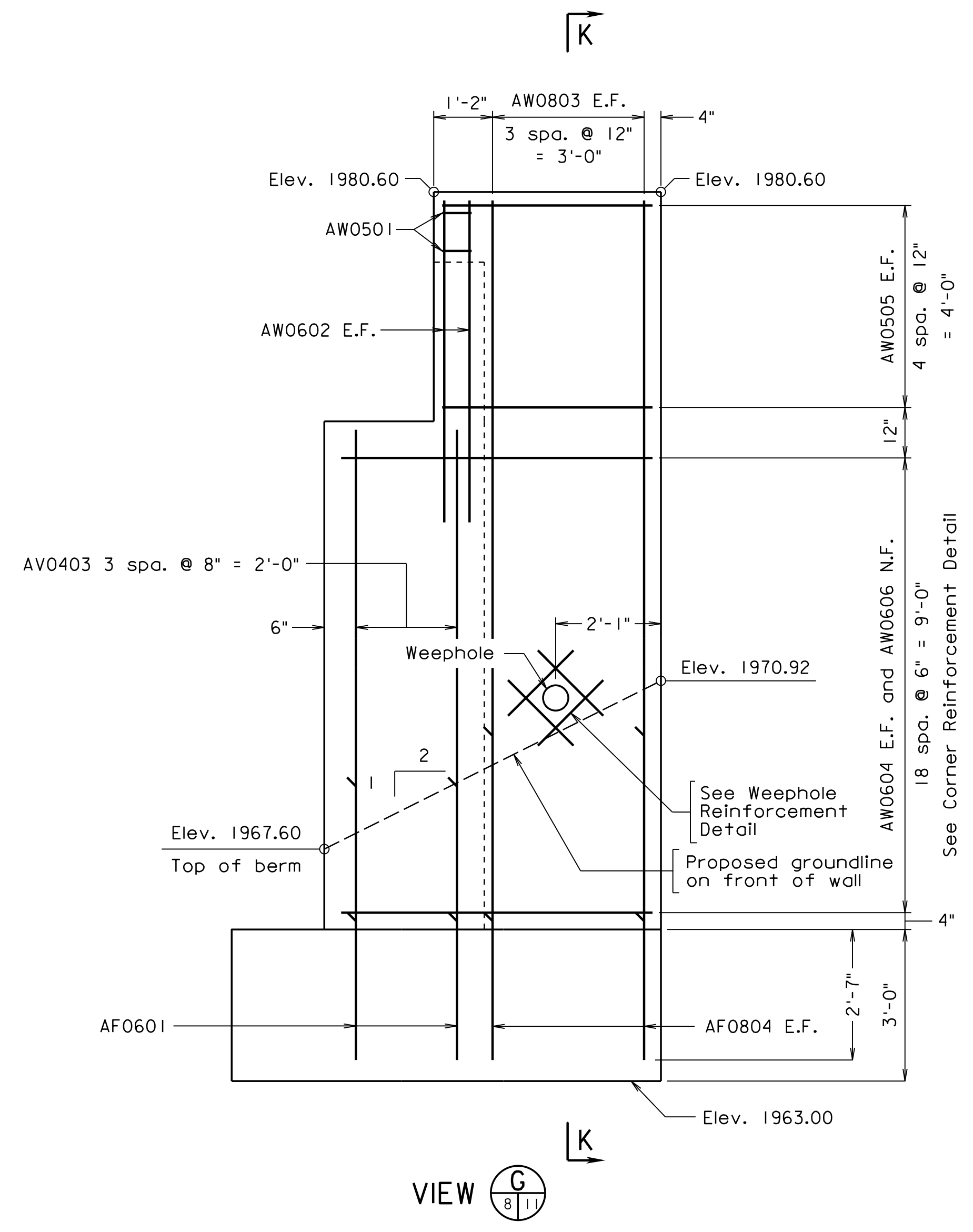
For Footing Plan, see Sheet 9.

For Architectural Treatment and Coping Details, see sheet 12.

For Weephole Reinforcement Detail, Corner Reinforcement Detail, and Handrail Anchor Bolt Details, see sheet 13.

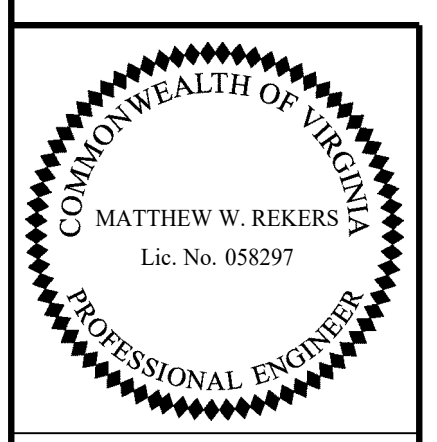
For Abutment B Reinforcement Schedule, see sheet 26.

See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type II Handrail. Handrails shall be painted brown.



SECTION K-K

300-46\_11.dgn



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0", unless otherwise shown © 2023, Commonwealth of Virginia

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION				
STRUCTURE AND BRIDGE DIVISION				
<b>ABUTMENT B WING WALLS (2 OF 2)</b>				
No.	Description	Date	Designed: I.B.W.... Date Apr. 2023	Plan No. 300-46
Revisions		Checked: M.W.B....	Date	Sheet No. 11 of 42

STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				12

Notes:

Form liner shall be arranged to produce a continuous drystack pattern without obvious repetition of the pattern.

Form liner pattern shall be inspected and approved by the Department.

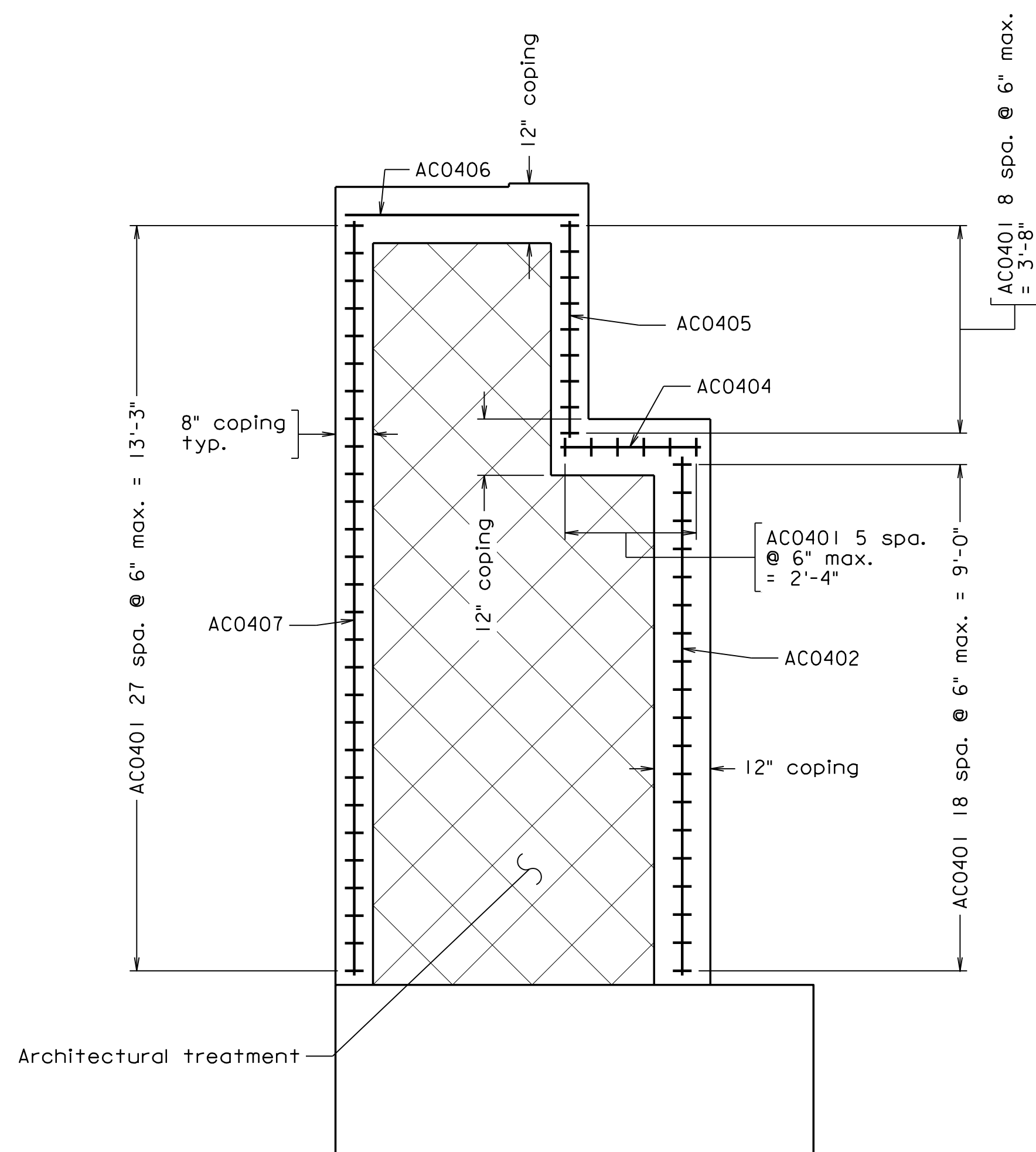
Contractor shall submit shop drawings with pattern layout for approval by the Department.

A color coating of Dark Gray No. 595-36492 shall be applied to the full lengths of front face of stem, front face of backwall, and front faces and top sides of wing walls.

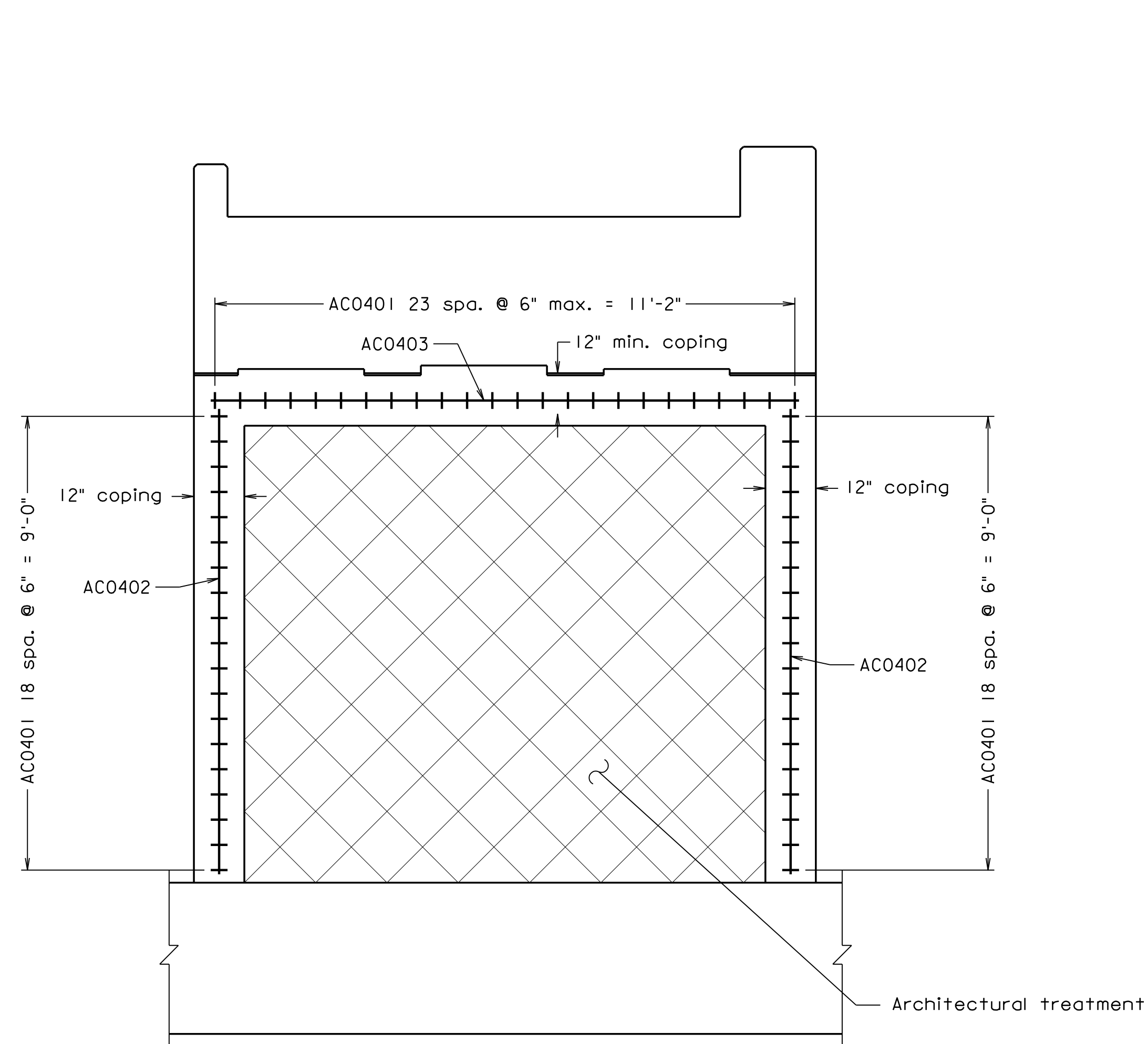
For Drystack Texture Detail and Coping Details, see sheet 7.

For Abutment B Reinforcement Schedule, see sheet 26.

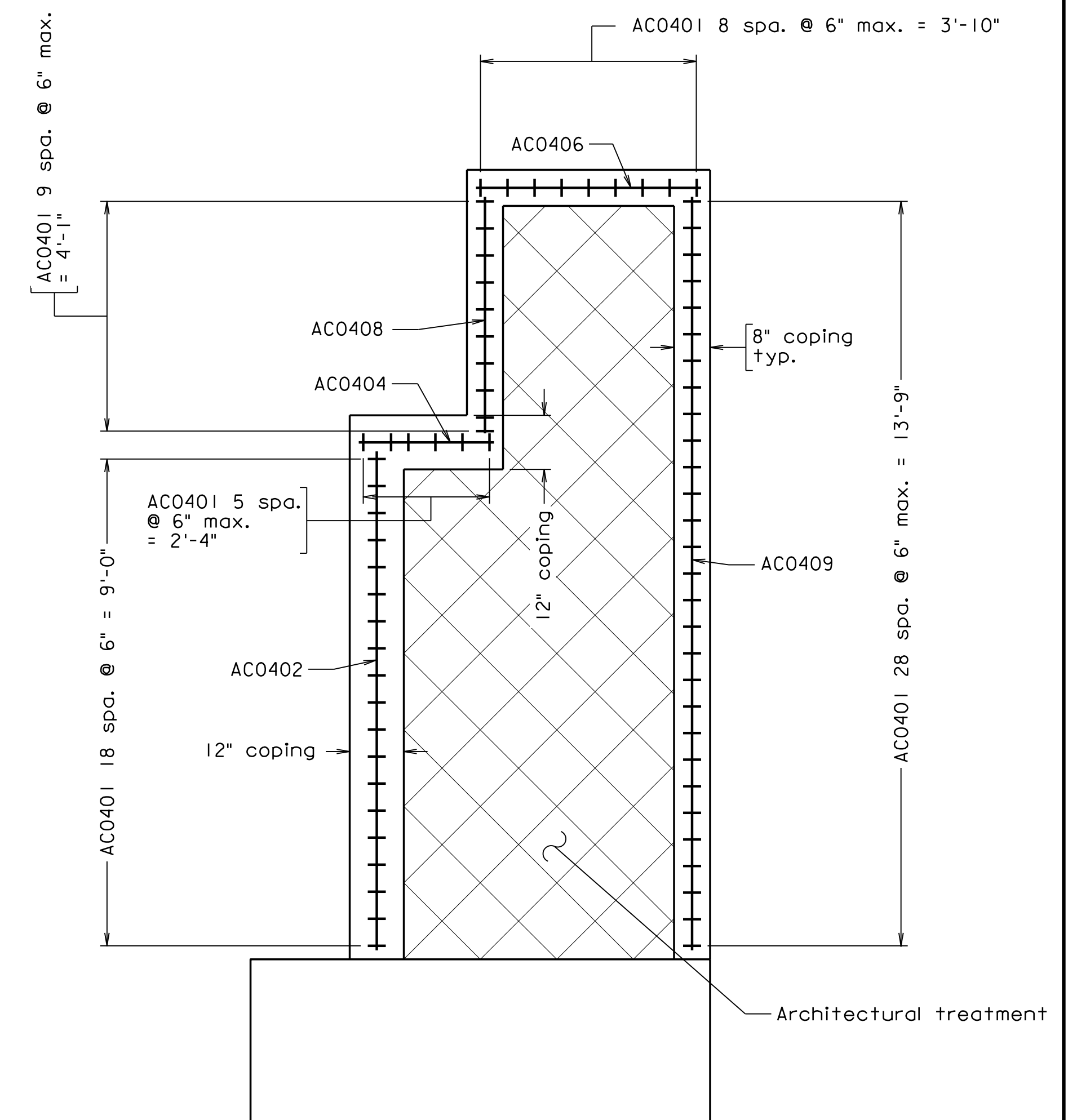
300-46\_12.dgn



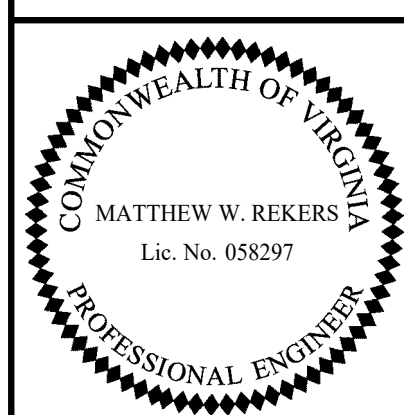
ABUTMENT B LEFT WING WALL  
COPING AND ARCHITECTURAL TREATMENT



ABUTMENT B  
COPING AND ARCHITECTURAL TREATMENT



ABUTMENT B RIGHT WING WALL  
COPING AND ARCHITECTURAL TREATMENT



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

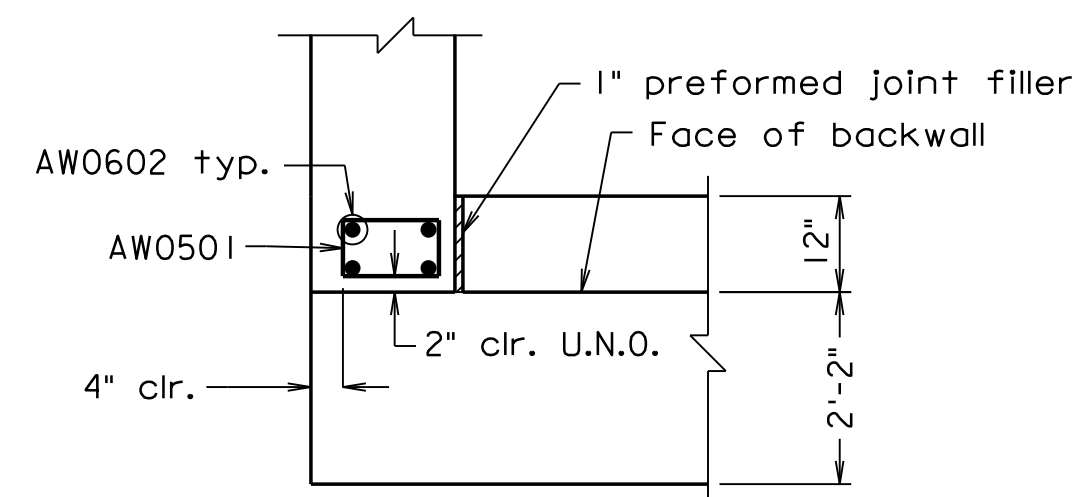
Scale: 1/2" = 1'-0"

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B ARCHITECTURAL TREATMENT</b>					
No.	Description	Date	Designed: S.N..... Date Drawn: V.A.U..... Checked: M.W.R.....	Plan No. 300-46	Sheet No. 12 of 42
Revisions			Apr. 2023		

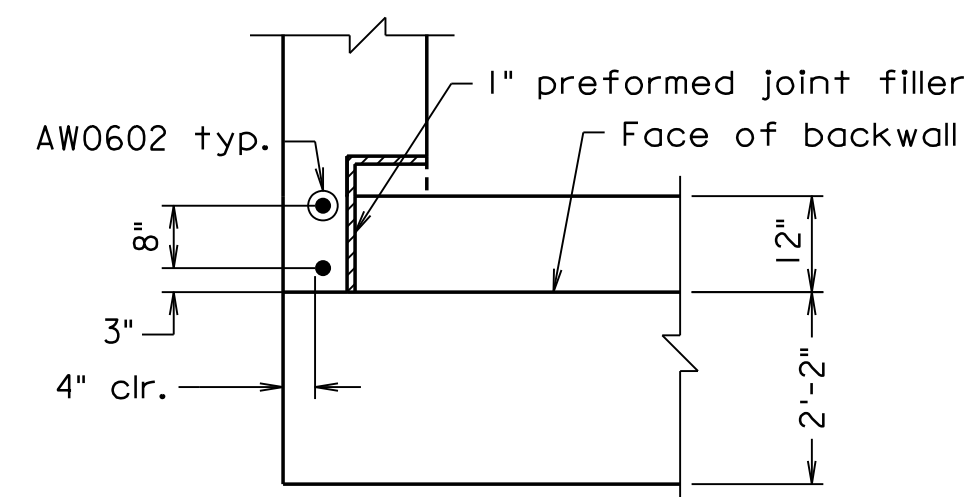
STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			13

Notes:  
 Cost of joint filler shall be included in the price for substructure concrete.



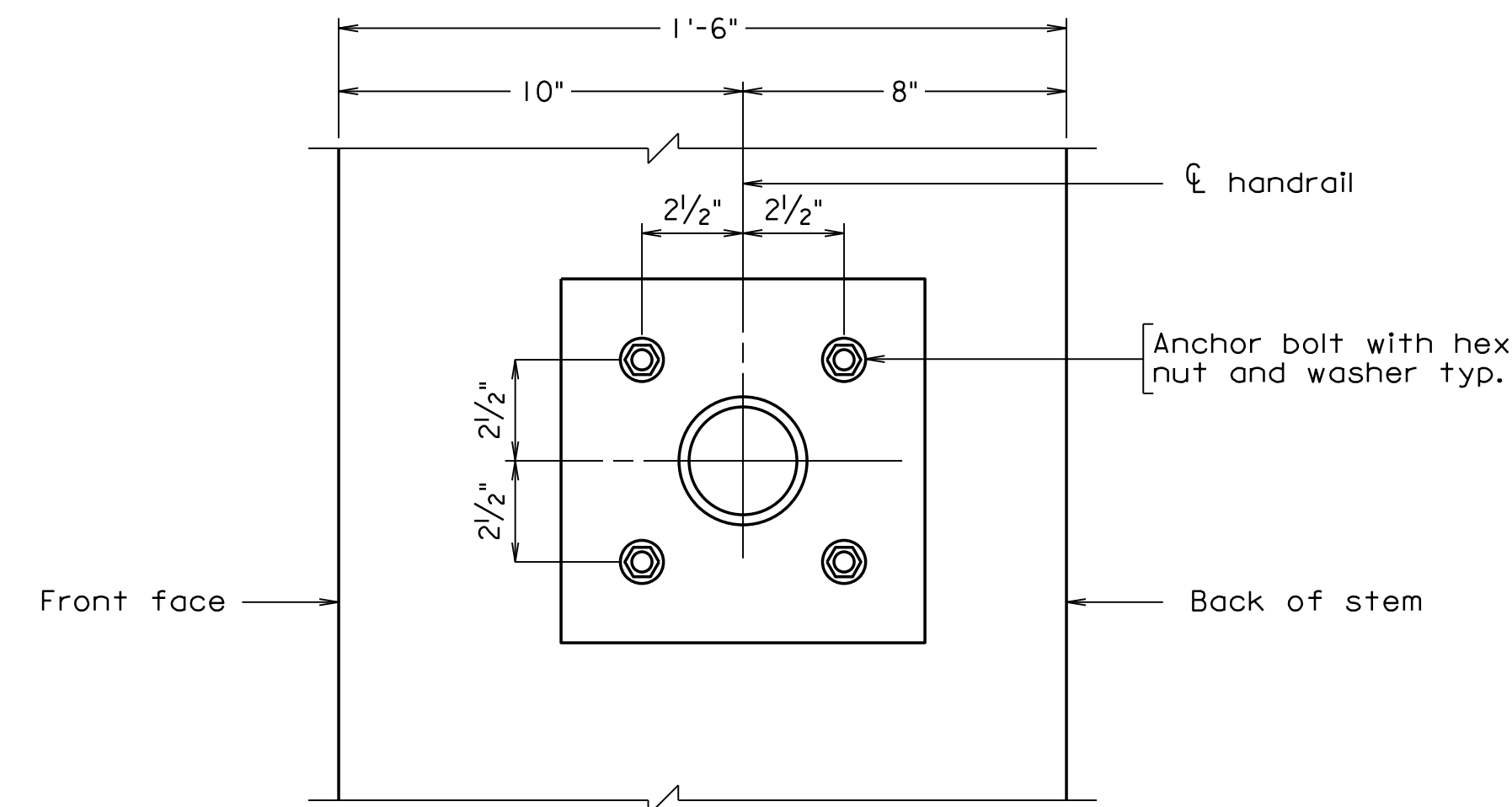
**WING HAUNCH DETAILS**

Not to Scale  
 Footing not shown for clarity  
 Abutment and backwall bars not shown for clarity



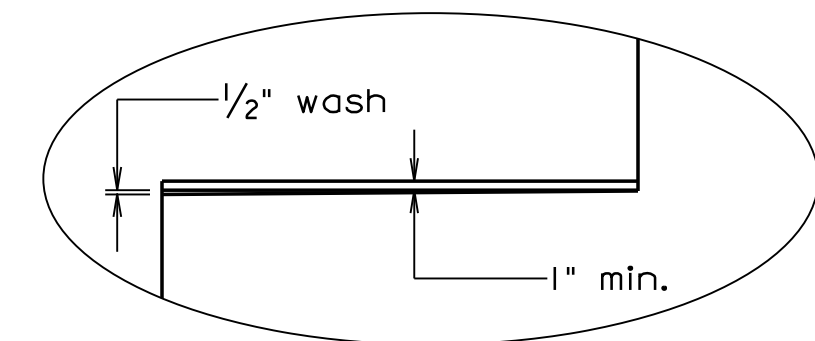
**WING HAUNCH DETAILS 2**

Not to Scale  
 Footing not shown for clarity  
 Abutment and backwall bars not shown for clarity



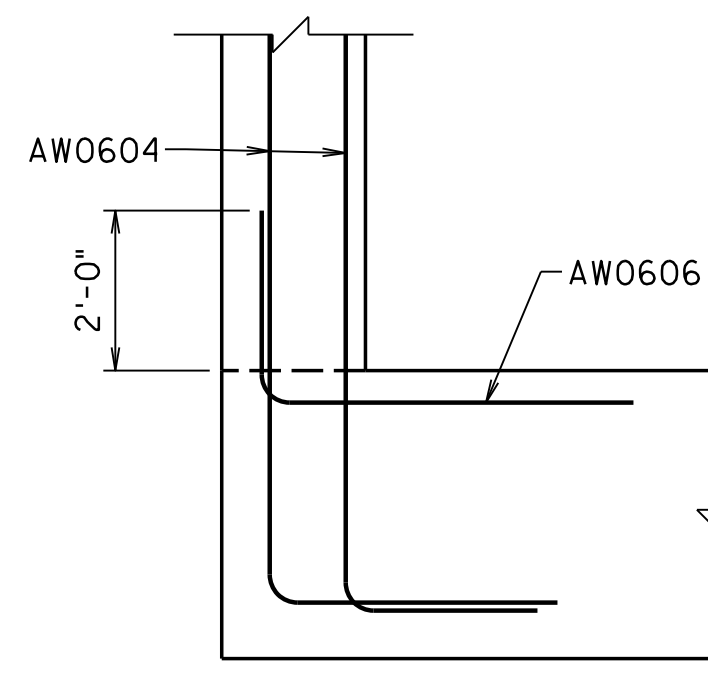
**HANDRAIL ANCHOR BOLT DETAILS**

Not to Scale



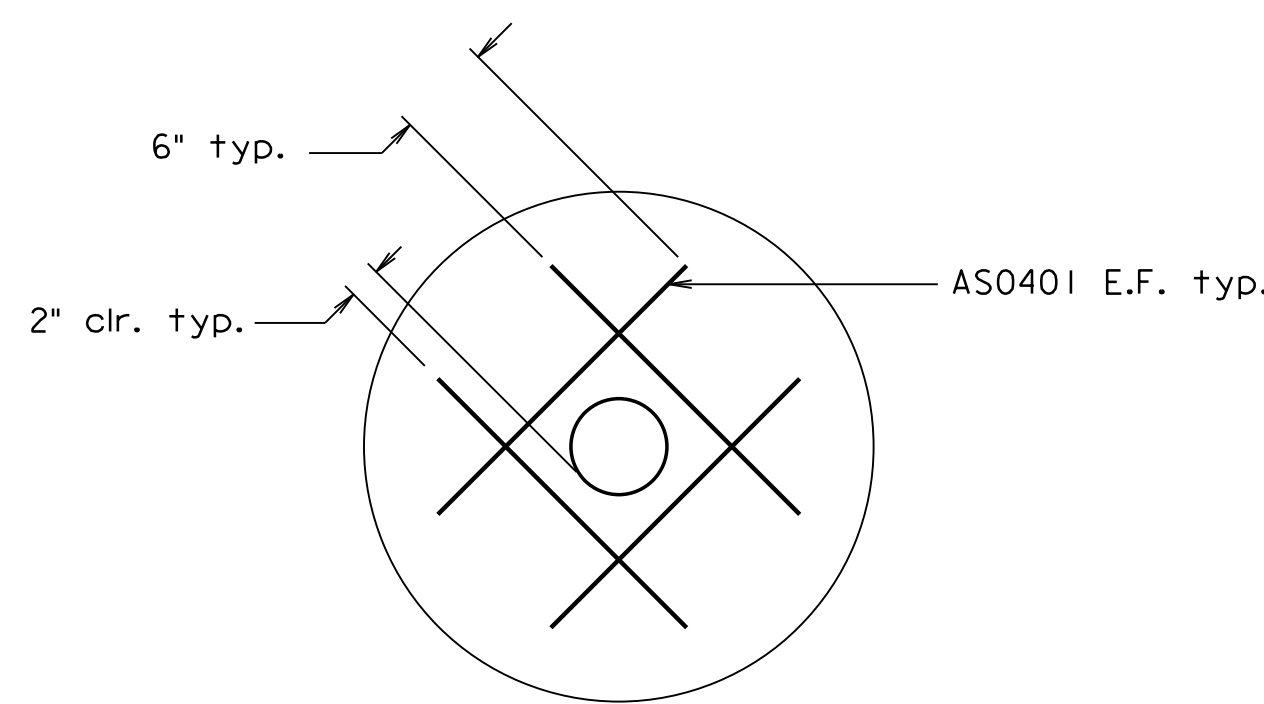
**WASH DETAIL**

Not to Scale



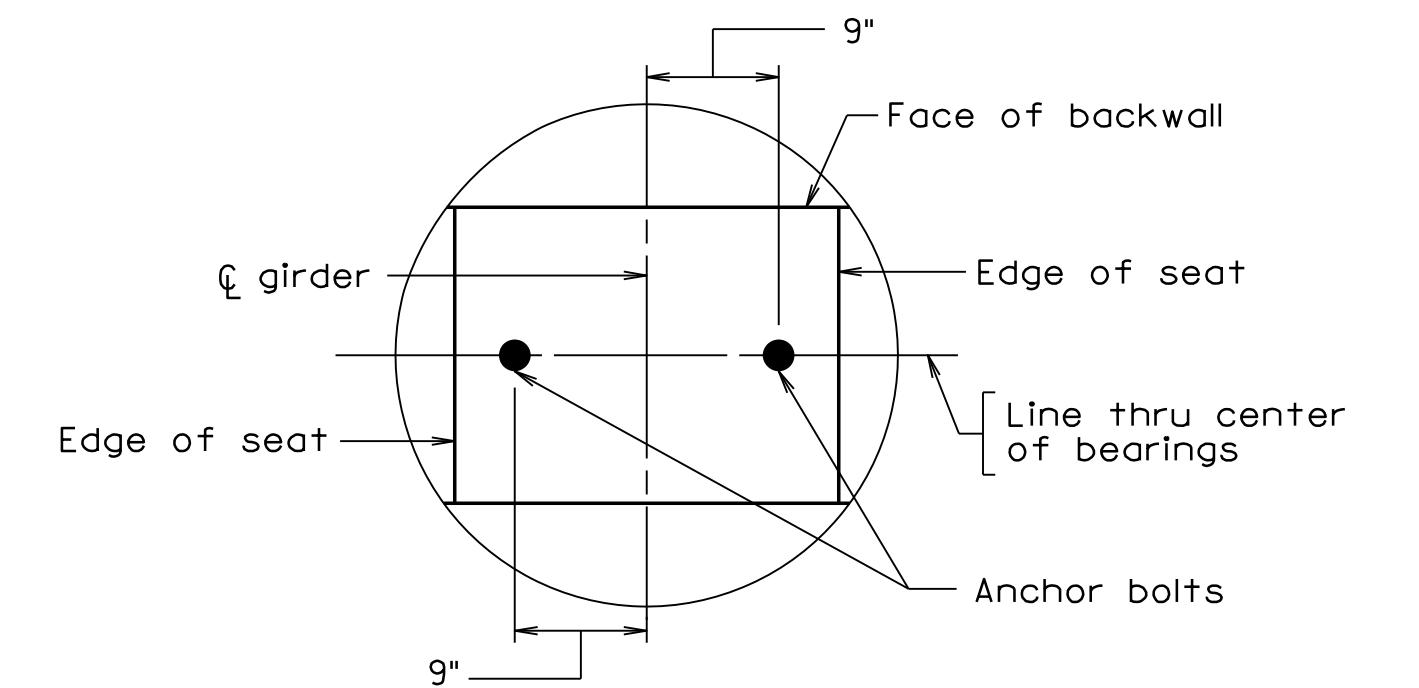
**CORNER REINFORCEMENT DETAIL**

Not to Scale  
 Abutment and backwall bars not shown for clarity



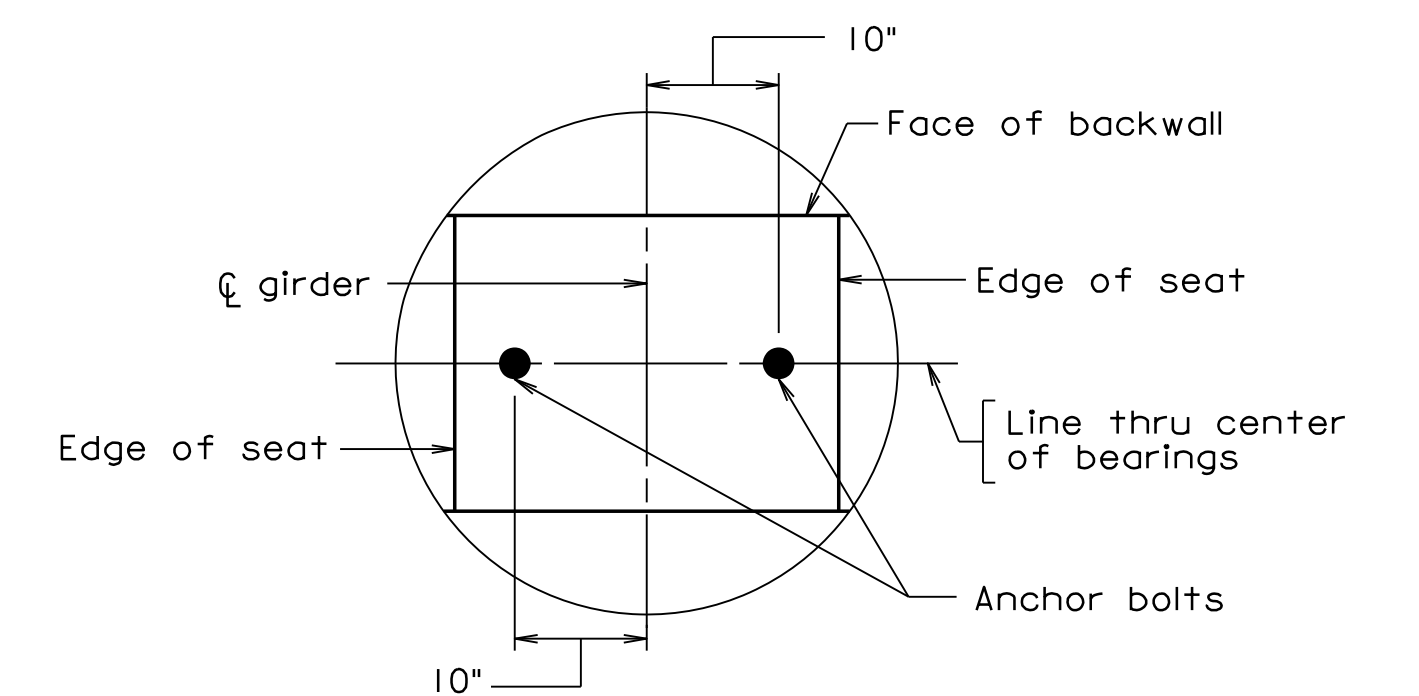
**WEEPHOLE REINFORCEMENT DETAIL**

Not to Scale



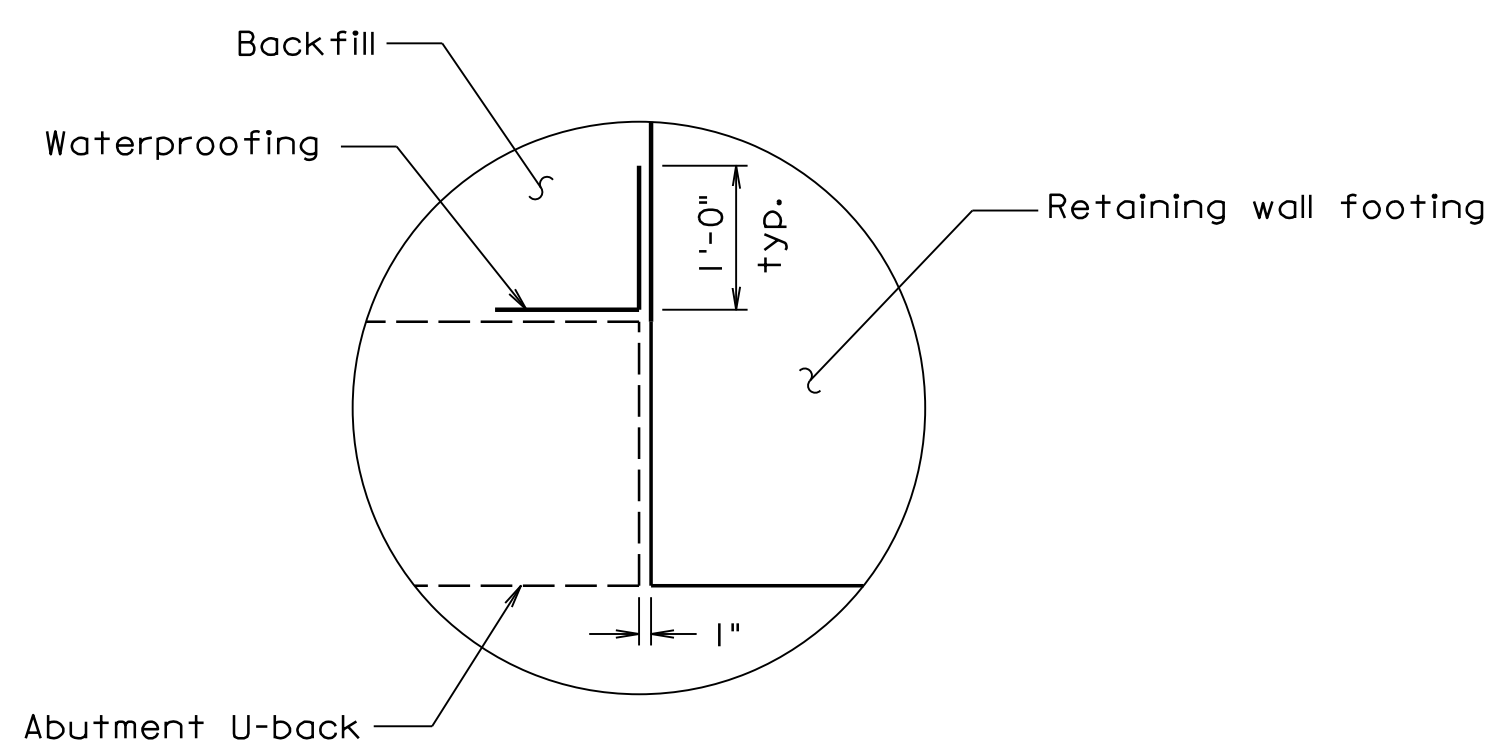
**ABUTMENT A ANCHOR BOLT LAYOUT**

Not to Scale



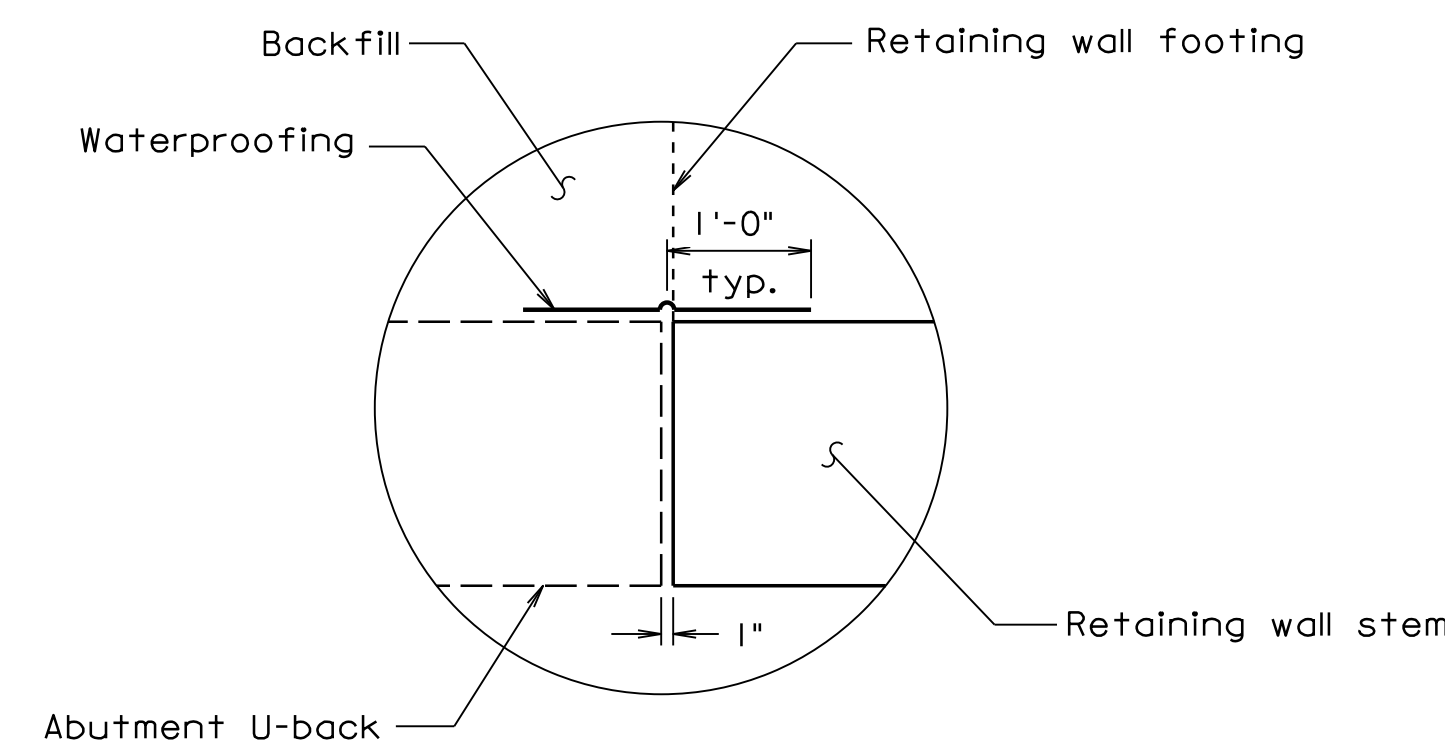
**ABUTMENT B ANCHOR BOLT LAYOUT**

Not to Scale



**PREFORMED JOINT FILLER - AT FOOTING ELEVATION**

Not to Scale



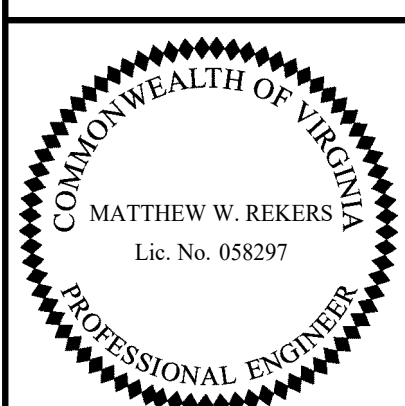
**PREFORMED JOINT FILLER - AT STEM ELEVATION**

Not to Scale

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT DETAILS</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.B.....		13 of 42
Revisions					

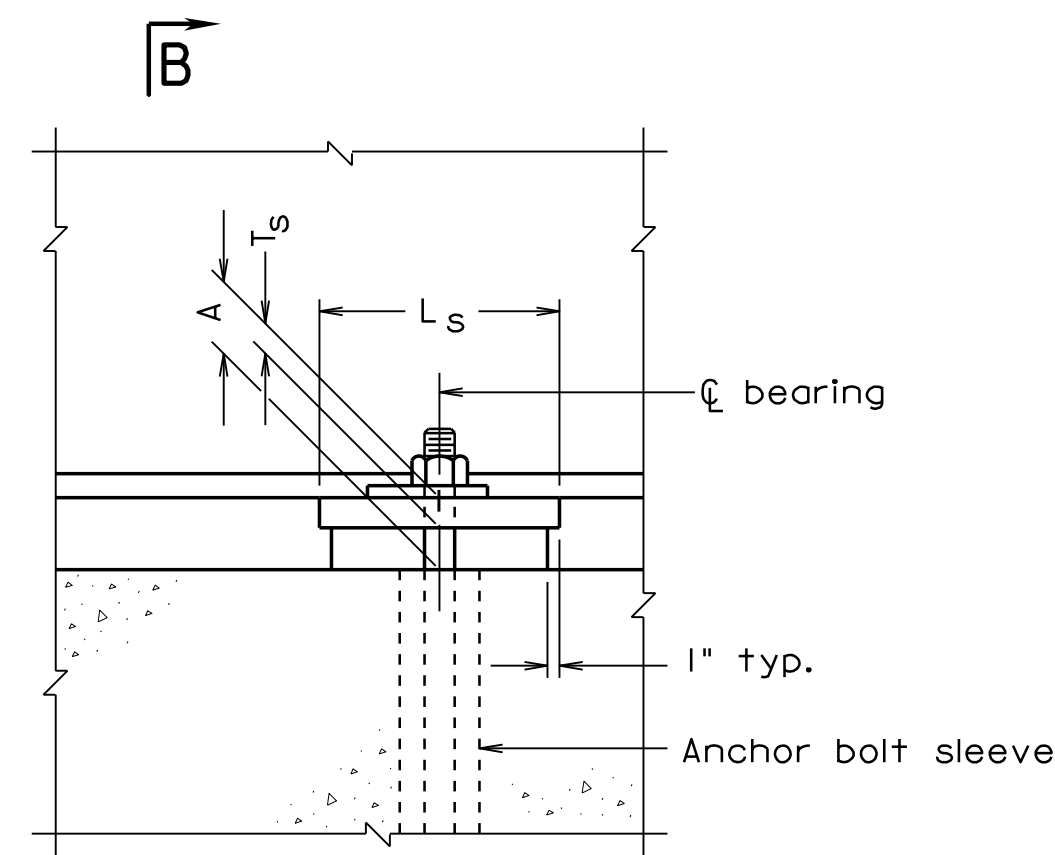
Scale: 1/2" = 1'-0" © 2023, Commonwealth of Virginia

300-46\_13.dgn



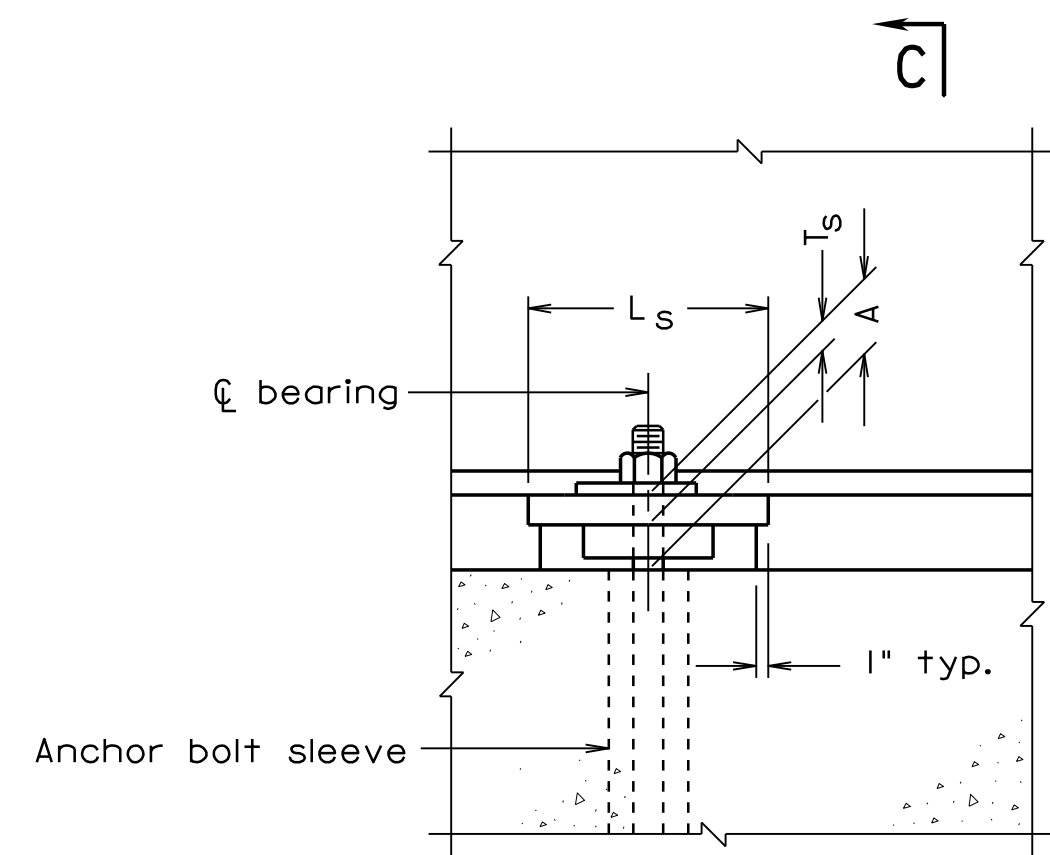
TRANSYSTEMS  
 RICHMOND, VA  
 STRUCTURAL ENGINEER

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			14



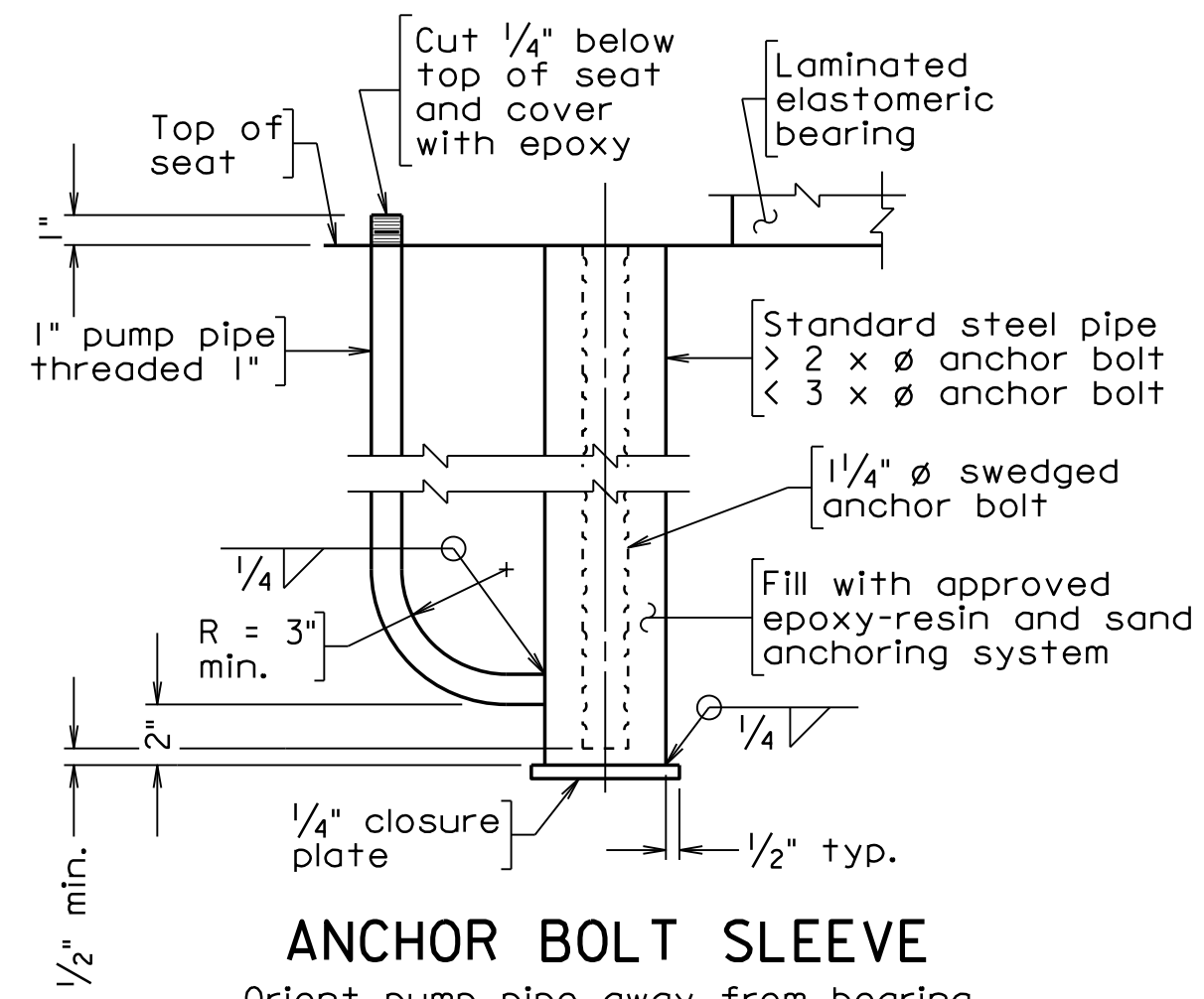
**ELEVATION  
EXPANSION ASSEMBLY**

Bearing stiffener(s) not shown for clarity



**ELEVATION  
FIXED ASSEMBLY**

Bearing stiffener(s) not shown for clarity



**ANCHOR BOLT SLEEVE**

Orient pump pipe away from bearing

**Notes:**

Material: Elastomer - 50 durometer hardness.  
Shim - ASTM A36 or A1011 mild steel.  
Standard steel pipe - ASTM A53 Grade B.

The Contractor may elect not to provide anchor bolt sleeves at any locations and cast the anchor bolts directly into concrete at their own risk and expense.

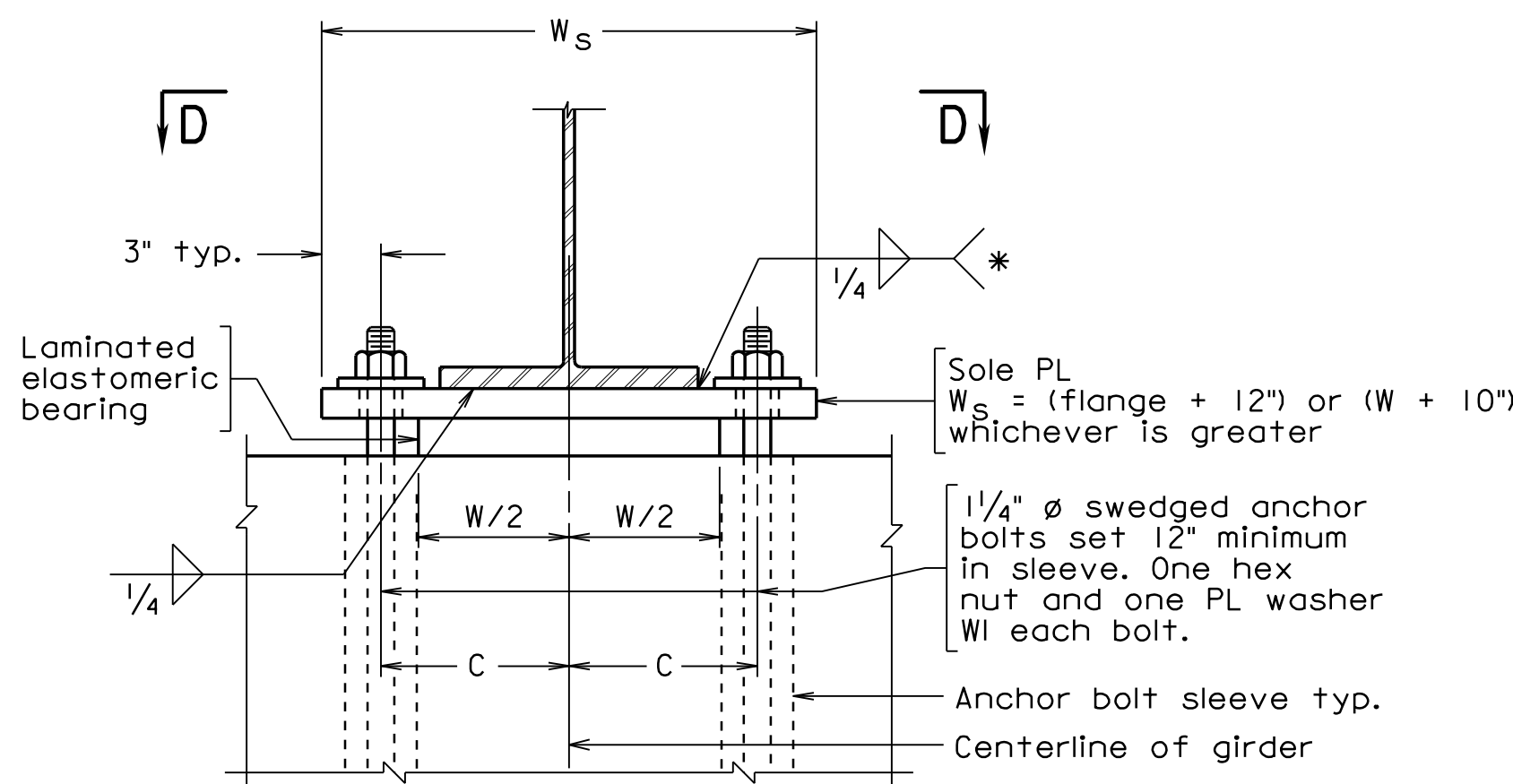
Bevel sole plates to grade shown. Plates shall not be painted on the surface in contact with the elastomeric bearing.

Elastomeric bearings shall be molded as a single unit.

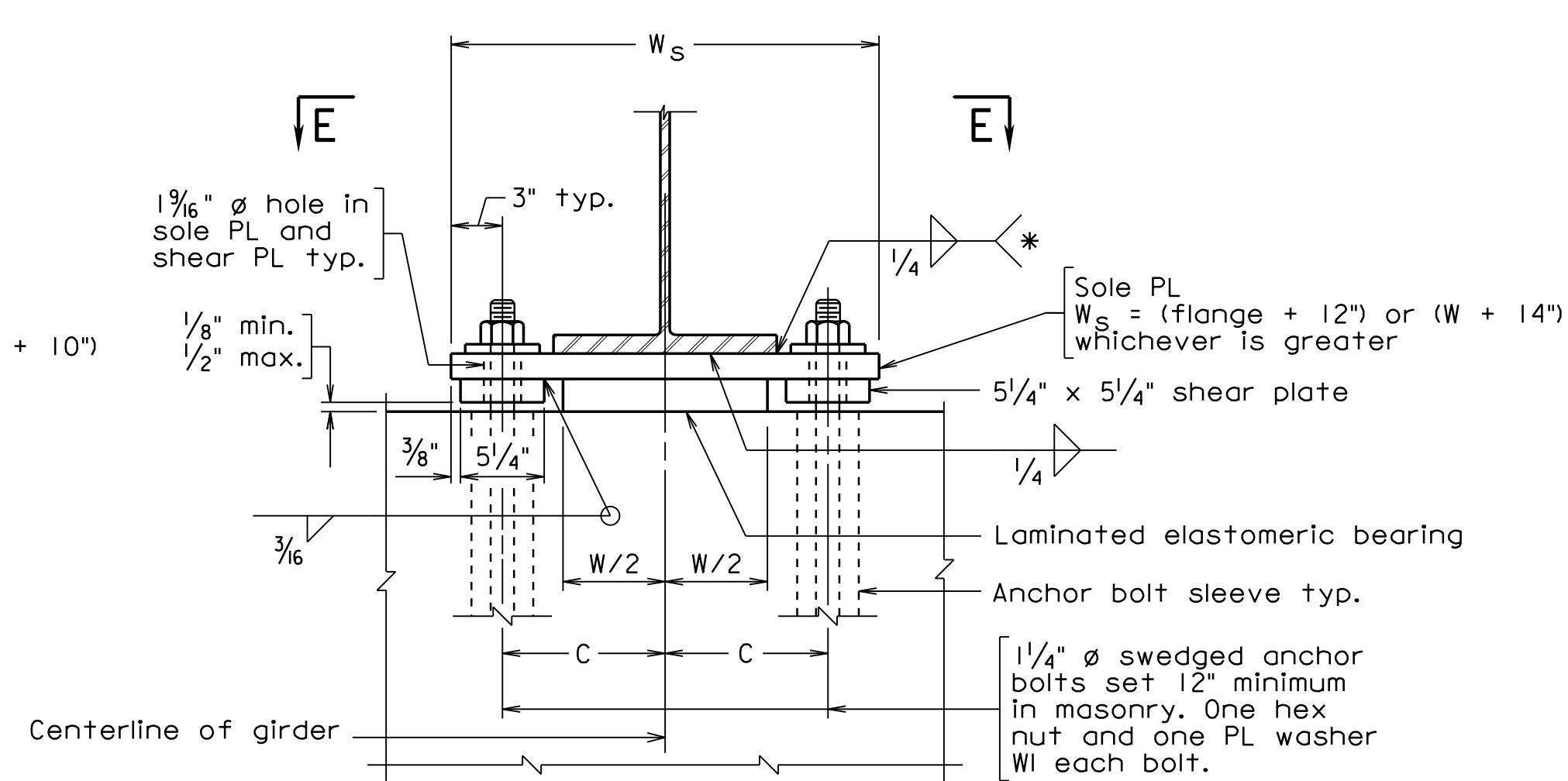
Max. horizontal movement is the maximum horizontal superstructure displacement. If the maximum shear deformation of the elastomeric pads exceeds 75% of Max. horizontal movement during construction of the bridge, the Contractor shall reset the bearings at no additional cost to the Department.

\* Weld shall terminate 1/4 inch from edge of sole plate.

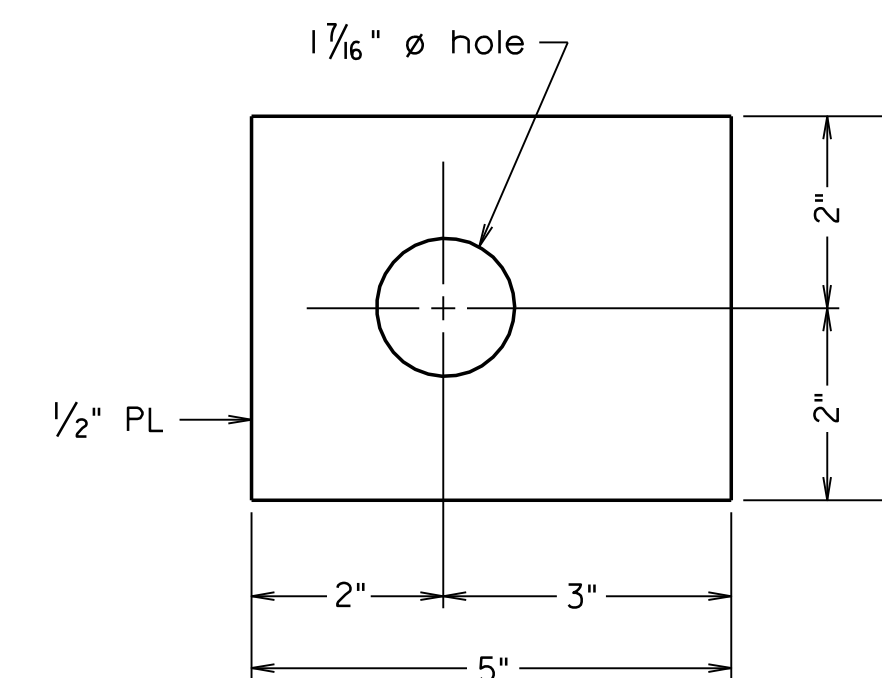
\*\* Centerline of girder (including center line and text) shall be marked on the top, bottom and side surfaces of the laminated elastomeric bearing prior to shipping. The markings shall be done with an indelible ink or flexible paint of contrasting color.



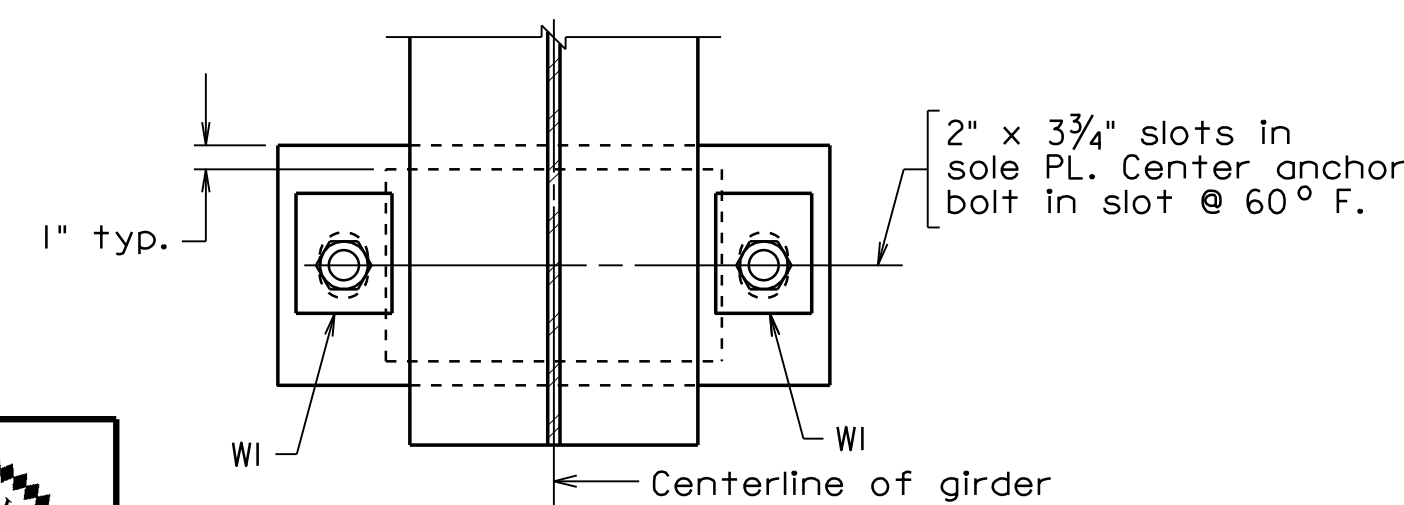
**SECTION B-B**



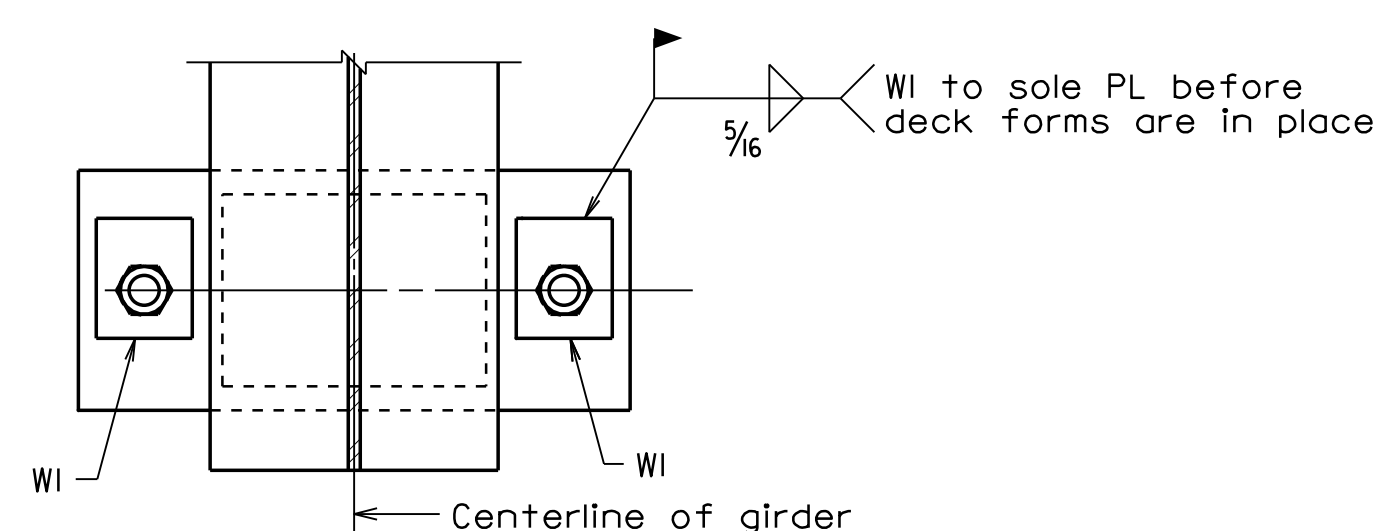
**SECTION C-C**



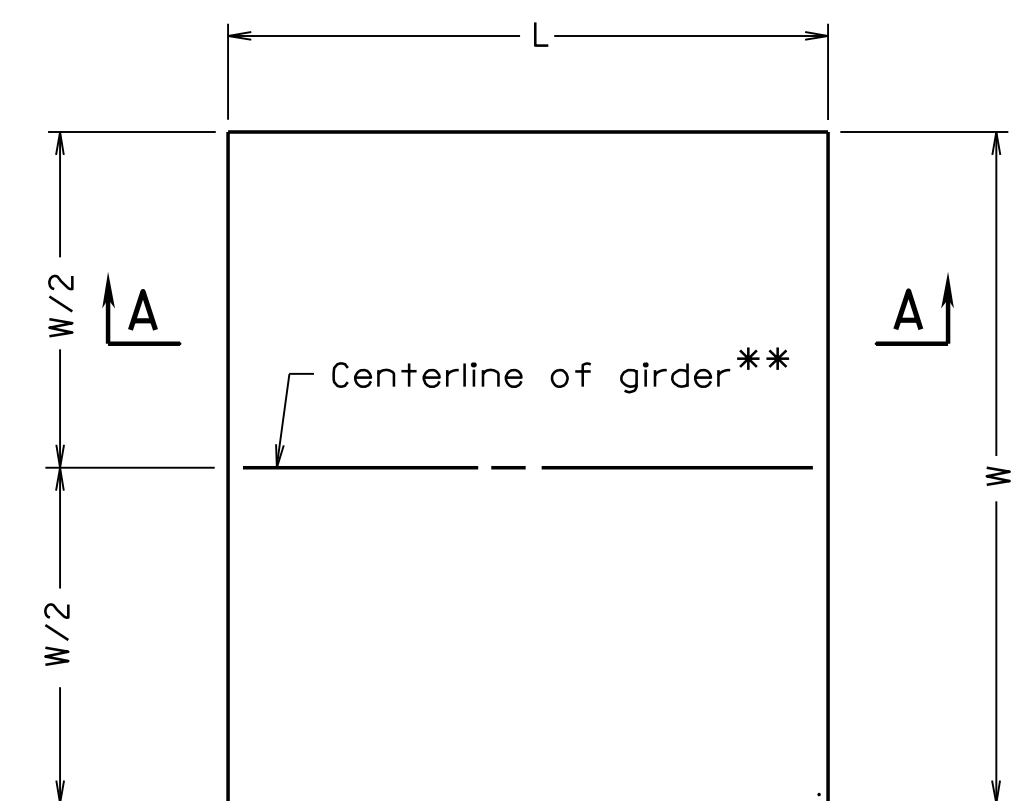
**WASHER W1**



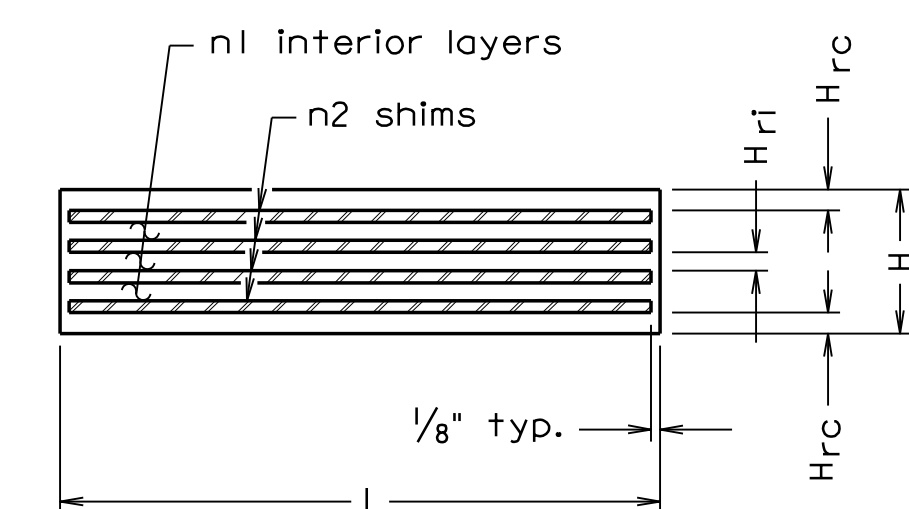
**SECTION D-D**



**SECTION E-E**



**SECTION A-A  
LAMINATED ELASTOMERIC BEARING**



Girder	Abut.	Pier	Bearing type	A	C	Laminated Elastomeric Bearing						Sole Plate			Grade %	Max. Horizontal Movement inches	Vertical Load Service 1 kips
						W	L	H	H <sub>rc</sub>	n1 @ H <sub>rl</sub>	n2 @ H <sub>s</sub>	W <sub>s</sub>	L <sub>s</sub>	T <sub>s</sub>			
1	A		Exp.	3	9	12	10	2 1/8	1/4	3 @ 3/8	4 @ 1/8	24	12	7/8	1.79	0.66	50
2	A		Exp.	3	9	12	10	2 1/8	1/4	3 @ 3/8	4 @ 1/8	24	12	7/8	1.79	0.66	55
3	A		Exp.	3	9	12	10	2 1/8	1/4	3 @ 3/8	4 @ 1/8	24	12	7/8	1.79	0.66	50
1	B		Fix	3 3/4	10	12	10	2 1/8	1/4	3 @ 3/8	4 @ 1/8	26	12	1 5/8	-1.79	0.66	50
2	B		Fix	3 3/4	10	12	10	2 1/8	1/4	3 @ 3/8	4 @ 1/8	26	12	1 5/8	-1.79	0.66	55
3	B		Fix	3 3/4	10	12	10	2 1/8	1/4	3 @ 3/8	4 @ 1/8	26	12	1 5/8	-1.79	0.66	50

All dimensions in table are in inches.

Not to scale

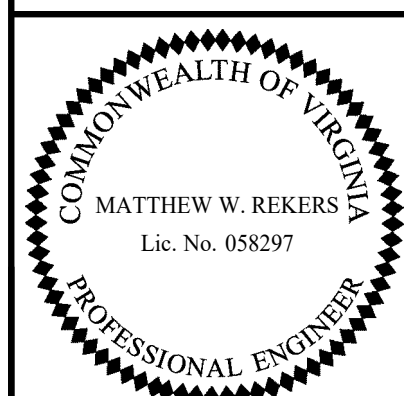
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STRUCTURE AND BRIDGE DIVISION					
<b>BEARING DETAILS</b>					
No.	Description	Date	Designed: S.N.	Date	Plan No.
	Revisions		Drawn: S&B, DIV	Apr. 2023	300-46
			Checked: M.W.R.		14 of 42

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10-30-2020

BBD-9



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Sealed and Signed by:  
Junyi Meng  
Lic. No. 033572  
On the date of  
October 30, 2020

A copy of the original  
sealed and signed  
drawing is on file in the  
Central Office.

VDOT S&B DIVISION  
RICHMOND, VA  
STRUCTURAL ENGINEER

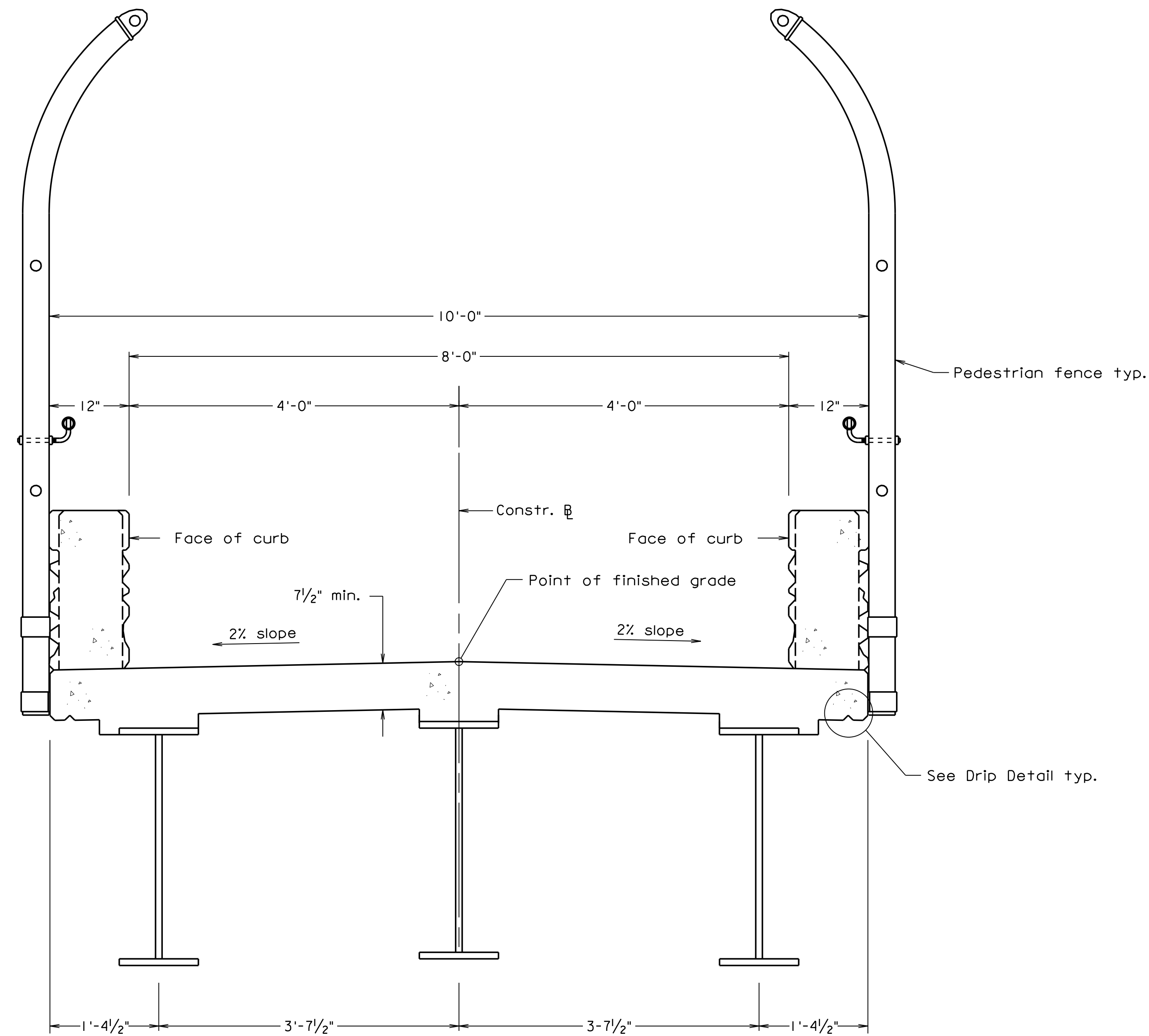
STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			15

Notes:

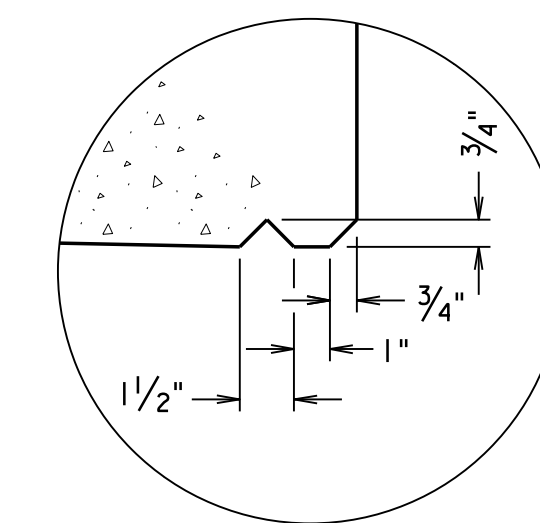
For additional reinforcing steel details not shown, see Deck Slab Plan on sheet 20.

For details of parapet, see sheets 22 and 23.

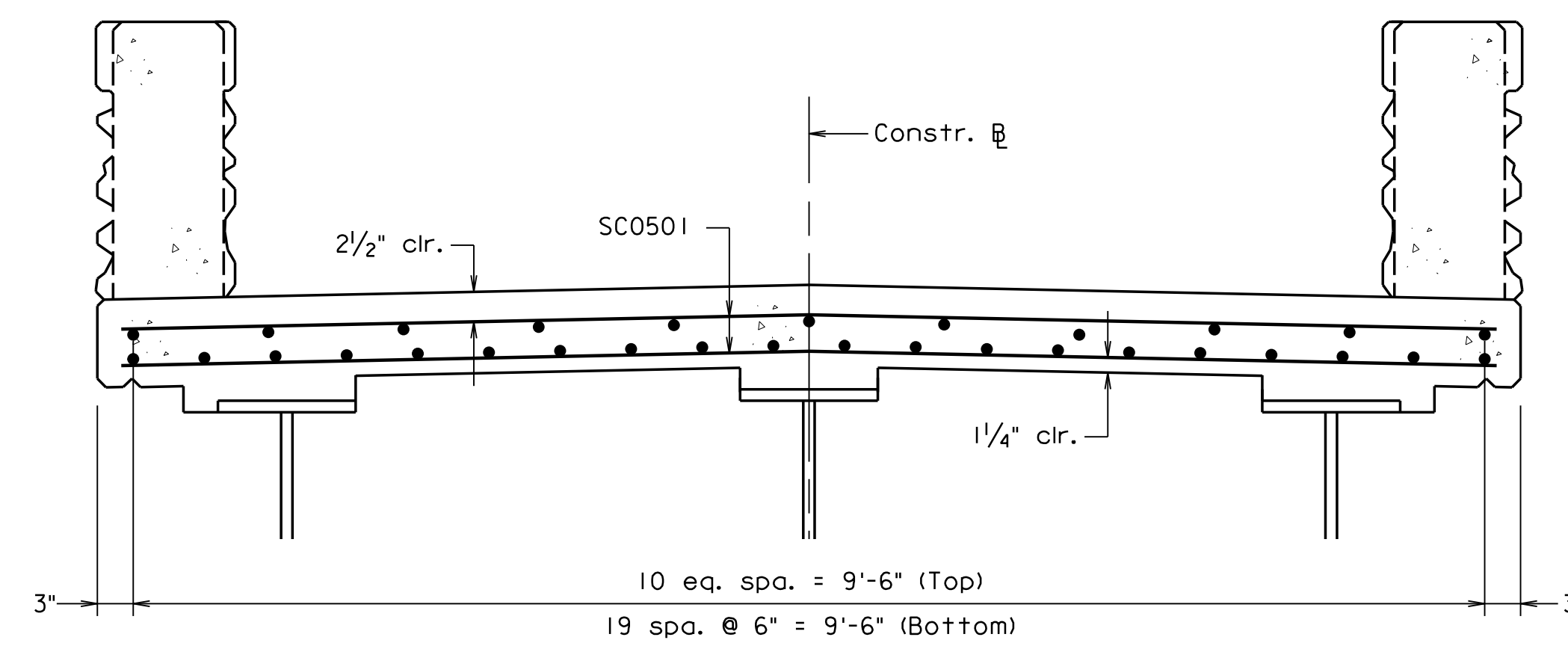
For Pedestrian Fence Details, see sheet 24.



TRANSVERSE SECTION



DRIP DETAIL  
Scale: 2" = 1'-0"



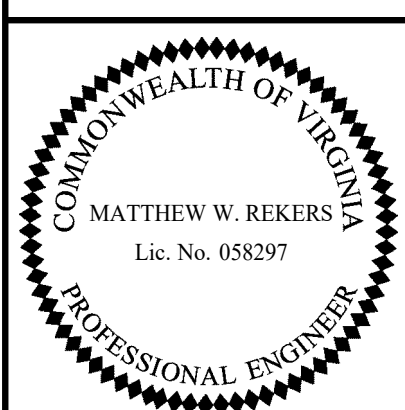
DECK REINFORCEMENT

Pedestrian fence not shown for clarity

Scale: 1" = 1'-0" Unless Noted Otherwise

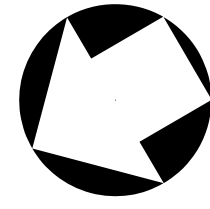
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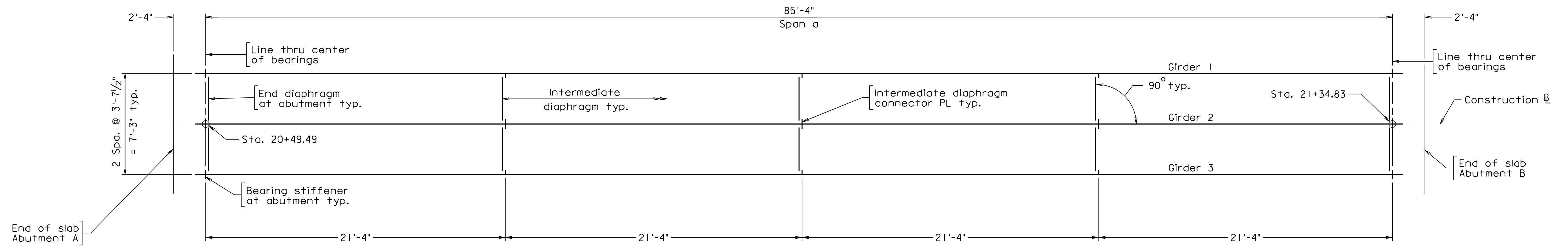
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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
TRANSVERSE SECTION					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		15 of 42
Revisions					



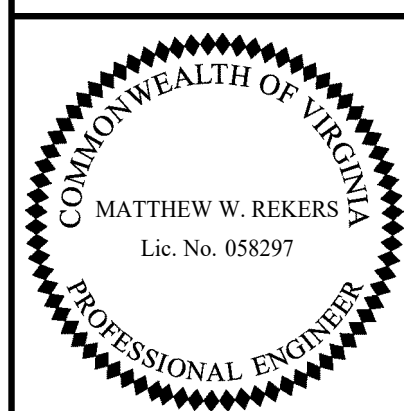
STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.	—		311	0311-080-913, B618	16

Notes:  
For girder details, see sheet 17.



FRAMING PLAN

300-46\_16.dgn



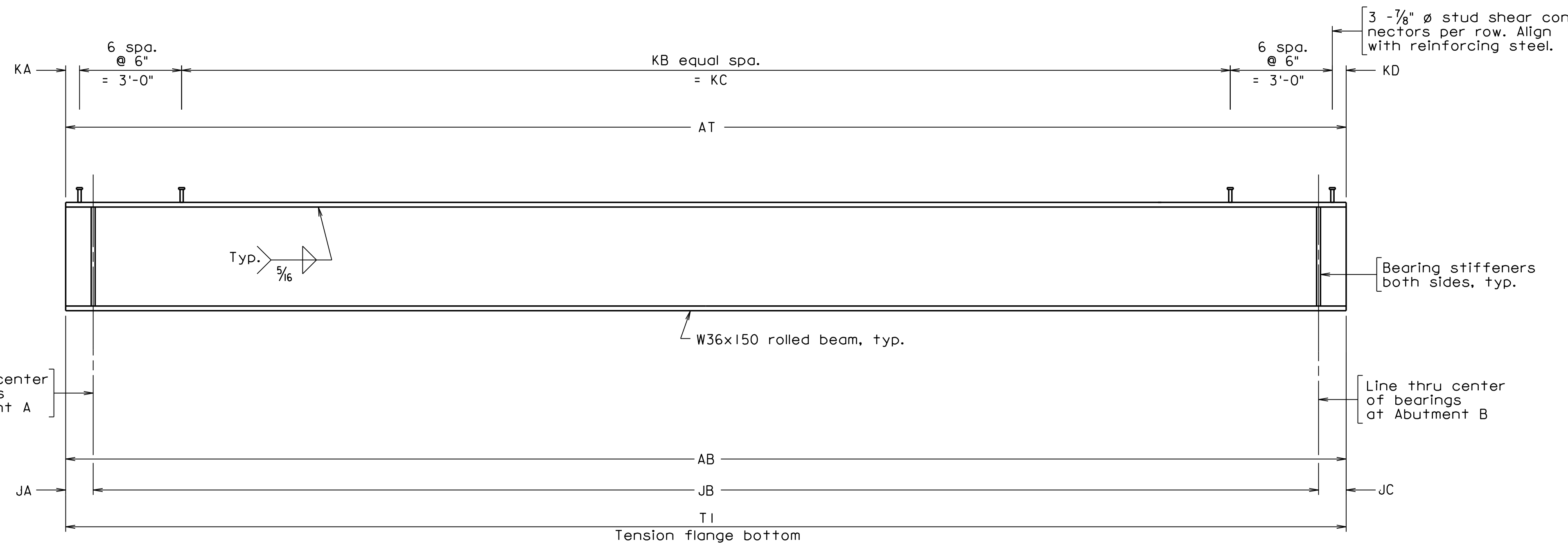
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STRUCTURE AND BRIDGE DIVISION					
FRAMING PLAN					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		16 of 42
Revisions					

Scale: 1/4" = 1'-0" © 2023, Commonwealth of Virginia

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			17

Notes:  
 For spacing of intermediate diaphragm connector plates, see Framing Plan, sheet 16.  
 The bottom flanges as shown in Girder Elevation and the web are areas of tensile stress for Charpy V-Notch impact requirements.  
 Symbol  $\phi$  = diameter.

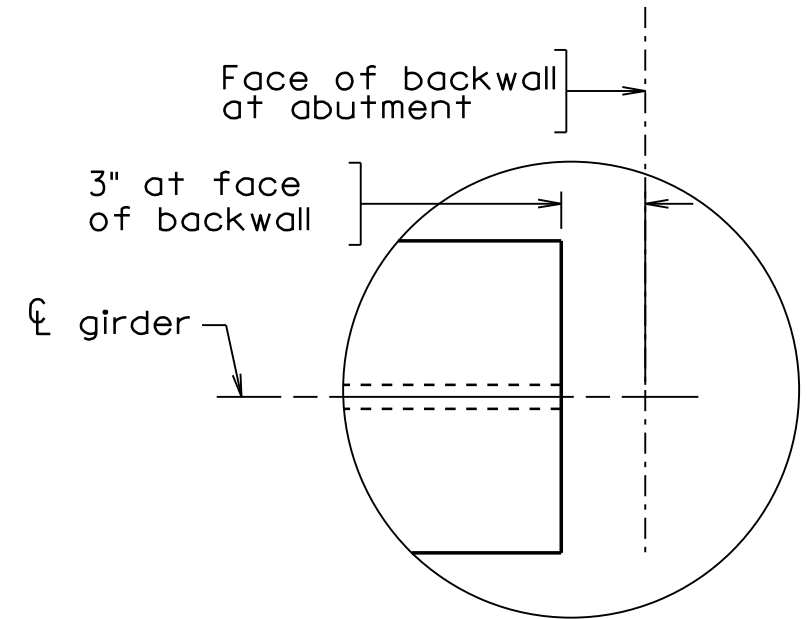


GIRDER ELEVATION

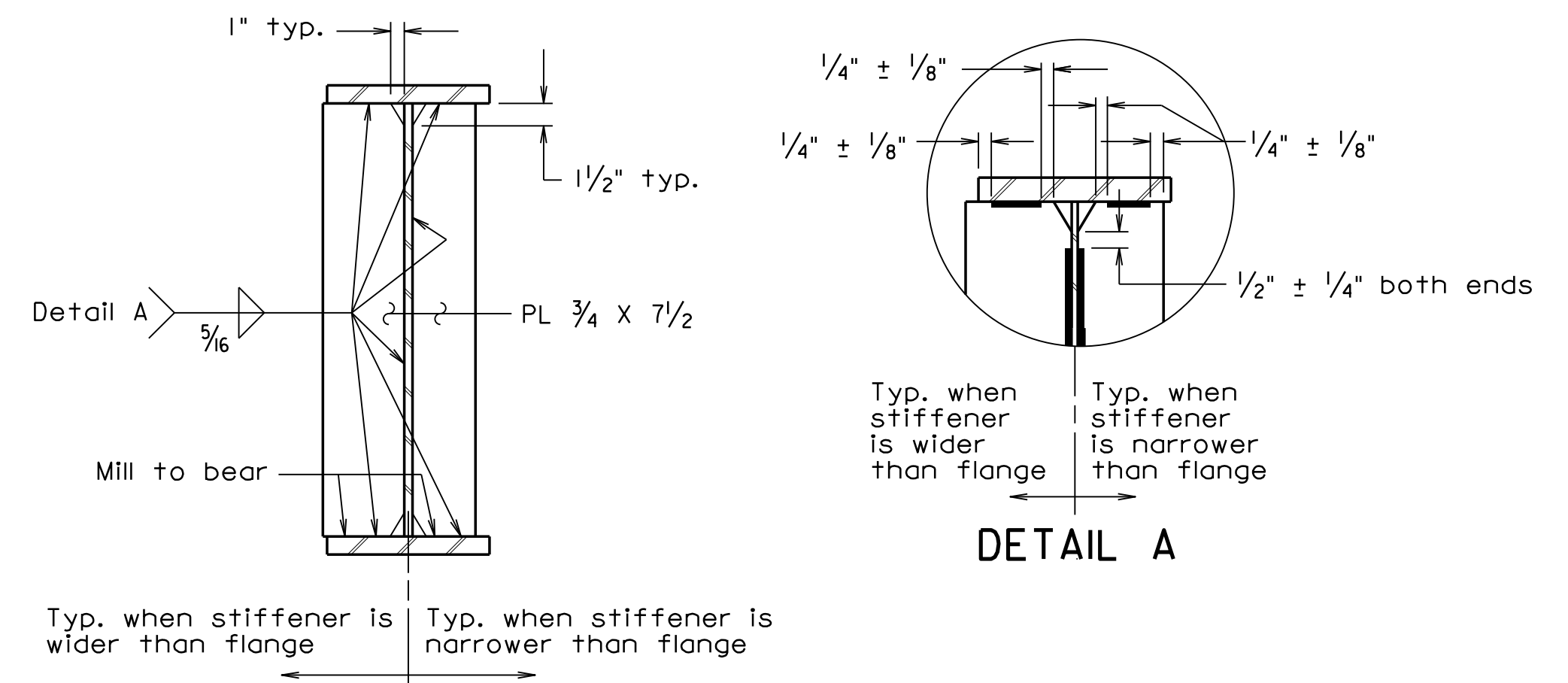
Girder	AB	AT
ALL	86'-10"	86'-10"

Girder	JA	JB	JC	KA	KB	KC	KD
ALL	9"	85'-4"	9"	4"	81	80'-2"	4"

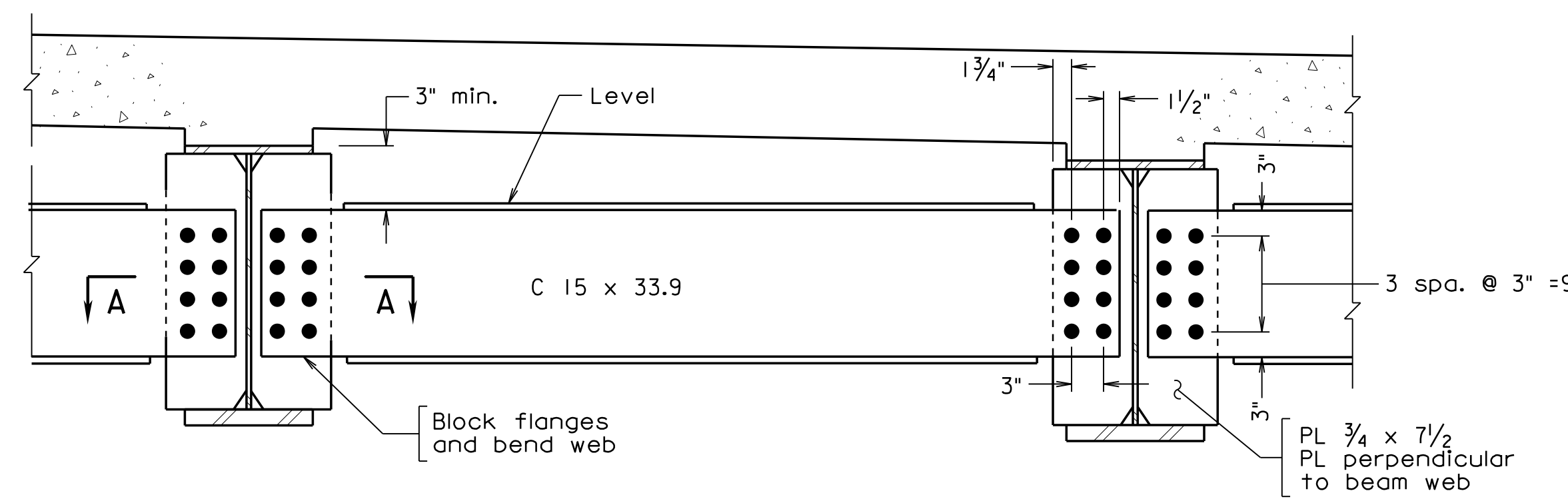
Girder	T1
ALL	86'-10"



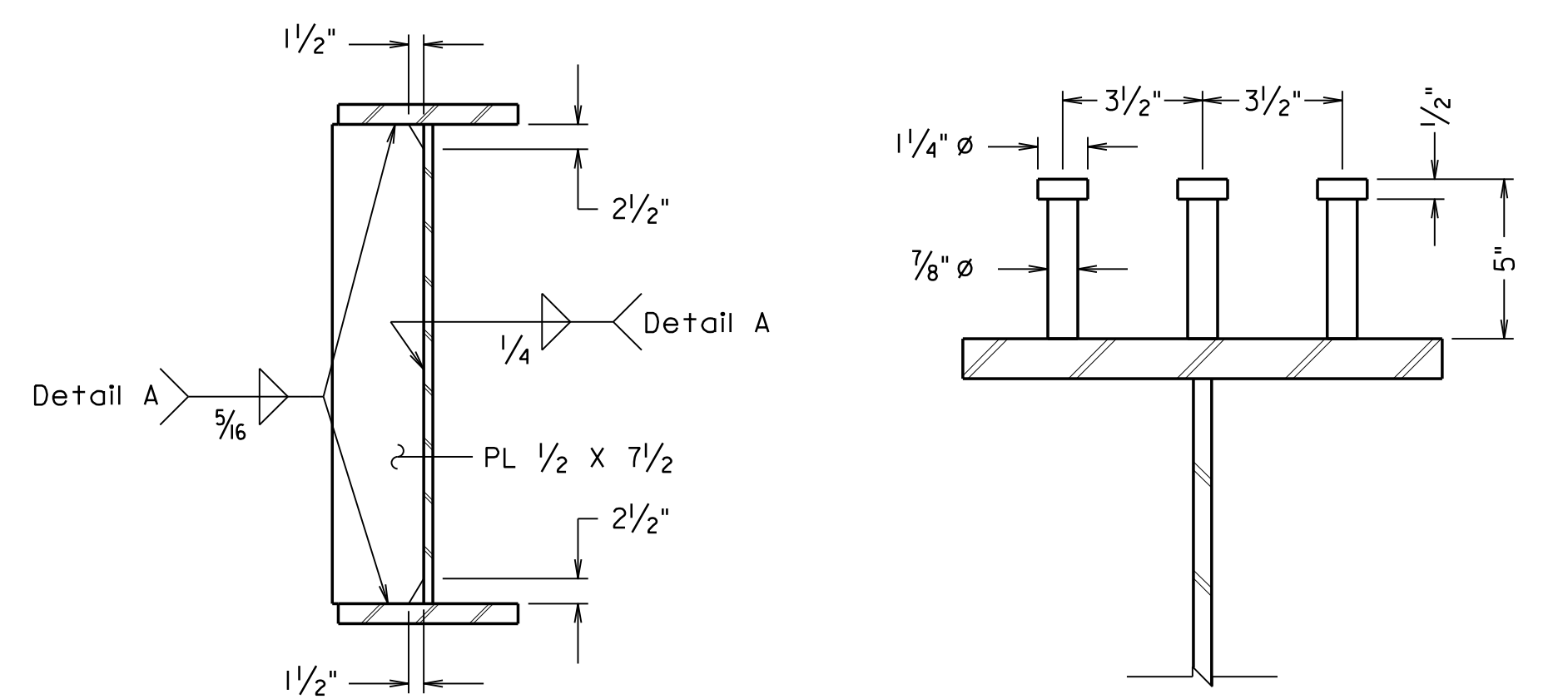
GIRDER END DETAILS



BEARING STIFFENERS

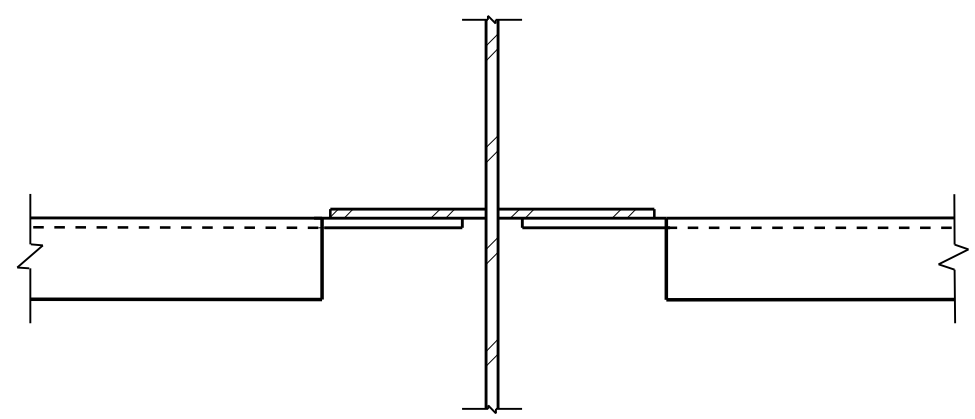


DIAPHRAGMS



INTERMEDIATE DIAPHRAGM CONNECTOR PLATE

TYPICAL SHEAR STUD CONNECTOR DETAILS



SECTION A-A

Not to Scale

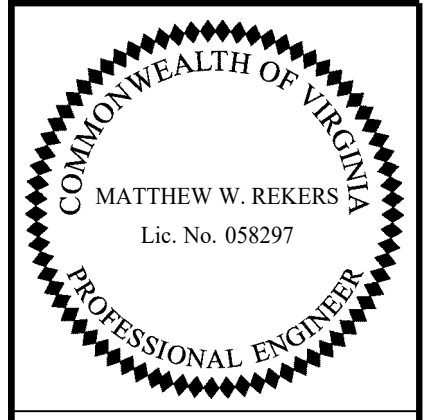
Not to scale unless otherwise noted

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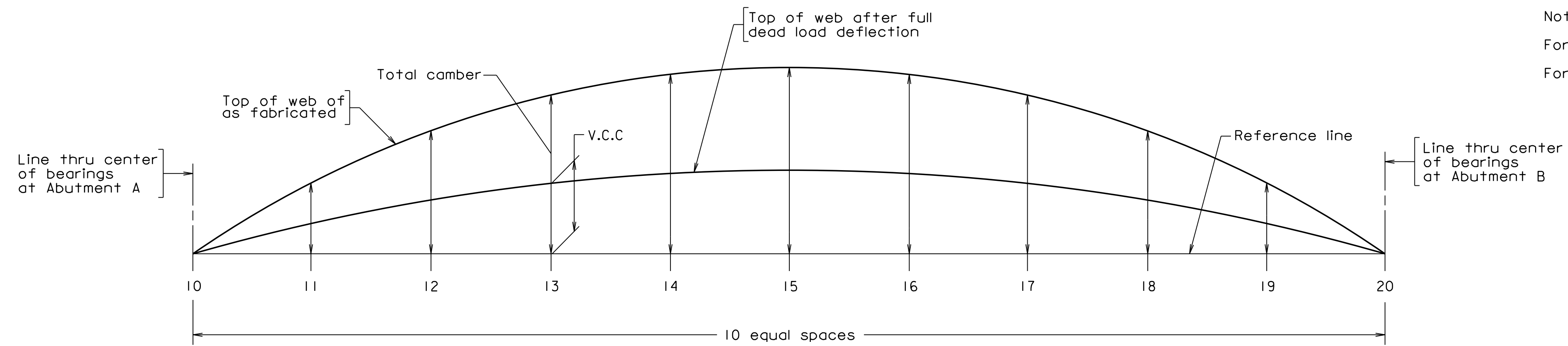
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION				
GIRDER DETAILS				
No.	Description	Date	Designed: S.N..... Date	Plan No.
	Revisions		Apr. 2023	300-46
			Drawn: V.A.U.....	Sheet No.
			Checked: M.W.B.....	17 of 42

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Notes:  
 For girder details, see sheet 17.  
 For dead load deflections and top of slab elevations, see sheet 19.

	Point	10	11	12	13	14	15	16	17	18	19	20
Girder 1	$\Delta_s$	0	1/4"	7/16"	5/8"	3/4"	3/4"	3/4"	5/8"	7/16"	1/4"	0
	$\Delta'_s$	0	9/16"	1 1/16"	1 7/16"	1 11/16"	1 13/16"	1 11/16"	1 7/16"	1 1/16"	9/16"	0
	$\Delta_c$	0	1/4"	7/16"	9/16"	11/16"	11/16"	11/16"	9/16"	7/16"	1/4"	0
	V.C.C.	0	1 3/4"	3 1/8"	4 1/16"	4 11/16"	4 7/8"	4 11/16"	4 1/16"	3 1/8"	1 3/4"	0
	Total	0	2 3/4"	5 1/16"	6 3/4"	7 3/4"	8 1/8"	7 3/4"	6 3/4"	5 1/16"	2 3/4"	0
Girder 2	$\Delta_s$	0	1/4"	1/2"	5/8"	3/4"	13/16"	3/4"	5/8"	1/2"	1/4"	0
	$\Delta'_s$	0	5/8"	1 3/16"	1 5/8"	1 7/8"	2"	1 7/8"	1 5/8"	1 3/16"	5/8"	0
	$\Delta_c$	0	3/16"	3/8"	9/16"	5/8"	1 1/16"	5/8"	9/16"	3/8"	3/16"	0
	V.C.C.	0	1 3/4"	3 1/8"	4 1/16"	4 11/16"	4 7/8"	4 11/16"	4 1/16"	3 1/8"	1 3/4"	0
	Total	0	2 13/16"	5 3/16"	6 7/8"	7 15/16"	8 5/16"	7 15/16"	6 7/8"	5 3/16"	2 13/16"	0
Girder 3	$\Delta_s$	0	1/4"	7/16"	5/8"	3/4"	3/4"	3/4"	5/8"	7/16"	1/4"	0
	$\Delta'_s$	0	9/16"	1 1/16"	1 7/16"	1 11/16"	1 13/16"	1 11/16"	1 7/16"	1 1/16"	9/16"	0
	$\Delta_c$	0	1/4"	7/16"	9/16"	11/16"	11/16"	11/16"	9/16"	7/16"	1/4"	0
	V.C.C.	0	1 3/4"	3 1/8"	4 1/16"	4 11/16"	4 7/8"	4 11/16"	4 1/16"	3 1/8"	1 3/4"	0
	Total	0	2 3/4"	5 1/16"	6 3/4"	7 3/4"	8 1/8"	7 3/4"	6 3/4"	5 1/16"	2 3/4"	0

### CAMBER DIAGRAM

Reference line = line between top of web at abutment A and top of web at abutment B (C bearing to C bearing).  
 $\Delta_s$  = Deflection of girder from its own weight after erection including diaphragms, connectors, etc.  
 $\Delta'_s$  = Deflection of girder from dead load of concrete deck slab, bolster and construction tolerance.  
 $\Delta_c$  = Deflection of girder from permanent dead load added after deck slab is cast (e.g. parapet).  
 V.C.C. = Vertical curve camber = Distance between the reference line and top of web after full dead load deflection.  
 Total camber =  $\Delta_s + \Delta'_s + \Delta_c + V.C.C.$

Sign convention: Deflections are positive if downward; negative if upward.

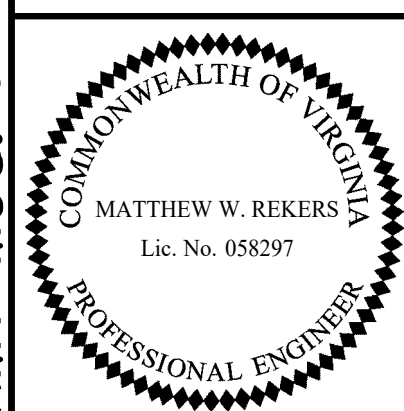
V.C.C. is positive if the top of web after full dead load deflection is above the reference line; and negative if below the reference line.

Total camber is positive if the top of web as fabricated is above the reference line; and negative if below the reference line.

Diagram depicts all values being positive, and is not meant to reflect actual conditions.

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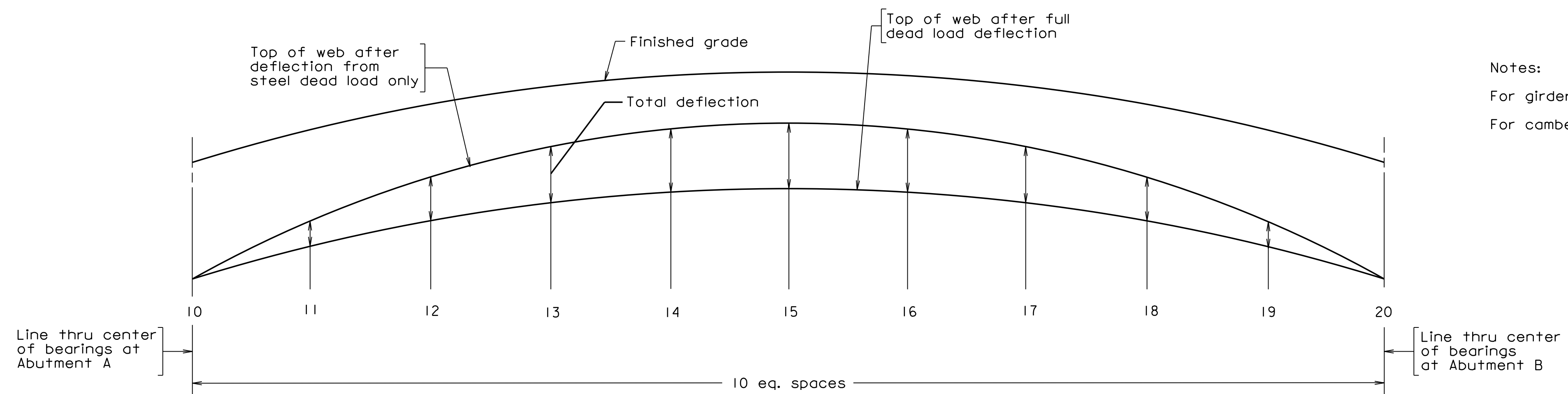
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>CAMBER DIAGRAM</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		18 of 42
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ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			311	0311-080-913, B618	19



Notes:  
 For girder details, see sheet 17.  
 For camber diagram, see sheet 18.

	Point	10	11	12	13	14	15	16	17	18	19	20
Girders 1 & 3	$\Delta_s$	0	9/16"	1 1/16"	1 7/16"	1 11/16"	1 13/16"	1 11/16"	1 7/16"	1 1/16"	9/16"	0
	$\Delta_c$	0	1/4"	7/16"	9/16"	11/16"	11/16"	11/16"	9/16"	7/16"	1/4"	0
	Total	0	13/16"	1 1/2"	2"	2 3/8"	2 1/2"	2 3/8"	2"	1 1/2"	13/16"	0
Girder 2	$\Delta_s$	0	5/8"	1 3/16"	1 5/8"	1 7/8"	2"	1 7/8"	1 5/8"	1 3/16"	5/8"	0
	$\Delta_c$	0	3/16"	3/8"	9/16"	5/8"	5/8"	5/8"	9/16"	3/8"	3/16"	0
	Total	0	13/16"	1 9/16"	2 3/16"	2 1/2"	2 5/8"	2 1/2"	2 3/16"	1 9/16"	13/16"	0

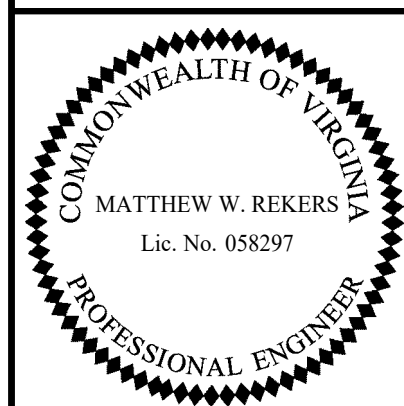
**DEAD LOAD DEFLECTIONS**

All values in Dead Load Deflection Table are in inches.  
 $\Delta_s$  = Deflection of girder from dead load of concrete deck slab, bolster and construction tolerances.  
 $\Delta_c$  = Deflection of girder from permanent dead load added after deck slab is cast (e.g. parapet).

TOP OF SLAB ELEVATIONS ALONG $\bar{C}$ GIRDER											
Point	10	11	12	13	14	15	16	17	18	19	20
Girder 1	1980.32	1980.47	1980.58	1980.66	1980.71	1980.73	1980.71	1980.66	1980.58	1980.47	1980.32
Girder 2	1980.40	1980.54	1980.65	1980.74	1980.78	1980.80	1980.78	1980.74	1980.65	1980.54	1980.40
Girder 3	1980.32	1980.47	1980.58	1980.66	1980.71	1980.73	1980.71	1980.66	1980.58	1980.47	1980.32

300-46\_19.dgn

SGDLI Mod. 04-30-2020

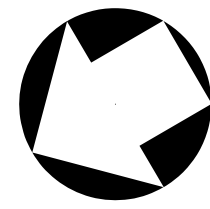


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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>DEAD LOAD DEFLECTIONS AND SLAB ELEVATIONS</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		19 of 42
Revisions					

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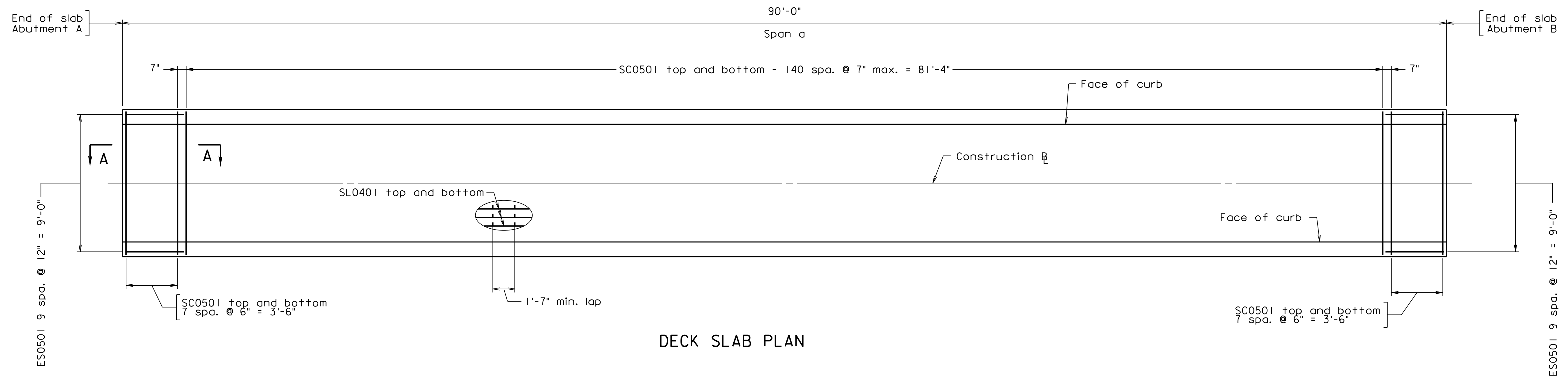
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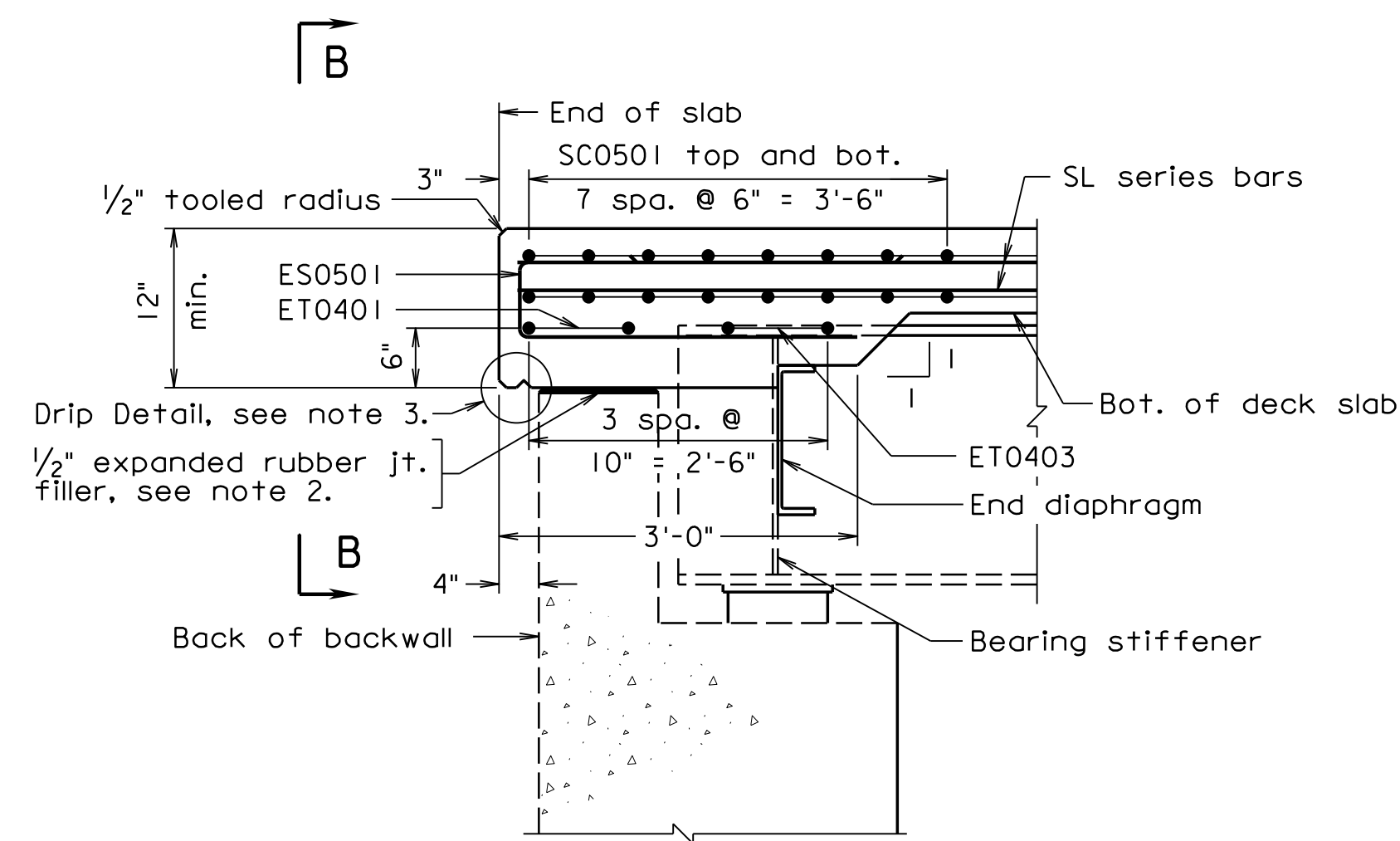
STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			311	0311-080-913, B618	20

Notes:

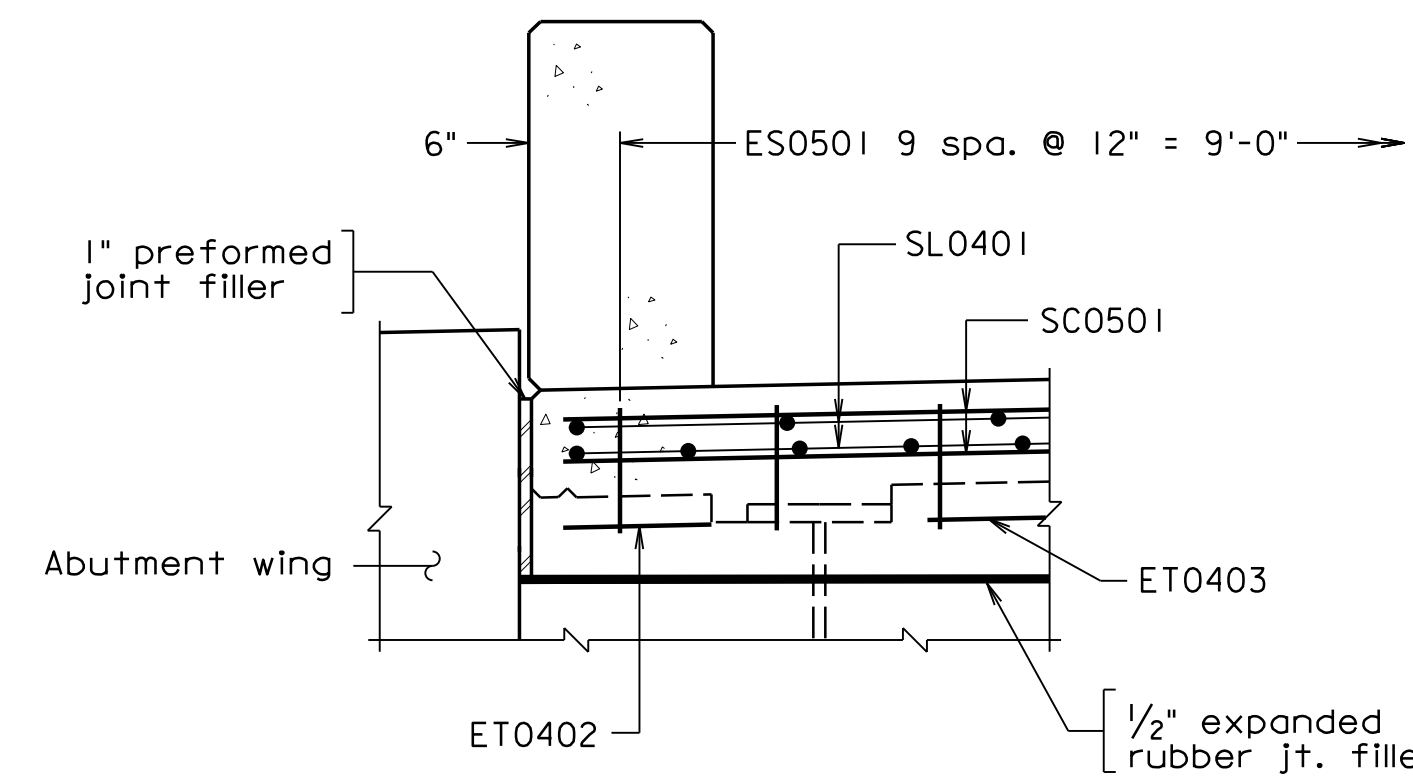
- Section A-A is perpendicular to end of slab.
- The 1/2" expanded rubber joint filler shall extend the full length of the deck slab extension.
- For spacing of SL0401 and drip detail, see sheet 15.
- For railing details, see sheets 22 and 23.
- For deck slab elevations, see sheet 21.
- Forms for the deck slab extension shall be attached to the girders only; the forms shall not be attached or blocked against the abutment stem or ground. The backwall and forms must be free to move in relation to the abutment.
- 1" preformed joint filler and 1/2" expanded rubber joint filler costs to be included in bid item for Class A3 Concrete.
- A color coating of Dark Gray No. 595-36492 shall be applied to the outside fascia of the deck at both overhangs.



DECK SLAB PLAN



SECTION A-A  
SC0502 bars not shown for clarity

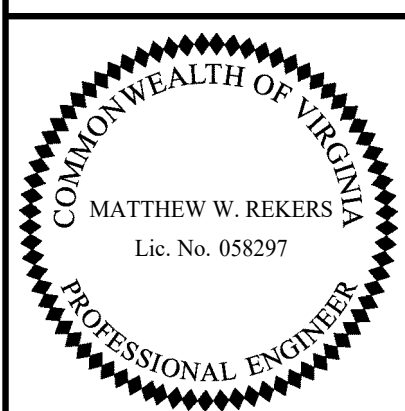


VIEW B-B  
Not to scale

Scale: 1/4" = 1'-0"

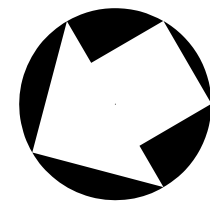
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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
DECK SLAB PLAN					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		20 of 42
Revisions					



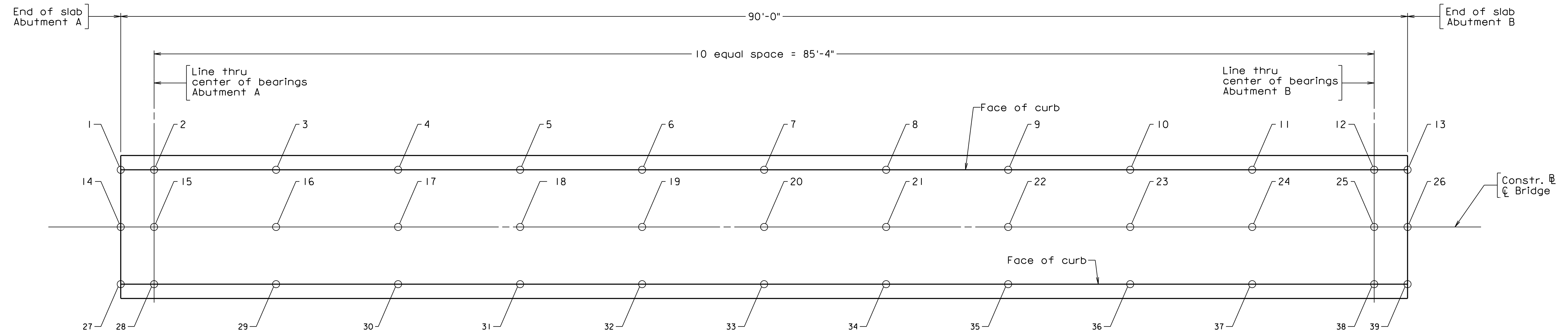
STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			311	0311-080-913, B618	21

Notes:

Slab elevations as shown are on top of finished roadway at face of rails. Those shown on Construction  $\mathbb{E}$  are at point of finished grade denoted on Transverse Section.

Points along Construction  $\mathbb{E}$  and face of curbs are at 10th points. Straight line interpolations for intermediate elevations on top of finished roadway may be made, in any direction, between any two adjacent points located opposite centerline stations at not more than 9.5 foot intervals.

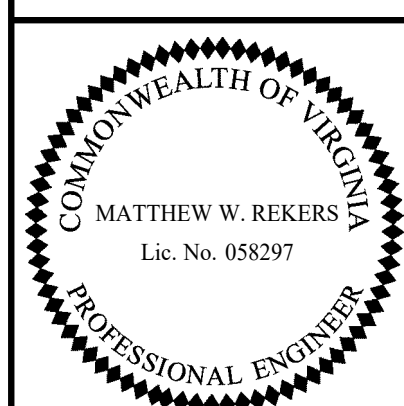
For parapet details, see sheets 22 and 23.



DECK SLAB ELEVATIONS

DECK SLAB ELEVATIONS					
East side		Point of Finished Grade		West side	
Face of curb		Construction $\mathbb{E}$		Face of curb	
Point	Elevation	Point	Elevation	Point	Elevation
1	1980.27	14	1980.35	27	1980.27
2	1980.32	15	1980.40	28	1980.32
3	1980.46	16	1980.54	29	1980.46
4	1980.57	17	1980.65	30	1980.57
5	1980.66	18	1980.74	31	1980.66
6	1980.70	19	1980.78	32	1980.70
7	1980.72	20	1980.80	33	1980.72
8	1980.70	21	1980.78	34	1980.70
9	1980.66	22	1980.74	35	1980.66
10	1980.57	23	1980.65	36	1980.57
11	1980.46	24	1980.54	37	1980.46
12	1980.32	25	1980.40	38	1980.32
13	1980.27	26	1980.35	39	1980.27

300-46\_21.dgn



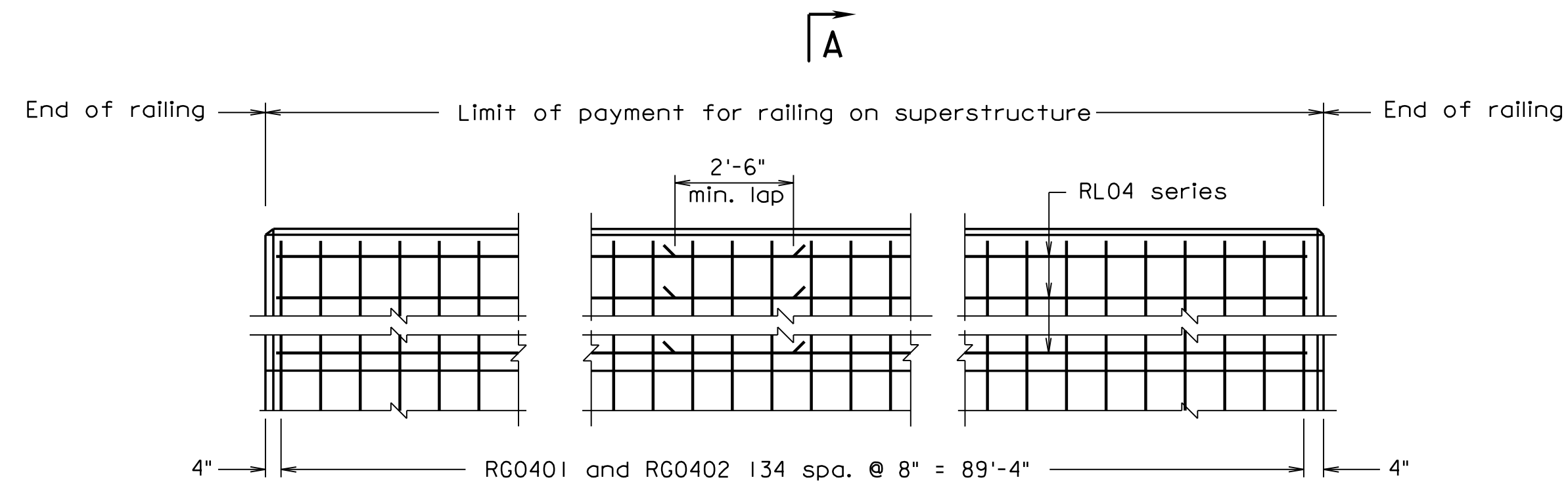
TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
DECK SLAB ELEVATIONS					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		21 of 42
Revisions					

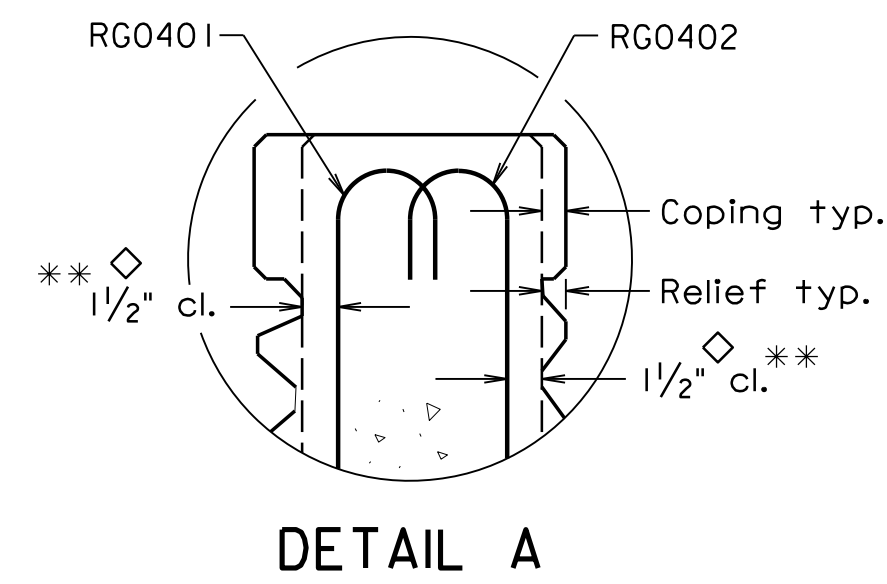
Scale: 1/4" = 1'-0"

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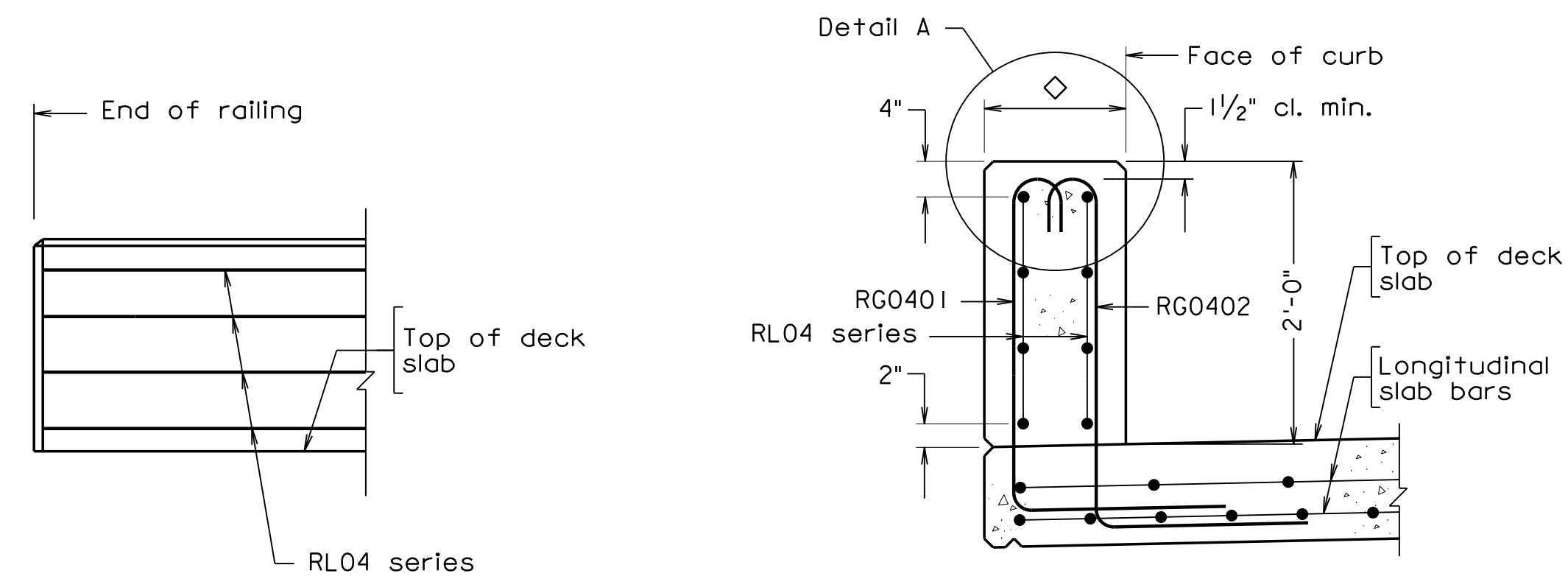
STATE	FEDERAL AID	STATE	SHEET NO.
VA.	PROJECT	ROUTE PROJECT	22
		311 0311-080-913, B618	



**ELEVATION**



**DETAIL A**



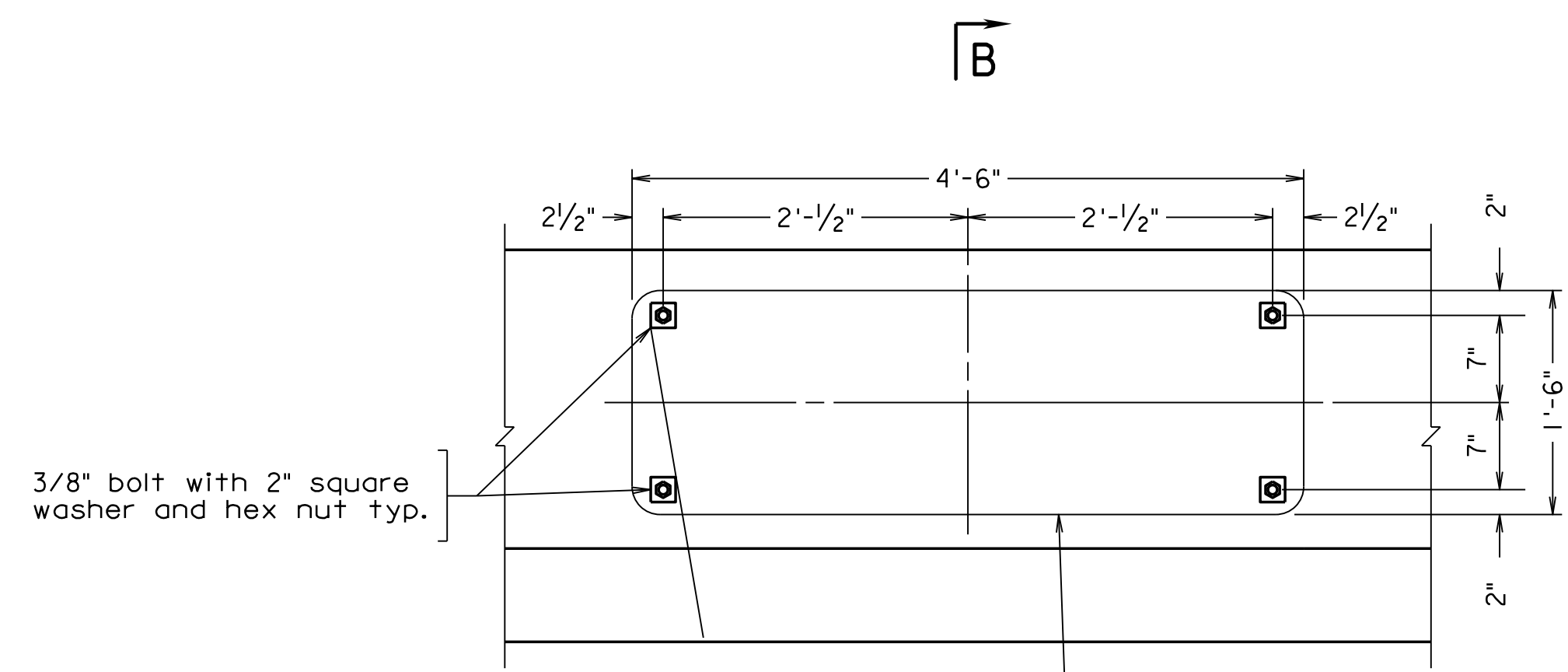
**PART ELEVATION**

**SECTION A-A**

Scale: 1" = 1'-0"  
Transverse rebars in deck slab not shown for clarity

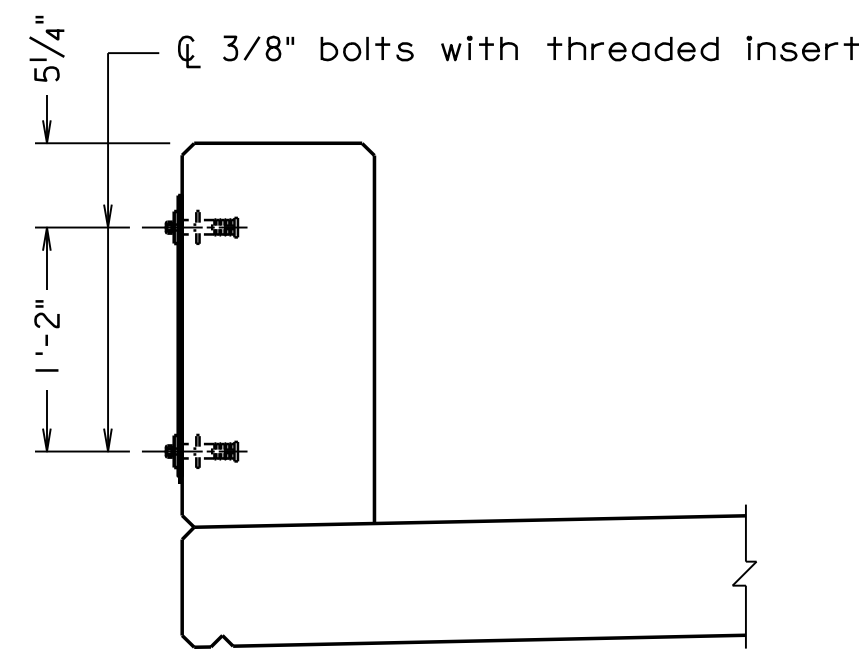
◇ For dimensions and architectural treatment details, see sheet 23. For minimum cover, see Detail A.  
\*\* The cover tolerance referenced in the VDOT Road and Bridge Specifications as -0" to +1/2" is shifted to -1/4" to +1/4" for placement of the RG04 series bars.

Notes:  
Plan dimensions shown are measured in the respective horizontal and vertical planes.  
The Contractor shall determine all dimensions and details necessary for installation.  
All concrete shall be Low Shrinkage Class A4 Modified.  
All levels for concrete shall be 3/4".  
All reinforcing steel shall be Corrosion Resistant Reinforcing Steel, Class I.  
Bid price for architectural treatment includes concrete in relief and coping.  
The sign shall be placed on the barrier wall between the fence posts. The sign shall be centered on the bridge.  
Threaded inserts, when embedded as shown, shall develop full strength of threaded bolts. Embedment of insert per manufacturer's recommendations or 5" whichever is greater.  
Bolts excluding threads, shall have the same vinyl coating. Threaded inserts shall not be vinyl coated.  
Threaded inserts and bolt threads shall not be galvanized or coated.  
Washers, nuts and bolts shall be painted brown to match the color of the sign.



**SIGN ATTACHMENT ELEVATION**

Scale: 1" = 1'-0"



**SECTION B-B**

Scale: 1" = 1'-0"

REINFORCING STEEL SCHEDULE					
RG0401	RG0402				
Mark	Size	No.	Length	Pin $\phi$	Location
RG0401	#4	270	4'-2 1/2"	3"	Parapet
RG0402	#4	270	4'-3 1/2"	3"	Parapet
RL04	#4	32	46'-6"	—	Parapet

Dimensions in bending diagram are out-to-out of bars.

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>PARAPET DETAILS (1 OF 2)</b>					
No.	Description	Date	Designed: S.N..... Date	Plan No.	Sheet No.
	Revisions		Drawn: V.A.U..... Checked: M.W.B.....	300-46	22 of 42

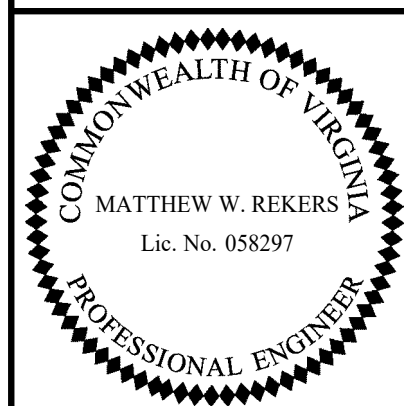
Scale: 3/4" = 1'-0" unless otherwise noted.

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10-31-2022

CPSR-1-AT Mod.



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STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.			311	0311-080-913, B618	23

Notes:

Form liner shall be arranged to produce a continuous drystack pattern without obvious repetition of the pattern.

Form liner pattern shall be inspected and approved by the Department.

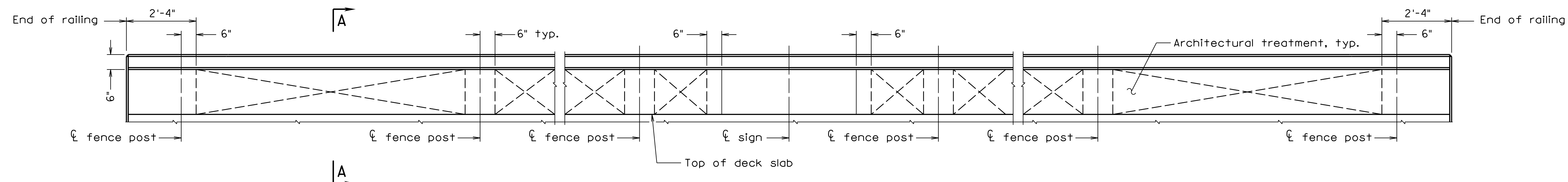
Details shown for a 8'-0" long form liner. Contractor shall submit shop drawings with pattern layout for approval by the Department.

Architectural treatment shall be applied on both sides of the barriers.

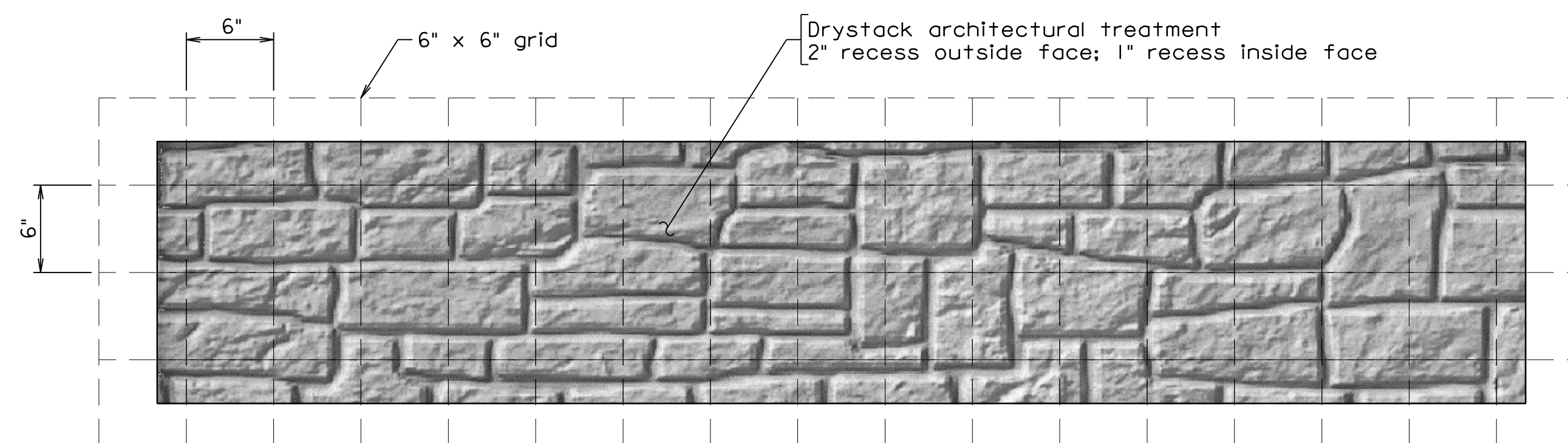
A color coating of Dark Gray No. 595-36492 shall be applied to the full length of both sides and top of the barriers.

For all other dimensions and details not shown, see sheet 22.

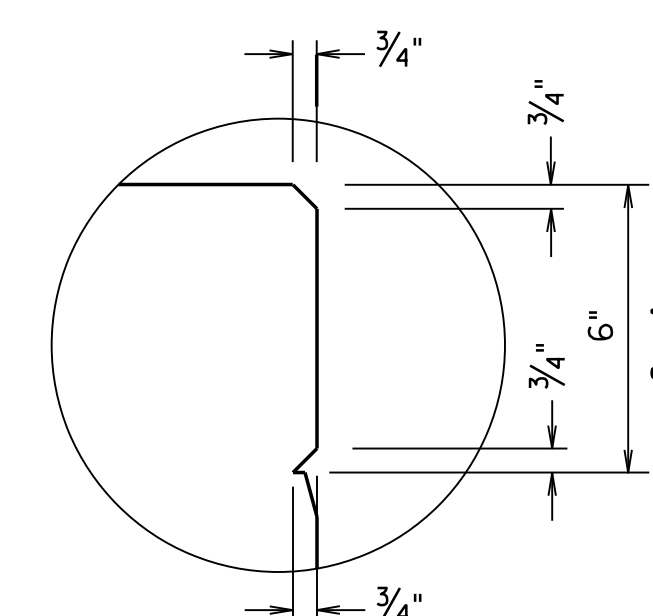
Sign mounted to bridge barriers shall be centered on bridge.



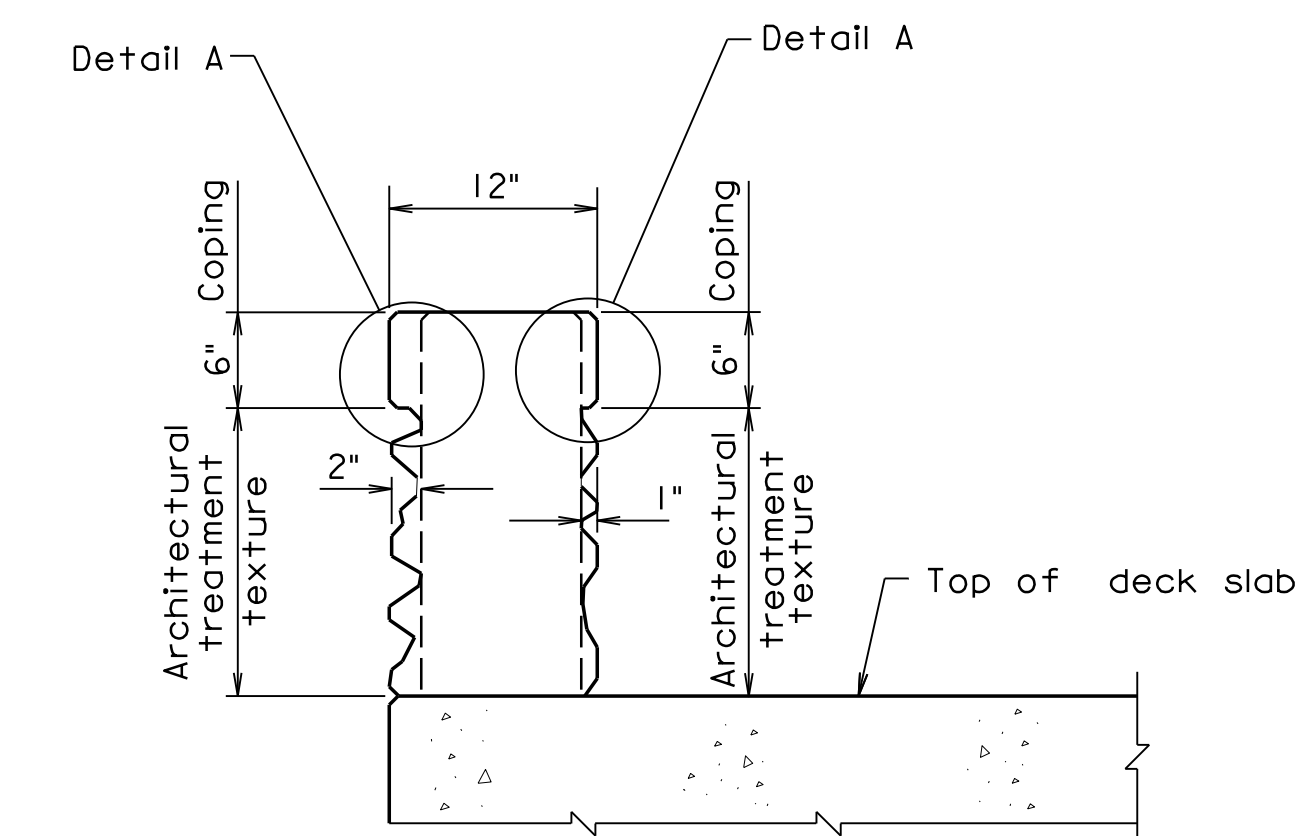
PARAPET ARCHITECTURAL TREATMENT  
Scale: 1/2" = 1'-0"



DRystack TEXTURE DETAIL  
Parapet - Outside Face  
(Inside Face Similar)



DETAIL A

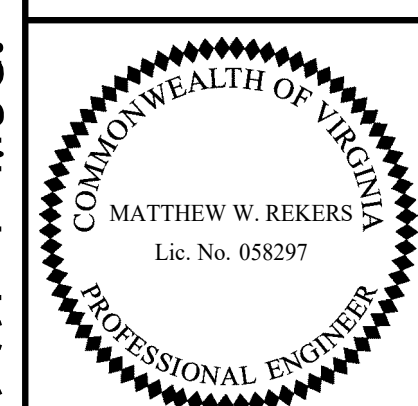


SECTION A-A

300-46.23.dgn

10-31-2019

CPSR-AT-1 Mod.



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Scale: 3/4" = 1'-0" unless otherwise noted.

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION						
STRUCTURE AND BRIDGE DIVISION						
<b>PARAPET DETAILS (2 OF 2)</b>						
No.	Description	Date	Designed: S.N..... Drawn: V.A.U..... Checked: M.W.R.....	Date Apr. 2023	Plan No. <b>300-46</b>	Sheet No. 23 of 42
Revisions						

STATE	FEDERAL AID	STATE	SHEET
VA.	PROJECT	ROUTE PROJECT	NO.
		311 0311-080-913, B618	24

Notes:

The fence to be used on this project shall be Type C as shown in Typical Section.

Posts shall be set vertical. Rails shall be set parallel to the top of base of railing.

Posts shall be equally spaced, not to exceed 10'-0". Posts shall be placed a minimum of 4'-0" from centerline of mounted sign.

Chain link fabric shall be placed on inside of posts and rails.

Chain link fabric, posts, rails and other associated hardware shall be brown similar to Federal Standard Color No. 595-20059 and vinyl coated steel.

Ends of wire ties shall be turned to outside of fence to prevent injury to pedestrians.

Threaded inserts, when embedded as shown, shall develop full strength of threaded bolts. Embedment of insert per manufacturers recommendations or 5" whichever is greater.

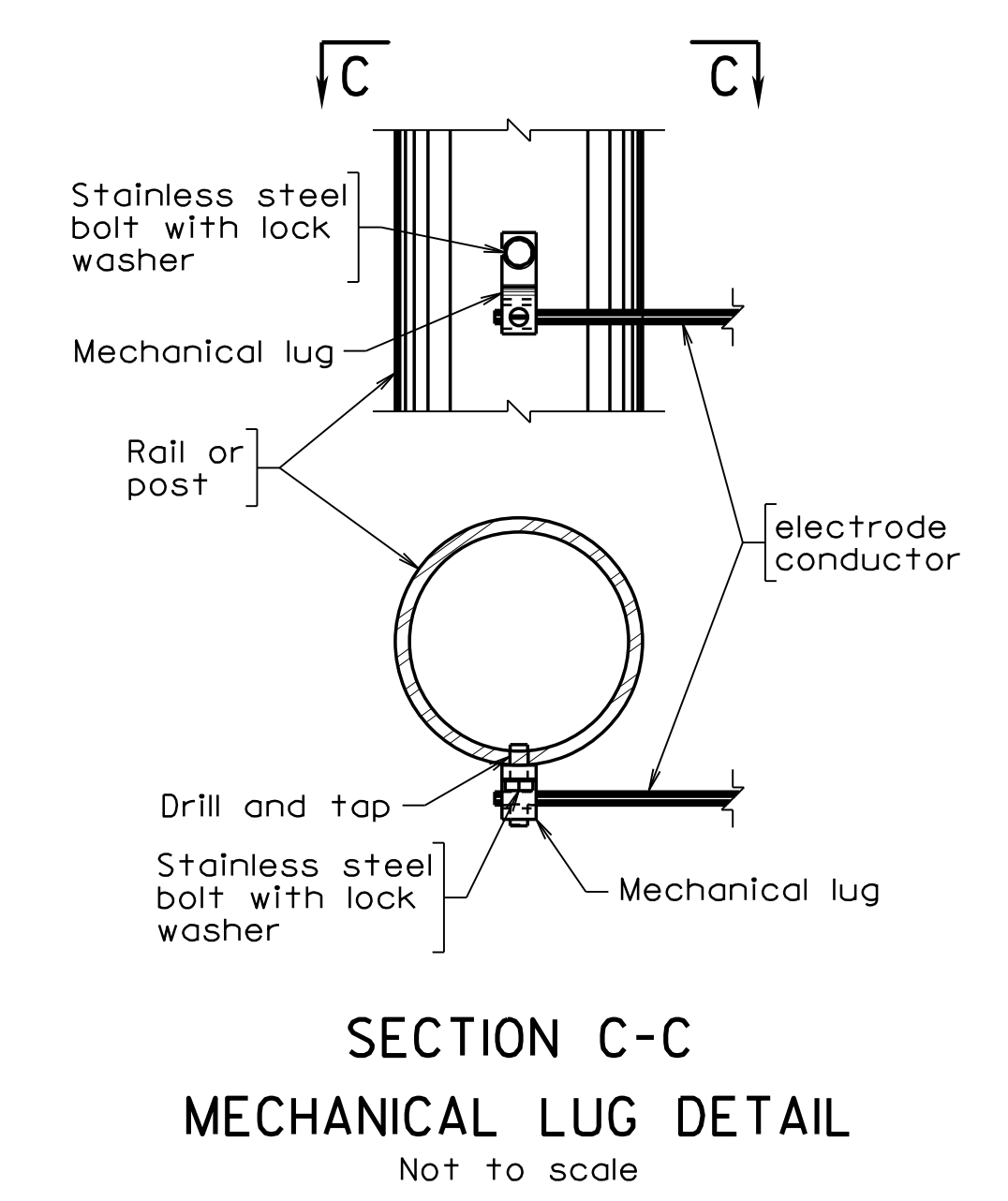
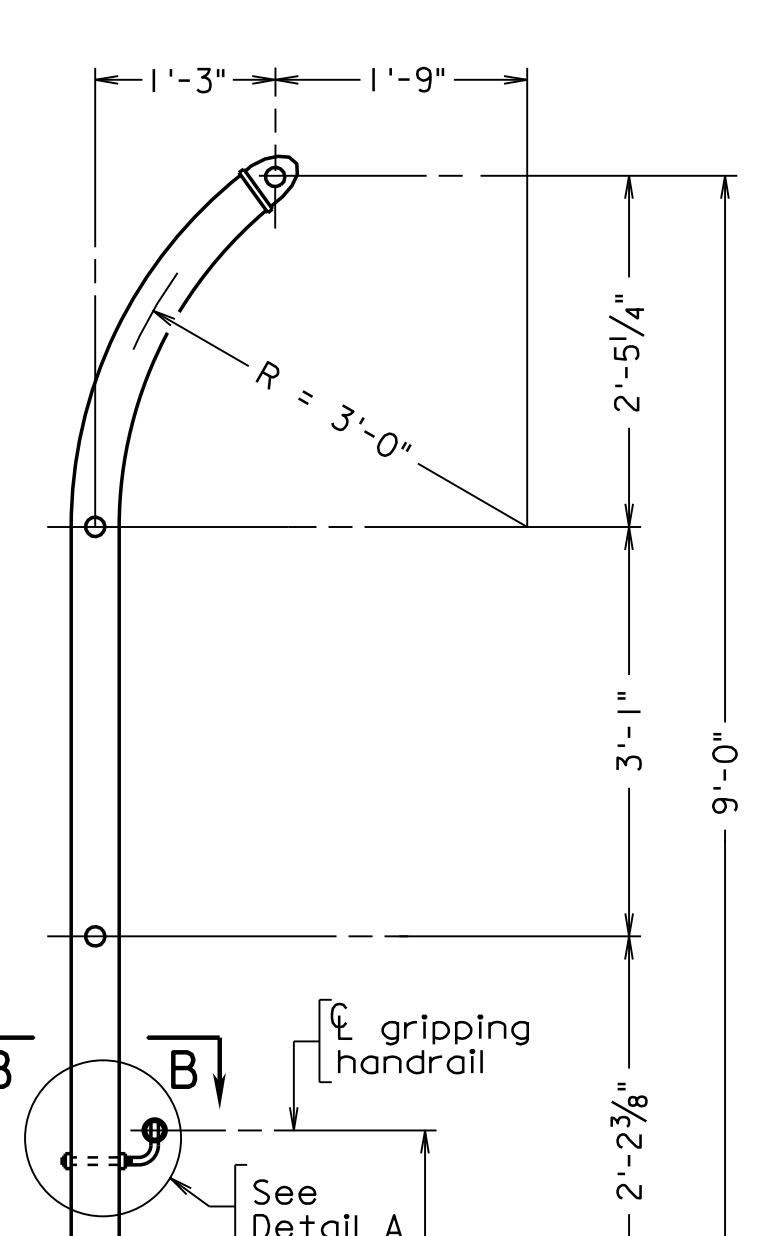
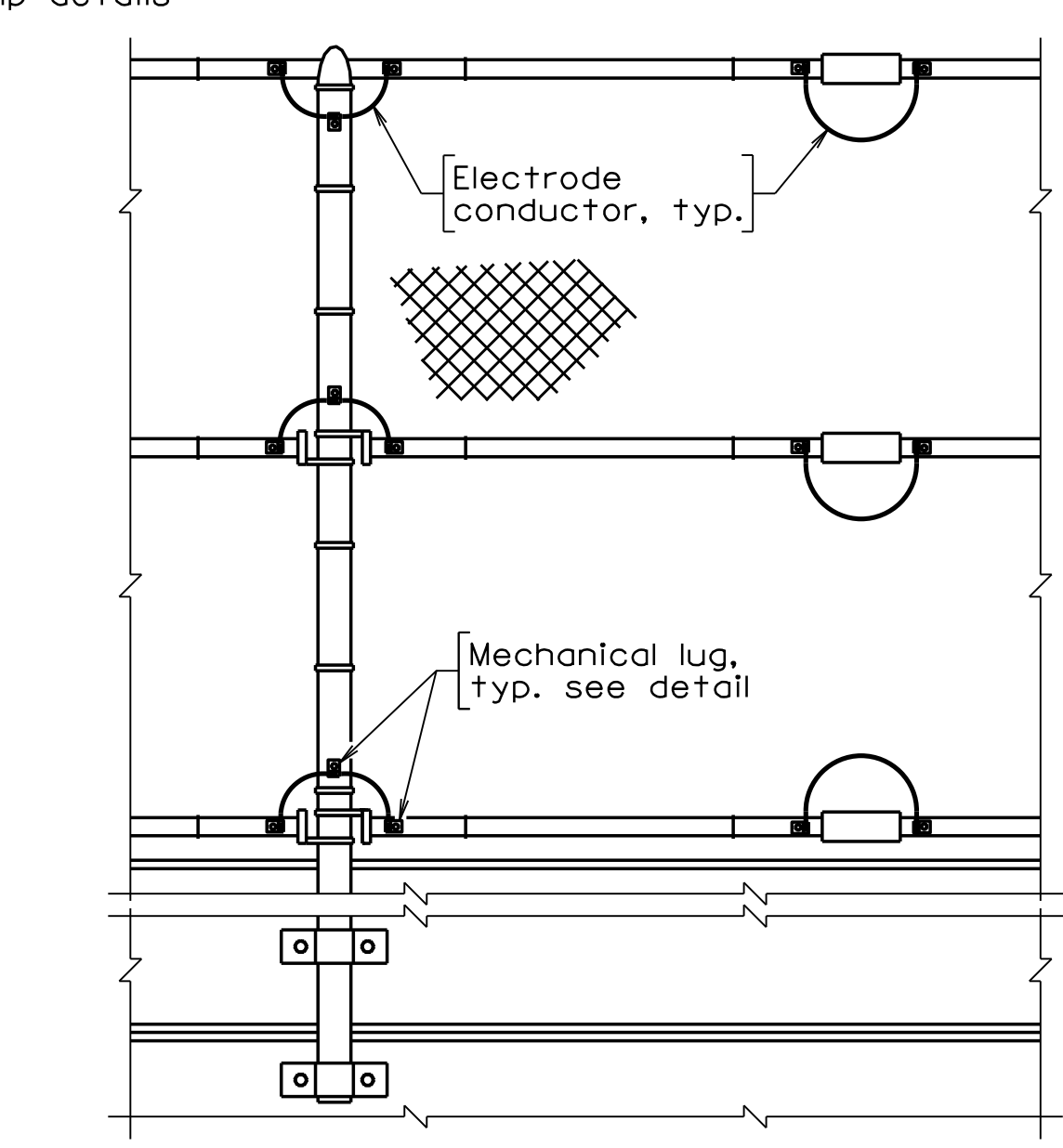
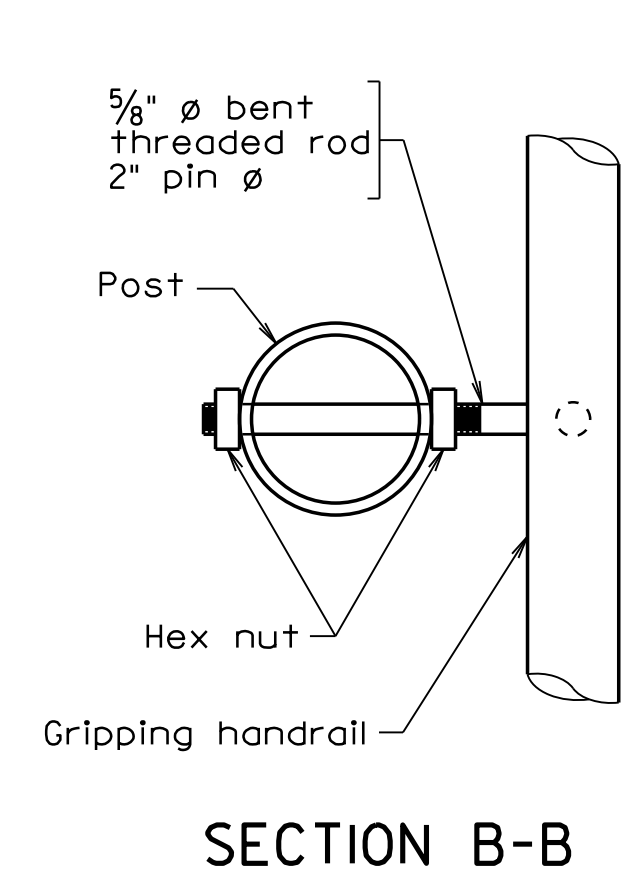
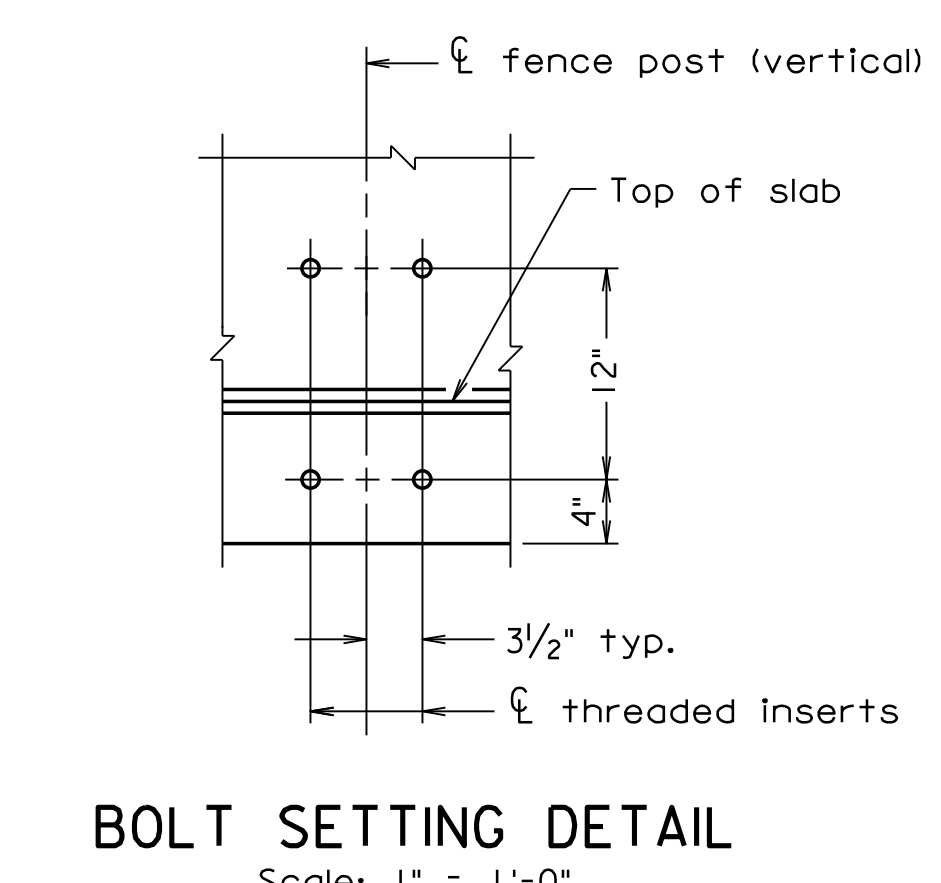
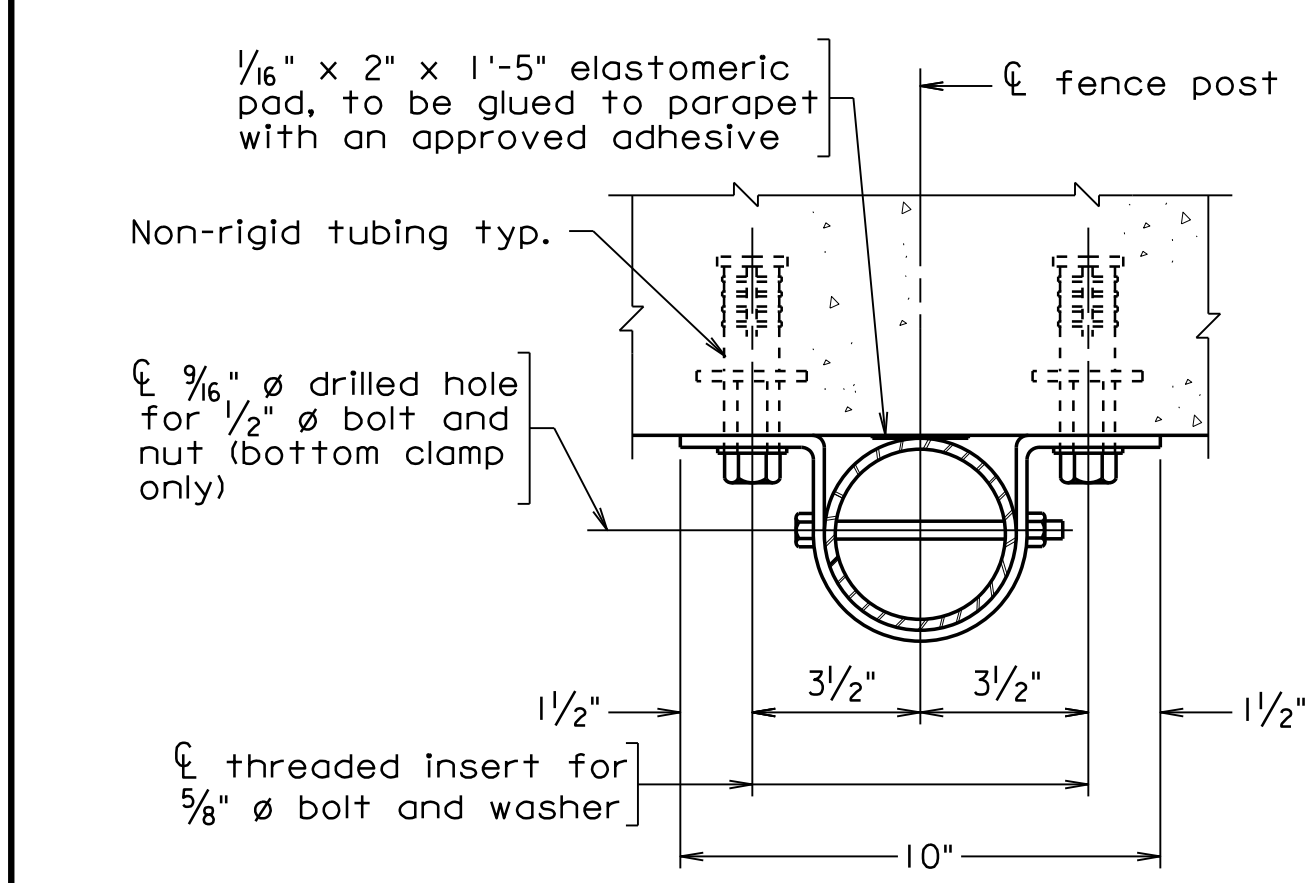
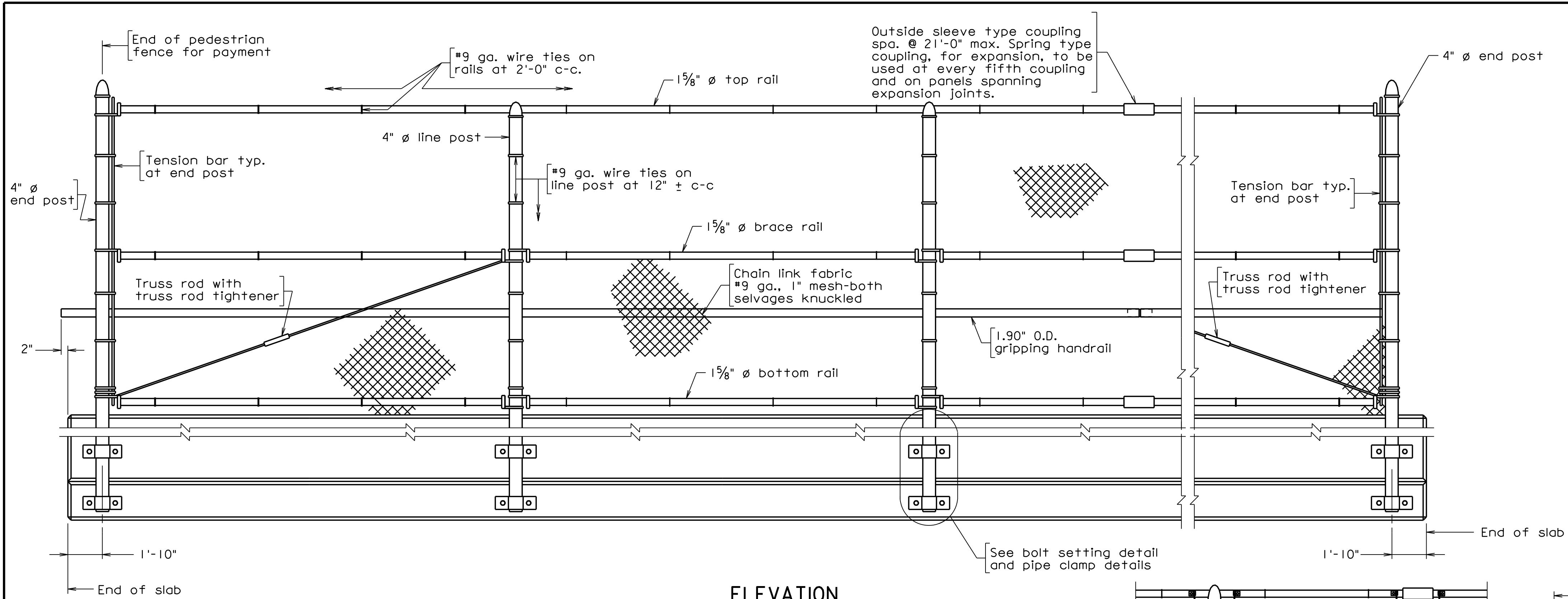
Bolts and washers in the Mechanical Lug Detail shall be ASTM A276, Type 304 Stainless Steel. All other bolts shall be high strength, ASTM F3125 Grade A325, Type I.

All posts and rails shall be welded or seamless steel galvanized pipe conforming to ASTM F1083, Schedule 40.

Fence framing (posts and railing) shall be grounded in accordance with Section 507.

Bolts excluding threads, shall have the same vinyl coating. Threaded inserts shall not be vinyl coated.

Threaded inserts and bolt threads shall not be galvanized or coated.



300-46.24.dgn

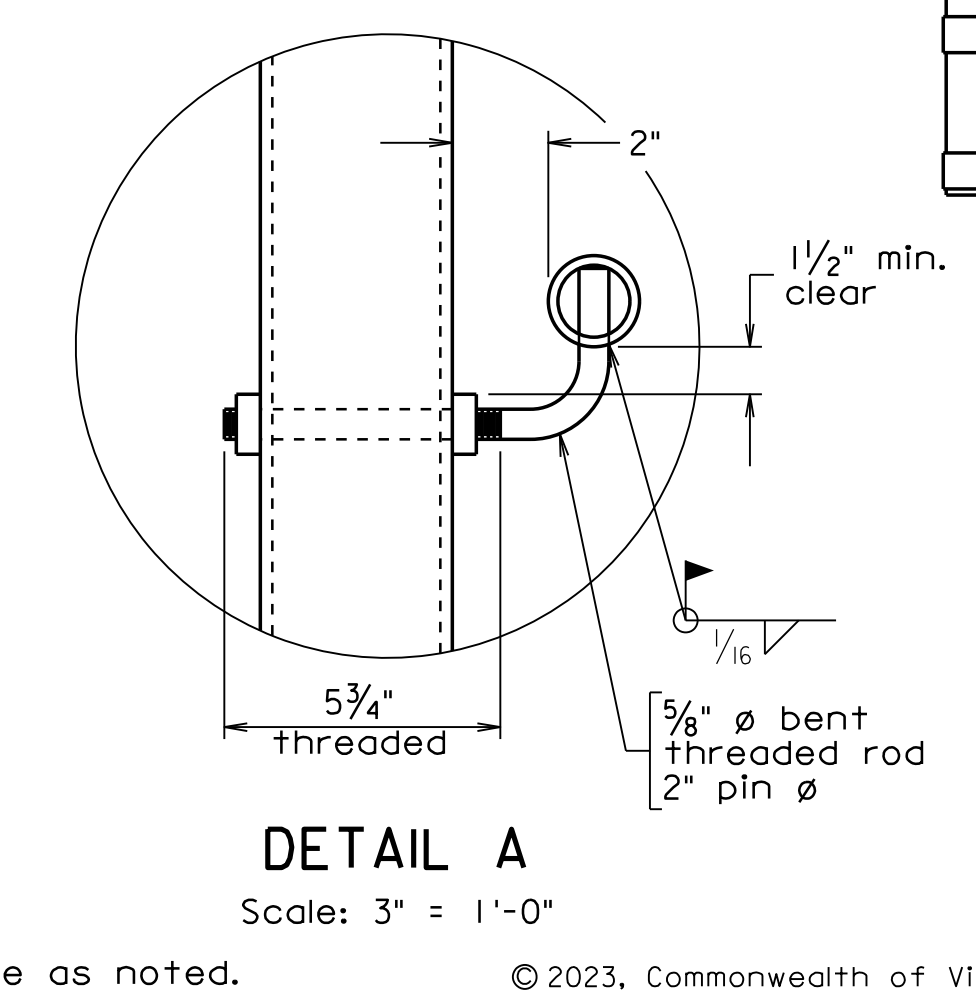
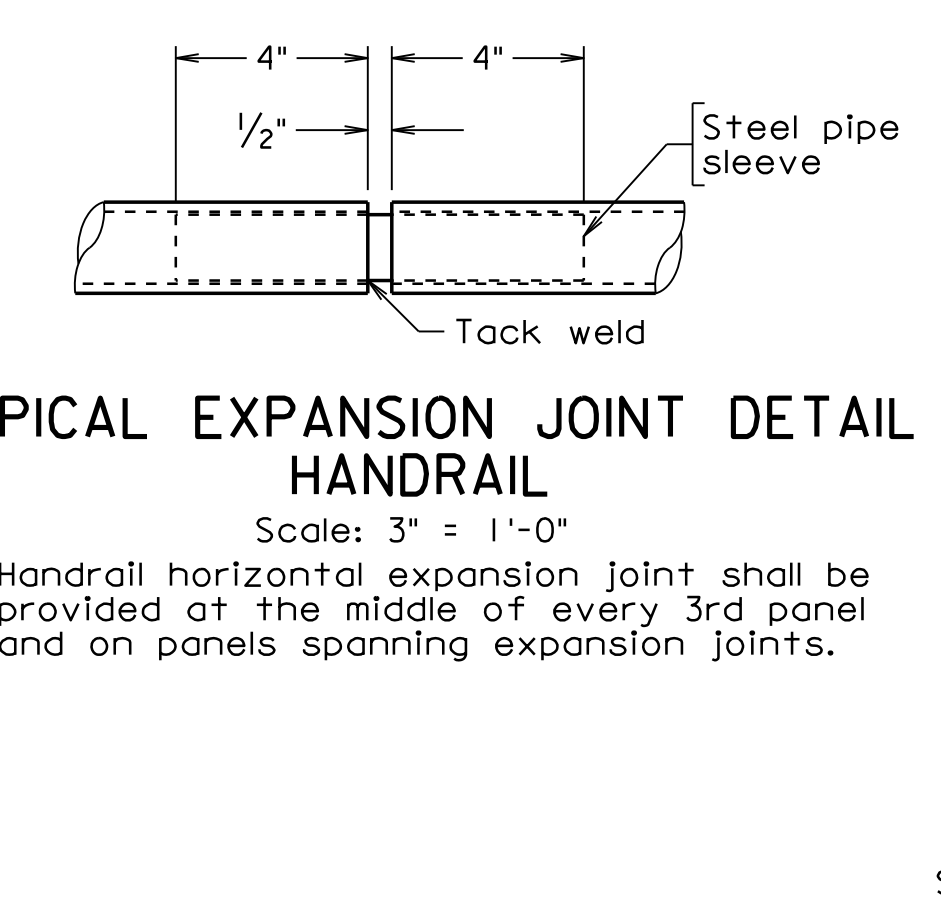
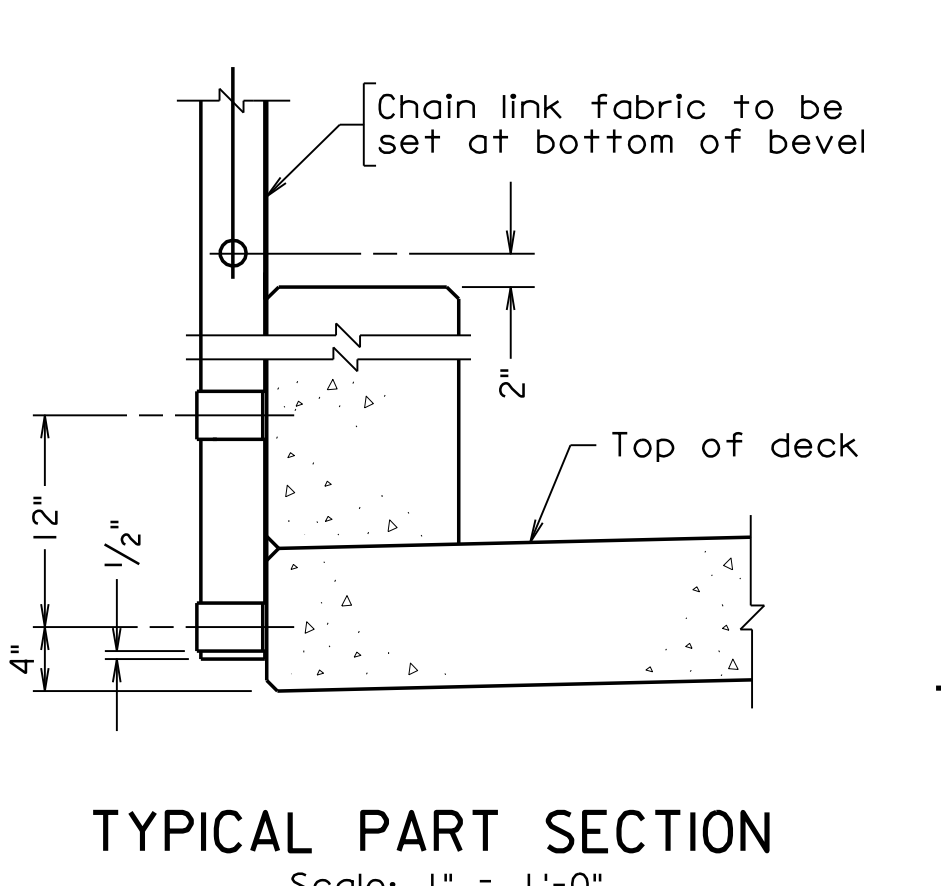
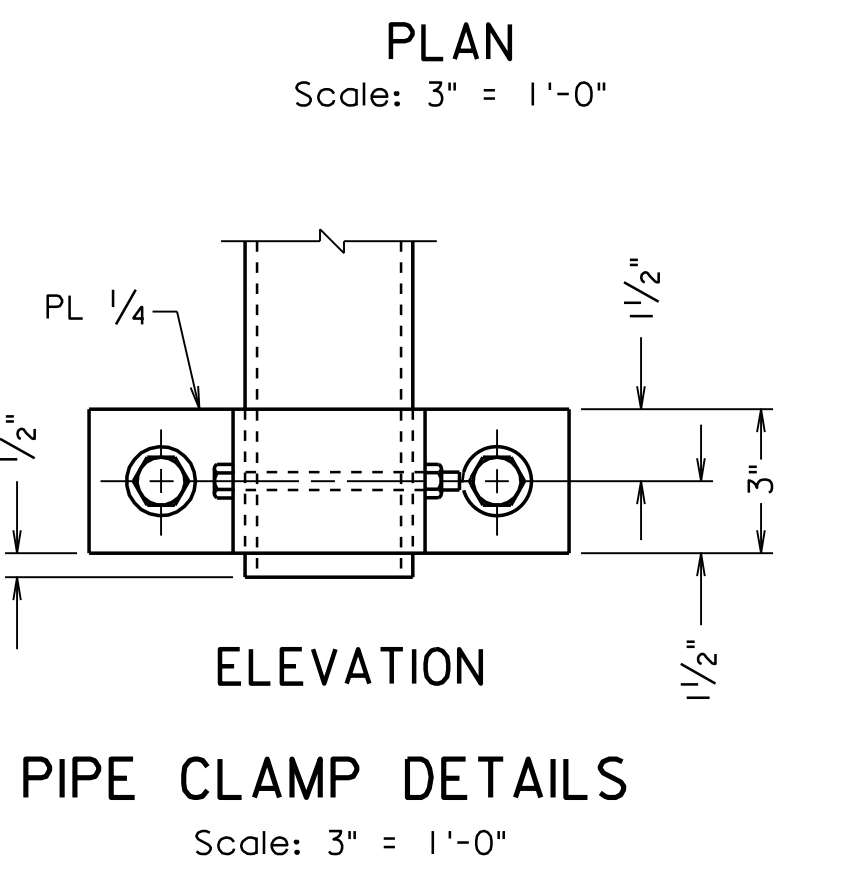
**COMMONWEALTH OF VIRGINIA**  
MATTHEW W. REKERS  
Lic. No. 058297  
PROFESSIONAL ENGINEER

TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Sealed and Signed by:  
Junyi Meng  
Lic. No. 033572  
On the date of  
April 31, 2021

A copy of the original sealed and signed standard drawing is on file in the Central Office.

VDOT S&B DIVISION  
RICHMOND, VA  
STRUCTURAL ENGINEER



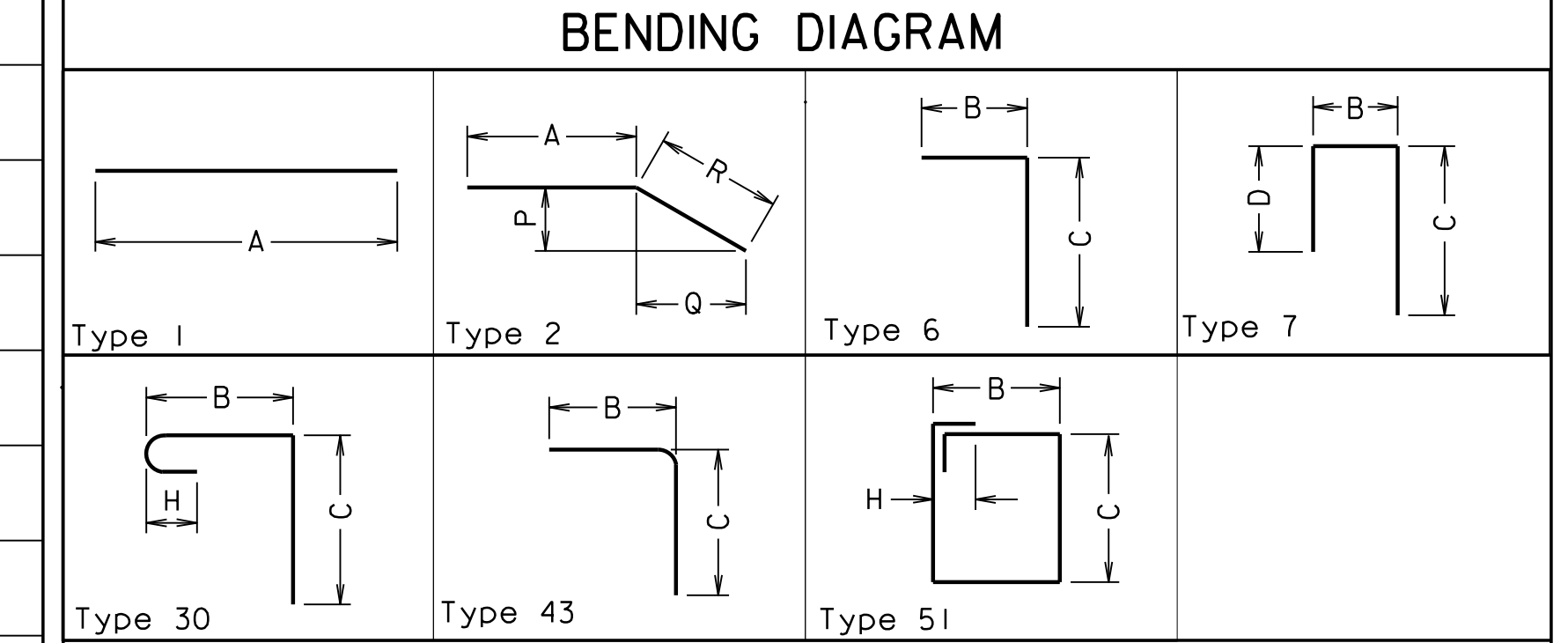
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION			
<b>PEDESTRIAN FENCE DETAILS</b>			
No.	Description	Date	Revisions
Designed: S.N.	Date	Plan No.	Sheet No.
Drawn: V.A.U.	Apr. 2023	300-46	24 of 42
Checked: M.W.R.			

BPF-4 Mod. 04-30-2021

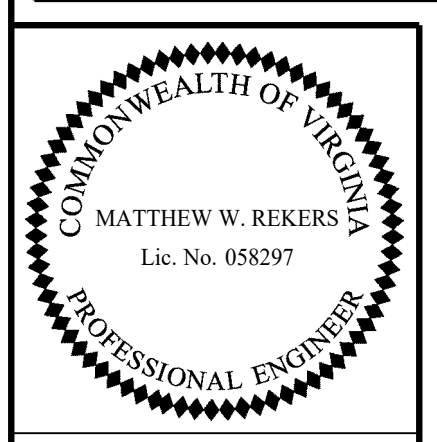
REINFORCING STEEL SCHEDULE							DIMENSION TABLE															
MARK	NO.	BAR SIZE	PIN DIA. FT-IN	LENGTH FT-IN		WEIGHT (LBS.)	LOCATION	TYPE	A	B	C	D	E	F	G	H	I	J	K	L	V	N
				FT-IN	FT-IN				FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN
AF0602	78	6		ABUTMENT A 13-08		1601	FOOTING / RET. WALL	I	13-08													
AF0603	30	6		9-00		406	FOOTING	I	9-00													
AF0605	30	6		28-03		1273	RET. WALL	I	28-03													
<b>TOTAL</b>						<b>3280</b>																
AC0401	399	4	3	2-04		611	COPING	7	9-03	4	1-01	1-01										
AC0402	4	4		9-03		25	COPING	I	9-03													
AC0403	1	4		12-09		9	COPING	I	12-09													
AC0404	2	4		2-06		3	COPING	I	2-06													
AC0405	2	4		4-04		6	COPING	I	4-04													
AC0406	2	4		5-01		7	COPING	I	5-01													
AC0407	4	4		13-07		36	COPING	I	13-07													
AC0408	2	4		1-00		1	COPING	I	1-00													
AC0409	2	4		14-01		19	COPING	I	14-01													
AC0410	2	4		3-02		4	COPING	I	3-02													
AC0411	2	4		12-03		16	COPING	I	12-03													
AC0412	2	4		1-09		2	COPING	I	1-08													
AF0601	106	6	4 1/2	7-06		1182	FOOTING / RET. WALL	43	1-00		6-07											
AF0804	128	8	6	8-08		2948	FOOTING / RET. WALL	43	1-04		7-06											
AF0606	32	6	4 1/2	5-04 TO 8-00		317	RET. WALL	43	1-00		VARY											
AH0601	33	6		12-06		620	STEM / BACK WALL	I	12-06													
AH0502	8	5		28-06		237	RET. WALL	I	28-05													
AH0503	28	5		17-05 TO 27-05		655	RET. WALL	I	VARY													
AH0504	24	5		2-05 TO 12-05		186	RET. WALL	I	VARY													
AL0501	4	5	3 3/4	15-03		63	RET. WALL	2	14-05		4 1/4	8 1/2	9 1/4									
AL0502	4	5	3 3/4	15-09		66	RET. WALL	2	12-10		1-03 5/8	2-07 3/8	2-10 3/4									
AS0401	80	4		1-10		98	WEEPHOLES	I	1-10													
AV0401	25	4	3	12-09		213	STEM	30	2-07	6 1/2	9-09	5-00										
AV0402	25	4	3	18-04		305	STEM / BACK WALL	7	12-11													
AV0403	8	4		9-09		52	STEM	I	9-09													
AV0804	8	8		13-10		295	RET. WALL	I	13-10													
AV0805	100	8		7-08 TO 13-08		2848	RET. WALL	I	VARY													
AV0606	16	6		7-04		176	RET. WALL	I	7-04													
AV0607	32	6		4-08		288	RET. WALL	I	VARY													
AW0501	4	5	2 1/2	3-09 TO 7-04		16	WING HAUNCH	51	1-00		8											
AW0602	8	6		6-03		75	WING HAUNCH	I	6-03													
AW0803	20	8		13-10		739	WING WALL	I	13-10		7-00	3-02										
AW0604	76	6	4 1/2	10-01		1143	WING WALL	6														
AW0505	20	5		5-01		106	WING WALL	I	5-01		4-00	4-00										
AW0606	38	6	4 1/2	7-11		448	WING WALL	6														
<b>TOTAL</b>						<b>13813</b>																

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	NO.
VA.		311	25
		0311-080-913, B618	

DIMENSION VARIATION TABLE									
MARK	NO. EA.	DIMEN- SION	FROM FT-IN	TO FT-IN	VARY BY FT-IN	DIMEN- SION	FROM FT-IN	TO FT-IN	VARY BY FT-IN
AF0606	4	C	4-05	7-01	4 5/8				
AH0503	4	A	17-05	27-05	1-08				
AH0504	4	A	2-05	12-05	2-00				
AV0805	4	A	7-08	13-08	3				
AV0607	4	A	4-08	7-04	4 5/8				



300-46\_25.dgn



**NOTES:**

Dimensions in Bending Diagram are out-to-out of bars.

Weights in schedule are based on density of 490 lb/ft.<sup>3</sup>

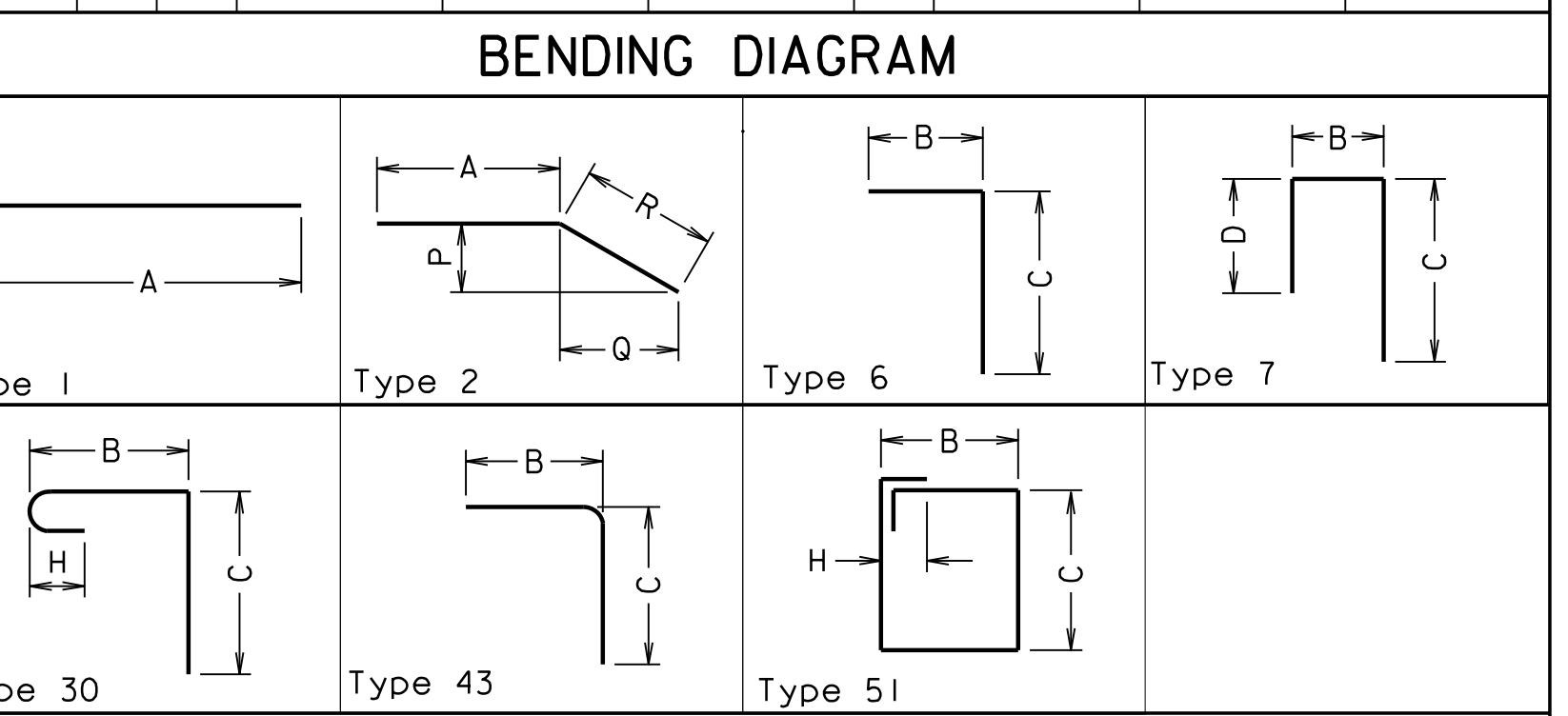
If fabrication of deck slab bar is not possible for length detailed and multiple bars are required, bars shall have the least number of Class B splices possible. Splices shall be located approximately at points of contraflexure and splices in alternate bars shall be located in different bays.

Straight bars (top and bottom) may be substituted for truss bars (SB series) in the deck superstructure at no extra cost to the Department.

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STRUCTURAL ENGINEER

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT A REINFORCING STEEL SCHEDULE</b>					
No.	Description	Date	Designed: S.N. .... Date Drawn: V.A.U. .... Checked: M.W.R. ....	Plan No. <b>300-46</b>	Sheet No. <b>25 of 42</b>
Revisions			Apr. 2023		

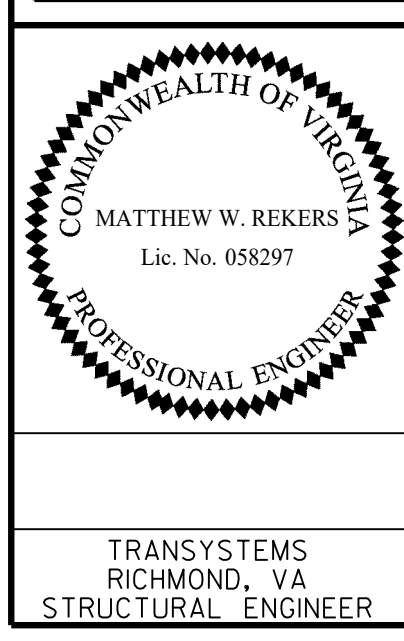
MARK	NO. EA.	DIMENSION	FROM FT-IN	TO FT-IN	VARY BY FT-IN	DIMENSION	FROM FT-IN	TO FT-IN	VARY BY FT-IN
AF0605	2	A	16-10 1/2	25-02 1/2	7 3/4				
AF0612	2	A	16-03	17-06	7 1/2				
AF0613	2	A	9-01	16-11	1-06 3/4				
AV0605	2	A	11-04	13-01	0 3/4				




COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B REINFORCING STEEL SCHEDULE</b>					
No.	Description	Date	Designed: S.N.	Date	Plan No.
Revisions			Checked: V.A.U.	Apr. 2023	300-46
					26 of 42

REINFORCING STEEL SCHEDULE							DIMENSION TABLE															
MARK	NO.	BAR SIZE	PIN DIA. FT-IN	LENGTH		WEIGHT (LBS.)	LOCATION	TYPE	A FT-IN	B FT-IN	C FT-IN	D FT-IN	E FT-IN	F FT-IN	G FT-IN	H FT-IN	I FT-IN	J FT-IN	K FT-IN	L FT-IN	V FT-IN	N
				FT-IN	FT-IN																	
ABUTMENT B																						
AF0602	18	6		23-04		631	FOOTING	I	23-04													
AF0603	48	6		8-00		577	FOOTING	I	8-00													
AF0605	28	6		16-10 1/2 TO 25-02 1/2		885	RET. WALL FOOTING	I	VARY													
AF0606	2	6		24-06		74	RET. WALL FOOTING	I	24-06													
AF0607	2	6		22-11		69	RET. WALL FOOTING	I	22-11													
AF0608	2	6		22-00		66	RET. WALL FOOTING	I	22-00													
AF0609	2	6		2-02		7	RET. WALL FOOTING	I	2-02													
AF0610	2	6		3-08		11	RET. WALL FOOTING	I	3-08													
AF0611	26	6		15-09		615	RET. WALL FOOTING	I	15-09													
AF0612	2	6		16-03 TO 17-06		152	RET. WALL FOOTING	I	VARY													
AF0613	12	6		9-01 TO 16-11		234	RET. WALL FOOTING	I	VARY													
AF0614	2	6		7-06		23	RET. WALL FOOTING	I	7-06													
AF0615	2	6		5-03		16	RET. WALL FOOTING	I	5-03													
AF0616	2	6		3-01		9	RET. WALL FOOTING	I	3-01													
AF0617	2	6		18-06		56	RET. WALL FOOTING	I	18-06													
AF0618	54	6		6-06		527	RET. WALL FOOTING	I	6-06													
AF0619	16	6		25-09		619	RET. WALL FOOTING	I	25-09													
TOTAL WEIGHT IN PRECEDING GROUP OF BARS									4569													
ABUTMENT B CORROSION RESISTANT																						
AC0401	494	4	4	3	2-04	756	COPING	7	4		1-01	1-01										
AC0402	4	4			9-02	24	COPING	1	9-02													
AC0403	1	4			11-08	8	COPING	1	11-08													
AC0404	2	4			2-06	3	COPING	1	2-06													
AC0405	1	4			3-10	3	COPING	1	3-10													
AC0406	2	4			4-01	5	COPING	1	4-01													
AC0407	2	4			13-05	18	COPING	1	13-05													
AC0408	1	4			4-04	3	COPING	1	4-04													
AC0409	1	4			13-11	9	COPING	1	13-11													
AC0410	1	4			2-08	2	COPING	1	2-08													
AC0411	1	4			11-03	8	COPING	1	11-03													
AC0412	1	4			8-03	6	COPING	1	8-03													
AC0413	1	4			13-00	9	COPING	1	13-00													
AC0414	1	4			7-08	5	COPING	1	7-08													
AC0415	1	4			7-10	5	COPING	1	7-10													
AC0416	1	4			13-03	9	COPING	1	13-03													
AC0417	1	4			21-09	19	COPING	1	21-09													
AC0418	1	4			3-06	2	COPING	1	3-06													
AC0419	1	4			11-03	8	COPING	1	11-03													
AC0420	1	4			12-09	9	COPING	1	12-09													
AF0601	124	6	4 1/2		7-06	1383	FOOTING / RW FOOTING	43	1-00		6-07											
AF0804	174	8	6		9-08	4471	FOOTING / RW FOOTING	43	1-04		8-06											
AF0620	32	6	4 1/2		7-01	339	PILASTER	43	1-00		6-02 1/2											
AF0621	8	6	4 1/2		6-07	79	STAIR FOOTING	43	1-00		5-08 1/2											
AF0422	40	4	2		2-04	62	PILASTER	51	6		6											
AF0423	8	4	2		3-04	18	STAIR FOOTING	51	9		9											
AH0601	33	6			11-08	578	STEM / BACKWALL	1	11-08		4 1/2											
AH0502	2	5	3 3/4		4-04	9	RET. WALL	2	3-00		8 3/4		1-01 3/4		1-04							
AH0503	14	5	3 3/4		22-03	325	RET. WALL	2	20-08 1/2		10 1/8		1-03 7/8		1-06 1/2							
AH0504	14	5	3 3/4		21-10	319	RET. WALL	2	20-06 1/8		8 3/4		1-01 3/4		1-04							
AH0505	14	5	3 3/4		16-07	241	RET. WALL	2	12-05 3/8		2-02 1/2		3-05 3/8		4-00 7/8							
AH0506	14	5	3 3/4		17-00	247	RET. WALL	2	12-07 7/8		2-03 7/8		3-07 1/2		4-03 3/8							
AH0507	2	5			11-00	23	RET. WALL	1	11-00													
AH0508	24	5			25-10	647	RET. WALL	2	15-10		9 1/4		6-10 3/4		6-11 1/4							
AL0501	2	5	3 3/4		18-06	39	RET. WALL	2	11-06 1/2		2-03 7/8		3-07 1/2		4-03 3/8							
AL0502	2	5	3 3/4		7-04	15	RET. WALL	2	3-00													
AL0503	2	5	3 3/4		10-07	22	RET. WALL	2	3-10		4 1/4		6-08 3/4		6-08 7/8							
AL0504	2	5			21-09	45	RET. WALL	2	21-09													
AS0401	96	4			1-10	118	WEEPHOLES	1	1-10													
AV0401	23	4	3		12-08	194	STEM	30	2-07		9-08		5-00		4 1/2							
AV0402	23	4	3		18-02	279	STEM / BACK WALL	7	6 1/2		12-10											
AV0403	8	4			9-08	52	STEM	1	9-08													
AV0804	158	8			13-03	5590	RET. WALL	1	13-03													
AV0605	60	6			11-04 TO 13-01	1100	RET. WALL	1	VARY													
AV0606	10	6			11-04	170	RET. WALL	1	11-04													
AW0501	2	5	2 1/2		3-09	8	WING HAUNCH	51	1-00		8		5 5/8									
AW0602	2	6			6-03	56	WING HAUNCH	1	6-03													
AW0803	16	8			14-00	598	WING WALL	1	14-00													
AW0604	76	6	4 1/2		9-01	1029	WING WALL	6	4-01		6-00		3-02									
AW0505	20	6			4-01	85	WING WALL	1	4-01		4-00		4-00									
AW0606	38	6	4 1/2		7-11	448	WING WALL	6	4-01		4-00		4-00									
TOTAL WEIGHT IN PRECEDING GROUP OF BARS									19493													

300-46-26.dgn

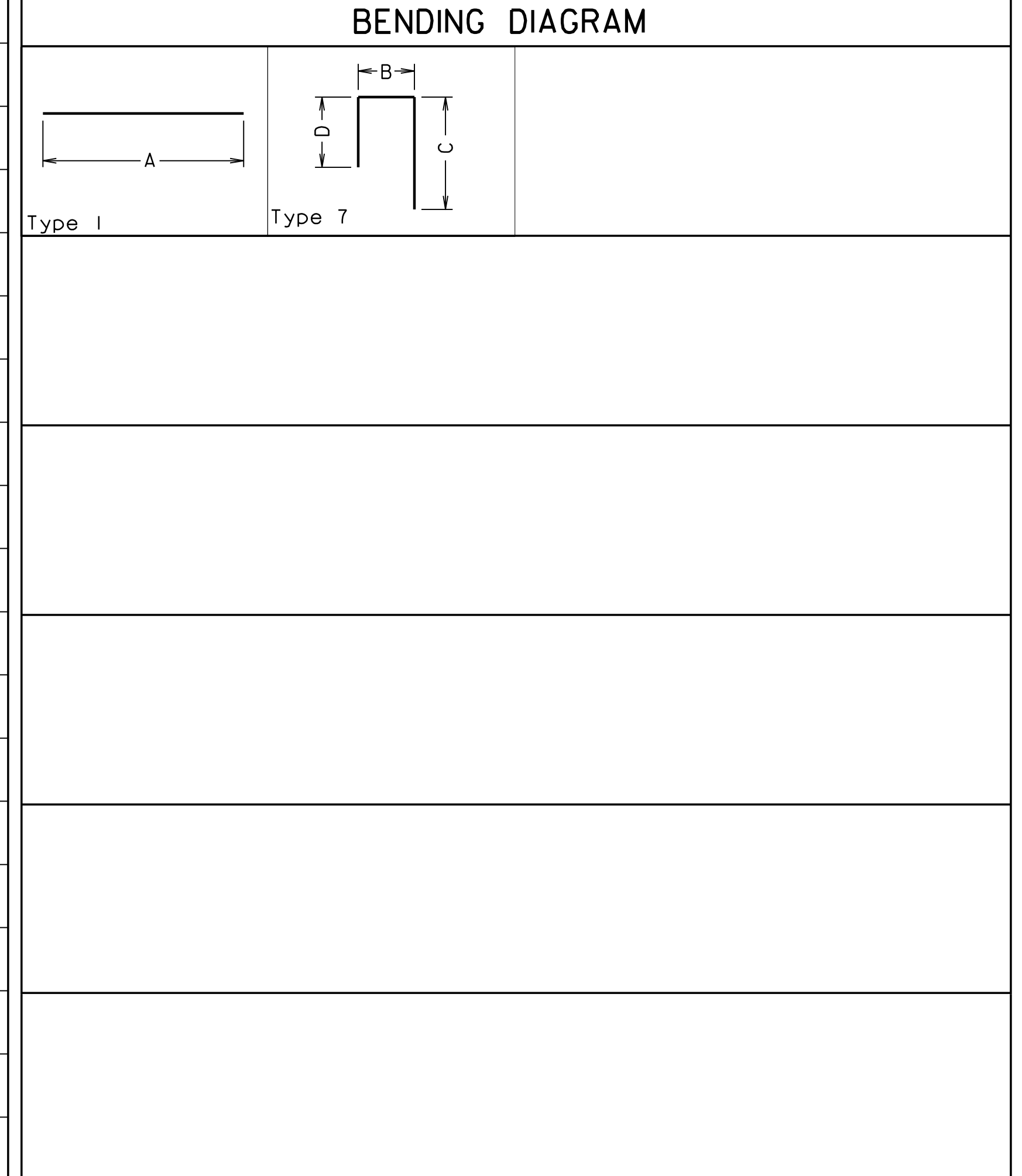


NOTES:  
 Dimensions in Bending Diagram are out-to-out of bars.  
 Weights in schedule are based on density of 490 lb/ft.<sup>3</sup>  
 If fabrication of deck slab bar is not possible for length detailed and multiple bars are required, bars shall have the least number of Class B splices possible. Splices shall be located approximately at points of contraflexure and splices in alternate bars shall be located in different bays.  
 Straight bars (top and bottom) may be substituted for truss bars (SB series) in the deck superstructure at no extra cost to the Department.

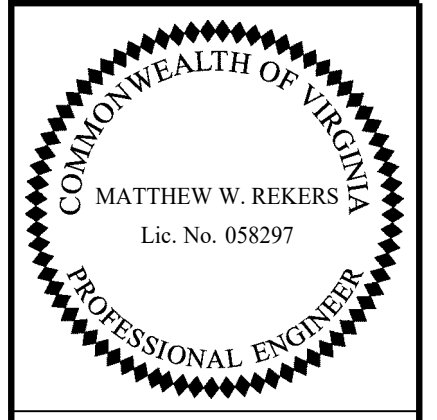


REINFORCING STEEL SCHEDULE							DIMENSION TABLE															
MARK	NO.	BAR SIZE	PIN DIA.	LENGTH		WEIGHT (LBS.)	LOCATION	TYPE	A	B	C	D	E	F	G	H	I	J	K	L	V	N
				FT-IN	FT-IN				FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN	FT-IN
ES0501	20	5	3 3/4	SUPERSTRUCTURE - CORROSION RES		134	DECK	7		7	3-03	2-10										
ET0401	4	4		9-01		24	DECK	1	9-01													
ET0402	8	4		7		3	DECK	1	7													
ET0403	8	4		2-04		12	DECK	1	2-04													
SC0501	314	5		9-08		3166	DECK	1	9-08													
SL0401	31	4		89-09		1857	DECK	1	89-08													
TOTAL WEIGHT IN PRECEDING GROUP OF BARS						5196																

DIMENSION VARIATION TABLE									
MARK	NO. EA.	DIMEN- SION	FROM FT-IN	TO FT-IN	VARY BY FT-IN	DIMEN- SION	FROM FT-IN	TO FT-IN	VARY BY FT-IN



300-46.27.dgn



**NOTES:**

Dimensions in Bending Diagram are out-to-out of bars.

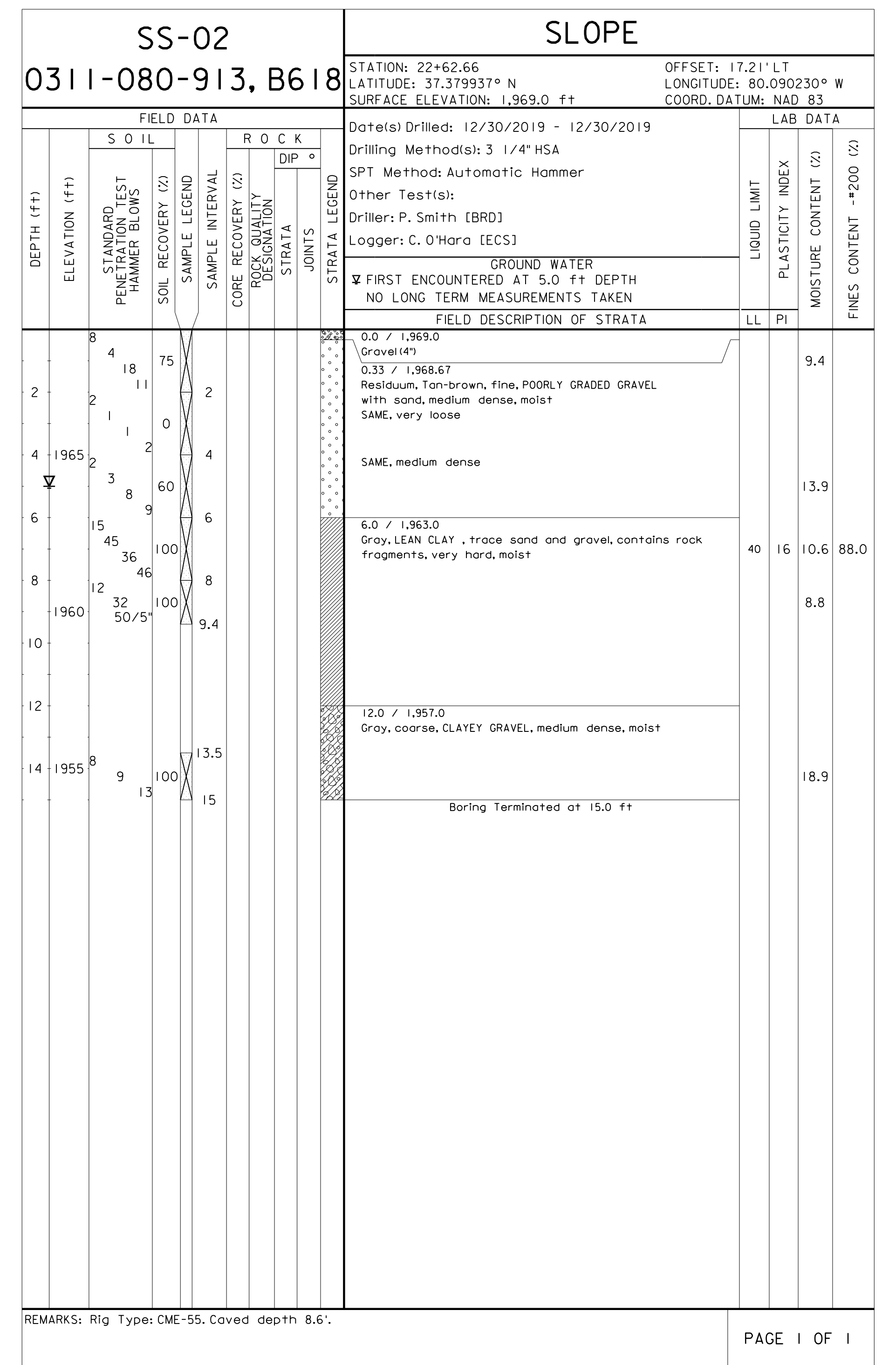
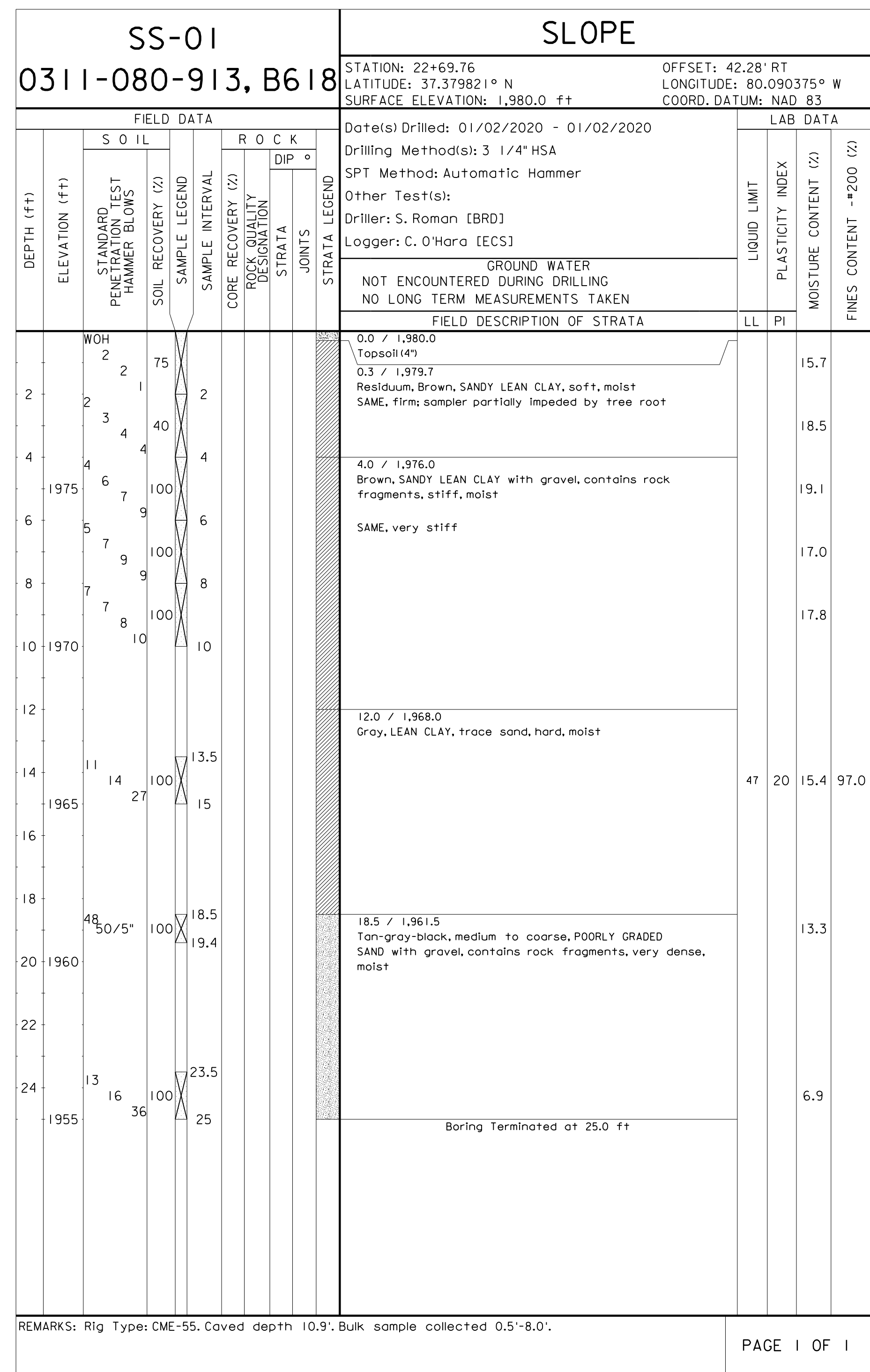
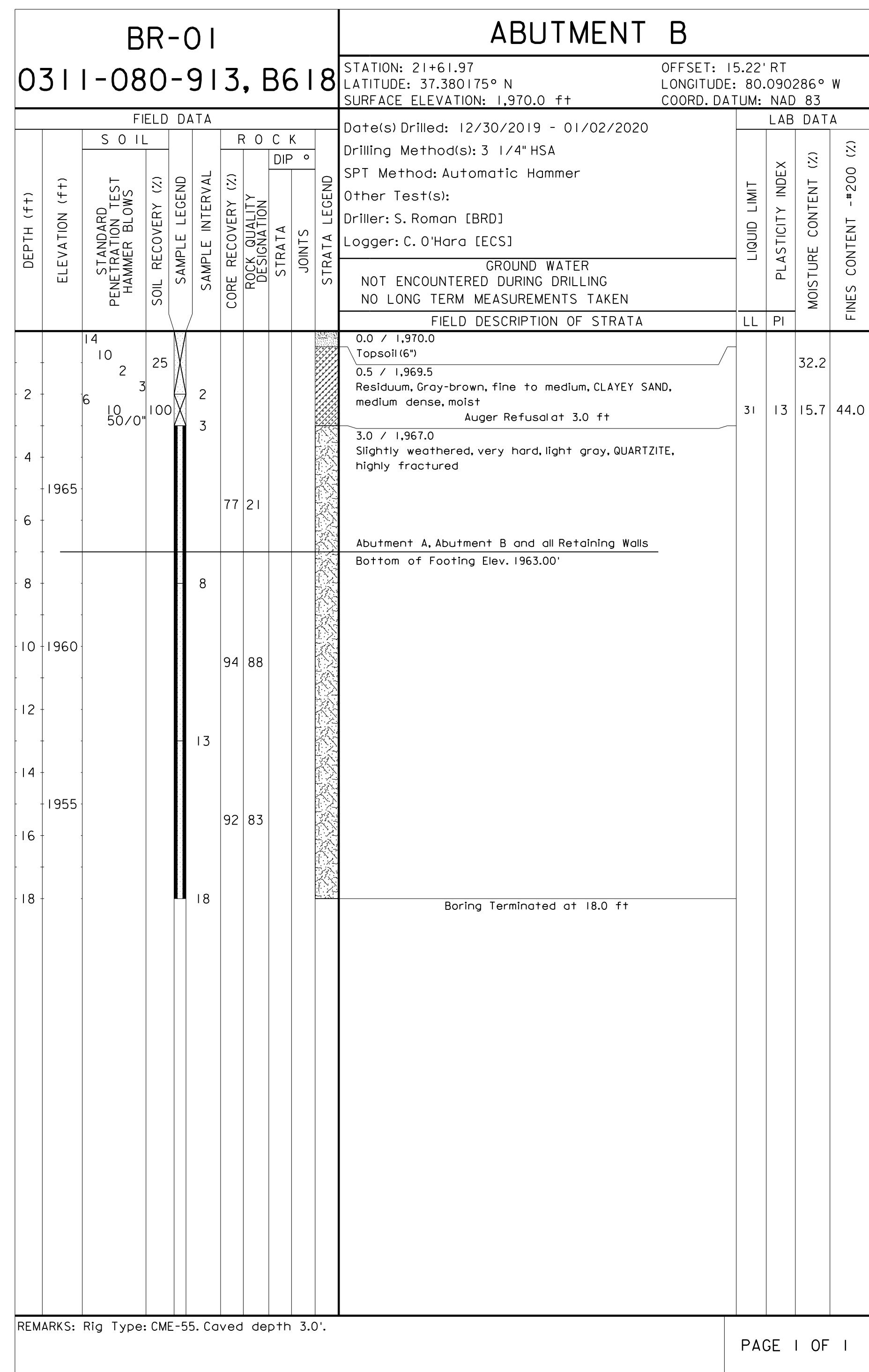
Weights in schedule are based on density of 490 lb/ft.<sup>3</sup>

If fabrication of deck slab bar is not possible for length detailed and multiple bars are required, bars shall have the least number of Class B splices possible. Splices shall be located approximately at points of contraflexure and splices in alternate bars shall be located in different bays.

Straight bars (top and bottom) may be substituted for truss bars (SB series) in the deck superstructure at no extra cost to the Department.

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION				
STRUCTURE AND BRIDGE DIVISION				
<b>SUPERSTRUCTURE REINFORCING STEEL SCHEDULE</b>				
No.	Description	Date	Designed: S.N. .... Drawn: V.A.U. .... Checked: M.W.R. ....	Date Apr. 2023
Revisions			Plan No.	Sheet No.
			300-46	27 of 42



300-46-28.dgn  
 SPT\_LOG\_COMPB: 1884 | BORING\_LOGS.GPJ: 10.0.000:092710:10/21/20

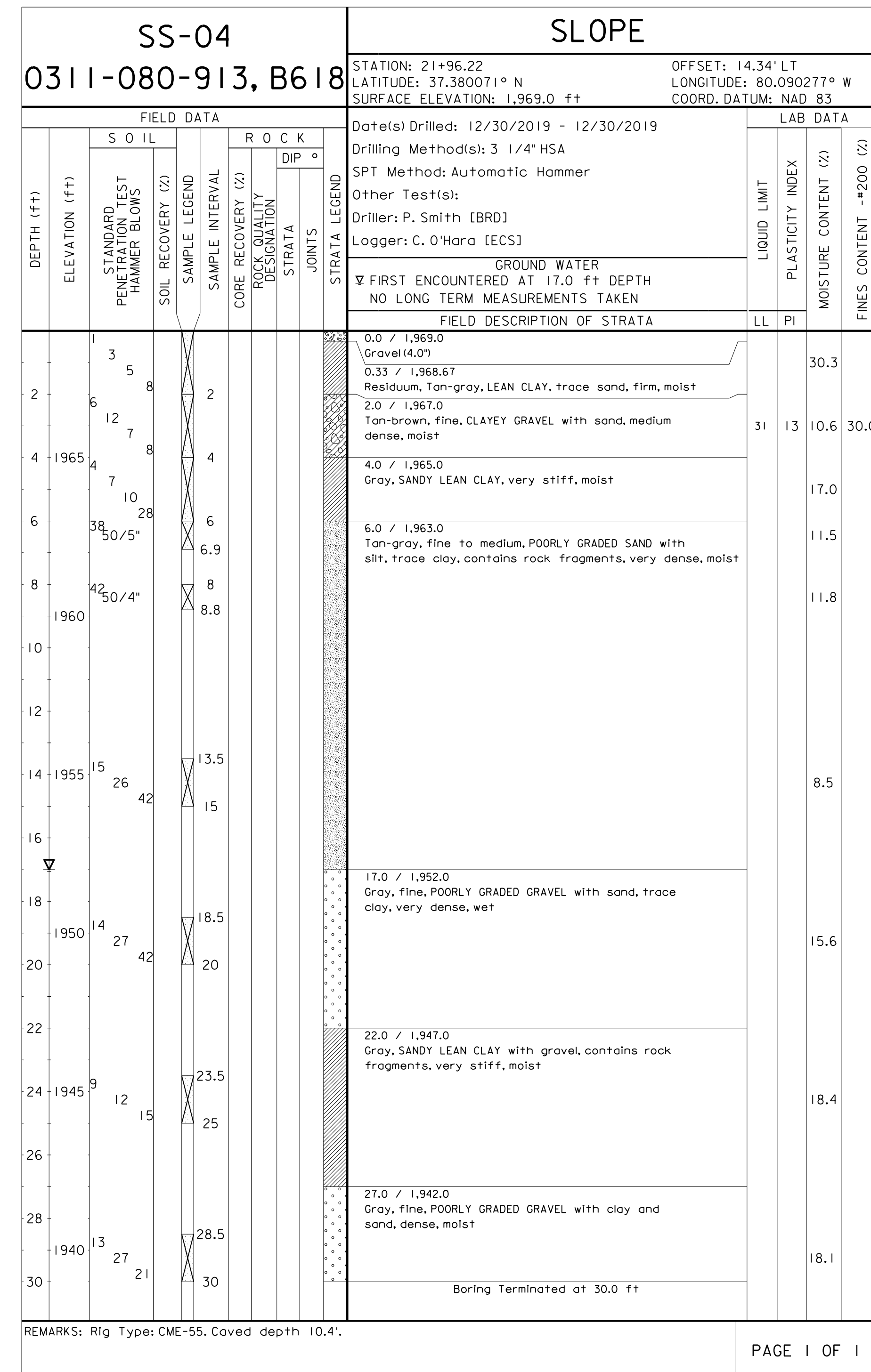
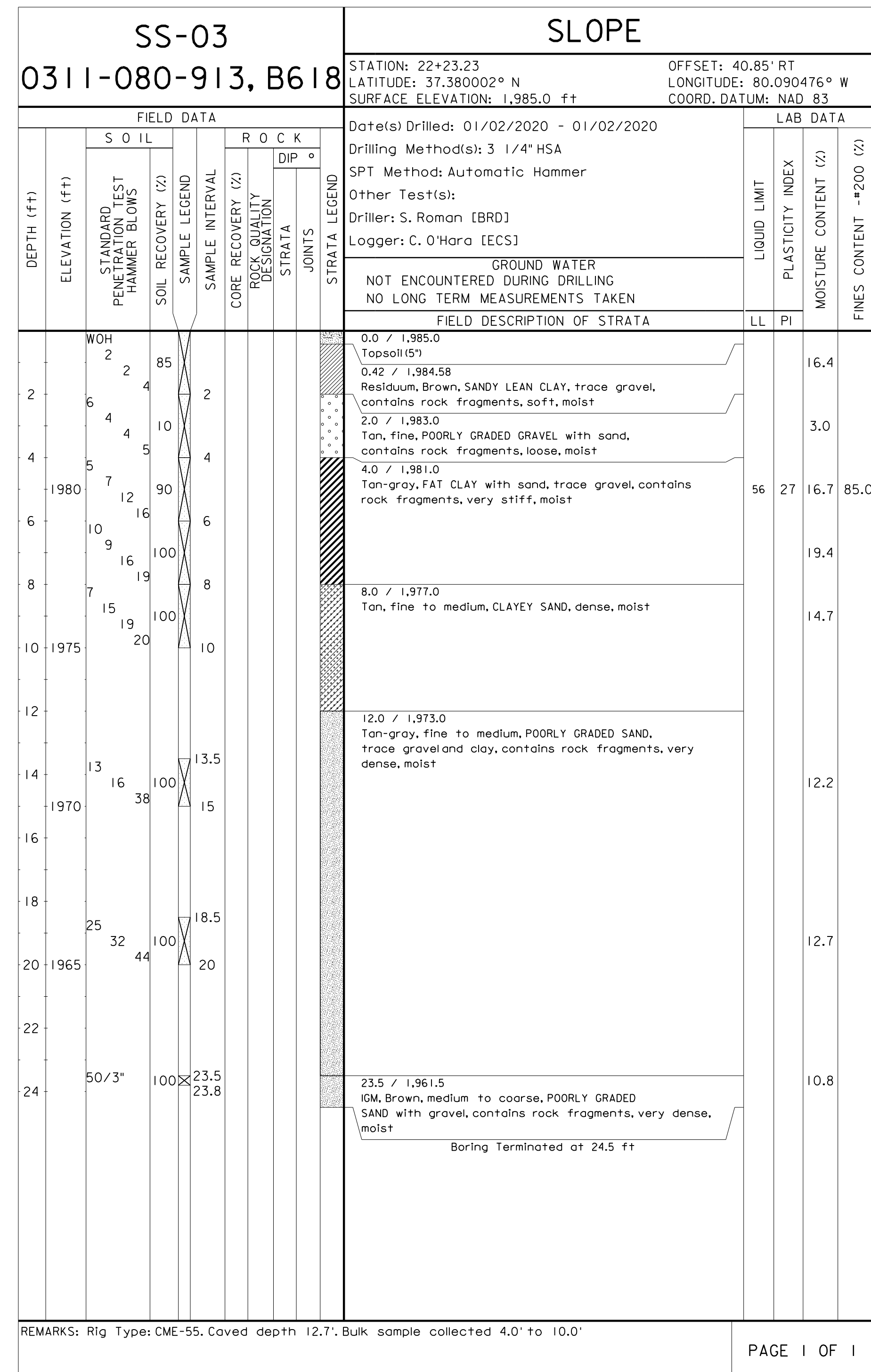
The subsurface information shown on the boring logs in these plans was obtained with reasonable care and recorded in good faith solely for use by the Department in establishing design controls for the project. The Department has no reason to suspect that such information is not reasonably accurate as an approximate indication of the subsurface conditions at the sites where the borings were taken. The Department does not in any way warrant or guarantee that such data can be projected as indicative of conditions beyond the limits of the borings shown; and any such projections by bidders are purely interpretive and altogether speculative. Further, the Department does not in any way guarantee, either expressly or by implication, the sufficiency of the information for bid purposes.

The boring logs are made available to bidders in order that they may have access to subsurface data identical to that which is possessed by the Department, and are not intended as a substitute for personal investigation, interpretation and judgment by the bidders.

UPC# 111066

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION						
STRUCTURE AND BRIDGE DIVISION						
0311-080-913, B618 ENGINEERING GEOLOGY (1 OF 2)						
No.	Description	Date	Drilled: BRD..... Logged: ECS..... Checked: MWR.....	Date	Plan No.	Sheet No.
Revisions			Apr. 2023	300-46	28 of 42	

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.			311	0311-080-913, B618	29



The subsurface information shown on the boring logs in these plans was obtained with reasonable care and recorded in good faith solely for use by the Department in establishing design controls for the project. The Department has no reason to suspect that such information is not reasonably accurate as an approximate indication of the subsurface conditions at the sites where the borings were taken. The Department does not in any way warrant or guarantee that such data can be projected as indicative of conditions beyond the limits of the borings shown, and any such projections by bidders are purely interpretive and altogether speculative. Further, the Department does not in any way guarantee, either expressly or by implication, the sufficiency of the information for bid purposes.

The boring logs are made available to bidders in order that they may have access to subsurface data identical to that which is possessed by the Department, and are not intended as a substitute for personal investigation, interpretation and judgment by the bidders.

UPC# 111066

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION						
STRUCTURE AND BRIDGE DIVISION						
0311-080-913, B618 ENGINEERING GEOLOGY (2 OF 2)						
No.	Description	Date	Drilled: BRD..... Logged: ECS..... Checked: MWR.....	Date Apr. 2023	Plan No. 300-46	Sheet No. 29 of 42
Revisions						

300-46\_29.dgn

SPT.LOG.COMPB:18841 BORING LOGS:GPI:10.0.000:092710:10/21/20

Notes:

The retaining wall layout is for the purpose of locating fill slopes and footings for retaining walls. For details of neatwork, see Retaining Wall sheets.

Material in the abutment select backfill zone shall be Select Material Type I, minimum CBR 30, and shall be compacted in accordance with Sections 303 and 305 of the VDOT Road and Bridge Specifications. 21A or 21B may be substituted for Select Material Type I, minimum CBR 30, at no additional cost to the Department.

In cut situations, material with strength characteristics greater than the select backfill may be left in place.

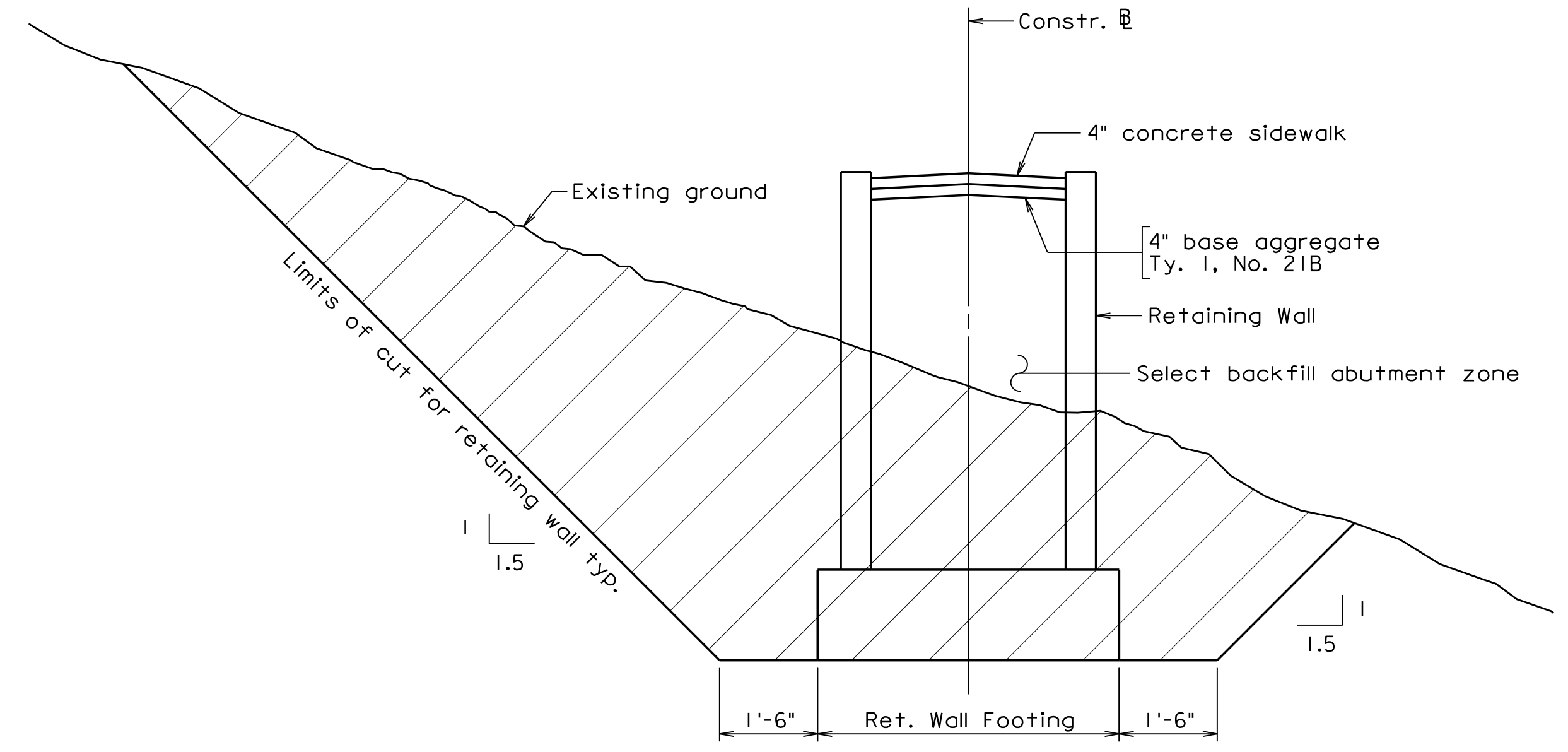
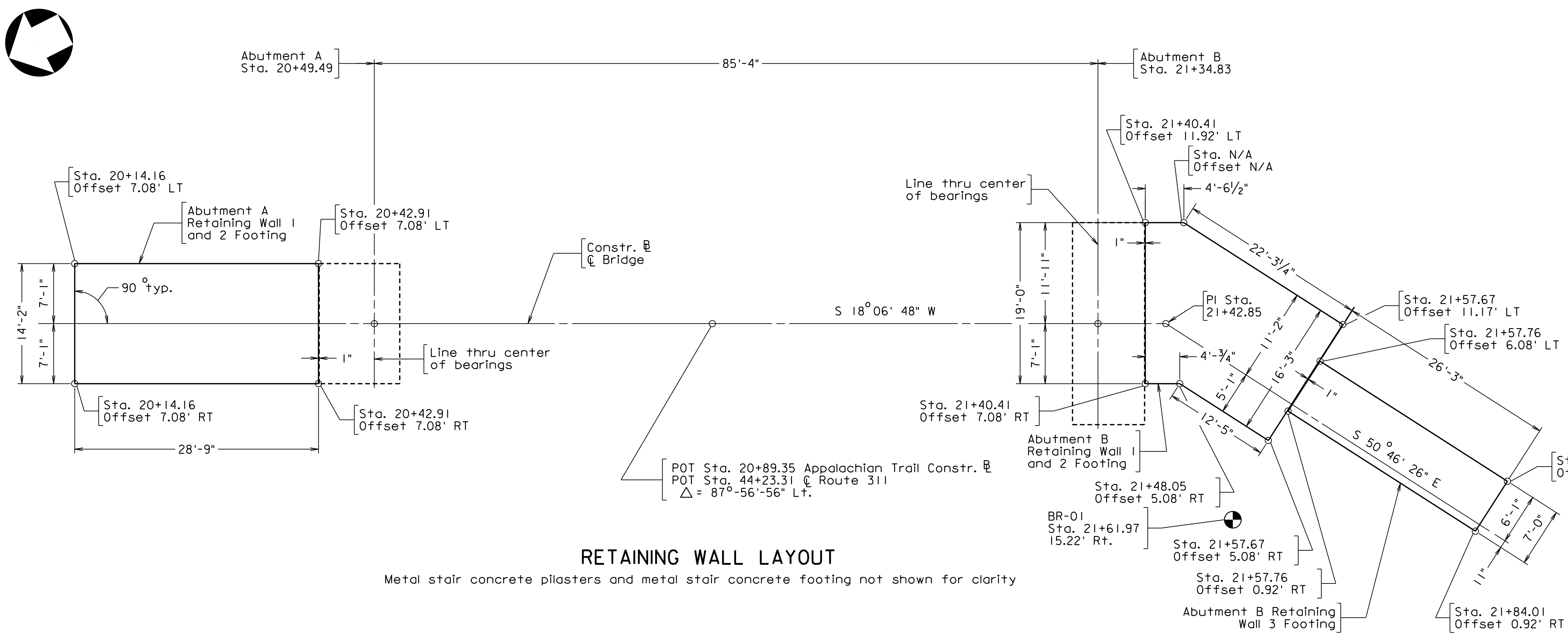
The final depth of the embankment side slopes shall be regular embankment material placed and finished as required.

For boring logs, see sheets 28 and 29.

For metal stair concrete pilaster details, see sheets 9, 36 and 41.

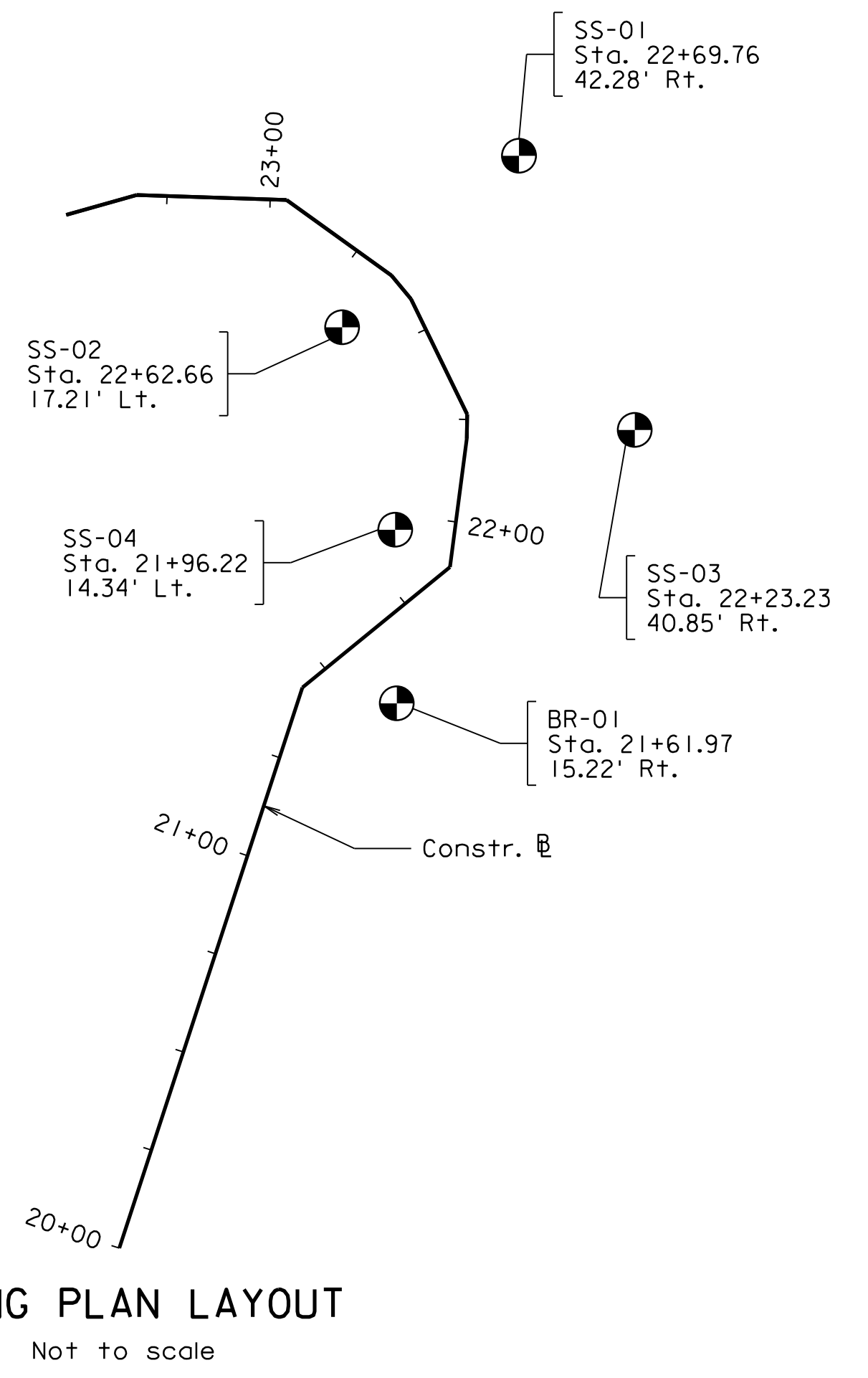
For metal stair concrete footing details, see sheets 36 and 41.

⊙ - Denotes boring location.

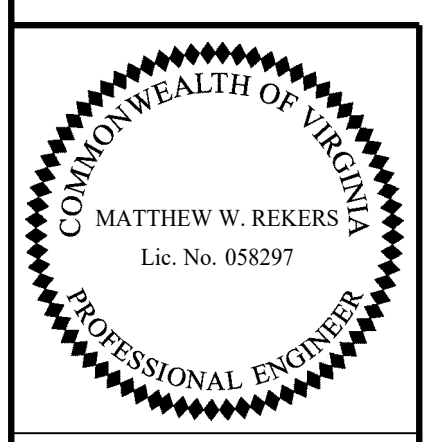


SPREAD FOOTING DATA TABLE					
Retaining Wall Unit	Anticipated Bearing Material	SERVICE LIMIT STATE		STRENGTH LIMIT STATE	
		Tolerable Settlement (inches)	Maximum Applied Bearing Pressure (tsf)	Maximum Factored Bearing Pressure (tsf)	Required Nominal Bearing Resistance (tsf)
Abutment A Retaining Walls 1 and 2 Footing	Firm material	N/A	1.5	2.0	4.5
Abutment B Retaining Walls 1 and 2 Footing	Firm material	N/A	1.4	1.8	4.0
Abutment B Retaining Wall 3 Footing	Firm material	N/A	2.3	3.2	7.2

\* The larger of these two values, as well as the Anticipated Bearing Material, shall be verified by the Inspector or Engineer-of-Record prior to placing the footing concrete.



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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>RETAINING WALL LAYOUT</b>					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		30 of 42
Revisions					

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			31

Note:

Place reinforcing to avoid weephole. 6"  $\emptyset$  hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

For Weephole Reinforcement Detail and Handrail Anchor Bolt Details, see sheet 13.

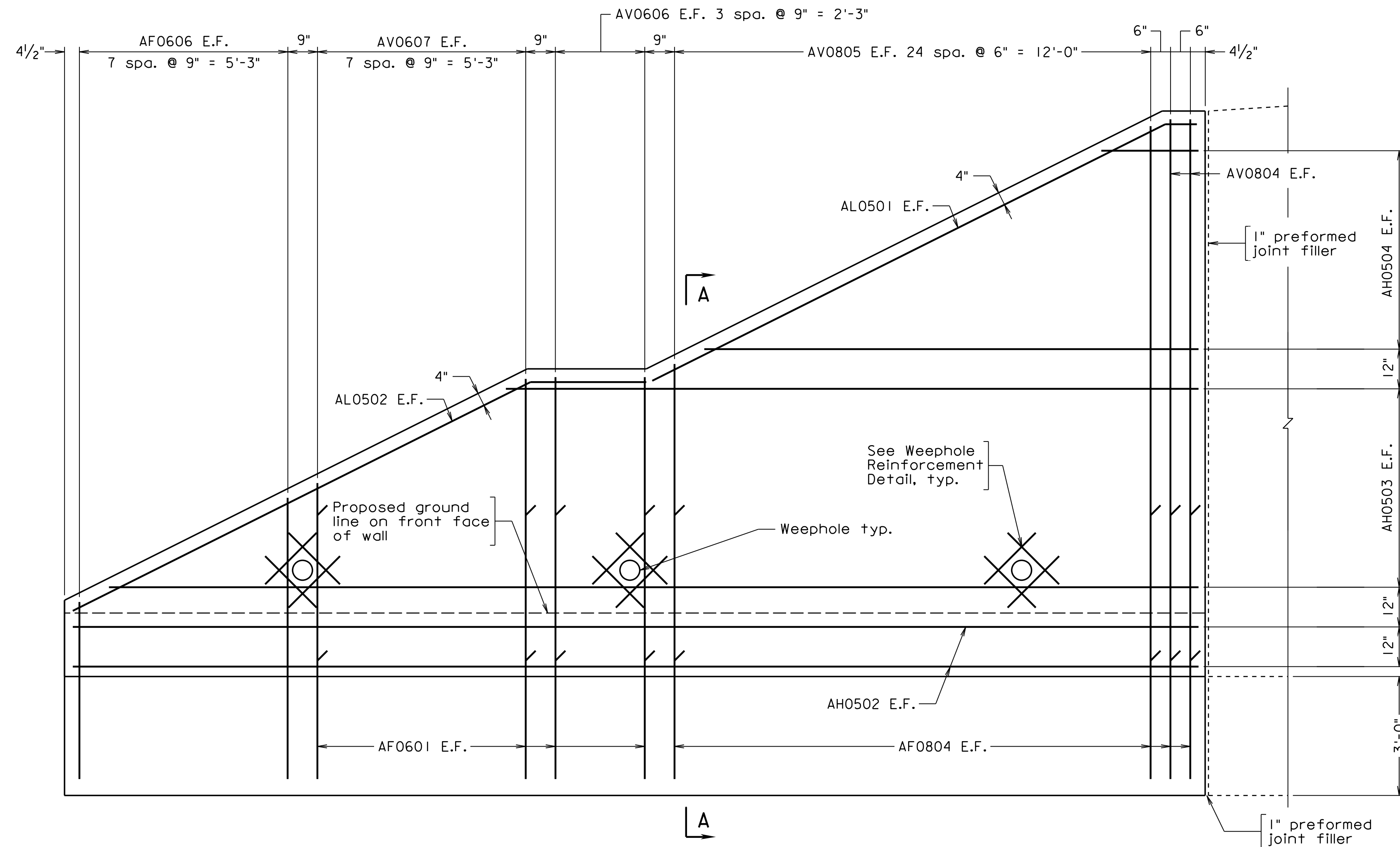
For Abutment A Reinforcement Schedule, see sheet 25.

For Footing Plan, see Sheet 32.

For Architectural Treatment and Coping Details, see sheet 38.

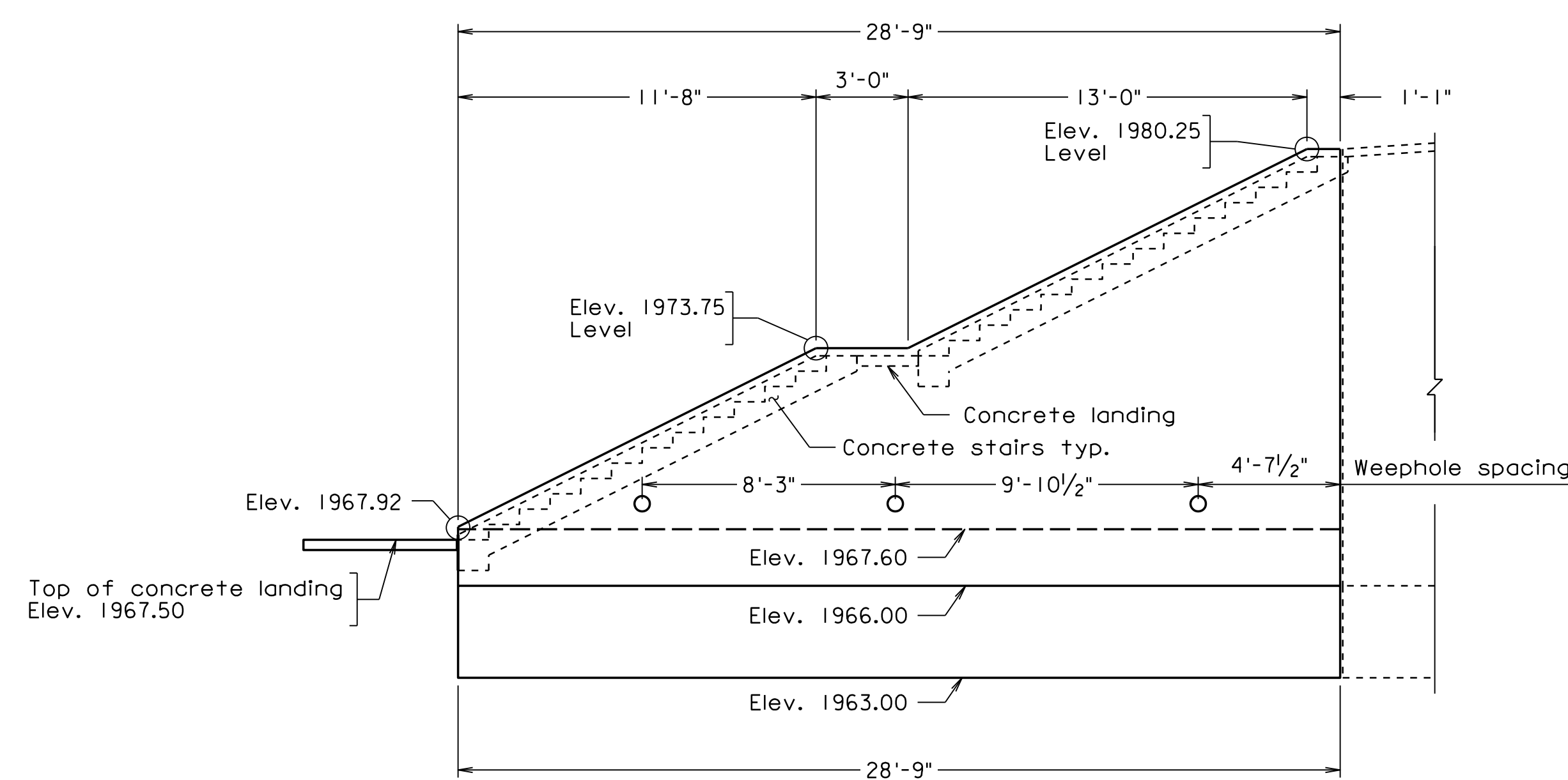
See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type I Handrail. Handrails shall be painted brown.

See VDOT Road and Bridge Standard S-2 (Pages 601.03 and 601.04) for Concrete Stairs.



**ABUTMENT A RETAINING WALL I ELEVATION**

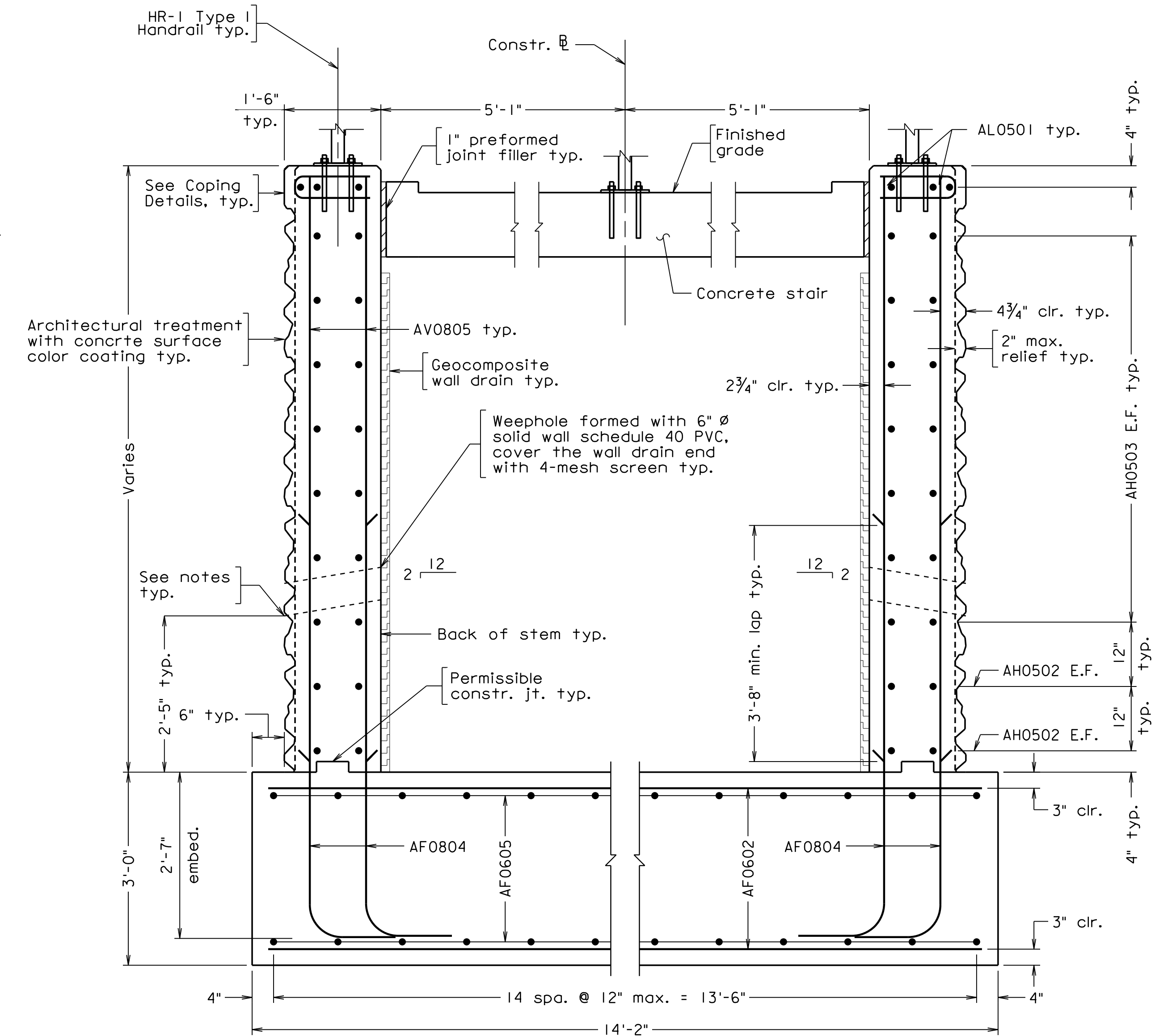
Abutment A Retaining Wall 1 shown, Abutment A Retaining Wall 2 similar



**WALL GEOMETRY**

Abutment A Retaining Wall 1 shown, Abutment A Retaining Wall 2 similar

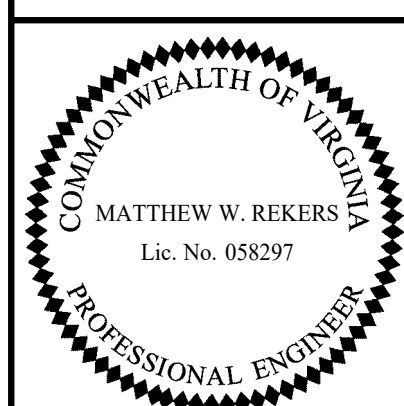
Scale: 1/4" = 1'-0"



**SECTION A-A**

Scale: 3/4" = 1'-0"

300-46-31.dgn

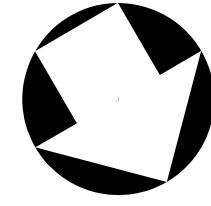


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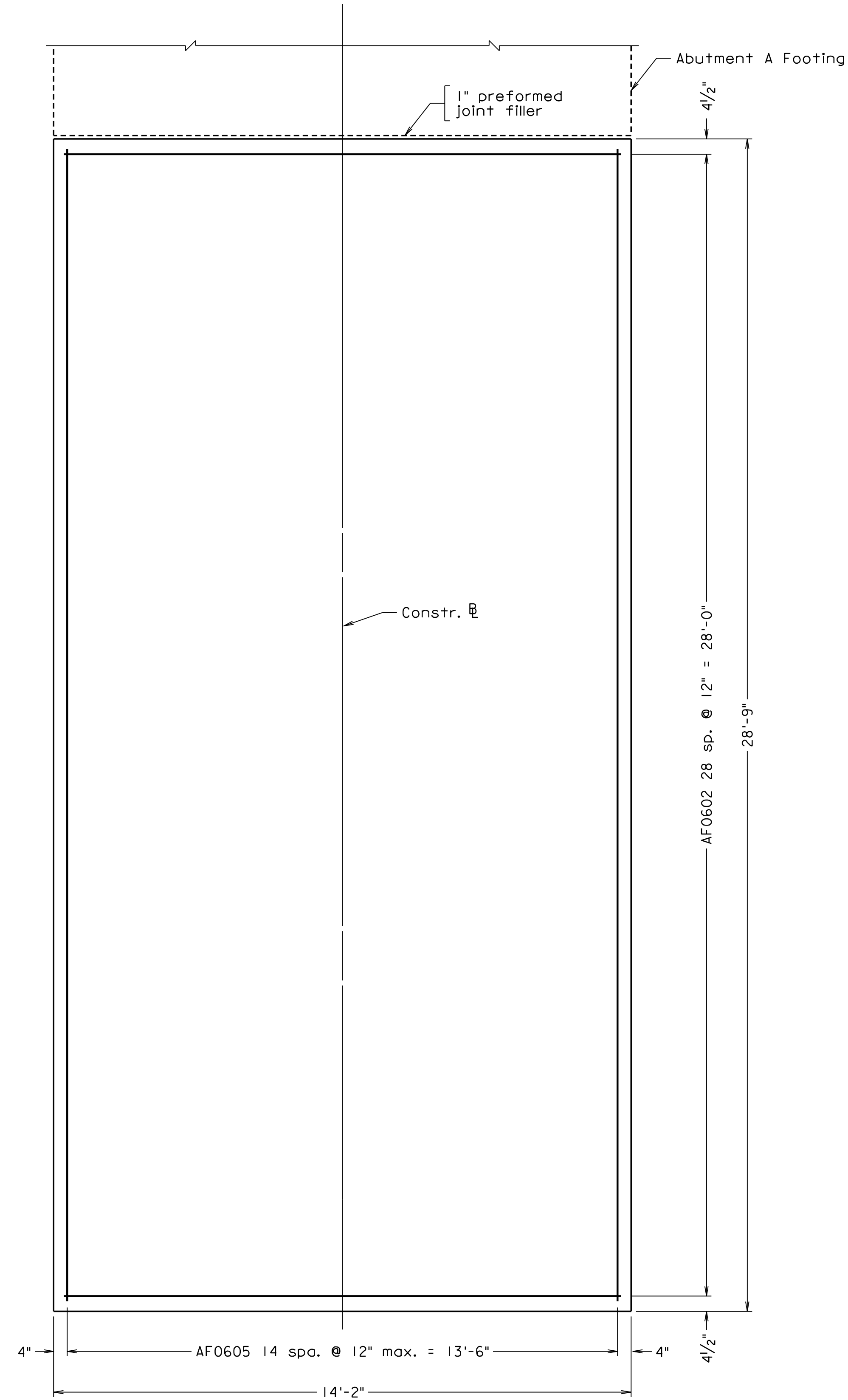
Scale: 1/2" = 1'-0" unless otherwise noted

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION	
<b>ABUTMENT A RETAINING WALLS 1 AND 2</b>	
No.	Description
Revisions	
Designed: V.A.J.	Date
Drawn: M.W.R.	Apr. 2023
Checked: M.W.R.	Plan No. 300-46
	Sheet No. 31 of 42



STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT		ROUTE	PROJECT	NO.
VA.	—		311	0311-080-913, B618	32

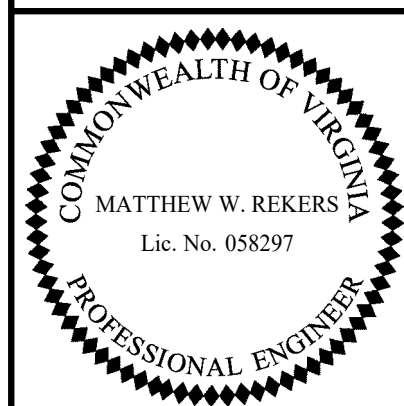


**FOOTING PLAN**

Top reinforcing shown, bottom similar

Note:  
For Abutment A Reinforcement Schedule, see sheet 25.

300-46-32.dgn

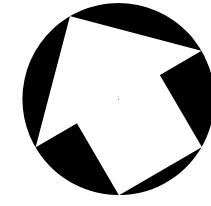


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Scale: 1/2" = 1'-0" unless otherwise noted

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT A RETAINING WALLS 1 AND 2 FOOTING</b>					
No.	Description	Date	Designed: V.A.J.	Date	Plan No.
			Drawn: L.B.W.	Apr. 2023	300-46
			Checked: M.W.R.		32 of 42
Revisions					



STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				33

Note:

Place reinforcing to avoid weephole. 6"  $\emptyset$  hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

For Weephole Reinforcement Detail and Handrail Anchor Bolt Details, see sheet 13.

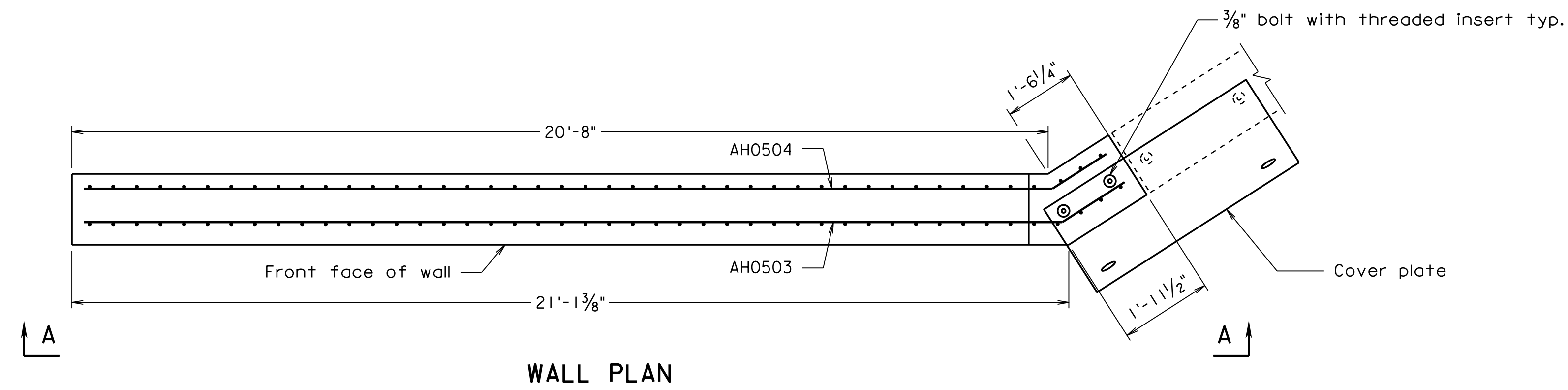
For Abutment B Reinforcement Schedule, see sheet 26.

For Threaded Insert Detail, and additional details concerning cover plate, backer plate and threaded inserts, see sheet 34.

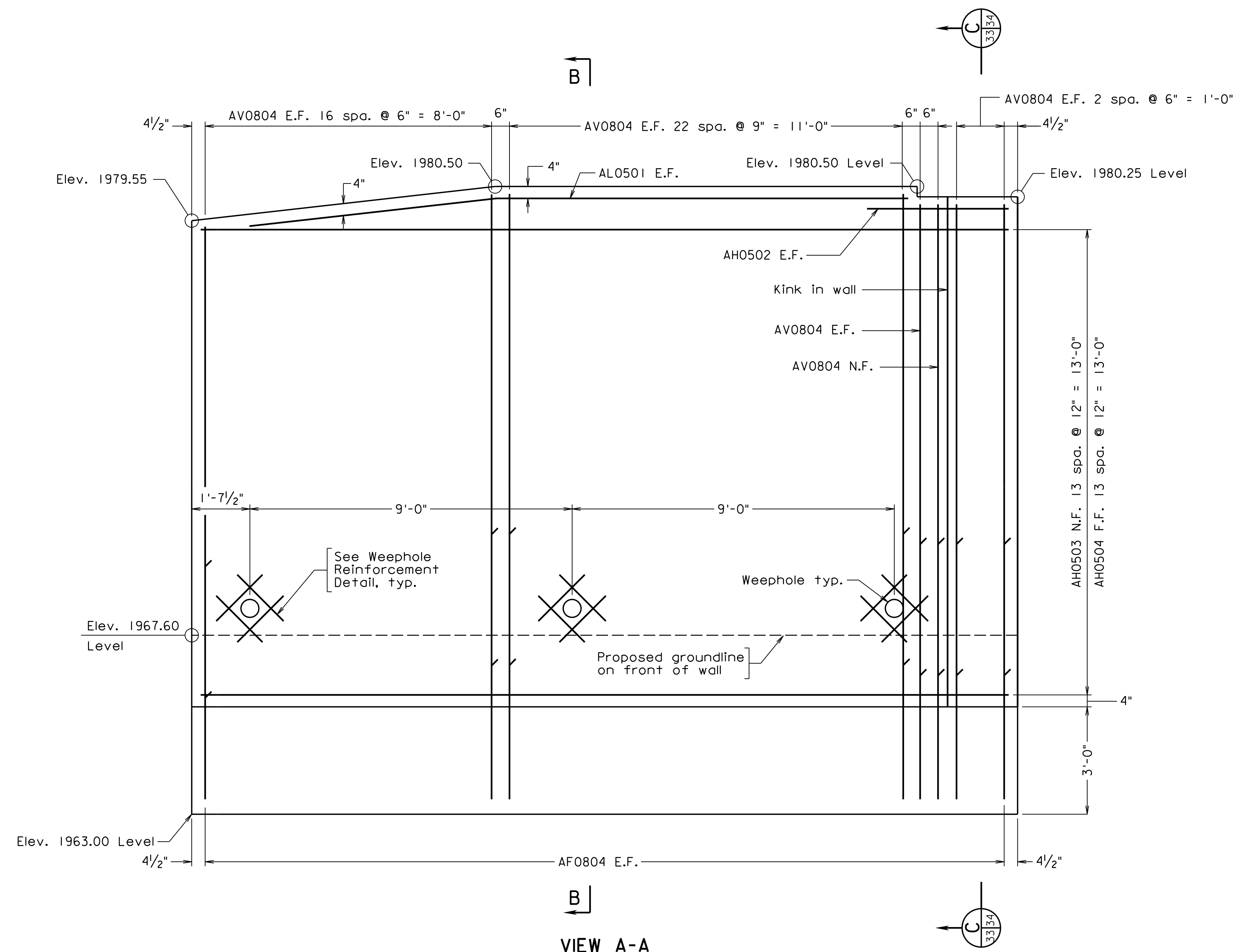
For Footing Plan, see sheet 36.

For Architectural Treatment and Coping Details, see sheet 39.

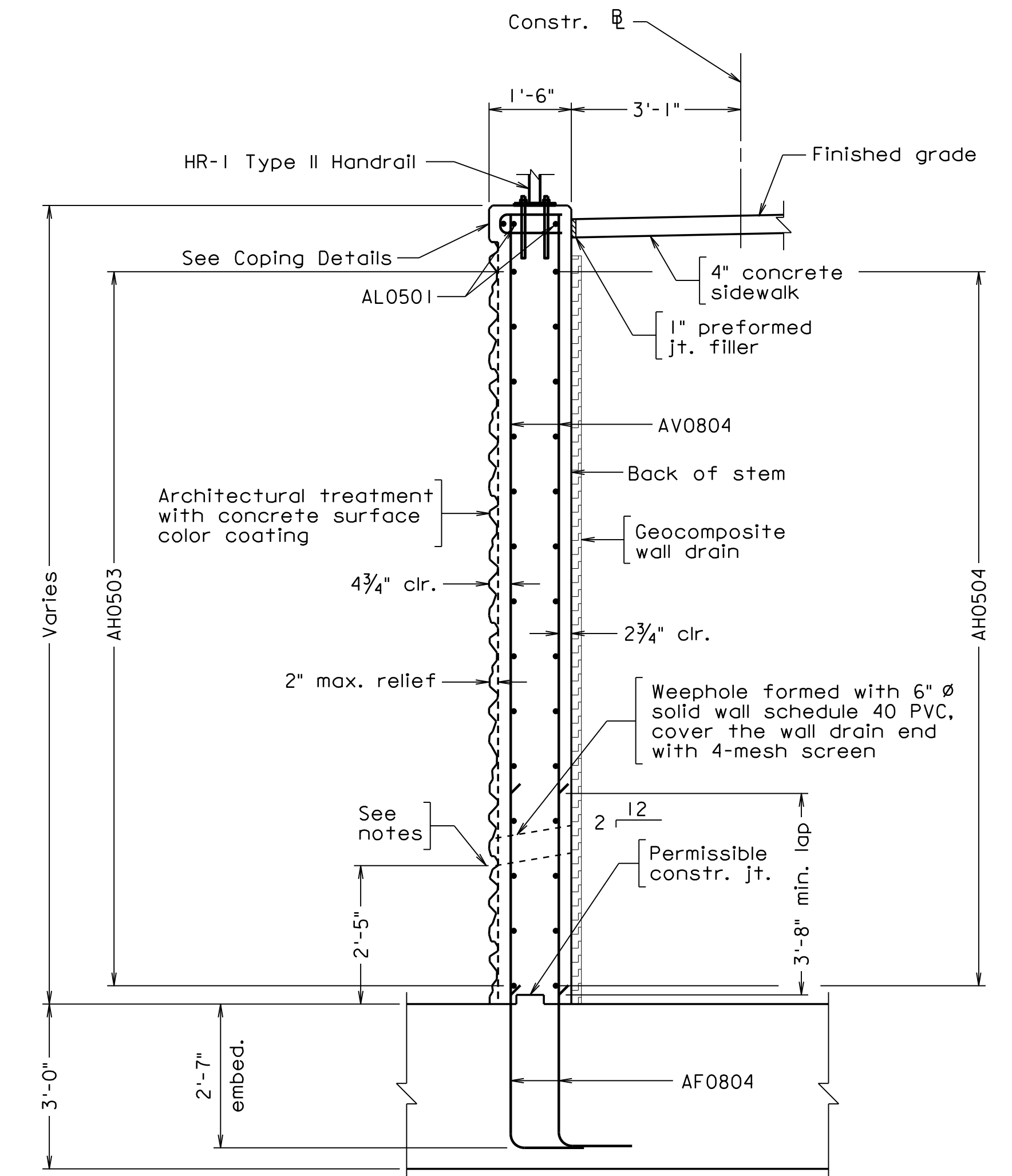
See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type II Handrail. Handrails shall be painted brown.



WALL PLAN

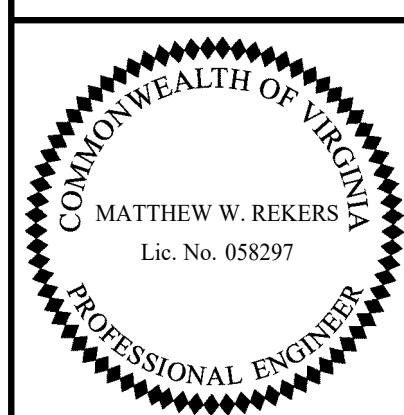


VIEW A-A



SECTION B-B

300-46-33.dgn



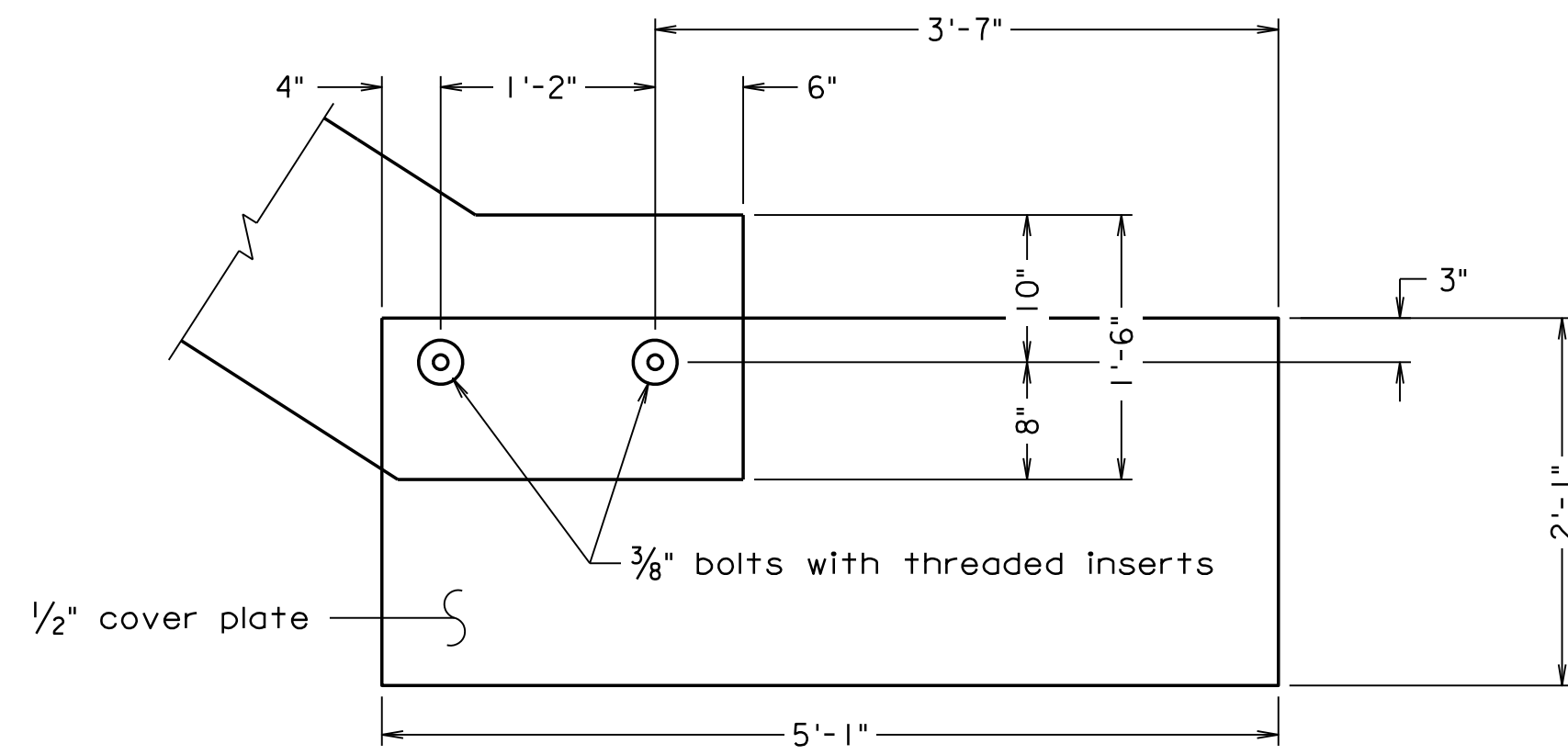
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Scale: 1/2" = 1'-0" unless otherwise noted

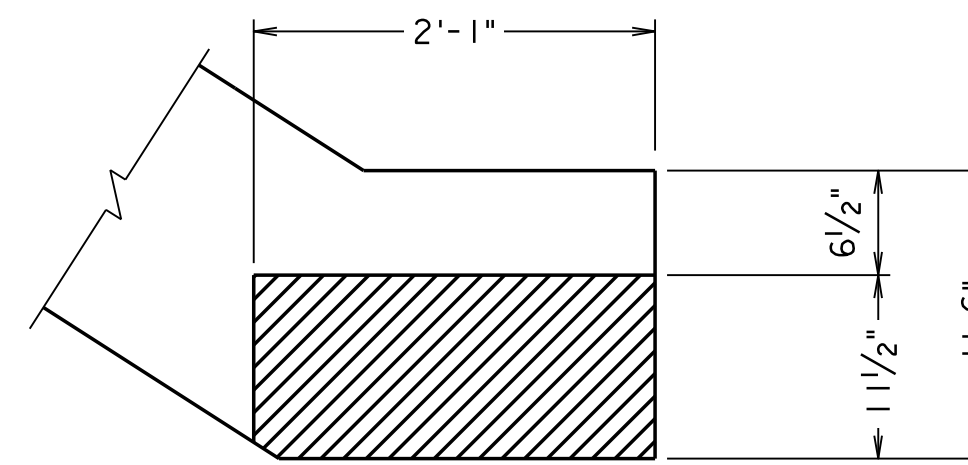
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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B RETAINING WALL 1 (1 OF 2)</b>					
No.	Description	Date	Designed: V.A.J.	Date	Plan No.
			Drawn: L.B.W.	Apr. 2023	300-46
			Checked: M.W.R.		33 of 42
Revisions					

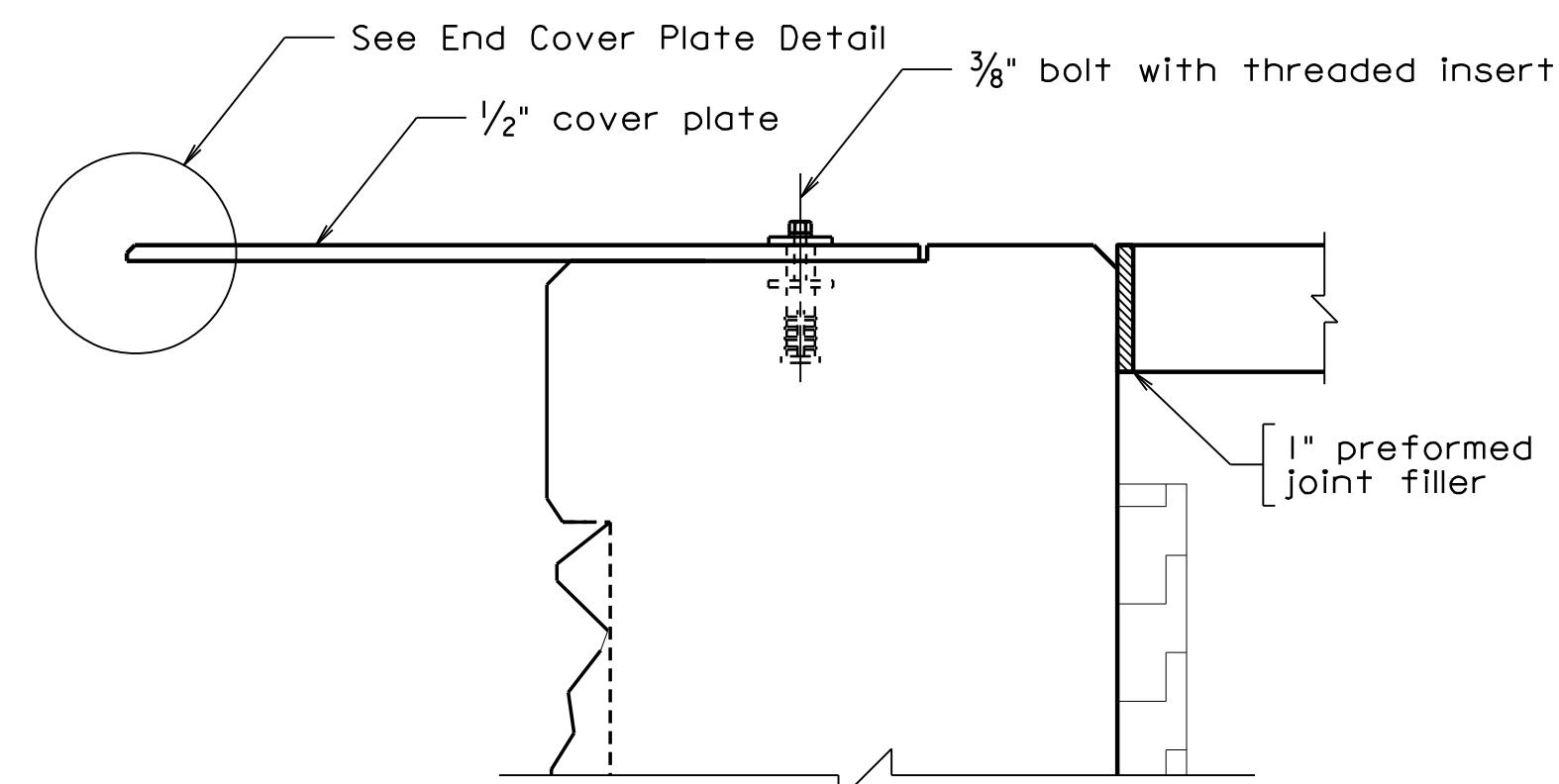
STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			34



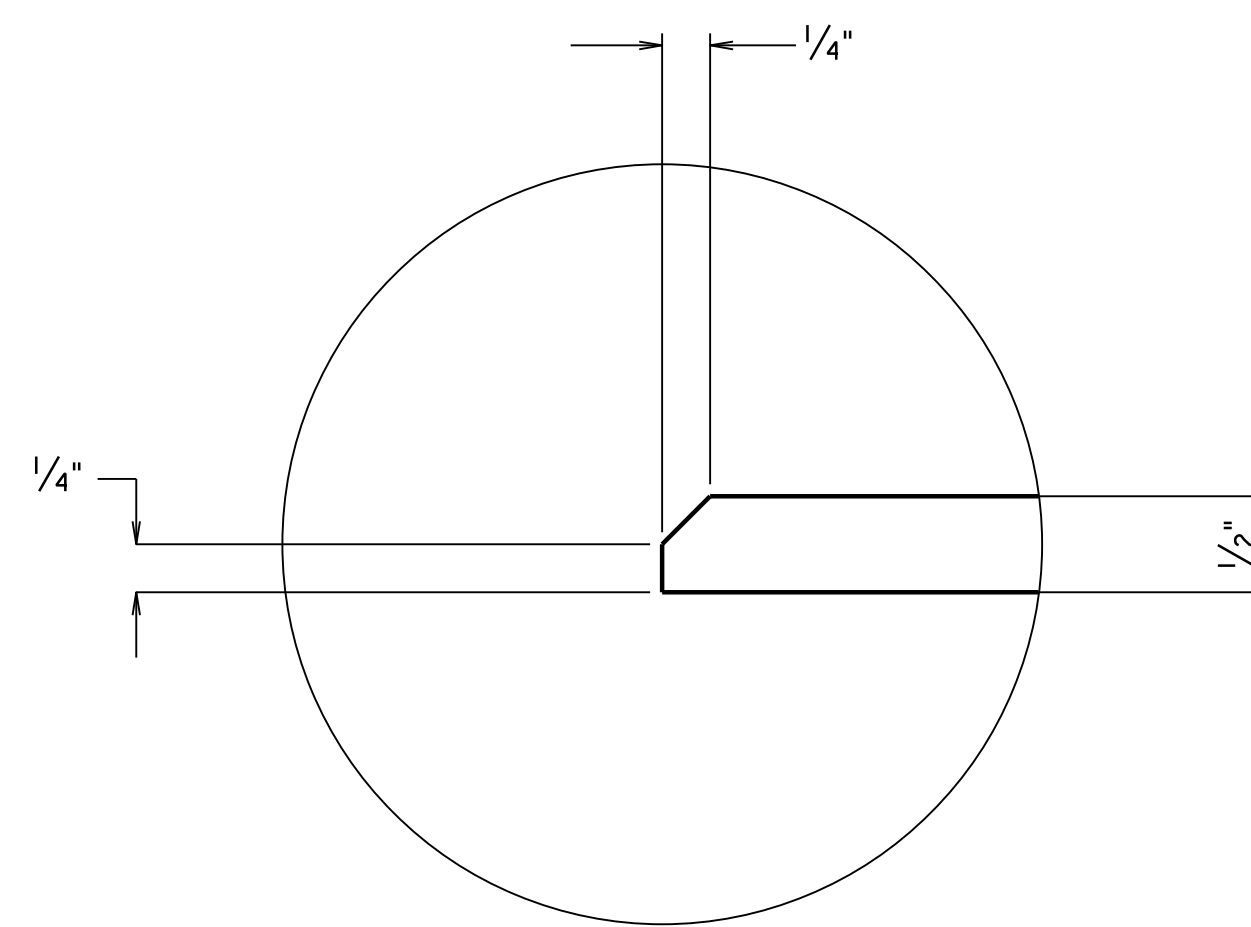
**THREADED INSERT DETAIL**  
Scale: 1" = 1'-0"



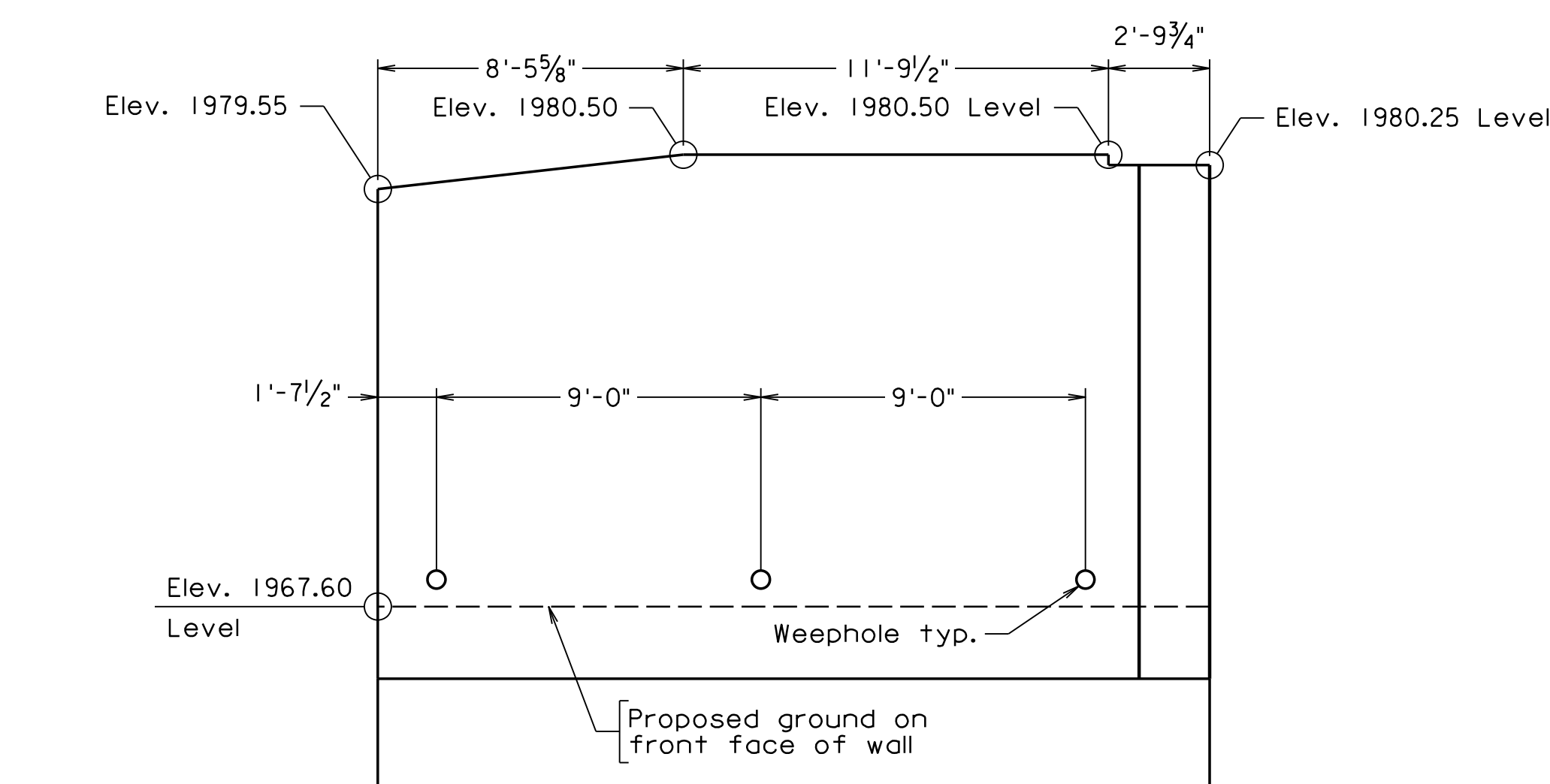
**RECESS DETAIL**  
Scale: 1" = 1'-0"



**DETAIL A**  
Scale: 2" = 1'-0"

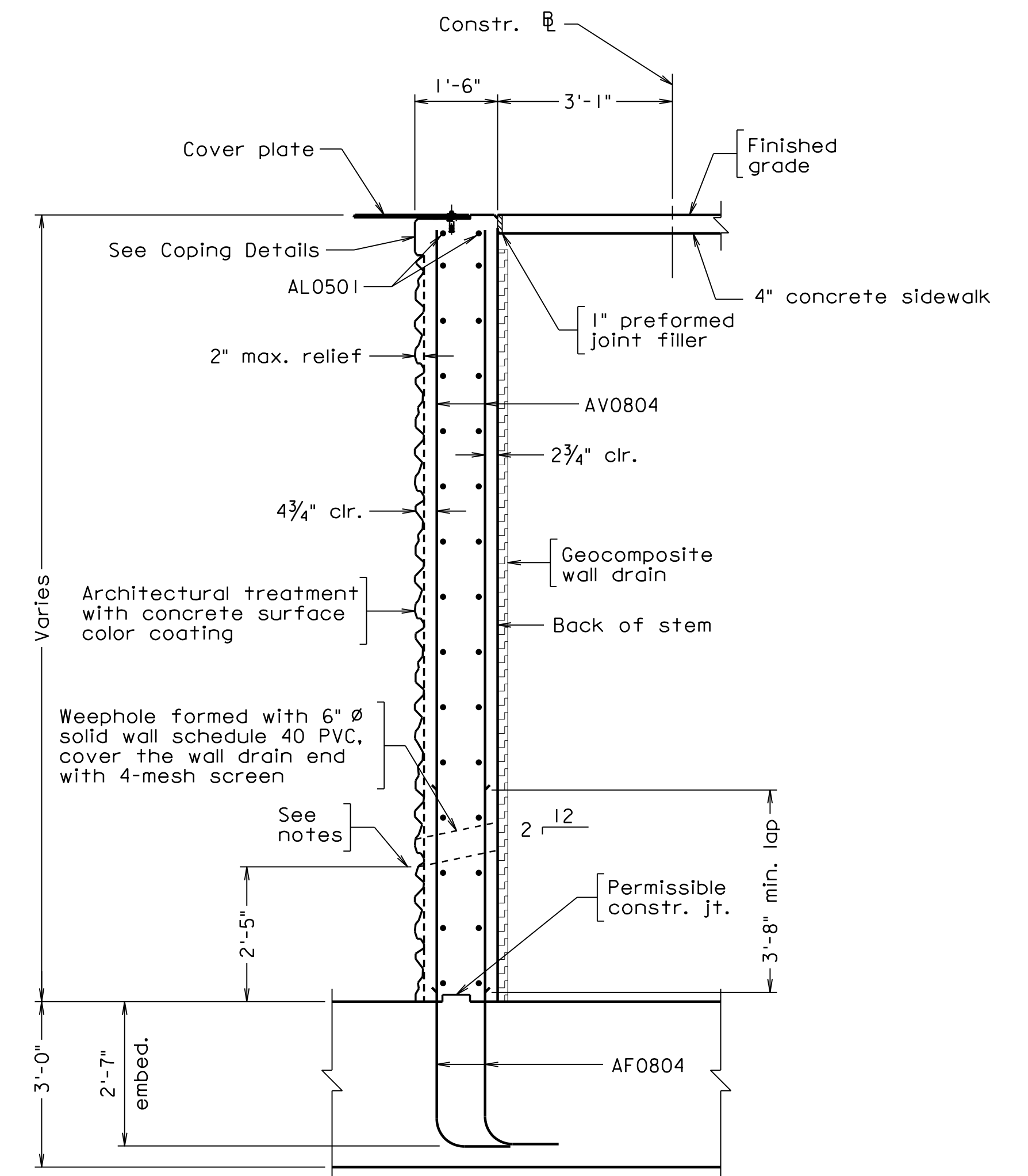


**END COVER PLATE DETAIL**  
Scale: Full Size



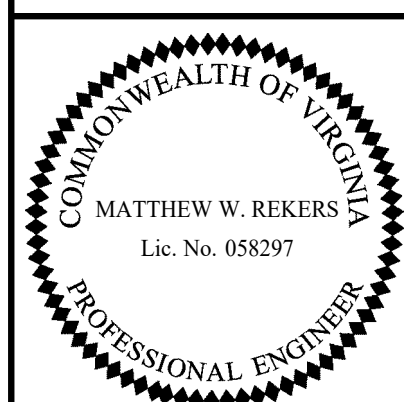
**ABUTMENT B RETAINING WALL I GEOMETRY**  
Scale: 1/4" = 1'-0"  
Dimensions shown on front face

Note:  
For Abutment B Reinforcement Schedule, see sheet 26.  
Place reinforcing to avoid weephole. 6" Ø hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.  
Cost of joint filler shall be included in the price for substructure concrete.



**VIEW C**  
33/34

300-46\_34.dgn



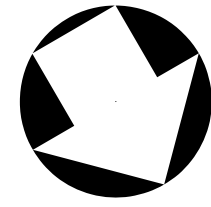
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Scale: 3/8" = 1'-0" unless otherwise noted

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B RETAINING WALL I (2 OF 2)</b>					
No.	Description	Date	Designed: V.A.J.	Date	Plan No.
			Drawn: L.B.W.	Apr. 2023	300-46
			Checked: M.W.R.		34 of 42
Revisions					





STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			35

Notes:

Place reinforcing to avoid weephole. 6" Ø hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.

Bottom of footing elevation shall not be lowered by more than one (1) foot.

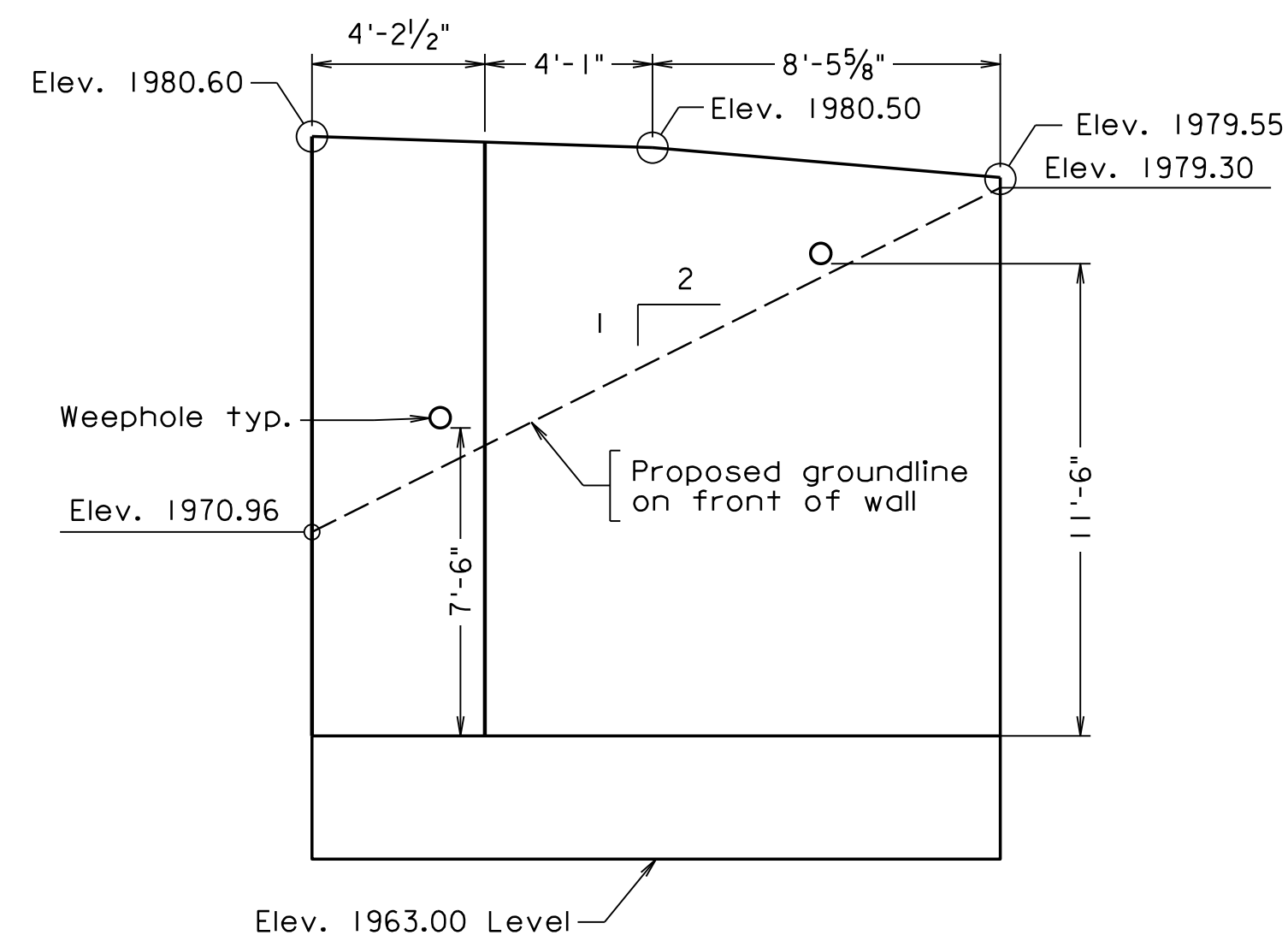
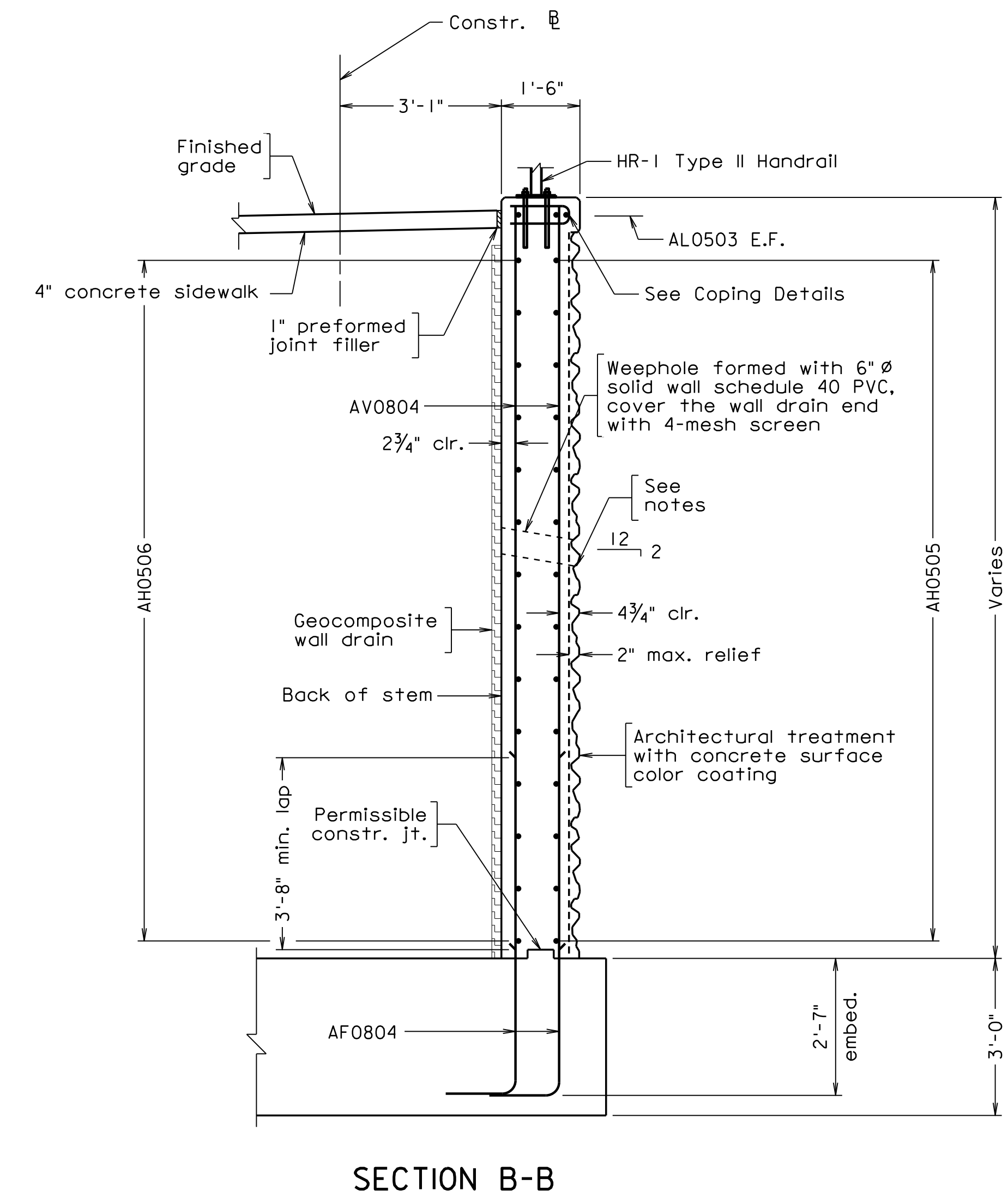
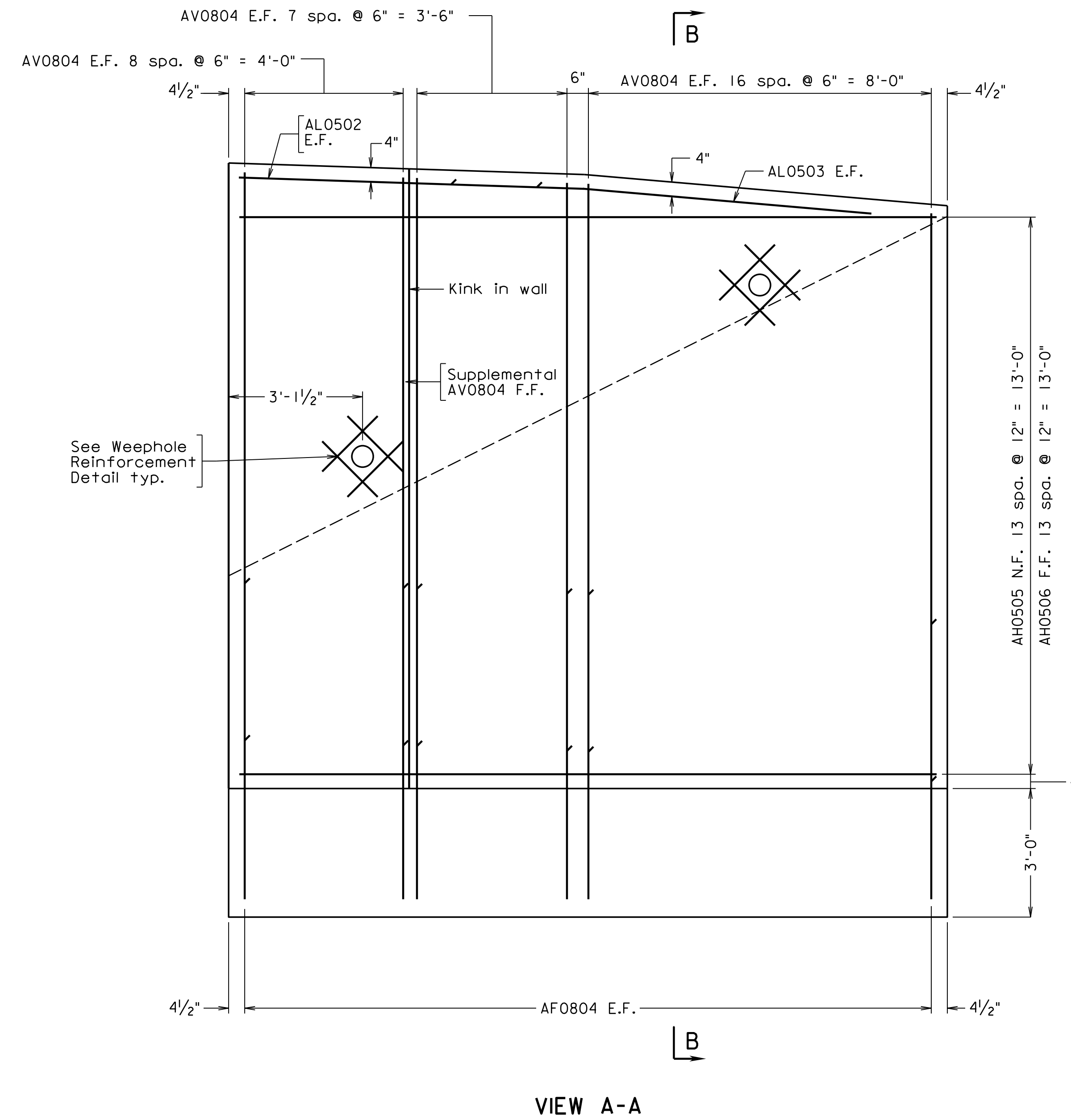
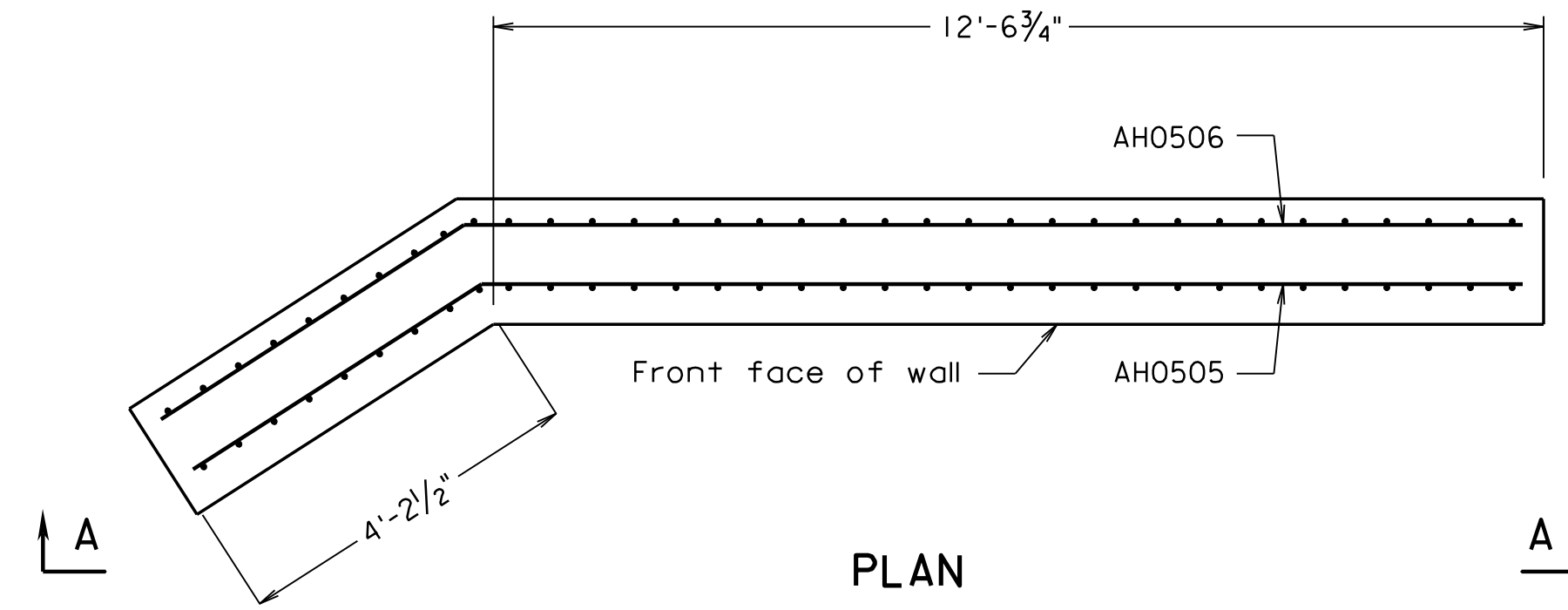
For Handrail Anchor Bolt Details and Weephole Reinforcement Details, see sheet 13.

For Abutment B Reinforcement Schedule, see sheet 26.

For Footing Plan, see Sheet 36.

For Architectural Treatment and Coping Details, see sheet 39.

See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type II Handrail details. Handrails shall be painted brown.



ABUTMENT B RETAINING WALL 2 GEOMETRY

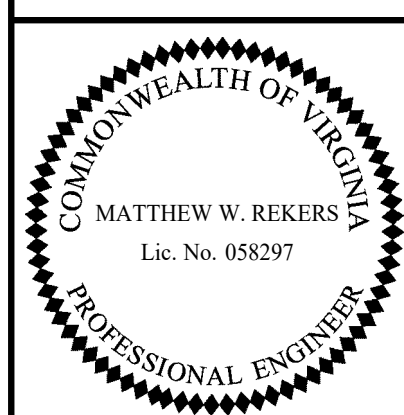
Scale: 1/4" = 1'-0"

VIEW A-A

Scale: 1/2" = 1'-0" unless otherwise noted

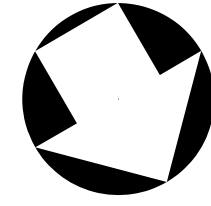
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300-46-35.dgn



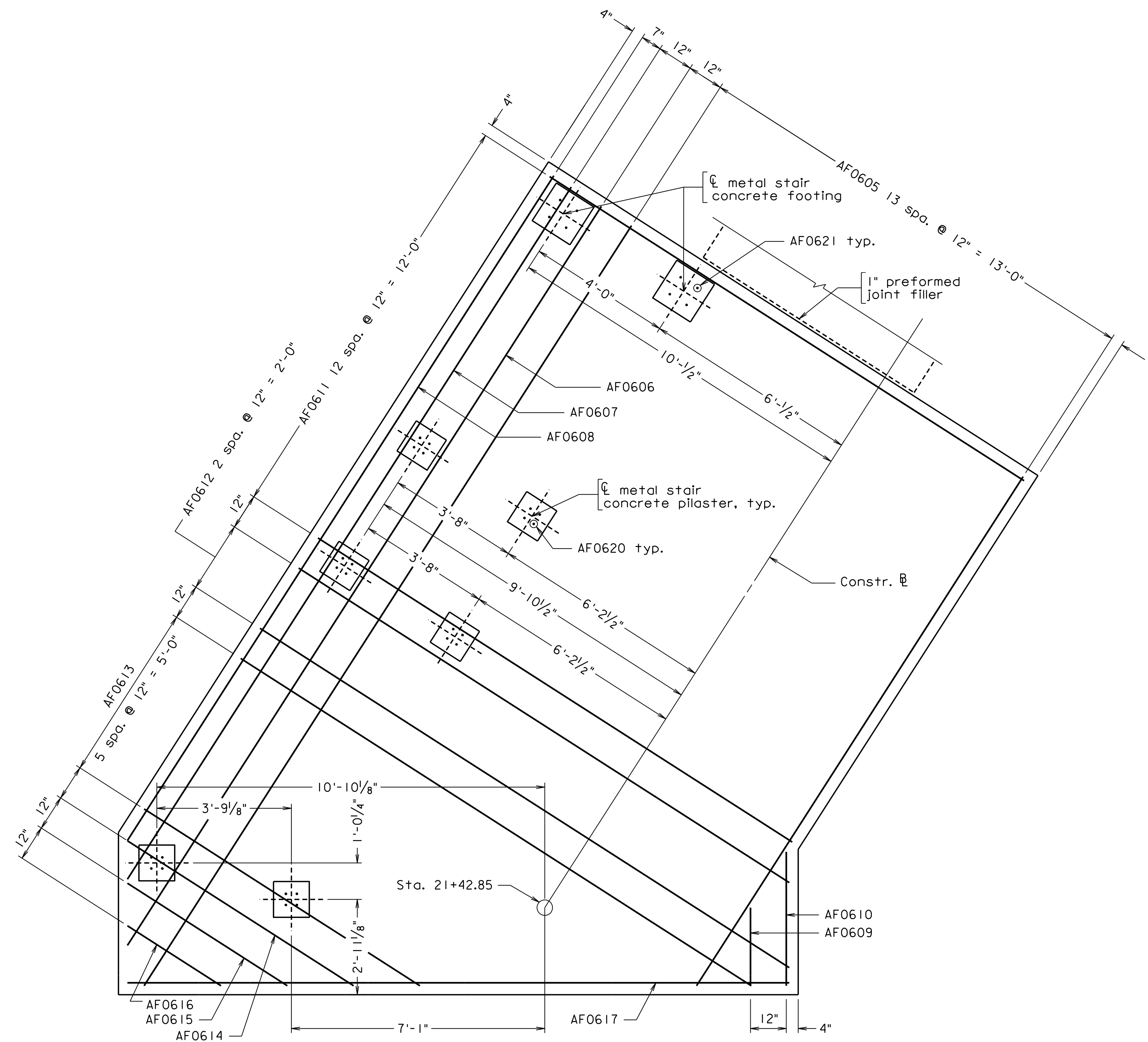
TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B RETAINING WALL 2</b>					
No.	Description	Date	Designed: V.A.J.	Date	Plan No.
			Drawn: L.B.W.	Apr. 2023	300-46
			Checked: M.W.R.		35 of 42
Revisions					



STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	NO.
VA.		311	36
		0311-080-913, B618	

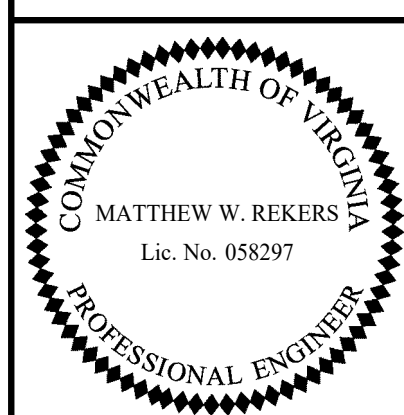
Notes:  
 For metal stair concrete pilaster details and metal stair concrete footing details, see sheet 41.



**FOOTING PLAN**

Top reinforcing shown, bottom similar

300-46\_36.dgn



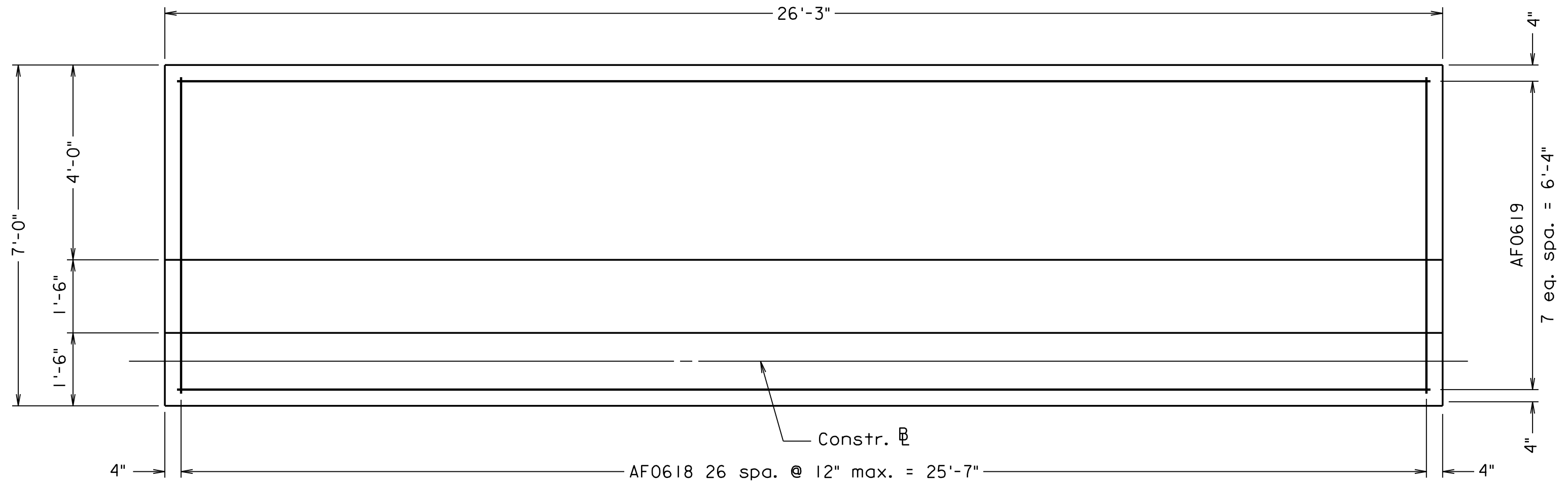
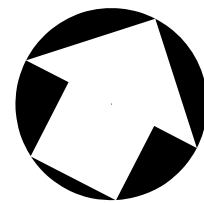
TRANSYSTEMS  
 RICHMOND, VA  
 STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0" unless otherwise noted

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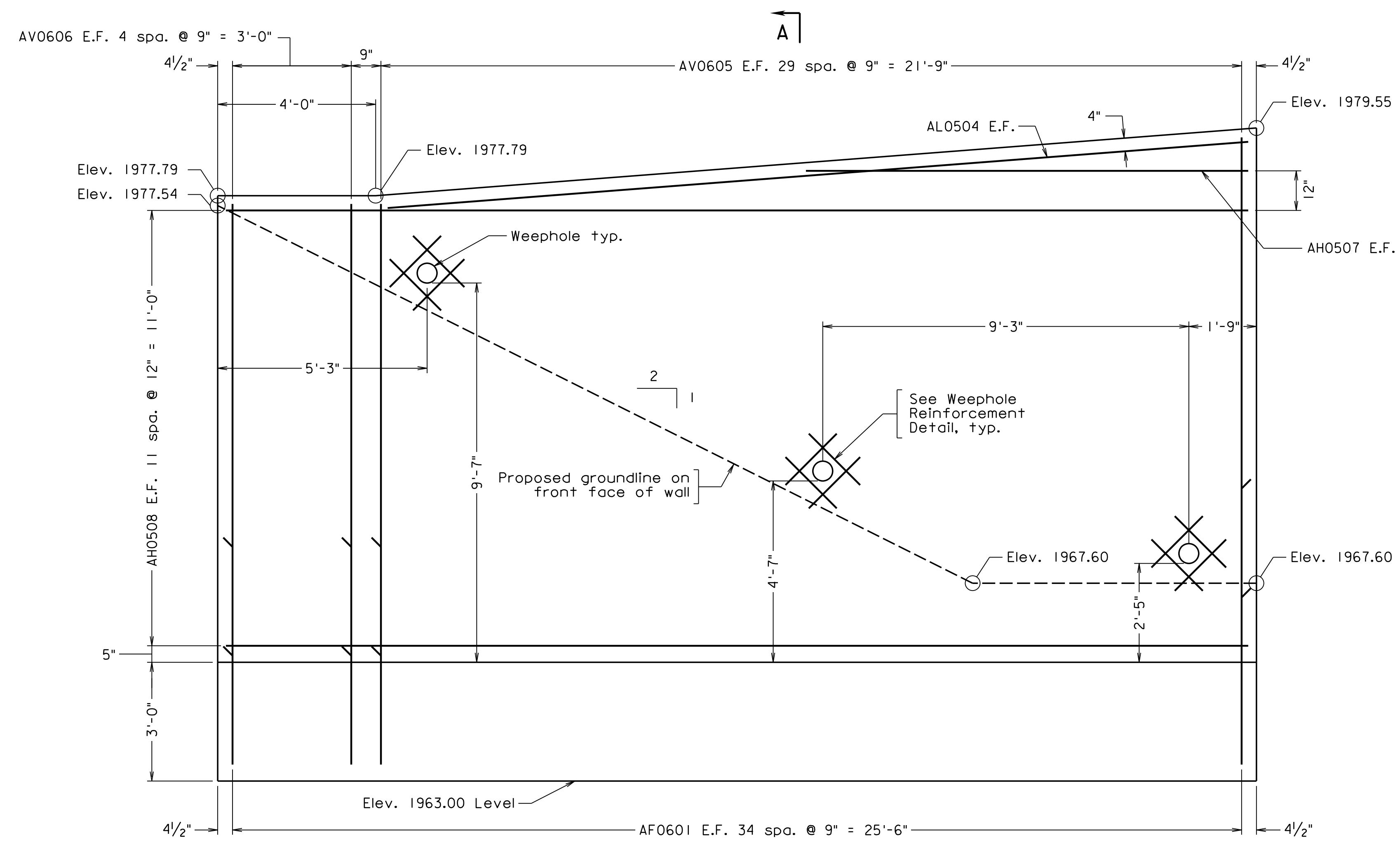
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B RETAINING WALLS 1 AND 2 FOOTING</b>					
No.	Description	Date	Designed: V.A.J.	Date	Plan No.
			Drawn: J.B.W.	Apr. 2023	300-46
			Checked: M.W.R.		36 of 42
Revisions					

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			37

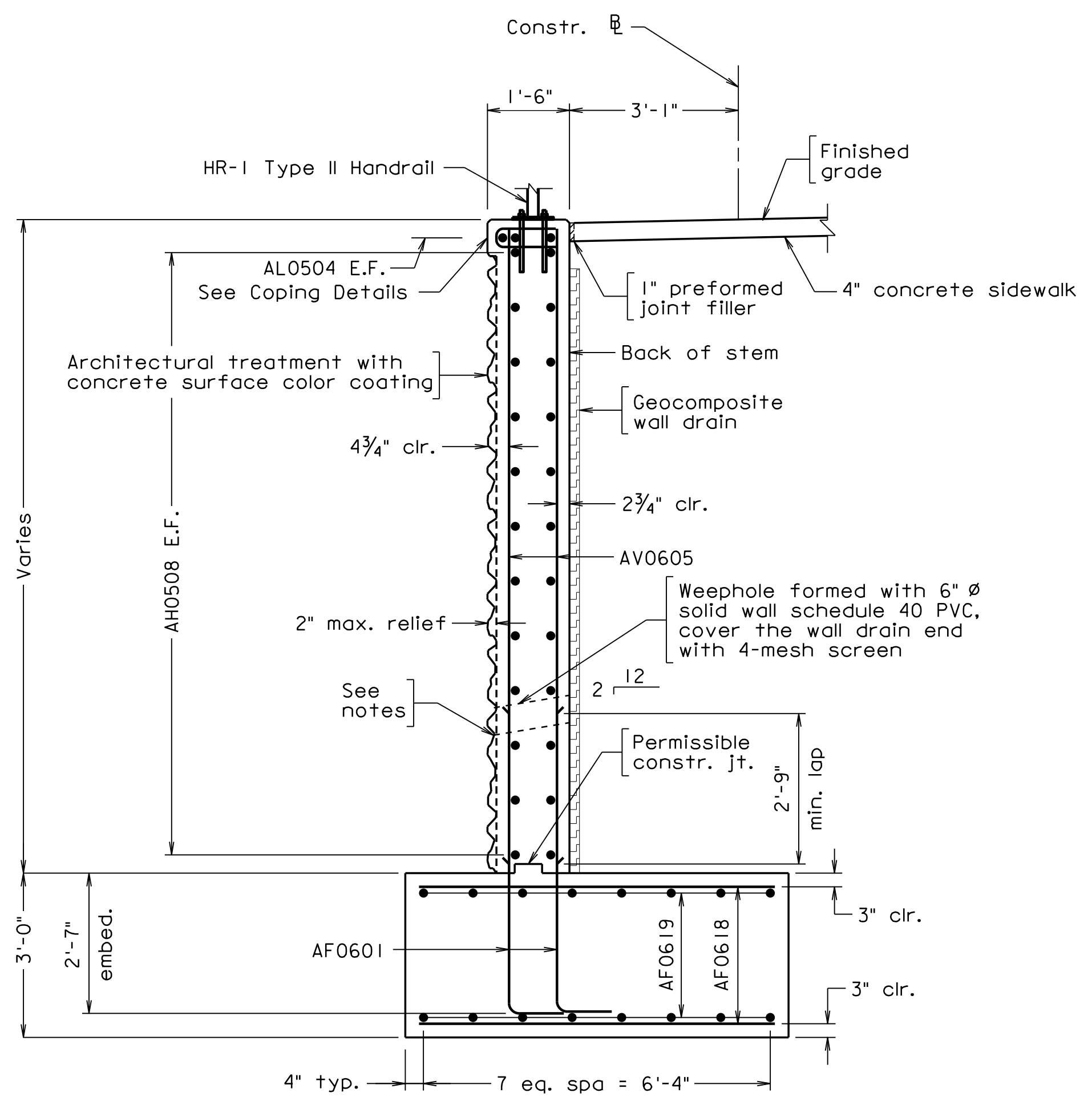


**FOOTING PLAN**  
Top reinforcing shown, bottom similar

Note:  
Place reinforcing to avoid weephole. 6"  $\emptyset$  hole centered on the weephole shall be cut in the plastic portion of the wall drain to connect it with the weephole.  
Bottom of footing elevation shall not be lowered by more than one (1) foot.  
For Weephole Reinforcement Detail and Handrail Anchor Bolt Details, see sheet 13.  
For Abutment B Reinforcement Schedule, see sheet 26.  
Install weepholes at the lowest point feasible for free drainage away from abutment. Place reinforcing to avoid weephole.  
Cost of joint filler shall be included in the price for substructure concrete.  
For Architectural Treatment and Coping Details, see sheet 39.  
See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type II Handrail details. Handrails shall be painted brown.

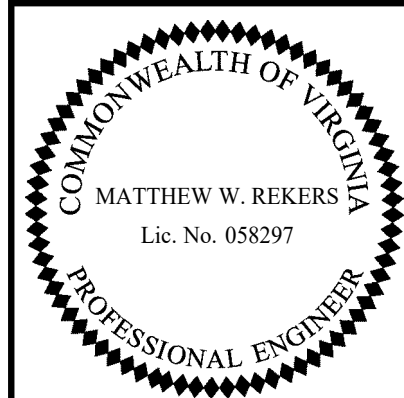


**ELEVATION**



**SECTION A-A**

300-46-37.dgn



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RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0" unless otherwise noted

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>ABUTMENT B RETAINING WALL 3</b>					
No.	Description	Date	Designed: V.A.J.	Date	Plan No.
			Drawn: L.W.	Apr. 2023	300-46
			Checked: M.W.R.		37 of 42
Revisions					

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			38

Notes:

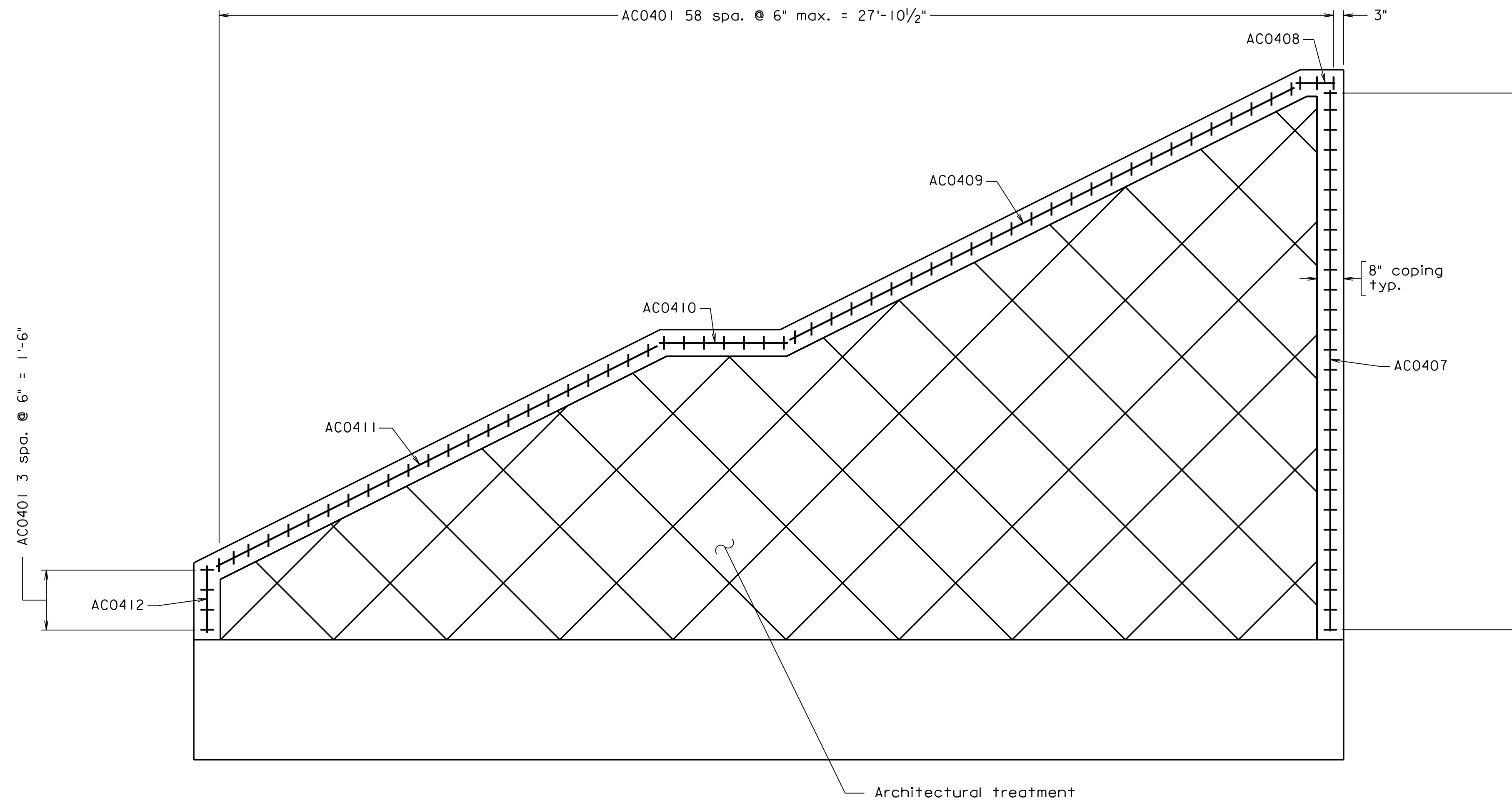
Form liner shall be arranged to produce a continuous drystack pattern without obvious repetition of the pattern.

Form liner pattern shall be inspected and approved by the Department.

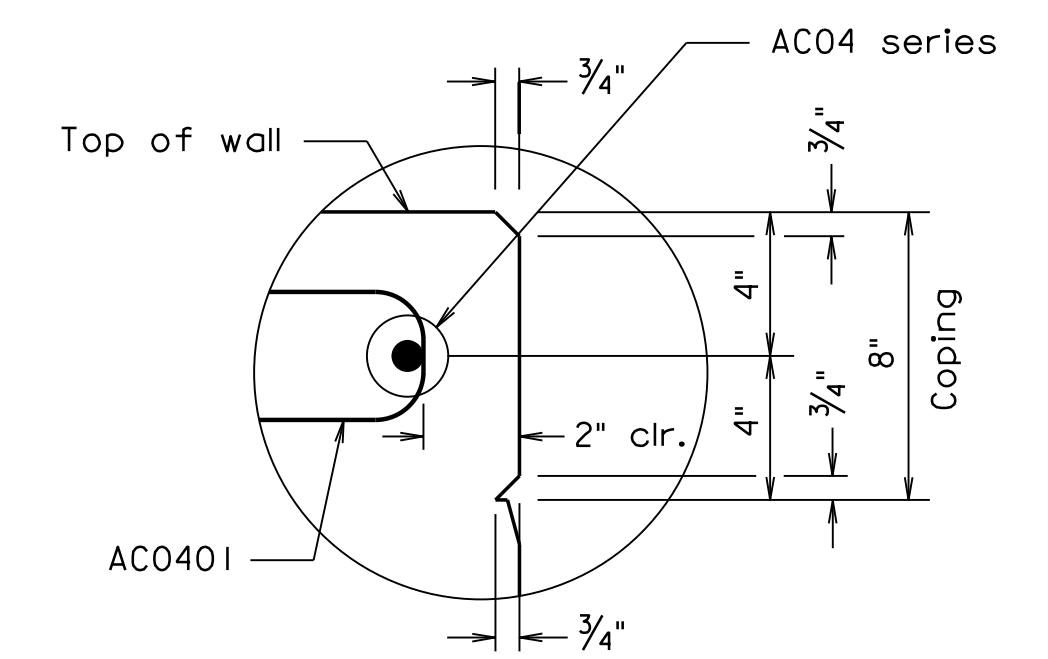
Contractor shall submit shop drawings with pattern layout for approval by the Department.

A color coating of Dark Gray No. 595-36492 shall be applied to the full length of front face and top side of retaining walls.

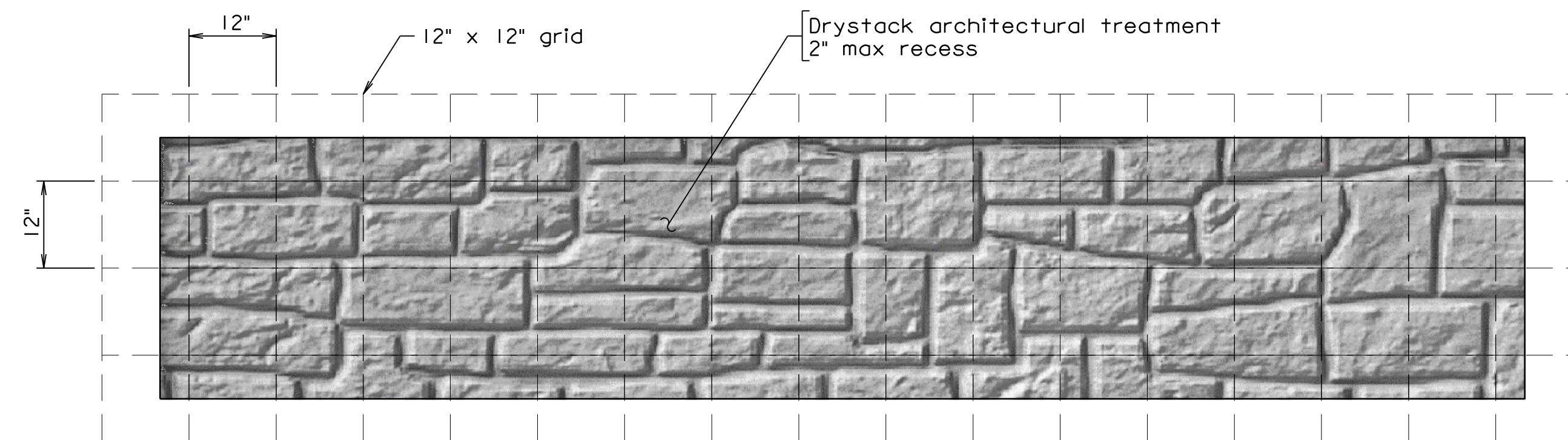
For Abutment A Reinforcement Schedule, see sheet 25.



ABUTMENT A RETAINING WALLS  
COPING AND ARCHITECTURAL TREATMENT

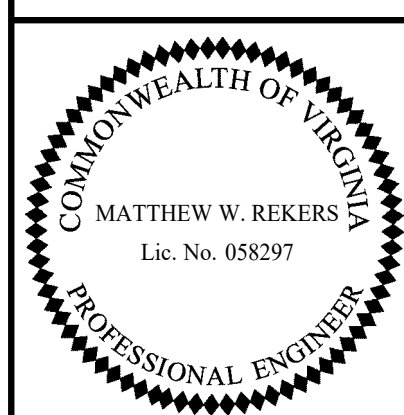


8" COPING DETAIL  
Not to scale



DRYSTACK TEXTURE DETAIL  
Retaining Walls - Front Face

300-46-38.dgn



TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0"

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
ABUTMENT A RETAINING WALLS ARCHITECTURAL TREATMENT					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		38 of 42
Revisions					

STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT
VA.		311	0311-080-913, B618
			39

Notes:

Form liner shall be arranged to produce a continuous drystack pattern without obvious repetition of the pattern.

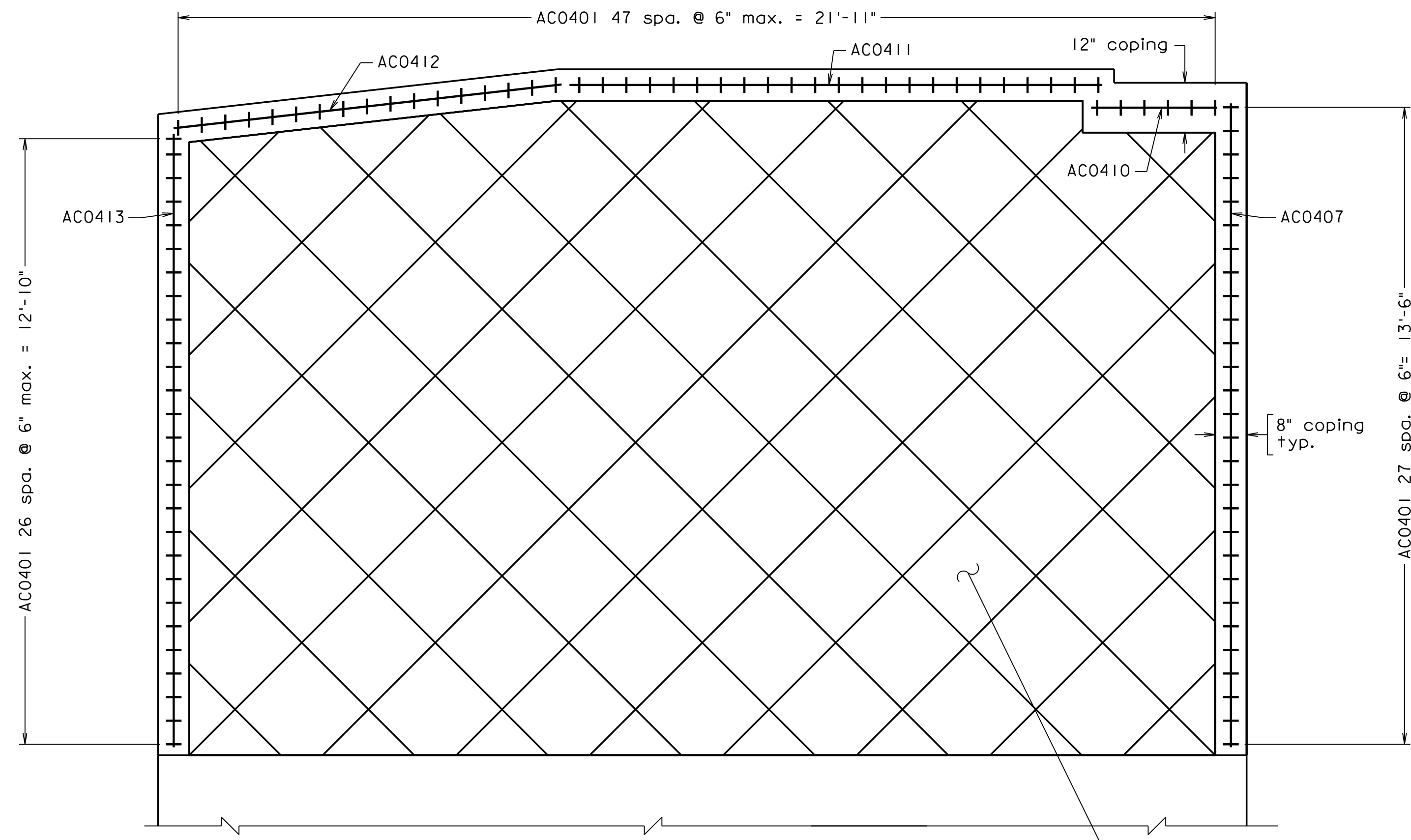
Form liner pattern shall be inspected and approved by the Department.

Contractor shall submit shop drawings with pattern layout for approval by the Department.

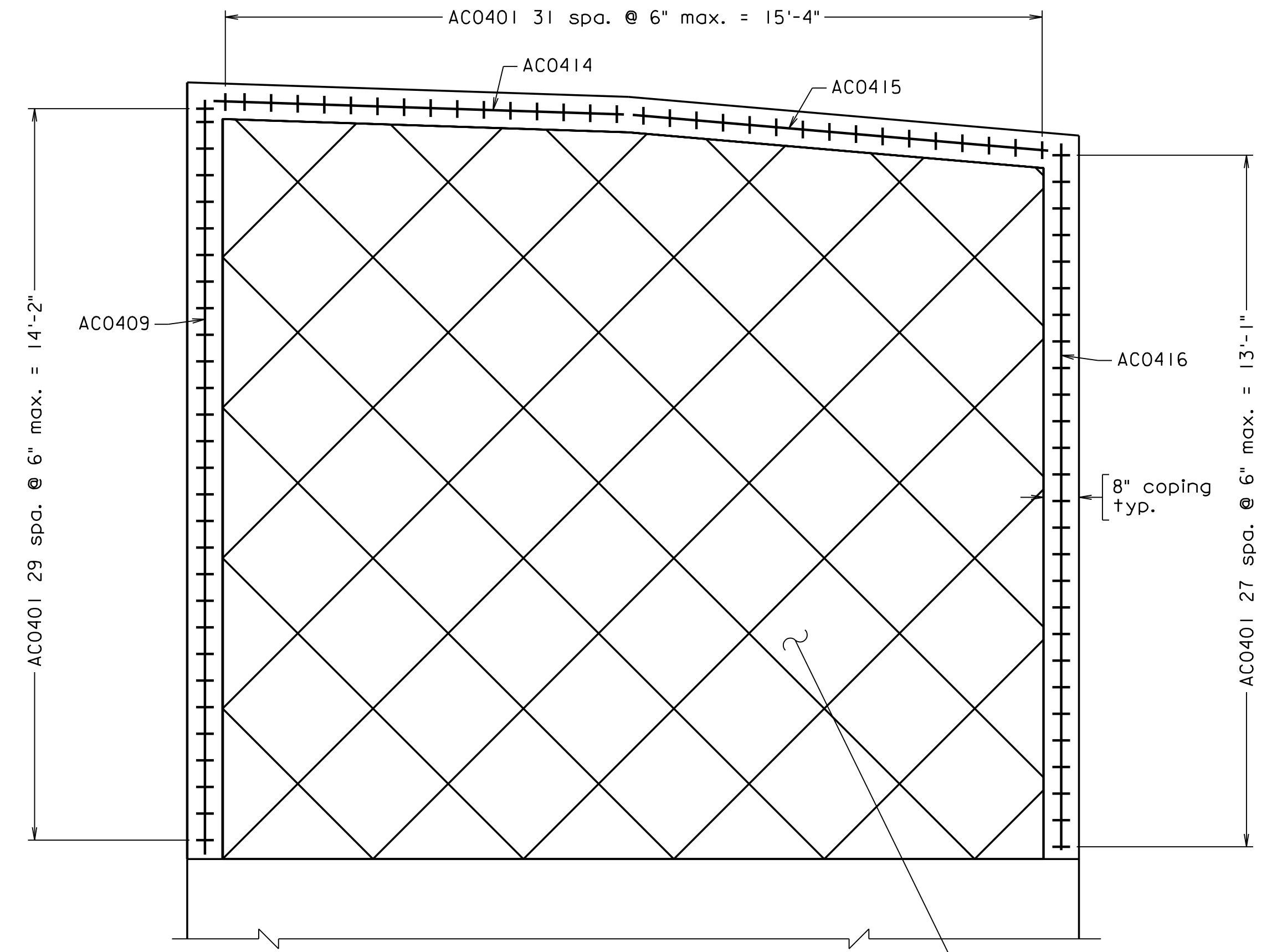
A color coating of Dark Gray No. 595-36492 shall be applied to the full length of front face and top side of retaining walls.

For Abutment B Reinforcement Schedule, see sheet 26.

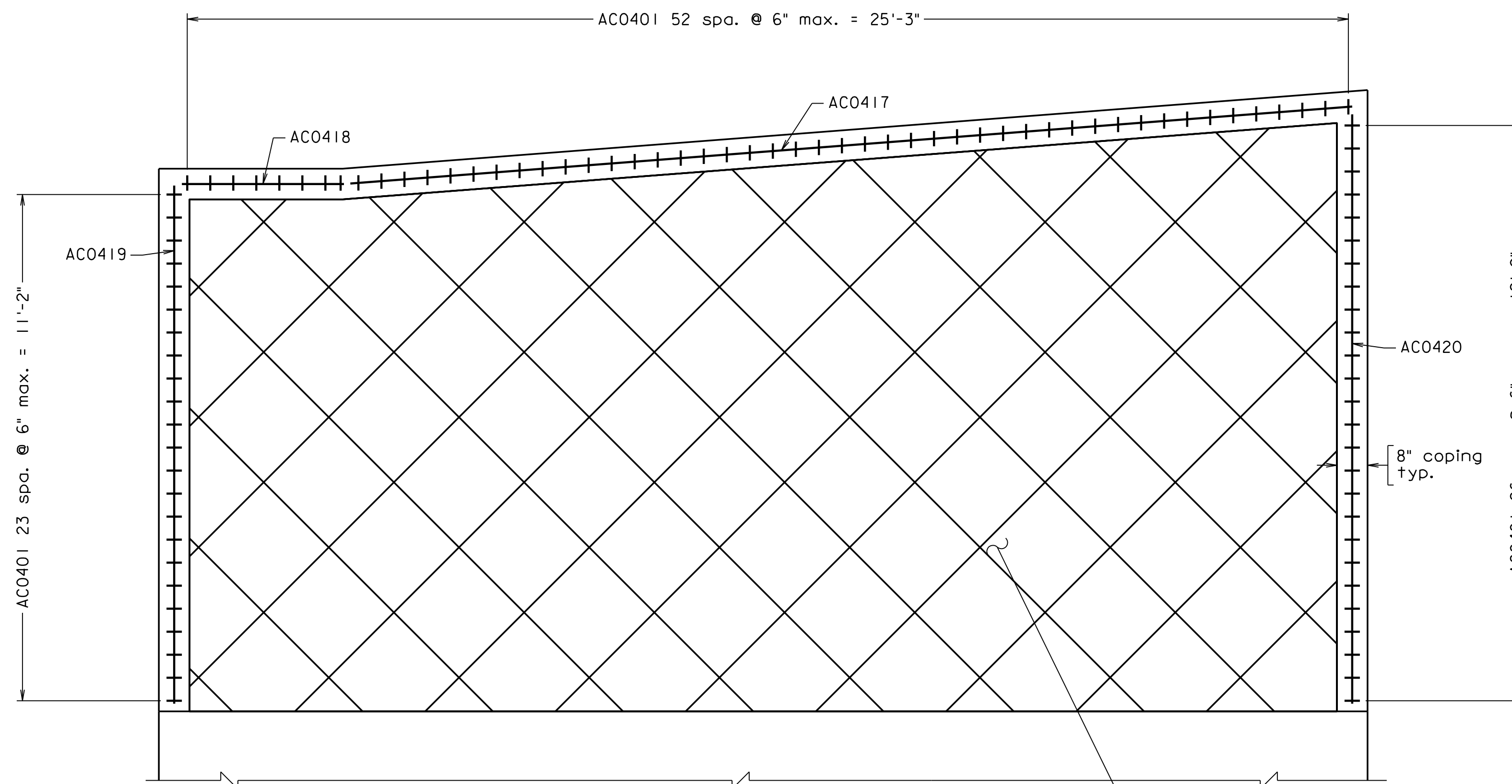
For Drystack Texture Detail, see Sheet 38.



ABUTMENT B RETAINING WALL 1  
COPING AND ARCHITECTURAL TREATMENT

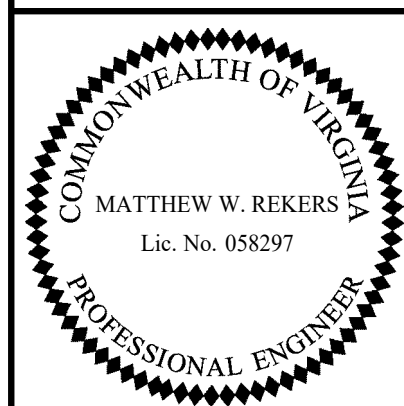


ABUTMENT B RETAINING WALL 2  
COPING AND ARCHITECTURAL TREATMENT



ABUTMENT B RETAINING WALL 3  
COPING AND ARCHITECTURAL TREATMENT

300-46-39.dgn



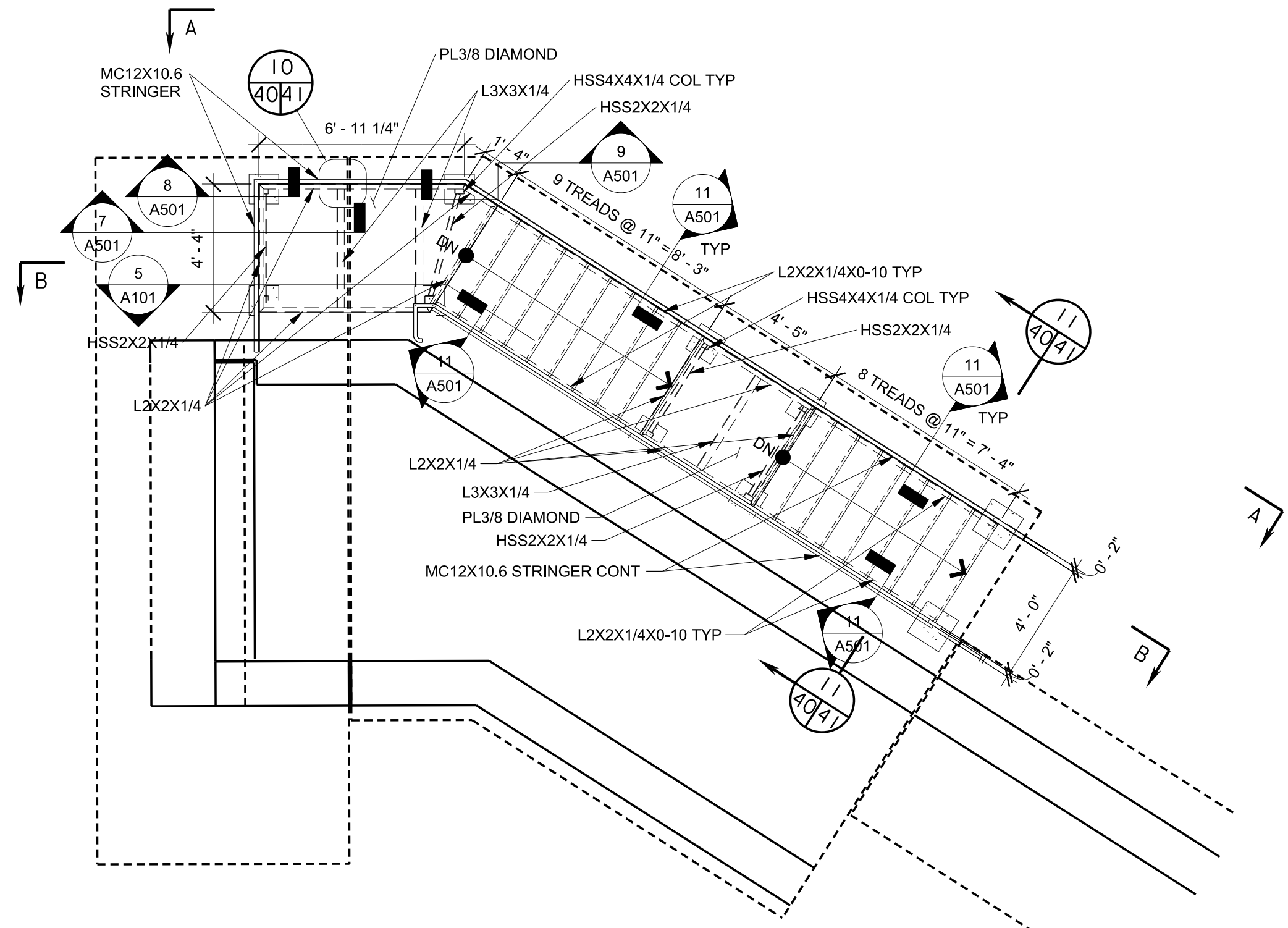
TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

Scale: 1/2" = 1'-0"

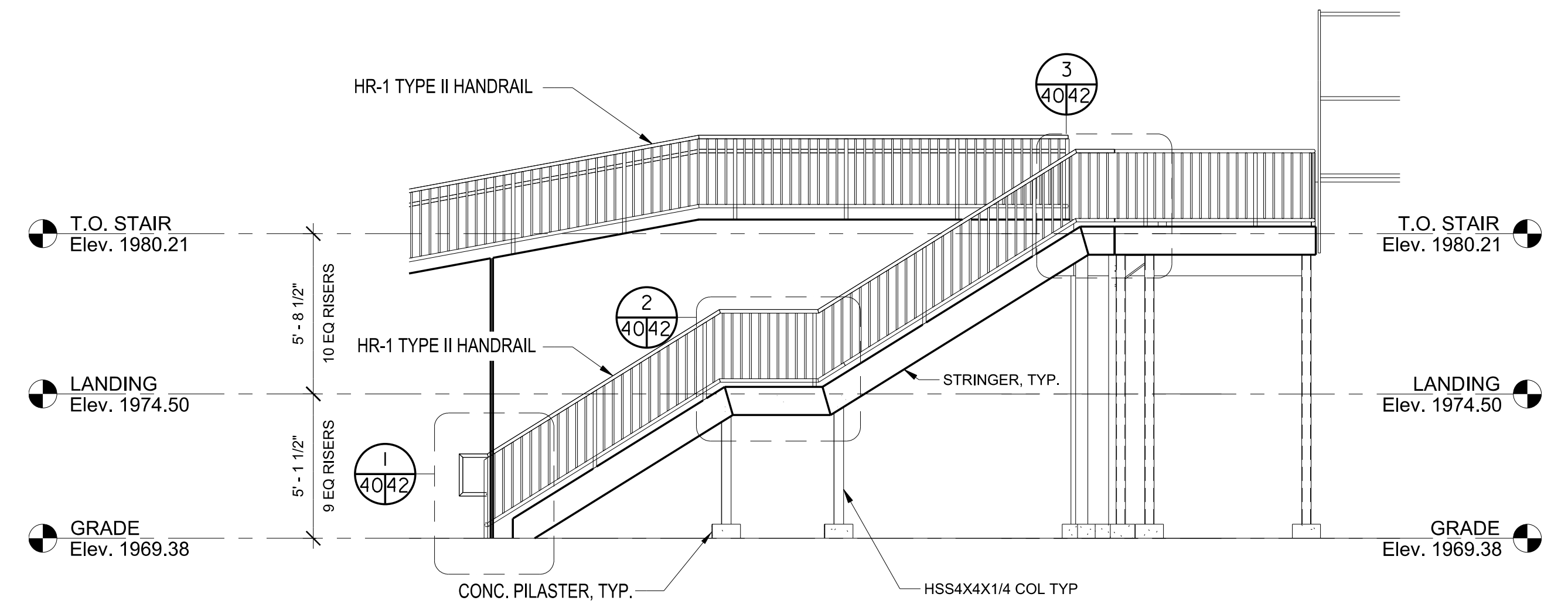
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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
STRUCTURE AND BRIDGE DIVISION					
ABUTMENT B RETAINING WALLS ARCHITECTURAL TREATMENT					
No.	Description	Date	Designed: S.N.....	Date	Plan No.
			Drawn: V.A.U.....	Apr. 2023	300-46
			Checked: M.W.R.....		39 of 42
Revisions					

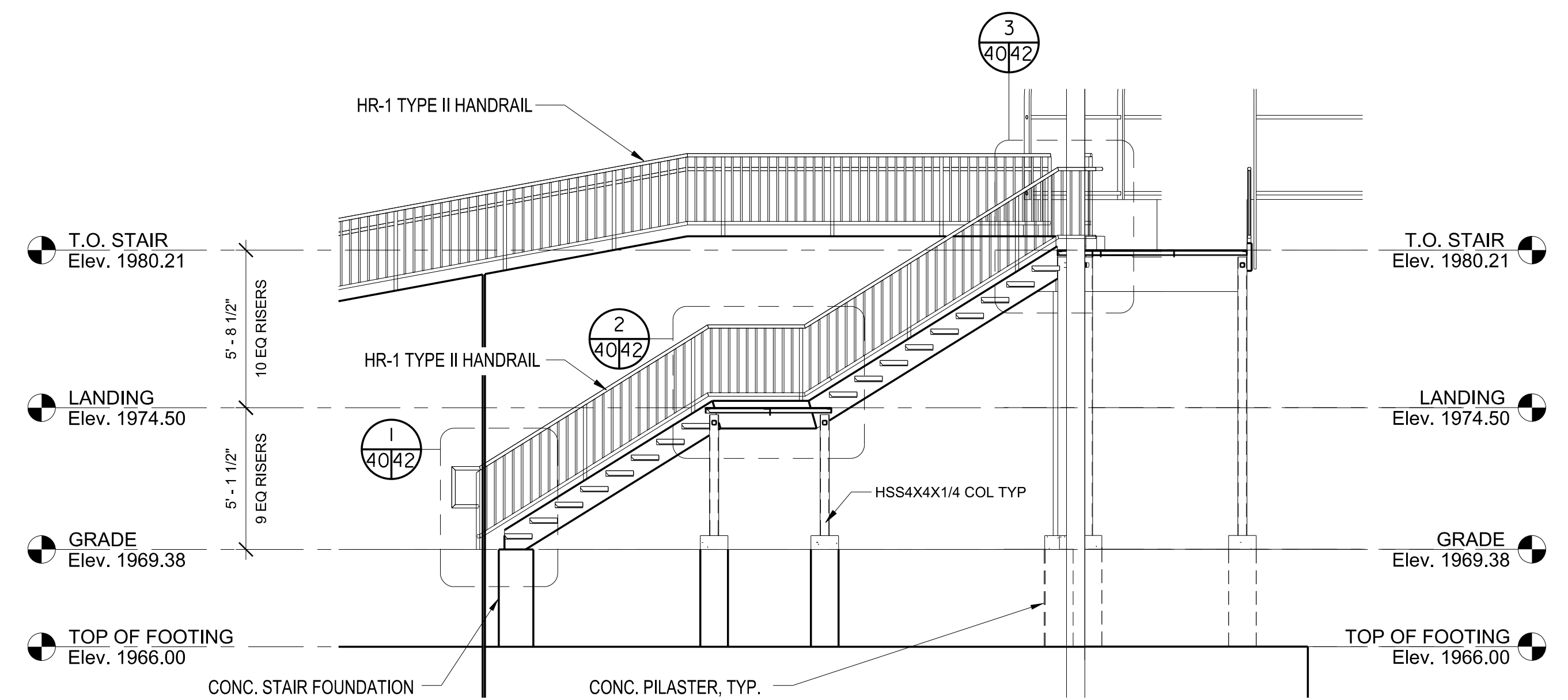
STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				40



**METAL STAIR PLAN**  
Scale: 1/4" = 1'-0"

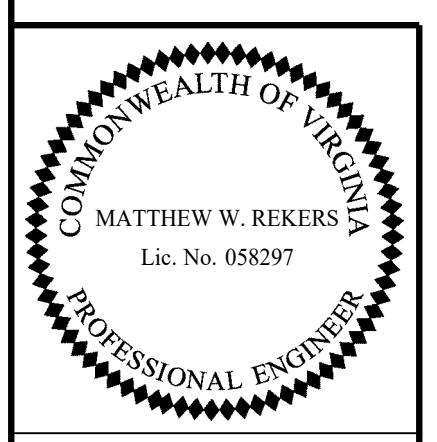


**VIEW A-A**  
Scale: 1/4" = 1'-0"



**VIEW B-B**  
Scale: 1/4" = 1'-0"

Note:  
All handrails and fencing to be grounded in accordance with VDOT Road and Bridge Standards FE-6 (Page 503.07).  
See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type I and Type II Handrail details. Handrails shall be painted brown.



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RICHMOND, VA  
STRUCTURAL ENGINEER

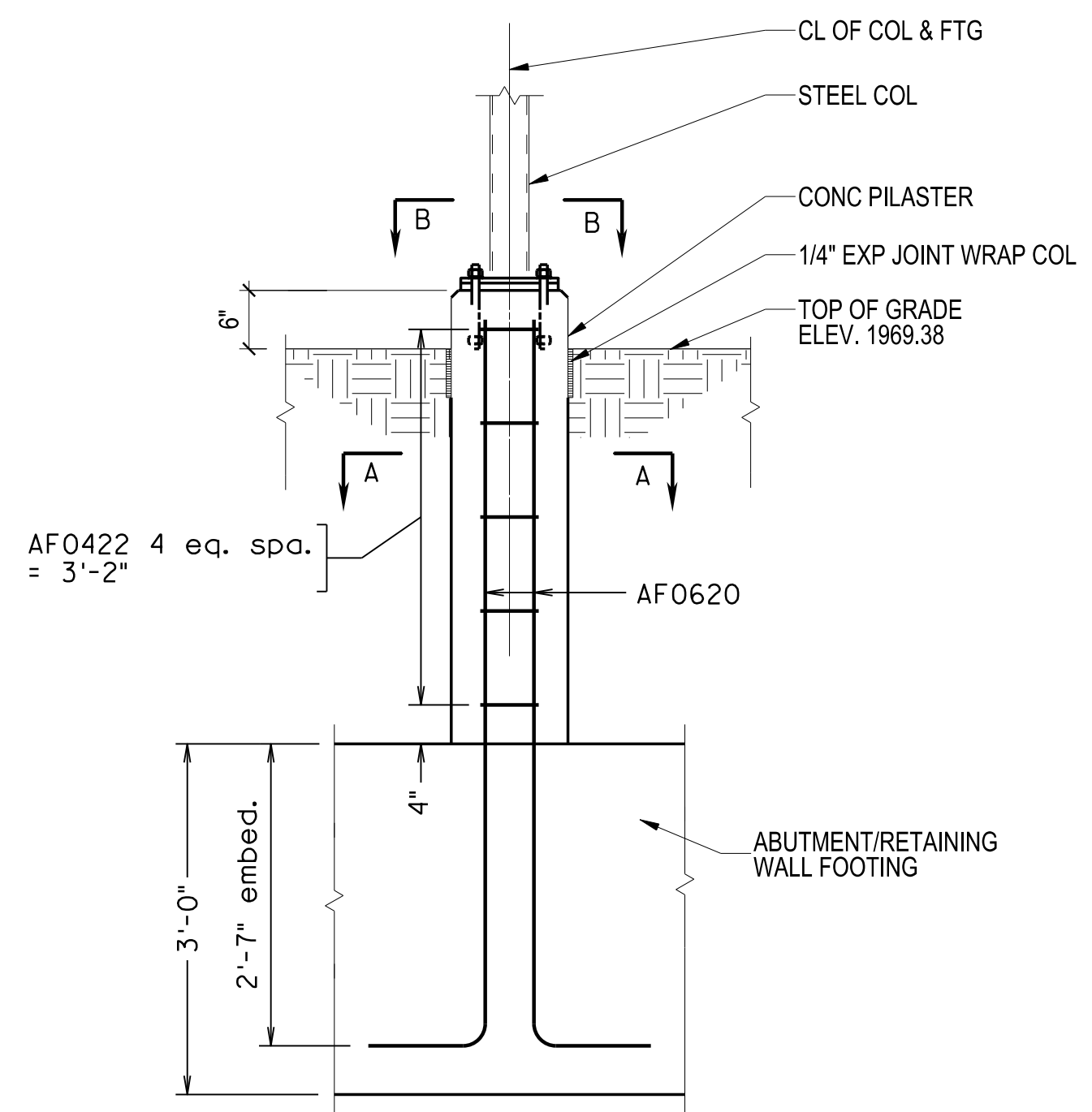
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>METAL STAIR DETAILS (1 OF 3)</b>					
No.	Description	Date	Designed: N.M.A. Drawn: N.M.A. Checked: G.B.E.	Date Apr. 2023	Plan No. <b>300-46</b>
Revisions					Sheet No. 40 of 42

Scale: 1/4" = 1'-0" unless otherwise noted

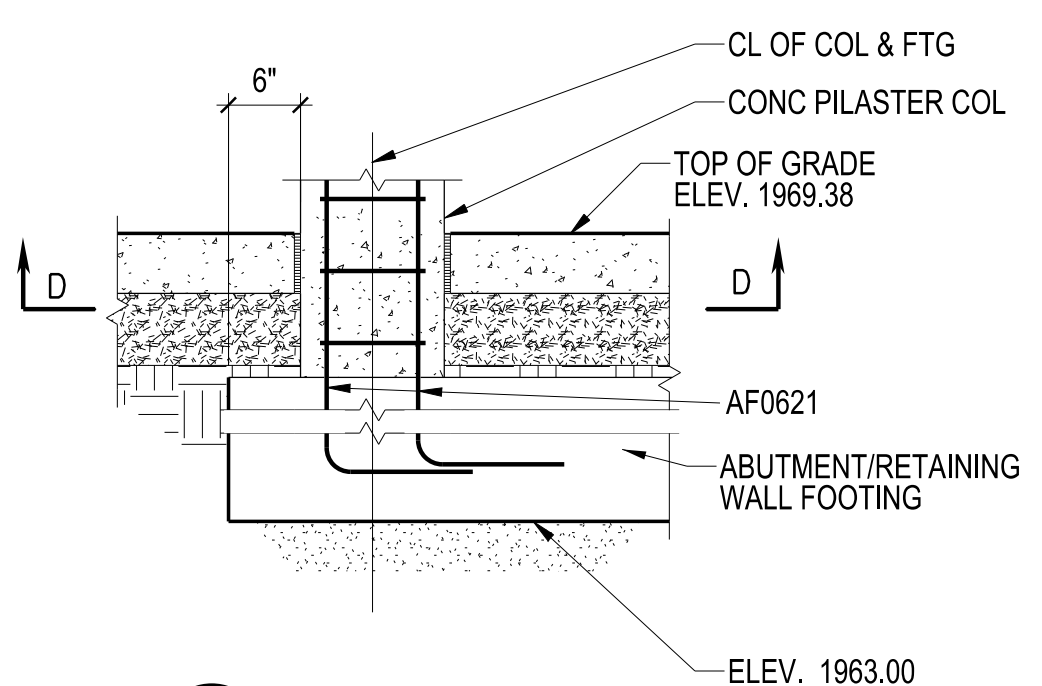
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300-46-40.dgn

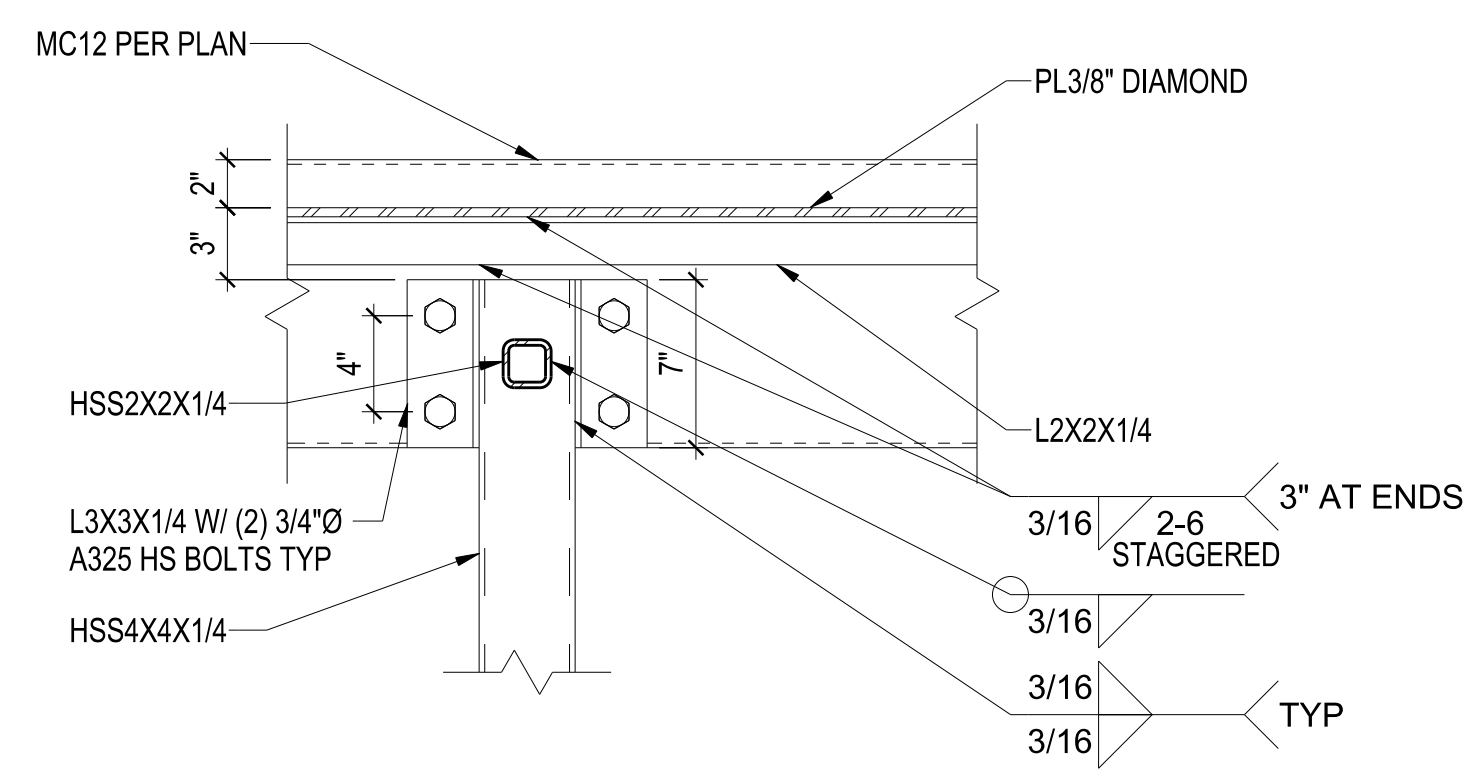
STATE	FEDERAL AID	STATE	SHEET
ROUTE	PROJECT	ROUTE	NO.
VA.		311	41
		0311-080-913, B618	



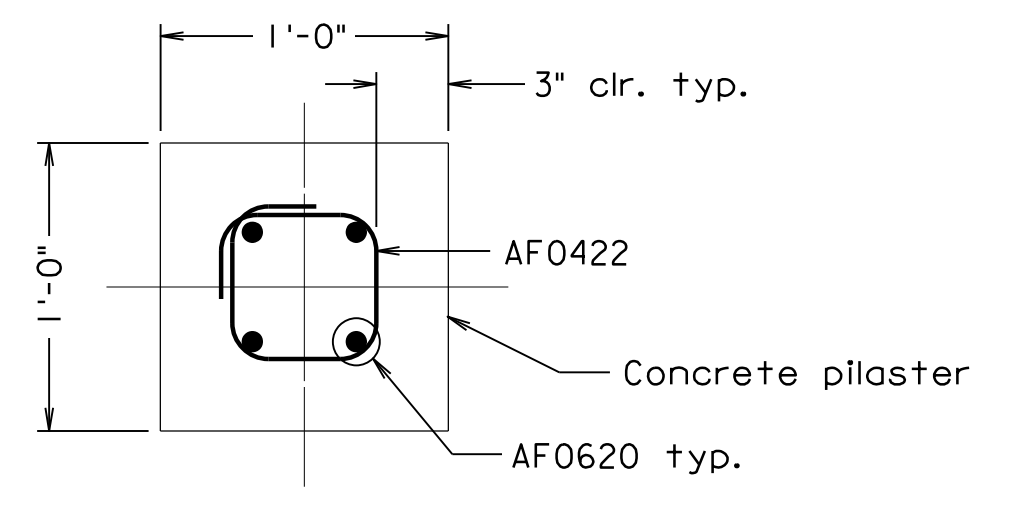
1 FOUNDATION PILASTER COLUMN  
3/4" = 1'-0"



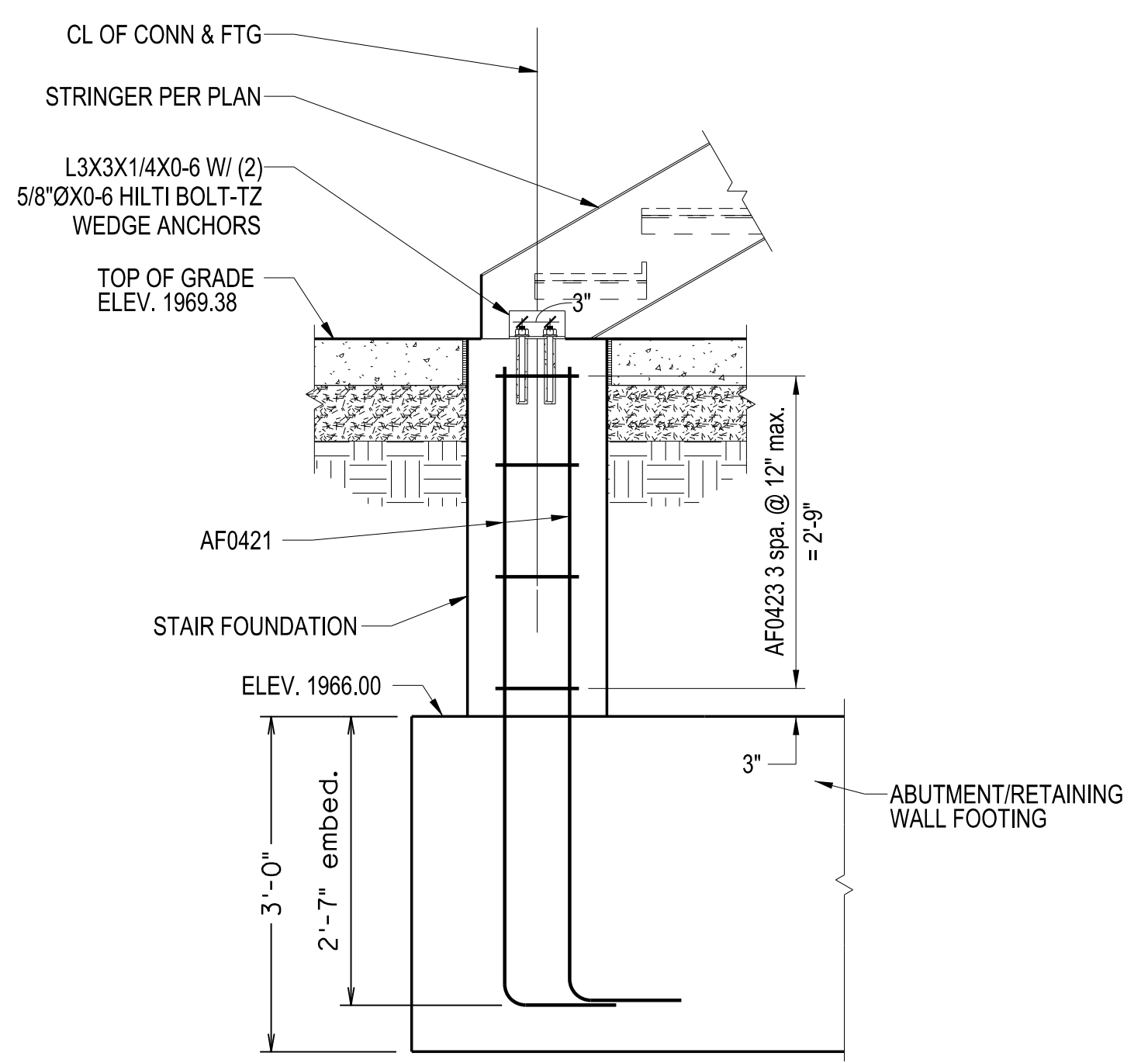
5 FOUNDATION PILASTER  
3/4" = 1'-0"



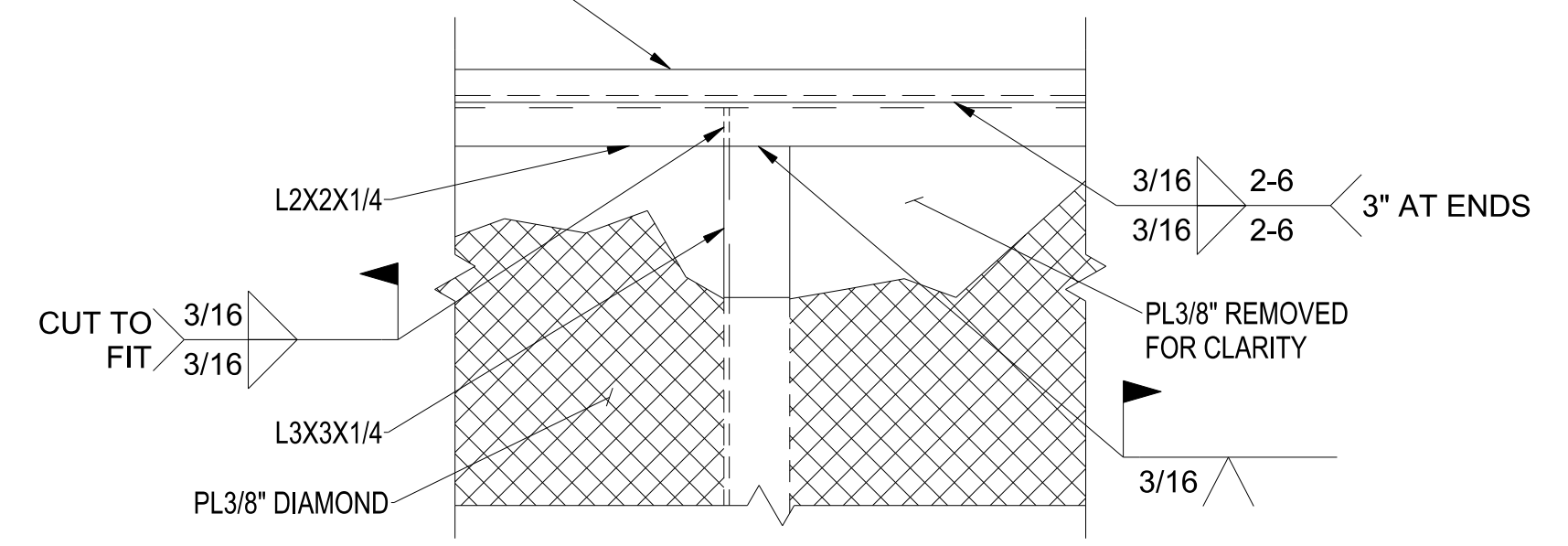
9 STAIR FRAMING DETAIL  
1 1/2" = 1'-0"



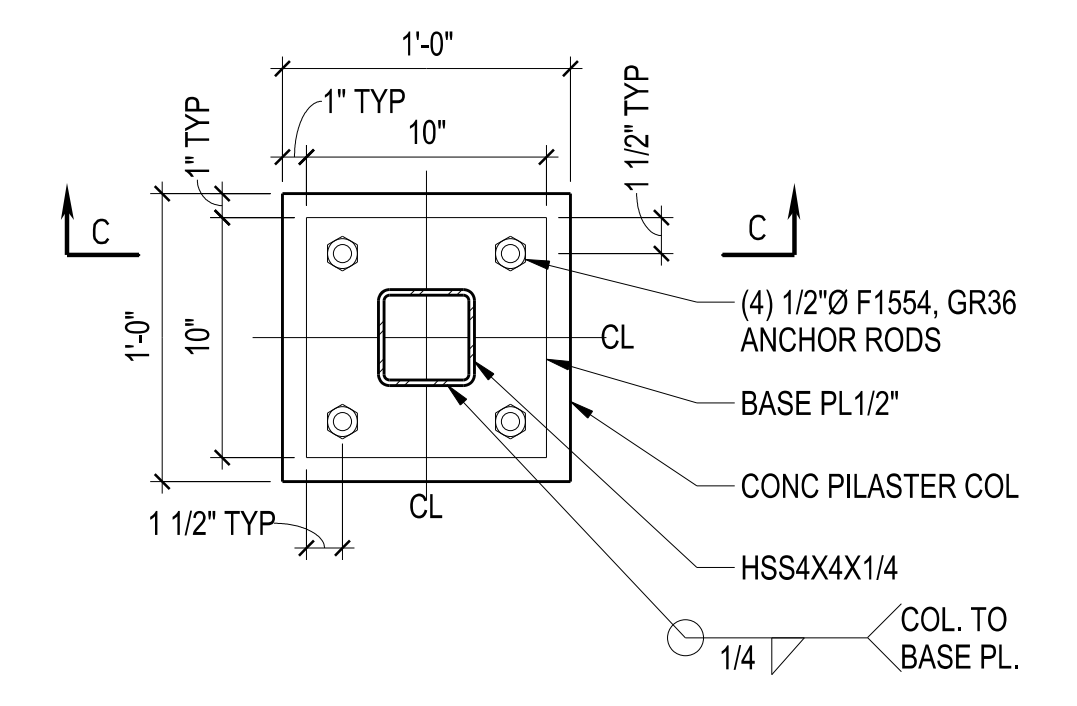
SECTION A-A - PILASTER SECTION  
1 1/2" = 1'-0"



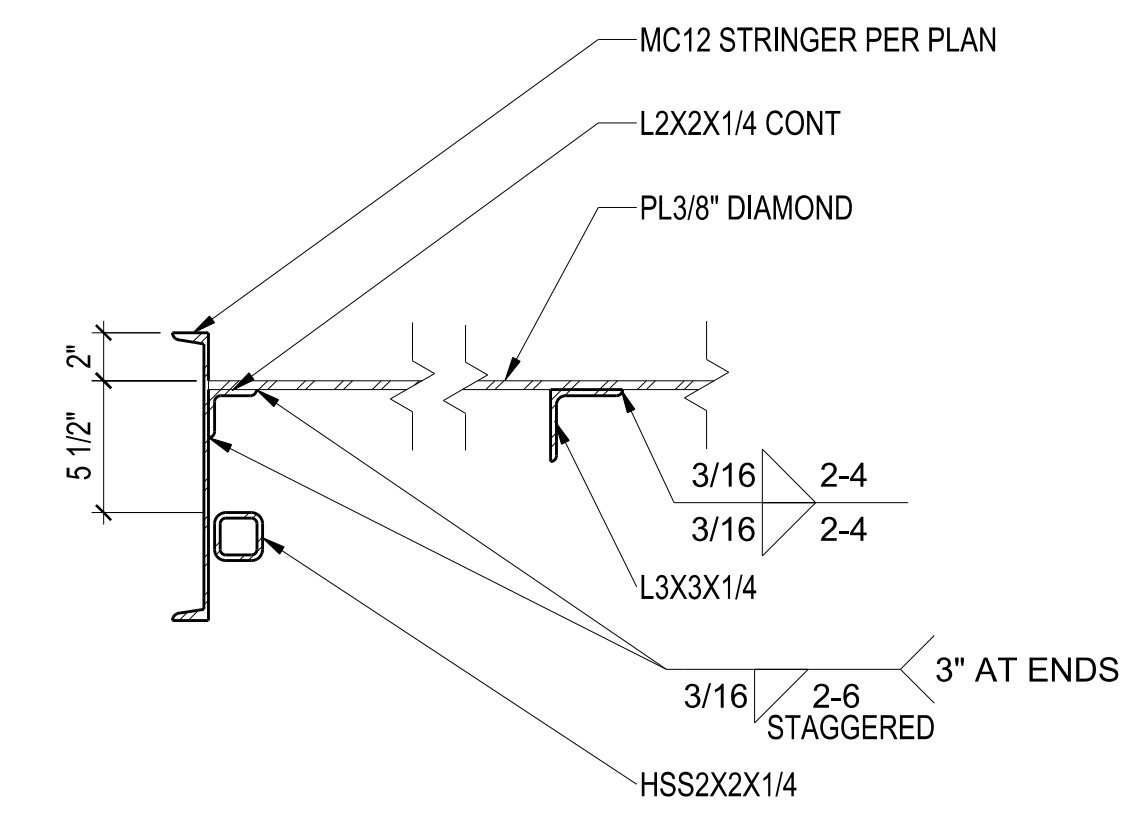
6 STAIR FOUNDATION  
3/4" = 1'-0"



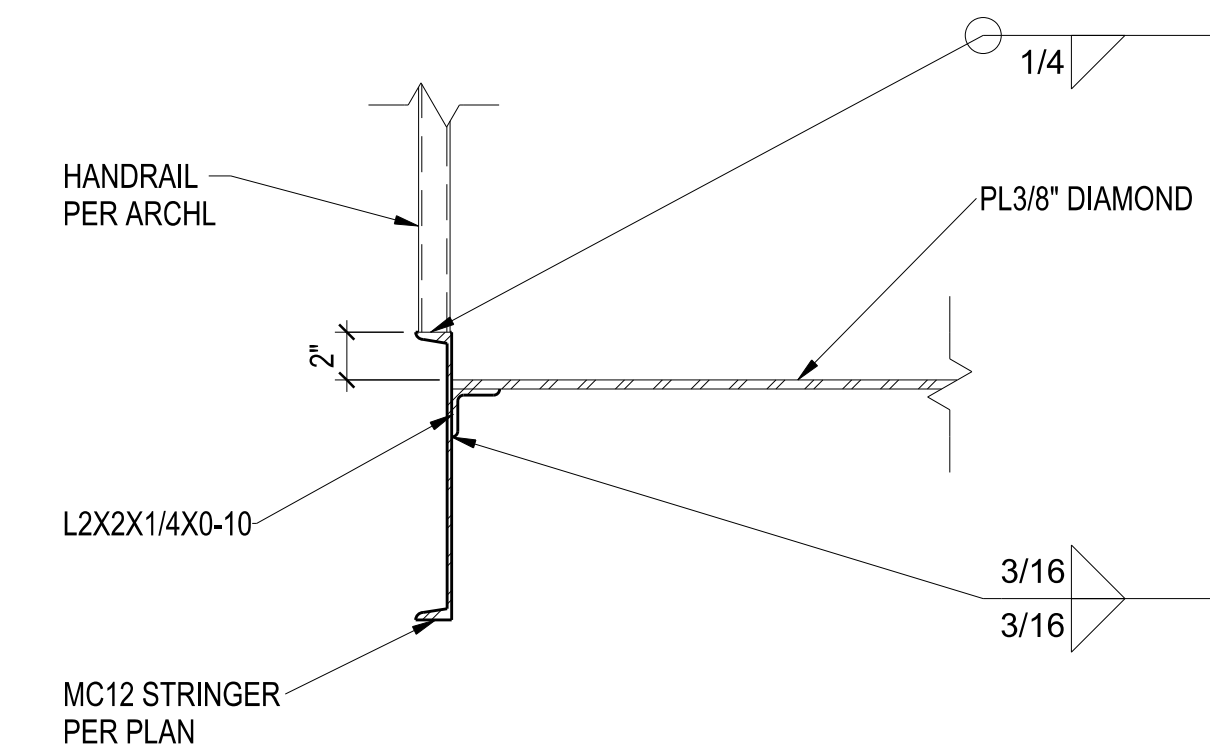
10 STAIR FRAMING DETAIL  
1 1/2" = 1'-0"



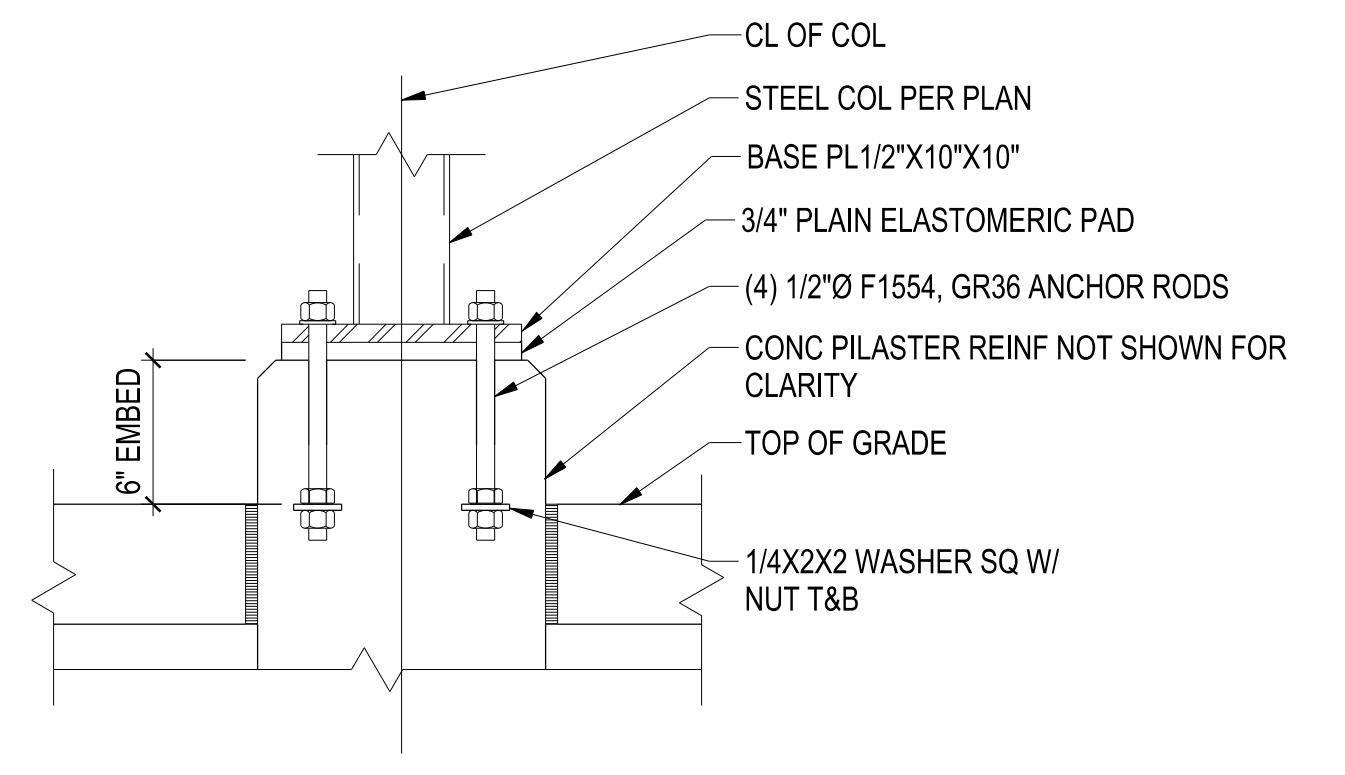
VIEW B-B - BASE PLATE HSS COL W/ ANCHOR RODS DETAIL  
1 1/2" = 1'-0"



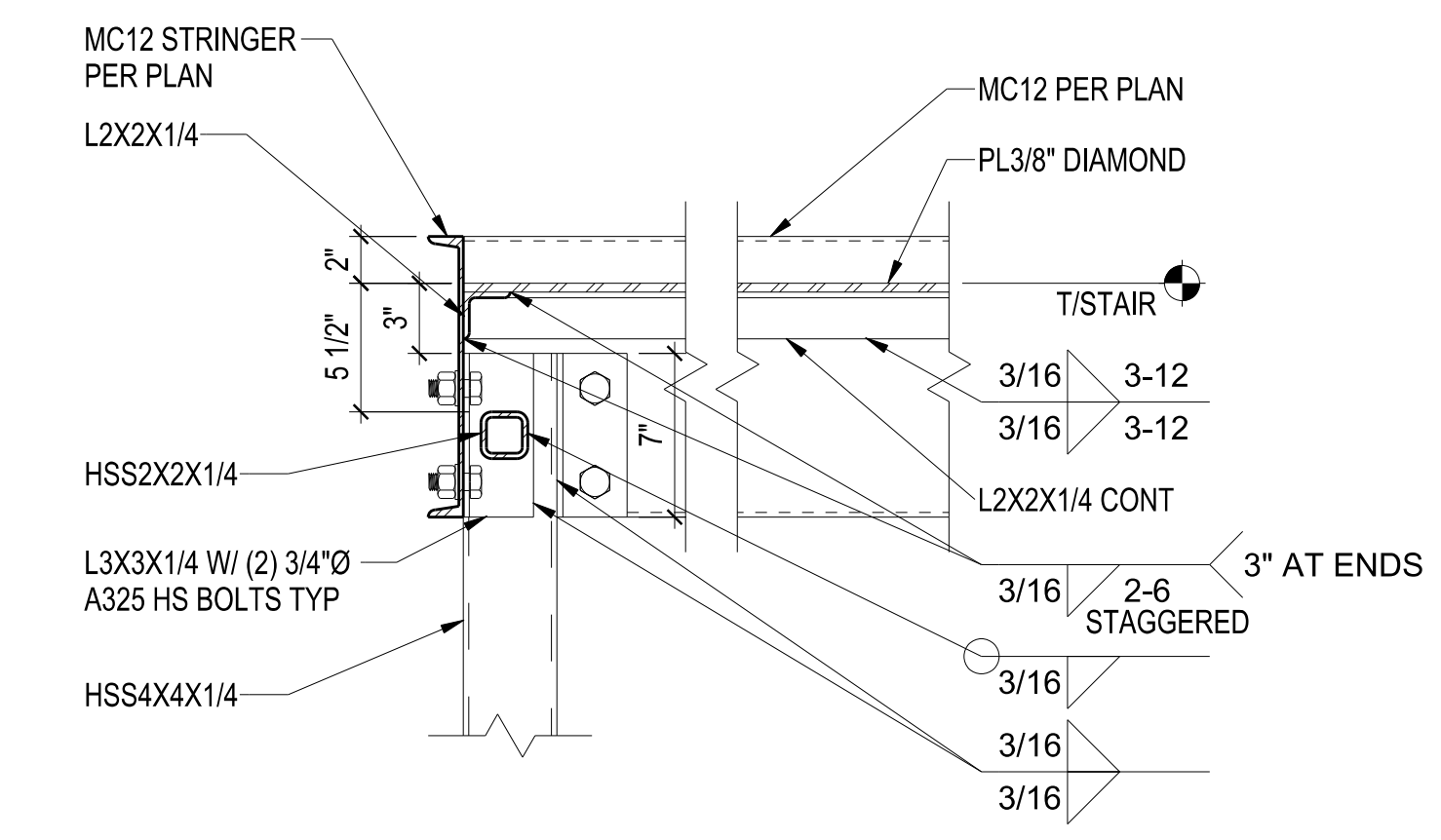
7 STAIR FRAMING DETAIL  
1 1/2" = 1'-0"



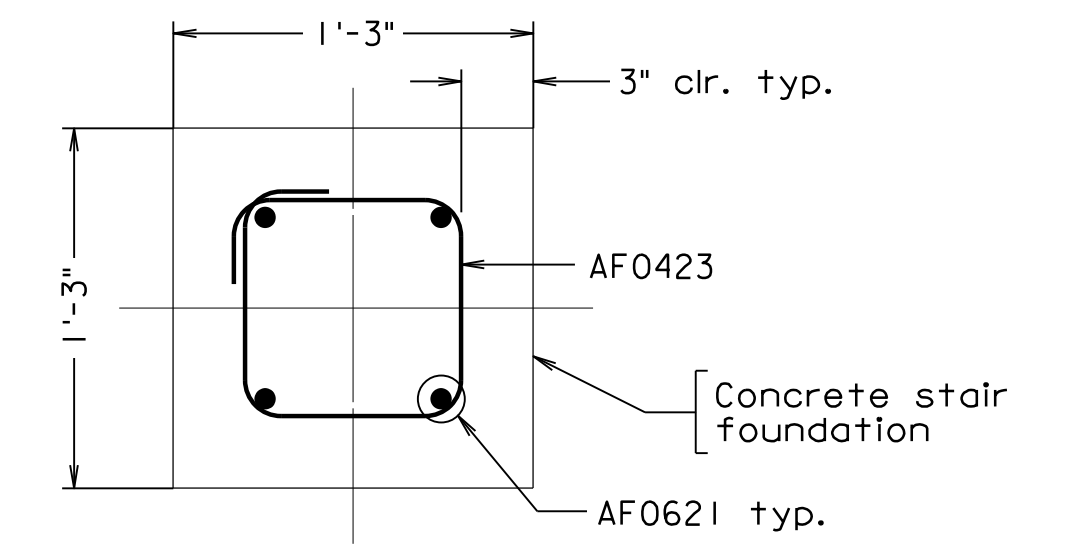
11 STAIR FRAMING DETAIL  
1 1/2" = 1'-0"



SECTION C-C - PILASTER COLUMN CONNECTION  
1 1/2" = 1'-0"



8 STAIR FRAMING DETAIL  
1 1/2" = 1'-0"

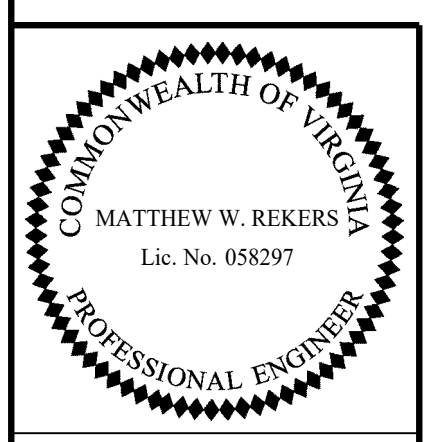


SECTION D-D - STAIR FOUNDATION SECTION  
1 1/2" = 1'-0"

Note:  
Washers are required for all nuts.

Scale: 1/4" = 1'-0" unless otherwise noted

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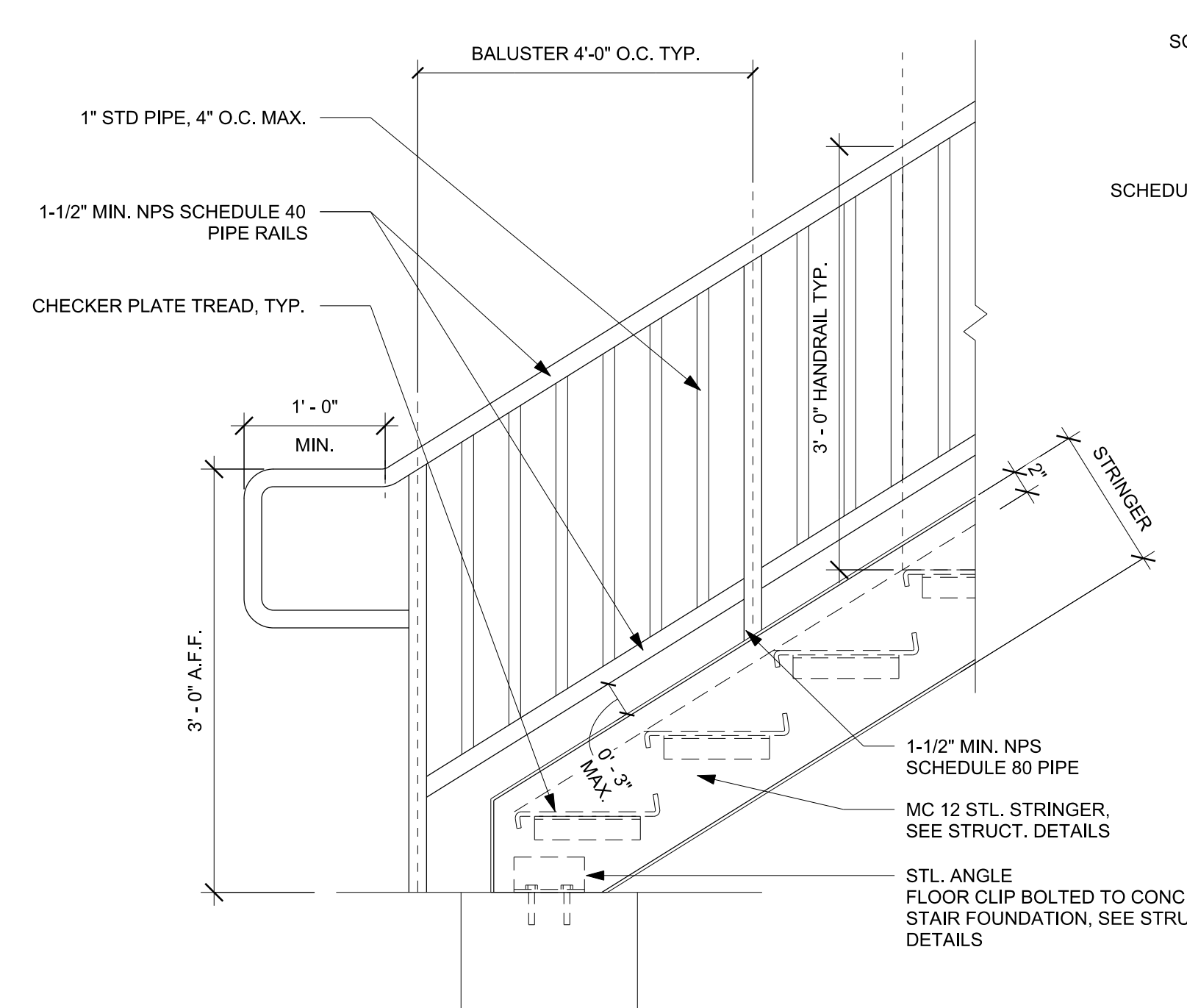


TRANSYSTEMS  
RICHMOND, VA  
STRUCTURAL ENGINEER

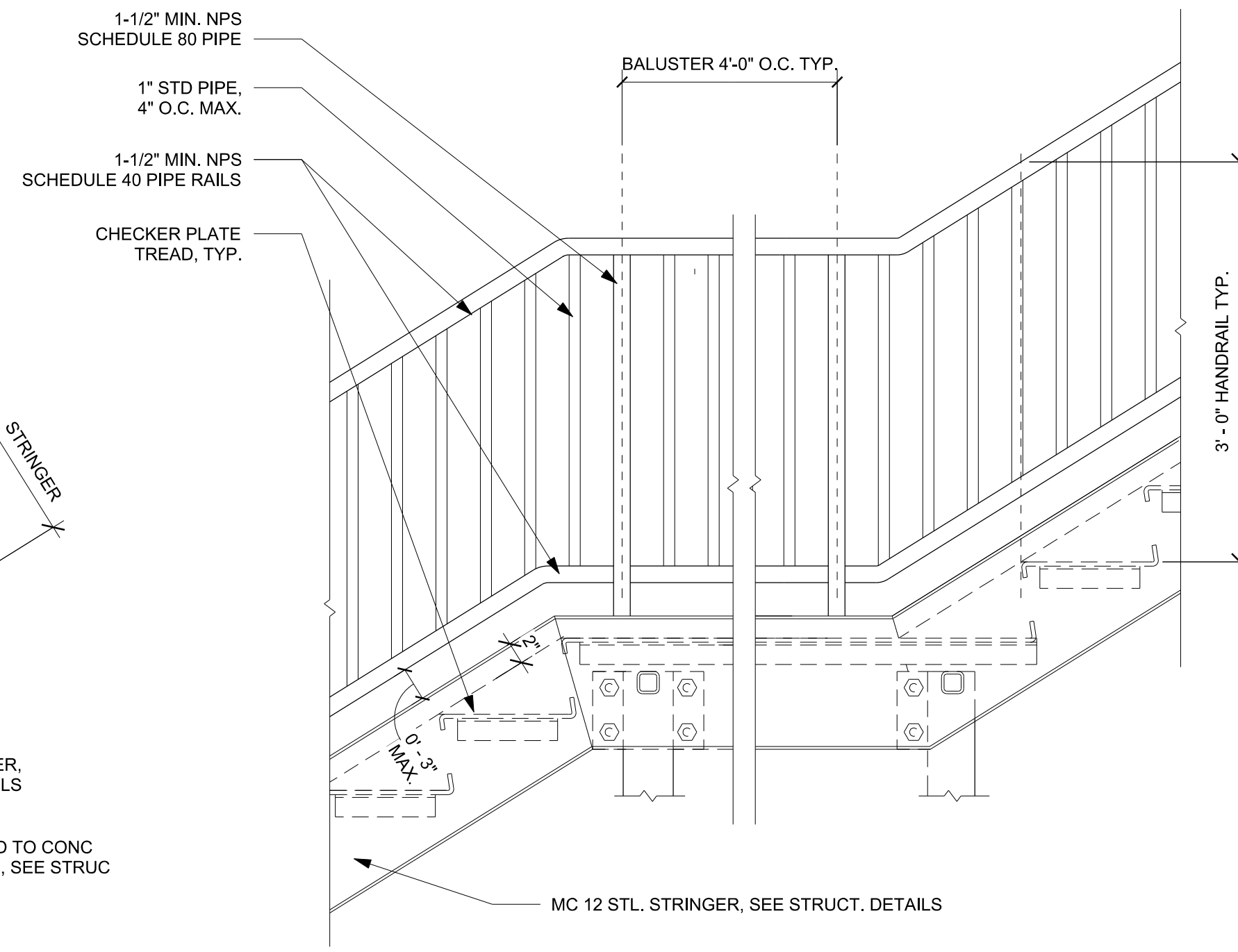
COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION					
<b>METAL STAIR DETAILS (2 OF 3)</b>					
No.	Description	Date	Designed: M.W.R.	Date	Plan No.
	Revisions		Drawn: H.R.N.	Apr. 2023	300-46
			Checked: M.W.R.		41 of 42

300-46-41.dgn

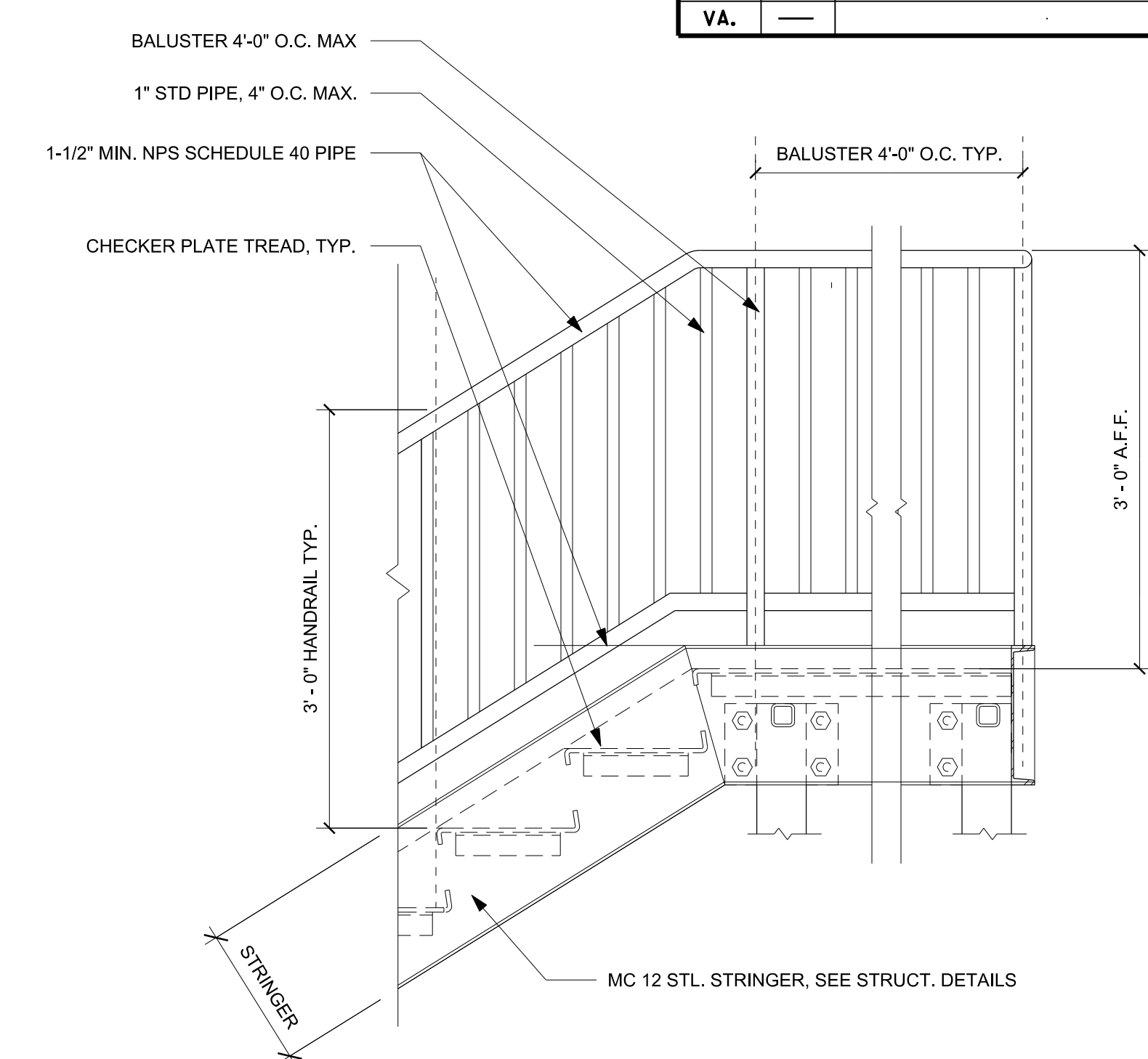
STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT		ROUTE	PROJECT
VA.			311	0311-080-913, B618
				42



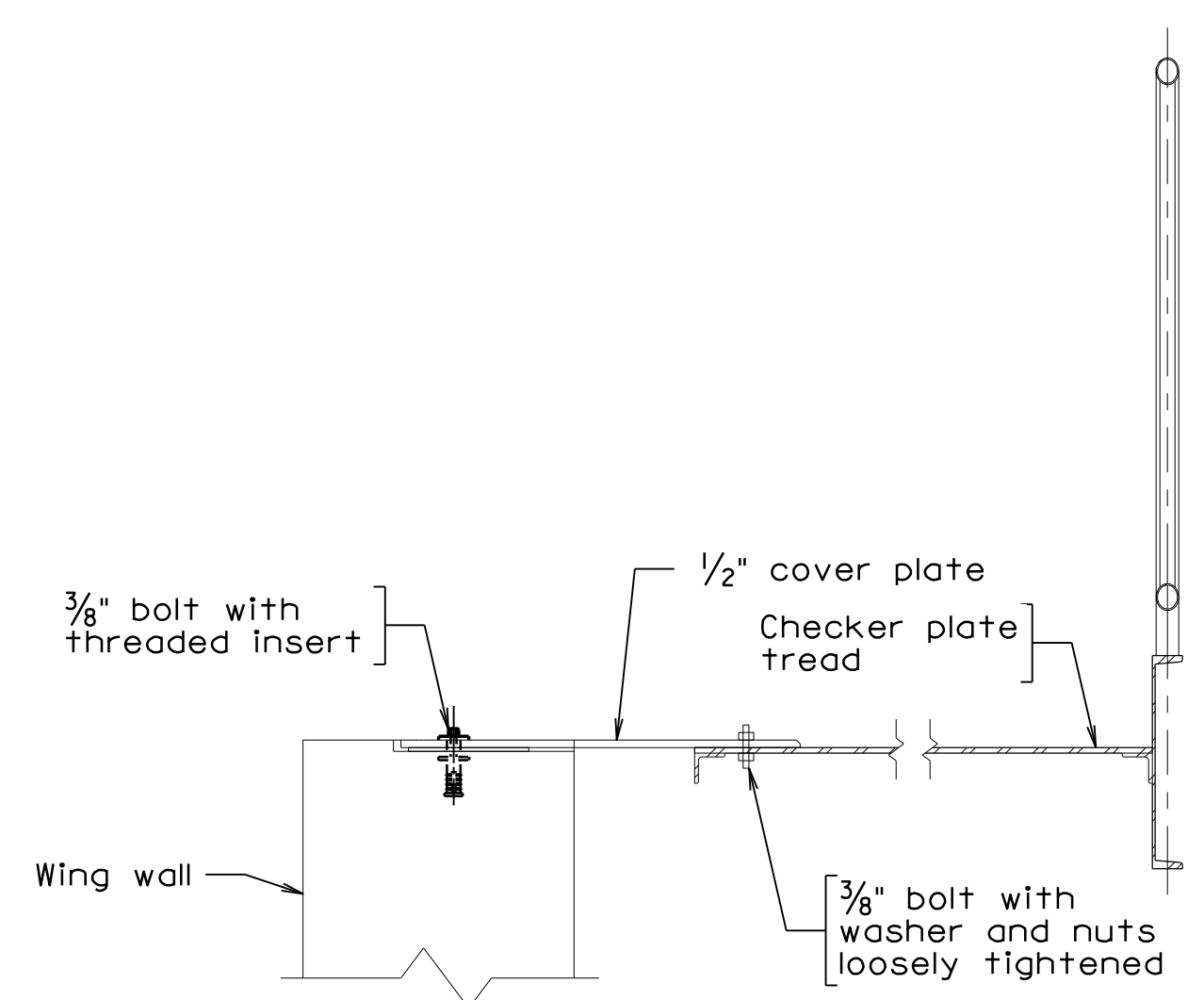
1 HANDRAIL BASE DETAIL  
1" = 1'-0"



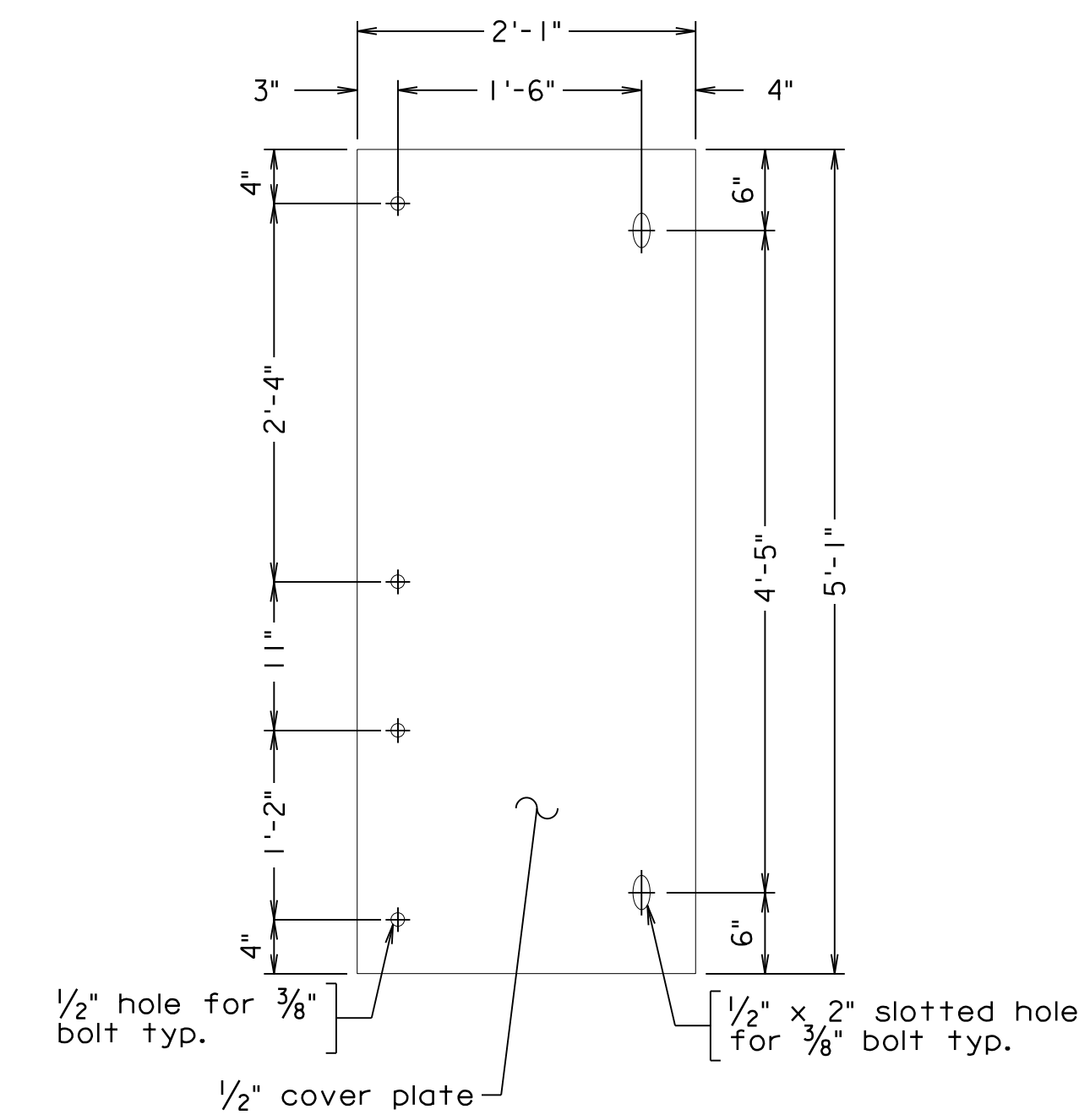
2 HANDRAIL MIDDLE LANDING DETAIL  
1" = 1'-0"



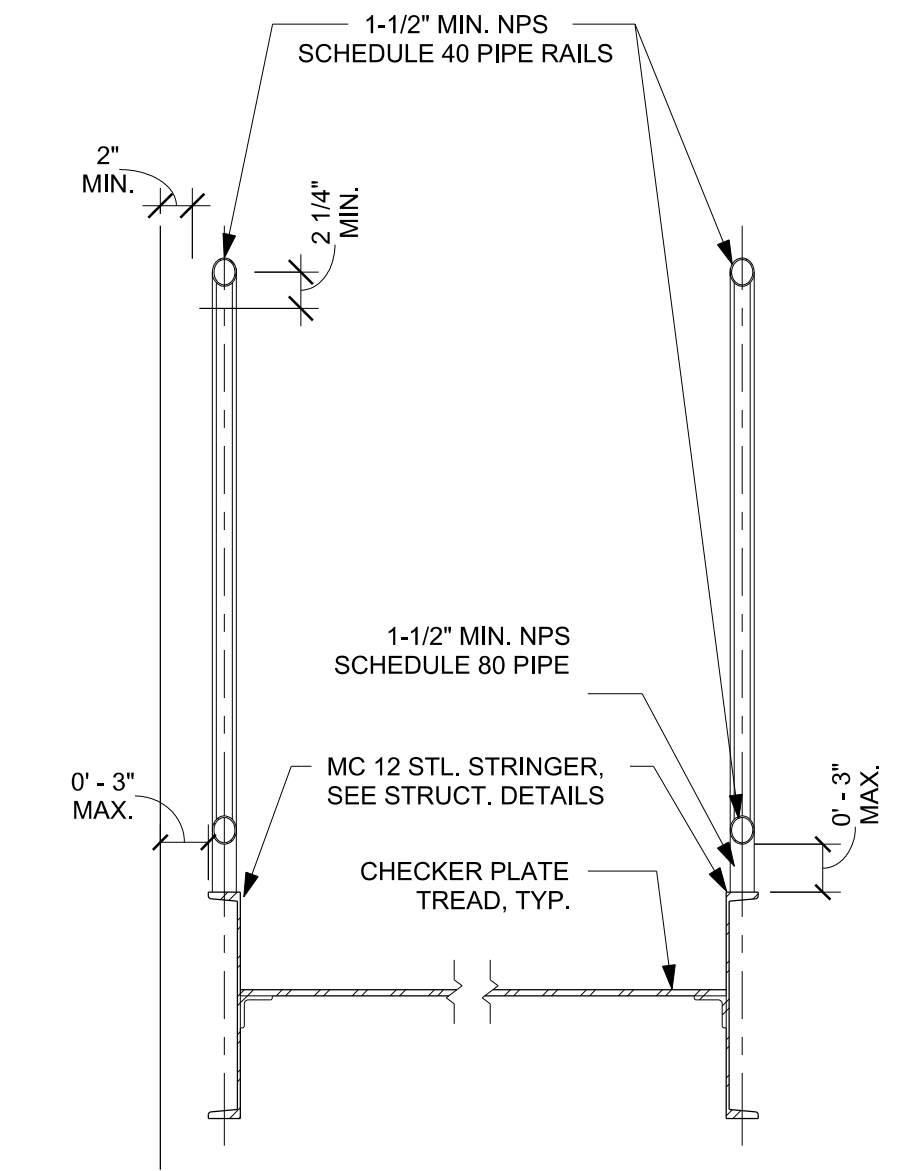
3 HANDRAIL TOP DETAIL  
1" = 1'-0"



COVER PLATE DETAILS 1  
1" = 1'-0"



COVER PLATE DETAILS 2  
1" = 1'-0"

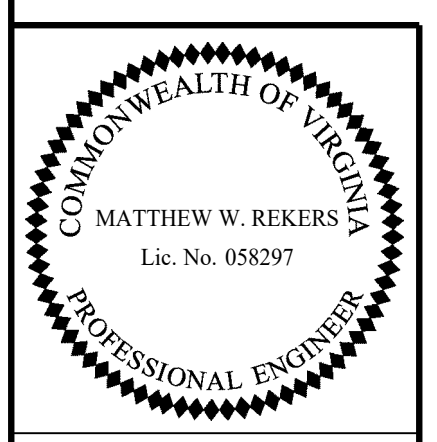


7 STAIR DETAIL AT TREAD  
1" = 1'-0"

Note:  
All handrails and fencing to be grounded in accordance with VDOT Road and Bridge Standards FE-6 (Page 503.07).  
See VDOT Road and Bridge Standard HR-1 (Page 601.05) for HR-1 Type I and Type II Handrail details. Handrails shall be painted brown.

Scale: 1/4" = 1'-0" unless otherwise noted

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COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION STRUCTURE AND BRIDGE DIVISION						
<b>METAL STAIR DETAILS (3 OF 3)</b>						
No.	Description	Date	Designed: N.M.A. Drawn: N.M.A. Checked: G.B.E.	Date Apr. 2023	Plan No. 300-46	Sheet No. 42 of 42
Revisions						

300-46-42.dgn



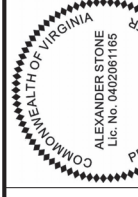
**Exhibit B**

**Construction Plans**

PROJECT MANAGER LEONARD GISNER 540-382-5457 VDOT SALEM DISTRICT  
SURVEYED BY DATE SL HOLLANDSWORTH 11-05-08 540-382-5222 VDOT SALEM DISTRICT  
DESIGN BY TRANSTYSTEMS CORPORATION - (678) 244-9730  
SUBSURFACE UTILITY BY DATE N/A

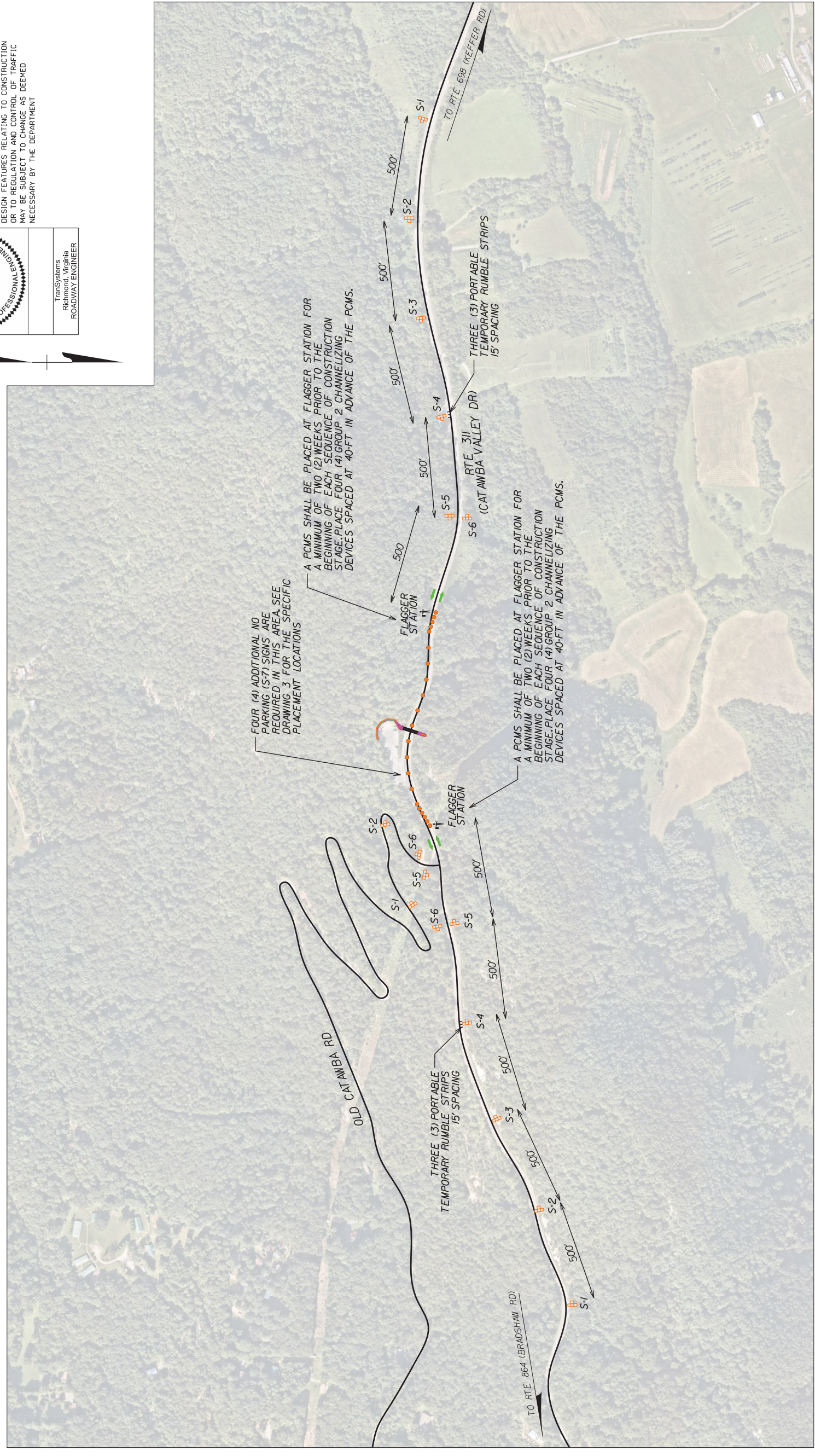
# TRAFFIC MANAGEMENT PLAN

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA	311	0311-080-913	R201, B618	(K1)



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

TransSystems  
Richmond, Virginia  
ROADWAY ENGINEER



NOTE: ALL SIGNS SHALL BE ORANGE IN COLOR.

- LEGEND**
- PORTABLE TEMPORARY RUMBLE STRIPS
  - TRAFFIC FLOW ARROW
  - TEMPORARY TRAFFIC CONTROL SIGN
  - GROUP 2 CHANNELIZING DEVICE


- S-1  
W20-1  
48" X 48"
- S-2  
W20-4  
48" X 48"
- S-3  
W20-126  
48" X 48"
- S-4  
W3-4  
48" X 48"
- S-5  
W20-7a  
48" X 48"
- S-6  
G20-2M)  
60" X 24"
- S-7  
R8-3a  
48" X 48"



PROJECT 0311-080-913  
SHEET NO. 1(K1)

PROJECT MANAGER: LEONARD, GISINER, 540-387-5457, VDOT, SALEM DISTRICT  
SURVEYED BY: DATE S.J. HOLLANDS, MOBILITY 15-18, 540-387-5227, VDOT, SALEM DISTRICT  
DESIGN BY: TRANSSYSTEMS, CORPORATION - (678) 244-9730, -----  
SUBSURFACE UTILITY BY: DATE N/A, -----

# TRANSPORTATION MANAGEMENT PLAN

 AlexStone 0402061165 Professional Engineer	REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
		VA.	311	0311-080-913 R201, B618	IK
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT					
TranSystems Richmond, Virginia ROADWAY ENGINEER					

**INTRODUCTION**

PROJECT: PEDESTRIAN BRIDGE OVER ROUTE 311, TYPE B (CATEGORY III)  
EXISTING CORRIDOR SPEED LIMIT IS 55 MPH, WINDING ROAD SIGNS AT PROJECT LOCATION HAVE A 35 MPH POSTED WORK ZONE(S) LENGTH: WORK ZONE LENGTH IS VARIABLE AS REFLECTED BELOW.

WORK ZONE(S) WIDTH: VARIABLE WIDTH (DUE TO EXISTING ROADWAY)

- ROUTE 311; STATION 43+40.10 TO STATION 44+67.05 (0.024 MILES/127 FEET)

IMPACT ON TRAFFIC: ROUTE 311 ONE TRAVEL LANE SHALL REMAIN OPEN EXCEPT DURING THE INSTALLATION OF THE STEEL BEAMS FOR THE BRIDGE.

MATERIAL AND EQUIPMENT STORAGE: THE CONTRACTOR SHALL STORE ALL CONSTRUCTION EQUIPMENT AND MATERIALS IN THE DESIGNATED AREA OF THE PARKING LOT REFLECTED IN THE PLANS BEYOND THE CLEAR ZONE AND/OR DYNAMIC DEFLECTION AREA OF PHYSICAL BARRIERS AT ALL LOCATIONS.

ALLOWABLE WORK HOURS: 7AM-6PM MONDAY-FRIDAY UNLESS OTHERWISE APPROVED BY THE ENGINEER

**TEMPORARY TRAFFIC CONTROL (TTC) PLAN**

TEMPORARY TRAFFIC CONTROL REFERENCE: THE WORK ZONE SHALL BE MAINTAINED IN ACCORDANCE WITH AN APPROVED MAINTENANCE OF TRAFFIC (MOT)/TEMPORARY TRAFFIC CONTROL (TTC) PLAN, 2011 VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM) REVISION 2/JANUARY, 2020, 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), INCLUDING ALL CURRENT REVISIONS OF THE MUTCD, VDOT 2020 ROAD AND BRIDGE SPECIFICATIONS, AND VDOT 2016 ROAD AND BRIDGE STANDARDS.

SPECIFIC APPLICABLE TYPICAL TEMPORARY TRAFFIC CONTROL FIGURES AND NOTES FROM CHAPTER 6H, TYPICAL APPLICATIONS, OF THE 2011 VWAPM INCLUDE:

FIG. TTC-23.2, LANE CLOSURE ON A TWO-LANE ROADWAY USING FLAGGERS  
FIG. TTC-53.0, SIGNING FOR PROJECT LIMITS

THE CONTRACTOR MAY USE OTHER TYPICAL APPLICATIONS OR COMBINATIONS THEREOF AS DEEMED NECESSARY AND/OR APPROVED BY THE ENGINEER.

ENTRANCES AND INTERSECTIONS AFFECTED: ENTRANCES (MCAFFEE KNOB'S TRAIL), APPALACHIAN TRAIL, AND AEP FIRE ROAD

THE CONTRACTOR IS TO ENSURE ALL PRIVATE ENTRANCES SHALL REMAIN ACCESSIBLE DURING CONSTRUCTION.

TYPICAL SECTIONS: REFER TO THIS SHEET

**GENERAL NOTES**

1. UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PLAN AND PROSECUTE SEQUENCE OF CONSTRUCTION WORK ACTIVITIES IN ACCORDANCE WITH THE APPROVED TRANSPORTATION MANAGEMENT PLAN (TMP).

2. IT IS NOT THE INTENT OF THE TRANSPORTATION MANAGEMENT PLAN TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN THE CONSTRUCTION OF EACH SEQUENCE OF CONSTRUCTION STAGE BUT ONLY TO SHOW THE GENERAL FEATURES NECESSARY IN PROVIDING FOR THE PROPER AND SAFE HANDLING OF TRAFFIC THROUGH THE WORK ZONE(S). CONSTRUCTION METHODS USED BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE ENGINEER.

3. THE CONTRACTOR MAY SUBMIT AN ALTERNATE TEMPORARY TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL AT LEAST THIRTY (30) DAYS PRIOR TO PERFORMING THE WORK, AS NO DEVIATIONS FROM THE APPROVED PLAN WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ALLOW THE ENGINEER A MINIMUM OF TWO (2) WEEKS FOR REVIEW AND APPROVAL.

4. THE CONTRACTOR SHALL DESIGNATE A WORK SITE TRAFFIC CONTROL SUPERVISOR (WTS) WHO SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF TEMPORARY TRAFFIC CONTROL DEVICES AND BE AVAILABLE TWENTY-FOUR (24) HOURS PER DAY, SEVEN (7) DAYS A WEEK IN THE EVENT OF AN EMERGENCY. FURTHERMORE, THE CONTRACTOR SHALL HAVE AT LEAST ONE PERSON CERTIFIED IN INTERMEDIATE WORK ZONE TRAFFIC CONTROL TO SUPERVISE, INSTALL, REMOVE, AND/OR MAINTAIN TEMPORARY TRAFFIC CONTROL, AND ONE PERSON CERTIFIED IN BASIC WORK ZONE TRAFFIC CONTROL TO ADEQUATELY MAINTAIN THE WORK ZONE(S).

5. MEASURES SHALL BE TAKEN TO ENSURE THAT ADEQUATE SIGHT DISTANCE DURING CONSTRUCTION OPERATIONS IS MAINTAINED; TRAFFIC CONTROL DEVICES, CONSTRUCTION EQUIPMENT, STORED MATERIALS AND SUPPLIES OR ANY OTHER OBSTACLE SHALL NOT INTERFERE WITH SIGHT DISTANCES IN PROXIMITY OF INTERSECTIONS, INTERSECTING OR CROSSING ROUTES, AND ENTRANCES, EQUIPMENT AND / OR MATERIALS SHALL NOT BE STORED WITHIN THE ESTABLISHED CLEAR ZONE OF THE ROADWAYS LANES AND/OR DYNAMIC DEFLECTION AREA OF PHYSICAL BARRIERS.

6. SIGNS NO LONGER APPLICABLE AND/OR IN CONFLICT WITH OTHER TRAFFIC CONTROL DEVICES SHALL BE REMOVED AND/OR COVERED WHEN NO LONGER NECESSARY. ALL OTHER SIGNS SHALL BE PROPERLY ALIGNED/ORIENTED AND MAINTAINED.

7. PROPOSED TEMPORARY TRAFFIC CONTROL PLANS DEPICT TEMPORARY TRAFFIC CONTROL, THE DAILY CONTROL OF TRAFFIC, INCLUDING THE PLACEMENT, INSTALLATION, MAINTENANCE AND REMOVAL OF TEMPORARY TRAFFIC CONTROL DEVICES, SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY. THE DAILY EFFORTS REQUIRED TO MANIPULATE TRAFFIC PATTERNS TO CONNECT NEW TO EXISTING ROADS BY CONSTRUCTING PAVEMENT OVERLAYS ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFE INGRESS / EGRESS FROM CONSTRUCTION ACCESS POINTS.

8. ALL TEMPORARY TRAFFIC CONTROL (SIGNS AND PAVEMENT MARKINGS) SHOWN IN THE PLANS ARE APPROXIMATE. ADJUSTMENTS MAY BE MADE BASED ON FIELD CONDITIONS WITH PRIOR APPROVAL AND/OR DISCRETION OF THE ENGINEER.

9. MINIMUM ALLOWABLE THROUGH LANE WIDTH THAT SHALL BE MAINTAINED IS ELEVEN (11) FEET ON ROUTE 311.

10. AT THE CONCLUSION OF EACH WORK SHIFT, ALL AREAS WITHIN THE CLEAR ZONE NOT ADEQUATELY PROTECTED SHALL BE BACKFILLED WITH AGGREGATE BASE MATERIAL OR OTHER APPROVED MATERIAL SOURCE TO FORM A 6' DESIRED (4' MINIMUM) SAFETY WEDGE AGAINST THE EXISTING PAVEMENT SURFACE. ALL ASSOCIATED COSTS FOR TRANSPORTING, FURNISHING, PLACING, MAINTAINING AND REMOVING THE SAFETY WEDGE SHALL BE INCLUDED IN COSTS FOR OTHER CONTRACTUAL PAY ITEMS AS NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

11. LANE CLOSURE REQUESTS SHALL BE SUBMITTED TO THE VDOT TRAFFIC OPERATIONS CENTER (TOC) AND VDOT PROJECT MANAGER FOR COORDINATION PURPOSES, AT LEAST SEVEN (7) DAYS IN ADVANCE OF THE PROPOSED LANE CLOSURE AND NO LATER THAN CLOSE OF BUSINESS WEDNESDAY THE WEEK PRIOR TO CLOSURE. THE CONTRACTOR SHALL CONFIRM AT LEAST TWENTY-FOUR (24) HOURS PRIOR TO ANY SCHEDULED LANE CLOSURE IN ORDER FOR THE TOC TO POST LANE CLOSURE INFORMATION ON THE VDOT WEBSITE AND VA 511 SYSTEM. THIS PROJECT CONTAINS WORK WHICH WILL REQUIRE LANE CLOSURES ON RTE 311. THE CONTRACTOR SHALL COORDINATE ALL LANE CLOSURES IN ACCORDANCE WITH LCAMS SPECIFICATIONS AND SPECIAL PROVISIONS. LANE CLOSURES SHALL OCCUR OUTSIDE OF PEAK COMMUTER TRAVEL HOURS.

12. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE. TEMPORARY DRAINAGE SHALL BE PROVIDED AS REQUIRED AND/OR AS SHOWN ON THE PLANS TO PREVENT PONDING OF WATER ON THE ROADWAY AND RUNOFF OF WATER OFF SITE AND ONTO ADJACENT PROPERTIES.

13. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE INSTALLED A MINIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING OF EACH SEQUENCE OF CONSTRUCTION STAGE TO ALERT MOTORISTS OF AN UPCOMING WORK ZONE, A NEW CONSTRUCTION STAGE OR TRAFFIC PATTERN, AND/OR ROAD CLOSURE.

14. THE CONTRACTOR SHALL PERFORM TEST PIT EXCAVATIONS IN ADVANCE TO VERIFY THE EXACT LOCATIONS AND ELEVATIONS OF THE EXISTING UTILITIES IN ORDER TO DETERMINE IF ANY OF THESE UTILITIES WILL BE IN CONFLICT WITH THE PROPOSED WORK. ALL TEST PIT EXCAVATIONS SHALL BE IN ACCORDANCE WITH THE APPLICABLE MISS UTILITY LAW OR AS DIRECTED BY THE ENGINEER.

15. NATIONAL PARK SERVICE IS TO BE NOTIFIED 30 DAYS BEFORE THE PARKING LOT IS CLOSED TO THE PUBLIC:  
CONTACT: KEITH STEGALL  
CHIEF OF FACILITIES MAINTENANCE  
APPALACHIAN NATIONAL SCENIC TRAIL  
CELL: 301-712-6729  
EMAIL: keith.stegall@nps.gov

16. ROANOKE COUNTY IS TO BE NOTIFIED WHEN AND BEFORE PARKING LOT IS TO BE CLOSED TO THE PUBLIC. ALSO WHEN NIGHT WORK IS TO BE DONE.  
CONTACT: AMY T. WHITTAKER  
PUBLIC INFORMATION OFFICER  
OFFICE: 540-772-2010  
CELL: 540-589-3089

17. THE CONTRACTOR SHALL INSTALL HIGH VISIBILITY TEMPORARY CONSTRUCTION FENCING AND ADDITIONAL "NO PARKING" SIGNS IN THE LOCATION SHOWN ON SHEET NO. 3 IN THE PLANS.

18. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT ROANOKE COUNTY EMS, ROANOKE COUNTY POLICE, AND CATAWBA FIRE DEPARTMENT TO PROVIDE ACCESS TO THE LOCKED GATED AREA FOR EMERGENCY ACCESS.

19. ALL TRAIL ENTRANCES AND PRIVATE ENTRANCES SHALL REMAIN ACCESSIBLE DURING CONSTRUCTION.

**PUBLIC COMMUNICATION STRATEGIES**

PROJECT DESCRIPTION:  
• THE PROJECT WILL INCLUDE THE CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER ROUTE 311 AND A RAMP AND STAIRWAY FROM THE PARKING LOT TO THE BRIDGE.

TRAFFIC IMPACTS:  
• THERE WILL BE ONE SHORT CLOSURE OF ROUTE 311 IN ORDER TO INSTALL THE STEEL BEAMS ACROSS THE ROAD.  
• THERE WILL BE LANE SHIFTS, BUT ONE LANE IN EACH DIRECTION WILL BE MAINTAINED.

GOAL:  
• TO INFORM THE PUBLIC ABOUT THE PROJECT  
• TO MINIMIZE DISRUPTION THROUGH PROACTIVE INFORMATION DISSEMINATION EFFORTS  
• TO GATHER PUBLIC SUPPORT FOR THE PROJECT  
• TO ESTABLISH A CRISIS COMMUNICATION PLAN

MESSAGES:  
• BENEFITS AND PURPOSE OF THE PROJECT  
• TRAFFIC IMPACTS AND INFORMATION ON ALTERNATE ROUTES  
• CONTACTS FOR MORE INFORMATION

CRISIS COMMUNICATIONS PLAN:  
• AS WITH ANY CRISIS, EMERGENCY RESPONDERS (911) SHOULD BE NOTIFIED IMMEDIATELY IF NECESSARY.  
• THE AREA CONSTRUCTION ENGINEER (ACE) OR HIS DESIGNEE SHOULD BE NOTIFIED IMMEDIATELY.  
• IF THE EMERGENCY IS TRAFFIC RELATED, THE ACE OR HIS DESIGNEE SHOULD IMMEDIATELY NOTIFY THE TRAFFIC OPERATIONS CENTER AT 540-375-0170.  
• THE TRAFFIC OPERATIONS CENTER SHOULD IMMEDIATELY NOTIFY THE DISTRICT COMMUNICATIONS OFFICE: 540-387-5493.  
• THE ACE, DISTRICT COMMUNICATION, AND TRAFFIC OPERATIONS CENTER (TOC) WILL WORK TOGETHER TO INFORM THE TRAVELING PUBLIC, EMERGENCY RESPONDERS, AND THE MEDIA ABOUT DELAYS AND UNEXPECTED CHANGES IN TRAFFIC PATTERNS USING THE CONTACT LIST AND OTHER RESOURCES IF NECESSARY.

**SEQUENCE OF CONSTRUCTION**

- PHASE 0
1. SETUP LAYDOWN AREA IN PARKING LOT.
  2. CLEAR AND GRUB AREAS NECESSARY TO INSTALL PERIMETER CONTROLS AND CONSTRUCTION ENTRANCES.
  3. INSTALL PERIMETER SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCES.
- PHASE 1
1. CONSTRUCT THE BRIDGE ABUTMENTS ONE SIDE AT A TIME, UTILIZE TTC-23.2 (LANE CLOSURE ON A TWO-LANE ROADWAY USING FLAGGERS) FOR ANY WORK THAT MAY IMPEDE TRAFFIC FLOW ON ROUTE 311.
- PHASE 2
1. CONSTRUCT THE BRIDGE ACROSS ROUTE 311, UTILIZE TTC-23.2 (LANE CLOSURE ON A TWO-LANE ROADWAY USING FLAGGERS) TO CLOSE THE ROAD FOR A SHORT DURATION TO INSTALL STEEL BEAMS ACROSS ROUTE 311.
- PHASE 3
1. CONSTRUCT THE TRAIL FROM THE PARKING LOT TO THE BRIDGE.

**EMERGENCY RESPONSE CONTACTS**

Contacts	Phone Number
Roanoke County Police	911 (EMERGENCY)
Roanoke County EMS	(540) 777-8701
Catawba Fire Department	(540) 777-8701
Area Construction Engineer Tony Handy, PE, LS, CCM	(540) 375-3595
District Communications Manager Jason Bond	(540) 387-5493
VDOT Traffic Operations Center	(540) 375-0170

**GRADING PLAN**

REVISIONS: STATE ROUTE PROJECT 0311-080-913 R201,B618

STATE VA. ROUTE 311

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

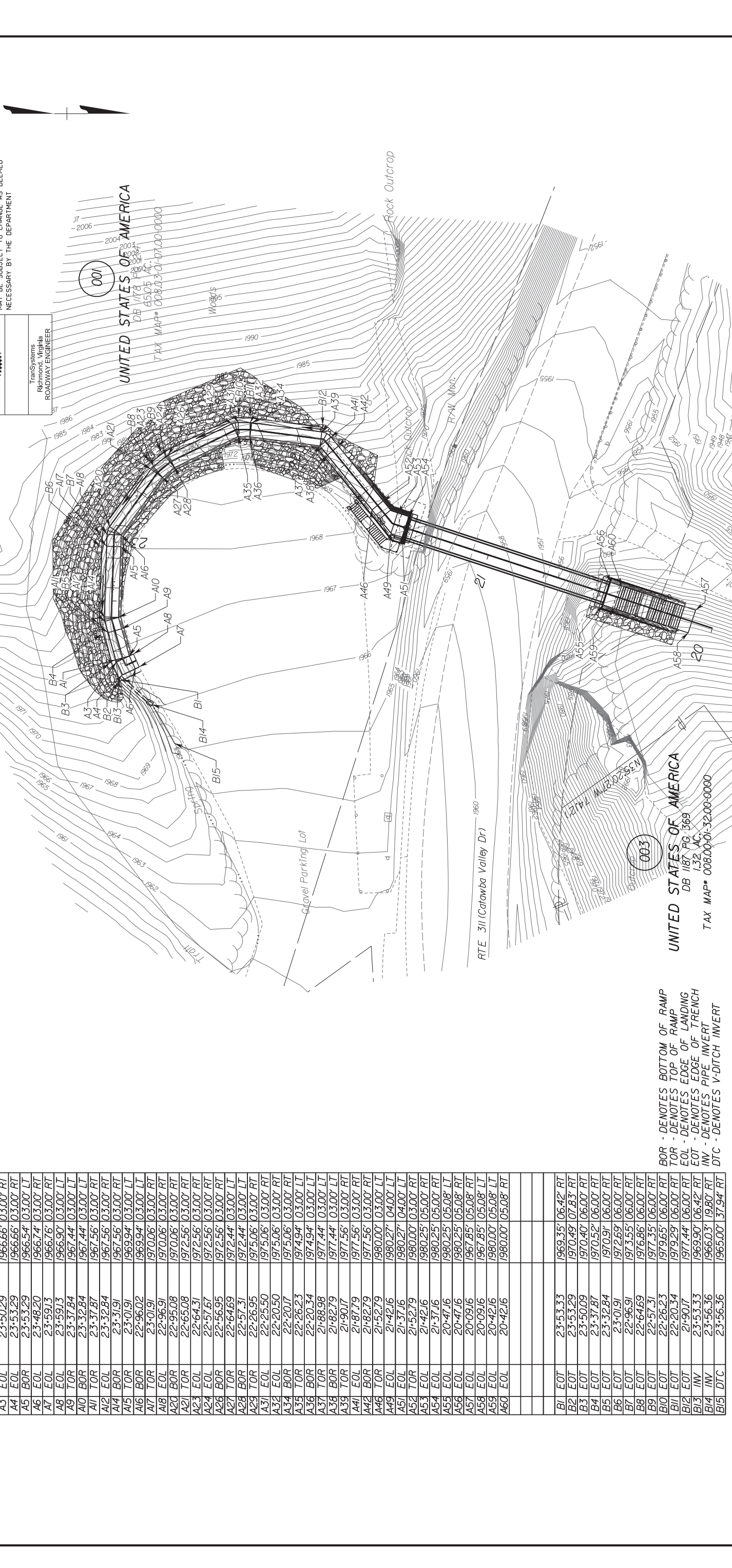
COMMONWEALTH OF VIRGINIA  
 ALEXANDER STONE  
 Lic. No. 0402061165  
 PROFESSIONAL ENGINEER

TransSystems  
 Richmond, Virginia  
 ROADWAY ENGINEER

SHEET NO. 3A

**ELEVATION POINT**

TYPE	STATION	ELEV	OFFSET
A1	BOR	23+49.84	1966.66' 03.00' RT
A3	EOL	23+50.29	1966.66' 03.00' RT
A4	EOL	23+53.29	1966.66' 03.00' RT
A5	BOR	23+53.29	1966.54' 03.00' LT
A6	EOL	23+48.20	1966.74' 03.00' RT
A7	EOL	23+59.13	1966.76' 03.00' RT
A8	EOL	23+59.13	1966.90' 03.00' LT
A9	TOR	23+37.84	1967.44' 03.00' LT
A10	BOR	23+32.84	1967.44' 03.00' RT
A11	TOR	23+37.87	1967.56' 03.00' RT
A12	EOL	23+32.84	1967.56' 03.00' RT
A14	BOR	23+31.91	1967.56' 03.00' RT
A15	TOR	23+01.91	1969.94' 03.00' LT
A16	BOR	22+96.02	1969.94' 03.00' LT
A17	TOR	23+01.91	1970.06' 03.00' RT
A18	EOL	22+96.91	1970.06' 03.00' RT
A20	BOR	22+95.08	1970.06' 03.00' RT
A21	TOR	22+65.08	1972.56' 03.00' RT
A23	EOL	22+64.31	1972.56' 03.00' RT
A24	EOL	22+57.67	1972.56' 03.00' RT
A26	BOR	22+56.95	1972.56' 03.00' RT
A27	TOR	22+64.69	1972.44' 03.00' LT
A28	BOR	22+57.31	1972.44' 03.00' LT
A29	TOR	22+26.95	1975.06' 03.00' RT
A31	EOL	22+25.50	1975.06' 03.00' RT
A32	EOL	22+20.50	1975.06' 03.00' RT
A34	BOR	22+26.23	1975.06' 03.00' RT
A35	TOR	22+26.23	1974.94' 03.00' LT
A36	BOR	22+20.34	1974.94' 03.00' LT
A37	TOR	21+88.98	1977.44' 03.00' LT
A38	BOR	21+82.79	1977.44' 03.00' LT
A39	TOR	21+90.17	1977.56' 03.00' RT
A41	EOL	21+87.79	1977.56' 03.00' RT
A42	BOR	21+82.79	1977.56' 03.00' RT
A46	TOR	21+52.79	1980.00' 03.00' LT
A49	EOL	21+42.16	1980.27' 04.00' LT
A51	EOL	21+37.16	1980.27' 04.00' LT
A52	TOR	21+52.79	1980.00' 03.00' RT
A53	EOL	21+42.16	1980.25' 05.00' RT
A54	EOL	21+37.16	1980.25' 05.00' RT
A55	EOL	20+47.16	1980.25' 05.08' LT
A56	EOL	20+47.16	1980.25' 05.08' RT
A57	EOL	20+09.16	1967.85' 05.08' RT
A58	EOL	20+09.16	1967.85' 05.08' LT
A59	EOL	20+42.16	1980.00' 05.08' LT
A60	EOL	20+42.16	1980.00' 05.08' RT
B1	EOT	23+53.33	1969.35' 06.42' RT
B2	EOT	23+53.29	1970.49' 07.83' RT
B3	EOT	23+50.09	1970.40' 06.00' RT
B4	EOT	23+37.87	1970.52' 06.00' RT
B5	EOT	23+32.84	1970.91' 06.00' RT
B6	EOT	23+01.91	1972.69' 06.00' RT
B7	EOT	22+96.91	1973.55' 06.00' RT
B8	EOT	22+64.69	1976.86' 06.00' RT
B9	EOT	22+57.31	1977.35' 06.00' RT
B10	EOT	22+26.23	1979.65' 06.00' RT
B11	EOT	22+20.34	1979.29' 06.00' RT
B12	EOT	21+90.17	1977.44' 06.00' RT
B13	INV	23+53.33	1969.90' 06.42' RT
B14	INV	23+56.36	1966.03' 19.80' RT
B15	DTC	23+56.36	1965.00' 37.94' RT



**UNITED STATES OF AMERICA**  
 DB 1278 PG 440  
 18.69 AC.  
 TAX MAP# 00800-01-35.02-0000

**UNITED STATES OF AMERICA**  
 DB 1187 PG 1369  
 1.32 AC.  
 TAX MAP# 00800-01-32.00-0000

**UNITED STATES OF AMERICA**  
 DB 1178 PG 1369  
 18.69 AC.  
 TAX MAP# 00800-01-35.02-0000

**REFERENCES**  
 (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Typicals 2A-2A(2)  
 Roadway 3  
 Profile 3B  
 ESC Plan 5

SCALE 0 25' 50'

PROJECT 0311-080-913  
 SHEET NO. 3A

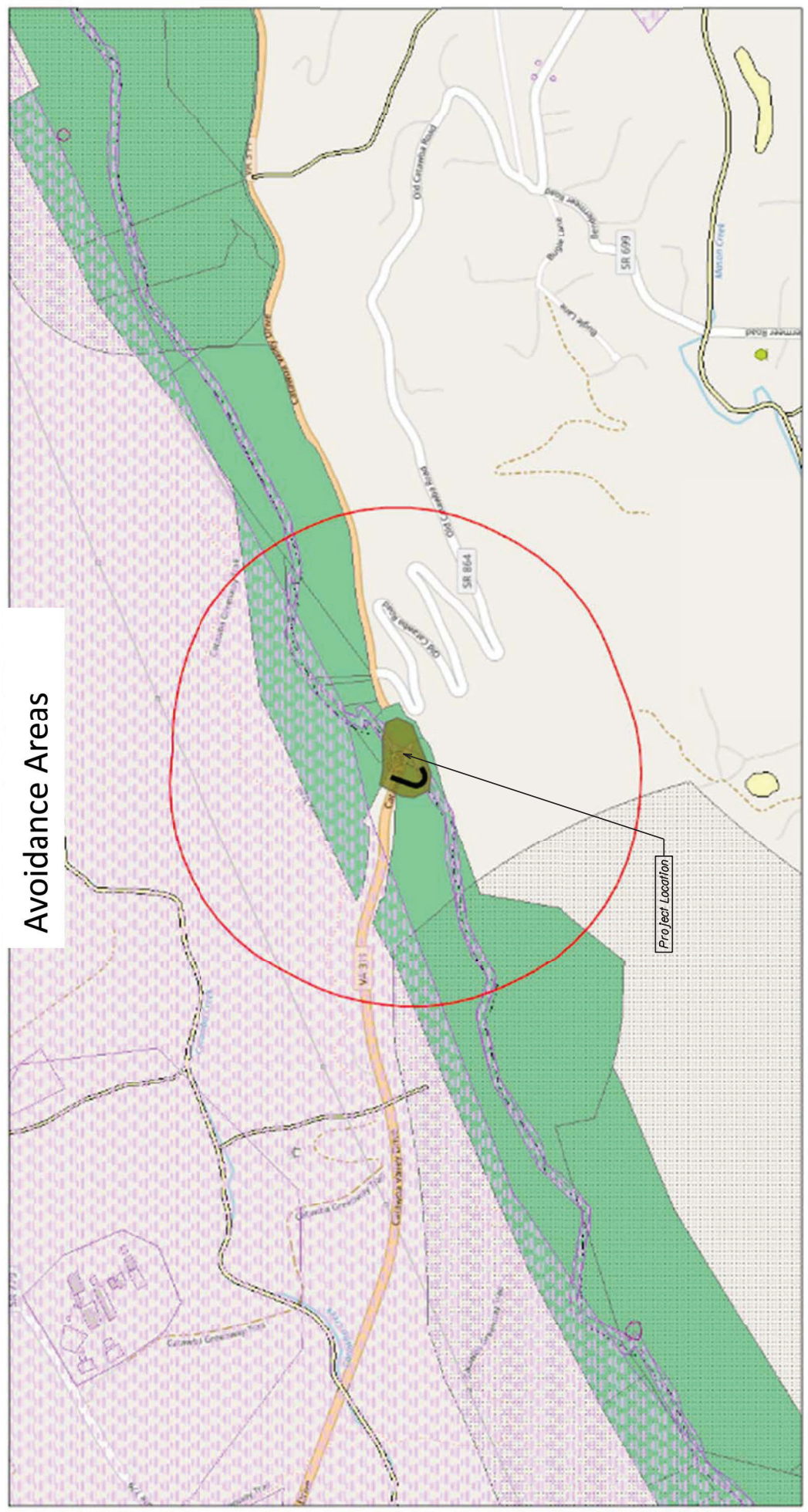
BOR - DENOTES BOTTOM OF RAMP  
 TOR - DENOTES TOP OF RAMP  
 EOL - DENOTES EDGE OF LANDING  
 EOT - DENOTES EDGE OF TRENCH  
 INV - DENOTES PIPE INVERT  
 DTC - DENOTES V-DITCH INVERT

PROJECT MANAGER LEONARD GISNER 540-382-5457 VDOT SALEM DISTRICT  
SURVEYED BY DATE SL HOLLANDSWORTH 10-15-18 540-382-5227 VDOT SALEM DISTRICT  
DESIGN BY IBANSTYEMS CORPORATION - 66281 244-9730  
SUBSURFACE UTILITY BY DATE M/A

# ENVIRONMENTAL AVOIDANCE AREA OUTSIDE OF THE PROJECT LIMITS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA	311	03/1/080-9/3	R201, B618	3E(1)

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



**Abbreviations:**

- ACM - Asbestos Containing Materials
- BMP - Best Management Practice
- CR - Cultural Resources
- DEM - District Environmental Manager
- ECI - Environmental Commitment Inspector
- VDGIF - Department of Game and Inland Fisheries
- FHWA - Federal Highway Administration
- MOA - Memorandum of Agreement
- MOU - Memorandum of Understanding
- NEPA - National Environmental Policy Act
- NOI - Notice of Intent
- NWP - Nationwide Permit
- TOYR - Time of Year Restriction
- T&E - Threatened and Endangered Species
- PCN - Pre-Construction Notification
- VDEQ - Virginia Department of Environmental Quality
- VMRC - Virginia Marine Resources Commission
- USACE/COE - U.S. Army Corps of Engineers
- USFWS - U.S. Fish and Wildlife Service
- WOTUS - Waters of the United States
- WO - Water Quality

**Notes:**

Information on this sheet is a reference document related to the Environmental Commitments, Conditions and Clearances applicable to this project. Refer to the controlling documents (Bid/Proposal/Contract Special Provisions, Final Construction Plans, etc.)

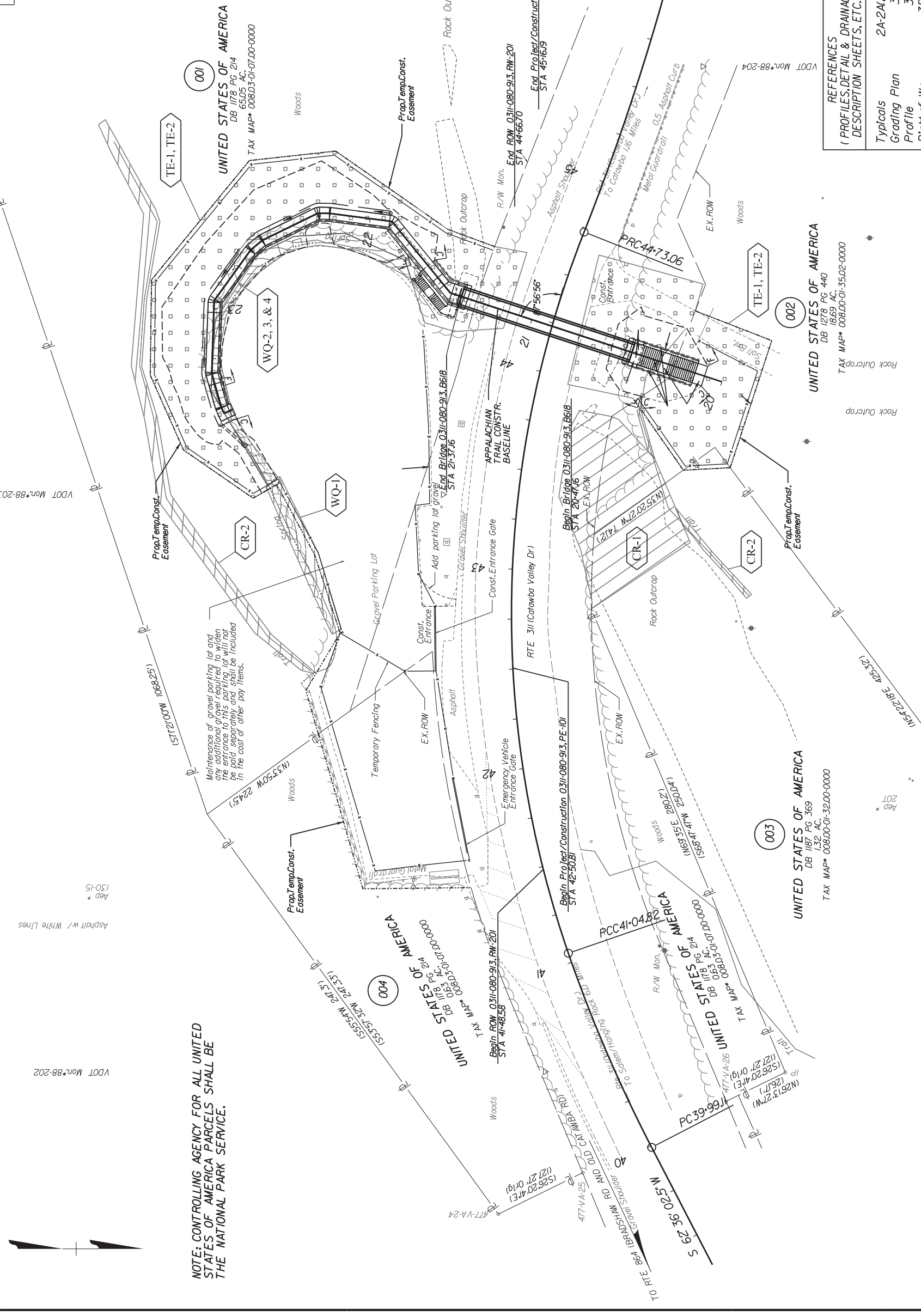
Environmental shall be contacted regarding any field adjustments, construction Plan revisions, etc. prior to work proceeding to allow review to verify environmental compliance.

PROJECT MANAGER/LEAD: GIS/INR-540-382-5457/VDOT - SALEM DISTRICT  
 SURVEYED BY: DATE S.L. HOLLAND/SOBT/11-15-18 540-382-5222/VDOT - SALEM DISTRICT  
 DESIGN BY: TRANS/STMS CORP/04-11-18 6781-244-9730  
 SUBSURFACE UTILITY BY: DATE M/A

# ENVIRONMENTAL COMMITMENTS PLAN SHEET

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
		311	0311-080-913	R201, B618	3E(2)

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



NOTE: CONTROLLING AGENCY FOR ALL UNITED STATES OF AMERICA PARCELS SHALL BE THE NATIONAL PARK SERVICE.

REFERENCES (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Typicals	2A-2A(2)
Grading Plan	3A
Profile	3B
Right of Way	3RW
ESC Plan	5

Note:  
The Environmental information on this sheet is a reference;  
refer to the controlling documents for project-specific details.

SCALE	PROJECT	SHEET NO.
0 25' 50'	0311-080-913	3E(2)

PROJECT MANAGER LEONARD GISINER 540-382-5451 VDOT SALEM DISTRICT  
SURVEYED BY DATE SL HOLLANDSWORTH 10-15-18 540-382-5227 VDOT SALEM DISTRICT  
DESIGN BY TRANSTYSTEMS CORPORATION - (678) 244-9730  
SUBSURFACE UTILITY BY DATE N/A

# ENVIRONMENTAL COMMITMENTS SUMMARY

Project Number: 0311-080-913  
Assoc-Projects(UPC): 03311080-24725160

## Environmental Commitments

### PRE-CONSTRUCTION

#### Water Quality Permits

**Commitment Name:** Flapping of Waters of the US (WOTUS) <WQ>  
**Description:** The Permittee (Area Construction Engineer) in coordination with the District Environmental Manager shall ensure that the following activities are accomplished prior to commencement of construction notification to VDECO that construction is planned to commence in permit authorized areas: flagging of surface waters in the project area where construction activities are permitted and not permitted to occur, and pre-construction photographs taken of all permitted impact sites.

Refer to Page: 3

### CONSTRUCTION

#### Cultural Resources

**Commitment Name:** Avoidance of historic property <CR1>  
**Description:** An archaeological site (Native American Rockshelter) is located near the north abutment at approximately STA 43+25 to 43+75. The site was determined to be not eligible for the National Register of Historic Places (NRHP) pursuant to Sec. 106 of the NHPA, however, it is still an NPS-owned/managed resource for which all impacts (direct and indirect, vibratory/percussive) should be avoided.

Refer to Page: 3

#### Avoidance of historic property <CR2>

**Commitment Name:** The Appalachian Trail (AT) is eligible for the NRHP and is considered a Sec.4(f) property. Design considerations have been coordinated with appropriate regulatory and sponsoring agencies and should be considered design constraints. Any construction revisions or contractor use of the active AT trail segment through the project area should be avoided.

Refer to Page: 3

#### Water Quality Permits

**Commitment Name:** Completion of VDECOs monthly WMP Permit Inspection Checklist <WQ2>  
**Description:** The Permittee (Area Construction Engineer) or his designee shall complete VDECOs Monthly WMP Permit Inspection Checklist once every calendar month during activities within permitted impact areas. Inspections shall include all permitted impact sites and adjacent waters previously flagged for

Refer to Page: 3

avoidance to document that only permitted activities are taking place. The checklist shall be completed in its entirety for each monthly inspection and shall be kept on site and available for review by VDECO.

#### Commitment Name:

**Description:** Compliance with water quality permits <WQ3>  
All personnel involved in construction activities shall read and understand the SP-GP/WP3 permit requirements, and all permit conditions, project specific, regional and general) shall be complied with during construction. If there are any proposed revisions in the permitted activities or plan of operations affecting the stream then the Environmental Section shall be contacted to determine if a permit modification is necessary prior to the revised stream activities being placed.

Refer to Page: 3

#### Threatened and Endangered Species

**Commitment Name:** Protection of Loggerhead Shrike - 'brus' and tree removal limitations <TE1>  
**Description:** Removal or stump and trees less than 2cm located within the project limits (Limits or Disturbance and Assessments) shall take place outside of the time-of-year restriction of 4/1 - 7/31 of any year.

Refer to Page: 3

#### Commitment Name:

**Description:** Protection of bat species - Tree trimming and removal limitations <TE2>  
In accordance with the Special Provision for Tree Removal Time of Year Restriction for Roosting Bat Habitat, 0.3 acres of trees greater than or equal to 3 inch DBH and located within the project limits (Limits or Disturbance and Assessments) shall be trimmed or removed outside of the time of year restriction of 4/1 - 11/14.

### POST CONSTRUCTION

#### Water Quality Permits

**Commitment Name:** Seed Mix Limitations <WQ4>  
**Description:** In accordance with the State Programmatic General Permit special conditions, seed mixes used on disturbed areas which result from the execution of jurisdictional impacts authorized by a Army Corps of Engineers Nationwide Permit shall not include invasive species (i.e. crown vetch).

Refer to Page: 3

**Commitment Name:** Submission of termination notice to VDECO for WP3 permit upon completion of permitted activities <WQ5>  
**Description:** Submission of termination notice to VDECO for WP3 permit upon completion of permitted activities <WQ5>

December 1, 2022, 03:13:50 PM  
Page 2 of 3

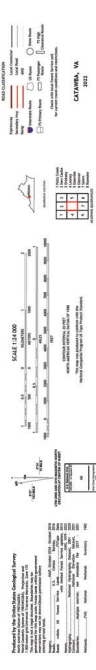
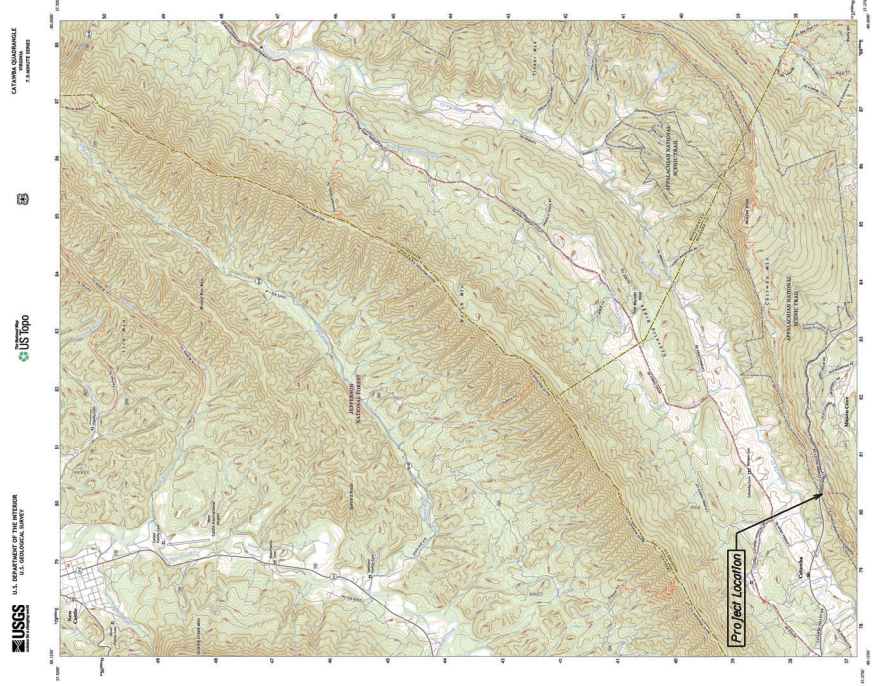
Name: \_\_\_\_\_  
Description: \_\_\_\_\_

The Permittee (Area Construction Engineer (ACE) shall advise the Environmental Section upon completion of the permit authorized activities. The Environmental Section will complete the following activities: review the project, prompt the ACE to sign the termination notice, and subsequently submit the termination notice to VDECO on behalf of the ACE within 30 days of completion of the permit authorized activities.

Water Quality Permits Information	
DFO Permit Issuance Date	11/14/2022
Permit #	22-4101
DFO Reporting Date	10/31/2022
COE	22-SPG-ULT
VDECO	WMP General Permit No. WP3
VMRC	

December 1, 2022, 03:13:50 PM  
Page 3 of 3

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



Abbreviations:  
ACM - Asbestos Containing Materials  
BMP - Best Management Practice  
CR- Cultural Resources  
DEM - District Environmental Manager  
ECI - Environmental Commitment Inspector  
VDGIF - Department of Game and Inland Fisheries  
FHWA - Federal Highway Administration  
MOA - Memorandum of Agreement  
NEPA - National Environmental Policy Act  
NOI - Notice of Intent  
NWP - Nationwide Permit  
TOYR - Time of Year Restriction  
T&E - Threatened and Endangered Species  
FCN - Pre-Construction Notification  
VDECO - Virginia Department of Environmental Quality  
VMRC - Virginia Marine Resources Commission  
USACE/COE - U.S. Army Corps of Engineers  
USFWS - U.S. Fish and Wildlife Service  
WOTUS - Waters of the United States  
WO - Water Quality

### Environmental Contacts

District Environmental Manager:  
Robin Simpson  
(540) 312-3604  
Robin.Simpson@dot.virginia.gov

Environmental Commitments Inspector:  
Isaac Jones  
(540) 580-0549  
Isaac.Jones@dot.virginia.gov

Notes:  
Information on this sheet is a reference document related to the Environmental Commitments, Conditions and Clearances applicable to this project. Refer to the controlling documents (Bid/Proposal/Contract Special Provisions, Final Construction Plans, etc.)

Environmental shall be contacted regarding any field adjustments, construction Plan revisions, etc. prior to work proceeding to allow review to verify environmental compliance.

PROJECT MANAGER LEONARD GISINER 540-382-5457 \DDOT\_SALEM\_DISTRICT  
 SURVEYED BY DATE SL HOLLANDS W08TJHJ-15-18-540-382-5222 \DDOT\_SALEM\_DISTRICT  
 DESIGN BY TRANS SYSTEMS CORPORATION - 6728J244-9730  
 SUBSURFACE UTILITY BY DATE M/A

# RIGHT OF WAY PLAN SHEET SHOWING PROPOSED TEMPORARY EASEMENTS ON PROPERTY OF U.S.A Conveyed by Deed to The COMMONWEALTH OF VIRGINIA

REVISED	STATE	STATE	SHEET NO
	VA	03/11-080-913	3RW-1
	ROUTE	PE-101, C-501, RW-201	
	PROJECT		

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

VDOT Location & Design  
 Salem, Virginia  
 Land Surveyor

**Proposed Temporary Easement for Parcel 001 (25961 Sq.Ft.)**

**Metes and Bounds:**

Beginning at a point on the south right of way of Route 311, being a point at Station 42+35.74 and Offset 82.60 feet left from Route 311 Construction Baseline; thence leaving Route 311 S35°50'29"E, a distance of 19.64 feet to a point; thence S73°58'26"W, a distance of 22.59 feet to a point; thence N59°08'28"W, a distance of 33.43 feet to a point; thence S72°00'53"W, a distance of 41.06 feet to a point; thence S61°25'57"W, a distance of 39.98 feet to a point; thence S30°00'25"E, a distance of 13.53 feet to a point; thence S34°42'36"W, a distance of 42.29 feet to a point; thence S66°00'29"W, a distance of 40.91 feet to a point; thence N89°15'35"W, a distance of 47.73 feet to a point; thence N50°35'46"W, a distance of 77.13 feet to a point; thence N06°16'01"W, a distance of 43.34 feet to a point; thence N34°52'34"E, a distance of 68.52 feet to a point; thence N20°10'20"E, a distance of 24.86 feet to a point on the south right of way of Route 311; thence along the south right of way of Route 311, a curve to the left with a Radius of 517.35 feet, an Arc Length of 64.52 feet, a Chord Bearing of S73°24'03"E, and a Chord Length of 64.48 feet to a point; thence S72°26'30"E, a distance of 178.60 feet to the Point of Beginning, containing 25961 Square Feet.

**Proposed Temporary Easement for Parcel 002 (3030 Sq.Ft.)**

**Metes and Bounds:**

Beginning at a point on the north right of way of Route 311, being a point at Station 43+96.31 and Offset 49.42 feet right from Route 311 Construction Baseline; thence along the right of way of Route 311 N33°47'33"W, a distance of 20.81 feet to a point; thence N68°45'20"W, a distance of 35.84 feet to a point; thence leaving the right of way of Route 311 N21°14'40"E, a distance of 40.99 feet to a point; thence S71°53'12"E, a distance of 66.87 feet to a point; thence S53°13'44"W, a distance of 12.76 feet to a point; thence S35°50'29"E, a distance of 19.50 feet to a point; thence S54°59'05"W, a distance of 42.28 feet to the Point of Beginning, containing 3030 Square Feet.

**Proposed Temporary Easement for Parcel 003 (124 Sq.Ft.)**

**Metes and Bounds:**

Commencing at a point on the north right of way of Route 311, being a point at Station 43+96.31 and Offset 49.42 feet right from Route 311 Construction Baseline; thence leaving the north right of way of Route 311 N54°59'05"E, a distance of 42.28 feet to the Point of Beginning; thence N35°50'29"W, a distance of 19.50 feet to a point; thence N53°13'44"E, a distance of 12.76 feet to a point; thence S02°55'40"E, a distance of 23.47 feet to the Point of Beginning, containing 124 Square Feet.

**Proposed Temporary Easement for Parcel 004 (5591 Sq.Ft.)**

**Metes and Bounds:**

Beginning at a point on the south right of way of Route 311, being a point at Station 41+48.58 and Offset 37.25 feet left from Route 311 Construction Baseline; thence leaving the right of way of Route 311 S00°34'38"E, a distance of 54.12 feet to a point; thence S73°58'26"W, a distance of 80.58 feet to a point; thence N35°50'29"W, a distance of 70.37 feet to a point on the south right of way of Route 311; thence along the south right of way of Route 311 a curve to the left with a Radius of 517.41 feet, an Arc Length of 119.94 feet, a Chord Bearing of N80°42'26"E, and a Chord Length of 119.67 feet to the Point of Beginning, containing 5591 Square Feet.



PROJECT  
03/11-080-913

SHEET NO.  
3RW-1



PROJECT MANAGER/LEAD: GISINER, 540-382-5457/VDOT - SALEM DISTRICT  
 SURVEYED BY: DATE S.L. HOLLANDS/W08T/H/J-15-18-540-382-5227/VDOT - SALEM DISTRICT  
 DESIGN BY: TRANSYSTEMS CORPORATION - LG28J/244-9730  
 SUBSURFACE UTILITY BY: DATE N/A

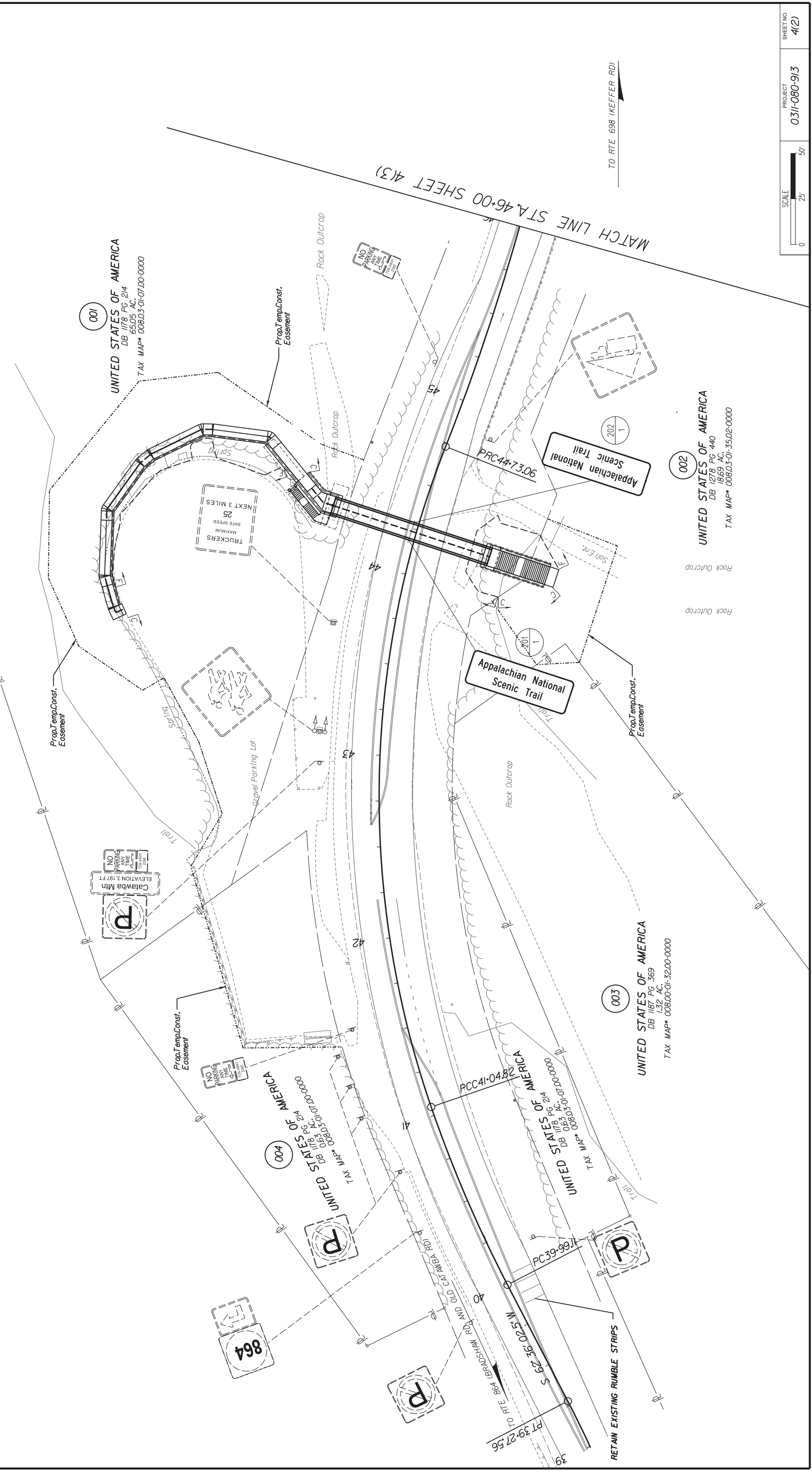
# SIGNING & MARKING PLANS

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA	311	VA	0311-080-913 R201,B618	4(2)

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

**ALEXANDER STONE**  
 Lic. No. 0402061165  
 PROFESSIONAL ENGINEER

TransSystems  
 Richmond, Virginia  
 ROADWAY ENGINEER



001  
 UNITED STATES OF AMERICA  
 DB 1178 PG 214  
 65.05 AC.  
 TAX MAP# 008005-01-07-00-0000

002  
 UNITED STATES OF AMERICA  
 DB 1278 PG 440  
 18.69 AC.  
 TAX MAP# 008005-01-35-02-0000

003  
 UNITED STATES OF AMERICA  
 DB 1157 PG 569  
 1.32 AC.  
 TAX MAP# 008005-01-32-00-0000

004  
 UNITED STATES OF AMERICA  
 DB 1178 PG 214  
 0.65 AC.  
 TAX MAP# 008005-01-07-00-0000

PROJECT MANAGER LEONARD GISINER 540-382-5457 VDOT - SALEM DISTRICT  
 SURVEYED BY DATE SL HOLLANDSWORTH 11-05-08 540-382-5221 VDOT - SALEM DISTRICT  
 DESIGN BY TRANSYSTEMS CORPORATION - (678) 244-9730  
 SUBSURFACE UTILITY BY DATE M/A

# SIGNING & MARKING PLANS

REVISED	STATE	STATE	SHEET NO
	VA	0311-080-913 R201, B618	4(3)
		ROUTE	PROJECT
		311	

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

COMMONWEALTH OF VIRGINIA  
 ALEXANDER STONE  
 Lic. No. 0402061165  
 PROFESSIONAL ENGINEER

TransSystems  
 Richmond, Virginia  
 ROADWAY ENGINEER

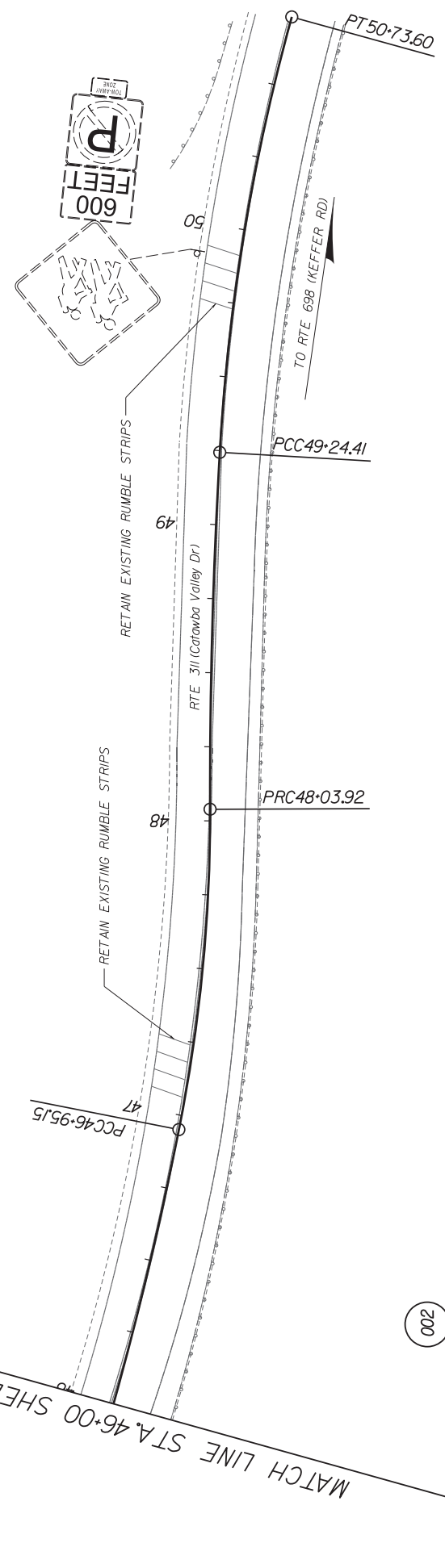


001  
 UNITED STATES OF AMERICA  
 DB 1178 PG 214  
 65.05 AC  
 TAX MAP\* 00803-01-07.00-0000

002  
 UNITED STATES OF AMERICA  
 DB 1278 PG 440  
 18.69 AC  
 TAX MAP\* 00800-01-3502-0000

TO RTE 655 (OAKLEY DOLIN RD)

MATCH LINE STA. 46+00 SHEET 4(2)



PROJECT MANAGER/LEONARD GISINER 540-382-5457/VDOT SALEM DISTRICT  
SURVEYED BY DATE SL HOLLANDS/08/11/15 48-540-382-5227/VDOT SALEM DISTRICT  
DESIGN BY TRANSTYEMS CORP. (843) 266-9300  
SUBSURFACE UTILITY BY DATE N/A

# EROSION AND SEDIMENT CONTROL PLAN

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA	311	0311-080-913	R201,B618	5

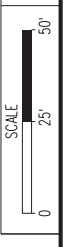
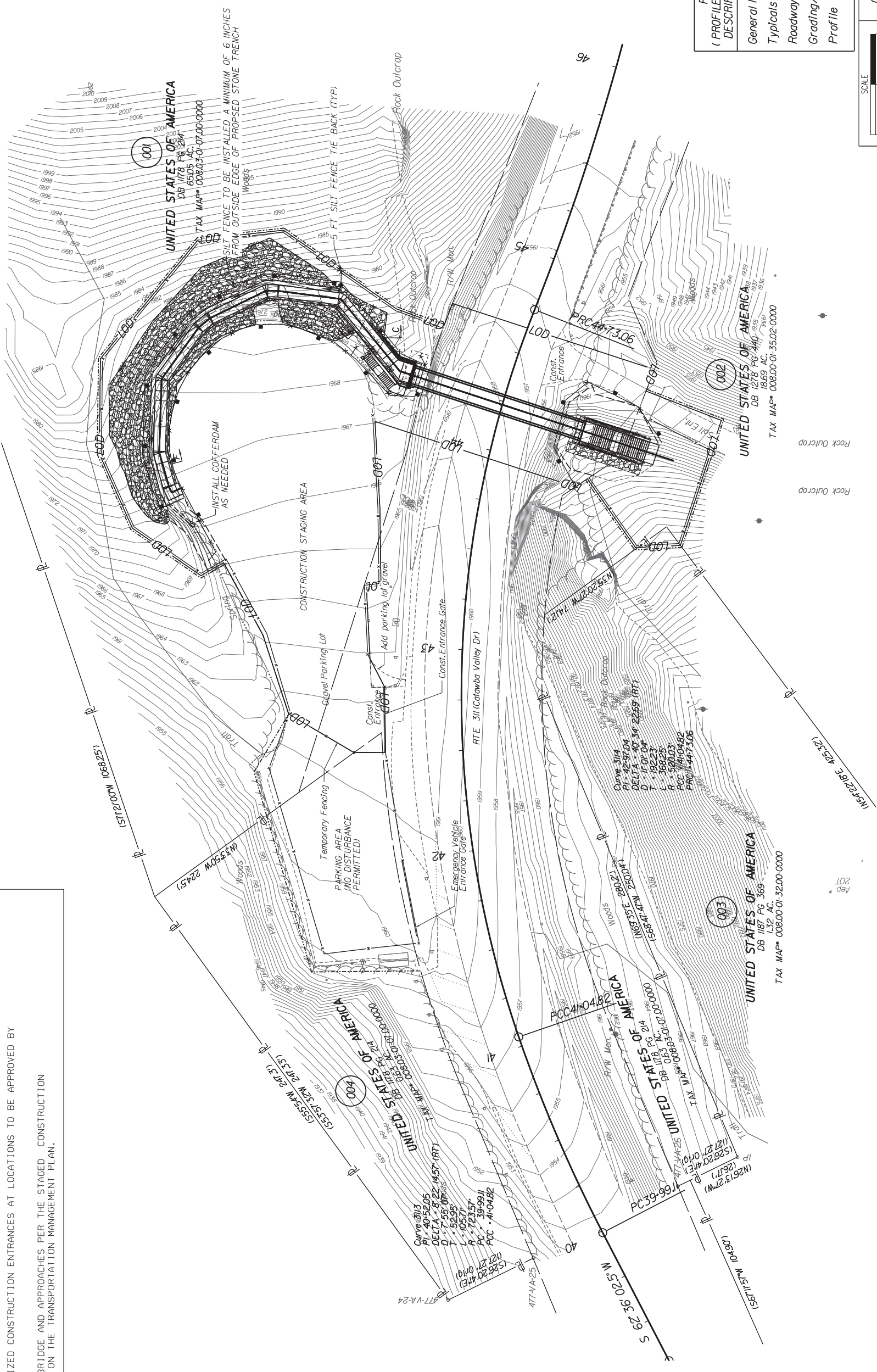
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



**COMMONWEALTH OF VIRGINIA**  
MASON D. CONNER  
Lic. No. 699011  
PROFESSIONAL ENGINEER

**TransSystems**  
Richmond, Virginia  
HYDRAULIC ENGINEER

- EROSION AND SEDIMENT CONTROL PLAN NOTES:**
1. THE CONTRACTOR SHALL LIMIT ALL DISTURBANCES TO WITHIN THE PROJECT LIMITS. THIS PROJECT IS UNDER 1 ACRE OF DISTURBANCE AND DOES NOT REQUIRE A VPDES PERMIT.
  2. CLEAR AND GRUB ONLY AREAS NECESSARY FOR PERIMETER EROSION AND SEDIMENT CONTROL SILT FENCE, TOE DITCHES AND STABILIZED CONSTRUCTION ENTRANCES.
  3. CONSTRUCT AND INSTALL PERIMETER SILT FENCE CONTROLS.
  4. INSTALL STABILIZED CONSTRUCTION ENTRANCES AT LOCATIONS TO BE APPROVED BY THE ENGINEER.
  5. CONSTRUCT NEW BRIDGE AND APPROACHES PER THE STAGED CONSTRUCTION SEQUENCE SHOWN ON THE TRANSPORTATION MANAGEMENT PLAN.



PROJECT	0311-080-913
SHEET NO.	5

PROJECT MANAGER LEONARD GISNER 540-382-5451 VDOT SALEM DISTRICT  
SURVEYED BY DATE S.J. HOLLANDS W08TJLJ15-16-540-382-5227 VDOT SALEM DISTRICT  
DESIGN BY TRAVIS STEVENS CORE (643) 266-9300  
SUBSURFACE UTILITY BY DATE N/A

## STORMWATER POLLUTION PREVENTION PLAN (SWPPP) GENERAL INFORMATION SHEET

The information contained in the SWPPP General Information sheets is intended to comply with the requirements of the VPDES General Permit For Discharges Of Stormwater From Construction Activities (the VPDES Construction Permit) issued July 1, 2019 and VDOT's approved Annual ESC and SWM Standards and Specifications.

The SWPPP General Information sheets are to be completed and included in the construction plan set (or other such documents) for land disturbance activities that disturb an area equal to or greater than 10,000 square feet outside the Chesapeake Bay Preservation Area, or equal to or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Chesapeake Bay Preservation Act.

The VDOT RLD (as defined in the latest IIM 242) will ensure that the information shown on the SWPPP General Information sheets is updated/revised as necessary in order to reflect changes that may occur during the construction phase of the land disturbing (construction) activity. The updated/revised sheets shall be maintained with the designated record set of plans (or other such documents) for the land disturbance (construction) activity.

X) I certify under penalty of law that I have read and understand this document and that this document and all attachments were prepared in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

X) I further certify that this document and all other documents related to the SWPPP, as identified on the SWPPP General Information Sheets, are maintained at the activity site, or at a location convenient to the activity site where no on-site facilities are available, and such documents will be made available for review upon request in accordance with the provisions of the General VPDES Permit for Discharges of Stormwater from Construction Activities (VARI) when applicable. Where the SWPPP documents are not stored on-site, a copy of such documents shall be in the possession of those with day to day operational control over the implementation of the SWPPP whenever they are on site.

\* or \*\* Delegated Authority Signature \*

Signature: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Date: \_\_\_\_\_

(1) See Section 1, Item 11 relating to delegation of authority, and form LD-445H (Delegation of Authority).

### ACRONYMS

- CBPA - Chesapeake Bay Preservation Act
- BMP - Best Management Practice
- DEQ - Department of Environmental Quality
- EPA - U.S. Environmental Protection Agency
- ESC - Erosion and Sediment Control
- IIM - Instructional and Informational Memorandum
- R&B - Road and Bridge
- RLD - Responsible Land Disturber
- SWPPP - Stormwater Pollution Prevention Plan
- TMDL - Total Maximum Daily Load
- VDOT - Virginia Department of Transportation
- VPDES - Virginia Pollutant Discharge Elimination System
- VSMP - Virginia Stormwater Management Program
- WESCP - Virginia Erosion and Sediment Control Program
- WLA - Waste Load Allocation
- SWM - Stormwater Management

## SECTION I GENERAL INFORMATION

1. Activity Description - This project consists of the construction of a pedestrian bridge over SR 311 and associated construction of approaches, walls, and pedestrian access points.
2. This land disturbance (construction) activity site is located in Roanoke County and approximately 0.90 acres will be disturbed by excavation, grading or other construction activities.
3. This proposed activity disturbs less than one acre and is exempt from coverage under the VPDES General Permit for Discharges Of Stormwater from Construction Activities (the VPDES Construction Permit) as issued by the DEQ.

XX 4. The location of on-site support facilities that will be covered under the VPDES Construction Permit coverage for this land disturbance (construction) activity shall be provided by the contractor and identified on the record set of plans or in other appropriate contract documents. Support facilities shall include, but not be limited to, borrow and disposal areas, construction and waste material storage areas, equipment and vehicle washing, maintenance, storage and fueling areas, storage areas for fertilizers, fuels or chemicals, concrete wash out areas, sanitary waste facilities and any other areas that may generate a stormwater or non-stormwater discharge directly related to the construction site.

XX 5. Written Evidence of permit coverage shall be provided by the contractor for all support activities located outside of VDOT right of way or easement in the form of the Construction General Permit coverage letter.

6. List the surface waters that have been identified as impaired in the DEQ 2020 305(b)/303(d) Water Quality Assessment Integrated Report for sediment, total suspended solids, turbidity, Nitrogen or Phosphorus. These pollutants are considered benthic impairments:  
N/A

7. Identify the TMDL's where stormwater from construction activities discharges into a watershed with a TMDL waste load allocation established and approved by the State Water Control Board prior to July 1, 2016 for sediment, total suspended solids, turbidity, nitrogen or phosphorus:  
N/A

8. This land disturbance activity discharges stormwater to the following surface waters that have been identified as exceptional in Section 9VAC25-260-30 A 3 c of the Virginia Administrative Code:  
N/A

9. Locations of surface waters and locations where concentrated stormwater is discharged from this land disturbance (construction) activity are identified in the construction plan set (or other such documents) for this land disturbance (construction) activity.

10. The ESC and SWM plans (where applicable) for this land disturbance (construction) activity have been developed in accordance with VDOT's Approved Annual Erosion and Sediment Control and Stormwater Management Standards and Specifications as approved by the DEQ.

11. List the RLD and other responsible parties for the land disturbance activity (required for erosion and sediment control). The following individual(s) have "delegated authority" to sign all reports required by the construction permit including the SWPPP General Information Sheets and Inspection Reports (C-107). Reference form LD-445H for delegation of authority (form 445H for the project is hereby incorporated by reference into this SWPPP). These individual(s) has/have overall responsibility or the environmental matters for the project: (required only for permitted projects):

Name	Position	Responsibility
RLD	Certify the SWPPP (with date & sig.)	
Certified Inspector	Sign (C-107) Inspection Form Part 1	
Certified Inspector	Sign (C-107) Inspection Form Part 2	

XX 12. The name of the VDOT individual(s) responsible for the oversight inspection in accordance with IIM-LD-256 on these land disturbance construction activities as identified on these SWPPP General Information Sheets. The names will be updated and maintained with the other SWPPP documents for this land disturbance activity.

VDOT Individuals	Position	Responsibility
Jeff Ferguson	NPDES	NPDES coordinator responsible for the oversight inspection in accordance with IIM-LD-256
Joy Crumppacker, PE	Dist. Hyd. Engineer	District Hydraulic Engineer or designee(s) responsible for the review & the coordination approval of ESC SWM plan modification(s).

REVISED	STATE ROUTE	STATE PROJECT	SHEET NO
	VA 311	03/11-080-913 R201, B618	5A

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

X 13. The ESC and P2 inspections for this land disturbing (construction) activity shall follow Schedule 1 as defined in 2020 R&B Specifications except for Section 107.16(e)4. an Inspection Requirements Rain gauge notes apply only to Inspection Schedule 1.

XX 14. The location of the on-site rain gauge that will be used to determine the occurrence of a measurable storm event for the purposes of ESC and Pollution Prevention inspections will be provided by the contractor and identified on the record set of plans or in other appropriate SWPPP documents for this land disturbance activity:  
(List location of rain gauge).

The rain gauge shall be observed daily at " \_\_\_\_\_ " to determine the occurrence of a measurable storm event (i.e., 0.25 inches of rainfall or greater in a 24 hour period). A log book shall be maintained to record observation information which shall include (1) the date, (2) the time, (3) whether or not rainfall is occurring at the time of the observation, (4) the amount of accumulated rainfall in the gauge, if any, and (5) whether or not an inspection is required based on the amount of accumulated rainfall in the gauge.  
If there is no rainfall occurring at the time of the observation, the observation information shall be noted in the log book and the rain gauge emptied and replaced. An inspection is required if there is 0.25 inches or more accumulation noted in the rain gauge.  
If there is rainfall occurring at the time of the observation, the observation information is to be noted in the log book. The rain gauge is not to be emptied but left to accumulate additional rainfall until the conclusion of the rainfall event. At the conclusion of the rainfall event, an observation of the rain gauge shall be made and the observation information shall be noted in the log book and the rain gauge emptied and replaced. An inspection is required if there is 0.25 inches or more accumulation noted in the rain gauge.

15. The following VDOT documents are applicable to a) permitted projects b) non-permitted projects in Chesapeake Bay Preservation Areas (CBPA) with 2,500 S.F. to 1.0 acre of land disturbance c) non-permitted projects requiring a SWPPP and d) Non-permitted, Non-CBPA with BMP projects that have a water quantity BMP:  
VDOT LD-445: Permitted projects, CBPA projects and Non-permitted, Non-CBPA with BMP projects that have a water quantity BMP and ESC projects > 10,000 s.f. but < 1 acre.  
VDOT LD-445A: Permitted projects only.  
VDOT LD-445C: Projects that require a permit, ESC Plan, or SWPPP.  
VDOT LD-445D: Permitted projects, CBPA projects and Non-permitted, Non-CBPA with BMP projects that have a water quantity BMP.  
VDOT LD-445F: Emergency work projects (when applicable).  
Water Quality Requirement (when applicable)  
VDOT LD-445H: Permitted projects only.  
VDOT C-107 Part I and Part II. All projects that require a permit or SWPPP.  
VDOT LD-445I: AS&S Approval Form (when applicable)

16. If there is an excessive loading of sediment from the project (i.e. more than to be expected from the project with an implemented ESC plan) that is discovered within a local watershed with a sediment TMDL that allocates a WLA to VDOT's MS4, (see note #7) the contractor shall investigate the area of concern at the site within 24 hours of discovery and ensure all erosion and sediment control best management practices are being implemented in accordance with the permits approved standards and specifications required by Part I.B of the current Construction General Permit. If corrective action is necessary, the contractor shall initiate corrective actions no later than 5 business days after the initial investigation.

17. If excessive loading of sediment from a land disturbing activity that is not the responsibility of the contractor is discovered discharging into a MS-4, the contractor shall notify the municipality with jurisdiction over erosion and sediment control activities.

X Denotes information that is to be provided/completed by the RLD.  
XX Denotes information that is to be provided/completed by the contractor.

PROJECT MANAGER LEONARD GISINER, 540-382-5451, VDOT, SALEM DISTRICT  
 SURVEYED BY, DATE S.J. HOLLAND/SWORTHLU-15-18, 540-382-5227, VDOT, SALEM DISTRICT  
 DESIGN BY, TRAVIS STEVENS, CORE, (843) 286-9300  
 SUBSURFACE UTILITY BY, DATE N/A

**SECTION II EROSION AND SEDIMENT CONTROL**

XX 1. The intended sequence and timing of activities that disturb soils at the site (e.g., grubbing, excavation, grading, utilities and infrastructure installation, etc.) shall be provided by the contractor in accordance with the current edition of Section 108.03 of the VDOT R&B Specifications and shall be included with the other SWPPP documents for this land disturbance (construction) activity.

2. Directions of stormwater flow and approximate slopes anticipated after major grading activities are identified in the construction plan set (or other such documents) for this land disturbance (construction) activity.

3. Areas of soil disturbance and areas of the site which will not be disturbed are identified in the construction plan set (or other such documents) for this land disturbance (construction) activity.

4. Locations of major structural and nonstructural ESC measures intended to filter, settle or similarly remove sediment are identified in the construction plan set (or other such documents) for this land disturbance (construction) activity.

5. Locations where stabilization practices are expected to occur are identified in the construction plan set (or other such documents) for this land disturbance (construction) activity.

6. A description of interim and permanent stabilization practices for the site are identified in the applicable sections of the documents identified in the Note 1 of Section IV.

XX 7. A record of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are initiated will be provided by the contractor and maintained with the record set of plans or other SWPPP documents for this land disturbance (construction) activity. (List how this will be tracked and the location)

8. A description and schedule of procedures to maintain vegetation, erosion and sediment control measures and other protective measures in good and effective operating conditions are identified in the current edition of Sections 107.16 and 303.03 of the VDOT R&B Specifications.

9. Nutrients shall be applied in accordance with the current edition of Sections 603 and 604 of the VDOT Road and Bridge Specifications. Nutrients shall not be applied during rainfall events. Top soil shall be applied in accordance with the current edition of section 602 of the latest Road and Bridge Specifications.

10. All engineering calculations supporting the design of erosion and sediment control measures proposed for this land disturbance (construction) activity are contained in the project drainage file located in the VDOT Salem District Hydraulics Section and will be made available for review upon request during normal business hours.

11. The temporary erosion and siltation control items shown on the ESC Plan for this land disturbing (construction) activity are intended to provide a general plan for controlling erosion and sediment within the project limits. The ESC Plan is based on field conditions at the time of plan development and an assumed sequence of construction for the project. The contractor, in conjunction with the VDOT Project Engineer and/or ESC Inspector, shall adjust the location, quantity and type of erosion and sediment control items required based on the actual field conditions encountered at the time of construction and the actual scheduling and sequencing of the construction activities. Significant changes to the proposed ESC Plan (e.g., those that require an engineering analysis, elimination of a perimeter control, change to ESC concept that would affect the quantity or direction of flow of water) shall be submitted to the applicable District Hydraulics Engineer for review and approval. Any changes to the proposed ESC Plan must be noted on the designated record set of plans which shall be retained on the project site and made available upon request during normal business hours.

12. The areas beyond the project's construction limits are to be protected from siltation. Perimeter controls such as silt fence, diversion dikes, turbidity curtains, etc. shall be installed prior to any grubbing operations or other earth moving activities.

13. Temporary earthen structures such as dikes and berms are to be stabilized immediately upon installation. Stabilization may include temporary or permanent seeding, riprap, aggregate, sod, mulching, and/or soil stabilization blankets and matting in conjunction with seeding.

14. All channel relocations are to be constructed during the earliest stage of construction and shall be constructed in accordance with all applicable permit requirements and shall be constructed in the dry wherever possible. Stabilization or vegetation shall be established before flow is redirected through the constructed area as directed by the Engineer.

15. The contractor shall plan and implement his land disturbance operations in order to:

- Control the volume and velocity of stormwater runoff within the site to minimize erosion.
- Control the peak flow rates, volume and velocity of stormwater discharges to minimize erosion at outlets and in downstream channels.
- Minimize the amount of soil exposed.
- Minimize the disturbance of steep slopes.
- Minimize sediment discharge from the site.
- Provide and maintain natural buffers around surface waters, direct stormwater runoff to vegetated areas and maximize stormwater infiltration, unless infeasible.
- Minimize soil compaction (except in those areas where compaction is required by the contract documents) and preserve topsoil where feasible.

XX 16. The name of the individual(s) or contractor(s) responsible for the installation and maintenance of the erosion and sediment control measures shall be supplied by the contractor and maintained with the other SWPPP documents for this land disturbance (construction) activity.

17. Soil stockpiles temporarily placed within the project area or on VDOT right of way or easement shall be identified, stabilized, and protected with sediment trapping measures.

18. A construction entrance or other approved measure shall be installed at all locations where construction vehicular traffic access routes intersect a paved or a public road in order to minimize the transport of sediment by vehicular tracking onto the paved surface. Where sediment is transported onto a paved or a public road surface, the road shall be cleaned thoroughly at the end of each work day by shoveling or sweeping. Removed sediment shall be disposed of in accordance with Section 106.04 of the R&B Specifications.

19. Any variance, exception or deviation approved by DEQ must be listed below and supporting documentation (exception/variance/deviation request and DEQ approval) must be maintained with the SWPPP.

The following exceptions to the Water Quantity criteria of the VSMP Regulation have been approved by the DEQ for this land disturbance (construction) activity: (list all approved exceptions and include a brief description of the exception, the date approved and the approving DEQ Office)

Type(1)	Regulation Modified(2)	Approval Date(3)	Description of Variance

- (1) Type of modification (Variance from ESC regulations, or Deviation from published guidance)
- (2) Section of Regulation or Guidance Document Modified (e.g. ESC Min. Std. 15)
- (3) Date that variance/exception/deviation was approved by DEQ.

~~SECTION III POST CONSTRUCTION STORMWATER MANAGEMENT~~

~~This section is not applicable. See Section 1, note 2~~

~~1. This land disturbance activity utilizes the Part IIB technical criteria (i.e., Runoff Reduction Method, Energy Balance Equation, etc.) in Section 9VACS-870-62 et seq. of the VSMP Regulations.~~

~~3. Any variance, exception or deviation approved by DEQ must be listed below and supporting documentation (exception/variance/deviation request and DEQ approval) must be maintained with the SWPPP.~~

~~The following exceptions to the Water Quantity criteria of the VSMP Regulation have been approved by the DEQ for this land disturbance activity: (list all approved exceptions and include a brief description of the exception, the date approved and the approving DEQ Office)~~

Type(1)	Regulation Modified(2)	Approval Date(3)	Description of Waiver

- (1) Type of modification (Variance, or Exception from SWM Regulations or Deviation from published guidance)
- (2) Section of Regulation or Guidance Document Modified (e.g. ESC Min. Std. 15)
- (3) Date that variance/exception/deviation was approved by DEQ.

~~4. The permanent onsite SWM facilities or offsite strategies proposed to meet the water quality/quantity requirements for this land disturbance (construction) activity are listed in Section VI.~~

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

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~~5. A description of all post-construction stormwater management measures that will be installed during the construction process to control pollutants in stormwater discharges after construction operations have been completed is included in the construction plan set (or other such documents) for this land disturbance (construction) activity.~~

~~6. All engineering calculations supporting the design of the post-construction stormwater management measures for this land disturbance (construction) activity, including an explanation of the technical basis used to select the practices, are contained in the project drainage file located in the VDOT Salem District Hydraulics Section and will be made available for review upon request during normal working business hours.~~

ACRONYMS

- |  |  |
|--|--|
| CBPA - Chesapeake Bay Preservation Act           | SWPPP - Stormwater Pollution Prevention Plan             |
| BMP - Best Management Practice                   | TMDL - Total Maximum Daily Load                          |
| DEQ - Department of Environmental Quality        | VDOT - Virginia Department of Transportation             |
| EPA - U.S. Environmental Protection Agency       | VPDES - Virginia Pollutant Discharge Elimination System  |
| ESC - Erosion and Sediment Control               | VSM - Virginia Stormwater Management Program             |
| IIM - Instructional and Informational Memorandum | VESCP - Virginia Stormwater and Sediment Control Program |
| R&B - Road and Bridge                            | WLA - Waste Load Allocation                              |
| RLD - Responsible Land Disturber                 | SWM - Stormwater Management                              |

XX Denotes information that is to be provided/ completed by the RLD.

XX Denotes information that is to be provided/completed by the contractor.

## STORMWATER POLLUTION PREVENTION PLAN (SWPPP) GENERAL INFORMATION SHEET

The information contained in the SWPPP General Information sheets is intended to comply with the requirements of the VPDES General Permit For Discharges Of Stormwater From Construction Activities (the VPDES Construction Permit) issued July 1, 2019 and VDOT's approved Annual ESC and SWM Standards and Specifications.

The SWPPP General Information sheets are to be completed and included in the construction plan set for other such documents for land disturbance (construction) activities that disturb an area equal to or greater than 10,000 square feet outside the Chesapeake Bay Preservation Area, or equal to or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Chesapeake Bay Preservation Act.

The VDOT RLD will ensure that the information shown on the SWPPP General Information sheets is updated/revised as necessary in order to reflect changes that may occur during the construction phase of the land disturbing (construction) activity. The updated/revised sheets shall be maintained with the designated record set of plans (or other such documents) for the land disturbance (construction) activity.

### SECTION IV SWPPP

1. All documents related to the SWPPP for this land disturbance (construction) activity shall be maintained at the activity site and shall be readily available for review upon request during normal business hours. Such documents include, but are not limited to, the construction plans (or other such documents), the ESC Plan, the Pollution Prevention Plan, the post construction SWM Plan (if applicable), the VDOT R&B Standards and Specifications, Supplemental Specifications, Special Provisions and Special Provision Copied Notes. Documents related to stormwater pollution prevention which are not a part of those documents referenced above, such as copies of the VPDES Construction Permit coverage letter (when applicable) and the VPDES General Permit For Discharges Of Stormwater From Construction Activities (when applicable) and those required to be developed by the contractor for pollution prevention associated with any on-site support facilities being included in the VPDES Construction Permit coverage for this land disturbance (construction) activity are to be maintained at the activity site, with the other SWPPP documents for this land disturbance (construction) activity. Where no facilities are available at the activity site to maintain the SWPPP documents, they are to be kept by or with the designated RLD at a location convenient to the activity site where they would be made available for review upon request during normal business hours.

2. The SWPPP and any subsequent amendments, modifications and updates shall be implemented from commencement of land disturbance until termination of VPDES Construction Permit coverage or completion of land disturbance (construction) activities where no VPDES Construction Permit coverage is required.

**XX** 3. For all on-site support facilities that will be included in the VPDES Construction Permit coverage for this land disturbance (construction) activity, the contractor shall develop a SWPPP in accordance with, but not limited to, Section 106.08, 107.02 and 107.16 of the VDOT Road and Bridge Specifications. The SWPPP for the on-site support facilities shall be maintained with and become a component of the SWPPP for this land disturbance (construction) activity. Support facilities shall include, but not be limited to, borrow and disposal areas, construction and waste material storage areas, equipment and vehicle washing, maintenance, storage and fueling areas, storage areas for fertilizers, fuels or chemicals, concrete wash out areas, sanitary waste facilities and any other areas that may generate a stormwater or non-stormwater discharge directly related to the construction site.

4. For those land disturbing (construction) activities requiring coverage under the VPDES Construction Permit, the SWPPP shall be made available for review upon the request of the DEC, the EPA, the VSMP Authority, the VESCP Authority, local government officials or the operator of a municipal separate storm sewer system (MS4) receiving discharge from the construction site.

**X** 5. For those land disturbing (construction) activities requiring coverage under the VPDES Construction Permit, the VDOT RLD shall post, or have posted, a copy of the General Permit coverage letter and a copy of a completed LD-445A form, noting the name and contact information for the VDOT person responsible for the land disturbing (construction) activity and its SWPPP, outside the project's construction office along with other Federal and State mandated information. Where there is no construction office (e.g., a maintenance activity), the permit coverage letter and the LD-445A form are to be maintained with the other SWPPP documents for the land disturbing (construction) activity.

6. The SWPPP shall be made available for review by the public upon request. Such reviews shall be at a time and publicly accessible location convenient to the VDOT and shall be scheduled during normal business hours and no less than once per month.

### SECTION V - POLLUTION PREVENTION PLAN

1. The following non-stormwater discharges from this land disturbing (construction) activity and any on-site support facilities are prohibited:

- Wastewater from concrete washouts.
- Wastewater from the washout and cleanout of stucco, paint, from release oils, curing compounds and other construction materials.
- Fuels, oils or other pollutants used in vehicle and equipment operation and maintenance.
- Oils, toxic substances or hazardous substances from spills or other releases.
- Soaps, solvents or detergents used in equipment and vehicle washing.
- There shall be no discharge of floating solids or visible foam in other than trace amounts

2. The following non-stormwater discharges from this land disturbing (construction) activity and any on-site support facilities are allowed when discharged in compliance with the VPDES Construction Permit:

- Discharges from firefighting activities.
- Fire hydrant flushings.
- Waters used to wash vehicles or equipment where soaps, solvents or detergents have not been used and the wash water has been filtered, settled or similarly treated prior to discharge.
- Water used to control dust that has been filtered, settled or similarly treated prior to discharge.
- Potable water sources including uncontaminated waterline flushings managed in a manner to avoid stream impacts.
- Routine external building wash down where soaps, solvents or detergents have not been used and the wash water has been filtered, settled or similarly treated prior to discharge.
- Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred (or where all spilled or leaked materials have been removed prior to washing), where soaps, solvents or detergents have not been used and where the wash water has been filtered, settled or similarly treated prior to discharge.
- Uncontaminated air conditioning or compressor condensate.
- Uncontaminated ground water or spring water.
- Foundation or footing drains where flows are not contaminated with process materials such as solvents.
- Uncontaminated excavation dewatering, including dewatering trenches and excavations that have been filtered, settled or similarly treated prior to discharge.
- Landscape irrigation.

**XX** 3. The contractor shall develop a Pollution Prevention Plan to address any of his on-site operations that have a potential to generate a pollutant that may reasonably be expected to affect the quality of stormwater discharges from this land disturbance (construction) activity. The Pollution Prevention Plan shall be developed in accordance with, but not limited to, Sections 106.08, 107.02 and 107.16 of the VDOT Road and Bridge Specifications and shall include a narrative with appropriate plan detail and shall be provided on standard 8.5 x 11 inch paper or larger and shall:

- Identify the potential pollutant-generating activities and the pollutant that is expected to be exposed to stormwater.
- Describe the location where the potential pollutant-generating activities will occur, or if identified on the record set of plans, reference the record set of plans.
- Identify all non-stormwater discharges, as described in note two of this section, that are or will be commingled with stormwater discharges from the construction activity, including any on-site support activities.
- Identify the person(s) or contractor(s) responsible for implementing and maintaining the pollution prevention practice or practices for each pollutant-generating activity.
- Describe the pollution prevention practices and procedures that will be implemented to:
  - Prevent and respond to leaks, spills, and other releases, including procedures for expeditiously stopping, containing, and cleaning up spills, leaks, and other releases, and procedures for reporting leaks, spills, and other releases in accordance with Section 107.16 of the VDOT Road and Bridge Specifications and the requirements within the VPDES Construction Permit.

2) Prevent the discharge of spilled and leaked fuels and chemicals from vehicle fueling and maintenance activities.

3) Prevent the discharge of soaps, solvents, detergents, and wash water from construction materials, including procedures for the clean-up of stucco, paint, form release oils, and curing compounds.

4) Minimize the discharge of pollutants from vehicle and equipment washing, wheel wash water, and other types of washing.

5) Direct concrete wash water into a leak-proof container or leak-proof settling basin. The container or basin shall be designed so that no overflows can occur due to inadequate sizing or precipitation. Hardened concrete wastes shall be removed and disposed of in a manner consistent with the handling of other construction wastes. Liquid concrete wastes shall be removed and disposed of in a manner consistent with the handling of other construction wash waters and shall not be discharged to surface waters.

6) Minimize the discharge of pollutants from storage, handling, and disposal of construction products, materials, and wastes including building products (such as asphalt sealants, copper flashing, roofing materials, adhesives, and concrete admixtures), pesticides, herbicides, insecticides, fertilizers, landscape materials, construction and domestic wastes (such as packaging materials), scrap construction materials, masonry products, timber, pipe and electrical cuttings, plastics, styrofoam, concrete, and other trash or building materials.

7) Prevent the discharge of fuels, oils, and other petroleum products, hazardous or toxic wastes, waste concrete and sanitary wastes.

8) Address any other discharge from any potential pollutant-generating activity not listed herein.

9) Minimize the exposure of waste materials to precipitation by closing or covering waste containers during precipitation events and at the end of business day, or implementing other similarly effective practices. Minimization of exposure is not required in case where the exposure to precipitation will not result in a discharge of pollutants.

10) Describe and implement procedures for providing pollution prevention awareness (including but not limited to prevention practices, disposal practices and appropriate disposal locations) for all applicable wastes (including any wash water), to appropriate personnel.

**X** Denotes information that is to be provided/completed by the RLD.

**XX** Denotes information that is to be provided/completed by the contractor.

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

STORMWATER POLLUTION PREVENTION PLAN (SWPPP)  
 GENERAL INFORMATION SHEET

The information contained in the SWPPP General Information sheets is intended to comply with the requirements of the VPDES General Permit For Discharges Of Stormwater From Construction Activities (the VPDES Construction Permit), issued July 1, 2019 and VDOT's approved Annual ESC and SWM Standards and Specifications.

The SWPPP General Information sheets are to be completed and included in the construction plan set (or other such documents) for land disturbance (construction) activities that disturb an area equal to or greater than 10,000 square feet, or equal to or greater than 2,500 square feet in the area defined as Tidewater, Virginia in the Virginia Chesapeake Bay Preservation Act.

The VDOT RLD will ensure that the information shown on the SWPPP General Information sheets is updated/ revised as necessary in order to reflect changes that may occur during the construction phase of the land disturbing (construction) activity. The updated/ revised sheets shall be maintained with the designated record set of plans (or other such documents) for the land disturbance (construction) activity.

SECTION VI - PERMANENT BMP INFORMATION

X Denotes information that is to be completed by the RLD.  
 ( ) See note referenced by number in parentheses.

INSTALLED BMP INFORMATION  
 (VDOT Owned/Operated)

Plan Sheet(s)	Date BMP Made Functional	Type of BMP Installed (See Table A and C )	Geographic Location (County or City)	Latitude/Longitude (1)	VA 6th Order HUC (7)	Receiving Water (2)	Name of Impaired Water (9)
N/A							

LAT	LONG	Impervious	Pervious	TOTAL	Acres Treated Per BMP (3)	Perpetual Nutrient Credits Acquired for Project

REVISION	STATE ROUTE	STATE PROJECT	SHEET NO
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DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

X BMP Maintenance ID Number (10)	BMP Maintenance Manual (11)	BMP Inspection Manual (11)	SECTION

ALTERNATIVE BMP INFORMATION

Plan Sheet(s)	Date	Type of BMP Installed (See Table B)	Geographic Location (County or City)	Latitude/Longitude (1) (5)	VA 6th Order HUC (5) (7)	Receiving Water (2)	Name of Impaired Water (9)
N/A							

Perpetual Nutrient Credits Acquired for Project

Name of Generating Entity (6)	Nutrient Credit (lbs./TP./year) Acquired (6) (12)
N/A	

Any changes to the proposed SWM Plan or BMPs necessitated during the construction phase of the project that affects the proposed construction details or potentially affects the information shown in the BMP Tables A and/or B shall be coordinated by the VDOT RLD with the appropriate VDOT District Hydraulics Engineer. The construction plans and the BMP Tables A and/or B are to be formally revised to reflect any authorized/ approved changes to the proposed SWM Plan and/or the proposed BMP construction details. All plan revisions shall be completed in accordance with the Road Design Manual and the Construction Division IM-CD-2013-12.01, signed and sealed in accordance with Department's sealing and signing policy IM-LD-243 and filed with the construction record drawings maintained in the VDOT Central Office Plan File Room (ProjectWise). Prior to submitting for termination of coverage under the VPDES General Permit For The Discharge Of Stormwater From Construction Activities, the RLD shall have the District Maintenance Division review the BMPs installed with the project (BMP Table A) for acceptance of maintenance responsibility and to obtain a Maintenance ID number for each BMP listed in BMP Table A. The RLD shall use the information in BMP Tables A and B along with the assigned Maintenance ID number and the date that the BMP became functional as a permanent control measure (for BMPs in Table A only) to complete the LD-445D form when certifying the construction of the BMPs and submitting for termination of coverage under the VPDES General Permit For The Discharge Of Stormwater From Construction Activities.

Table A: Permanent BMP Types (1999 Va. SWM Handbook)

- Bio-retention Basin
- Bio-retention Filter
- Constructed Stormwater Wetlands
- Extended Detention Basin
- Extended Detention Basin Enhanced
- Grassed Swale
- Infiltration Basin
- Infiltration Trench
- Manufactured Treatment Device (MTD) (8)
- Retention Basin I
- Retention Basin II
- Retention Basin III
- Sand Filter
- Vegetated Filter Strip
- Other Approved Types (List Type)
- Detention Basin

Table C: Permanent BMP Types (BMP Clearing House)

- Sheet Flow to Vegetated Filter Strip
- Grass Channel
- Soil Compost Amendment
- Permeable Pavement (Level 1)
- Permeable Pavement (Level 2)
- Infiltration Practice (Level 1)
- Infiltration Practice (Level 2)
- Bioretention (Level 1)
- Bioretention (Level 2)
- Dry Swale (Level 1)
- Dry Swale (Level 2)
- Wet Swale (Level 1)
- Wet Swale (Level 2)
- Filtering Practice (Level 1)
- Filtering Practice (Level 2)
- Constructed Wetlands (Level 1)
- Constructed Wetlands (Level 2)
- Extended Detention Pond (Level 1)
- Extended Detention Pond (Level 2)
- Wet Pond (Level 1)
- Wet Pond (Level 2)
- Manufactured Treatment Device (MTD) (8)
- Other Approved Types (List Type)

NOTES:  
 (1) In decimal degrees to the nearest one ten-thousandth of a degree.  
 (2) For streams with no names, list "(Unnamed Tributary to downstream name)".  
 (3) Show acres treated to the nearest one hundredths acre.  
 (4) Include agreements with off-site BMP owners.  
 (5) Information pertains to the alternative BMP option location, where applicable.  
 (6) Applies to the purchase of nutrient credits only.  
 (7) Virginia 6th Order HUC (VAHU6) Example - Y030.  
 (8) Final approved shop drawings of Manufactured Treatment Devices (MTDs) are to be included with the BMP information submitted with the LD-445D form.  
 (9) List the name of any impaired water to which the BMP discharges. The determination of impaired water shall be based on those streams listed as impaired in the DEQ 2012 305(b)/303(d) Water Quality Assessment Integrated Report and shall be the first named waterbody to which the BMP discharges. The impaired waters are those impaired by sediment, total suspended solids, turbidity, nitrogen or phosphorus.  
 (10) BMP Maintenance ID Number is to be assigned by the District Maintenance Division at permit termination or project completion. This ID number shall be assigned prior to the permit close out process and entered by the area construction engineer under this column, per IM-LD-95

(11) Provide the section of each Maintenance manual that pertains to the type of BMP. Both manuals can be found at www.vdot.virginia.gov/business/manuals in the Maintenance selections.  
 Example: Section 4 would be noted for both the maintenance and inspection manuals for a Bioretention I infiltration BMP.  
 (12) Nutrient credits purchased to the nearest one hundredth pound.

Table B: Alternative BMP Types  
 Comprehensive SWM Plan (Regional) Facility  
 Pollutant Loading Pro Rata Share Program  
 Other Approved Options (List Type) (4)

PROJECT MANAGER LEONARD GISNER, 540-387-5457, VDOT SALEM DISTRICT  
SURVEYED BY, DATE S.L. HOLLANDSWORTH, 11-15-18, 540-387-5227, VDOT SALEM DISTRICT  
DESIGN BY TRANSYSTEMS CORPORATION, (678) 244-9730  
SUBSURFACE UTILITY BY, DATE N/A

# TRAIL DESIGN

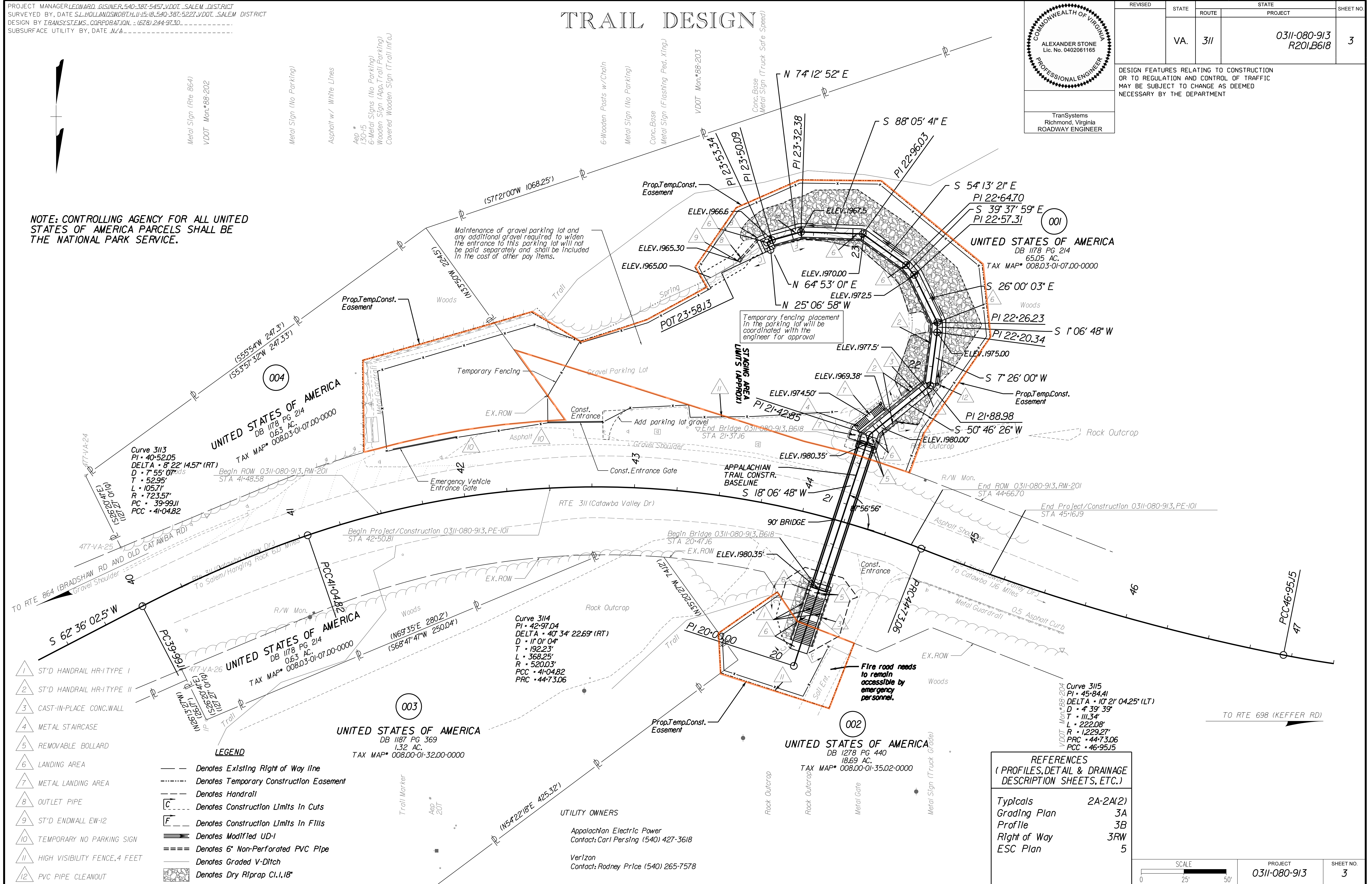
COMMONWEALTH OF VIRGINIA  
ALEXANDER STONE  
Lic. No. 0402061165  
PROFESSIONAL ENGINEER

TranSystems  
Richmond, Virginia  
ROADWAY ENGINEER

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
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DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

NOTE: CONTROLLING AGENCY FOR ALL UNITED STATES OF AMERICA PARCELS SHALL BE THE NATIONAL PARK SERVICE.



**UNITED STATES OF AMERICA**  
DB 1178 PG 214  
0.63 AC.  
TAX MAP# 008.03-01-07.00-0000

Curve 3113  
PI • 40°52.05'  
DELTA • 8°22'14.57" (RT)  
D • 7°55'07" (RT)  
T • 52.95'  
L • 105.71'  
R • 723.57'  
PC • 39°99.11'  
PCC • 41°04.82'

**UNITED STATES OF AMERICA**  
DB 1178 PG 369  
1.32 AC.  
TAX MAP# 008.00-01-32.00-0000

Curve 3114  
PI • 42°97.04'  
DELTA • 40°34'22.69" (RT)  
D • 1°01'04"  
T • 192.23'  
L • 368.25'  
R • 520.03'  
PC • 41°04.82'  
PCC • 44°73.06'

**UNITED STATES OF AMERICA**  
DB 1278 PG 440  
18.69 AC.  
TAX MAP# 008.00-01-35.02-0000

Curve 3115  
PI • 45°84.41'  
DELTA • 10°21'04.25" (LT)  
D • 4°39'39"  
T • 111.34'  
L • 222.08'  
R • 1229.27'  
PC • 44°73.06'  
PCC • 46°95.15'

- 1 ST'D HANDRAIL HR-I TYPE I
- 2 ST'D HANDRAIL HR-I TYPE II
- 3 CAST-IN-PLACE CONC. WALL
- 4 METAL STAIRCASE
- 5 REMOVABLE BOLLARD
- 6 LANDING AREA
- 7 METAL LANDING AREA
- 8 OUTLET PIPE
- 9 ST'D ENDWALL EW-I2
- 10 TEMPORARY NO PARKING SIGN
- 11 HIGH VISIBILITY FENCE, 4 FEET
- 12 PVC PIPE CLEANOUT

- LEGEND**
- Denotes Existing Right of Way line
  - - - - Denotes Temporary Construction Easement
  - Denotes Handrail
  - [C] --- Denotes Construction Limits in Cuts
  - [F] --- Denotes Construction Limits in Fills
  - ==== Denotes Modified UD-I
  - ==== Denotes 6" Non-Perforated PVC Pipe
  - Denotes Graded V-Ditch
  - [Pattern] Denotes Dry Riprap Cl. 1, 18"

**UTILITY OWNERS**

Appalachian Electric Power  
Contact: Carl Persing (540) 427-3618

Verizon  
Contact: Rodney Price (540) 265-7578

**REFERENCES**  
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

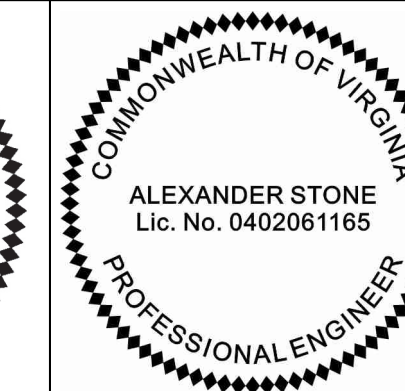
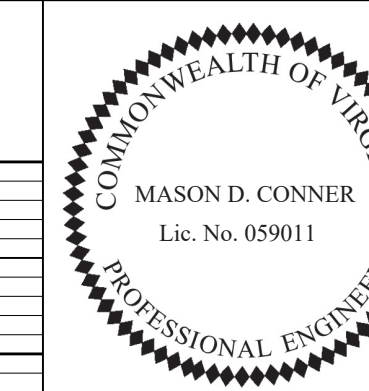
Typicals	2A-2A(2)
Grading Plan	3A
Profile	3B
Right of Way	3RW
ESC Plan	5

SCALE 0 25 50'

PROJECT	0311-080-913	SHEET NO.	3
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PROJECT MANAGER: Wendy Hwang, (540) 387-5470, JNDOT  
 SURVEYED BY: S.L. Hollandsworth, L.S., (540) 387-5227  
 DESIGN BY: E.L. DESIGN CORPORATION, (703) 359-5261  
 SUBSURFACE UTILITY BY: S.L. Hollandsworth, L.S., (540) 387-5227



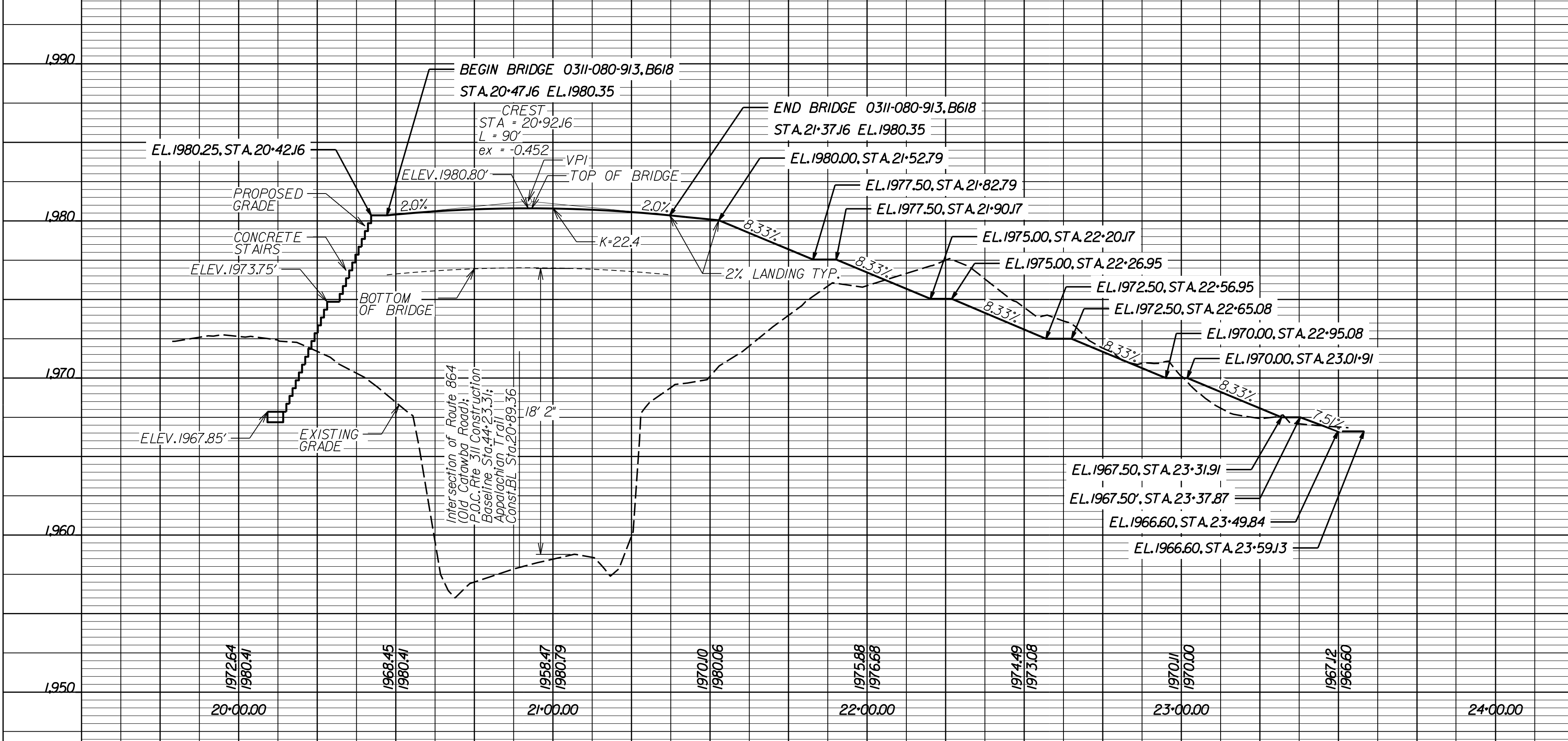
REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	311		0311-080-913 R201, B618	3B

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

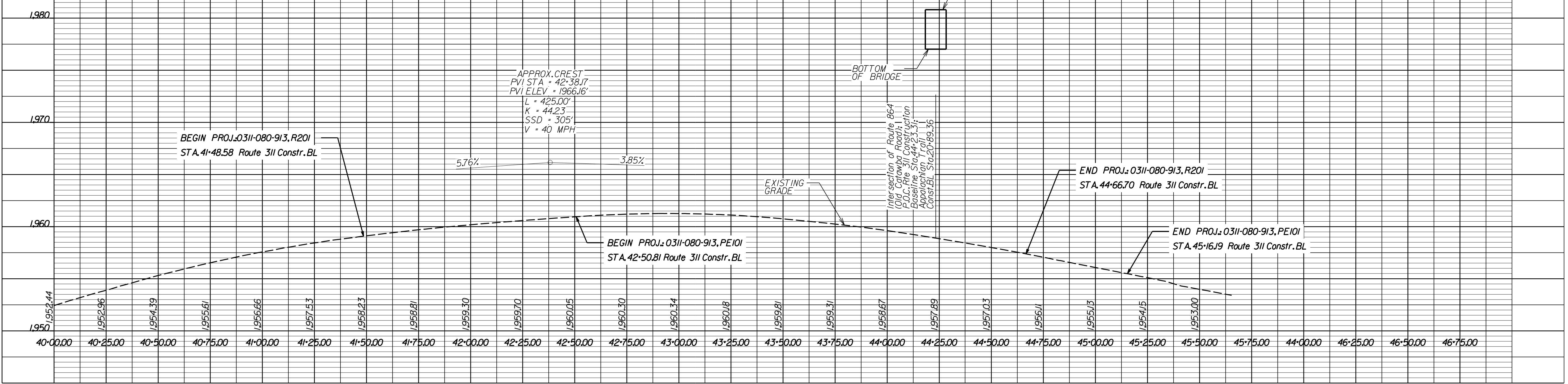
TranSystems  
Richmond, Virginia  
Hydraulic Engineer

TranSystems  
Richmond, Virginia  
Roadway Engineer

# PEDESTRIAN BRIDGE PROFILE



# ROUTE 311 PROFILE



Scale 1" = 25' Horizontal  
1" = 10' Vertical

PROJECT  
0311-080-913  
SHEET NO.  
3B

PROJECT MANAGER LEONARD GISNER, 540-387-5457, VDOT SALEM DISTRICT  
SURVEYED BY, DATE S.L. HOLLANDSWORTH, 11-15-18, 540-387-5227, VDOT SALEM DISTRICT  
DESIGN BY TRANSYSTEMS CORPORATION, (678) 244-9730  
SUBSURFACE UTILITY BY, DATE N/A

# RIGHT OF WAY

REVISED	STATE	STATE	SHEET NO.
	VA.	PROJECT	
	ROUTE	0311-080-913 R201.B618	3RW
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT			
VDOT Location & Design Salem, Virginia Land Surveyor			

- NOTES:**
- THIS RIGHT OF WAY PLAN SHEET REPRESENTS A SURVEY SHOWING PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, TEMPORARY EASEMENTS & PRESCRIPTIVE EASEMENTS.
  - EXISTING PROPERTY LINES SHOWN HEREON ARE BASED ON A COMPILATION SURVEY. SAID PROPERTY LINES ARE COMPILED FROM VARIOUS SOURCES, FOUND FIELD MONUMENTATION, METES AND BOUNDS DESCRIPTIONS AND RECORDED PLATS. SAID PROPERTY LINES ARE A BEST FIT BASED ON COMPILED DATA AND DO NOT REPRESENT A BOUNDARY SURVEY.
  - PHYSICAL IMPROVEMENTS ARE NOT SHOWN HEREON.
  - THIS RIGHT OF WAY PLAN SHEET WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND MAY NOT SHOW ALL EASEMENTS WHICH MAY AFFECT THE PROPERTY SHOWN HEREON.
  - NO DESIGNATION OR LOCATION OF SUBSURFACE UTILITIES WAS PERFORMED DURING PREPARATION OF THIS RIGHT OF WAY PLAN SHEET.
  - THIS SURVEY DATUM IS BASED ON VDOT PROJECT 0311-080-913.
  - ALL MONUMENTATION TO BE SET AT PROPOSED RIGHT OF WAY BREAKS UPON COMPLETION OF CONSTRUCTION.
  - NO CEMETERY SITES WERE OBSERVED ON THE SUBJECT PROPERTY. THIS DOES NOT PRECLUDE THEIR EXISTENCE.
  - BEARING AND DISTANCES SHOWN IN PARENTHESIS ARE BASED ON RECORDED DEEDS AND PLAT DATA.
  - ALL AREAS SHOWN FOR RIGHT OF WAY AND EASEMENT TAKES ARE APPROXIMATE ONLY.

**LEGEND**

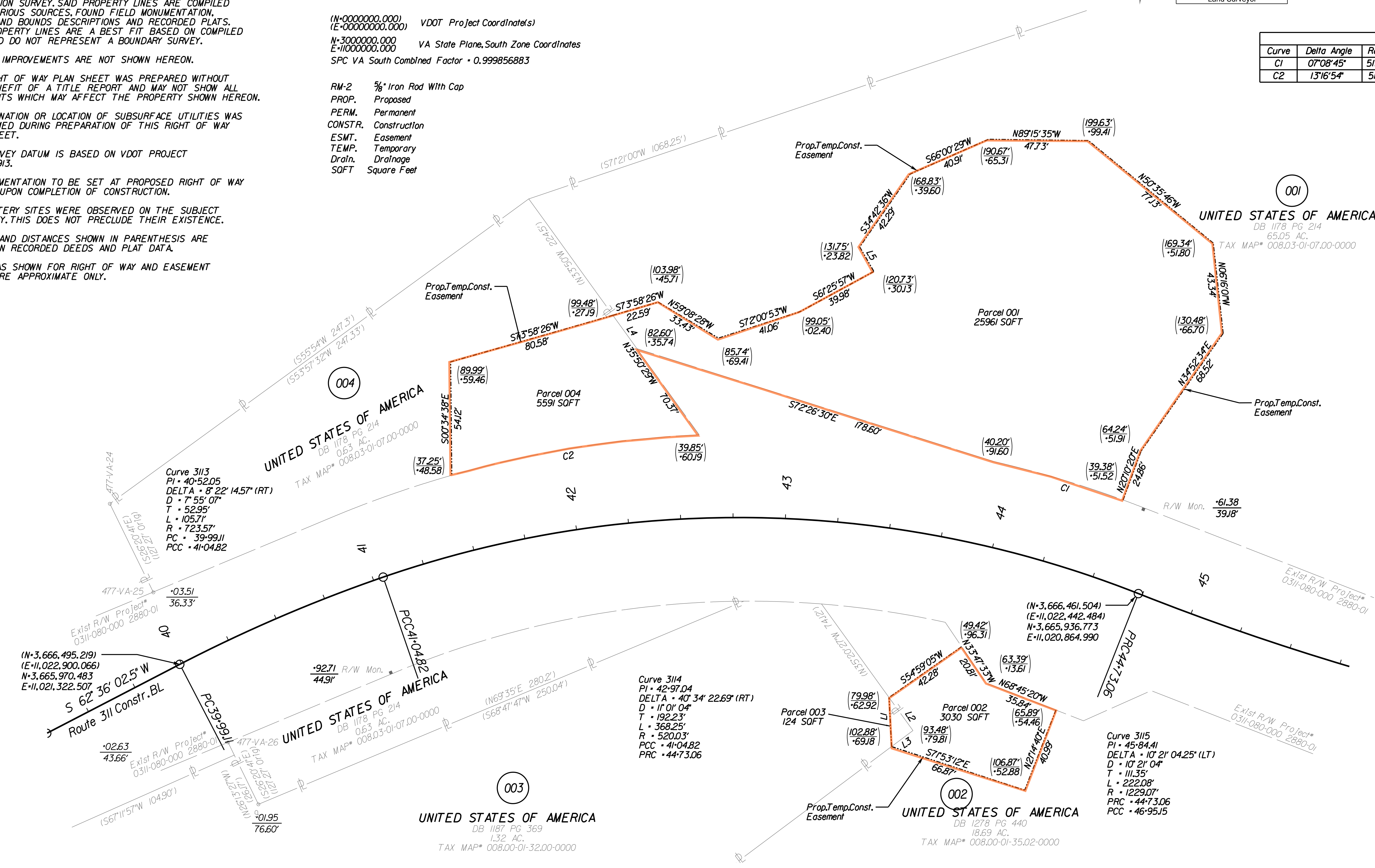
0.00 0.00'	Existing R/W	Figures and lines denote Existing Right of Way
(0.00') 0.00'	PROP. TEMP. EASEMENT	Figures in parenthesis and dot-dot-dashed lines denote Temporary Easements
(N-0000000.000) (E-0000000.000)	VDOT Project Coordinates	
N-3000000.000 E-1000000.000	VA State Plane, South Zone Coordinates	
	SPC VA South Combined Factor = 0.999856883	
RW-2	3/8" Iron Rod With Cap	
PROP.	Proposed	
PERM.	Permanent	
CONSTR.	Construction	
ESMT.	Easement	
TEMP.	Temporary	
DRAIN.	Drainage	
SOFT	Square Feet	

**Curve Table**

Curve	Delta Angle	Radius	Arc Length	Chord Length	Chord Bearing
C1	07°08'45"	517.35'	64.52'	64.48'	S73°24'03"E
C2	13°16'54"	517.41'	119.94'	119.67'	N80°42'26"E

**Line Table**

Line	Bearing	Length
L1	S02°55'40"E	23.47'
L2	S35°50'29"E	19.50'
L3	S53°13'44"W	12.76'
L4	S35°50'29"E	19.64'
L5	S30°00'25"E	13.53'



Parcel	Proposed Temporary Construction Easements
001	25,961 SOFT
002	3,030 SOFT
003	124 SOFT
004	5,591 SOFT

## **Exhibit C**

### **ANST Plan for Inadvertent Discoveries**

## **Exhibit C**

### **Appalachian National Scenic Trail Plan for Inadvertent Discoveries**

The following plan outlines procedures to follow if archaeological materials or human remains are discovered while working on NPS lands.

#### What are cultural resources?

A cultural resource discovery could be prehistoric or historic. Examples include:

- An accumulation of shell, burned rocks, or other food related materials
- Bones or small pieces of bone,
- An area of charcoal or very dark stained soil with artifacts,
- Stone tools or waste flakes (i.e. an arrowhead, or stone chips),
- Clusters of glass, pottery, tin cans or bottles, logging or agricultural equipment
- Buried railroad tracks, decking, or other industrial materials
- Building foundations

When in doubt, assume the material is a cultural resource.

#### What do you do if you uncover a Cultural Resource?

**Step 1: Stop work.** If any employee, contractor or subcontractor believes that he or she has uncovered a cultural resource at any point in the project, all work adjacent to the discovery must stop. The discovery location should be secured at all times.

The area of work stoppage will be adequate to provide for the security, protection, and integrity of the cultural resource. The contractor or project leader will be responsible for taking appropriate steps to protect the discovery. At a minimum, the immediate area will be secured to a distance of fifty (50) feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site.

All artifacts are property of the USA and should not be collected. Leave all cultural resources in place unless directed otherwise.

**Step 2: Notify Park Staff.** Immediately contact the Appalachian National Scenic Trail Superintendent at (304-535-6279), and Archaeologist Joel Dukes (office 978-970-5143; cell 617-429-4468). If they cannot be reached, contact Jim Von Haden, Integrated Resource Manager, at 304-535-4009. Then contact Park Law Enforcement Dispatch at 1-866-677-6677.

If the inadvertent discovery is made during projects without an Archaeological Monitor on site, notify the Park Staff listed above. They will then notify the Northeast Region Archaeology Program (NRAP) for guidance.

If the inadvertent discovery is made during a project with an Archaeological Monitor on site, the Monitor will notify Park Staff and NRAP. The monitor should then begin the documentation process so that consultation can begin.

**Step 3: Follow Park Guidance.** Park Staff will visit the site as soon as possible to evaluate the site and consult with NRAP to determine if work can resume or if the project must be halted until further notice. If an NPS approved Archeological Monitor is on site, they must be notified of any discoveries and can determine if a work stoppage is required and any other appropriate actions to take.

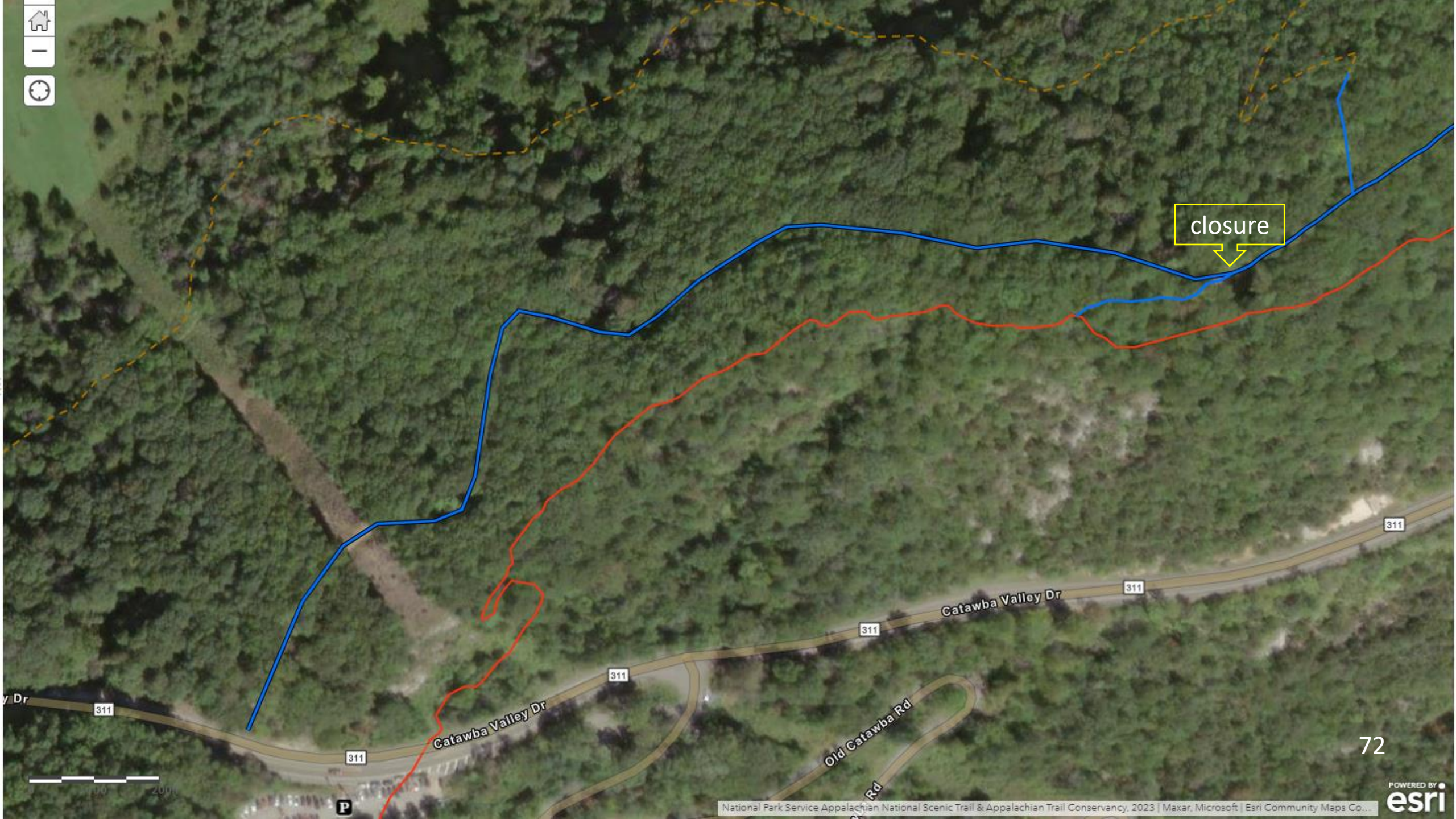
If human remains are found, all work in the area shall stop. Park Law Enforcement shall be notified to begin the determination if the remains are from a crime scene or are archaeological in nature. If archaeological in nature Park Staff shall notify the State Archaeologist and NRAP immediately so that consultation can begin.

**Exhibit D**

**Fire Road Closure**



closure





## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

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

**Title: Authorization for the Commissioner of Highways to Enter into a Cooperative Agreement with the Federal Highway Administration (FHWA) for a Surface Transportation System Funding Alternatives (STSFA) Program Grant.**

**WHEREAS**, Congress passed the Fixing America’s Surface Transportation (FAST) Act (Pub L. 114-94) and established the STSFA Program requiring the U.S. Secretary of Transportation “to establish a program to provide grants to States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund” (Section 6020); and

**WHEREAS**, the Virginia General Assembly passed legislation in the 2020 Session establishing Virginia’s Highway Use Fee (HUF) and Mileage-Based User Fee (MBUF) Program, to be administered by the Department of Motor Vehicles (DMV) for the purpose of ensuring more equitable contributions to the Commonwealth Transportation Fund from alternative fuel vehicles, electric motor vehicles, and fuel-efficient vehicles using highways in the Commonwealth (Va. Code § 46.2-770 et seq.); and

**WHEREAS**, the flat HUF was imposed by law on all alternative fuel, electric, and fuel efficient vehicles on July 1, 2020, and voluntary participation in the MBUF became available as an option in lieu of the HUF on July 1, 2022; and

Resolution of the Board

Authorization for the Commissioner of Highways to enter into a Cooperative Agreement with FHWA for a STSFA Program Grant

July 18, 2023

Page 2 of 2

**WHEREAS**, in November 2021, at the request of DMV, the Virginia Department of Transportation (VDOT) submitted a grant application to FHWA pursuant to § 6020 of the FAST Act for DMV's implementation of the MBUF Program in which DMV would act as the day-to-day project oversight lead while VDOT would administer the STSFA grant funding; and

**WHEREAS**, on March 10, 2023, FHWA approved the grant application and awarded \$3,314,800 to VDOT for the reimbursement of 50 percent of eligible costs incurred by DMV in the implementation and administration the MBUF Program; and

**WHEREAS**, the terms of the STSFA grant require VDOT, as the funding administrator, to enter into a Cooperative Agreement with FHWA; and

**WHEREAS**, if VDOT is hereby authorized to enter into the Cooperative Agreement with FHWA, DMV and VDOT intend to enter into a separate Interagency Agreement to document their respective responsibilities regarding the details of the project oversight, fund administration, reporting, and other grant award requirements; and

**WHEREAS**, section 33.2-221 (A) of the *Code of Virginia* provides the Commonwealth Transportation Board with the authority to enter into contracts and agreements with the United States government.

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways or his designee to enter into the Cooperative Agreement between FHWA and VDOT regarding STSFA grant funds for Virginia's MBUF Program, substantively similar to Exhibit A, with such changes and additions as the Commissioner deems necessary.

####



## **CTB Decision Brief**

### **Authorization for the Commissioner of Highways to Enter into a Cooperative Agreement with the Federal Highway Administration (FHWA) for a Surface Transportation System Funding Alternatives (STSFA) Program Grant.**

**Issue:** The Virginia Department of Transportation (VDOT) is requesting, pursuant to Va. Code §33.2-221 (A), that the Commonwealth Transportation Board (CTB) authorize the Commissioner of Highways (Commissioner) to enter into a Cooperative Agreement with FHWA to receive STSFA Program grant funding for Virginia's Mileage-Based User Fee (MBUF) Program, a program administered by the Virginia Department of Motor Vehicles (DMV).

**Facts:**

- The STSFA Program, established under Section 6020 of the Fixing America's Surface Transportation (FAST) Act (Pub L. 114-94), authorizes the U.S. Secretary of Transportation to provide grants to States for the demonstration of user-based alternative revenue mechanisms.
- The General Assembly passed legislation in the 2020 Session establishing Virginia's Highway Use Fee (HUF) and MBUF Program (Va. Code § 46.2-770 et seq.) to be administered by DMV for the purpose of ensuring more equitable contributions to the Commonwealth Transportation Fund from alternative fuel vehicles, electric motor vehicles, and fuel-efficient vehicles using highways in the Commonwealth.
- The flat HUF was imposed by law on all alternative fuel, electric, and fuel efficient vehicles on July 1, 2020, and voluntary participation in the MBUF became available as an option in lieu of the HUF on July 1, 2022.
- In November 2021, VDOT, at the request of DMV, submitted a STSFA grant application to FHWA. The application provided that DMV would act as the agency conducting the day to day activities of the MBUF program, while VDOT would administer any grant funds received.
- On March 10, 2023, FHWA awarded a discretionary grant to VDOT in an amount not to exceed \$3,314,800 for the reimbursement of 50 percent of eligible costs incurred by DMV in the implementation and administration of the MBUF Program. Pursuant to the grant award, VDOT must enter into a Cooperative Agreement with FHWA and utilize the STSFA grant funds to reimburse DMV for eligible MBUF Program costs, primarily comprised of invoices submitted to DMV by its MBUF Program vendor.
- If the CTB authorizes the Commissioner to enter into the Cooperative Agreement, VDOT and DMV will enter into a separate Interagency Agreement to document their respective responsibilities regarding the details of the project oversight, fund administration, reporting, and other grant award requirements.

**Recommendation:** VDOT recommends that the CTB authorize the Commissioner to enter into the Cooperative Agreement with FHWA, attached hereto as Exhibit A, in order to receive the \$3,314,800 STSFA grant funds.

**Action Required by CTB:** Section 33.2-221 (A) of the Code of Virginia requires a majority of the CTB's members to authorize the Commissioner to enter into the Cooperative Agreement with FHWA, an entity of the US government.

**Result, if Approved:** The Commissioner will be authorized to enter into the Cooperative Agreement with FHWA, making funds available for DMV's implementation and administration of the MBUF Program.

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

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

COOPERATIVE AGREEMENT  
By and Between  
FEDERAL HIGHWAY ADMINISTRATION  
UNITED STATES DEPARTMENT OF TRANSPORTATION

AND

THE VIRGINIA DEPARTMENT OF TRANSPORTATION  
Project number: XXXXXXXX  
Project Title: Virginia's Mileage-Based User Fee Program

THIS COOPERATIVE AGREEMENT ("Agreement") made and entered into this [\_\_] day of [\_\_\_\_], 2023, by and between the Virginia Department of Transportation, hereinafter referred to as "the Recipient," and the Federal Highway Administration, United States Department of Transportation, hereinafter referred to as the "FHWA."

RECITALS

A. WHEREAS, Section 6020 of the Fixing America's Surface Transportation (FAST) Act (PL. 114-94) established the Surface Transportation System Funding Alternatives Program, hereinafter referred to as the "STSFA," and requires the Secretary of Transportation to solicit the participation of States or groups of States for one or more "programs." The Continuing Appropriations Act, 2021 and Other Extensions Act ([Pub. L. 116-159](#)) extended Federal surface transportation programs through September 30, 2021, enabling the STSFA program to continue at FY 2020 levels in FY 2021<sup>1</sup>; and

B. WHEREAS, Section 6020 authorizes the Secretary of Transportation to use funds made available for the Highway Research and Development Program (23 U.S.C. 503(b)) to provide grants to the State DOTs to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund, and

C. WHEREAS, the overall objective of the pilot program is for the FHWA to support States or groups of states to test the design, acceptance, and implementation of a user-based alternative revenue mechanisms; to improve the functionality of such user-based alternative revenue mechanisms; to conduct outreach to increase public awareness regarding the need for alternative funding sources for surface transportation programs and to provide information on possible approaches; to provide recommendations regarding adoption and implementation of user-based

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<sup>1</sup> The Continuing Appropriations Act, 2021 and Other Extensions Act ([Pub. L. 116-159](#)) extended Federal surface transportation programs through September 30, 2021; funded the Federal-aid Highway Program (FAHP) at FY 2020 levels for FY 2021; and transferred \$10.4 billion from the General Fund to the Highway Account of the Highway Trust Fund.

alternative revenue mechanisms; to minimize the administrative cost of deploying any potential user-based alternative revenue mechanisms; and, minimize the administrative costs associated with the collection of fees.

D. WHEREAS, the Recipient, pursuant to section 6020 of the FAST Act which sets forth the STSFA program, has requested that the FHWA enter into an agreement to test the design, acceptance, and implementation of a user-based alternative revenue mechanism project entitled, “Virginia’s Mileage-Based User Fee Program” described in Attachment A, hereinafter referred to as the “proposal”; and

E. WHEREAS, the FHWA approved the proposal and determined the proposal to be eligible for participation in the program. See approval memorandum, Attachment B, entitled “Funding for Fiscal Year 2021 Surface Transportation System Funding Alternatives Program (STSFA) Virginia Department of Transportation Allocation Memo” dated March 10, 2023.

NOW, THEREFORE, the Recipient, and the FHWA hereby agree as follows:

1. Funding. Once the project agreement is authorized in FMIS, the Recipient shall be reimbursed for allowable costs incurred in the performance of work under this Agreement in an amount NOT TO EXCEED \$3,314,800 in STSFA Program Funds. The Recipient agrees to meet its 50 percent matching funds (\$3,314,800), in accordance with applicable requirements. FHWA will consider the following funds or contributions as a local match for the purpose of this program: non-Federal funds, toll credits under 23 U.S.C. 120(i); and non-monetary match that complies with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards specified in 2 CFR Part 200, including section 200.306 of Part 200 on Cost Sharing or matching. Further State DOTs can use matching strategies available to them under the Federal-aid Highway program such as “tapering match.”

2. The Recipient Responsibilities. At all times, the Recipient bears the responsibility for conducting the activities consistent with the proposal and described in detail in the Scope of Work (or Work Plan) attached as Attachment C and incorporated by this reference. The Recipient is responsible for managing the day-to-day operations of the activities described in the proposal. In order to accomplish the objectives of the STSFA program as described in the proposal, the Recipient shall, subject to 2 CFR Part 200 and 2 CFR 1201, enter into a necessary agreement with FHWA to accomplish the tasks contained in the Scope of Work (Attachment C). 2 CFR 200.211 requires period of performance and budget start and end date are established in FMIS, Indirect Rate (if applicable) and the Assistance Listing number.

3. FHWA Participation.

a) Generally. The USDOT anticipates substantial Federal involvement between it and the Recipient during the course of this project. The anticipated Federal involvement will include technical assistance, education and guidance to the Recipient. The FHWA shall be considered a full participant in the project and shall have all of the rights and responsibilities afforded under Federal law. However, the FHWA shall not be responsible for performing any of the work described in the Scope of Work. All work under this cooperative agreement will be performed by the Recipient as the

- Federal funding recipient or by FHWA-approved sub-recipients.
- b) Committee Membership. The FHWA shall be a non-voting member of all project management committees developed in furtherance of the project and shall be provided the opportunity for membership on all subcommittees, working groups, task forces, and other such groups related to the proposal. The FHWA will provide names, addresses, and phone numbers of FHWA committee representatives to the Recipient (provided under #5 Reporting Requirements).
4. Schedule. All work funded under this Agreement shall be accomplished in accordance with the time schedule included in the attached project proposal (Attachment D). The estimated period of performance for awards is as follows: For pre-deployment, 18 months after the project funds are awarded, unless determined to not be a viable project, the project should be moving towards implementation. For demonstration projects awarded funds, the State has up to five years to expend the funds.
5. Reporting Requirements.
- a) Project Outcomes and Monitoring Reports. In accordance with 2 CFR 200.329, the Recipient shall submit an electronic copy of a quarterly progress report that includes a Financial Status Report to FHWA. The Recipient shall submit an electronic copy of quarterly progress reports and the Federal Financial Report (SF-425) to the contacts designated below on a quarterly basis, beginning on the 20<sup>th</sup> of the first month of the calendar year quarter following the execution of the Agreement, and on the 20<sup>th</sup> of the first month of each calendar year quarter thereafter until completion of the Project. The Recipient shall submit all required reports and documents to the government electronically, referencing the grant number, to the contacts designated below. All notices or information required by this Agreement should be sent electronically to the Government contacts as follows:  
Angela Fogle – STSFA Program Manager [Angela.Fogle@dot.gov](mailto:Angela.Fogle@dot.gov)  
[NAME – Financial Specialist [EMAIL@dot.gov](mailto:EMAIL@dot.gov)]  
[NAME – Division Project Manager [EMAIL@dot.gov](mailto:EMAIL@dot.gov)]
- b) Report to the Secretary Not later than 1 year after the date on which the first eligible entity receives a grant under this section, and each year thereafter, each recipient of a grant under this section shall submit to the Secretary a report that describes—How the demonstration activities carried out with grant funds meet the objectives described in subsection (c); and lessons learned for future deployment of alternative revenue mechanisms that utilize a user fee structure. The requirement that States report to the Secretary annually is a statutory requirement. The report to the Secretary should be relatively duplicative of some of the deliverables that the state will already be providing to FHWA as a part of the reporting requirements. There is no minimum or maximum page limit or page recommendation for the report. FHWA anticipates sharing this document with the public. The report should be written in a manner that is suitable for a non-technical audience to understand. Submit an electronic copy of all reports to Angela Fogle at the following email address: [angela.fogle@dot.gov](mailto:angela.fogle@dot.gov)
- c) Intermediate Working Papers, etc. Copies of all intermediate working papers, project reports, major correspondence, meeting announcements, and other documents that may be produced as part of the project shall be supplied by the Recipient. the

Recipient will forward to the designated FHWA point-of-contact in the FHWA Division Office and to the FHWA Headquarters STSFA Team Contact as they are produced and should be discussed, as appropriate, in the quarterly reports.

- d) Final Report. The Recipient shall provide a final report within ninety (90) days after the termination or expiration of this Agreement. The FHWA, in consultation with the Recipient, will determine the final design and scope of the evaluation and report.
- e) While the requirements of Section 508 of the Rehabilitation Act do not apply to assistance agreements, the U.S. DOT is subject to the Act's requirements that all documents posted on a U.S. DOT or U.S. DOT-hosted website comply with the accessibility standards of the Act. As such, all electronic and information technology products that are submitted under this Agreement must be Section 508-compliant so that they can be web posted without further modification. Accordingly, final deliverable reports prepared under this Agreement and submitted in electronic format must meet the requirements of Section 508 of the Rehabilitation Act of 1973, as amended. The act requires that all electronic products prepared for the Federal Government be accessible to persons with disabilities, including those with vision, hearing, cognitive, and mobility impairments. Resources and information regarding Section 508 of the Rehabilitation Act can be found at [https://www.fhwa.dot.gov/cfo/contractor\\_recip/gtandc\\_generaltermsconditions.cfm](https://www.fhwa.dot.gov/cfo/contractor_recip/gtandc_generaltermsconditions.cfm) and the Federal IT Accessibility Initiative Home Page (<http://section508.gov>). The following paragraphs summarize the requirements for preparing U.S. DOT reports in conformance with Section 508 for eventual posting by U.S. DOT to a U.S. DOT-sponsored website. NOTE: Quarterly Progress Reports and Financial Status Reports are not considered final deliverables and therefore the Section 508 requirements do not apply.
  - (i) Electronic documents with images  
Provide a text equivalent for every non-text element (including photographs, charts and equations) in all publications prepared in electronic format. Use descriptions such as "alt" and "longdesc" for all non-text images or place them in element content. For all documents prepared, vendors must prepare one standard HTML format as described in this statement of work AND one text format that includes descriptions for all non-text images. "Text equivalent" means text sufficient to reasonably describe the image. Images that are merely decorative require only a very brief "text equivalent" description. However, images that convey information that is important to the content of the report require text sufficient to reasonably describe that image and its purpose within the context of the report.
  - (ii) Electronic documents with complex charts or data tables  
When preparing tables that are heavily designed, prepare adequate alternate information so that assistive technologies can read them out. Identify row and column headers for data tables. Provide the information in a non-linear form. Markups shall be used to associate data cells and header cells for data tables that have two or more logical levels of row and column headers.
  - (iii) Electronic documents with forms  
When electronic forms are designed to be completed on-line, the form shall allow people using assistive technology to access the information, field elements, and functionality required for completion and submission of the form, including all directions and cues.

6. Changes. The Recipient agrees to obtain the prior approval of FHWA for any significant change related to the proposal as required by 2 CFR 200 and 2 CFR 1201. This includes, but is not limited to:

- a) changes in overall project budget which result in a shift of \$25,000 or more of the original budget between tasks;
- b) any significant revision of the scope, schedule, goals, objectives or tasks of the proposal Scope of Work, or related activities (regardless of whether there is an associated budget revision requiring prior approval); and
- c) changes in key personnel, program manager, or prime contractor.

7. Intellectual Property. Intellectual property consists of copyrights, patents, and any other form of intellectual property rights covering any data bases, software, inventions, training manuals, systems design, and other proprietary information in any form or medium. Intellectual property shall be treated as follows: "Data rights under this agreement shall be governed by government-wide grant requirements in accordance with 2 CFR 200.315, relating to Intangible property, which is hereby incorporated by reference.

8. Closeout. In accordance with 2 CFR 200.344, the FHWA shall close out the award provided for in this Agreement when all applicable administrative actions and required work provided for in this Agreement have been completed. The Recipient shall submit all final claims and required reports to FHWA within ninety (90) days after the termination or expiration of this Agreement. The estimated period of performance for awards is as follows: For pre-deployment, 18 months after the project funds are awarded, unless determined to not be a viable project, the project should be moving towards implementation. For demonstration projects awarded funds, the State has up to five years to expend the funds.

9. Additional Requirements. The Recipient agrees to comply with the provisions of 2 CFR Part 200 as adopted by Department of Transportation in accordance with 2 CFR 1201, which implements government-wide Federal requirements for grants and agreements with State and local governments. Also, The Recipient agrees to comply with Environmental Protection Agency guidelines at 40 CFR Part 247, which implements the Resource Conservation and Recovery Act of 1976 and relates to the procurement of recycled products. "The State DOT agrees to comply with the provisions of 23 CFR 771 which prescribes the policies and procedures of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for implementing the National Environmental Policy Act of 1969 as amended (NEPA) and supplements the NEPA regulation of the Council on Environmental Quality (CEQ), 40 CFR parts 1500 through 1508 (CEQ regulation). Together these regulations set forth all FHWA, FTA, and Department of Transportation (DOT) requirements under NEPA for the processing of highway and public transportation projects." Additionally, The Recipient agrees to comply with all applicable laws, regulations and FHWA requirements, including, but not limited to 2 CFR Part 1200, 49 CFR Parts 11, 20, 21, 24, 26, 27, and 29, applicable provisions in 23 U.S.C., including 23 U.S.C. 112 (letting of contracts), 23 U.S.C. 113 (payment of prevailing rate of wage) and 313 (Buy America), and 23 CFR.

10. Restrictions on Lobbying. The Recipient agrees to comply with the requirements of

49 CFR Part 20, New Restrictions on Lobbying. Further, the Recipient agrees to file a certification, and a Disclosure of Lobbying Activities Form (SF LLL) form if required, in accordance with 49 CFR 20.110.

11. Debarment Certification. In accordance with 2 CFR Part 1200 and 2 CFR Part 180.335 The Recipient certifies to the best of its knowledge and belief that neither it nor any of its principals: (1) are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by and Federal department or agency; (2) have been convicted, or had a civil judgment rendered against it or its principals, within the preceding three years of any of the offenses listed at 2 CFR 180.800(a); (3) are presently indicted for or otherwise criminally or civilly charged by a governmental entity with the commission of any of the offenses listed in 2 CFR 180.800(a); or (4) have had one or more public transactions terminated within the preceding three years for cause of default. In addition, in accordance with 2 CFR Parts 180.435 and 180.445, the Recipient will comply with subpart C of 2 CFR Part 180, will communicate to all lower tier participants of their obligation to comply with subpart C of 2 CFR Part 180, and will ensure that the requirement to comply with subpart C of 2 CFR Part 180 is expressly made a term or condition in any such lower tier transaction.

12. Drug-Free Workplace. In accordance with 49 CFR Part 32, The Recipient will comply with the Drug-Free Workplace requirements under subpart B of 49 CFR Part 32.

13. Nondiscrimination. The Recipient hereby agrees that, as a condition of receiving any Federal financial assistance under this agreement, it will comply with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. Part 2000d), related nondiscrimination statutes (i.e., 23 U.S.C. Part 324, Section 504 of the Rehabilitation Act of 1973 as amended, and the Age Discrimination Act of 1975), and applicable regulatory requirements to the end that no person in the United States shall, on the grounds of race, color, national origin, sex, handicap, or age be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity for which The Recipient receives Federal financial assistance. The specific requirements of the Department of Transportation Civil Rights assurances (required by 49 CFR Parts 21.7 and 27.9) are incorporated in the agreement.

14. Termination. Termination of this Agreement shall be in accordance with 2 CFR 200.340.

15. Effective Date. This Agreement may be executed in counterparts with all of the signatures of the requesting parties thereby constituting a completed grant agreement and shall become effective upon execution by all the parties hereto.

16. Length of the Agreement/Expiration of Funds. The estimated period of performance for awards is as follows: For pre-deployment, 18 months after the project funds are awarded, unless determined to not be a viable project, the project should be moving towards implementation. For demonstration projects awarded funds, the State has up to five years to expend the funds. For the purpose of this agreement, project conclusion is currently scheduled for **July 1, 2026**.

17. Amendments. Amendments to this Agreement may only be made in writing, signed by the legally authorized representatives (State DOT, Division Administrator/Office of



Transportation Management (HOTM) Office Director) of both parties and specifically referred to as an amendment to this Agreement.

18. Federal Funding Accountability and Transparency Act (FFATA). In accordance with 2 CFR 170.220(a), the award term in Attachment A to 2 CFR Part 170, must be included in every grant award in which the total Federal funding is expected to equal or exceed \$30,000, applies to this Agreement.

19. An acknowledgment of FHWA support and a disclaimer must appear in any publication of any material, whether copyrighted or not, based on or developed under the Agreement, in the following terms: "This material is based upon work supported by the Federal Highway Administration under Agreement No. (fill in award number)." All materials must also contain the following: "Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the Federal Highway Administration."

20. Financial Assistance Policy to Ban Text Messaging While Driving: "Driving" - Means operating a motor vehicle on an active roadway with the motor running, including while temporarily stationary because of traffic, a traffic light, stop sign, or otherwise. Does not include operating a motor vehicle with or without the motor running when one has pulled over to the side of, or off, an active roadway and has halted in a location where one can safely remain stationary.

"Text messaging" - means reading from or entering data into any handheld or other electronic device, including for the purpose of short message service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication. The term does not include glancing at or listening to a navigational device that is secured in a commercially designed holder affixed to the vehicle, provided that the destination and route are programmed into the device either before driving or while stopped in a location off the roadway where it is safe and legal to park.

This clause implements Executive Order 13513, Federal Leadership on Reducing Text Messaging while Driving, dated October 1, 2009.

The Applicant should-

- a. Adopt and enforce policies that ban text messaging while driving- (i) Company-owned or -rented vehicles or Government-owned vehicles; or (ii) Privately-owned vehicles when on official Government business or when performing any work for or on behalf of the Government.
- b. Conduct initiatives in a manner commensurate with the size of the business, such as-
  - (i) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - (ii) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Sub-agreements/sub-contracts. The Applicant shall insert the substance of this clause, including this paragraph (d), in all sub-agreement/subcontracts that exceed the micro-purchase threshold.

21. Restrictions on Internal Confidentiality Agreements: The Recipient shall not require employees or sub recipients to sign internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or sub recipients from lawfully reporting waste, fraud, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information

22. Critical Infrastructure Security and Resilience.

(a) Consistent with Presidential Policy Directive 21, “Critical Infrastructure Security and Resilience” (Feb. 12, 2013), and the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems (July 28, 2021), the Recipient shall consider physical and cyber security and resilience in planning, design, and oversight of the Project.

(b) If the Security Risk Designation in section 6 of schedule F is “Elevated,” then, not later than two years after the date of this agreement, the Recipient shall submit to the USDOT a report that:

- (1) identifies a cybersecurity Point of Contact for the transportation infrastructure being improved in the Project;
- (2) summarizes or contains a cybersecurity incident reporting plan for the transportation infrastructure being improved in the Project;
- (3) summarizes or contains a cybersecurity incident response plan for the transportation infrastructure being improved in the Project;
- (4) documents the results of a self-assessment of the Recipient’s cybersecurity posture and capabilities; and
- (5) describes any additional actions that the Recipient has taken to consider or address cybersecurity risk of the transportation infrastructure being improved in the Project.

23. Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment. The Recipient acknowledges that Section 889 of Pub. L. No. 115-232 and 2 C.F.R. 200.216 prohibit the Recipient and all subrecipients from procuring or obtaining certain telecommunications and video surveillance services or equipment under the Grant award.

24. Execution. This Agreement will be prepared in duplicate counterparts, which constitute one agreement, with each countersigned original shall have identical legal effect and shall constitute an original Agreement.

IN WITNESS THEREOF, the parties hereto have caused this instrument to be duly executed, the day and year first written below.

**Virginia Department of Transportation**

\_\_\_\_\_  
Stephen C. Brich, P.E.  
Commissioner of Highways

\_\_\_\_\_  
Date

**Federal Highway Administration  
U.S. Department of Transportation**

\_\_\_\_\_  
[NAME]  
Division Administrator

\_\_\_\_\_  
Date

# **ATTACHMENT A**

## **Proposal**

### **Virginia's Mileage-Based User Fee Program**

\* Note that Attachment D provides the updated project schedule, which has been revised since the 2021 proposal submission.

# **ATTACHMENT B**

## **FHWA Approval Memorandum**

### **Funding for Fiscal Year 2021 Surface Transportation System Funding Alternatives Program (STSFA) Virginia Department of Transportation Allocation Memo**

# **ATTACHMENT C**

## **Scope of Work (Work Plan)**

## **Surface Transportation System Funding Alternatives (STSFA) Program Grant Work Plan**

In its 2020 session, the Virginia General Assembly passed legislation to introduce a new transportation funding mechanism, imposing a flat highway use fee (HUF) on all alternative fuel, electric, and fuel-efficient vehicles and creating a voluntary mileage-based user fee (MBUF) program. The HUF is intended to calculate and collect the fuels tax revenue that is not paid by efficient vehicles operating on the Commonwealth's highways. It is calculated using a fixed mileage input, which does not allow for the actual miles driven to impact the fee. The MBUF program allows the owners of vehicles subject to the HUF to pay the fee on a per-mile basis, only paying for the actual miles driven. The Virginia Department of Motor Vehicles (DMV) began collecting the HUF on July 1, 2020, and the MBUF program began on July 1, 2022. DMV is the state agency conducting the program and the Virginia Department of Transportation (VDOT) is the grant recipient. VDOT will ensure that DMV receives the STSFA grant funds provided from the Federal Highway Administration as reimbursement for its eligible activities.

DMV signed a three-year contract with Emovis in December 2021 to operate the MBUF program following a competitive procurement solicitation. The contract provides for optional contract extensions following the initial contract period. The program went live on July 1, 2022. Emovis provides a turn-key solution. Each month, Emovis enrolls new customers, providing on-board diagnostic transponders or interfacing with in-vehicle telematic system. The system records daily miles traveled and creates monthly invoices to customers based on the vehicle's mileage fee. Collected funds are remitted to DMV each month.

Following the successful July 1, 2022, program launch, Emovis invoiced DMV for approximately \$1.6 million in system start-up costs. The on-going program is in a growth phase for the first year. Since the highway use fee is tied to vehicle registration, each month a new cohort of vehicles is eligible to enroll in the program for the first time. Starting in July 2023, currently enrolled customers will have an opportunity to reenroll to participate for another year. In addition to reenrolling customers, DMV anticipates adding 500 first-time enrolled vehicles each month.

Pursuant to the contract, each month Emovis invoices DMV for system operation costs of \$86,000 as well as specified charges for each enrolled vehicle. The per-vehicle fees vary depending on the mileage capture mechanism and overall enrollment volumes. Due to the additional equipment required, vehicles utilizing on-board diagnostic devices carry a higher fee than vehicles utilizing manufacture's integrated telematic system.

As of May 2023, there are over 14,000 vehicles enrolled in the program for which Emovis records miles and collects fees, remitting the funds to DMV. DMV is actively recruiting and enrolling additional customers each month. DMV anticipates Emovis invoices to total approximately \$250,000 to \$300,00 each month during the grant performance period and will request reimbursement for 50 percent of those costs from the grant recipient, VDOT.

# **ATTACHMENT D**

## **Schedule**



**Virginia Mileage Based User Fee Program  
 STSFA Grant Anticipated Reimbursement Request Schedule**

Month	Estimated Invoice Amount	Reimbursement Request
June 2023	\$241,216	\$120,608
July 2023	\$218,709	\$109,354
August 2023	\$222,201	\$111,101
September 2023	\$225,694	\$112,847
October 2023	\$229,186	\$114,593
November 2023	\$232,679	\$116,339
December 2023	\$236,171	\$118,086
January 2024	\$239,664	\$119,832
February 2024	\$243,156	\$121,578
March 2024	\$246,649	\$123,324
April 2024	\$250,141	\$125,071
May 2024	\$253,634	\$126,817
June 2024	\$257,126	\$128,563
July 2024	\$260,619	\$130,309
August 2024	\$264,111	\$132,056
September 2024	\$267,604	\$133,802
October 2024	\$271,096	\$135,548
November 2024	\$274,589	\$137,294
December 2024	\$278,081	\$139,041
January 2025	\$281,574	\$140,787
February 2025	\$285,066	\$142,533
March 2025	\$288,559	\$144,279
April 2025	\$292,051	\$146,026
May 2025	\$295,544	\$147,772
June 2025	\$299,036	\$149,518
July 2025	\$302,529	\$87,722
<b>Total Reimbursement</b>		<b>\$3,314,800</b>

# **Virginia's Mileage-Based User Fee Program**

**Fixing America's Surface Transportation Act  
Surface Transportation System Funding Alternatives Program  
Grant Application**

**Virginia Department of Transportation/Virginia Department of Motor Vehicles  
November 2021**

## COVER PAGE

Project Name	Virginia's Mileage-Based User Fee Program
Previously Incurred Project Cost	\$395,000
Future Eligible Project Cost	\$6,629,600
Total Project Cost ... Cost Share Proposed	\$6,629,600
Total Federal Funds Requested	\$3,314,800
Are matching funds restricted to a specific project component? If so, which one?	No
State in which the project is located	Virginia
Is the project currently programmed in the: • Transportation Improvement Program • Statewide Transportation Improvement Program • Metropolitan Planning Organization Long Range Transportation Plan • State Long Range Transportation Plan	No

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# Project Narrative

## Project Description

Virginia is requesting Surface Transportation System Funding Alternatives (STSFA) grant assistance for a period of five years for implementing and administering all elements of the project described in this application incurred after the grant funding is awarded. The deadlines imposed by the Virginia legislature mean that significant implementation costs will be incurred prior to the award of grant funding and those costs will be paid for with state funds. As the enabling Virginia legislation is for a permanent program, not a demonstration or pilot project, it is foreseeable that all administrative expenses will continue for the duration of the requested period. In addition, the enabling legislation mandates the program, thus authorizing the expenditure of matching state funds for administration.

## Program Vision, Goals and Objectives

Virginia is actively exploring solutions to transportation funding sustainability, working both within the Commonwealth to study and find creative and administratively feasible solutions and collaborating with other states as part of the Eastern Transportation Coalition. In 2019, recognizing the impact of increased fuel efficiency and the use of electric vehicles on transportation revenues, the Virginia General Assembly created a working group to study the issue and explore potential options to provide a sustainable funding stream for transportation infrastructure. Experts and stakeholders in the working group included representatives of local government associations, regional transportation authorities, the trucking industry, the motor dealer industry, and the motor fuels industries. The report, *Transportation Funding and Sustainability*, was submitted to Virginia's General Assembly in December 2019 and notes, "For the first time in Virginia's history, vehicle miles traveled (VMT) increased and motor fuels tax collections declined in FY 2018." The report underscored the impact of increased fleet fuel efficiency on fuels tax revenues. It estimated that increases in the efficiency of internal combustion engines, coupled with rising adoption rates of electric and hybrid electric vehicles, could cause gasoline consumption to decline by more than 25% by 2030. The resulting loss of annual fuels tax revenue highlights the importance of finding alternative revenue streams to continue to maintain and improve infrastructure. The working group reviewed potential funding options and recommended short- and long-term solutions. In the short term, actions such as increasing the fuels tax and indexing the rate to inflation could better align future revenues with future costs. Ultimately the report suggested the introduction of a new revenue mechanism to sustain transportation funding as the vehicle fleet becomes less reliant on motor fuels.

In 2020 the Virginia General Assembly passed legislation to introduce a new transportation funding mechanism, imposing a flat highway use fee (HUF) on all alternative fuel, electric, and fuel efficient vehicles and creating a voluntary mileage-based user fee (MBUF) program. Signed into law by Governor Ralph Northam on April 22, 2020, Virginia Code § 46.2-771 states:

The purpose of this chapter is to ensure more equitable contributions to the Commonwealth Transportation Fund from alternative fuel vehicles, electric motor vehicles, and fuel-efficient vehicles using highways in the Commonwealth.

The HUF is intended to calculate and collect the fuels tax revenue that is not paid by efficient vehicles operating on the Commonwealth's highways. It is calculated using a fixed mileage input, which does not allow for the actual miles driven to impact the fee. The MBUF program allows the owners of vehicles subject to the HUF to pay the fee on a per-mile basis. Virginia began collecting the HUF on July 1, 2020. The MBUF program will begin on July 1, 2022, and participants will be able to enroll any vehicle with a registration renewal date of July 1, 2022, or later.

This application outlines Virginia's MBUF program. Both the HUF and the MBUF program are permanent features of Virginia's transportation funding stream and are not pilot programs. Several unique aspects of Virginia's HUF and MBUF program will add new lessons learned to the national study of feasible alternatives to motor fuels taxes to fund highway transportation needs. Unique features of Virginia's program include:

- The broad array of vehicle types subject to the HUF and eligible for the MBUF program;
- An annual fee cap (equal to the applicable flat fee amount) for vehicles enrolled in the program;
- A per mile fee that is tailored to each vehicle's combined fuel economy, creating equity in the fee charged across a broad range of vehicle types without the need to offer a fuel tax credit to the fee charged; and
- The use of the vehicle registration process as a method to collect the HUF, enroll in the MBUF, and enforce payment of any prior year's unpaid MBUF.

## Geographic Area

The owner of any alternative fuel, electric, and fuel efficient vehicle registered in the Commonwealth and subject to the HUF will be eligible to participate in Virginia's MBUF program. Vehicles garaged all over the state can be enrolled, contributing to a base of knowledge about the program's appeal to and effect on participants from a wide range of rural, suburban, and urban locations.

## Administration of Funds and Lead Agency

The Virginia Department of Transportation (VDOT) is submitting the application for grant funding as a sponsor for the Virginia Department of Motor Vehicles (DMV). DMV is the MBUF project lead and agency conducting the program. VDOT will administer the grant funds. Both agencies operate under the Transportation Secretariat, report to the Secretary of Transportation, and work together to serve residents of the Commonwealth. If the MBUF program is selected to receive a grant, the agencies will execute a Memorandum of Understanding to document the details of grant fund administration, reporting, and any other grant award requirements.

## Program Period

Virginia's enacted legislation establishes a permanent HUF and MBUF program to supplement Virginia's transportation funding. DMV began collecting the HUF on July 1, 2020. The MBUF program will be fully operational on July 1, 2022. As a permanent program allowing participants an alternative to the flat HUF by charging for actual vehicle miles traveled, the MBUF program will continue into the foreseeable future.

## Evaluation and Reporting Plan

The MBUF program business rules require the capture of data and creation of daily, monthly, quarterly, yearly, and ad hoc reports for enrolled participants. These reports capturing statistical, enrollment, mileage, financial, Vehicle Identification Numbers, errors and events, and account update data will be used to meet the grant funding annual reporting requirement.

## Collecting and Managing Program Data

Program data will be collected and maintained in accordance with all applicable federal and state laws and regulations, including Va. Code §§ 46.2-208 and 46.2-209<sup>1</sup>, all DMV policies, and the Commonwealth of Virginia's information security policies.

DMV will use a secured web service for data exchange with its vendor. Planning is taking place to determine which data elements will be exchanged and what changes are needed for DMV systems to interface with the vendor selected to administer the program. DMV is experienced with protecting sensitive driver data in electronic collection environments.

Data retention is governed by the Virginia Public Records Act (§ 42.1-76 et seq. of the Code of Virginia). Virginia's Information Technologies Agency (VITA) has performed an Enterprise Cloud Oversight Service (ECOS) assessment of the vendor selected to administer the MBUF program. The ECOS assessment provides oversight functions and management of cloud based services, specifically focused on software as a service. The service ensures compliance and improved security.

## Legislative Support for the MBUF Program

Chapter 7 (§ 46.2-770 et seq.) of Title 46.2 of the Code of Virginia establishes both the flat HUF, beginning July 1, 2020, and the voluntary MBUF alternative, to begin on July 1, 2022. The legislation is attached as an appendix.

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<sup>1</sup> Va. Code §§ 46.2-208 and 46.2-209 set out the rules and constraints regarding the use and release of information collected and held by DMV.

## Cost Estimates for Full Implementation

The budget narrative submitted with this grant application fully details the current cost estimate for full implementation of the MBUF program. The MBUF program is not a demonstration project or pilot, but a fully developed, permanent program.

## Number and Type of Vehicles and Participation Time

The HUF applies to all alternative fuel, electric, and fuel-efficient vehicles registered in Virginia. A fuel-efficient vehicle is defined as one that has a combined fuel economy of 25 miles per gallon or greater. Autocycles, mopeds, motorcycles, vehicles with a gross weight over 10,000 pounds, vehicles owned by a governmental entity, and vehicles registered under the International Registration Plan are excluded from the HUF.

Current DMV registration records show that almost two million vehicles are subject to the HUF. Any owner of a vehicle subject to the HUF is eligible to enroll in the MBUF program.

Vehicles are enrolled in the MBUF program at the time of registration and will be enrolled for one year. At the time of registration renewal, participants are permitted to re-enroll in the program or leave the program and pay the HUF. A participant may drop out of the program by paying the full HUF for the registration period, minus any amount paid through the MBUF program.

## Legislated Requirements of STSFA Grant Program

### Implementation, Interoperability, and Public Acceptance

After the enabling legislation passed the Virginia General Assembly, DMV developed a list of requirements necessary to implement the MBUF program. DMV considered the following key elements: the protection of all personally identifiable information that may be divulged in the reporting of highway usage, methods to record and report highway usage, the administration of the program, including the collection of fees for highway usage, and other issues identified by the working group. Key elements identified by the Virginia legislature and considered by DMV mirror key elements described in the STSFA grant program.

After collecting and assimilating information from various sources, DMV developed a Request for Proposal (RFP) outlining the basic requirements necessary to implement the MBUF program. The RFP was issued on March 12, 2021. The RFP sought proposals from vendors to administer a program for DMV to track and report a participant's vehicle miles traveled, collect fees, and transfer revenue to the state.

A contract has been awarded to the vendor selected according to Virginia's established RFP evaluation processes. The selected vendor and DMV are currently working to develop and test all program requirements established to allow customers to begin participation in Virginia's MBUF program on July 1, 2022, as required by statute.



Virginia is a partner in the Eastern Transportation Coalition, a group of 17 states and the District of Columbia focused on connecting public agencies across modes of travel to increase safety and efficiency. Virginia's participation in the Eastern Transportation Coalition, with its focus on interoperability within the region, has served to enhance DMV's understanding of the need for future interoperability of programs if road use charges are to become a viable source of future transportation funding. As such, one of Virginia's MBUF program requirements is for the selected vendor to offer a variety of enrollment options for program participants, including the reporting and retention of chargeable miles and location data. Data collection options with location data will serve to begin the process of learning about how to effectively achieve interoperability. In addition, contract requirements provide that the vendor be able to differentiate and provide exemptions based on miles driven out of state or on private roads in the event that mileage differentiation is required in the future.

DMV is collaborating with the Eastern Transportation Coalition to develop a public outreach campaign to address public acceptance of the program and to encourage participation. The Eastern Transportation Coalition was awarded a grant during Phase 4 of the STSFA for public education and outreach and is actively working with DMV's communication team to plan for and implement a public outreach campaign in Virginia.

DMV implementation of an efficient and effective MBUF program will enhance public understanding of the challenges of transportation funding sustainability, promote awareness of alternative mechanisms for the payment and collection of highway use fees, and facilitate Virginia's transition to a successful long-term transportation funding solution.

## The Protection of Personal Privacy

The enabling legislation creating the MBUF directs DMV to consider the protection of all personally identifiable information that may be divulged in the reporting of highway usage. In developing the MBUF program guidelines, DMV reviewed state and federal statutes, as well as the approaches used for similar programs in other states. The guidelines will include using existing law and contract language and enhance existing statutory protections with the introduction of new legislation.

DMV's vendor is required by contract to protect personally identifiable information by maintaining the information collected in accordance with all applicable federal and state laws and regulations, including Va. Code §§ 46.2-208 and 46.2-209, all DMV policies, and the Commonwealth of Virginia's information security policies. DMV will receive aggregated, anonymized program data for transportation research purposes, to analyze the effectiveness of the program, and to make applicable reports for compliance with grant funding.

Contractual provisions with the vendor prohibit the use of the data provided by participants for any purpose other than the one for which it was furnished, as well as the sale or release of program data by the vendor to any party or entity other than DMV without the express advance written consent of DMV. Participants will be offered enrollment options to address concerns regarding data privacy, including vehicle mileage tracking options that do not capture

location data. A privacy policy will be developed and available to program participants explaining how data is collected, maintained, protected, used, and released.

Va. Code § 46.2-208, which governs the release of DMV records, protects the information collected in the MBUF program. By statute, GPS location data is protected personal information. However, the GPS location data will be available to entities currently entitled to personal information under Virginia law, such as a government agency using the data to further an official purpose. To address participants' privacy concerns, specific statutory protections for information provided to the MBUF program are required, similar to the protections that exist in Virginia statutes for data collected by toll operators. Privacy requirements added to Va. Code § 46.2-773 during Virginia's 2022 legislative session will be effective on July 1, 2022, when the MBUF program begins.

### Using a Vendor to Administer the MBUF Program

Virginia's MBUF program will be administered by a vendor. To ensure the approach is successful, DMV developed detailed and specific program requirements encapsulated in the RFP. DMV is establishing appropriate audit and compliance processes and procedures and implementing a communications and customer outreach plan. Using a vendor allows multiple advantages including access to the most current technology to track vehicle miles traveled, the potential for a vendor to offer additions to make the program more attractive to participants, and allowing the vendor to contractually establish with participants policies on what information is collected and how it can be released.

### Equity Concerns

The goal of Virginia's HUF is to ensure equity in transportation funding by charging a fee to vehicle owners paying less in fuels taxes compared to others because their vehicles use less motor fuel while driving the same number of miles. Virginia's HUF is imposed on all alternative fuel, electric, and fuel-efficient vehicles registered in the Commonwealth. Imposition of the HUF on all vehicles with greater than average fuel economy creates equity in transportation funding by distributing the burden for transportation funding equally across all vehicles using the road according to road use, instead of imposing the heaviest economic burden on those vehicles using the most fuel.

The flat HUF is calculated by using the average annual miles driven by a vehicle in the Commonwealth. The MBUF program, by allowing owners of vehicles subject to the HUF to pay the MBUF instead of the HUF, further increases equity by allowing those highway users traveling less than the annual average vehicle miles traveled in the Commonwealth to reduce their fee. By statute, the MBUF for a vehicle is capped at what the vehicle would have paid that year as a HUF.

Virginia's MBUF program will naturally expand to encompass additional vehicles as the Commonwealth's fleet becomes more fuel efficient. The data collected can be analyzed to help inform policy makers' decisions to keep the program equitable and sustainable, both on a statewide and national level.

## Market-Based Congestion Mitigation Impacts/Burdens on Rural v. Urban Users/Travel Behavior

The current MBUF program is not intended to address congestion mitigation impacts, the potential inequity of charging per vehicle mile traveled in rural settings, or travel behavior. However, data collected from this program can be used to further inform policy makers' decisions regarding congestion mitigation strategies, equity impacts on rural and urban users, and travel behavior. Given Virginia's diversity, with a combination of rural and urban settings and heavily traveled interstates connecting Virginia with other regions, data collected in the MBUF program will provide a wealth of information to inform those types of policy decisions.

### Ease of Compliance for Different Users

The HUF is collected at the time of vehicle registration. Participants are made aware of their eligibility to enroll in the MBUF program when registration renewal notices are sent. Integration of MBUF enrollment with the vehicle registration renewal process ensures that all owners of vehicles subject to the HUF will be notified of the availability of the MBUF program with enough advance notice to learn about enrolling in the MBUF program. The option to pay the flat HUF ensures ease of compliance for any user unable or unwilling to track vehicle mileage or unable or unwilling to use an online platform to enroll in the program.

The use of a secure online platform allowing participants to enroll in the program and manage billing, payments, and communications ensures access at times and places convenient to the participant. Program participants are able to leave the program before the end of their vehicle registration period and pay the remaining flat HUF, leave the program at the end of the registration period, or continue to participate in the program at registration renewal.

### Reliability and Security of Technology Used to Implement the Program

Virginia is able to build on other states' successful use of proven vendor technology to collect vehicle miles traveled data and keep the data secure. Virginia's program allows the use of different types of mileage tracking devices and the option of collecting or not collecting location data. The management, storage, transmittal, and retention of collected data and the technology used has been discussed previously. Data collected can be used to evaluate the reliability and ease of use of different mileage reporting options.

### Flexibility and Choice in Technology and Payment Options

A variety of methods is available to capture and report vehicle miles traveled. To provide the best customer service experience, attract the most possible participants to the program, and maintain the flexibility to explore new technology as it becomes available, MBUF participants will be able to choose from multiple proven mileage reporting options. These options will include at least one option with the ability to capture GPS location data and one option without the ability to capture GPS location data.

Participants will use an interactive web-based self-service payment application to set up and manage electronic payment options. At this time, participants unable or unwilling to use an online payment option can elect to pay the flat HUF at the time of vehicle registration.

## Cost of Administering the Program/Implementation and Operational Cost for Broadly Scaled Approach

Enrollment in the MBUF program is designed to coincide with the participant's registration cycle and will be administered through an online platform designed to maximize efficiency, streamline communications, and seamlessly interact with select DMV systems. Minimizing administrative cost was a factor in system design decisions. Enforcement proposals have also been designed to maximize collection of fees with the least burden on the vendor and DMV.

The voluntary nature of the MBUF program, combined with the relatively low HUF, makes it likely that initial enrollment will not be sufficient to cover administrative expenses. During this early phase, lessons learned will enable DMV to achieve efficiencies while growing the program and making adjustments based on customer feedback and information collected. However, the broad application of the HUF to many vehicle types will allow the MBUF program to easily expand as the program becomes more attractive to participants. As more participants join the program, DMV anticipates the per user expense of administering the program to decrease.

## Auditing and Enforcing User Compliance

The MBUF program requirements for a variety of reports for enrolled participants will allow DMV to develop and conduct audits specific to the program and produce reports required for the grant funding. DMV's chosen vendor is using processes that have been established in other states for enforcement of user compliance with program provisions. In addition, DMV has prepared draft legislation for consideration by members of Virginia's General Assembly during the 2022 legislative session which would allow DMV to withhold registration renewal for participants with delinquent MBUF payments. Similar Virginia law exists to assist tolling facilities in Virginia.

## Collection Methods/Advantages of Alternative Collection Methods

DMV's use of the registration process to collect the HUF is a first step in ensuring that all system users with access to DMV have a method of making payments. As MBUF data is collected and analyzed, information gathered could be used to structure payment methods for the program that would give unbanked and technology adverse populations access to the MBUF program. In addition, data gathered from the program can be used to determine customer preferences for payment methods and which methods are most easily administered.

## Harmonizing Collection Programs Across States/Combining MBUF Program With Other Policy Goals

The aggregated data from Virginia's MBUF program will be of interest to the Eastern Transportation Coalition which already has research resources in place to study many of the topics of interest listed on the notice of funding opportunity. As a partner of the Coalition, Virginia anticipates sharing aggregated, anonymized data for transportation research purposes. In addition, Virginia has been invited to be part of a collaboration with the Washington Transportation Commission and road use charge program representatives from Utah and Oregon to share ideas and lessons learned moving forward. Participation in both of these groups will lead to discussions about harmonizing vehicle miles traveled collection programs across states and how to best implement and administer programs for this purpose.

Currently, Virginia's Joint Legislative Audit and Review Commission (JLARC) is preparing a report on transportation infrastructure and funding. It is anticipated that recommendations from this report may also address other topics of interest for the grant funded program. The General Assembly often acts on recommendations from JLARC and may act to amend or modify the MBUF program in the future in ways that would enhance or combine the program with other policy goals.

# Deliverables

The table of project deliverables shows the deliverables associated with the MBUF project. Section 508 compliance will be met for deliverables intended for posting to federal websites.

Project Deliverable	Due Date
MBUF legislation signed.	April 2020
DMV forms MBUF working group to draft program requirements.	August 2020
Contract signed with vendor to administer MBUF program for DMV.	November 2021
Detailed design complete.	February 2022
Software customization complete.	May 2022
Software integration complete.	June 2022
Training.	June 2022
Deployment to production.	July 2022
Final acceptance.	August 2022

# Funding Description

## Implementation Costs (100% vendor)

Projected Completion Date Year-Month	Deliverable	Federal Funds 50%	State Funds	Acceptance Criteria
2019-Dec	Transportation Funding and Sustainability Study			Kicked off MBUF legislation to review the decrease in fuel tax revenue. Effort led by the Virginia Secretary of Transportation.
2020-Apr	MBUF enabling legislation signed			A result of the Transportation Funding and Sustainability Study.
2020-Aug	Formation of the MBUF workgroup and RFP			The beginning of the MBUF project and RFP.
2021-Nov	Contract Signed/Project initiation			Signed contract and accepted Project Management Plan. Critical path schedule approved.
2022-Feb	Detailed Design complete			Detailed design and system design are complete and approved.
2022-Apr	GRANT START DATE			Project starts before grant period begins, these are the expected deliverables and costs based on vendor proposed schedule.
2022-May	Software customizations complete	\$171,600	\$171,600	Development complete and ready for testing.
2022-Jun	Software integration complete	\$92,200	\$92,200	Implemented and ready for testing.
2022-Jun	Training	\$33,000	\$33,000	Training materials and classes complete.
2022-Jul	Deployment to production	\$165,000	\$165,000	System fully deployed to production.
2022-Aug	Final acceptance/cleanup	\$165,000	\$165,000	System is functioning as expected.

<b>Sub Total</b>	<b>\$626,800</b>	<b>\$626,800</b>	<b>\$1,253,600</b>
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### Ongoing Contractor and Licensed Services

Projected Completion Date	Deliverable	Federal Funds	State Funds	Acceptance Criteria
Year-Month		50%		
2023-Aug	Ongoing system support/maintenance/licensing	\$516,000	\$516,000	System meets all contractual Service Level Agreements (SLA) agreements and performs as expected
2024-Aug	Ongoing system support/maintenance/licensing	\$516,000	\$516,000	System meets all contractual SLA agreements and performs as expected
2025-Aug	Ongoing system support/maintenance/licensing	\$516,000	\$516,000	System meets all contractual SLA agreements and performs as expected (optional year)
2026-Aug	Ongoing system support/maintenance/licensing	\$570,000	\$570,000	System meets all contractual SLA agreements and performs as expected (optional year)
2027-Aug	Ongoing system support/maintenance/licensing	\$570,000	\$570,000	System meets all contractual SLA agreements and performs as expected (optional year)

<b>Sub Total Ongoing</b>	<b>\$2,688,000</b>	<b>\$2,688,000</b>	<b>\$5,376,000</b>
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<b>Total Costs/Funds Requested</b>	<b>\$3,314,800</b>	<b>\$3,314,800</b>
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# Staffing Description

The MBUF project will be staffed by a combination of state employees and vendor employees. State employees will come from DMV. The following State employees have been integrally involved in development of Virginia's MBUF program:

Richard Holcomb, Commissioner  
Linda Ford, Deputy Commissioner Chief Operating Officer  
Scott Cummings, Assistant Commissioner for Finance  
Millicent Ford, Assistant Commissioner Driver, Vehicle and Data Management  
Pamela Goheen, Assistant Commissioner for Communications  
Joseph Hill, Assistant Commissioner Enforcement and Compliance  
Carla Jackson, Assistant Commissioner for Legal Affairs  
David Mitchell, Deputy Commissioner Chief Administrative and Finance Officer  
Lana Shelley, Deputy Commissioner Chief Information Officer

Barbara Arkwright, Law Enforcement  
Michelle Bailey, Procurement  
Feizel Bobert, IT – Financial  
Jessica Cowardin, Communications  
Nick Danforth, IT – Architecture  
Sam Davenport, Vehicle Services – Process Owner  
Stephanie Davis, IT – Financial  
Bob Dunkum, IT – Vehicle  
David Eaton, Project Advisor  
Betsy Grace, Procurement  
Leslie Grott, Project Coordinator  
Mike Hammonds, IT Security  
Beau Hurley, IT Security  
Sandy Jack, Data Management  
Rose Lawhorne, Data Analysis and Reporting  
Melanie Lester, Vehicle Services - Process Owner Lead  
Nanette Marais, Vehicle Services - Process Owner Lead  
Andrew Owens, Legal Services  
Angela Schneider, Legislative Services  
Jess Seier, Communications  
Charles Sheldon, IT Oversight  
Angie Turner, Project Advisor  
Melissa Velazquez, Legislative Services  
Rhonda Verra, IT - Vehicle  
Tully Welborn, Project Advisor  
Brian White, Customer Service Management

# Appendix

## Legislation Enabling Virginia's HUF and MBUF Program

### Chapter 7. Highway Use Fee and Mileage-Based User Fee Program

#### § 46.2-770. Definitions

As used in this chapter, unless the context requires a different meaning:

"Alternative fuel vehicle" means a vehicle equipped to be powered by a combustible gas, liquid, or other source of energy that can be used to generate power to operate a highway vehicle and that is neither a motor fuel nor electricity used to recharge an electric motor vehicle or a hybrid electric motor vehicle.

"Electric motor vehicle" means a vehicle that uses electricity as its only source of motive power.

"Fuel-efficient vehicle" means a vehicle that has a combined fuel economy of 25 miles per gallon or greater.

#### § 46.2-771. Purpose

The purpose of this chapter is to ensure more equitable contributions to the Commonwealth Transportation Fund from alternative fuel vehicles, electric motor vehicles, and fuel-efficient vehicles using highways in the Commonwealth.

#### § 46.2-772. Highway use fee

A. Except as provided in subsection C, there is hereby imposed an annual highway use fee on any motor vehicle registered in the Commonwealth under § 46.2-694 or 46.2-697 that is an alternative fuel vehicle, an electric motor vehicle, or a fuel-efficient vehicle. The fee shall be collected by the Department at the time of vehicle registration. If the vehicle is registered for a period of other than one year as provided in § 46.2-646, the highway use fee shall be multiplied by the number of years or fraction thereof that the vehicle will be registered.

B. For an electric motor vehicle, the highway use fee shall be 85 percent of the amount of taxes paid under subsection A of § 58.1-2217 on fuel used by a vehicle with a combined fuel economy of 23.7 miles per gallon for the average number of miles traveled by a passenger vehicle in the Commonwealth, as determined by the Commissioner. For all other fuel-efficient vehicles, the highway use fee shall be 85 percent of the difference between the tax paid under subsection A of § 58.1-2217 on the fuel used by a vehicle with a combined fuel economy of 23.7 miles per gallon for the average number of miles traveled by a passenger vehicle in the Commonwealth in a year, as determined by the Commissioner, and the tax paid under subsection A of § 58.1-2217 on the fuel used by the vehicle being registered for the average number of miles traveled by a passenger vehicle in the Commonwealth in a year, as determined by the Commissioner.

For purposes of this chapter, the Commissioner shall use combined fuel economy as determined by the manufacturer of the vehicle. If the Commissioner is unable to obtain the manufacturer's fuel economy for a vehicle, then the Commissioner shall use the final estimate of average fuel economy, as determined by the U.S. Environmental Protection Agency, of (i) all trucks having the same model year as the vehicle being registered, if the vehicle has a gross weight between 6,000 pounds and 10,000 pounds, or (ii) all cars having the same model year as the vehicle. If data is not available for the model year of the vehicle being registered, then the Commissioner shall use available data for the model year that is closest to the model year of the vehicle being registered.

The Commissioner shall update the fees calculated under this section by July 1 of each year.

C. This section shall not apply to:

1. An autocycle, moped, or motorcycle;
2. A vehicle with a gross weight over 10,000 pounds;
3. A vehicle that is owned by a governmental entity as defined in § 58.1-2201; or
4. A vehicle that is registered under the International Registration Plan.

A vehicle shall not be subject to the fee set forth in this section in any year in which such vehicle is registered to participate in the mileage-based user fee program established pursuant to § 46.2-773.

#### **§ 46.2-773. Mileage-based user fee program**

A. There is hereby established a mileage-based user fee program. The program shall be a voluntary program that allows owners of vehicles subject to the highway use fee pursuant to § 46.2-772 to pay a mileage-based fee in lieu of the highway use fee. No owner of a motor vehicle registered in the Commonwealth shall be required to participate in the program established pursuant to this section.

B. In any year that an owner pays the fee set forth in this section, such owner shall not be subject to the fee set forth in § 46.2-772 for the same vehicle. In no case shall the fees paid pursuant to this section during a 12-month period exceed the annual highway use fee that would have otherwise been paid.

C. The fee schedule for the mileage-based user fee program shall be calculated by dividing the amount of the highway use fee as determined pursuant to subsection B of § 46.2-772 by the average number of miles traveled by a passenger vehicle in the Commonwealth to determine a fee per mile driven.

D. The Department shall establish procedures for the collection of the fees set forth in this section. Such procedures may limit the total number of participants during the first four years of the program.

**§ 46.2-774. Distribution of revenues**

All revenues collected pursuant to this chapter shall be used first to pay for the direct cost of administration of this chapter by the Department, and then shall be deposited into the Commonwealth Transportation Fund established pursuant to § 33.2-1524.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

Subject: **ACTION:** Funding for Fiscal Year 2021  
STSFA Project in Virginia – Virginia’s  
Mileage-Based User Fee Program

Date: MAR 10 2023

From: Martin C. Knopp *Martin C. Knopp*  
Associate Administrator for Operations

In Reply Refer To:  
HOTM-1

To: Thomas L. Nelson, Jr.  
Division Administrator (HDA-VA)  
Richmond, Virginia

This allocation memorandum is in response to your request to obligate Fiscal Year (FY) 2021 funding from the Surface Transportation System Funding Alternatives (STSFA) discretionary grant program to the subject project for the Virginia Department of Transportation. The funds are made available in accordance with the requirements of Section 6020 of the Fixing America’s Surface Transportation (FAST) Act of 2015.

Through this memorandum, the Federal Highway Administration is providing a full allocation of contract authority and an equal amount of obligation limitation to your State for the subject project based on the executed grant agreement.

State	Project Title	FY	FMIS Code	CFDA No	Contract Authority	Obligation Limitation
<b>DELPHI Code: 15X0444060 070</b>						
VA	Virginia’s Mileage-Based User Fee Program	2021	Z44E	20.200	\$3,314,800	\$3,314,800

The maximum Federal share for these funds is 50 percent and the funds are to be used in accordance with Section 6020 of the Fixing America’s Surface Transportation Act of 2015. Funds must be entered as an obligation in the Financial Management Information System (FMIS). These funds are available until expended, however the obligation limitation associated with the STSFA program is available for four fiscal years. Therefore, allocated funds should be obligated by the end of the fiscal year. If it is determined that the funds will not be obligated, please contact the funds certifier, Sonya Mullins, at [sonya.mullins@dot.gov](mailto:sonya.mullins@dot.gov) by August 1, 2023. In addition, please notify this office in writing for any of the following reasons: 1) the related project has closed; 2) the remaining balance has been deobligated from the project; or 3) to request a deallocation of funds.

This allocation of funds is available only for the purposes set forth in this memorandum and the executed grant agreement. By copy of this memorandum, the Office of Budget and Finance – Budget Execution Team, Office of the Chief Financial Officer is requested to process this allocation.

If there are any questions pertaining to STSFA discretionary grant funding, please contact Angela Fogle at 202-366-0076 or [angela.fogle@dot.gov](mailto:angela.fogle@dot.gov).



## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 7*

#### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

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

**Title: Authorization for the Commissioner of Highways to Enter into Memoranda of Understanding with the Federal Highway Administration (“FHWA”) Relating to the Expansion of Tolling of the Interstate 64 HOT (Express) Lanes Comprising the Hampton Roads Express Lanes Network (“HRELN”)**

**WHEREAS**, on October 19, 2016, pursuant to Va. Code §§ 33.2-502 and 33.2-309, and 23 USC § 166, the Commonwealth Transportation Board (“CTB”) authorized dynamic tolling on designated lanes (“Express Lanes”) of Interstate 64 between the I-564 Interchange in Norfolk and the I-264 Interchange in Virginia Beach, which comprises Segment 1 of the HRELN; and

**WHEREAS**, on April 19, 2017, pursuant to Va. Code § 33.2-221(A), the CTB approved and authorized the Virginia Department of Transportation (“VDOT”) to enter into a memorandum of understanding with FHWA relating to the tolling of Interstate 64 Express Lanes between the I-564 Interchange and the I-264 Interchange (“Tolling MOU Segment 1”); and

**WHEREAS**, on September 20, 2017, pursuant to Va. Code §§ 33.2-502 and 33.2-309, and 23 USC § 166, the CTB further designated Express Lanes on Interstate 64 between the I-664/I-264 Interchange at Bowers Hill and the I-264 Interchange; and

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into Memoranda of Understanding with the Federal Highway Administration (FHWA) Relating to the Expansion of Tolling of the Interstate 64 HOT (Express) Lanes Comprising the Hampton Roads Express Lanes Network (HRELN)

July 18, 2023

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**WHEREAS**, on January 10, 2018, pursuant to Va. Code §§ 33.2-502, 33.2-309, and 33.2-119, and 23 USC §§ 129 and 166, the CTB designated Express Lanes on Interstate 64 between the I-664 Interchange in Hampton and the I-564 Interchange; and

**WHEREAS**, on July 14, 2020, pursuant to Va. Code §§ 33.2-502 and 33.2-119, and 23 USC §§ 129 and 166, the CTB designated and authorized Express Lanes on Interstate 64 beginning in the vicinity of the I-664 Interchange in Hampton and extending to the vicinity of the intersection of Interstate 64 and Jefferson Avenue in Newport News; and

**WHEREAS**, on June 18, 2021, after completion of negotiations and other activities necessary for award, the Commissioner of Highways executed a contract, pursuant to the authorization and delegation issued by the CTB on May 19, 2021, with Conduent State and Local Solutions, Inc., for the Interstate 64 Hampton Roads Express Lanes Tolling System and Services Contract (the “Contract”); and

**WHEREAS**, on June 23, 2021, pursuant to Va. Code § 33.2-209, the CTB affirmed and ratified the Commissioner of Highways’ award and execution of the Contract for the HREL Tolling System and Services to Conduent State and Local Solutions, Inc., and reiterated its authorization for the Commissioner of Highways to exercise any and all options under the Contract; and

**WHEREAS**, both 23 USC § 166, which provides that a public authority may allow vehicles not meeting, and not otherwise exempt from, high-occupancy (“HOV”) requirements to use an HOV facility by paying a toll, and 23 USC § 129, which sets out the requirements for federal participation on tolled highway projects, apply to all segments of the HRELN; and

**WHEREAS**, FHWA recommends, as additional segments of the HRELN approach operational status, that VDOT enter into further memoranda of understanding relating to the tolling for those portions of the I-64 Express Lanes not covered by the initial Tolling MOU Segment 1, due to the potential consequences of noncompliance, including the discontinuation of toll collection; and

**WHEREAS**, section 33.2-221(A) of the *Code of Virginia* provides the CTB with the authority to enter into contracts and agreements with the United States government, including FHWA.

**NOW THEREFORE BE IT RESOLVED**, that the Commonwealth Transportation Board hereby approves, and authorizes the Commissioner of Highways to execute, a memorandum of understanding between VDOT and FHWA, substantively similar to Exhibit A and relating to the tolling of the I-64 Express Lanes from the I-264 Interchange in Virginia Beach to the I-264/I-664 Interchange at Bowers Hill, with such changes as the Commissioner deems necessary or appropriate.



Resolution of the Board

Authorization for the Commissioner of Highways to Enter into Memoranda of Understanding with the Federal Highway Administration (FHWA) Relating to the Expansion of Tolling of the Interstate 64 HOT (Express) Lanes Comprising the Hampton Roads Express Lanes Network (HRELN)

July 18, 2023

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**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to execute any further tolling-related memoranda of understanding with FHWA for the HRELN as future segments approach operational status.

####

## CTB Decision Brief

### Authorization for the Commissioner of Highways to Enter into Memoranda of Understanding with the Federal Highway Administration (“FHWA”) Relating to Tolling of the Interstate 64 HOT (“Express”) Lanes Comprising the Hampton Roads Express Lanes Network (“HRELN”)

**Issue:** Prior to implementing dynamic tolling on the Express lanes along Interstate 64, from the I-264 Interchange in Virginia Beach to the I-264/I-664 Interchange at Bowers Hill in Chesapeake, which comprise Segment 2 of the HRELN, FHWA recommends that the Virginia Department of Transportation (“VDOT”) enter into a memorandum of understanding with FHWA concerning tolling on said lanes. Further, as additional segments of the HRELN approach operational status and prior to implementing dynamic tolling on those segments, similar memoranda of understanding with FHWA will be warranted (“Tolling MOUs”). Pursuant to § 33.2-221 (A) of the *Code of Virginia*, VDOT seeks approval of and authorization for the Commissioner of Highways or his designee to execute Tolling MOUs with the FHWA for Segment 2 and other segments of the HRELN as they approach operational status.

#### **Facts:**

- By resolution dated October 19, 2016, the Commonwealth Transportation Board (“CTB”) authorized dynamic tolling on designated lanes (“Express Lanes”) of Interstate 64 between the I-564 Interchange in Norfolk and the I-264 Interchange in Virginia Beach, which comprises Segment 1 of the HRELN.
- By resolution dated April 19, 2017, the CTB approved and authorized the Commissioner of Highways to enter into a Tolling MOU with FHWA relating to the tolling of Interstate 64 Express Lanes between I-564 Interchange and the I-264 Interchange (“Tolling MOU Segment 1”).
- By resolution dated September 20, 2017, the CTB also designated Express Lanes on Interstate 64 between the I-264/I-664 Interchange at Bowers Hill and the I-264 Interchange; by resolution dated January 10, 2018, the CTB further designated Express Lanes on Interstate 64 between the I-664 Interchange in Hampton and the I-564 Interchange; and by resolution dated July 14, 2020, the CTB designated and authorized Express Lanes on Interstate 64 beginning in the vicinity of the I-664 Interchange in Hampton and extending to the vicinity of the intersection of Interstate 64 and Jefferson Avenue in Newport News.
- On June 18, 2021, after completion of negotiations and other activities necessary for award, the Commissioner of Highways executed a contract, pursuant to the authorization and delegation issued by the CTB on May 19, 2021, with Conduent State and Local Solutions, Inc. for the Interstate 64 Hampton Roads Express Lanes Tolling System and Services Contract (the “Contract”).
- On June 23, 2021, pursuant to Va. Code § 33.2-209, the CTB affirmed and ratified the Commissioner of Highways’ award and execution of the Contract for the HREL Tolling System and Services to Conduent State and Local Solutions, Inc, and reiterated its

authorization for the Commissioner of Highways to exercise any and all options under the Contract.

- Both 23 USC §166, which provides that a public authority may allow vehicles not meeting, and not otherwise exempt from, high-occupancy (“HOV”) requirements to use an HOV facility by paying a toll, and 23 USC § 129, which sets out the requirements for federal participation on tolled highway projects, apply to all segments of the HRELN.
- FHWA recommends, as additional segments of the HRELN approach operational status, that VDOT enter into further memoranda of understanding relating to the tolling for those portions of the HRELN not covered by the initial Tolling MOU Segment 1, due to the potential consequences of noncompliance, including the discontinuation of toll collection.

**Recommendations:** VDOT recommends that the CTB approve, and authorize the Commissioner of Highways to execute, a Tolling MOU with FHWA relating to the tolling of the I-64 Express Lanes for Segment 2 of the HRELN, as set out in Attachment A, with such changes as the Commissioner deems necessary or appropriate. VDOT further recommends that the CTB provide authority for the Commissioner of Highways to execute additional Tolling MOUs as future segments of the HREL Network approach operational status.

**Action Required by CTB:** Section 33.2-221 (A) of the *Code of Virginia* requires a majority of the CTB’s members to authorize the Commissioner to enter into a Tolling MOU with FHWA, an entity of the US government.

**Results, if Approved:** The Commissioner of Highways will be authorized to execute the Tolling MOU with FHWA relating to the tolling of the I-64 Express Lanes comprising Segment 2 of the HRELN, as set out in Attachment A, with such changes as the Commissioner deems necessary or appropriate. The Commissioner of Highways will also be authorized to execute additional future Tolling MOUs with FHWA for the HRELN as additional segments approach operational status.

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

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

**MEMORANDUM OF UNDERSTANDING (MOU)  
BETWEEN THE FHWA VIRGINIA DIVISION  
OFFICE (Division) AND THE VIRGINIA  
DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, on August 8, 2017, the Division and VDOT entered into an MOU converting Interstate 64 High Occupancy Vehicle (HOV) reversible lanes, from the I-564 Interchange in Norfolk to the I-264 Interchange in Virginia Beach, to High Occupancy Toll (HOT) lanes; and

**WHEREAS**, VDOT desires to extend the HOT lanes network in Virginia by converting the existing Interstate 64 HOV lanes from I-264, in Virginia Beach, to I-464, in Chesapeake, to HOT lanes and constructing new HOT lanes from I-464 to I-664 in Chesapeake (the “Toll Project”); and

**WHEREAS**, VDOT desires to extend the implementation of tolling using dynamic tolling of vehicles on Interstate 64 from I-264 in Virginia Beach, Virginia, to I-664 in Chesapeake, Virginia (the “Toll Facility”), such that dynamic tolling of vehicles will be used for the entire facility between I-564 in Norfolk to I-664 in Chesapeake; and

**WHEREAS**, the Division and VDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 USC § 129(a) and 23 USC § 166 apply to the Toll Project; and

**WHEREAS**, 23 USC § 166(b)(4), as amended by the FAST Act, provides that a public authority may allow vehicles not otherwise exempt pursuant to 23 USC § 166(b) to use an HOV facility by paying a toll.

**NOW THEREFORE**, the Division and the VDOT hereby agree as follows:

1. The Toll Project meets the relevant toll eligibility requirements of 23 USC § 129(a)(1) and 23 USC § 166.
2. VDOT shall comply with all requirements of 23 USC § 129(a) and 23 USC § 166, as amended, with respect to the Toll Project and the operation of the Toll Facility.

*(Signatures on following page)*

**IN WITNESS THEREOF**, the parties hereto have caused this MOU to be duly executed, on the date of final signature below.

**COMMONWEALTH OF VIRGINIA  
VIRGINIA DEPARTMENT OF TRANSPORTATION**

BY: \_\_\_\_\_  
Stephen C. Brich, P.E.  
Commissioner of Highways

DATE: \_\_\_\_\_

**FEDERAL HIGHWAY ADMINISTRATION  
VIRGINIA DIVISION**

BY: \_\_\_\_\_  
Thomas Nelson, Jr., P.E.  
Division Administrator

DATE: \_\_\_\_\_