



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

University of Mary Washington
Jepson Alumni Executive Center
1119 Hanover Street
Fredericksburg, VA 22401
April 22, 2026
9:00 a.m.

9:00 a.m. or upon adjournment of the April 21, 2026, Workshop Meeting if that meeting carries over to April 22, 2026.

Public Comments:

Approval of Minutes:

March 18, 2026

CONSENT AGENDA ITEMS:

1. Action on Limited Access Control Change (LACC) for I-81 Corridor Improvement Program (CIP) Exit 143 to Exit 150 Improvements Roanoke and Botetourt Counties, Located within the Salem District.
2. Action on Limited Access Control Changes (LACCs) for the I-64 Denbigh Boulevard Interchange Phase 2 City of Newport News, Located within the Hampton Roads District.
3. Action on Location Approval for the Route 623 (Ashland Road) Extension, Goochland County Located within the Richmond District.
4. Action on Economic Development Access to Alleghany Regional Commerce Center Project ECON-003-718 – Alleghany County Located within the Staunton District.

5. Action on Rail Industrial Access, Annandale Millwork & Allied Systems Corporation, City of Newport News Located within the Hampton Roads District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Zach Trogdon
Chief of Public Transportation

6. Action on Potomac and Rappahannock Transportation Commission/Omniride I-95 Interstate Operations and Enhancement Program-Funded Services Extension.

MAINTENANCE DIVISION:

Presenting: Tanveer Chowdhury, P.E.
State Maintenance Engineer

7. Action on Commemorative naming, at the request of Giles County, of the bridge on Route 778, Apache Road, over Sinking Creek, Giles County, as the “Atkins “Maybrook Boys” Memorial Bridge”, located within the Salem District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Chief Financial Officer

8. Action on Revised FY26-31 Six-Year Improvement Program Transfers February 21, 2026, through March 20, 2026.
9. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026-2031.
10. Action on Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes.

GOVERNANCE AND LEGISLATIVE AFFAIRS DIVISION

Presenting: Joshua Heslinga
Direction

11. Action on Commonwealth Transportation Board Freedom of Information Act Policy.

VIRGINIA PASSENGER RAIL AUTHORITY:

Presenting: Mariia Zimmerman
Chair

12. Action on Approval of Virginia Passenger Rail Authority FY27 Capital Budget.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Laura Schewel
Deputy Secretary of Transportation

13. Action on Adoption of SMART SCALE Policy and Approval of Innovative Intersections as an Eligible High-Priority Projects Program.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

14. Bids.

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By: Action:

**Limited Access Control Change (LACC) for I-81 Corridor Improvement
Program (CIP) Exit 143 to Exit 150 Improvements
Roanoke and Botetourt Counties**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including Interstate 81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on April 24, 1958, the State Highway Commission approved the proposed location of Interstate Highway, Route 81, projects 0081-080 and 0081-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville, in Botetourt and Roanoke Counties, in accordance with the location shown and designated on the map entitled, “Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 81”; and

WHEREAS, on December 17, 1970, the State Highway Commission approved LACCs for State Project 0220-011-101, PE-101, C-502, and RW-201, in accordance with the design plans as proposed and presented for said project; and

WHEREAS, on June 8, 1972, the State Highway Commission approved a contract award for State Project 0081-011-106, PE-101, C-501, with LACCs in accordance with the design plans for said project; and

WHEREAS, on February 16, 1984, the State Highway and Transportation Commission, predecessor to the CTB, approved the location and major design features of State Highway Project 0081-011-111, C-501 for the modification of the Interstate 81/220 interchange, with LACCs and right of way lines in accordance with the design plans for said project; and

WHEREAS, on May 21, 1987, the CTB approved the location and major design features of State Project 0081-011-114, C-501 for the expansion of the Truck Weighing Station on Interstate 81, 2.5 miles south of Troutville, in Botetourt County, with LACCs and right of way lines in accordance with the design plans for said project; and

WHEREAS, on July 18, 2012, the CTB approved LACCs for State Highway Project 0081-011-120, P-102, R-202, C-502, in accordance with the design plans for said project; and

WHEREAS, on October 15, 2025, the CTB approved LACCs for State Highway Project 0081-080-947, PE-101, RW-201, C-501, in accordance with the design plans for said project; and

WHEREAS, the LACC that was approved by the CTB on October 15, 2025, requires modification to accommodate a drainage outfall improvement that narrows the previously designated limited access boundaries; and

WHEREAS, State Highway Project 0081-080-947, PE-101, RW-201, C-501, B601, B602, B603, B604, B605, B-696, B-698, B-699 (UPC# 116201 or the "Project") is part of the Interstate 81 CIP to provide safety and capacity enhancements. The Project provides for the widening of Interstate 81 from two lanes to three lanes in each direction, (northbound and southbound) to include median barrier, stormwater management facilities, soundwalls, and the replacement of eight mainline bridges, and structural repairs of one overpass at Plantation Road, to address safety and congestion issues; and

WHEREAS, the Project requires adjustments of the limited access line to accommodate the Interstate 81 widening improvements and construction of drainage outfall improvements, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a design public hearing (“Hearing”) was held for the Project, including the current and proposed locations of the limited access lines, on September 19, 2023, between 5:00 pm and 7:00 pm at Lord Botetourt High School, 1435 Roanoke Road, Daleville, VA 24083, and allowed public input to be collected concerning the request; and

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

WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, VDOT’s Salem District Office has reviewed and approved the Interchange Access Report on November 22, 2023, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on May 12, 2023; and

WHEREAS, the Project is located within an attainment area for all National Ambient Air Quality Standards and will not have an adverse impact on air quality, with an air determination date of December 22, 2021; and

WHEREAS, the Project is in Roanoke and Botetourt counties, and the proposed design features and LACCs are supported by resolutions from the county boards dated August 19th, 2025, and August 26th, 2025, respectively; and

WHEREAS, FHWA approved the Project and the proposed LACCs on March 9, 2026; and

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

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

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

Resolution of the Board
Limited Access Control Change
I-81 CIP Exit 143 to Exit 150 Improvements
Roanoke and Botetourt Counties
April 22, 2026
Page 4 of 4

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that Interstate 81 continue to be designated as a limited access control facility, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

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Commonwealth Transportation Board (CTB) Decision Brief
Limited Access Control Change (LACC)
I-81 Corridor Improvement Program (CIP) Exit 143 to Exit 150 Improvements
Roanoke and Botetourt Counties

Issues: The area designated as limited access previously approved on October 15, 2025, for Interstate 81 needs to be modified to accommodate a drainage outfall improvement for the proposed widening from Exit 143 to Exit 150. This change requires the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Interstate 81 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, designating the Interstate Highway System, including Interstate 81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- On April 24, 1958, the State Highway Commission approved the proposed location of Interstate Highway, Route 81, projects 0081-080 and 0081-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville, in Botetourt and Roanoke Counties, in accordance with the location shown and designated on the map entitled, “Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 81.”
- On December 17, 1970, the State Highway Commission approved LACCs for State Project 0220-011-101, PE-101, C-502, RW-201, in accordance with the design plans as proposed and presented for said project.
- On June 8, 1972, the State Highway Commission approved a contract award for State Project 0081-011-106, PE-101, C-501, with LACCs in accordance with the design plans for said project.
- On February 16, 1984, the State Highway and Transportation Commission, predecessor to the CTB, approved the location and major design features of State Highway Project 0081-011-111, C-501 for the modification of the Interstate 81/220 interchange, with LACCs and right of way lines in accordance with the design plans for said project.
- On May 21, 1987, the CTB approved the location and major design features of State Project 0081-011-114, C-501 for the expansion of the Truck Weighing Station on Interstate 81, 2.5 miles south of Troutville, in Botetourt County, with LACCs and right of way lines in accordance with the design plans for said project.
- On July 18, 2012, the CTB approved LACCs for State Highway Project 0081-011-120, P-102, R-202, C-502, in accordance with the design plans for said project.

CTB Decision Brief
Limited Access Control Change
I-81 CIP Exit 143 to Exit 150 Improvements
Roanoke and Botetourt Counties
April 22, 2026
Page 2 of 3

- On October 15, 2025, the CTB approved LACCs for State Highway Project 0081-080-947, PE-101, RW-201, C-501, in accordance with the design plans for said project.
- The LACC that was approved on October 15, 2025, requires modification to accommodate a drainage outfall improvement that narrows the previously designated limited access boundaries.
- State Highway Project 0081-080-947, PE-101, RW-201, C-501, B601, B602, B603, B604, B605, B-696, B-698, B-699 (UPC# 116201 or the “Project”) is part of the Interstate 81 CIP to provide safety and capacity enhancements. The Project provides for the widening of Interstate 81 from two lanes to three lanes in each direction, (northbound and southbound) to include median barrier, stormwater management facilities, soundwalls, and the replacement of eight mainline bridges, and structural repairs of one overpass at Plantation Road, to address safety and congestion issues. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) held a design public hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on September 19, 2023, between 5:00 pm and 7:00 pm at Lord Botetourt High School, 1435 Roanoke Road, Daleville, VA 24083, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT’s Salem District Office has reviewed and approved the Interchange Access Report on November 22, 2023, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) as approved on May 12, 2023.
- The Project is located within an attainment area for all National Ambient Air Quality Standards and will not have an adverse impact on air quality, with an air determination date of December 22, 2021.

CTB Decision Brief
Limited Access Control Change
I-81 CIP Exit 143 to Exit 150 Improvements
Roanoke and Botetourt Counties
April 22, 2026
Page 3 of 3

- The Project is in Roanoke and Botetourt counties, and the proposed design features and LACCs are supported by resolutions from the county boards dated August 19th, 2025, and August 26th, 2025, respectively (attached).
- FHWA approved the Project and the proposed LACCs on March 9, 2026.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: VDOT recommends, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the Interstate 81 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way originally approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956, and as subsequently modified.

Action Required by CTB: Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were one hundred seventy-two (172) attendees, including project staff, at the Hearing. A total of seventy-four (74) comments were received during the comment period. The comments were generally supportive of the project as proposed and presented.

LIMITED ACCESS HIGHWAY

By Resolutions of the Commonwealth Transportation Board dated May 21, 1987; July 18, 2012; and October 15, 2025
By Resolution of the State Highway and Transportation Commission dated February 16, 1984

By Resolutions of the State Highway Commission dated April 24, 1958; December 17, 1970; and June 8, 1972.
By Resolution of Highway Commission dated October 4, 1956

FOR INDEX OF SHEETS SEE SHEET 1B(1) - 1B(3)

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OPENROADS DESIGNER).
OpenRoads Designer Computer Identification No. (116201)



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND
PROFILE OF PROPOSED
STATE HIGHWAY

ROANOKE COUNTY AND BOTETOURT COUNTY
INTERSTATE 81 WIDENING
FROM 4.17 MI. SOUTH OF ROANOKE/BOTETOURT COUNTY LINE
TO 4.53 MI. NORTH OF ROANOKE/BOTETOURT COUNTY LINE

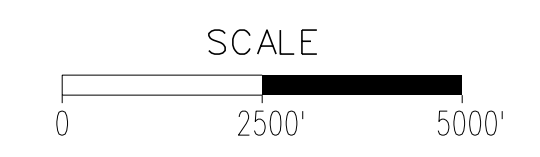
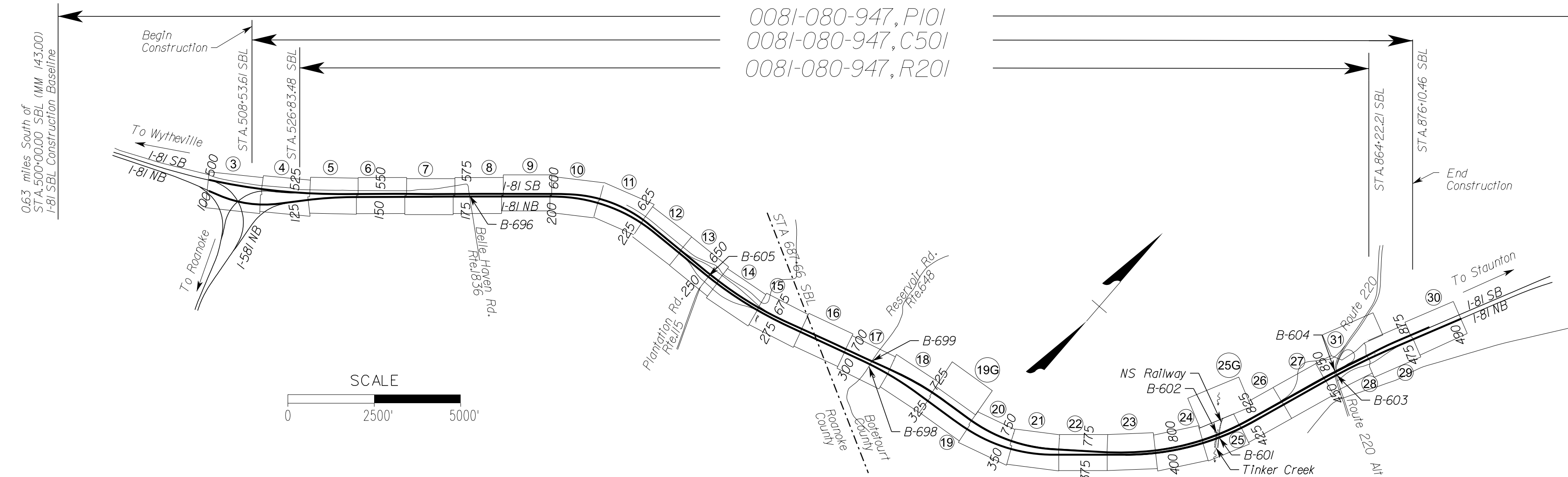
FHWA 534 DATA 4103

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA							
Roadway	I-81 (N)	I-81 (S)	Ramps	Plantation Road	US Route 220A/220	Route 1836 Belle Haven Road	Route 648 Reservoir Road
Functional Classification	Interstate	Interstate	Interchange Ramps	Urban Principal Arterial	Urban Principal Arterial	Urban Collector	Rural Local Road
Terrain	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling
From	4.17 Mi. S. of County Line						
To	4.53 Mi. N. of County Line						
ADT (2024)	32570	32100		14800	29780	1800	1050
ADT (2047)	39400	38710		16900	39790	2110	1200
Min. Clearance	16'-6"	16'-6" **	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
DHV	3370	3100		1130	2230	N/A	N/A
D (%)	100%	100%		63%	62%	N/A	N/A
T (%)	22%	23%		4%	5%	2%	2%
MIN. V (MPH)	x	x	x	x	x	x	x

* See Plan and Profile Sheets for Horizontal and Vertical Curve Design Speeds
** Min Clearance to Match Existing at Plantation Road

DESIGN EXCEPTIONS			
STA. TO STA.	DESIGN SPEED (MPH)	EXCEPTION FOR:	APPROVAL DATE
381+00 to 390+00 (I-81 NB)	70	Shoulder Width	12/21/2023
782+00 to 789+00 (I-81 SB)	70	Shoulder Width	12/21/2023
DESIGN WAIVERS			
251+15 to 252+50 (I-81 NB)	70	Shoulder Width	02/12/2024
380+00 to 381+00 (I-81 NB)	70	Shoulder Width	02/12/2024
781+00 to 782+00 (I-81 SB)	70	Shoulder Width	02/12/2024
390+00 to 401+25 (I-81 NB)	70	Shoulder Width	02/12/2024
789+00 to 796+75 (I-81 SB)	70	Shoulder Width	02/12/2024
28+00 to 30+00 (Rte 220 NB)	35	Entrance Spacing	02/14/2024

CONVENTIONAL SIGNS	
STATE LINE	-----
COUNTY LINE	-----
CITY, TOWN OR VILLAGE	-----
RIGHT OF WAY LINE	-----
FENCE LINE	-----
UNFENCED PROPERTY LINE	-----
FENCED PROPERTY LINE	-----
WATER LINE	-----
SANITARY SEWER LINE	-----
GAS LINE	-----
ELECTRIC UNDERGROUND CABLE	-----
TRAVELED WAY	-----
GUARD RAIL	-----
RETAINING WALL	-----
RAILROADS	-----
BASE OR SURVEY LINE	-----
LEVEE OR EMBANKMENT	-----
BRIDGES	-----
CULVERTS	-----
DROP INLET	-----
POWER POLES	-----
TELEPHONE OR TELEGRAPH POLES	-----
TELEPHONE OR TELEGRAPH LINES	-----
HEDGE	-----
TREES	-----
HEAVY WOODS	-----
GROUND ELEVATION	-----
GRADE ELEVATION	-----



Professional Engineer Seal for Branch Civil Engineer, Roanoke, Virginia. License No. 0402056115. Includes a disclaimer: 'IN ACCORDANCE WITH APPLICABLE GUIDANCE FROM THE VIRGINIA DEPARTMENT OF PROFESSIONAL REGULATION (APR) BOARD BY SEALING AND SIGNING THIS DOCUMENT, MY RESPONSIBILITY SHALL IN NO CASE SURPASS THE PROFESSIONAL RESPONSIBILITY OF THE PROFESSIONAL WHO PREPARED THE DESIGN AND I DO NOT ACCEPT PROFESSIONAL RESPONSIBILITY FOR THE AGGREGATE COLLECTION OF THE FINAL DOCUMENTS FOR THE PROJECT. MY SIGNATURE AND SEAL ARE SOLELY FOR THE LIMITED PURPOSES OF THE SECOND SENTENCE OF 18VAC10-26-700B-2.'

PROJECT MANAGER: Todd Repass, PE (540) 381-7195 (Salem)
SURVEYED BY: DATE Rinker, Design Associates, LLC
DESIGN BY: Rummel, Klepper & Kahl, LLP (804) 782-1903
SUBSURFACE UTILITY BY: DATE T2 Utility Engineers, Inc.

TIER 2 PROJECT

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION		
Owen L. Peery	10/30/2025	(DESIGN-BUILD FIRM) DESIGN MANAGER
Robbie Williams	10/30/2025	(DESIGN-BUILD FIRM) PROJECT MANAGER
Leslie T. Repass	10/30/2025	VDOT PROJECT MANAGER
Robert A. Griffith	10/30/2025	VDOT DISTRICT CONSTRUCTION ENGINEER OR PPTA PROGRAM MANAGER
R. Shane Mann	11/10/2025	CHIEF ENGINEER

APPROVED FOR RIGHT OF WAY ACQUISITION		
Angel Deem	11/10/2025	CHIEF OF POLICY

NORFOLK SOUTHERN, BLUE RIDGE DIVISION, ROANOKE SUBDIVISION, CLOVERDALE BRANCH MP 1.00 LOCATED 50' SOUTH OF THE I-81 NB BRIDGE.
Roanoke County Population 96,929 (2020 Census) Botetourt County Population 33,596 (2020 Census)

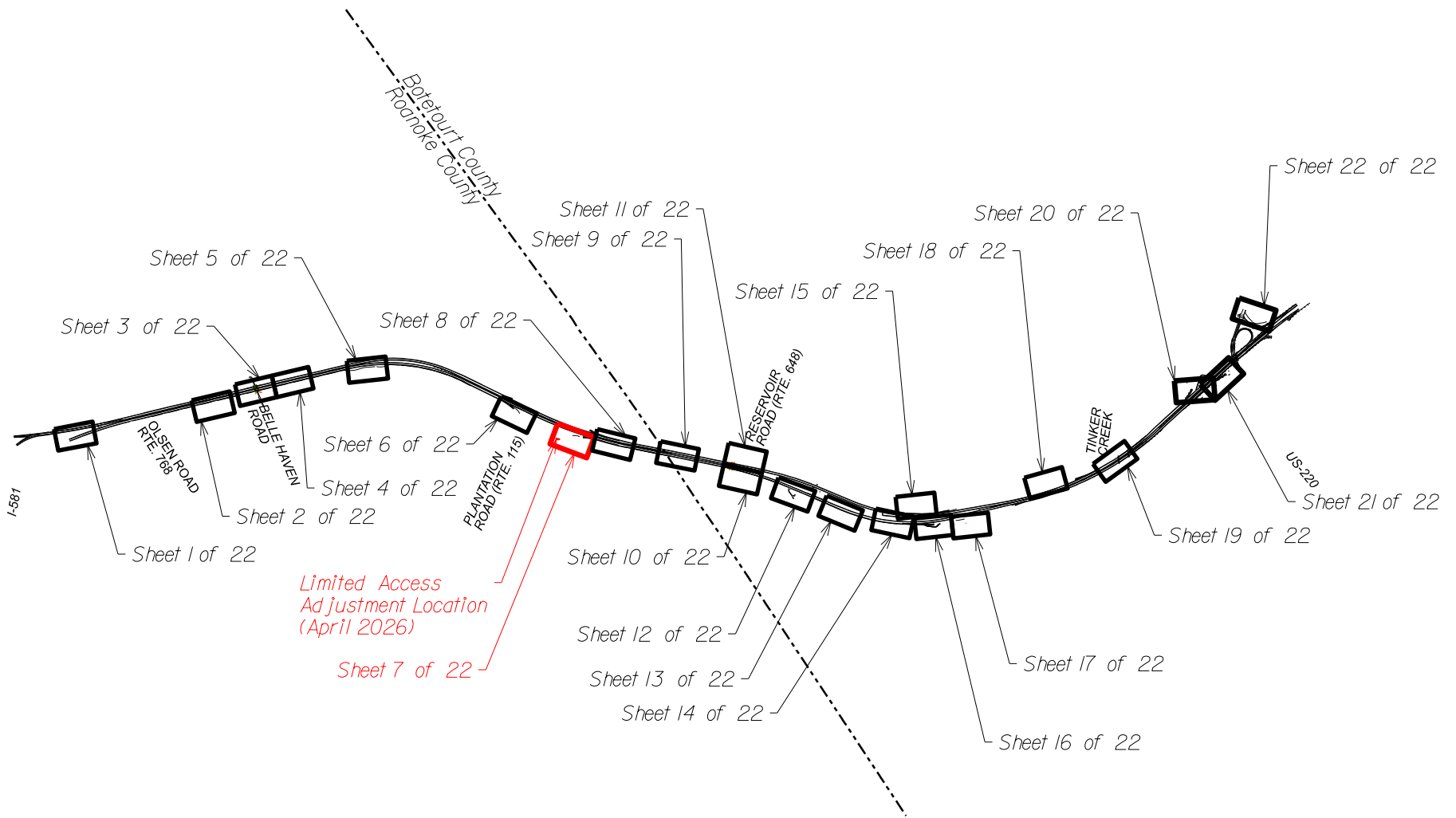
STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES		LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	MILES	FEET	MILES	FEET	MILES			
0081-080-947	P101	NHPP-081-2(321)	PENG	116201			45936.00	8.70	45393.26	8.60		PREL. ENGR.	From: 4.17 Mi S. Roa./Bot.Co. Line (MM143.0) To: 4.53 Mi N. Roa./Bot.Co. Line (MM151.7)
	R201	NHPP-081-2(321)	ROWA	116201			33738.73	6.39	33195.99	6.29		R/W	From: 3.05 Mi S. Roa./Bot.Co. Line To: 3.34 Mi N. Roa./Bot.Co. Line
	C501	NHPP-081-2(321)	1000	116201			36756.85	6.96	36214.11	6.86		CONSTRUCTION	From: 3.39 Mi S. Roa./Bot.Co. Line To: 3.57 Mi N. Roa./Bot.Co. Line
	B696	NHPP-081-2(321)	X281	116201			58.75	0.01			307-06	BRDG. REPLACE.	I-81 OVER BELLE HAVEN RD.
	B698 (NB)	NHPP-081-2(321)	X281	116201			66.33	0.01			307-08	BRDG. REPLACE.	I-81 NBL OVER RESERVOIR RD.
	B699 (SB)	NHPP-081-2(321)	X281	116201			66.51	0.01			307-09	BRDG. REPLACE.	I-81 SBL OVER RESERVOIR RD.
	B601 (NB)	NHPP-081-2(321)	X331	116201			274.85	0.05			307-10	BRDG. REPLACE.	I-81 NBL OVER TINKER CREEK & NS RR
	B602 (SB)	NHPP-081-2(321)	X331	116201			274.85	0.05			307-11	BRDG. REPLACE.	I-81 SBL OVER TINKER CREEK & NS RR
	B603 (NB)	NHPP-081-2(321)	X281	116201			137.33	0.03			307-12	BRDG. REPLACE.	I-81 NBL OVER ROUTE 220
	B604 (SB)	NHPP-081-2(321)	X281	116201			142.63	0.03			307-13	BRDG. REPLACE.	I-81 SBL OVER ROUTE 220
B605	NHPP-081-2(321)	X271	116201			233.67	0.04			151-07C	BRDG. REPAIR	ROUTE 115 OVER I-81 NBL & SBL	

Project Lengths are based on the I-81 Southbound Construction Baseline.

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION		
		(DESIGN-BUILD FIRM) DESIGN MANAGER
		(DESIGN-BUILD FIRM) PROJECT MANAGER
		VDOT PROJECT MANAGER
		VDOT DISTRICT CONSTRUCTION ENGINEER OR PPTA PROGRAM MANAGER
		CHIEF ENGINEER

APPROVED FOR CONSTRUCTION		
		CHIEF OF POLICY

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Notes

Limited access control modifications approved by the Highway Commission by resolution dated October 4, 1956; by the State Highway Commission by resolutions dated April 24, 1958, December 17, 1970, and June 8, 1972; by the State Highway and Transportation Commission by resolution dated February 16, 1984; and by the Commonwealth Transportation Board by resolutions dated May 21, 1987, and July 18, 2012.

Disclaimer

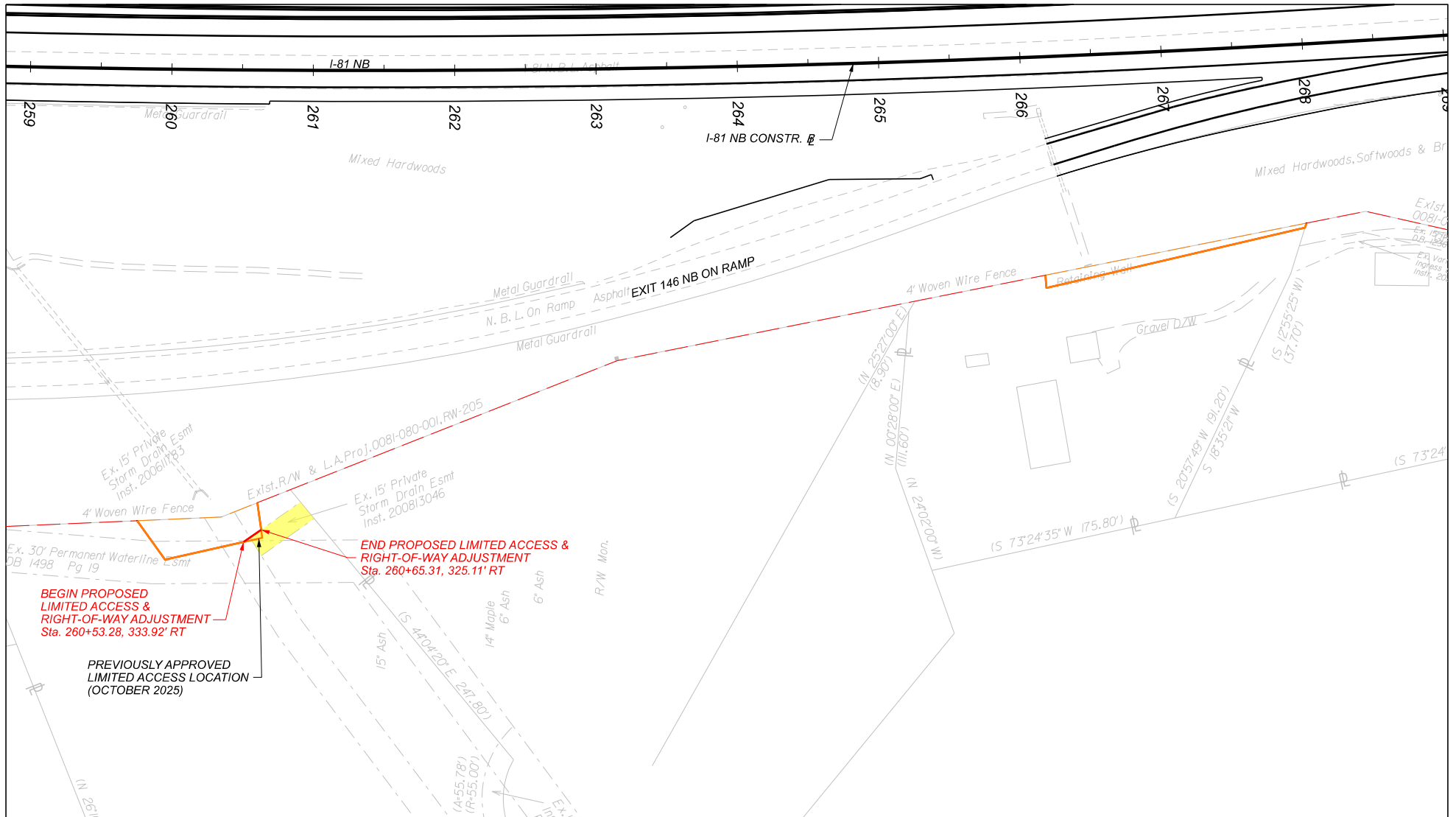
These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easement for right of way may be required beyond the proposed right of way shown on these plans.

Project Location



Interstate 81 Widening
 VDOT Project # 0081-080-947, P101, R201, C501,
 B601, B602, B603, B604, B605, B696, B698, B699
 (UPC# 116201)





Notes

Limited access control modifications approved by the Highway Commission by resolution dated October 4, 1956, and by the State Highway Commission by resolution on April 24, 1958.

Disclaimer

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

Legend

- Exist. Property Line
- Exist. R/W & Limited Access Line
- Exist. Limited Access Being Removed
- Previously Approved Proposed R/W & Limited Access Line (October 2025)
- Proposed R/W & Limited Access Line (April 2026)
- Existing Private Storm Drain Easement

Project Location



SCALE



Interstate 81 Widening
 VDOT Project # 0081-080-947, P101, R201, C501,
 B601, B602, B603, B604, B605, B696, B698, B699
 (UPC# 116201)

Limited Access Control Point Stations and Offsets Table UPC 116201, 0081-080-947, PE-101, RW-201, C-501, B-696, B-698, B-699, B-601, B-602, B-603, B-604, B-605				
Exhibit Sheet No.	Station	Offset	Baseline	Apr 2026 Note
7	259+79.85	319.61' RT	I-81 Northbound	
7	259+99.44	346.90' RT	I-81 Northbound	
7	260+53.28	333.92' RT	I-81 Northbound	New
7	260+66.14	330.86' RT	I-81 Northbound	Remove
7	260+65.31	325.11' RT	I-81 Northbound	New
7	260+62.56	306.03' RT	I-81 Northbound	



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: Dr. Smoot, **Seconded By:** Mr. Fowlkes

Action: Motion Carried, Unanimously

Limited Access Control Changes (LACCs) for I-81 Corridor Improvement Program (CIP) Exit 143 to Exit 150 Improvements Roanoke and Botetourt counties

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including Interstate 81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on April 24, 1958, the State Highway Commission approved the proposed location of Interstate Highway, Route 81, projects 0081-080 and 0081-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville, in Botetourt and Roanoke Counties, in accordance with the location shown and designated on the map entitled, “Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 81”; and

WHEREAS, on December 17, 1970, the State Highway Commission approved LACCs for State Project 0220-011-101, PE-101, C-502, and RW-201, in accordance with the design plans as proposed and presented for said project; and

WHEREAS, on June 8, 1972, the State Highway Commission approved a contract award for State Project 0081-011-106, PE-101, C-501, with LACCs in accordance with the design plans for said project; and

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WHEREAS, on February 16, 1984, the State Highway and Transportation Commission, predecessor to the CTB, approved the location and major design features of State Highway Project 0081-011-111, C-501 for the modification of the Interstate 81/220 interchange, with LACCs and right of way lines in accordance with the design plans for said project; and

WHEREAS, on May 21, 1987, the CTB approved the location and major design features of State Project 0081-011-114, C-501 for the expansion of the Truck Weighing Station on Interstate 81, 2.5 miles south of Troutville, in Botetourt County, with LACCs and right of way lines in accordance with the design plans for said project; and

WHEREAS, on July 18, 2012, the CTB approved LACCs for State Highway Project 0081-011-120, P-102, R-202, C-502, in accordance with the design plans for said project; and

WHEREAS, State Highway Project 0081-080-947, PE-101, RW-201, C-501, B601, B602, B603, B604, B605, B-696, B-698, B-699 (UPC# 116201 or the "Project") is part of the Interstate 81 CIP to provide safety and capacity enhancements. The Project provides for the widening of Interstate 81 from two lanes to three lanes in each direction, (northbound and southbound) to include median barrier, stormwater management facilities, soundwalls, and the replacement of eight mainline bridges, and structural repairs of one overpass at Plantation Road, to address safety and congestion issues; and

WHEREAS, the Project requires adjustments of the limited access line to accommodate the Interstate 81 widening improvements, construction of stormwater management facilities and soundwalls, and improvements to the interchange at Exit 150, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a design public hearing ("Hearing") was held for the Project, including the current and proposed locations of the limited access lines, on September 19, 2023, between 5:00 pm and 7:00 pm at Lord Botetourt High School, 1435 Roanoke Road, Daleville, VA 24083, and allowed public input to be collected concerning the request; and

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

WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

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WHEREAS, VDOT's Salem District Office has reviewed and approved the Interchange Access Report on November 22, 2023, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements, and a categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on May 12, 2023; and

WHEREAS, the Project is located within an attainment area for all National Ambient Air Quality Standards and will not have an adverse impact on air quality, with an air determination date of December 22, 2021; and

WHEREAS, the Project is in Roanoke and Botetourt counties, and the proposed design features and LACCs are supported by resolutions from the county boards dated August 19th, 2025, and August 26th, 2025, respectively; and

WHEREAS, FHWA approved the Project and the proposed LACCs on September 25, 2025; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that Interstate 81 continue to be designated as a limited access control facility, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

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Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1956

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1956. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Mr. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 800, S. End of Bridge over Claytons Mill Creek-0.884 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,455.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 881, 840, 0.01 Mile E. of W. Int. Route 881, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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

**Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Richmond, April 24th, 1958.**

The Commission, on call of the chairman, met in the Central Highway Office Building at 9:00 A.M., Thursday, April 24th. The meeting was scheduled in order to consider the allocation of additional Federal Aid funds made available by the Congress of the United States, which Act was signed by the President on April 15th.

Present were Messrs. E. P. Barrow, G. Wallace Carper, E. S. Flythe, S. D. May, Burgess E. Nelson, E. W. Rawls, Tucker G. Watkins, Jr., and F. A. Davis, Chairman. The meeting was called to order by the chairman.

The Commission sent a letter to its absent member, Hon. Wm. A. Wright, expressing pleasure in hearing of his improvement.

It was moved by Mr. Rawls and seconded by Mr. Watkins, that the minutes of the meeting of March 18th be approved, they having been mailed to the members. Motion carried.

Moved by Mr. Rawls and seconded by Mr. May, that the Commission approve the permits issued from March 18th to date, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls and seconded by Mr. May that the Commission approve the cancellation of permits from March 18th to date, inclusive, as recorded by the Department and authorized June 25, 1947. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the removal of Ferry Slips at Newport News, to the low bidder, Diamond Construction Co., Savannah, Ga., at the bid of \$24,200.00, chargeable to the Revenue Bond Reserve Maintenance Fund, subject to the approval of the consulting engineers. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 0081-095-002, Route 81 (402), Bridge over Rasp "A" and Route 81 E.B.L., Washington County, to the low bidder, Walder & Flournoy, Inc., Richmond, Va., at the bid of \$145,980.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$160,600.00 chargeable to this project to be financed with \$16,060.00 State and \$144,540.00 Federal Funds. Motion carried.

Reference was also made to the study on the Natural Bridge area location of the Interstate System, on which project Governor John S. Battle was heard by the Commission on March 18th. Mr. R. B. Matthews, owner of Fancy Hill Motel, Natural Bridge, Va., and three other gentlemen, appeared and requested that the location of the Interstate Route in the area of Natural Bridge follow the line selected by the Department's consultants, being known now as line 3 (Red Mill Road). Mr. Davis thanked the gentlemen for coming in and giving the Commission the benefit of their opinion.

Following comments by Mr. Hunsberger, it was moved by Mr. Carper, and seconded by Mr. Rawls, that, WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Oakton Elementary School, Oakton, Virginia, on March 11, 1958, concerning the proposed location of Interstate Highway Route 66, Project C066-C29, from intersection Routes 29 and 211, 1.0 mile west intersection Route 29 at Centreville to 0.4 mile east intersection Route 125 at Fairfax, Interstate Route 66, Fairfax County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled "Proposed Interstate Highway Development, from intersection Routes 29-211, 1.0 mile west intersection Route 29 at Centreville to 0.4 mile east intersection Route 125, Interstate Route 66," is approved. Motion carried.

Following comments by Mr. Hunsberger and a screen showing of the lines it was moved by Mr. Flythe and seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Burlington Elementary School on Route 117 near the intersection of Route 11, Roanoke County, on April 15, 1958, concerning the proposed location of Interstate Highway, Route 61, Project C061-C60; C061-C11, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville in Botetourt County, Botetourt and Roanoke Counties; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled, "Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 61," as Line 1 is approved. Motion carried.

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
December 17, 1970**

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on December 17, 1970, at 10 a. m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Duckworth, Eakin, Fitzpatrick, Glass, Hairston, Janney, and Weaver.

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meetings of October 29, 1970, and November 19, 1970, were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that permits issued from November 19, 1970, to December 16, 1970, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, cancellation of permits from November 19, 1970, to December 16, 1970, inclusive, as shown by records of the Department, was approved.

Moved by Mr. Baughan, seconded by Mr. Fitzpatrick,
that

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on September 15, 1970, at 10 a. m. in the Courtroom of City Hall, Clifton Forge, Virginia, for the purpose of considering the proposed location and design of two sections of Church Street, bridge over Smith Creek and its approaches, also an extension from "A" Street to 0.029 mile east of Hazel Run in the City of Clifton Forge, Virginia, State Projects U000-105-102, PE101, C501, B601 and U000-105-103, PE101, C501; and

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

WHEREAS the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; now, therefore,

BE IT RESOLVED, that the location and major design features of Project U000-105-102, PE101, C501, B601 (Bridge over Smith Creek and Approaches) be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers; and

BE IT FURTHER RESOLVED, that this action of the Commission does not cover the proposed extension of Church Street from "A" Street to 0.029 mile east of Hazel Run which was covered in the public hearing held on September 15, 1970.

MOTION CARRIED.

Moved by Mr. Fitzpatrick, seconded by Mr. Hairston,
that

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Lord Botetourt High School Auditorium, Daleville, Virginia, on October 13, 1970, at 2:30 p. m., for the purpose of considering the proposed location and design of Route 220 from 0.417 mile north of the intersection of Route 779 (Daleville) to 0.873 mile south of the South Corporate Limits of Fincastle in Botetourt County, State Project 0220-011-101, C502, RW201, PE101, Federal Project F-041-1 (4); and

WHEREAS proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed location and design of the project, and their statements being duly recorded; and

WHEREAS the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; now, therefore,

BE IT RESOLVED, that the location and major design features be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Hairston,
that

WHEREAS this Commission did on April 21, 1960, establish the erosion control fund for the purpose of assisting soil conservation districts in the control of erosion on highway right of way in the watersheds of certain streams; and

WHEREAS the soil conservation districts at that time agreed to furnish the necessary easements, arrange for the removal and replacement of fences, and furnish the fertilizer, seed, and mulch necessary to obtain ground cover on highway cut and fill slopes within the watershed being developed; and

WHEREAS recent developments and changes in the Federal soil conservation laws prevent the soil conservation districts from furnishing the fertilizer, seed, and mulch; and

WHEREAS the program to this point has been exceptionally fruitful in providing deterrents to erosion along the State highways, Primary, and Secondary, in the watershed areas.

NOW, THEREFORE, BE IT RESOLVED, that the policy of this Commission established on April 21, 1960, is hereby rescinded and the following substituted therefor:

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA

June 8, 1972

Following public hearings on final allocation of Interstate, Rural Primary and Urban construction funds for the fiscal year 1972-73, in Roanoke on June 7, for the Bristol, Salem, Lynchburg and Staunton Districts, and in Richmond on June 8, for the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the State Highway Commission met in the Commission Room at the Central Highway Office in Richmond on June 8, 1972, at 11 a.m., for its regular monthly meeting. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Crowe, Eakin, Glass, Fitzpatrick, Hairston and Jannay.

On motion of Mr. Hairston, seconded by Mr. Glass, minutes of the meeting of May 19, 1972, were approved.

Motion was made by Mr. Hairston, seconded by Mr. Glass, that permits issued from May 19, 1972, to June 7, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Hairston, seconded by Mr. Glass, cancellation of permits from May 19, 1972, to June 7, 1972, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Fitzpatrick, seconded by Mr. Hairston, the Commission approved preliminary budget for the fiscal year September 1, 1972 to August 31, 1973, for the Virginia Toll Revenue Bond Projects, as attached.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission approved final allocation of Interstate, Rural Primary and Urban Construction funds for the fiscal year 1972-73, as shown by attached tabulation.

Route 58, Project 6058-061-105, C-501, B-607, B-613, B-614, B-615, B-621, B-625, B-626, C-502, B-612, B-624

Int. 58 - 0.076 Mi. E. Int. 460 (Suffolk Northwest Bypass), Nansemond County. Award of contract to low bidder, E. V. Williams Co., Inc., Norfolk, Virginia, and Portsmouth Paving Corp., Portsmouth, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$6,753,076.05	\$36.00
10% for engineering and additional work	675,307.60	3.50
Work by State Forces	52,726.00	
Right of Way	385,000.00	
Utilities	222,000.00	
Railroad	14,186.00	
Flagging	22,612.00	
Amount chargeable to project	8,124,947.00	
\$4,226,859.00 to be provided for in 1972-73 and Subsequent Years Primary Construction Allocations.		

Route 58, Project 0058-084-104, C-503

Removal and Disposal of Slide Material - 1.205 Mi. E. Lee County Line - 1.319 Mi. E. Lee County Line, Scott County. Award of contract to low bidder, Appalachian Construction Co., Inc., Wise, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$136,056.00	\$1.00
10% for engineering and additional work	13,605.60	.10
Work by State Forces	22,863.50	
Right of Way (Supplemental)	3,700.00	
Utilities (Supplemental)	1,500.00	
Amount chargeable to project	177,726.00	
\$175,995.00 to be provided for in 1972-73 & 1973-74 Primary Construction Allocations.		

Route 81, Project 0081-011-106, C-501

Buttresses and Drainage Structures - Hollins' Slide, Botetourt County. Award of contract to low bidder, Branch and Associates, Inc., Roanoke, Virginia.

Bid	\$1,524,720.00
10% for engineering and additional work	152,472.00
Work by State Forces	1,646.00
Amount chargeable to project	1,678,838.00
\$929,087.00 to be provided for in future Interstate Construction Allocations.	

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION
Richmond, Virginia
February 16, 1984

The monthly meeting of the State Highway and Transportation Commission was held in the Central Office in Richmond, Virginia, on February 16, 1984, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Davidson, Forrester, Guiffre, Humphreys, Quicke, Smith and Vaughan.

Absent: Mr. Smalley.

On motion of Mr. Quicke, seconded by Mr. Bane, the minutes of the meeting of January 19, 1984, were approved.

On motion of Mr. Quicke, seconded by Mr. Bane, permits issued from January 19, 1984, to February 15, 1984, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Quicke, seconded by Mr. Bane, that cancellation of permits from January 19, 1984, to February 15, 1984, inclusive, as shown by records of the Department, be approved.

Motion carried.

Moved by Mr. Quicke, seconded by Mr. Bane, that the Commission approve additions to the Secondary System from January 19, 1984, to February 15, 1984, inclusive, as shown by records of the Department.

Motion carried.

2/15/84

Moved by Mr. Vaughan, seconded by Mr. Davidson,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Lord Botetourt High School located on U. S. Route 220 in Botetourt County, Virginia, on October 6, 1983, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Interstate Route 81 in Botetourt County for the modification of the Route 1-81/220 interchange at Exit 44, State Project 0081-011-111, C-501; Federal Project IR-81-2 (150)151; and

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

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers and amended to eliminate proposed Ramp E by shifting proposed Ramp D to the north so that the existing northbound on-ramp can be extended over proposed Ramp D and merged with the mainline.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Vaughan,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports ..."; and

**MINUTES
OF
MEETING OF COMMONWEALTH TRANSPORTATION BOARD**

**Loudoun County Administration Building, Leesburg, Virginia
May 21, 1987**

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Loudoun County Administration Building, Leesburg, Virginia, on May 21, 1987. The chairman, Mr. Ray D. Pethel, presided.

Present: Messrs. Pethel, Bacon, Beyer, Davidson, Guiffre, Humphreys, Kelly, Leafe, Malbon, Musselwhite, Quicke and Smalley and Mrs. Kincheloe and Dr. Thomas.

Absent: Dr. Howlette.

During the public comment portion of the meeting, several individuals addressed the Board. Senator Charles L. Waddell, Member of the Virginia State Senate (33rd District), welcomed the Board to Loudoun County. He stressed that the planning and construction of new roads, rail transit and other transportation projects are of critical importance to the growth and development of Northern Virginia and that the area is willing to contribute management and technical expertise and financial resources to assist the Board and the Department of Transportation in improving the transportation network.

Delegate David G. Brickley, Member of the Virginia House of Delegates (51st District), also welcomed the members of the Board to Northern Virginia and urged their support of commuter rail and the Route 28 and Route 234 Bypass projects.

Mr. Bill Plisner, past chairman of the Springfield Bypass Citizens Task Force and past member of the Metro Station Location Task Force, Mr. Ed Risse, Co-chairman of the Fairfax County Chamber of Commerce Transportation Committee and Co-chairman of the Washington Dulles Task Force's Airport Access Committee, and Mr. Albert Dwoskin, Member of the Commission on Transportation in the 21st Century's Financial Advisory Subcommittee, urged the Board's support for the Springfield Metro Station.

Mr. Rick Taube, Executive Director of the Northern Virginia Transportation Commission, expressed the appreciation of the NVTC for the cooperation of the members of the Board and NVTC's hope for continued cooperation of the Board regarding commuter rail funding.

5/21/87

Moved by Mr. Humphreys, seconded by Mr. Kelly, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Thomas Dale High School on March 31, 1987, at 7:00 p.m., for the purpose of considering the proposed location and major design features of West Hundred Road (Route 10) from 0.54 mile west of Harrowgate Road (Route 144) to 0.06 mile east of the intersection of Jefferson Davis Highway (Route 1/301), in Chesterfield County, State Project 0010-020-118, PE-100, Federal Project M-5127(), and

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

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed,

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the Alternative 1 plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with minor changes during the final design to satisfy or minimize individual concerns and with a final decision to be made by the Department concerning noise abatement at the Chester Intermediate School after detailed analysis.

Motion carried.

Moved by Mr. Musselwhite, seconded by Mr. Malbon, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Lord Botetourt High School Auditorium located on Route 220 about one mile north of Route I-81, on March 25, 1987, at 7:00 p.m., for the purpose of considering the location and major design features for the proposed expansion of the Truck Weighing Station on Interstate Route 81, 2.5 miles south of Troutville, in Botetourt County, State Project 0081-011-114, C-501; Federal Project IR-81-2 (), and

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

5/21/87

WHEREAS, the economic, social and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed,

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with provisions for inclusion of approximately 200 feet of wooden fence along the northbound lane of I-81 and additional landscaping to mitigate the concerns of abutting property owners.

Motion carried.

Moved by Mr. Davidson, seconded by Mr. Humphreys, that

WHEREAS, a Location Public Hearing was held on December 13, 1972, for the purpose of considering the proposed location of Route 265 from the intersection of Route 29 south of Danville to the intersection of Route 29 north of Danville, and

WHEREAS, the Highway Commission approved a 10.7 mile corridor for Route 265 as a limited access highway and a part of the Primary System of Highways, and

WHEREAS, a Design Public Hearing for a section of Route 265 from 0.491 mile south of the Virginia-North Carolina State Line (intersection of Route 29) to 0.082 mile north of the intersection of Route 58 in Pittsylvania County was held on December 17, 1975, and the major design features approved on January 15, 1976, and

WHEREAS, changes in the Danville area have occurred necessitating a new evaluation of the remaining location corridor,

NOW, THEREFORE, BE IT RESOLVED, that the approval of the corridor of Route 265 from 0.082 mile north of the intersection of Route 58 (east of Danville) to the intersection of Route 29 north of Danville be rescinded.

Motion carried.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2012

MOTION

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

**Title: Project Location and Proposed Limited Access Control Changes (LACC) for
Interstate 81 and Route 220 (Exit 150) Interchange,
Access Management Improvement Project, Botetourt County**

WHEREAS, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board, a combined Location and Design Hearing was held at the Lord Botetourt High School, in Daleville, Virginia on Thursday, March 8, 2012, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0081-011-120, P-102, R-202, C-502; and,

WHEREAS, the proposed Project involves access management improvements and location of the new Gateway Crossing roadway, and begins 0.15 miles north of Route 1039 on the Route 220 Alternate, and ends 0.50 miles south of Route 653 on Route 220, with a length of 1.65 miles; and,

WHEREAS, the said Project improvements consist of realigning the I-81 NB entrance ramp; and the construction of a roundabout at the Route 11/I-81 NB ramps intersection; and improvements to the Route 11/Route 220 intersection; and shifting and/ or establishing limited access control along Route 11 from the Route 220 intersection to north of the I-81 northbound ramp's intersections with the said roundabout; and,

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

Resolution of the Board
Project Location and Limited Access Control Changes
Interstate 81 and Route 220 (Exit 150) Interchange
Botetourt County
July 18, 2012
Page Two

WHEREAS, the Botetourt County Board of Supervisors has endorsed the project as presented at that public hearing by a resolution passed at their regular board meeting on April 24, 2012; and,

WHEREAS, this project is in compliance with NEPA requirements based on the findings set forth in the draft Environmental Assessment; and,

WHEREAS, the economic, social, and environmental effects of the proposed project have been duly examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board, designated the Interstate Highway System to be limited access highways and in accordance with §33.1-58, of the *Code of Virginia*, (1950), as amended, established that the Limited Access Line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-81; and,

WHEREAS, the 1984 interchange modification for I-81, Project 0081-011-111, RW-201, C-501, changed the Limited Access Control and Right of Way lines, in accordance with the design plans for the said Project; and,

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0081-011-120, P-102, R-202, C-502, and the proposed LACC; and,

NOW, THEREFORE, BE IT RESOLVED, that pursuant to §33.1-12(1) of the *Code of Virginia*, (1950), as amended, the location of this project is approved as presented at the said combined Location and Design Hearing by the Department.

NOW, THEREFORE, BE IT FURTHER RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-81 and Route 220 (Exit 150) interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Resolution of the Board
Project Location and Limited Access Control Changes
Interstate 81 and Route 220 (Exit 150) Interchange
Botetourt County
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Page Three

That the existing limited access control line along the south side of Route 220 be shifted to the south, from Route 220 construction baseline Station 14+24.55 and continuing to Route 11 construction baseline Station 14+89.62; and, that the limited access control line be extended along Route 11 northward from the Route 220 and Route 11 intersection, from Route 11 baseline Station 18+11.92, to the intersection of the I-81 northbound exit ramp at Route 11, Route 11 baseline Station 27+30.70; and, that the limited access control line on the north side of the intersection of the I-81 exit / entrance Ramps and Route 11 be shifted and extended northward along the west side of Route 11, from approximate Route 11 baseline Station 31+95 to approximate Route 11 baseline Station 33+95; and, that the existing limited access control line along the east side of the I-81 northbound entrance Ramp be shifted further to the east, from I-81 northbound Ramp baseline Station 16+60.73 and extending to Station 24+58.42. The Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

###



A regular meeting of the Botetourt County Board of Supervisors was held on Tuesday, August 26, 2025, at the Botetourt County Administration Center in Daleville, Virginia, beginning at 2:06 p.m.

**RESOLUTION SUPPORTING THE DESIGN AND LIMITED ACCESS
CONTROL CHANGES FOR THE INTERSTATE 81 WIDENING PROJECT
FROM EXIT 143 TO EXIT 150, ROANOKE COUNTY, AND BOTETOURT
COUNTY AMSTERDAM AND VALLEY MAGISTERIAL DISTRICTS**

WHEREAS, the Interstate 81 (I-81) Widening Project, as depicted on the plans for project 0081-080-947, P101, RW201, C501 (UPC 116201) in Botetourt and Roanoke Counties, is classified as a “limited access highway” by the Virginia Department of Transportation (VDOT); and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 Northbound and Southbound from approximately MM 143.0 to MM 151.7 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table entitled “I-81 CIP Exit 143 to Exit 150 Improvements, VDOT Project Number 0081-080-947, UPC 116201, Proposed Limited Access Adjustment Exhibits”; and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate; and

WHEREAS, a Design Public Hearing was held on September 19, 2023, and the comment period expired on September 29, 2023; and

WHEREAS, the design concept made available for the Public Hearing represents the major design features along with limited access control changes; and

WHEREAS, VDOT has requested the Botetourt County Board of Supervisors express its support of the limited access control changes made available at the Public Hearing and refined in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Botetourt County, Virginia, as follows:

1. That the Board of Supervisors hereby supports the VDOT Project, I-81 CIP Exit 143 to Exit 150 Improvements, to include the major design features and the proposed limited access control changes included in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

2. That the Clerk to the Board forthwith send a certified copy of this Resolution to Commonwealth Transportation Board member Dr. Ray Smoot.
3. That this resolution is effective immediately.

MOTION: That the Board adopt the resolution of support for the Interstate 81 widening project from Exit 143 to Exit 150, as presented.

MOTION: Mr. Michael

SECOND: Mr. Nicely

AYES: Mr. Clinton, Mr. Michael, Mr. Nicely, Dr. Scothorn, Mrs. White

RESOLUTION #25-08-05

A Copy TESTE:



Gary Larrowe, Clerk

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF ROANOKE COUNTY, VIRGINIA, HELD AT THE ROANOKE COUNTY ADMINISTRATION CENTER, ON TUESDAY, AUGUST 19, 2025

RESOLUTION 081925-3 SUPPORTING THE DESIGN AND LIMITED ACCESS CONTROL CHANGES FOR THE INTERSTATE 81 WIDENING PROJECT FROM EXIT 143 TO EXIT 150, CATAWBA AND HOLLINS MAGISTERIAL DISTRICTS

WHEREAS, the Interstate 81 (I-81) Widening Project, as depicted on the plans for project 0081-080-947, P101, RW201, C501 (UPC 116201) in Botetourt and Roanoke Counties, is classified as a "limited access highway" by the Virginia Department of Transportation (VDOT); and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 Northbound and Southbound from approximately MM 143.0 to MM 151.7 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table entitled "I-81 CIP Exit 143 to Exit 150 Improvements, VDOT Project Number 0081-080-947, UPC 116201, Proposed Limited Access Adjustment Exhibits"; and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate; and

WHEREAS, a Design Public Hearing was held on September 19, 2023, and the comment period expired on September 29, 2023; and

WHEREAS, the design concept made available for the Public Hearing represents the major design features along with limited access control changes; and

WHEREAS, VDOT has requested the Roanoke County Board of Supervisors express its support of the limited access control changes made available at the Public Hearing and refined in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

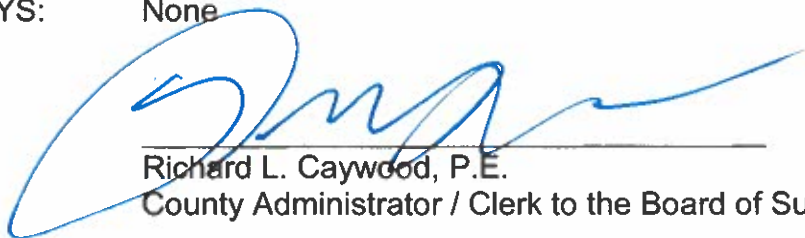
NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Roanoke County, Virginia, as follows:

1. That the Board of Supervisors hereby supports the VDOT Project, I-81 CIP Exit 143 to Exit 150 Improvements, to include the major design features and the proposed limited access control changes included in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.
2. That the Clerk to the Board forthwith send a certified copy of this Resolution to each member of the Commonwealth Transportation Board.
3. That this resolution is effective immediately.

On motion of Supervisor North to approve the ordinance; seconded by Supervisor Radford and carried by the following roll call and recorded vote:

AYES: Supervisors Hooker, North, Mahoney, Shepherd, Radford
NAYS: None

A COPY TESTE:



Richard L. Caywood, P.E.
County Administrator / Clerk to the Board of Supervisors

CC: Megan Cronise, Assistant Director of Planning
Commonwealth Transportation Board Members



**Interstate 81 Widening
Exit 143 to Exit 150
Roanoke County and
Botetourt County
Design Public Hearing**

<https://www.virginiadot.org/81exit143to150>
Tuesday, September 19, 2023, 5-7 p.m.
Lord Botetourt High School
1435 Roanoke Road
Daleville, VA 24083

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and realigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Categorical Exclusion at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave., Salem, VA, 540-387-5353, 800-367-7623, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Property impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by September 29, 2023, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to 81-Exit143-150@vdot.virginia.gov. Please reference "I-81 Exits 143 to 150 Widening Public Comment" in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: NHP-0812(321), UPC: 116201 State Project: 061-080-947, B601, B602, B603, B604, B605, B606, B607, B608, B609, C501, P101, R201

In case of inclement weather or other issues, the hearing will be held September 26, 2023, at the same time and location.



Interstate 81 Widening

Exit 143 to Exit 150

Roanoke County and

Botetourt County

Design Public Hearing

<https://www.virginiadot.org/I81exit143to150>

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Daleville, VA 24083

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VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project NHPP-0812(321) UPC: 116201 State Project: 0081-080-947, B601 B602 B603, B604, B605, B696, B697, B698 B699, C501, P101 R201

In case of inclement weather or other issues, the hearing will be held September 26, 2023, at the same time and location

Botetourt County History



Dorothy "Dottie" Sue Simmons Knicker (1924-2009) made this colorful hooked rug in 2003. Carole Goggin purchased it as a St. Mark's Episcopal yard sale after Dottie donated it to her church. Carole gave it to the Botetourt History Museum in 2023. Dottie demonstrated her rug hooking skills at the Early Cabin donated to Mrs. Early for many years. She was a local historian and advised people with their genealogy in the Botetourt Courthouse for almost 20 years. She was a 1969 founding member of Historic Fincastle, Inc. (HFI) and left her historic records to the organization.

Botetourt Museum of History & Culture

'Oliver!' continues at Attic Productions



Cast members of "Oliver!" include (from left) Wyatt Ewell as Mr. Brownlow, Nathan Kinn as Oliver, Emily Purdie as Mrs. Dothan, and Christopher Kelly as Mr. Sowerton.

Attic Productions' summer musical presentation of Lionel Bart's "Oliver!" continues this week. The show will be presented at the D. Gertrude Leveson Performing Arts Center, 7490 Roanoke Road, Fincastle, Thursday and Friday shows, August 24 and 25, begin at 7:30 p.m., Saturday and Sunday matinees, August 26 and 27, begin at 2:30. Additional play dates are August 31 through September 3. The story of a child who draws to run to others, search for love, and ask for more in London's sooty underworld, Bart's coming-of-age classic is brought to life with a large cast of local talent. Adult tickets are \$18, students and groups of 10 or more are \$15 when paid in cash or by check at the box office. A \$2 convenience fee per ticket will be added if paying with a card. Tickets may be purchased on the Attic Productions website at www.atticproductions.com. For questions or assistance with purchasing tickets, call the box office at 540-475-1091. Volunteers are staffing the box office on Mondays and Wednesdays from 9 to 7 p.m. and Saturdays from 10 a.m. until 2 p.m. Leave a message at other times and your call will be returned as soon as possible. This show is produced with special permission from Music Theatre International. Partial funding support comes from the Virginia Commission for the Arts and the National Endowment for the Arts.

Attic Productions

Botetourt Longbeards banquet set for September 14

The Botetourt Longbeards Chapter will be holding its annual Heritage/ Gun Bash banquet on Thursday, September 14. The event will be held at the Back Creek, 528 Back Creek Lane, Buchanan. Doors open at 5:30 p.m. Dinner will be provided. There will be door prizes, games, a Heritage/ Gun Bash live action, suitable for the whole family. Online registration and payment at <http://events.wvfl.org/4605913023>. Tickets can also be purchased from any Botetourt Longbeards committee member. For more information, call Richard Pusley at 540-254-2564.

Botetourt Longbeards

Witt Stop sold, Anchorage House expanding

The Witt Stop has recently been sold to a local and active Buchanan business owner. Spring Witt had purchased the building in 2018 with the goal to revitalize this space to serve as a general produce store. Over time, the market shifted this space into a well-known restaurant, The Witt Stop. Witt has sold the building with four acres adjoining to The Anchorage House Bed & Breakfast, which is located right across the street. "I am thrilled to have been able to sell The Witt Stop building to a respected business individual who is familiar with our community. In addition, shifting my focus into The Anchorage House Bed & Breakfast will allow for the time and energy needed to support the expansions currently taking place," Witt said. With a name that made the travel service



Business entrepreneur Spring Witt recently announced the sale of The Witt Stop in Buchanan and the expansion of the Anchorage House Bed & Breakfast.

of his historical owner, Commodore William Cooney White. The Anchorage House was originally built in 1860. The house is listed on the National Register of Historic Places by the United States Department of the Interior. Witt opened The Anchorage House as a bed and breakfast and event center at the end of 2019. The building houses five rooms for overnight guests, as well as space for parties and weddings. After the pandemic, further renovations took place and the house now sleeps 14 with an added handicapped accessible bedroom and bathroom facility downstairs. The Anchorage House is also designed to attract travelers. This includes bikers, bikers, boaters and those traveling along the Blue Ridge Parkway. Each of the rooms are undergoing an artistic renovation where each space will be independently branded. The house will have the Commodore Room, Norfolk Southern Room, Blue Ridge Room, James River Room and Cherry Blossom Room. In September, a special event will be held at The Anchorage House for community leaders, business owners and stakeholders to celebrate the new expansion. For more information, contact Witt at 540-425-9239 or theanchoragehouse14066@gmail.com.

Fincastle Herald staff report

VDOT Virginia Department of Transportation

Interstate 81 Widening
Exit 143 to Exit 150
Roanoke County and
Botetourt County
Design Public Hearing
<https://www.vdot.gov/81exit143to150>
Tuesday, September 19, 2023, 6-7 p.m.
Lord Botetourt High School
1435 Roanoke Road
Charlottesville, VA 24063

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and realigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Cultural Evaluation at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave., Salem VA, 640-387-6363, 800-387-7823, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Properly impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by September 26, 2023, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to 81-Exit143-150@vdot.virginia.gov. Please reference T-81 Exit 143 to 150 Widening Public Comment in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: 804P-0112(2)1, UIC: 116201 State Project: 0001-000-047, 0001, 0002, 0003, 0004, 0005, 0006, 0007, 0008, 0009, 0010, 0011, 0012

In case of inclement weather or other issues, the hearing will be held September 28, 2023, at the same time and location.

African American Oral History recording and transcript now available through BCHS

In February of this year, nearly 50 people gathered at the Botetourt County Historical Society's Museum at 26 E. Main Street in Fincastle. The impetus for this gathering was to hear and share stories of the Black community in Botetourt County to celebrate Black History Month. The Historical Society partnered with Historic Greenfield Preservation Advisory Council for this event, with Cheryl Sullivan Willis facilitating the afternoon's storytelling. Members of the community shared stories about Central Academy, teaching in Eagle Rock, Cloverdale native Charles Poliss - who was the first paid professional African American football player, as well as various family members that once lived in the county. The audio recording and transcript from the event are now available on Botetourt County Historical Society's website for folks that may be interested in listening. BCHS thanks everyone that attended this event and to the Historic Greenfield Advisory Council for their partnership. The Society is thrilled to add these unique stories to the museum's permanent collection. BCHS hopes to present another African American Oral History event in the future. In November, Fincastle Library will host BCHS for a Veteran's Oral History event - more details coming soon.

Botetourt Co. Historical Society

CAREER OPPORTUNITIES & LEGAL NOTICES

COMMONWEALTH OF VIRGINIA

Roanoke City Circuit Court 315 West Church Ave. SW #3rd Fl Roanoke, VA 24016 Commonwealth of Virginia, in re:

Róbert Vernon Crouch, Jr. v. Jennifer Lynn Hughes

The object of this suit is to: obtain a divorce based on a one year separation. It is ordered that Jennifer Lynn Hughes appear at the above-named court and protect his/her interests on or before October 1, 2023 Entered: August 10, 2023 Case No. CL23-1612 Brenda Hamilton, clerk 8/17, 8/24, 8/31 & 9/7/2023

COMMONWEALTH OF VIRGINIA

Roanoke City Circuit Court 315 West Church Ave. SW #3rd Fl Roanoke, VA 24016 Commonwealth of Virginia, in re:

Tracy Lee Dodson v. Richard Lawrence Dodson

The object of this suit is to: obtain a Decree of Divorce pursuant to VA Code Sec.20-91(9)(a). It is ordered that Richard Lawrence Dodson appear at the above-named court and protect his/her interests on or before October 4, 2023 Entered: August 15, 2023 Case No. CL23-1647 Brenda Hamilton, clerk 8/17, 8/24, 8/31 & 9/7/2023

COMMONWEALTH OF VIRGINIA

Roanoke City Juvenile & Domestic Relations District Court Commonwealth of Virginia, in re:

Onyx Kingston Heard City of Roanoke DSS v. Daniel Adams and Any Unknown Father

The object of this suit is to: terminate the residual parental rights of Daniel Adams and Any Unknown Father to Onyx Kingston Heard pursuant to Virginia Code Sections: Section 16.1-283(B) and/or 16.1-283(C)(1) and/or 16.1-283(C)(2). It is ordered that the defendant Daniel Adams and Any Unknown Father appear at the above-named Court to protect his or her interest on or before October 16, 2023 at 9:00am. Enter: August 18, 2023 Case No. JJ052551-05-00/06-00 Michelle Esparagoza, clerk 8/24, 8/31, 9/7 & 9/14/2023

COMMONWEALTH OF VIRGINIA

Roanoke City Juvenile & Domestic Relations District Court Commonwealth of Virginia, in re: A'dry-on Amir Brown, Avianah Monae' Brown, Ava A'miva Burley, and Amartyon Kyree Burley City of Roanoke DSS v. Kadajah Yassminah Brown, Emanuel Hy'keem Burley, and Any Unknown Father

The object of this suit is to: terminate the residual parental rights of Kadajah Yassminah Brown, Emanuel Hy'keem Burley, and Any Unknown Father pursuant to Virginia Code Sections: Section 16.1-283(B) and/or Section 16.1-283(C)(1) and/or Section 16.1-283(C)(2).

"Residual parental rights are defined by Section 16.1-228 of the Code of Virginia (1950) as amended as the rights and responsibilities remaining with the parent after the loses custody of a child, including but not limited to the right of visitation, consent to adoption, the right to determine religious affiliation, and the responsibility for support. The termination of your residual parental rights will permanently end all of your rights and responsibilities to the child named in the petition. The ties between you and your child are severed forever and you become a legal stranger to the child.

It is ordered that the defendant Kadajah Yassminah Brown, Emanuel Hy'keem Burley, and Any Unknown Father appear at the above-named Court to protect his or her interest on or before October 17, 2023 at 3:00pm. Enter: August 9, 2023 Case No. JJ051274-08-00, 10-00, 11-00 JJ051275-08-00, 10-00, 11-00 JJ051276-08-00, 10-00, 11-00 JJ051277-08-00, 10-00, 11-00 Michelle Esparagoza, clerk 8/17, 8/24, 8/31 & 9/7/2023

VIRGINIA: IN THE CIRCUIT COURT OF THE CITY OF LYNCHBURG
Keaneh Nelson Jones, Jr. v. Nicole Lynn Moore Jones

The object of this suit is for the parties to be divorced on the grounds that they have been living separate and apart for more than 12 months, the defendant being a non-resident of Virginia.

It is therefore ordered that Nicole Lynn Moore Jones appear on or before October 14, 2023 at Lynchburg Circuit Court and protect her interests. Entered: August 17, 2023 Case No. CL23000419 K.Todd Swisher, clerk 8/24, 8/31, 9/7 & 9/14/2023

Every Wednesday between 3:30-5:30p.m. THE NO FLY ZONE!

The Roanoke Tribune, LLC is CLOSED to the Public in order to Process MAILOUT of Tribunes for Thursday Delivery! Which if not on Main Post Office dock by 5:30 p.m. Wednesdays, will not be mailed out until Thursday morning. Thank you very much for your cooperation.

THANK YOU FOR SUPPORTING OUR ADVERTISERS. WE LOOK FORWARD TO PROCESSING YOUR ADS SOON!



ROANOKE CITY OF ROANOKE, VA INVITATION TO BID

ITB# 24-07-20, HVAC Parts and Supplies, ITB documents may be obtained on-line at <https://VSS.roanokeva.gov> Delivery Alert: Bidders are required to submit their bid by the due date and time via email to purchase@roanokeva.gov. Emails received after the due date and time will not be considered. The email must include the ITB number and title and Company name in the subject line. All other references to delivery methods of the bid are not valid.



ADVERTISEMENT FOR SNOW REMOVAL EQUIPMENT SERVICES WITH OPERATOR SIGNUP

The Virginia Department of Transportation invites heavy equipment owners to sign up for the rental of their equipment with operators for SNOW & ICE REMOVAL purposes in Salem Residency which includes the counties of Roanoke, Botetourt and Craig during the winter of 2023-2024. Price per hour shall include operators, fuel, tire chains, supplies and required insurance. VDOT will need dump trucks, pickups with plows, motorgraders, backhoes, dozers, track loaders, tractors, rubber-tire loaders and farm tractors. All equipment shall be equipped for night work and be in good mechanical condition to ensure a safe and dependable 24/7 operation. VDOT reserves the right to determine acceptability of equipment size and condition for the task. Contractors submitting prices meeting the requirements of the Agreement may be contracted with and may be eligible to receive a mobilization payment and a minimum guaranteed payment for the season.

Contractors must submit their application on the electronic M7B bidding site at <https://p1ow4va.com/>. All new and returning Contractors must be active in the Virginia eProcurement Portal (eVA) in order to do business with the Commonwealth of Virginia (<https://eva.virginia.gov/>).

Applications received by 7:00 PM on Monday October 2, 2023 may be eligible for a mobilization bonus. See the EVA posting for additional information.

Service to a just cause rewards the worker with more real happiness and satisfaction than any other venture of life.

-Carrie Carr



Interstate 81 Widening Exit 143 to Exit 150 Roanoke County and Botetourt County Design Public Hearing

<https://www.virginiadot.org/81exit143to150>
Tuesday, September 19, 2023, 5-7 p.m.
Lord Botetourt High School
1435 Roanoke Road
Daleville, VA 24083

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and realigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Categorical Exclusion at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave, Salem VA, 540-367-6363, 800-367-7823, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Property Impact Information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by September 29, 2023, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to 81-Exit143-150@vdot.virginia.gov. Please reference "I-81 Exits 143 to 150 Widening Public Comment" in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: NHPP-0812(321), UPC: 118201 State Project: 0051-000-847, 8801, 8902, 8903, 8904, 8905, 8906, 8907, 8908, 8909, C801, F101, R261

In case of inclement weather or other issues, the hearing will be held September 26, 2023, at the same time and location.



Project Information

Project Name:	I-81 Corridor Improvement Proj MM144 - Exit 150 Add'l Lanes	Federal Project#:	NHPP-0812(321)
Project Number:	0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201	Project Type:	Construction
UPC:	116201	Charge Number:	UPC 116201, ACT 600 Series
Project Number(Assoc)(UPC):	00081-080-24594706, 00081-902-25150782, 00081-902-25151692, 00081-902-25305799, 00081-902-25342450, 00081-902-26048288, 00081-902-26073929		
Route Number:	81	Route Type:	Interstate
Project Limit--From:	MM 144	To:	MM 151
Additional Project Description:	This project will increase capacity on Interstate 81 (I-81) by adding one 12-foot-wide through lane in each direction between mile marker 144 and 151 in Roanoke and Botetourt Counties (see Attachment A - Project Location). Additional activities include the installation of median barrier, drainage system improvements and bridge rehabilitations or replacements at Route 1836 (Belle Haven Road), Route 648 (Reservoir Road), Tinker Creek (MM 149.5), Route 220 (Cloverdale Road), and Route 115 (Plantation Road).		
Purpose And Need:	The project will address deficiencies in the level of service due to traffic volumes exceeding capacity and provide operational safety improvements between mile marker 144 and 151. The I-81 Section of Independent Utility #4 Tier 2 Traffic Technical Memorandum, dated 10/27/2015, indicated the corridor between Exits 137 and 150 has the highest volumes of traffic compared to all I-81 segments in VA. This segment experiences peak hour delays due to the high traffic volumes on I-81.		
District:	City/County:	Residency:	
Salem	Roanoke	Salem	

Date CE level document approved by VA Division FHWA: 01/12/2021

FHWA Contact: Jones, Kevin

Project in STIP: Yes **In Long Range Plan?** Yes

CE Category 23 CFR 771.117: d13

Description of Category: Actions described in paragraphs (c) (26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section. (e) Actions described in (c) (26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve:(1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements; (2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899;(3) A finding of “adverse effect” to historic properties under the National Historic Preservation Act, the use of a resource protected under 23 U.S.C. §138 or 49 U.S.C. §303 (Section 4(f)) except for actions resulting in de minimis impacts, or a finding of “may affect, likely to adversely affect” threatened or endangered species or critical habitat under the Endangered Species Act; (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions;(5) Changes in access control; (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The proposed roadway widening construction is included in the STIP Grouping for Construction: Safety/ITS/Operational Improvements; therefore, it meets the fiscal constraint requirements.

Typical Section: The proposed typical section for I-81 southbound includes a 36-ft pavement width (three 12-ft lanes) and an 8-ft median shoulder in areas with no guardrail or barrier, and 12-ft median shoulder in areas with guardrail or barrier.

Structures: Str# 14881 (Rte 1836NB), 14879 (Rte 1836SB), 03224 (Rte 648NB), 03226 (Rte 648SB), 03228 (Tinker Creek NB), 03229 (Tinker Creek SB), 03236 (Rte 220NB), 03238 (Rte 220SB), and 27693 (Rte 115)

SOCIO-ECONOMIC

Minority/Low Income Populations: Present with no impact **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: 2022 US EPA EJScreen, 2022 Justice40 Transportation Disadvantaged Census Tracts

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Present with no impact

Consistent with Local Land Use: Yes

Source: Roanoke County GIS Database; Botetourt County GIS Database; Salem District Planning Section

Existing or Planned Bicycle/Pedestrian Facilities: Not Present

Source: Salem District Planning Section; Bikeway Plan for the Roanoke Valley Area 2012

Socio-Economic Comments: The percentage of people of color and low income populations in the project area Census Tract Block Groups given above are below the state, EPA Region, and US average. There are no relocations, no displacements and no disruption of community services (e.g., police services, fire protection, emergency medical services and/or school bus operations). Local traffic may experience delays resulting from interstate bridge work where surface streets cross the interstate, but these will be temporary and short in duration and will not result in long-term adverse impacts. Therefore, the proposed project will not have a Disproportionately High and Adverse Effect on any population that may qualify as an EJ Community. In accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further Environmental Justice analysis is required. See Environmental Justice Analysis (Attachment B).

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: GIS Integrator - Metadata Source: VDCR LWCF 6(f); VDOT Cultural Resources staff

6(f) Conversion: No **Acres of Conversion:**

4(f) Comments: There are no Section 4(f) properties within the project corridor.

6(f) Comments: There are no Section 6(f) properties within the project corridor.

CULTURAL RESOURCES

Section 106 Effect Determination: NO EFFECT

Name of Historic Property: None

DHR Concurrence date: 06/16/2022

MOA/PA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources concurred with a "no effect" determination to historic properties on June 16, 2022.

NATURAL RESOURCES

Are Waters of the U.S. present? Yes

Linear Feet of Impact: Approximately 5754

Federal Threatened or Endangered Species:

Indiana Bat (*Myotis sodalis*)-Federal:FE-May affect, Not Likely to adversely Effect

Northern Long-Eared Bat (*Myotis septentrionalis*)-Federal:FT-May affect, Not Likely to adversely Effect

Based upon review of federal databases including IPaC, federal T&E species have a 10/19/2022 B Willis potential to occur in the project area.

100 Year Floodplain: None

Regulatory Floodway Zone: Present with no impact

Zone Code: AE

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: Present with impacts

Tidal Acres of Impact:

Tidal Wetland Type:

Are any Non-Tidal Wetlands Present? Yes

Non Tidal Acres of Impact: 0.411

Non Tidal Wetland Type: Forested

Total Wetland Acres of Impacts: 0.411

Are water quality permits required? Yes

Natural Resource Comments: Waters of the U.S. (WOUS): The 5,754 linear feet of impact to several tributaries leading to the Roanoke River and the 0.411 acre of wetland impacts are a preliminary estimate only. All proposed construction activities in WOUS will be identified during final design and addressed through the water quality permit acquisition process.

Threatened & Endangered Species: The U.S. Fish & Wildlife Service (FWS) Information, Planning, and Consultation (IPaC) Official Species List identifies the endangered Indiana bat and threatened northern long-eared bat as species that may occur within the boundary of the project and/or may be affected by the project. An acoustic bat survey was completed on June 5-11, 2020 and June 23-25, 2020, following the methods outlined in the FWS's 2020 Range-wide Indiana Bat Summer Survey Guidelines. The survey resulted in no detections of any federally-listed bat species.

Regulatory Floodway Zone: Bridge Str. No. 2026 (Fed ID #3228) and Str. No. 2027 (Fed ID #3229) over Tinker Creek span a regulatory floodway zone. There will be no impacts to the floodway zone as the design of the replacement bridges shall adhere to the project criteria that, "There is no allowable increase in the 100-year flood elevation (0.0 foot) because the project is in a FEMA Detailed Study Stream with a Floodway," per the I-81 Over Tinker Creek Hydrologic and Hydraulic Analysis, dated May 27, 2022.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Present with no impact

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: Open Space Easements including NPS Appalachian Trail, Carvins Cove Reservoir, and Blue Ridge Land Conservancy are present within the 0.1 mile buffer; however, the proposed project will not result in any direct impacts or conversion of any land associated with these easements per the PFI Roadway Plans, dated 05/05/2022.

VDOT GIS Integrator - Metadata Source: Agricultural/Forestal Districts; VOF Conservation Projects; Conservation Lands.

FARMLAND

NRCS Form CPA-106 Attached? Yes

Rating: 112

Alternatives Analysis Required? No

Source: Salem District Environmental Section; USDA Natural Resources Conservation Service (NRCS) GIS database.

Farmland Comments: Per 7 CFR 658.2(a), VDOT has elected to make the determination that these lands could be utilized as farmlands; however, based on VDOT's completion of the Corridor Assessment Criteria in Part VI of Form CPA-106 (Attachment C - CPA-106), this project's combined score (Parts V and VI) was less than 160 points, even if the Part V value was the maximum of 100 points. Therefore, per 7 CFR 658.4(c)(2), this project need not be given further consideration for protection and no additional sites need be evaluated.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

Invasive Species Comments: Standard VDOT seed mixes will be used for the re-establishment of vegetation on areas disturbed by construction.

AIR QUALITY

Air Quality Status and Regional Conformity

Jurisdiction Description: This project is located within an Attainment area for all of the National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). In addition, the project is located in a volatile organic compounds (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC and NOx. The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; 9 VAC 5-45, Article 7, Cutback Asphalt restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions.

Carbon Monoxide

CO Microscale Analysis Required for NEPA? No

✓ The proposed project meets the criteria specified in the current FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide" and therefore a project-specific analysis for CO is not required.

As the project is located in a region that is attainment of the CO NAAQS, EPA project-level ("hot-spot") transportation conformity requirements do not apply. As only NEPA applies, a project-specific analysis and/or assessment for carbon monoxide (CO) is not needed under the terms of the programmatic agreement between FHWA and VDOT for project-level air quality analyses for CO. As documented in that agreement, which is based on the analysis and information presented in the template Programmatic Agreement and Technical Support Document (TSD) developed in the National Cooperative Highway Research Program (NCHRP) 25-25 Task 104 study (2020), the weight-of-evidence shows that it may reasonably be concluded that the national ambient quality standard (NAAQS) for CO will be met.

Particulate Matter

This project is located in: A PM2.5 Attainment Area

PM Hotspot Analysis Required? No

The final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Fine Particulate Matter (PM2.5) nonattainment and maintenance areas was published on March 10, 2006. This project is located in a PM2.5 attainment area and therefore no further discussion of PM2.5 is necessary.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

✓ The project qualifies for a categorical exclusion under 23 CFR 771.117.

This project is excluded from further analysis following FHWA's Interim Guidance Update on MSAT Analysis in NEPA dated October 18, 2016 for projects qualifying as a categorical exclusion under 23 CFR 771.117.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? Yes

Noise Comments: A preliminary noise analysis (PNA), dated August 2022, was prepared in accordance with Federal Highway Administration (FHWA) and VDOT noise assessment regulations and guidelines. Based on the anticipated noise impacts, 15 noise barriers were evaluated to determine whether or not they meet VDOT's feasibility and reasonableness criteria. Only one (1) noise barrier (Barrier B) was determined to be both feasible and reasonable and would therefore meet VDOT's criteria to be constructed. The PNA presents the results of the preliminary noise evaluation; however, a more detailed analysis will be completed during the final design of the project that may change the number and location of sound barriers determined to be feasible and reasonable.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 34.3

Temporary Easement: 25.1

Permanent Easement: 2

Utility Easement: 16.7

Amount of Right of Way Acreage: 78.1

Septic Systems or Wells: Present with no impact

Hazardous Materials: Present with no impact

Source: Salem District Right-of-Way; Salem District Hazardous Materials Staff

ROW and Relocations Comments: The acreage totals for proposed right-of-way acquisition and easements are preliminary. The final acreage totals will be determined following advancement of roadway design.

Phase I Environmental Site Assessments (ESA) were completed and identified thirteen (13) recognized environmental conditions (RECs) along the project corridor. Phase II ESA's were subsequently completed on four (4) RECs with three (3) resulting in additional management considerations being recommended if they are impacted during construction activities. The remaining nine (9) RECs will either be avoided or do not represent a substantial liability or require substantial regulatory negotiation to resolve.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

Indirect (Secondary) impacts: No

Source: Salem District Environmental Section

Cumulative and Indirect Impacts Comments: Project #0081-080-903 (UPC 108906) to add auxiliary lanes in each direction between Exits 141 and 143 was recently completed and Proj. #0081-80-946 (UPC 116203) is currently under construction to add additional through lanes in each direction between Exits 136-141.

Per EM-NEPA-715, the indirect and cumulative effects of the proposed action have been considered as part of this document. The impact causing activities proposed as part of the project could result in limited indirect effects to the surrounding area. These impacts could be minimized and mitigated through appropriate erosion and sediment controls, stormwater management, and adhering to permit conditions. Indirect impacts to socioeconomic resources would be mitigated and minimized through actions taken by the locality, individual property owners, and the surrounding business community. The proposed project would contribute negligible increments to the cumulative effects of past, present and reasonably foreseeable future projects.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: VDOT Project Manager

Public Hearing: Yes **Type of Hearing:** Combined Hearing

Other Public Involvement Activities: No

Public Involvement Comments: A public hearing will be scheduled in the January/February 2023 timeframe.

COORDINATION

State Agencies:

Virginia Outdoors Foundation
 Department of Mines, Minerals and Energy
 Department of Environmental Quality
 Department of Forestry
 Department of Health

Federal Agencies:

U.S. Fish and Wildlife Service

Local Entity:

Botetourt County Administrator
 Roanoke County Administrator
 Roanoke Planning District
 Botetourt Planning District

Other Coordination Entities:



Simpson, Robin C

11/04/2022

Environmental Manager, CE Certification

Date

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.


Documentation of FHWA Review

Project Name: **I-81 Corridor Improvement Project MM144 – Exit 150 Add'l Lanes**
State Project Number: **0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201**

UPC: **116201**

Based on the information provided and after review of the Categorical Exclusion document for the subject project, FHWA approves the document for public availability.

Kevin Jones

 11/25/2022

FHWA- Virginia Division

Documentation of FHWA Review

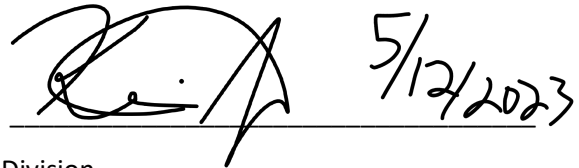
Project Name: **I-81 Corridor Improvement Project MM144 – Exit 150 Add'l Lanes**

State Project Number: **0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201**

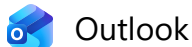
UPC: **116201**

Based on preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on **01/12/2021**. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.

Kevin Jones

A handwritten signature in black ink, appearing to be 'Kevin Jones', is written over a horizontal line. To the right of the signature, the date '5/12/2023' is handwritten in black ink.

FHWA- Virginia Division



Re: UPC 116201 LACC Request - April CTB ROW Review

From Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Date Thu 3/5/2026 3:46 PM
To Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Cc Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>

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

Thank you,
Lori

**Lori A. Snider**

State Right of Way & Utilities Director / Right of Way & Utilities Division
Virginia Department of Transportation
804-786-5841 office / 434-907-4915 cell
Lori.Snider@VDOT.Virginia.gov

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Thursday, March 5, 2026 3:42 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>
Subject: FW: UPC 116201 LACC Request - April CTB ROW Review

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd.

**Kimberly Leckner**

Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov

From: Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>
Sent: Wednesday, March 4, 2026 2:37 PM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Subject: UPC 116201 LACC Request - April CTB ROW Review

Good afternoon,

I am currently helping the Standards and Policy team while Joe Koscinski is Acting Assistant L&D State Engineer.

Please find attached the files to request a LACC for the April CTB meeting for your review. We previously processed an LACC in October 2025 for this project and this is a new, small revision. We have sent the request to FHWA for approval and it's pending their response. I am attaching the files but if you prefer to access the ProjectWise folder, it is located here: Central Office\L&D Engineering PPQS internal\Limited Access Control Changes (LACC)\Salem District\UPC 116201 NB & SB Widening MM 143 to 150\April 2026 CTB Meeting

Let me know if you have any questions or if you need any additional information. Thanks!



Federico Gontaruk, PE, PTOE

State Traffic Design Program Manager / Location & Design Division

Virginia Department of Transportation

804-343-9046

federico.gontaruk@VDOT.Virginia.gov



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

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

February 26, 2026

Mr. Daniel Suarez, P.E.
Acting Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Mr. Worku Letemo

Interstate I-81
I-81 CIP Exit 143 to 150 Improvements
Projects: 0081-080-947, P101, R201, C501, B601, B602, B603, B604, B605, B696, B698, B699
Federal Project Number NHPP-081-2(321)
UPC 116201
Roanoke and Botetourt Counties
Request for Modified Limited Access Line

Dear Mr. Letemo,

As you are aware, The Virginia Department of Transportation (VDOT) is proposing improvements for the I-81 Widening Northbound and Southbound from approximately Exit 143 to Exit 150 in Roanoke and Botetourt Counties, Virginia. This project constructs added capacity for I-81 in the median and interchange improvements at Exit 150 to improve safety and operations.

As a result of the project design, the Limited Access Line was previously modified in October 2025 at multiple locations along the corridor to accommodate the required construction for the roadway widening, drainage outfalls, storm water management facilities, noise walls and bridge construction. During the final design, after the Design Build award, a private easement was identified that requires an adjustment to the previously approved Limited Access change.

I-81 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The proposed project is in compliance with National Environmental Policy Act (NEPA) requirements, and a Categorical Exclusion (CE) was documented and approved for public availability on May 12, 2023.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines as shown on the attached exhibits and control points table.

Attached please find a copy of the Title Sheet, Exhibits showing the proposed Limited Access Control Change and the Limited Access Control Point Table for the affected area.

VDOT approves of the Limited Access Control Change as shown on the exhibits and control points table. We are requesting review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting in April 2026.

If additional information is needed, please contact Mr. Butch Heishman, P.E. at 804.502.2362 or vernon.heishman@vdot.virginia.gov.

Sincerely,

Heltzel Emmett
fri47591
Digitally signed by Heltzel Emmett fri47591
Date: 2026.02.26 15:14:40 -05'00'

Emmett Heltzel, P.E.
State Location and Design Engineer



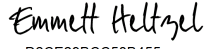

Approved: **MARY NANCY WALKER- JOHNSON** Digitally signed by MARY NANCY WALKER- JOHNSON
Date: 2026.03.09 11:20:54 -04'00' Date _____

Enclosures
Project Title Sheet
Exhibits and Control Point Table

**VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCATION AND DESIGN
LIMITED ACCESS CONTROL CHANGES REVIEW SIGNATURE FORM**

Project Information			
UPC	116201	State Project Number	0081-080-947
District	Salem	City/County	Botetourt County/Roanoke County
Federal Project Number	NHPP-081-2(321)		
Project Name	I-81CIP Exit 143 To Exit 150 Adding NB And SB Lanes		

The following reviewed the Limited Access Control Change package for the above subject project for Chief Approval

Title	Signature	Name	Date
State Geometric Engineer	Signed by: 	Federico Gontaruk	3/24/2026
Assistant State L&D Engineer	<small>A7B2856FA151496...</small> Signed by: 	Vernon Heishman	3/24/2026
State L&D Engineer	<small>8E989644A7A9473...</small> Signed by: 	Emmett Heltzel	3/24/2026
Deputy Chief Engineer	<small>D2CE298CC58B455...</small> Signed by: 	R. Shane Mann	3/25/2026



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

April 1, 2026

The Honorable Nicolas Donohue
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Mariia Zimmerman

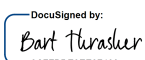
Subject: Approval of Limited Access Control Changes (LACCs) for the I-81 CIP Exit 143 to Exit 150 Improvements Project in Roanoke and Botetourt Counties

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0081-080-947, P101, R201, C501, B601, B602, B603, B604, B605, B-696, B-698, B-699, (UPC# 116201) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

DocuSigned by:

8C7F8DE9EE37409
Barton A. Thrasher, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs)
for the I-64 Denbigh Boulevard Interchange Phase 2
City of Newport News**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System including Interstate 64 to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on January 20, 2016, the CTB approved LACCs for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 (UPC # 104905, the “I-64 Denbigh Boulevard Interchange Improvements – Phase 1”), in accordance with the design plans for said project, as the first of two phases of a larger project to construct a diamond interchange at Interstate 64 and Denbigh Boulevard in Newport News; and

WHEREAS, construction on the I-64 Denbigh Boulevard Interchange Improvements – Phase I is underway, and the Virginia Department of Transportation (VDOT) is prepared to begin the second phase of the project; and

Resolution of the Board
Limited Access Control Changes
I-64 and Denbigh Boulevard Interchange Phase 2
City of Newport News
April 22, 2026
Page 2 of 3

WHEREAS, State Highway Project 0064-121-454, P101, R201, C501, B664 (UPC# 123656), the I-64 Denbigh Boulevard Interchange Phase 2 Project (the “Project”) consists of construction of eastbound I-64 access ramps and widening of the Denbigh Boulevard Bridge over I-64 to accommodate turn lanes, in order to improve Interstate access, reduce congestion, increase safety, and support travel demand in northern Newport News; and

WHEREAS, the modifications to the Limited Access Control Lines were determined to be necessary by VDOT during preliminary engineering to include the proposed I-64 interchange ramps along with creating access for VDOT’s maintenance responsibility areas as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the VDOT held a Public Hearing (the “Hearing”) for the Project, including the current and proposed locations of the limited access lines, on June 25, 2024, at the Denbigh Community Center, 15198 Warwick Boulevard, Newport News, VA 23608 and allowed public input to be collected concerning the request with no comments or other input from the public regarding LACCs; and

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

WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the VDOT Hampton Roads District has reviewed the Interchange Justification Report (IJR) during the design process and found that it adequately addresses the impacts from the Project and the proposed LACCs, and the IJR was approved by Federal Highway Administration (FHWA) on September 3, 2021; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and the Environmental Assessment for the Project was approved by the FHWA on October 16, 2024; and

WHEREAS, the Project is located within an area that is currently in attainment with the National Ambient Air Quality Standards (the “Air Quality Standards”) as established by the Environmental Protection Agency (EPA). An air quality analysis was completed as part of the Environmental Assessment, and it was found that the Project will meet all applicable air quality analysis and conformity requirements, and will not cause or contribute to a violation of the Air Quality Standards; and

Resolution of the Board
Limited Access Control Changes
I-64 and Denbigh Boulevard Interchange Phase 2
City of Newport News
April 22, 2026
Page 3 of 3

WHEREAS, the Project is in the City of Newport News, the proposed project as shown at the Public Hearing, including LACCs, are supported by letter from the Newport News Director of Engineering dated August 27, 2024 (attached); and

WHEREAS, FHWA has provided the approval for State Highway Project 0064-121-454, P101, R201, C501, B664 (UPC# 123656) and the proposed LACCs on March 23, 2026.

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

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-64 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations to those shown on the Limited Access Control Point Stations and Offsets Table (attached).

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

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACC)
I-64 and Denbigh Boulevard Interchange Phase 2
Project 0064-121-454, P101, R201, C501, B664
UPC# 123656
City of Newport News

Issues: The area designated as limited access previously approved for Interstate 64 needs to be modified to accommodate the project to construct a diamond interchange at I-64 and Denbigh Boulevard in Newport News. This LACC will allow the Virginia Department of Transportation (VDOT) to access I-64 in the area of the diamond interchange for construction and maintenance purposes. This change requires the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for I-64 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), which designated the Interstate Highway System including Interstate 64 to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- On January 20, 2016, the CTB approved LACCs for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 (UPC # 104905, the “I-64 Denbigh Boulevard Interchange Improvements – Phase I”), in accordance with the design plans for said project, as the first of two phases of a larger project to construct a diamond interchange at Interstate 64 and Denbigh Boulevard in Newport News.
- Construction on the I-64 Denbigh Boulevard Interchange Improvements – Phase I is underway, and the Virginia Department of Transportation (VDOT) is prepared to begin the second phase of the project.
- State Highway Project 0064-121-454, P101, R201, C501, B664 (UPC# 123656), the I-64 Denbigh Boulevard Interchange Phase 2 Project (the “Project”) consists of construction of eastbound I-64 access ramps and widening of the Denbigh Boulevard Bridge over I-64 to accommodate turn lanes, in order to improve Interstate access, reduce congestion, increase safety, and support travel demand in northern Newport News.
- These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- VDOT held a Public Hearing (the “Hearing”) on June 25, 2024, at the Denbigh Community Center, 15198 Warwick Boulevard, Newport News, VA 23608 for the

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
I-64 and Denbigh Boulevard Interchange Phase 2
City of Newport News
April 22, 2026
Page 2 of 3

proposed interchange and associated LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input on the Project.

- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- The Interchange Justification Report (IJR) was reviewed during the design process by the VDOT Hampton Roads District and was approved by the Federal Highway Administration (FHWA) on September 3, 2021. The VDOT Hampton Roads District found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and completed an Environmental Assessment (the “Environmental Assessment”) for the interchange. FHWA issued a Finding of No Significant Impact for the Project on October 16, 2024.
- The Project is located within an area that is currently in attainment with the National Ambient Air Quality Standards (the “Air Quality Standards”) as established by the Environmental Protection Agency (EPA). The air quality analysis was completed as part of the Environmental Assessment that was approved by the FHWA on October 16, 2024, and concluded that the Project will meet all applicable air quality analysis and conformity requirements, and will not cause or contribute to a violation of the Air Quality Standards.
- The Project is in the City of Newport News, the proposed project as shown at the Public Hearing, including LACCs, are supported by letter from the Newport News Director of Engineering dated August 27, 2024 (attached).
- FHWA has provided the approval for State Highway Projects 0064-121-454, P101, R201, C501, B664 (UPC# 123656) and the proposed LACCs on March 23, 2026.
- VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq.*, that I-64 continue to be designated as a Limited Access Highway with the LACCs

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
I-64 and Denbigh Boulevard Interchange Phase 2
City of Newport News
April 22, 2026
Page 3 of 3

modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way originally approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956, and as subsequently modified to allow for construction of the I-64 Denbigh Boulevard Interchange Improvements – Phase I.

Action Required by CTB: The Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution and implement the LACCs, and the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Approximately sixty-nine (69) citizens attended the Hearing. Ten (10) written comments and no oral comments were provided at the hearing. Three (3) email comments were received. Two emails were received during the comment period, and no letters were received. There were no comments or other input from the public regarding LACCs.

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer), GEOPAK Computer Identification No. 123656

MAY 24, 2024

PUBLIC HEARING PLANS

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



**COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF TRANSPORTATION
 PLAN AND PROFILE OF PROPOSED
 STATE HIGHWAY**

**CITY OF NEWPORT NEWS
 EB I-64 Denbigh Interchange - Phase 2**

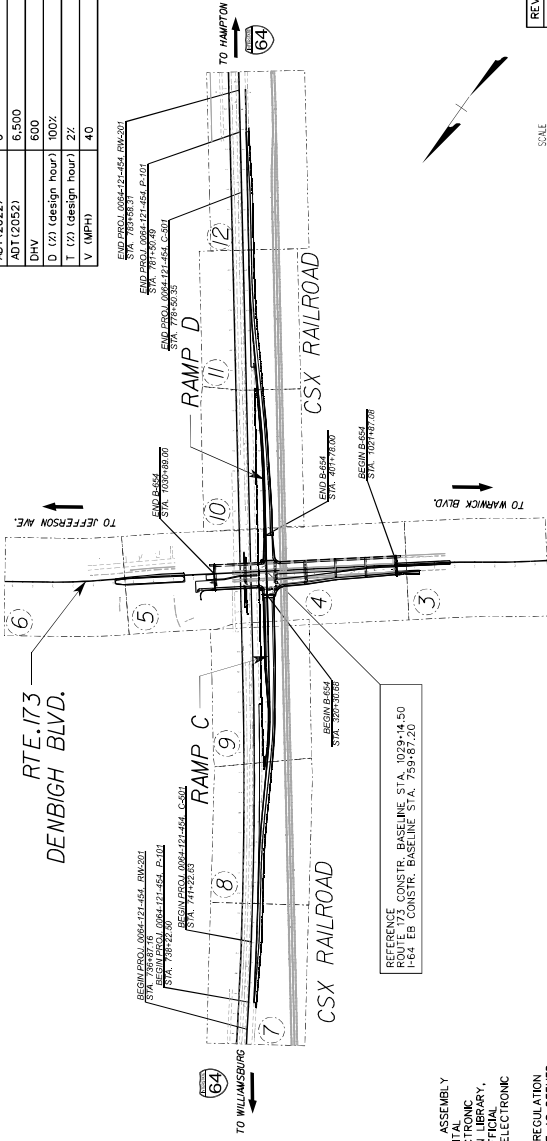
**FROM: 0.450 MILES NORTH DENBIGH BLVD.
 TO: 0.410 MILES SOUTH DENBIGH BLVD.**

FHWA - 534 DATA 4103

STATE	FEDERAL AID	ROUTE	STATE PROJECT	SHEET NO.
VA.	STP-5603(578)	64	0064-12-454	1
(SEE TABULATION BELOW FOR SECTION NUMBERS)				(SEE TABULATION BELOW FOR SECTION NUMBERS)

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
INTERSTATE (CS-INT)- 70 MPH MIN. DESIGN SPEED	URBAN MINOR ARTERIAL (CS-6)- 40 MPH MIN. DESIGN SPEED
I-64 EB	ROUTE 173 (DENBIGH BLVD.)
F ₁ : 0.450 MILES NORTH DENBIGH BLVD. To: 0.410 MILES SOUTH DENBIGH BLVD.	F ₁ : WARWICK BOULEVARD To: JEFFERSON AVENUE
ADT (2022)	22,100
ADT (2052)	71,000
DHV	6,500
D (27) (design hour)	3,040
T (27) (design hour)	557
V (MPH)	27
V (MPH)	40

INTERCHANGE RAMP (CS-R)- 40 MPH MIN. DESIGN SPEED		INTERCHANGE RAMP (CS-R)- 40 MPH MIN. DESIGN SPEED	
I-64 RAMP C	I-64 RAMP D	I-64 RAMP C	I-64 RAMP D
F ₁ : 0.450 MILES NORTH DENBIGH BLVD. To: 0.000 MILES NORTH DENBIGH BLVD.	F ₁ : 0.000 MILES SOUTH DENBIGH BLVD. To: 0.410 MILES SOUTH DENBIGH BLVD.	F ₁ : 0.450 MILES NORTH DENBIGH BLVD. To: 0.000 MILES NORTH DENBIGH BLVD.	F ₁ : 0.000 MILES SOUTH DENBIGH BLVD. To: 0.410 MILES SOUTH DENBIGH BLVD.
ADT (2022)	0	ADT (2022)	0
ADT (2052)	6,500	ADT (2052)	11,900
DHV	600	DHV	1,100
D (27) (design hour)	100%	D (27) (design hour)	100%
T (27) (design hour)	27	T (27) (design hour)	27
V (MPH)	40	V (MPH)	40



CONVENTIONAL SIGNS

- STATE LINE
- CITY/TOWN OR VILLAGE
- RIGHT OF WAY LINE
- UNIMPROVED PROPERTY LINE
- WATER LINE
- SEWER LINE
- WATER MAIN LINE
- ELECTRIC UNDERGROUND CABLE
- GUARD RAIL
- RETAINING WALL
- BARB OR SURVIVY LINE
- LENS OR EMBANKMENT
- CULVERT
- POWER POLES
- TELEPHONE OR TELEGRAPH POLES
- HERB
- BRACK
- WOODS
- GROUND VEGETATION
- URBAN
- WATER

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURE. ALL REVISIONS TO THE PLAN ASSEMBLY MUST BE IN THE FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2013 EDITION, REVISIONS 1 & 2, 2011 VIRGINIA SUPPLEMENT TO THE MANUAL, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2.1 AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY. ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL LIBRARY, AND ALL REVISIONS OF THE ELECTRONIC FILES INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

TIER 2 PROJECT RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	CHIEF FINANCIAL OFFICER
DATE	CHIEF ENGINEER

APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	CHIEF OF POLICY

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	STATE STRUCTURE AND BRIDGE ENGINEER
DATE	CHIEF FINANCIAL OFFICER

APPROVED FOR CONSTRUCTION	
DATE	CHIEF ENGINEER

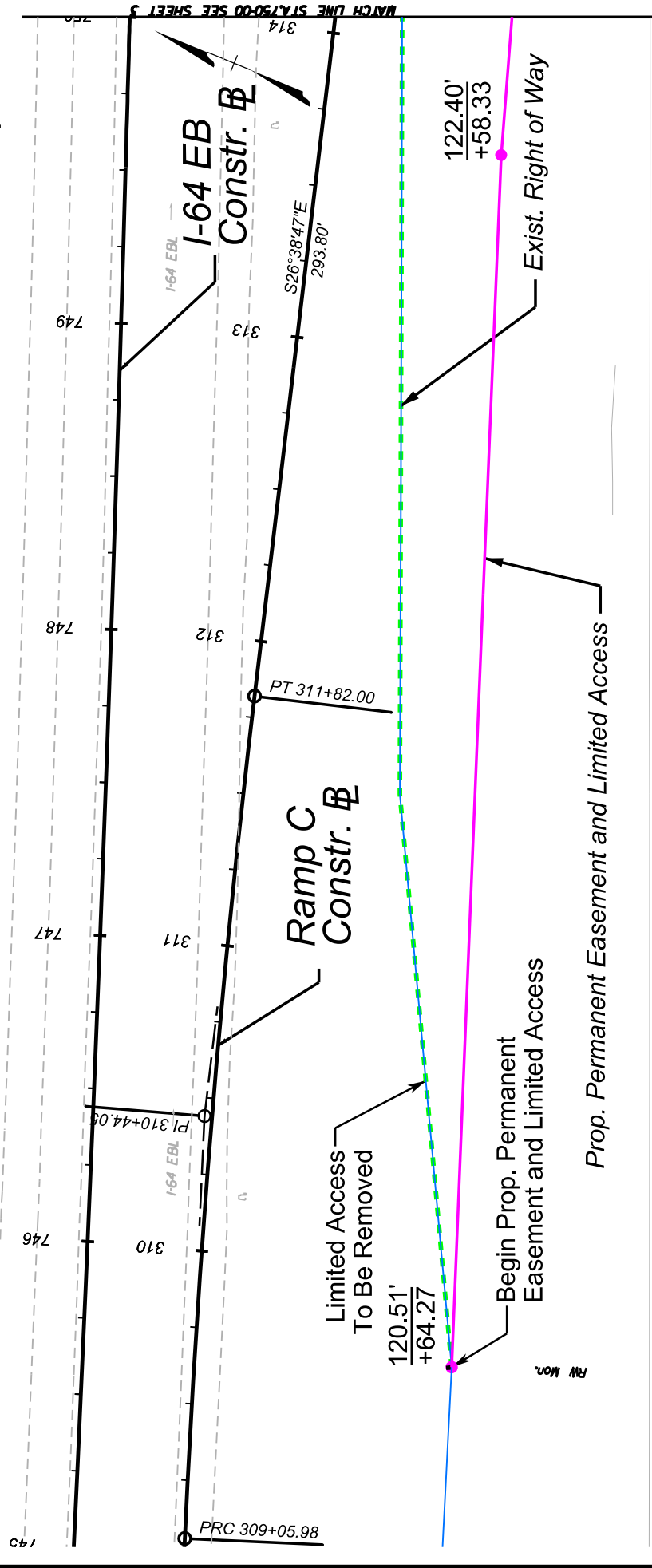
APPROVED	
DATE	DIVISION COMMODATOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	STATE STRUCTURE AND BRIDGE ENGINEER

Copyright 2024, Commonwealth of Virginia
 PROJECT 0064-12-454
 SHEET NO. 1

City of Newport News Population 166,247 (2020 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES		LEVELS INCLUDING BRIDGE		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	FEET	FEET			
0064-12-454	P-101	STP-5603(578)	P-101	123656	4540.23	0.860	4540.23	0.860	P-41. Edge	FROM 0.450 MI. N. DENBIGH BLVD. TO: 0.410 MI. S. DENBIGH BLVD.	
	RW-201	STP-5603(578)	RW-201	123656	4671.15	0.885	4671.15	0.885	R/W	FROM 0.431 MI. N. DENBIGH BLVD. TO: 0.454 MI. S. DENBIGH BLVD.	
	C-501	STP-5603(578)	C-501	1000	3727.72	0.706	3727.72	0.706	Const.	FROM 0.348 MI. N. DENBIGH BLVD. TO: 0.358 MI. S. DENBIGH BLVD.	
	B-654	STP-5603(578)	B-654	123656	901.92	0.171			Bridge		

PROJECT MANAGER ADAM KRASKOW, P.E. (757) 222-1528 (HDR, ENGINEERING, INC.)
 SURVEYED BY, DATE WILLIAM LIPPY, JR., L.S. (757) 306-4260 (PRICE ASSOCIATES) 07/19/2023, UPDATED 10/18/2023
 DESIGN BY MATTHEW BAUER, P.E. (302) 264-1520 (HDR, ENGINEERING, INC.)
 SUBSURFACE UTILITY BY, DATE WILLIAM LIPPY, JR., L.S. (757) 306-4260 (PRICE ASSOCIATES) 07/19/2023, UPDATED 10/18/2023

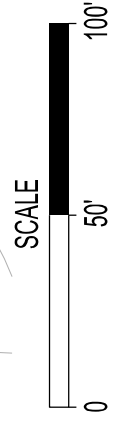


CSX TRANSPORTATION INC
 PARCEL ID# 999999009
 410 AC. (GIS)

LEGEND:

	Prop. Permanent Easement and Limited Access
	Proposed Limited Access
	Existing Right of Way
	Remove Existing Limited Access

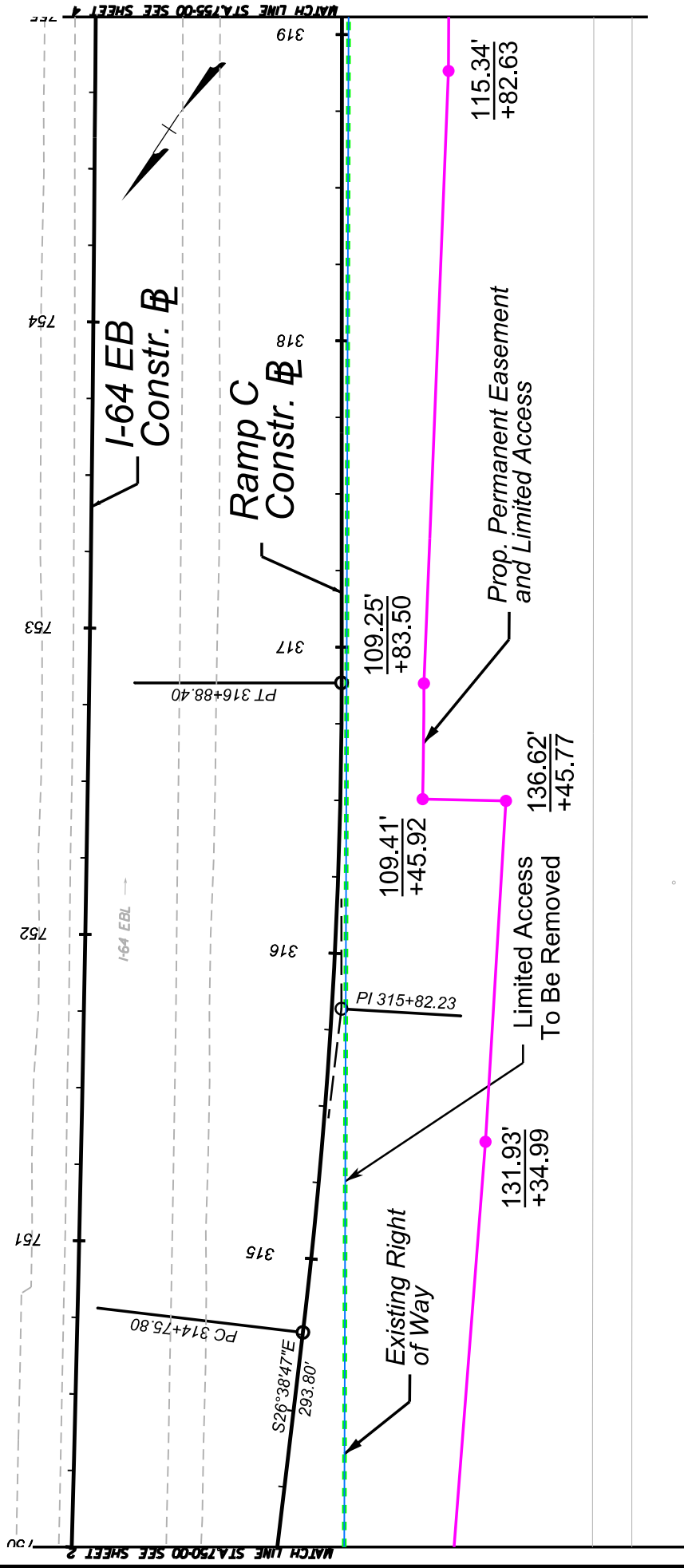
Exist. CSX Right of Way



Notes:
 1. See Sheet 1 for overall map.
 2. All station and offsets are measured from I-64 EB Construction BL.

EB I-64 Denbigh Interchange - Phase 2	
Modification in Limited Access Newport News, Virginia	
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664
SHEET NO. 2 of 8	

MATCH LINE STA1900 SEE SHEET 3



CSX TRANSPORTATION INC

PARCEL ID# 9999999009
410 AC. (GIS)

LEGEND:

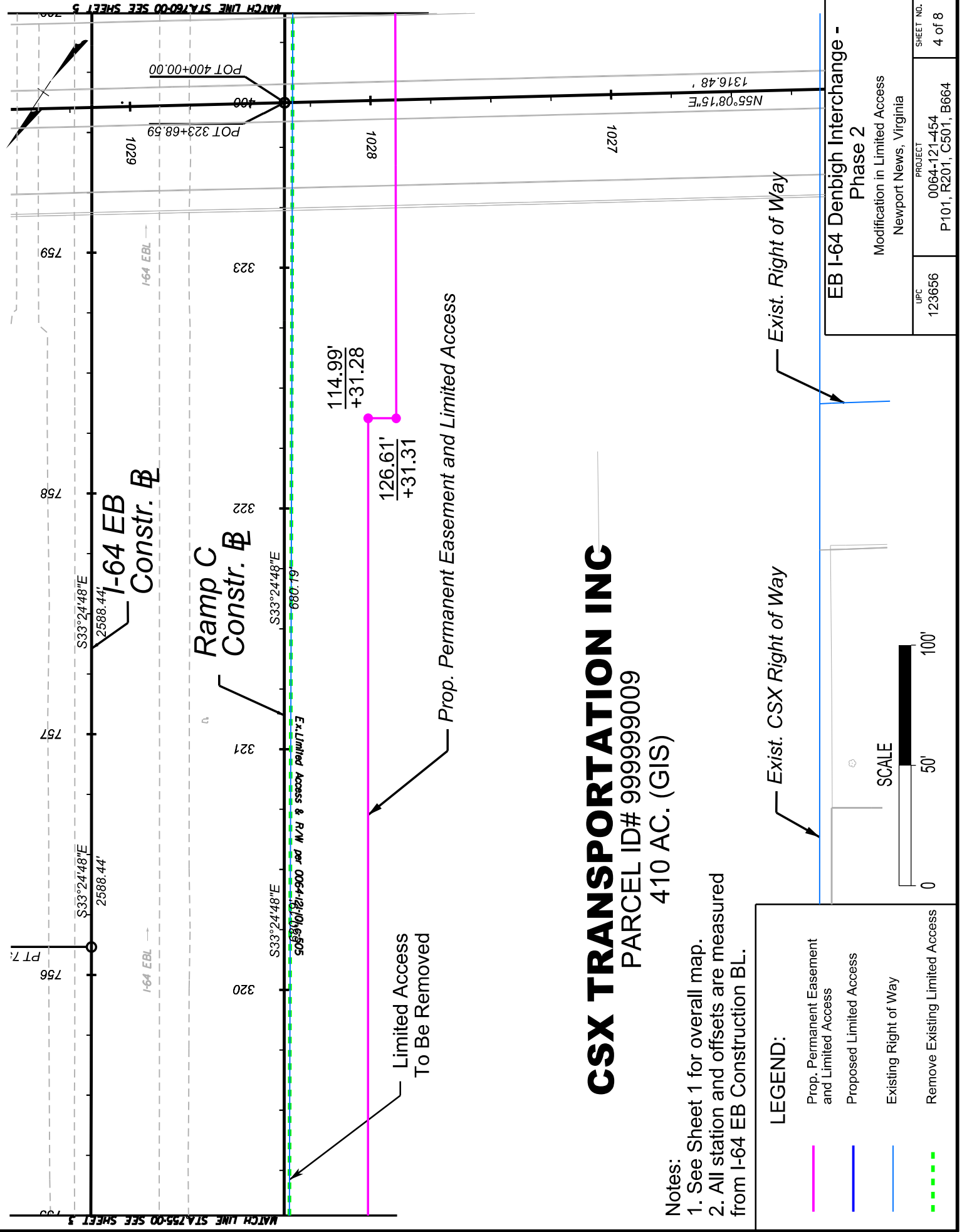
- Prop. Permanent Easement and Limited Access
- Proposed Limited Access
- Existing Right of Way
- - - Remove Existing Limited Access



EB I-64 Denbigh Interchange - Phase 2 Modification in Limited Access Newport News, Virginia	
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664
SHEET NO. 3 of 8	

Notes:

- See Sheet 1 for overall map.
- All station and offsets are measured from I-64 EB Construction BL.

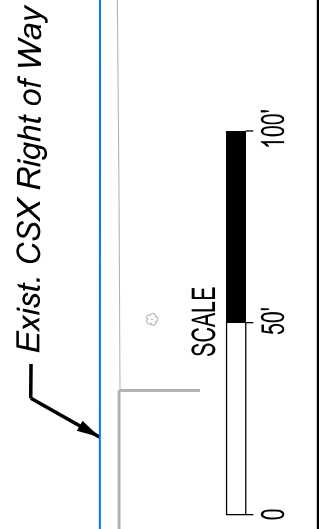


CSX TRANSPORTATION INC
 PARCEL ID# 999999009
 410 AC. (GIS)

- Notes:
1. See Sheet 1 for overall map.
 2. All station and offsets are measured from I-64 EB Construction BL.

LEGEND:

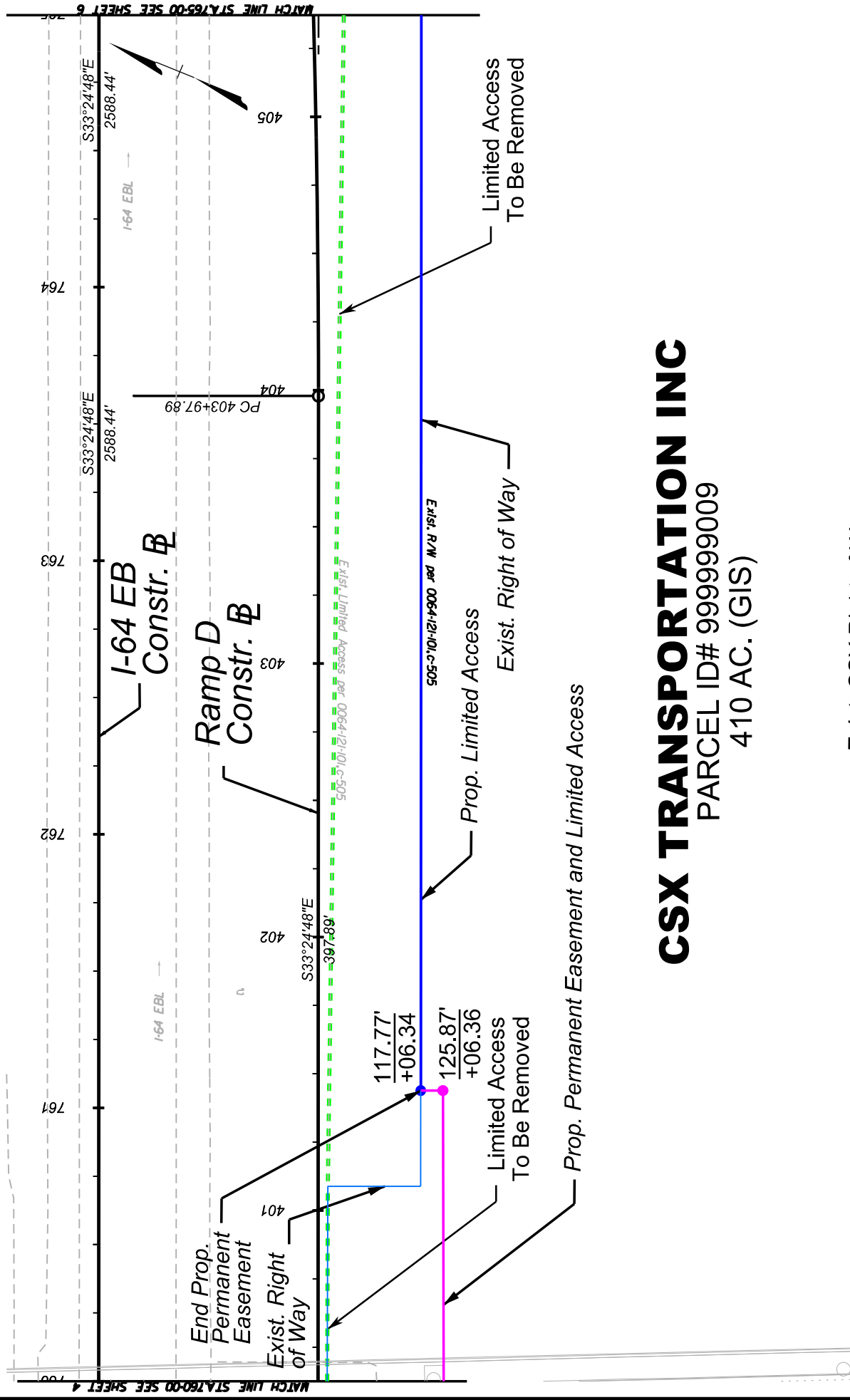
—	Prop. Permanent Easement and Limited Access
—	Proposed Limited Access
—	Existing Right of Way
- - -	Remove Existing Limited Access



EB I-64 Denbigh Interchange - Phase 2	
Modification in Limited Access Newport News, Virginia	
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664
	SHEET NO. 4 of 8

MATCH LINE STA755.00 SEE SHEET 3

MATCH LINE STA160.00 SEE SHEET 5



CSX TRANSPORTATION INC

PARCEL ID# 9999999009
410 AC. (GIS)

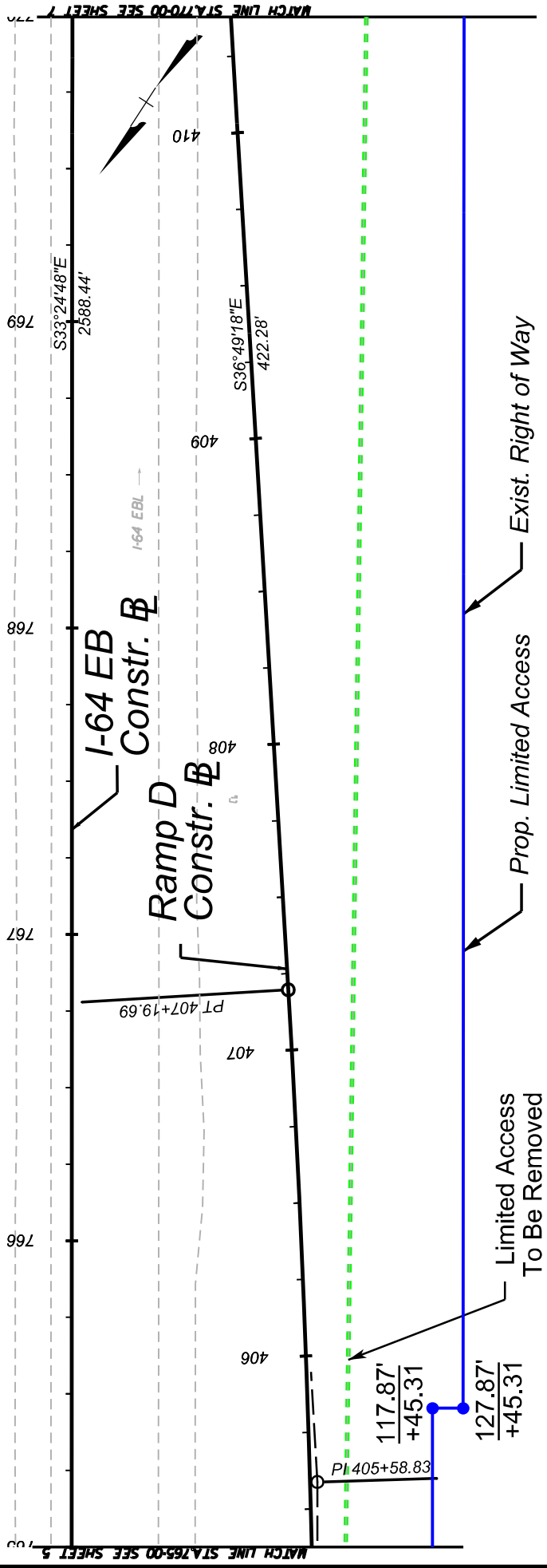
LEGEND:

- Prop. Permanent Easement and Limited Access
- Proposed Limited Access
- Existing Right of Way
- - - Remove Existing Limited Access



Notes:
 1. See Sheet 1 for overall map.
 2. All station and offsets are measured from I-64 EB Construction BL.

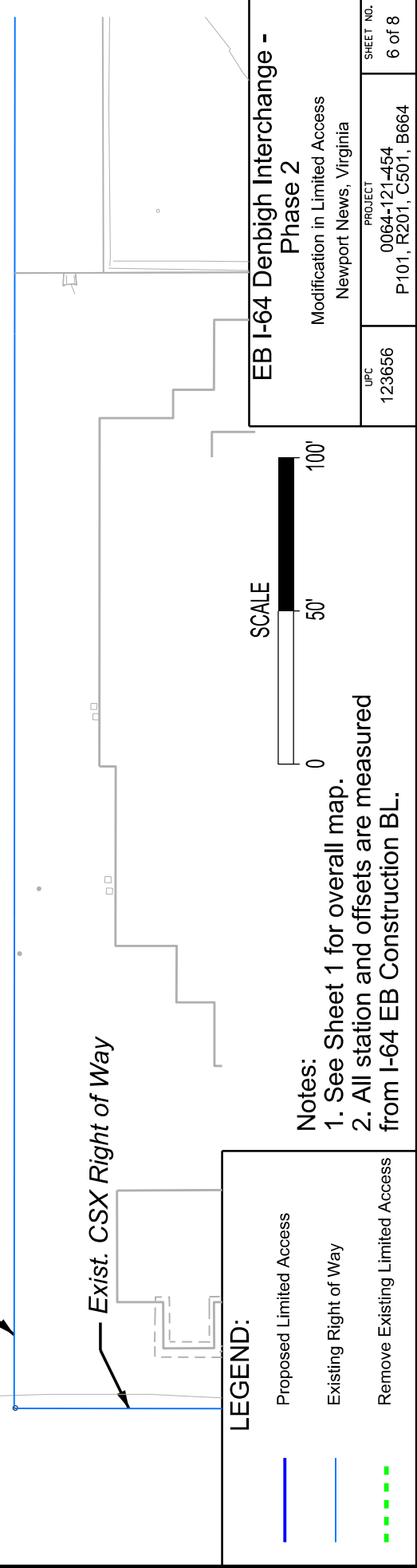
EB I-64 Denbigh Interchange - Phase 2	
Modification in Limited Access Newport News, Virginia	
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664
SHEET NO. 5 of 8	



CSX TRANSPORTATION INC

PARCEL ID# 999999009
410 AC. (GIS)

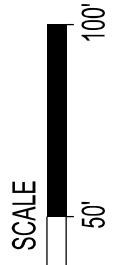
Exist. CSX Right of Way



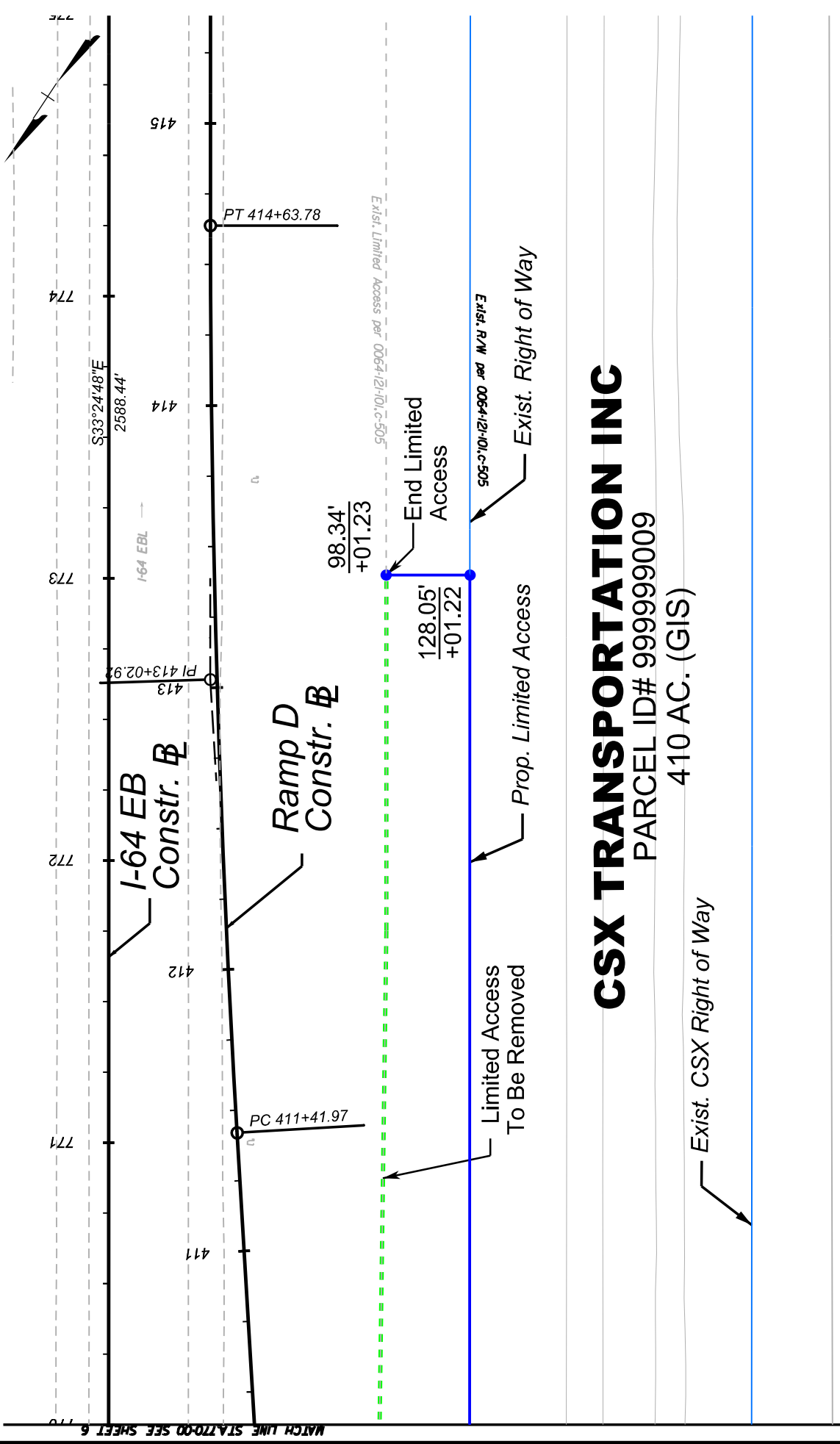
LEGEND:

- Proposed Limited Access
- Existing Right of Way
- - - Remove Existing Limited Access

Notes:
 1. See Sheet 1 for overall map.
 2. All station and offsets are measured from I-64 EB Construction BL.



EB I-64 Denbigh Interchange - Phase 2 Modification in Limited Access Newport News, Virginia	
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664
SHEET NO. 6 of 8	

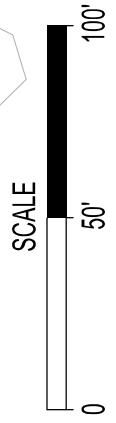


CSX TRANSPORTATION INC
 PARCEL ID# 999999009
 410 AC. (GIS)

LEGEND:

	Proposed Limited Access
	Existing Right of Way
	Remove Existing Limited Access

Notes:
 1. See Sheet 1 for overall map.
 2. All station and offsets are measured from I-64 EB Construction BL.



EB I-64 Denbigh Interchange - Phase 2	
Modification in Limited Access Newport News, Virginia	
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664
SHEET NO. 7 of 8	

MATCH LINE STA700 SEE SHEET 6

I-64 EB CONSTR. BL STATIONS AND OFFSETS POINT TABLE

Sheet	Station	Offset	Direction from B.L.
2	745+64.27	120.51'	Right
2	749+58.33	122.40'	Right
3	751+34.99	131.93'	Right
3	752+45.77	136.62'	Right
3	752+45.92	109.41'	Right
3	752+83.50	109.25'	Right
3	754+82.63	115.34'	Right
4	758+31.28	114.99'	Right
4	758+31.31	126.61'	Right
5	761+06.36	125.87'	Right
5	761+06.34	117.77'	Right
6	765+45.31	117.87'	Right
6	765+45.31	127.87'	Right
7	773+01.22	128.05'	Right
7	773+01.23	98.34'	Right

EB I-64 Denbigh Interchange - Phase 2		
Modification in Limited Access Newport News, Virginia		
UPC 123656	PROJECT 0064-121-454 P101, R201, C501, B664	SHEET NO. 8 of 8

VICINITY MAP

I-64 Denbigh Boulevard Interchange Phase 2
UPC 123656





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 20, 2016

MOTION

Made By: Mr. Malbon, Seconded By: Mr. Williams

Action: Motion Carried, Unanimously

**Title: Approval of Proposed Limited Access Control Changes
(LACCs) for Interstate 64 Capacity Improvements - Segment 1
City of Newport News**

WHEREAS, a Design Public Hearing was held at Woodside High School in Newport News, Virginia on April 30, 2014, between 4:00 pm and 7:00 pm for the purpose of considering the proposed State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 UPC 104905 (“64 Peninsula Widening – Segment 1 Project” or “Project”); and

WHEREAS, the proposed Project involves design and construction of one additional lane and full shoulder in each direction, with the widening occurring in the median of the existing Interstate 64 from 0.50 mile east of Route 238 (Yorktown Road) to 1.55 miles west of Route 143 (Jefferson Avenue); and

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia*, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-64; and

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Interstate 64 Capacity Improvements
Segment I
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WHEREAS, the proposed Project includes the addition of one lane and full shoulder in each direction, with widening occurring in the median of the existing Interstate and widening of existing bridges within the corridor to the inside, resulting in a need to modify the Limited Access Control Line along I-64, (Limited Access Control Change or LACC); and

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

WHEREAS, plans presented at the Design Public Hearing indicated that the proposed changes in limited access control lines were not final, and could be adjusted at a later date; and

WHEREAS, subsequently, VDOT's Design-Build Team analyzed the proposed Project, and proposed LACCs that impose lesser impacts on the Project area than those LACCs presented at the Design Public Hearing; and

WHEREAS, the economic, social and environmental effects of the proposed project have been duly examined and given proper consideration, and this evidence, along with all other, approved by the Federal Highway Administration (FHWA) has been carefully reviewed; and

WHEREAS, the traffic analysis for the project was completed by VDOT and included in the Interstate 64 Peninsula Study, Environmental Impact Statement, approved November 26, 2013 and the Traffic Technical Memorandum, dated December 2013; and

WHEREAS, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and an Environmental Impact Statement has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines and the Record of Decision provided by FHWA on April 21, 2014; and

WHEREAS, the City of Newport News City Manager has, by letter dated November 23, 2015, endorsed the project and the proposed LACCs as presented by the Design-Build Team; and

WHEREAS, the Hampton Roads Transportation Planning Organization has endorsed this Project by resolution dated June 20, 2013; and

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 UPC 104905 and the proposed Design-Build Team LACCs; and

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WHEREAS, VDOT recommends approval of the modification of the Limited Access Control along I-64 and the additional right of way needed for drainage and storm water management facilities as shown on the Design-Build Team plans, Limited Access Line Adjustment Exhibit and the Limited Access Control Point table.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-64 corridor continue to be designated as a Limited Access Highway with the limited access control being modified and/or established as proposed by the Design Build Team shown on the attached exhibits and the limited access control point table.

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

#####

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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



Department of Engineering
City of Newport News
2400 Washington Avenue, 7th Floor
Newport News, VA 23607

August 27, 2024

Mr. Christopher G. Hall
Hampton Roads District Engineer
Virginia Department of Transportation
723 Woodlake Drive
Chesapeake, Virginia 23320


Re: Letter of Support (Both Phases)
Design-Build Contract Delivery Letter of Support (Phase I)
UPC 119217 (Denbigh Interchange, Phase I)
UPC 123656 (Denbigh Interchange, Phase II)

Dear Mr. Hall:

The City of Newport News supports the I-64 Denbigh Blvd Interchange Phase I and Phase II projects as shown at the Public Hearing. Furthermore, the City supports Phase I of this project being delivered with a design-build contract.

Your assistance in this matter is appreciated. If you have any questions, please feel free to contact Angela Rico at (757) 926-8113.

Sincerely,

DocuSigned by:

C8AEADA7012437...
Craig M. Galant, PE
Director of Engineering

CMG/ACR

pc: City of Newport News Assistant Director of Engineering, B. Stilley
City of Newport News Chief of Transportation, L. Simpson
City of Newport News Supervising Engineer - Transportation, A. Rico

Certificate Of Completion

Envelope Id: F89E27659EF248EF92166999778CCA72
Subject: Complete with DocuSign: 2024-08-27_Letter of Support_UPC 119217 123656.docx
Source Envelope:
Document Pages: 1
Certificate Pages: 4
AutoNav: Enabled
Envelopeld Stamping: Enabled
Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Status: Completed
Envelope Originator:
Marcelina Emery
2400 Washington Ave
City Hall, 5th fl IT Dept
Newport News, VA 23607
emerymm@nnva.gov
IP Address: 216.54.23.130

Record Tracking

Status: Original
8/27/2024 4:32:30 PM
Security Appliance Status: Connected
Storage Appliance Status: Connected
Holder: Marcelina Emery
emerymm@nnva.gov
Pool: StateLocal
Pool: City of Newport News - Enterprise

Location: DocuSign
Location: DocuSign

Signer Events

Craig Galant
galantcm@nnva.gov
DIR-ENGINEERING
ENG
Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:
Craig Galant
Signature Adoption: Pre-selected Style
Using IP Address: 216.54.23.130

Timestamp

Sent: 8/27/2024 4:35:32 PM
Viewed: 8/27/2024 4:48:35 PM
Signed: 8/27/2024 4:48:59 PM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events

Status

Timestamp

angela rico
ricoac@nnva.gov
Security Level: Email, Account Authentication (None)



Sent: 8/27/2024 4:49:00 PM
Viewed: 8/28/2024 12:42:22 PM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Lisa Simpson
simpsonlm@nnva.gov
Chief of Transportation
Security Level: Email, Account Authentication (None)



Sent: 8/27/2024 4:49:01 PM

Electronic Record and Signature Disclosure:
Accepted: 8/28/2024 8:26:53 AM
ID: 583abb83-903f-4459-b00f-32323cbc402c

Carbon Copy Events	Status	Timestamp
Bryan Stilley stilleykb@nnva.gov Security Level: Email, Account Authentication (None)		Sent: 8/27/2024 4:49:02 PM Viewed: 8/27/2024 4:53:30 PM
Electronic Record and Signature Disclosure: Accepted: 8/21/2024 2:08:30 PM ID: 26b68462-1c22-4972-ba3e-a4e18846cc4d		

Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	8/27/2024 4:35:32 PM
Certified Delivered	Security Checked	8/27/2024 4:48:35 PM
Signing Complete	Security Checked	8/27/2024 4:48:59 PM
Completed	Security Checked	8/27/2024 4:49:02 PM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure
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CITY OF NEWPORT NEWS, VIRGINIA ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

1. By selecting the check-box next to “I agree to use electronic records and signatures”, you agree to sign the applicable document electronically and that the information you provide is true and accurate.

2. You may withdraw your consent to electronic signatures at any time by emailing DSAdmins@nnva.gov. You can print on paper or save or send this Agreement to a location where you can print it for future reference. To withdraw your consent to sign electronically with regard to a Contract/Agreement initiated by the Office of Purchasing, please use the contact information below in Paragraph B.3.

3. Consequences of changing your mind

If you elect to withdraw your consent to electronic signatures and proceed with documents and contracts/agreements being circulated and signed in paper format, it may slow the speed at which these documents can be completed.

B. Additional Disclosure related to Contracts/Agreements

1. The City of Newport News, Virginia (City) accepts electronic signatures and utilizes software (DocuSign) to facilitate obtaining signatures for contract related documents and agreements initiated by the Office of Purchasing. Electronic signatures are authorized in Title 59.1, Chapter 42.1 Uniform Electronic Transactions Act of the Code of Virginia which is available for viewing at the [Virginia Legislative Information System website](#).

2. Agree to Electronic Signatures

By selecting the check-box next to “I agree to use electronic records and signatures” you confirm:

- You have read this Agreement;**
- You agree to sign contract related documents and agreements with the City by an electronic means, including the DocuSign system:**
- You affirm that you are authorized to provide consent for electronic signatures on behalf of your company:**
- You can print on paper or save or send this Agreement to a location where you can print it for future reference; and**
- You consent to receive contract related documents and agreements by electronic means, including the DocuSign system, during the course of your contractual relationship with the City and your consent will continue until you advise otherwise.**

3. Withdrawing your Consent

You may withdraw your consent to electronic signatures by contacting the Office of Purchasing at:

**City of Newport News, Virginia Office of Purchasing
2400 Washington Avenue
City Hall, 4th Floor
Newport News, Virginia 23607
Phone: 757-926-8721
Email: purchase@nnva.gov**

Get Involved

The public comment period will close ten (10) days after this public hearing, on **July 5, 2024**. VDOT will review and evaluate any information received as a result of the public hearing.

Comments can also be submitted in writing to Adam.Krakow@VDOT.Virginia.gov or mailed to the address provided on the comment form.

Information must be postmarked, emailed or delivered to VDOT within 10 calendar days of today's meeting (held on June 25, 2024) in order to be included in the public hearing meeting record.

This project information, including the hearing summary, will be available for review at the VDOT Hampton Roads District Office located at 7511 Burbage Drive, Suffolk, VA 23435, 956-3107, TTY/ TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

After all comments have been addressed, the information received as a result of the hearing will be presented to VDOT's Chief Engineer or designee for consideration. If approval of the major design features is received for this project, it will move forward to the final design phase.

Questions concerning the right-of-way relocation or acquisition process should be directed to Mr. Ryan Crisp, Southeast Regional Special Projects Manager, at the contact information given in the table below.

All other questions or comments should be directed to Project Manager Adam Krakow at the contact information given below.

Please visit the VDOT website for additional project information: www.vdot.virginia.gov/64denbighbhp2

Contact Information

Primary Contact: Adam Krakow, P.E.	VDOT Project Manager	7511 Burbage Dr. Suffolk, VA 23435	757-956-3107	Adam.Krakow@VDOT.Virginia.gov
Ryan Crisp	Southeast Regional Special Projects Manager	7511 Burbage Dr. Suffolk, VA 23435	757-506-8667	Ryan.Crisp@VDOT.Virginia.gov
Queen Crittendon	Hampton Roads District Office of Civil Rights	7511 Burbage Dr. Suffolk, VA 23435	757-956-3000 (TTY/TDD users call 711)	Queen.Crittendon@VDOT.Virginia.gov
Megan Shearin	Hampton Roads District Communications	7511 Burbage Dr. Suffolk, VA 23435	757-956-3028	HamptonRoadsPublicInfo@VDOT.Virginia.gov
Sandra Kochersperger, PMP	Hampton Roads District Assistant Environmental Manager	7511 Burbage Dr. Suffolk, VA 23435	757-218-4746	Sandra.Kochersperger@VDOT.Virginia.gov

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Design Public Hearing

Interstate 64 East/Denbigh Boulevard Interchange Phase 2 Project City of Newport News

Tuesday, June 25, 2024, 5 - 7 p.m.
Denbigh Community Center
15198 Warwick Boulevard
Newport News, VA 23608



vdot.virginia.gov

Public Meeting

Welcome to the Virginia Department of Transportation's (VDOT) design public hearing on the proposed improvements for a new diamond interchange at Interstate 64 (I-64) at Denbigh Boulevard (Route 174) in the city of Newport News between Fort Eustis Boulevard (Route 105) and Jefferson Avenue (Route 143). Being constructed in two separate projects, the "Phase 2" project will construct the I-64 east on- and off-ramps along with the widening of the Denbigh Boulevard bridge over I-64 and CSX railroad tracks to accommodate new ramp turn lanes.

This design public hearing is being held to provide an opportunity for citizens or organizations to give VDOT comments and/or suggestions on the proposed project.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them. At this public hearing, you will have the opportunity to review the project exhibits on display and to ask questions of the project team. VDOT representatives are present to discuss the project and answer your questions. A court reporter is available to record your verbal comments.

A comment sheet is included in the handouts for this meeting, and your input is encouraged. All oral and written comments received on this project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

Written questions or comments should be placed in the comment box or mailed to the address provided on the comment form.

PROJECT OVERVIEW



An existing section of Interstate 64 at Denbigh Boulevard where new eastbound on- and off-ramps will be constructed and the Denbigh Boulevard bridge will be widened as part of the Phase 2 project.

Estimated Cost – \$179.9 million

Purpose – To improve safety and reduce congestion by providing new interstate access on I-64 east and Denbigh Boulevard and widening the Denbigh Boulevard bridge.

From – On I-64 east 0.41 miles north of Denbigh Boulevard

To – On I-64 east 0.41 miles south of Denbigh Boulevard

Total length – 0.82 miles

Improvements – Construct new I-64 east on- and off-ramps at Denbigh Boulevard and the widen Denbigh Boulevard bridge over I-64 and CSX railroad tracks to accommodate new ramp turn lanes.

PROJECT DESCRIPTION

The project includes construction of I-64 east on- and off-ramps as well as widening the Denbigh Boulevard bridge over I-64 and the CSX railroad tracks to accommodate new ramp turn lanes. Additionally, new turn lanes will also be installed on Denbigh Boulevard at the westbound on- and off-ramps. The project also includes construction of retaining walls and noise walls along the new ramps.

At the interchange ramp intersections, Denbigh Boulevard will be equipped with two dedicated left turn lanes, two through lanes, and a new right-turn lane. Pedestrian accommodations at these intersections will also be provided in accordance with Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements.

The design of this project is in compliance with the Stormwater Management Act, stormwater regulations, and the annual stormwater management standards and specifications approved by the Virginia Department of Environmental Quality (VDEQ).

Estimated Project Cost

Total Cost:
\$179.9 million

Engineering of Plans:
\$17.7 million

Right of Way Acquisition:
\$8.8 million

Construction:
\$153.4 million

The project is in the early design stages and cost is subject to change. The project will be financed using HRTAC funds.

Environmental Review

An Environmental Assessment (EA) is being developed to evaluate the potential impacts on the human and natural environments that could result from the proposed project improvements. The draft document is available for public review here tonight. The EA will inform VDOT and the Federal Highway Administration (FHWA) whether a federal action has the potential to cause significant environmental impacts. This National Environmental Policy Act (NEPA) approval is required to advance the project to the next phase of development.

All applicable permits required for impacts to existing wetlands will be acquired prior to project construction. All impacts will be mitigated as required by the permits.

During construction, all reasonable efforts will be made to protect the environment with respect to dust, silt and erosion. Construction of this project will conform to nationwide best management practices, VDOT's Road and Bridge Specification and the guidelines of the American Association of State Highway and Transportation Officials (AASHTO), as well as regulations set forth by the Virginia Department of Conservation and Recreation regarding erosion and sedimentation and storm water management.

Compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966 is currently underway. Once completed, additional public notice and review will be conducted. Coordination and results of the Section 106 and Section 4(f) evaluations will be documented in the revised EA.

Anticipated Schedule

The following schedule has been proposed:
Design Public Hearing: June 25, 2024
Approval of Design: Late 2025
Advertise for Construction Bids: Early 2030
Start Construction: Mid 2030
Complete Construction: Mid 2034

Civil Rights

Representatives from VDOT are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation systems and projects affecting them.

VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.

If you need more information in regards to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the District Civil Rights Office listed on the back of the brochure.

Right of Way

Displays at this meeting show the extent of right of way that may be needed as the project is currently proposed. As the design is further developed, additional easements and right of way may be required beyond what is shown in the preliminary plans. Property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way acquisition is discussed in VDOT's brochure entitled "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this booklet are available from a VDOT right of way agent at the Design Public Hearing and will be provided to all affected landowners. After this meeting, information regarding right of way may be obtained from the contact listed on this brochure.

Project Map



FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

PROJECT: I-64/Denbigh Boulevard Interchange

LOCATION: City of Newport News, Virginia

STATE PROJECT: 0064-121-416, B654, P101 (UPC: 119217); 0064-121-454, P101 (UPC 123656)

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter requesting a Finding of No Significant Impact. Those documents have been independently evaluated by FHWA and determined to adequately and accurately discuss the purpose and need, alternatives, and environmental impacts of the proposed project. They provide sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, content, and scope of the Environmental Assessment, the Revised Environmental Assessment, and the letter requesting a Finding of No Significant Impact.

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC 139(1), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

10-16-2024

Date

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Edward Ofori
Date: 2024.10.16 15:23:45
-04'00'

Edward Ofori

Division Administrator
Federal Highway Administration

The Federal Highway Administration (FHWA) has reviewed the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter requesting a Finding of No Significant Impact, comments received on the Environmental Assessment, and other supporting documentation.¹ In accordance with 40 CFR 1508.1(l), this Finding of No Significant Impact briefly presents the reasons why the project will not have a significant effect on the human environment.

Background

FHWA approved the Environmental Assessment (EA) for public availability on May 20th, 2024. The EA and supporting technical reports were posted on VDOT's project website. In December 2023, VDOT opened an online public survey to inform the public about the project and seek input on transportation needs and concerns in the area. A majority of public comments indicated a new interchange at Denbigh Boulevard would be valuable to the area. In June 2024, VDOT held a public hearing, with 30-day public comment period, to present the preliminary design and findings of the EA and obtain input and comments from the community. The Revised EA documents and responds to comments received during this public comment period.

In September 2024, VDOT published notices in local and regional newspapers and posted the Revised EA on the Projects' webpages to allow for 15 days of public review and comment on the Revised EA, which documents compliance with Section 106 and provides public review for Section 106 and Section 4(f). VDOT received no comments during this 15-day period (September 11 to September 26, 2024).

Environmental Impacts and Evaluation of Significance

The Virginia Department of Transportation analyzed the project's environmental impacts and concluded that the project would not have a significant impact on the environment.² FHWA has independently evaluated the environmental impacts and the following sections summarize the analysis of impact significance.

The Build Alternative does not impact any Section 4(f)-protected parks, recreation areas, or wildlife or waterfowl refuges. Additionally, there are no adverse impacts to the following resources: agricultural and forestal districts, farmland, hazardous materials sites, historic properties, and Section 6(f) properties. Socioeconomic impacts include four residential relocations. The right-of-way impacts are based on preliminary conceptual design and may be refined as the projects progresses. The Build Alternative has been designed to minimize impacts related to permanent acquisitions.

¹ The September 27, 2024 letter, the Revised Environmental Assessment, and the Environmental Assessment are hereby incorporated by reference into this Finding of No Significant Impact.

² The project is described in detail in section 2.3.2 of the Environmental Assessment.

Land Use and Socioeconomics

Section 4(f): The Build Alternative does not impact any Section 4(f)-protected parks, recreation areas, or wildlife or waterfowl refuges. Based on DHR's concurrence with a No Adverse Effect determination for the National Register of Historic Places-eligible CSX Railroad, FHWA hereby makes a Section 4(f) finding of de minimis impact the CSX Railroad.

Cultural Resources: Effects on historic properties have been taken into account during development of the project pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. 306108) and its implementing regulations at 36 CFR 800. Technical studies were conducted to identify historic properties within the Area of Potential Effects (APE). The Virginia State Historic Preservation Officer (SHPO) concurred there are two non-archaeological property (Battle of Yorktown (DHR ID #099-5283) and the CSX Railroad (No. 121-5134) present in the APE that may be eligible for listing in the National Register of Historic Places (NHRP); the SHPO also concurred that all other surveyed architectural resources are not eligible for listing in the NHRP. On September 4, 2024, the SHPO concurred with VDOT's recommendation that the Build Alternative will have No Adverse Effect on historic properties. The SHPO also concurred that no further archaeological survey or evaluation is warranted for the APE.

Right of Way: Potential right-of-way impacts include four residential relocations. The impacts are based on preliminary conceptual design and may be refined as the projects progress. The Build Alternative has been designed to minimize impacts related to permanent acquisitions. There are up to 14.8 acres of property that fall within the limits of disturbance (LOD) and may be acquired to accommodate the Build Alternative. As the project progresses through final design, additional refinement of the Build Alternative would further seek to minimize and mitigate unavoidable impacts.

Communities & Neighborhoods: The project would not divide or segment any existing communities or interfere with community cohesion. Improved local connectivity could increase the desirability of living within the nearby residential areas, which would have a positive indirect impact on local businesses and residents. The improved connectivity to the I-64 corridor from the Build Alternative would benefit commuters traveling to work or appointments, especially during peak traffic hours when congestion on the interstate is high. The new interchange would enhance access to the employment centers and commercial areas located along Denbigh Boulevard, Warwick Boulevard, and Jefferson Avenue and the surrounding area.

Environmental Justice: Environmental Justice (EJ) populations are present throughout the entire study area and dispersed equally throughout the area. The Build Alternative would not require the acquisition of any community or recreation facilities. Community cohesion in the residential area would not be disrupted. Disruption to emergency services would not occur but would improve with improved connectivity and reduced congestion throughout the local network.

Geometric designs and constraints of the project would impact residential properties, particularly in the southeast quadrant of the proposed interchange. Additional ramps and a service road connector for Pagewood Road are proposed and would require the acquisition and relocation of four residential properties adjacent to I-64, primarily within Census Tract 321.13, Block Group (BG) 2. This BG consists of a 75 percent minority population and 39 percent low-income population. The CSX Railroad borders the western side of I-64 and prevents the Build Alternative

from shifting to the west in order to avoid impacts to residential properties on the west side of the highway. The EJ communities in the study area would benefit from the improved local network access and direct access to I-64. As discussed in Chapter 1 of the EA, the population of Newport News is expected to increase over the next several years, and thus traffic is also expected to increase. The project is expected to alleviate congestion at the adjacent interchanges and at Warwick Boulevard and Jefferson Avenue. Additionally, safety analyses conducted for the Build Alternative indicate a decrease in crash rates at the adjacent interchanges along I-64. These benefits would be felt by all residents, including minority and low-income populations. The project would not have disproportionately high and adverse effects on EJ populations.

FHWA finds that the land use and socioeconomic impacts are not significant.

Air Quality

The Build Alternative was assessed for potential air quality impacts and compliance with applicable air quality regulations and requirements. The assessment indicates that the Build Alternative would meet applicable air quality requirements of NEPA and federal and state transportation conformity regulations. As such, the Build Alternative would not cause or contribute to a new violation of the National Ambient Air Quality Standards established by U.S. Environmental Protection Agency.

FHWA finds that the air quality impacts are not significant.

Noise

A preliminary noise study was conducted for the EA and found that the Build Alternative is predicted to impact three residential noise receptors. The preliminary noise study also found that the Build Alternative would physically impact two existing barriers. These barriers would each require a section to be relocated due to the construction of the proposed on and off-ramps between Denbigh Boulevard and I-64. As such, these sections of the existing barriers are proposed to be replaced. The preliminary noise study did not identify new barriers as feasible and reasonable. The final noise study will determine whether sections of the existing barriers will be replaced and whether additional barriers are feasible and reasonable.

FHWA finds that the noise impacts are not significant.

Historic Properties

Effects on historic properties have been taken into account during development of the project pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. 306108) and its implementing regulations at 36 CFR 800. Technical studies were conducted to identify historic properties within the Area of Potential Effects (APE). The Virginia State Historic Preservation Officer (SHPO) concurred there are two non-archaeological property (Battle of Yorktown (DHR ID #099-5283) and the CSX Railroad (No. 121-5134) present in the APE that may be eligible for listing in the National Register of Historic Places (NHRP); the SHPO also concurred that all other surveyed architectural resources are not eligible for listing in the NHRP. On September 4,

2024, the SHPO concurred with VDOT's recommendation that the Build Alternative will have No Adverse Effect on historic properties. The SHPO also concurred that no further archaeological survey or evaluation is warranted for the APE.

FHWA finds that the impacts to historic properties are not significant.

Waters of the United States

Potential impacts to Waters of the United States would not be significant. Approximately 1.8 acres of wetlands and 0.45 acres of jurisdictional ditches may be impacted by the Build Alternative. These impacts would likely require nationwide permits from the U.S. Army Corps of Engineers and would not be significant. Compensatory mitigation for permanent impacts would be developed, as required, during the Section 404/401 permitting process in coordination with the appropriate state and federal agencies.

FHWA finds that the waters of the United States impacts are not significant.

Threatened and Endangered Species

Based on the lack of habitat and/or distance to known occurrences of listed species, the Build Alternative would not impact threatened, endangered, or special status species. Further coordination and final Section 7 effect determinations would be conducted with resource agencies during the Section 404/401 permitting process.

FHWA finds that the threatened and endangered species impacts are not significant.

Construction Impacts

Air Quality. Emissions may be produced in the construction of the Projects from heavy equipment and vehicle travel to and from the site, as well as from fugitive sources. Construction emissions are short term or temporary in nature. To mitigate these emissions, all construction activities are to be performed in accordance with VDOT *Road and Bridge Specifications*.

Community Resources and Environmental Justice: Construction activities associated with the project would temporarily impact the surrounding neighborhoods, communities, and community resources. Access to Denbigh Boulevard would be temporarily impacted by construction, but travel lanes would remain open across I-64 during these times. Temporary construction impacts may include noise, vibration, dust, temporary utility disruptions, detours, altered access to some sites, visual and aesthetic changes from construction, changes in emergency vehicle routing, construction vehicle emissions, and truck traffic within the study area. Construction would take place only within the limits of disturbance. Temporary detours or road closures may occur in the study area but would not impact access to Stoney Run Athletic Complex and Park or Chatham Trail.

Noise: The project would create temporary noise impacts during construction. The construction noise provisions contained in Section 107.16(b)3 of the 2020 VDOT Road and Bridge Specifications would be followed by the contractor during construction.

Water Resources: The Build Alternative has the potential to temporarily impact water quality and waters of the United States during roadway construction through increased sedimentation from land disturbing activities and occurrences of fuel or hydraulic spills from construction equipment. These risks will be minimized during construction through strict adherence to Virginia's Erosion and Sediment Control Act (VESCA) and the Virginia Erosion and Stormwater Control Act. Temporary stormwater best management practices would be designed and implemented as the project progresses to minimize the negative impacts of various pollutants that can be carried by runoff into the groundwater and receiving waters in accordance with VESCA design criteria and minimum standards for effectiveness.

FHWA finds that the construction impacts are not significant.

Indirect Effects

Since the socioeconomic indirect and cumulative effects study area is located on land that has been developed around I-64 as a major barrier, the Build Alternative would not divide or segment any existing communities or interfere with community cohesion. Improved local connectivity could increase the desirability of living within the nearby residential areas, which would have a positive indirect impact on local businesses and residents. The improved connectivity to the I-64 corridor from the Build Alternative would benefit commuters traveling to work or appointments, especially during peak traffic hours when congestion on the interstate is high. The new interchange would enhance access to the employment centers and commercial areas located along Denbigh Boulevard, Warwick Boulevard, and Jefferson Avenue and the surrounding area. The Build Alternative would have beneficial indirect effects to the socioeconomic resources within the Induced Growth Study Area by improving regional mobility and safety for motorists, increasing local network access, and supporting the local area plans.

FHWA finds that the indirect effects are not significant.

Cumulative Effects

Since the area is already highly developed, cumulative effects are expected to be minimal. Currently regulatory requirements and planning practices will help to avoid or minimize the contribution of present and future actions that would result in adverse cumulative effects.

FHWA finds that the cumulative effects are not significant.

FHWA Finding

Based on the foregoing information, the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter, FHWA finds that the project will not have a significant effect on the human environment. Therefore, an Environmental Impact Statement is not warranted, and this Finding of No Significant Impact is being issued accordingly. The Finding of No Significant Impact will be reevaluated pursuant to 23 CFR 771.129(c) prior to FHWA granting any major approvals, and the reevaluation will take into account the conditions and information at that time.

From: [Jones, Kevin \(FHWA\)](#)
To: [Pike, Andrew \(VDOT\)](#)
Cc: [Simkins, John \(FHWA\)](#); Steven.Clausen@dot.gov; [Smizik, Scott \(VDOT\)](#); [Swanson, Chris \(VDOT\)](#)
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA
Date: Monday, October 28, 2024 8:42:20 AM
Attachments: [image001.png](#)

Morning Andrew,

FHWA confirms that the FONSI for the subject project recognizes the following:

- NEPA has analyzed a single federal action, approval of the interchange;
- That the Revised EA and Request for FONSI have documented as two separate projects, [Phase 1](#) (UPC 119217) and [Phase 2](#) (UPC 123656), and will be delivered as such.

Please let me know if you need anything further.

Best,
Kevin

From: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Sent: Thursday, October 24, 2024 11:26 AM
To: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Clausen, Steven (FHWA) <steven.clausen@dot.gov>; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Kevin,

VDOT would appreciate FHWA confirming that the FONSI recognizes NEPA has analyzed a single federal action, approval of the interchange, that the Revised EA and Request for FONSI have documented as two separate projects, [Phase 1](#) (UPC 119217) and [Phase 2](#) (UPC 123656), that will be delivered as such.

Please let me know if you have any questions.

Thanks,
Andrew

Andrew Pike



NEPA Project Manager / Environmental Division
Virginia Department of Transportation
804-786-2360
Andrew.Pike@VDOT.Virginia.gov

From: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Sent: Thursday, October 17, 2024 1:23 PM
To: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Steven.Clausen@dot.gov; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

Hi Kevin,

Thank you for providing the FONSI. In reviewing it, we would like to request a correction to identify the project as "projects" to be consistent with the Revised EA, Request for FONSI, and state and regional planning documents, which show two separate projects (Phase 1, UPC 119217; and Phase 2, UPC 123656).

Please let me know if you have any questions and thank you again for your support.

Best,
Andrew



Andrew Pike
NEPA Project Manager / Environmental Division
Virginia Department of Transportation
804-786-2360
Andrew.Pike@VDOT.Virginia.gov

From: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Sent: Thursday, October 17, 2024 12:13 PM
To: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Steven.Clausen@dot.gov; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

Good Morning Andrew,

Please see attached, the signed FONSI.

Please let me know if you have any questions.

Best,
Kevin

From: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Sent: Friday, September 27, 2024 9:25 AM
To: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

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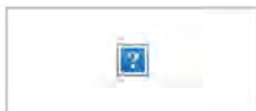
Hi Kevin,

Please find attached VDOT's Request for FONSI for the I-64/Denbigh Boulevard Interchange Projects Environmental Assessment. Included in this Request for FONSI is a request that FHWA make a Section 4(f) *de minimis* determination in its FONSI. Please let me know if there are any questions.

In addition to the Request for FONSI, we are also attaching Section 106 consultation documentation. Separately, due to large file size, I will send the Revised EA, which FHWA reviewed and approved on September 9, 2024, following FHWA's approval for public availability of the EA on May 20, 2024.

The Revised EA and all appendices are also available on the projects' webpages: [I-64 at Denbigh Boulevard Interchange Project - Phase 1 | Virginia Department of Transportation](#) and [I-64 at Denbigh Boulevard Interchange Project - Phase 2 | Virginia Department of Transportation](#).

Sincerely,
Andrew



Andrew Pike
NEPA Project Manager / Environmental Division
Virginia Department of Transportation
804-786-2360
Andrew.Pike@VDOT.Virginia.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

Virginia Division

September 3, 2021

400 North 8th Street, Suite 750
Richmond, VA 23219
Phone: (804) 775-3320
Fax: (804) 775-3356
<http://www.fhwa.dot.gov/vadiv>

Bart Thrasher, P.E.
Chief Engineer
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, VA 23219-1939

Attn: Susan Keen P.E.

Re: Request for Modified Access to Interstate 64
I-64/Denbigh Blvd. Interchange in the City of Newport News

Dear Mr. Thrasher,

The Federal Highway Administration has reviewed the Interchange Justification Report (IJR) with transmittal letter dated July 23, 2021, requesting a new access to I-64 at Denbigh Boulevard in the City of Newport News Virginia. Based on our review, we find engineering and operations of the access request acceptable. A NEPA document needs to be completed for this project. Final approval will be granted provided the scope and design of this project is consistent with the design included in the IMR and the approved environmental document. The approval will be subject to reevaluation if significant changes occur in the final design or if the construction is delayed (as specified in 23 CFR 771.129).

Should you have any questions, please contact Jose Granado, Area Engineer, at 804-775-3349.

Sincerely,

**THOMAS L
NELSON JR** Digitally signed by
THOMAS L NELSON JR
Date: 2021.09.03
08:19:23 -04'00'

Thomas L. Nelson Jr., P.E.
Division Administrator



Re: Limited Access Control Change - I-64/Denbigh Blvd. Interchange Phase 2 UPC 123656 - ROW

From Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>

Date Tue 3/10/2026 1:19 PM

To Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>

Cc Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>; Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>

I approve this limited access control change from a Right of Way and Utilities perspective.

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>

Sent: Tuesday, March 10, 2026 12:23:04 PM

To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>

Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>; Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>

Subject: FW: Limited Access Control Change - I-64/Denbigh Blvd. Interchange Phase 2 UPC 123656 - ROW

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe and Federico, whom are cc'd.

Thanks,

Kimberly Leckner

Program Manager / Right of Way and Utilities Division

Virginia Department of Transportation

(o) (804) 786-4079

(c) (703) 853-5619

Kimberly.Leckner@VDOT.Virginia.gov



From: Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>

Sent: Monday, March 9, 2026 4:40 PM

To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>

Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>

Subject: Limited Access Control Change - I-64/Denbigh Blvd. Interchange Phase 2 UPC 123656 - ROW

Kimberly,

We received another LACC request for the April CTB meeting. The files are attached, but if you prefer to access the ProjectWise folder, it is located here: Central Office\L&D Engineering PPQS internal\Limited Access Control Changes (LACC)\Hampton Roads District\LACC UPC 123656 I-64 Denbigh Blvd. Interchange Phase 2

Let me know if you have any questions or if you need any additional information. Thanks!



Federico Gontaruk, PE, PTOE

State Traffic Design Program Manager / Location & Design Division

Virginia Department of Transportation

804-343-9046

federico.gontaruk@VDOT.Virginia.gov



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

March 13, 2026

Mr. Daniel Suarez P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention Ms. Mary Walker-Johnson

Interstate I-64
I-64/Denbigh Boulevard Interchange, Phase 2
Project: 0064-121-454, P101, R201, C501, B664
Federal Project Number STP-5B03(378)
UPC 123656
City of Newport News
Request for Modified Limited Access Line

Dear Mr. Suarez,

The Virginia Department of Transportation (VDOT) is developing plans for two projects for the creation of a new interchange on Interstate I-64 at Denbigh Boulevard in the City of Newport news. Phase 1 is a Design Build project that will be constructing the westbound ramps and Phase 2 is a Design Bid Build project that will be constructing the eastbound ramps. The Phase 2 project will be constructing the acceleration and deceleration lanes, the ramps and widening the Denbigh Boulevard bridge over I-64 with a length of approximately 1 mile. I-64 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The FHWA approved the Interchange Justification Report for the new interchange on September 3, 2021. The Federal Highway Administration (FHWA) provided the Finding of No Significant Impact (FONSI), concluding the National Environmental Policy Act process, for this project on November 11, 2024.

As a result of the design of the new ramps and bridge, the Limited Access Line along I-64 needs to be modified to encompass the required construction. The limits of the changes in the Limited

Mr. Daniel Suarez P.E.
Project 0064-121-454, P101, R201, C501, B664
Federal Project: STP-5B03(378)
UPC 123656
City of Newport News
March 12, 2026
Page 2

Access Line are shown in the exhibits.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access line along I-64 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, exhibits showing the changes in the Limited Access Line, the Limited Access Point Table, and letters of support from the City of Newport News.

VDOT approves of the Limited Access Control Changes as shown on the exhibits and point control table. We are requesting a quick review and approval of these limited access changes before the end of the month, so that the Commonwealth Transportation Board can approve the changes at their meeting on April 22, 2026.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501 or by email at richard.worssam@vdot.virginia.gov.

Sincerely,

Richard C Worssam
2026.03.12 09:58:48-04'00'

For: Emmett R. Heltzel, P.E.
State Location and Design Engineer



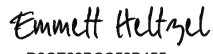
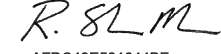
Approved: MARY NANCY WALKER-JOHNSON Digitally signed by MARY NANCY WALKER-JOHNSON
Date: 2026.03.23 10:14:21 -0400 _____ Date _____

Enclosure
Exhibits

**VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCATION AND DESIGN
LIMITED ACCESS CONTROL CHANGES REVIEW SIGNATURE FORM**

Project Information			
UPC	123656	State Project Number	0064-121-454
District	Hampton Roads	City/County	City of Newport News
Federal Project Number	STP-5B03(578)		
Project Name	I-64 and Denbigh Boulevard Interchange Phase 2		

The following reviewed the Limited Access Control Change package for the above subject project for Chief Approval

Title	Signature	Name	Date
State Geometric Engineer	<small>Signed by:</small>  <small>A7B2850FA151496...</small>	Federico Gontaruk	3/30/2026
Assistant State L&D Engineer	<small>Signed by:</small>  <small>19CA71E9950E4AE...</small>	Richard worssam	3/30/2026
State L&D Engineer	<small>Signed by:</small>  <small>D2CE209CC688455...</small>	Emmett Heltzel	3/30/2026
Deputy Chief Engineer	<small>Signed by:</small>  <small>AFDC49E584644BF...</small>	R. Shane Mann	3/31/2026



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

April 1, 2026

The Honorable Nicolas Donohue
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Mariia Zimmerman

Subject: Approval of Limited Access Control Changes (LACCs) for the I-64 and Denbigh Boulevard Interchange Phase 2 Project in the City of Newport News

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0064-121-454, P101, R201, C501, B664, (UPC# 123656) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

DocuSigned by:

Bart Thrasher

8C7FBDE9EE37A09...
Barton A. Thrasher, P.E.
Chief Engineer

Certificate Of Completion

Envelope Id: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

Status: Completed

Subject: LACC for UPC 123656 I-64 Denbigh Boulevard Interchange Phase 2 Hampton Roads District

Division: Location & Design

District: Central Office

Use Case Name:

Contract No.:

Contract Number:

RFP Number:

Firm Name(1):

Source Envelope:

Document Pages: 44

Signatures: 5

Envelope Originator:

Certificate Pages: 6

Initials: 0

GONTARUK FEDERICO

AutoNav: Enabled

1221 East Broad Street

Envelopeld Stamping: Enabled

Richmond, VA 23219

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federico.gontaruk@vdot.virginia.gov

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Federico Gontaruk

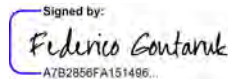
federico.gontaruk@vdot.virginia.gov

Eng Prog Mgr LD

VDOT

Security Level: Email, Account Authentication (None)

Signature

Signed by:

 A7B2856FA151496...

Signature Adoption: Pre-selected Style

Using IP Address: 131.229.218.14

Timestamp

Sent: 3/30/2026 3:59:04 PM

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Signed: 3/30/2026 4:00:30 PM

Electronic Record and Signature Disclosure:

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Richard Worssam

Richard.Worssam@VDOT.Virginia.gov

Virginia Department of Transportation

Security Level: Email, Account Authentication (None)

Signed by:

 19CA71E9950E4AE...

Signature Adoption: Pre-selected Style

Using IP Address: 131.229.218.10

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Viewed: 3/30/2026 4:01:09 PM

Signed: 3/30/2026 4:02:22 PM

Electronic Record and Signature Disclosure:

Not Offered via Docusign

Emmett Heltzel

Emmett.Heltzel@VDOT.Virginia.gov

State Location and Design Engineer

Security Level: Email, Account Authentication (None)

Signed by:

 D2CE29BCC58B455...

Signature Adoption: Pre-selected Style

Using IP Address: 131.229.218.14

Sent: 3/30/2026 4:02:28 PM

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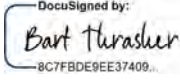
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Accepted: 1/7/2026 5:06:37 PM

ID: 44208031-5a0c-4246-92e8-020d028412a0

Signer Events	Signature	Timestamp
<p>R. Shane Mann Shane.Mann@vdot.virginia.gov Deputy Chief Engineer Virginia Department of Transportation Security Level: Email, Account Authentication (None)</p>	<p>Signed by:  AFDC49E581844BF</p> <p>Signature Adoption: Uploaded Signature Image Using IP Address: 131.229.218.10</p>	<p>Sent: 3/30/2026 4:25:56 PM Viewed: 3/30/2026 4:27:04 PM Signed: 3/31/2026 8:33:53 AM</p>

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

<p>Bart Thrasher BA.Thrasher@VDOT.Virginia.gov Architect/Engineering Mgr IV Virginia Department of Transportation Security Level: Email, Account Authentication (None)</p>	<p>DocuSigned by:  8C7FBDE9EE37409</p> <p>Signature Adoption: Pre-selected Style Using IP Address: 131.229.218.14</p>	<p>Sent: 3/31/2026 8:33:58 AM Viewed: 3/31/2026 8:55:55 AM Signed: 3/31/2026 12:20:46 PM</p>
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Editor Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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<p>Carol Mathis Carol.Mathis@VDOT.Virginia.gov Executive Assistant Virginia Department of Transportation Security Level: Email, Account Authentication (None)</p>	<p></p>	<p>Sent: 3/31/2026 12:20:51 PM Viewed: 3/31/2026 12:37:30 PM</p>
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<p>Federico Gontaruk federico.gontaruk@vdot.virginia.gov Eng Prog Mgr LD VDOT Security Level: Email, Account Authentication (None)</p>	<p></p>	<p>Sent: 3/31/2026 12:20:52 PM Resent: 3/31/2026 12:20:55 PM Viewed: 3/31/2026 12:21:39 PM</p>
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Signing Complete	Security Checked	3/31/2026 12:20:46 PM
Completed	Security Checked	3/31/2026 12:20:53 PM

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Status

Timestamps

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Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

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Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Virginia Department of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: matt.segreto@vita.virginia.gov

To advise Virginia Department of Transportation of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at matt.segreto@vita.virginia.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

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To request paper copies from Virginia Department of Transportation

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to matt.segreto@vita.virginia.gov and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Virginia Department of Transportation

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
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To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to ‘I agree to use electronic records and signatures’ before clicking ‘CONTINUE’ within the DocuSign system.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By: Action:

Title: Location Approval for the #SMART24 - RTE 623 - IMPROVE INTERSECTION

WHEREAS, State Highway Project 0623-037-079, P101, R201, C501 (UPC# 105733) will extend Route 623 (Ashland Road) in Goochland County, from its current terminus at Route 250 (West Broad Street) and intersect with Route 623 (Hockett Road), (the "Project"); and

WHEREAS, in accordance with Va. Code § 33.2-208 and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location Public Hearing was held in Goochland County, on January 14, 2025, at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103, for the purpose of considering the new Hockett Road Roundabout and Connector Road project preferred option, as shown in Attachment A; and

WHEREAS, proper notice of the Location Public Hearing and two (2) potential alignments to be considered were given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded; and

WHEREAS, the revised Option 2 alignment was presented at the Design Public Hearing held on January 13, 2026, at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103; and

WHEREAS, based on engineering design practices, the Option 2 alignment was shifted north and east to avoid impacts to flood plains and existing drainage structures, while also maintaining traffic flow on existing Hockett Road. The minor adjustment to the

preferred alignment did not result in the extensive relocation of the alignment for the preferred Option 2; and

WHEREAS, the economic, social and environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Environmental Division environmental reviews are underway. Coordination to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts upon the local community and surrounding area and identify opportunities for avoidance and minimization of potential and unavoidable environmental impacts; and

WHEREAS, the proposed Project is programmed with federal funding, therefore the National Environmental Policy Act (NEPA) does apply to this Project and a Categorical Exclusion level NEPA document is anticipated; and

WHEREAS, on February 20, 2026, Goochland County's County Administrator endorsed the revised Option 2 alignment as the preferred alternative alignment (See Attachment); and

WHEREAS, review of all data resulted in VDOT's recommendation that the revised Option 2 alignment as presented at the Design Public Hearing to be the Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the Preferred Alternative location of the Route 623 (Ashland Road) – Improve Intersection as proposed and presented at the January 13, 2026, Design Public Hearing and as shown in Attachment A.

BE IT FURTHER RESOLVED, that should ongoing environmental reviews result in findings that would necessitate any further alignment change, the CTB would be briefed on the revised project location.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Hockett Road Roundabout and Connector Road in Goochland County

Issue: Pursuant to Va. Code § 33.2-208, the Commonwealth Transportation Board (CTB) is required to locate and establish the routes to be followed by the highways comprising the systems of state highways.

Facts:

- The purpose of the project is as to allow for future economic development in this part of Goochland County while improving mobility, safety, and functionality along Route 623, Hockett Road.
- The new Hockett Road Roundabout and Connector Road project will include grading and the construction of a single-lane roundabout and two-lane connecting road providing two (2) 12-18 ft. lanes of Major Collector paved roadway with five-foot (5') sidewalks along both sides of the new alignment.
- A Location Public Hearing was held on January 14, 2025, for the purpose of considering two potential alignments for the new Hockett Road Roundabout and Connector Road project.
- Following the Location Public Hearing, the Option 2 alignment was shifted north and east to avoid impacts to flood plains and existing drainage structures, while maintaining traffic flow on existing Hockett Road. This minor adjustment did not result in extensive relocation of the alignment for the preferred Option 2.
- The revised Option 2 alignment was presented at a Design Public Hearing on January 13, 2026.
- Proper notice of the Location Public Hearing and Design Public Hearing and potential alignments were given in advance, and all those present were given the opportunity to express their opinions and recommendations on the alternatives under consideration and their statements were duly recorded.
- The economic, social, and environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.

Decision Brief

Location Approval for the Hockett Road Roundabout and Connector Road

Goochland County

April 22, 2026

Page 2 of 3

- Environmental reviews are underway by VDOT's Environmental Division and coordination is ongoing to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts on the local community and surrounding area, and identify opportunities for avoidance and minimization of potential and unavoidable environmental impacts.
- The proposed project is programmed with federal money, therefore the National Environmental Policy Act (NEPA) does apply and a Categorical Exclusion (CE) level NEPA document is anticipated.
- On February 20, 2026, Goochland County's County Administrator endorsed the revised Option 2 alignment as the preferred alternative alignment.
- VDOT recommends the revised Option 2 alignment as presented at the Design Public Hearing to be the Preferred Alternative.

Public Comments/Reaction: VDOT held a Location Public Hearing, January 14, 2025, 5:30 PM to 7:00PM at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103.

Sixty-Nine (69) citizens attended the Location Public Hearing. Of the twenty-four (24) citizens that provided written comments, twenty (20) were in favor with four (4) opposed. No oral comments were submitted at the Location Public Hearing. The court reporter, whose attendance was secured on November 14, 2024, and confirmed on January 13, 2025, was unable to attend due to a family emergency. The "no attendance" notice was provided at 2:58 PM on January 14, 2025, three (3) hours before the event. Oral comment submission was made available by the Project Manager through a "Voice Memo" cell phone application.

Thirteen (13) citizens provided email comments related to project design elements (additional sidewalks, pedestrian accommodations) to be addressed at a future Design Public Hearing.

VDOT held a Location Public Hearing, January 13, 2026, 5:30 PM to 7:00PM at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103

Thirty-Seven (37) citizens attended the public hearing. Of the twelve (12) citizens that provided written comments, eleven (11) were in favor with one (1) opposed. Three (3) comments were received by e-mail.

Decision Brief

Location Approval for the Hockett Road Roundabout and Connector Road

Goochland County

April 22, 2026

Page 3 of 3

Recommendations: The Virginia Department of Transportation recommends approval of the new Hockett Road Roundabout and Connector Road in its entirety, as proposed and noted in Attachment A. Goochland County Board of Supervisors supports the revised preferred Option 2 for this project.

Action Required by CTB: Va. Code §33.2-208, requires the majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: If approved by the CTB, the Hockett Road Roundabout and Connector Road project will move forward to the detailed design phase.

Options: Approve, Deny or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item #

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By: Action:

Title: Location Approval for the #SMART24 - RTE 623 - IMPROVE INTERSECTION

WHEREAS, State Highway Project 0623-037-079, P101, R201, C501 (UPC# 105733) will extend Route 623 (Ashland Road) in Goochland County, from its current terminus at Route 250 (West Broad Street) and intersect with Route 623 (Hockett Road), (the "Project"); and

WHEREAS, in accordance with Va. Code § 33.2-208 and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location Public Hearing was held in Goochland County, on January 14, 2025, at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103, for the purpose of considering the new Hockett Road Roundabout and Connector Road project preferred option, as shown in Attachment A; and

WHEREAS, proper notice of the Location Public Hearing and two (2) potential alignments to be considered were given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded; and

WHEREAS, the revised Option 2 alignment was presented at the Design Public Hearing held on January 13, 2026, at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103; and

WHEREAS, based on engineering design practices, the Option 2 alignment was shifted north and east to avoid impacts to flood plains and existing drainage structures, while also maintaining traffic flow on existing Hockett Road. The minor adjustment to the

Resolution of the Board
Location Approval for the Route 623 (Ashland Road) Extension
Goochland County
April 22, 2026
Page 2 of 2

preferred alignment did not result in the extensive relocation of the alignment for the preferred Option 2; and

WHEREAS, the economic, social and environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Environmental Division environmental reviews are underway. Coordination to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts upon the local community and surrounding area and identify opportunities for avoidance and minimization of potential and unavoidable environmental impacts; and

WHEREAS, the proposed Project is programmed with federal funding, therefore the National Environmental Policy Act (NEPA) does apply to this Project and a Categorical Exclusion level NEPA document is anticipated; and

WHEREAS, on February 20, 2026, Goochland County's County Administrator endorsed the revised Option 2 alignment as the preferred alternative alignment (See Attachment); and

WHEREAS, review of all data resulted in VDOT's recommendation that the revised Option 2 alignment as presented at the Design Public Hearing to be the Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the Preferred Alternative location of the Route 623 (Ashland Road) – Improve Intersection as proposed and presented at the January 13, 2026, Design Public Hearing and as shown in Attachment A.

BE IT FURTHER RESOLVED, that should ongoing environmental reviews result in findings that would necessitate any further alignment change, the CTB would be briefed on the revised project location.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Hockett Road Roundabout and Connector Road in Goochland County

Issue: Pursuant to Va. Code § 33.2-208, the Commonwealth Transportation Board (CTB) is required to locate and establish the routes to be followed by the highways comprising the systems of state highways.

Facts:

- The purpose of the project is as to allow for future economic development in this part of Goochland County while improving mobility, safety, and functionality along Route 623, Hockett Road.
- The new Hockett Road Roundabout and Connector Road project will include grading and the construction of a single-lane roundabout and two-lane connecting road providing two (2) 12-18 ft. lanes of Major Collector paved roadway with five-foot (5') sidewalks along both sides of the new alignment.
- A Location Public Hearing was held on January 14, 2025, for the purpose of considering two potential alignments for the new Hockett Road Roundabout and Connector Road project.
- Following the Location Public Hearing, the Option 2 alignment was shifted north and east to avoid impacts to flood plains and existing drainage structures, while maintaining traffic flow on existing Hockett Road. This minor adjustment did not result in extensive relocation of the alignment for the preferred Option 2.
- The revised Option 2 alignment was presented at a Design Public Hearing on January 13, 2026.
- Proper notice of the Location Public Hearing and Design Public Hearing and potential alignments were given in advance, and all those present were given the opportunity to express their opinions and recommendations on the alternatives under consideration and their statements were duly recorded.
- The economic, social, and environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.

Decision Brief

Location Approval for the Hockett Road Roundabout and Connector Road

Goochland County

April 22, 2026

Page 2 of 3

- Environmental reviews are underway by VDOT's Environmental Division and coordination is ongoing to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts on the local community and surrounding area, and identify opportunities for avoidance and minimization of potential and unavoidable environmental impacts.
- The proposed project is programmed with federal money, therefore the National Environmental Policy Act (NEPA) does apply and a Categorical Exclusion (CE) level NEPA document is anticipated.
- On February 20, 2026, Goochland County's County Administrator endorsed the revised Option 2 alignment as the preferred alternative alignment.
- VDOT recommends the revised Option 2 alignment as presented at the Design Public Hearing to be the Preferred Alternative.

Public Comments/Reaction: VDOT held a Location Public Hearing, January 14, 2025, 5:30 PM to 7:00PM at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103.

Sixty-Nine (69) citizens attended the Location Public Hearing. Of the twenty-four (24) citizens that provided written comments, twenty (20) were in favor with four (4) opposed. No oral comments were submitted at the Location Public Hearing. The court reporter, whose attendance was secured on November 14, 2024, and confirmed on January 13, 2025, was unable to attend due to a family emergency. The "no attendance" notice was provided at 2:58 PM on January 14, 2025, three (3) hours before the event. Oral comment submission was made available by the Project Manager through a "Voice Memo" cell phone application.

Thirteen (13) citizens provided email comments related to project design elements (additional sidewalks, pedestrian accommodations) to be addressed at a future Design Public Hearing.

VDOT held a Location Public Hearing, January 13, 2026, 5:30 PM to 7:00PM at Dover Baptist Church, 635 Manakin Rd, Manakin Sabot, Virginia, 23103

Thirty-Seven (37) citizens attended the public hearing. Of the twelve (12) citizens that provided written comments, eleven (11) were in favor with one (1) opposed. Three (3) comments were received by e-mail.

Decision Brief

Location Approval for the Hockett Road Roundabout and Connector Road

Goochland County

April 22, 2026

Page 3 of 3

Recommendations: The Virginia Department of Transportation recommends approval of the new Hockett Road Roundabout and Connector Road in its entirety, as proposed and noted in Attachment A. Goochland County Board of Supervisors supports the revised preferred Option 2 for this project.

Action Required by CTB: Va. Code §33.2-208, requires the majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: If approved by the CTB, the Hockett Road Roundabout and Connector Road project will move forward to the detailed design phase.

Options: Approve, Deny or Defer

PUBLIC INVOLVEMENT SUMMARY
Location Public Hearing
Hockett Road Roundabout and Connector Road
Goochland County

UPC: 105733
Project: 0623-037-749, P101, R201, C501
From: Route 1006 (Holly Lane)
To: Route 250 / Route 623 (Ashland Road)
Length: 0.5050 Miles

PURPOSE AND NEED

The project proposes to construct a new connecting roadway between Hockett Road (Route 623) and Broad Street (U.S. Route 250). The new connector roadway intersects Hockett Road north of Holly Lane (Route 1006) and links with Broad Street as the fourth leg of the existing signalized intersection with Ashland Road (Route 623). The future Hockett Road intersection with the connector roadway was evaluated as a single-lane roundabout. The existing Hockett Road intersection with Broad Street and St. Matthews Lane (Route 708) would continue to operate as a 4-leg signalized intersection.

PROJECT SCOPE

Proposed improvements consist of:

- Install a roundabout at Hockett Road and proposed connector roadway creating a new intersection.
- Construct a new two-lane undivided roadway between Hockett Road and Broad Street Road.
- Modify the traffic signal at Broad Street Road and Ashland Road to accommodate the new southern leg.
- Construct one (1) NB left turn lane at Broad Street Road/connector roadway with 200 ft of storage and 200 ft of taper. Construct One (1) NB right turn lane at Broad Street Road/connector road with 200 ft of storage and 150 ft of taper. Construct one (1) WB left turn lane at Broad Street Road/connector roadway with 250 ft of storage and 200 ft of taper.
- Construct one (1) SB right turn lane at Broad Street Road/connector roadway with 200 ft of storage and 275 ft of taper. Convert existing SB right turn lane to SB through lane. Construct one (1) SB left turn lane with 200 ft of storage and 310 ft of taper.
- Construct 2,600 feet of 5-foot sidewalk on both sides of the proposed connector roadway from Broad Street Road to Hockett Road.

CTB Public Information Meeting Summary
Hockett Road Roundabout and Connector Road
Goochland County
April 22, 2026
Page 2 of 4

PUBLIC HEARING

TYPE Location Public Hearing
DATE January 14, 2025
TIME 5:30 p.m. until 7:00 p.m.
PLACE Dover Baptist Church,
635 Manakin Road
Manakin Sabot, VA, 23103

ATTENDANCE

Sixty-Nine (69) citizens attended the public hearing. Citizens were provided with the following information in the form of display boards and a project brochure:

- Display of the two (2) different alternative alignments with the preferred alternative being Option Two (2)
- At this time, the project will require Right of Way acquisition from three to four (3-4) commercial property owners. Utility Relocations are anticipated.
- The project cost is estimated at \$1,568,000 for preliminary engineering, \$3,394,119 for right-of-way and utilities and \$12,599,963 for construction. The total estimated cost is \$17,562,082.
**Estimate updated as of 02/13/2026* Preliminary Engineering: \$2,429,996,
Right of Way Acquisitions \$6,096,248 and Project Construction \$11,023,940.
The revised total estimated cost is \$19,550,184.*
- The project is scheduled to begin construction in Fall 2028.

COMMENTS RECEIVED

There were twenty (24) written comments. Thirteen (13) comments were received by e-mail. Of the submitted comments:

- Twenty (20) respondents stated that they support the preferred alignment (Option 2 as presented).
- Four (4) did not support the project in any form.
- Thirteen (13) citizens provided email comments related to project design elements (additional sidewalks, pedestrian accommodations) to be addressed at a future Design Public Hearing.

IN-PERSON MEETINGS

There were three meetings held in-person with three property owners on existing Hockett Road.

CTB Public Information Meeting Summary
Hockett Road Roundabout and Connector Road
Goochland County
April 22, 2026
Page 3 of 4

ENVIRONMENTAL DATA

VDOT's Richmond District Environmental Section is currently studying the potential environmental impacts of the project in compliance with the National Environmental Policy Act (NEPA). During construction, all reasonable efforts will be made to protect the environment with respect to dust control, siltation and erosion. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best practices will protect the environment during construction. Construction will conform to VDOT specifications and special provisions and the Virginia Department of Soil and Water Conservation regulations.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction.

ESTIMATED COST

Preliminary Engineering:	\$ 2,429,996
Right of Way Acquisitions:	\$ 6,096,248
<u>Project Construction:</u>	<u>\$ 11,023,940</u>
Total Project Cost:	\$19,550,184 *Estimate updated as of 02/13/2026*

DESIGN WAIVERS AND EXCEPTIONS

The new roundabout design may require the following waivers:

1. A design waiver may be required for surpassing the K-Value for a vertical curve approaching the roundabout from the north approach.

ADVERTISEMENT

The project is currently scheduled for a construction advertisement in September 2028.

RIGHT OF WAY

At this time, the project may require Right of Way acquisition from three to four (3-4) commercial property owners.

TRAFFIC DATA

It is anticipated that the average daily traffic volume in the design/future analysis year of 2050 will be 3,800 vehicles per day on the new roadway.

CTB Public Information Meeting Summary
Hockett Road Roundabout and Connector Road
Gochland County
April 22, 2026
Page 4 of 4

STAFF RECOMMENDS

Approval of the Preferred Alternative which is the most northern roundabout location as proposed and presented at the public hearing.

PUBLIC INVOLVEMENT SUMMARY
Design Public Hearing
Hockett Road Roundabout and Connector Road
Goochland County

UPC: 105733
 Project: 0623-037-749, P101, R201, C501
 From: Route 1006 (Holly Lane)
 To: Route 250 / Route 623 (Ashland Road)
 Length: 0.5050 Miles

PURPOSE AND NEED

The project proposes to construct a new connecting roadway between Hockett Road (Route 623) and Broad Street (U.S. Route 250). The new connector roadway would intersect Hockett Road north of Holly Lane (Route 1006) and link with Broad Street as the 4th leg of the existing signalized intersection with Ashland Road (Route 623). The future Hockett Road intersection with the connector roadway was evaluated as a single-lane roundabout. The existing Hockett Road intersection with Broad Street and St. Matthews Lane (Route 708) would continue to operate as a 4-leg signalized intersection (based on an approved Smart Scale scope of work revision).

PROJECT SCOPE

Proposed improvements consist of:

- Install a roundabout at Hockett Road and proposed connector roadway creating a new intersection.
- Construct a new two-lane undivided roadway between Hockett Road and Broad Street Road.
- Modify the traffic signal at Broad Street Road and Ashland Road to accommodate the new southern leg.
- Construct 1 NB left turn lane at Broad Street Road/connector roadway with 200 ft of storage and 200 ft of taper. Construct 1 NB right turn lane at Broad Street Road/connector road with 200 ft of storage and 150 ft of taper. Construct 1 WB left turn lane at Broad Street Road/connector roadway with 250 ft of storage and 200 ft of taper.
- Construct 1 SB right turn lane at Broad Street Road/connector roadway with 200 ft of storage and 275 ft of taper. Convert existing SB right turn lane to SB through lane. Construct 1 SB left turn lane with 200 ft of storage and 310 ft of taper.
- Construct 1,300 feet of 5-foot sidewalk on one side of the proposed connector roadway from Broad Street Road to Hockett Road.

PUBLIC HEARING

TYPE Design Public Hearing
DATE January 13, 2026
TIME 5:30 p.m. until 7:00 p.m.
PLACE Dover Baptist Church,
635 Manakin Road
Manakin Sabot, VA, 23103

ATTENDANCE

Thirty-Seven (37) citizens attended the public hearing. Citizens were provided with the following information in the form of display boards and a project brochure:

- Project Overview Exhibit, Roundabout Exhibit. Route 250 (W. Broad Street) Intersection Exhibit and Typical Sections Exhibit.
- At this time, the project will require Right of Way acquisition from three to four (3-4) commercial property owners. Utility Relocations are anticipated.
- The project cost is estimated at \$1,568,000 for preliminary engineering, \$3,394,119 for right-of-way and utilities and \$12,599,963 for construction. The total estimated cost is \$17,562,082.
- The project is scheduled to begin construction in Fall 2028.

COMMENTS RECEIVED

Twelve (12) citizens provided comment. Eleven (11) respondents were in support of the project and in support of the revised, preferred alternative, Option Two (2) as presented at the Design Public Hearing. Some cited concerns about the current speed limit and the lack of additional sidewalks leading to and from the proposed roundabout. Some were concerned with the potential increases in large truck traffic due to proposed commercial development along this corridor. One (1) respondent was opposed to the project due to the proposed design of the commercial entrance to his business. Three (3) comments were received by e-mail.

ENVIRONMENTAL DATA

VDOT's Richmond District Environmental Section is currently studying the potential environmental impacts of the project in compliance with the National Environmental Policy Act (NEPA). During construction, all reasonable efforts will be made to protect the environment with respect to dust control, siltation and erosion. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best practices will protect the environment during construction. Construction will conform to VDOT specifications and special provisions and the Virginia Department of Soil and Water Conservation regulations.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction.

ESTIMATED COST

Preliminary Engineering:	\$ 1,568,000
Right of Way Acquisitions:	\$ 3,394,119
<u>Project Construction:</u>	<u>\$ 12,599,963</u>
Total Project Cost:	\$ 17,562,082

DESIGN WAIVERS AND EXCEPTIONS

The new roundabout design may require the following waivers:

1. A design waiver may be required for surpassing the K-Value for a vertical curve approaching the roundabout from the north approach.

ADVERTISEMENT

The project is currently scheduled for a construction advertisement in September 2028.

RIGHT OF WAY

At this time, the project may require Right of Way acquisition from three to four (3-4) commercial property owners.

TRAFFIC DATA

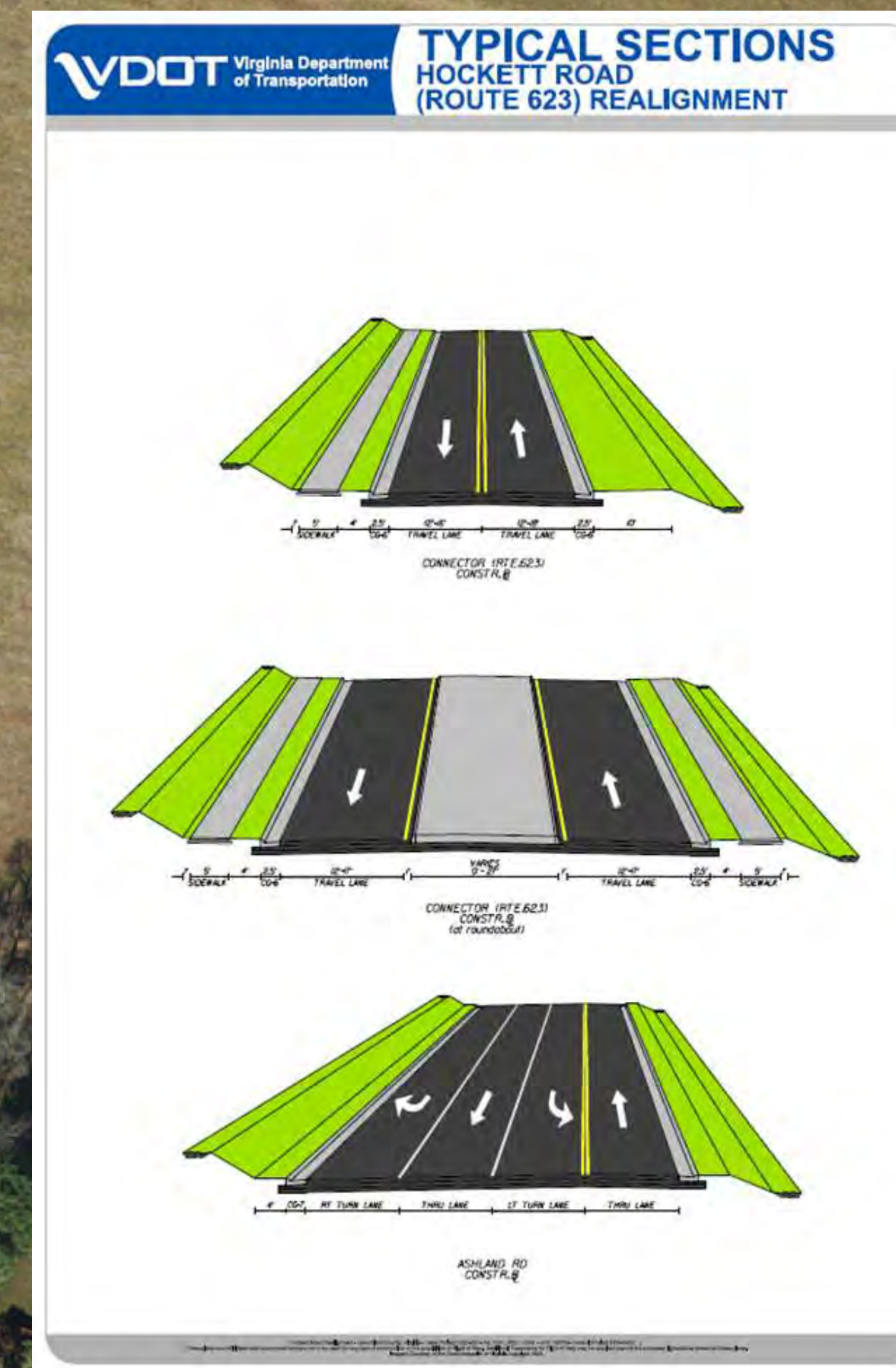
It is anticipated that the average daily traffic volume in the design/future analysis year of 2050 will be 3,800 vehicles per day on the new roadway.

DEPARTMENT RECOMMENDS

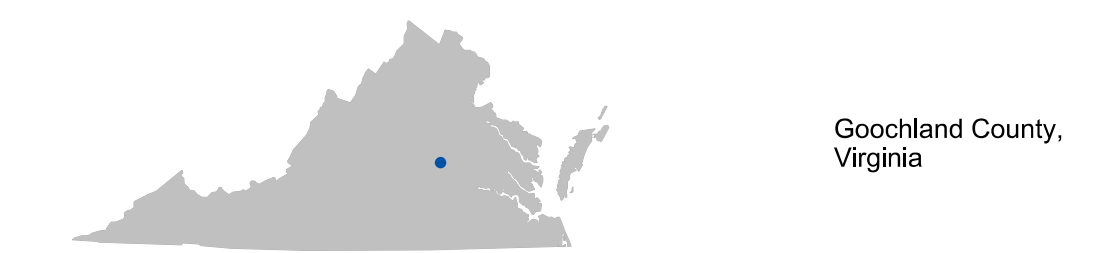
Approval of the Revised, Preferred Alternative which is the most northern roundabout location as presented at the Design Public Hearing.

PROJECT OVERVIEW

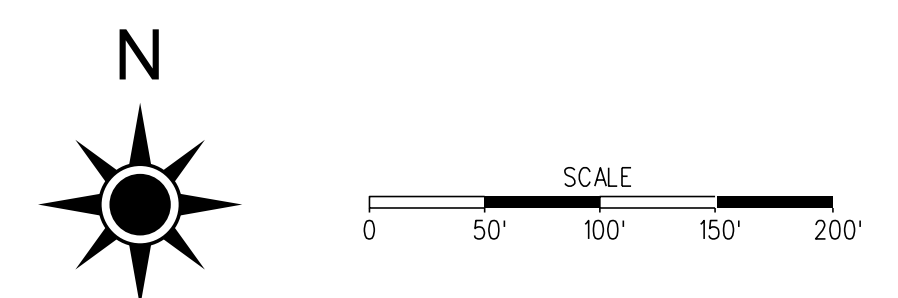
HOCKETT ROAD (ROUTE 623) REALIGNMENT



Project Location



North Arrow & Scale



Legend

	Proposed Road		Existing Right of Way
	Proposed Sidewalk		Proposed Right of Way Line
	Proposed Limit of Earthwork		Proposed Permanent Drainage Easement
	Proposed Storm Water Management Facility		Proposed Utility Easement
	Signal		Proposed Temp. Construction Easement

Contact Information

Tom Kendrick
 Project Manager
 Virginia Department of Transportation
 2430 Pine Forest Drive,
 South Chesterfield, VA 23834

Comments may also be sent to:
 Thomas.Kendrick@vdot.virginia.gov

Hockett Road Realignment
 Goochland County, Virginia

0623-037-749, P101, R201, C501
 UPC 105733
 STP-5A27()

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

Imagery Courtesy of the Commonwealth of Virginia copyright 2025.

BOARD OF SUPERVISORS

Jonathan Christy, Chair, District 1
Neil Spoonhower, Vice-Chair, District 2
Tom Winfree, District 3
Charles Vaughters, District 4
Jonathan Lyle, District 5



Dr. Jeremy J. Raley
County Administrator

Sara Worley
Deputy County Administrator

Josh Gillespie, AICP
Deputy County Administrator

www.goochlandva.us

February 20, 2026

VA Department of Transportation
Re: UPC 105733 – Route 623 (Hockett Road) – Intersection Improvements

To Whom It May Concern:

This letter serves as Goochland County's support for a revision to the Preferred Option 2 roundabout location and connecting road alignment as depicted in the attached exhibits.

The revised roundabout location and alignment is shifted approximately 160 feet northeast of the previous location to avoid impacts to the floodplain and triple culvert at Readers Branch. The revised location also allows for near total construction offline of existing Hockett Road, thus averting major traffic disruptions. The revised location is positioned to better meet the existing vertical grades entering and exiting the roundabout.

Please let us know if there is anything else Goochland County needs to complete for this process.

Respectfully,


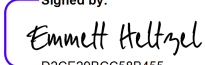
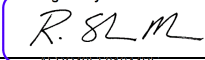
Jeremy Raley, Ed.D.
County Administrator

c: Deputy County Administrator, Sara Worley
County Engineer, Austin Goyne

**VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCATION AND DESIGN
LOCATION APPROVAL REVIEW SIGNATURE FORM**

Project Information			
UPC	105733	State Project Number	0623-037-749, P101, R201, C501
District	Richmond	City/County	Goochland
Federal Project Number	STP-5A27-(953); STP-5A27(954); STP-5A27(955)		
Project Name	Hockett Road Roundabout and Connector Road		

The following reviewed the Location Approval package for the above subject project for Chief Approval

Title	Signature	Name	Date
Assistant State L&D Engineer	<small>Signed by:</small>  <small>3388DC3F3386431...</small>	Joseph Koscinski Jr.	3/23/2026
State L&D Engineer	<small>Signed by:</small>  <small>D2CE29BCC58B455...</small>	Emmett Heltzel	3/23/2026
Deputy Chief Engineer	<small>Signed by:</small>  <small>AFDC49E581644BF...</small>	R. Shane Mann	3/24/2026



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

April 1, 2026

The Honorable Nick M. Donohue
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Mariia Zimmerman

Subject: Location Approval for Route 623 (Hockett Road) Roundabout and Connector Road in Goochland County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Project 0623-037-749 P101, RW201, C501, (UPC# 105733) has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

DocuSigned by:

8C7FBDE9EE37409...
Barton A. Thrasher, P.E.
Chief Engineer

Certificate Of Completion

Envelope Id: FF5B4973-E6C2-46D3-B6E1-74AF82E8D518
 Subject: UPC 105733 Location Approval package for April CTB
 Division: Location & Design
 District: Central Office
 Use Case Name:
 Contract No.:
 Contract Number:
 RFP Number:
 Firm Name(1):
 Source Envelope:
 Document Pages: 16
 Certificate Pages: 5
 AutoNav: Enabled
 Envelopeld Stamping: Enabled
 Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Status: Completed
 Envelope Originator:
 Joseph Koscinski Jr.
 1221 East Broad Street
 Richmond, VA 23219
 Joseph.Koscinski@VDOT.Virginia.gov
 IP Address: 131.229.218.14


Record Tracking

Status: Original
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 Security Appliance Status: Connected
 Holder: Joseph Koscinski Jr.
 Joseph.Koscinski@VDOT.Virginia.gov
 Location: DocuSign
 Pool: StateLocal

Signer Events

Joseph Koscinski Jr.
 joseph.koscinski@vdot.virginia.gov
 State Geometric Engineer
 Security Level: Email, Account Authentication
 (None)

Signature

Signed by:

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 Signature Adoption: Pre-selected Style
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Timestamp

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Electronic Record and Signature Disclosure:
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Emmett Heltzel
 Emmett.Heltzel@VDOT.Virginia.gov
 State Location and Design Engineer
 Security Level: Email, Account Authentication
 (None)

Signed by:

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 Using IP Address: 131.229.218.14

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R. Shane Mann
 Shane.Mann@vdot.virginia.gov
 Deputy Chief Engineer
 Virginia Department of Transportation
 Security Level: Email, Account Authentication
 (None)

Signed by:

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 Signed: 3/24/2026 6:49:14 AM

Electronic Record and Signature Disclosure:
 Not Offered via Docusign

Signer Events	Signature	Timestamp
Bart Thrasher BA.Thrasher@VDOT.Virginia.gov Architect/Engineering Mgr IV Virginia Department of Transportation Security Level: Email, Account Authentication (None)	 <p>Signature Adoption: Pre-selected Style Using IP Address: 131.229.218.14</p>	Sent: 3/24/2026 6:49:17 AM Viewed: 3/24/2026 7:12:56 AM Signed: 3/24/2026 7:21:46 AM

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 Not Offered via DocuSign

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Agent Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Completed	Security Checked	3/24/2026 7:21:46 AM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure
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Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Virginia Department of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: matt.segreto@vita.virginia.gov

To advise Virginia Department of Transportation of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at matt.segreto@vita.virginia.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

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To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to matt.segreto@vita.virginia.gov and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

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To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to matt.segreto@vita.virginia.gov and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

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To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to ‘I agree to use electronic records and signatures’ before clicking ‘CONTINUE’ within the DocuSign system.

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- You can access and read this Electronic Record and Signature Disclosure; and
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- Until or unless you notify Virginia Department of Transportation as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Virginia Department of Transportation during the course of your relationship with Virginia Department of Transportation.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By:

Action:

**Title: Economic Development Access to
Alleghany Regional Commerce Center
Project ECON-003-718 – Alleghany County**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides funds to “be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ...” and, “in the event there is no such establishment or ... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited”; and

WHEREAS, Alleghany County by formal resolution has requested Economic Development Access (EDA) Program funds to design access improvements to two graded pad sites within Alleghany Regional Commerce Center (ARCC). ARCC is located off Winterberry Avenue (SR-1101), and said design is estimated to cost approximately \$200,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the EDA Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$175,000 (\$150,000 unmatched and \$25,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Alleghany Regional Commerce Center off Winterberry Avenue, Project ECON-003-718, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Alleghany County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Plan design of this road construction project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$25,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, commencing prior to either direct VDOT expenditure of funds or to submission by the LOCALITY to VDOT for reimbursement of LOCALITY expenditures from the Economic Development, Airport and Rail Access Fund, and ending after VDOT approval of the design plans.

#####

CTB Decision Brief

Economic Development Access – Alleghany County Alleghany Regional Commerce Center (ARCC)

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access (EDA) Fund Policy of the Commonwealth Transportation Board (CTB), Alleghany County has requested funds from the EDA Program to assist in designing road access to two graded pad sites within Alleghany Regional Commerce Center (ARCC). CTB approval for the allocation of the requested funds is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In addition, the CTB's Economic Development Access Fund Policy makes special provision for design-only Access roadway allocations to localities for projects that do not meet the Major Employment and Investment (MEI) criteria.

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution requesting EDA Program funding prior to the Board's allocation of funds.

ARCC is a 104-acre industrial park located in Alleghany County and is just 1-mile from Interstate 64. This project will design roadway access to two graded pad sites, which total 21-acres and can support up to 500k-sf of development. VEDP has designated the two graded pad sites as Tier 5, meaning the sites are ready for end users, with full infrastructure and permits in place. This project includes the design of a 0.49-mile-long extension of Piney Ridge Road farther into ARCC.

Alleghany County is requesting funding from the EDA Program to assist with the design of roadway improvements to ARCC. The County will administer the design of the proposed road project. The Alleghany County Board of Supervisors agrees to provide a surety or bond in the amount of the estimated cost of the design of the access road prior to VDOT's authorization of EDA funds. Alleghany County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project.

Recommendation: VDOT recommends the allocation of \$175,000 (\$150,000 unmatched and \$25,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for design of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB’s EDA Fund Policy specify that the CTB shall approve the allocation of funds for the design of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and Alleghany County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By: Action:

**Title: Rail Industrial Access –
Annandale Millwork & Allied Systems Corporation – City of Newport News**

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

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

WHEREAS, Annandale Millwork & Allied Systems Corporation (Annandale Millwork) applied for RIA grant funds in the amount of \$625,100 to construct 800 feet of new track to serve its facility in the City of Newport News, Virginia; (Project) and

WHEREAS, the Department of Rail and Public Transportation (DRPT) evaluated the Project in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial Access Policy and, because the Project scored 58 points, has recommended its approval; and

WHEREAS, the City of Newport News, Virginia has, by resolution dated March 24, 2026, shown support for the application for RIA funds by Annandale Millwork for use at its facility located in the City of Newport News; and

WHEREAS, CSX Railroad, by letter dated September 19, 2025, has indicated its support for the Annandale Millwork Project and has agreed to serve the facility; and

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

WHEREAS, the Board believes that this Project is for the common good of a region of the Commonwealth and serves a public purpose.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$625,100 of the RIA Fund be provided to Annandale Millwork to construct 800 feet of new track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$625,100 RIA grant must be borne by Annandale Millwork or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Annandale Millwork to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in a form acceptable to the Director of DRPT.

CTB Decision Brief
Rail Industrial Access Applicant
Location: City of Newport News, Virginia
Annandale Millwork & Allied Systems Corporation

Summary: Annandale Millwork & Allied Systems Corporation (Annandale Millwork) is a family owned and operated business specializing in the production of structural building components, including roof trusses, wall panels, and other precision-engineered systems for residential and commercial construction. Annandale Millwork's existing location in Winchester, VA employs 380 people. This Project, located in the City of Newport News, will allow the company to expand operation further to the south to provide the Richmond and Tidewater regions with the same products and services provided from its Winchester location. Annandale Millwork has applied for Rail Industrial Access (RIA) grant funds in the amount of \$625,100 to construct 800 feet of new track to serve its facility in the City of Newport News, Virginia.

DRPT has evaluated the Project in accordance with the CTB's RIA Policy. The Project scores 58 points. Proposed projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans to add 200 new rail cars to the network annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 150 new jobs.
- The Applicant's new rail spur will divert approximately 680 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$11.5M.
- The total railroad track construction cost is estimated at \$893,000.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2026 Industrial, Airport, and Rail Access Fund

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

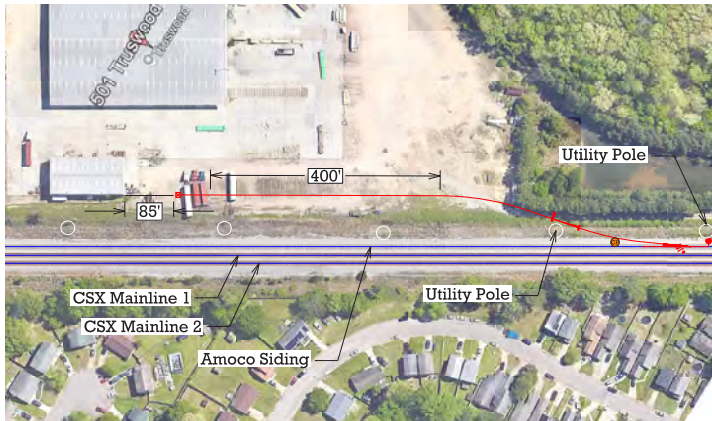
Action Required by CTB: CTB policy for RIA requires Board action on the resolution.

Options: Approve, Deny, or Defer

Rail Industrial Access

Annandale Millwork & Allied Systems Corporation Application

AMOUNT: \$625,100
LOCALITY: City of Newport News
DISTRICT: Hampton Roads
DATE: April 2026



Proposed track design for the Annandale Millwork Newport News site.



Warehouse at the Annandale Millwork Newport News site.

CONTENTS

PROJECT BACKGROUND	3
PROJECT DETAILS	4
APPLICATION SCORING	5
NEXT STEPS	6
APPENDIX	7 - 9

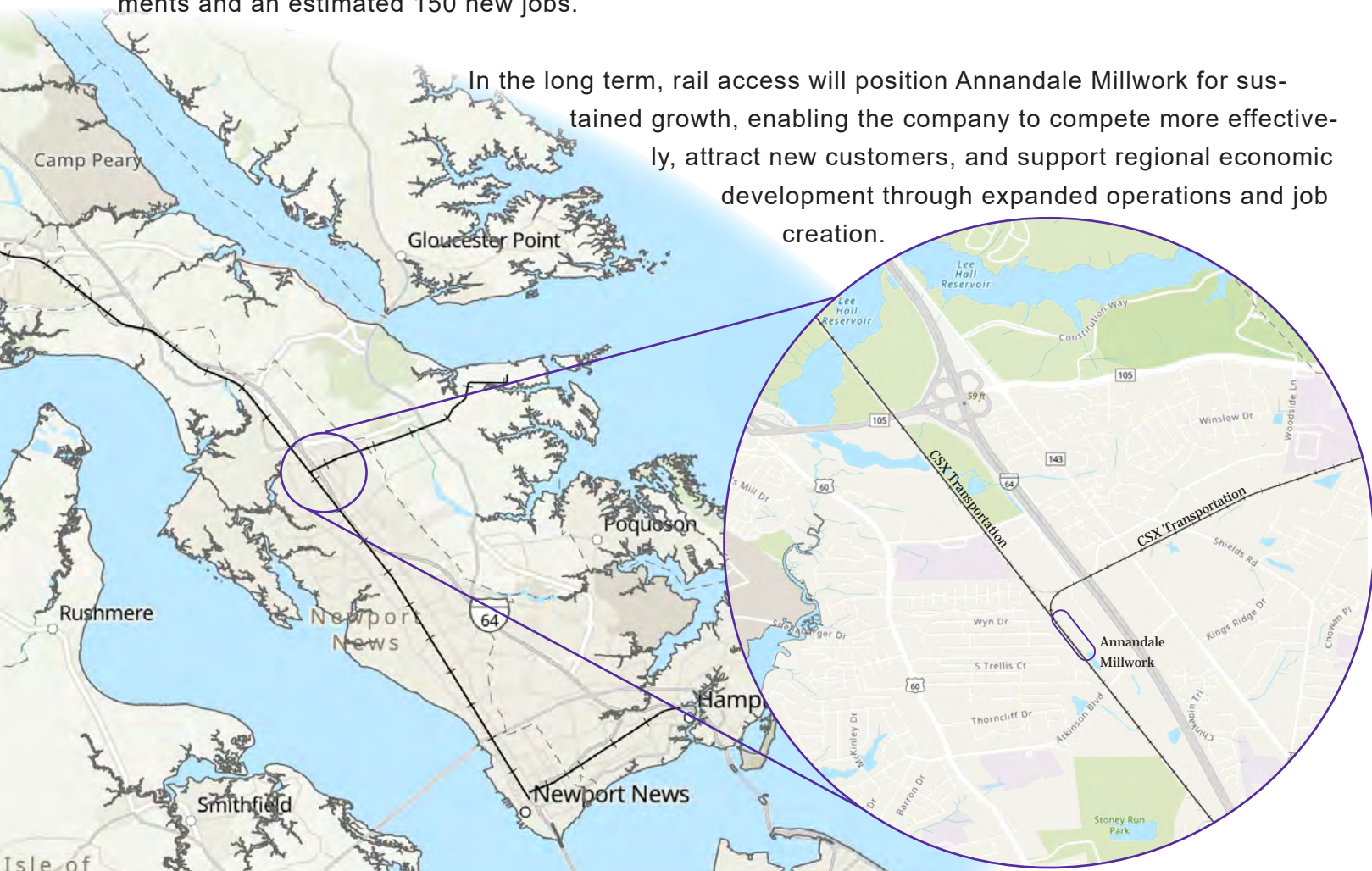
Project Background

Annandale Millwork & Allied Systems Corporation (Annandale Millwork), located in the City of Newport News, in the Hampton Roads CTB District, has applied for \$625,100 of Rail Industrial Access (RIA) funding to support its new facility. The project will increase rail throughput and create jobs. These benefits, along with significant private investment, contribute to an application score above 50 points. Based on RIA program guidance, this score warrants DRPT’s recommendation for approval.

Annandale Millwork & Allied Systems Corporation

Annandale Millwork is a family owned and operated business specializing in the production of structural building components, including roof trusses, wall panels, and other precision-engineered systems for residential and commercial construction.

Annandale Millwork’s existing location in Winchester, VA employs 380 people. This Project, located in the City of Newport News, will allow the company to expand its operation further to the south to provide the Richmond and Tidewater regions with the same quality products and services provided from its Winchester location. The economic impact of the Project is supported by \$11.5M in facility investments and an estimated 150 new jobs.



In the long term, rail access will position Annandale Millwork for sustained growth, enabling the company to compete more effectively, attract new customers, and support regional economic development through expanded operations and job creation.

Project Details

The Newport News site's southeastern Virginia location reduces truck travel and opens new markets for Annandale Millwork's growing business. Rail access via CSX Railroad is essential for growth, enabling delivery of raw materials in bulk, and shipping finished products to customers across the region and beyond.



Annandale Millwork is seeking \$625,100 from the Rail Industrial Access Program to support the \$893,000 construction of 800 feet of new track (shown in red above) to serve its facility in Newport News, Virginia. Project benefits include:

- \$11.5M Total Investment in Virginia Economy
- 150 new jobs
- 200 New Rail Carload Throughput Annually
- Remove Approximately 680 Trucks from Virginia Highways Annually

Application Scoring

The Commonwealth Transportation Board (CTB) has final funding decisions for all applications. DRPT evaluates and scores projects based on CTB approved program guidance and recommends any project that scores at least 50 points. The Annandale Millwork project will generate a moderate number of new rail carloads, includes a high percentage of private investment for the overall expansion, and is located within an existing economic development area, which are areas with new or expanding qualifying businesses. DRPT recommends the project for approval.

OPERATIONS		
New Carloads:	200 Annually	8
Operated by a Shortline:	No	0
ECONOMY		
New Jobs:	150	20
Located in Designated EDA:	Yes	10
Local Unemployment Rate:	> State Rate	8
FINANCIAL		
Percent of Capital Investment Requested from RIA:	5.4%	8
Percent Match on Rail Construction:	30%	4
Total Score		58

Next Steps



APRIL 2026

DRPT staff present and recommend the application for funding approval by CTB as part of its Consent Agenda. A resolution, decision brief, and project report are included as part of the information packet.



MAY 2026

If approved, DRPT staff will execute its standard grant agreement with the applicant, so that project work may commence. The agreement includes all terms and conditions, and the monitoring performance criteria.



DECEMBER 2027

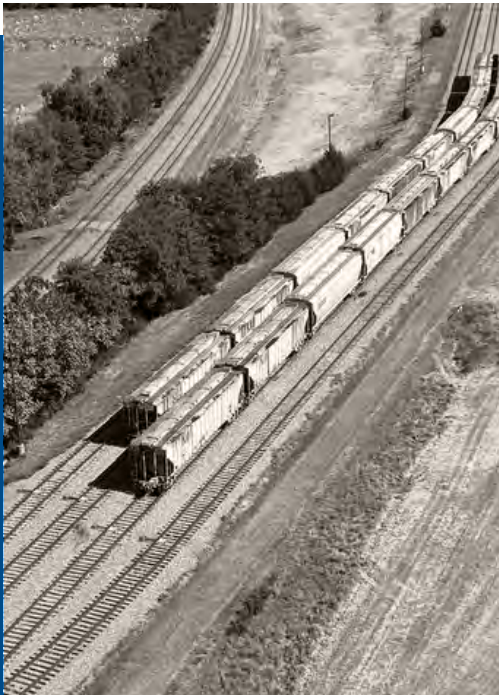
Expect construction complete by end of 2027. Grantee to complete all work and expenditures prior to invoicing. DRPT staff will conduct a site visit, review expenditures, and if reimbursement is approved, close the project. The 3-year performance monitoring begins.

Appendix

Rail Industrial Access Program Overview

Program Overview

The Rail Industrial Access Program is established in Virginia Code § 33.2-1600, dedicating the Commonwealth to creating a competitive multimodal network that provides choices for transportation users; system redundancies to increase network resilience; opportunities for economic growth; and increased access for all users.



RIA is designed for new or expanding businesses that have the need to access the rail network by building their own industrial lead tracks.

Funds must be used to construct, reconstruct, or improve part or all the necessary tracks and related facilities. Facilities must be directly associated with revenue carloads.

Relocation of utilities, acquisition of right-of-way, operation and maintenance, storage tracks, rail less than 115 lbs or work begun prior to project execution are not eligible.

01.

APPLICATION

Once submitted, DRPT staff evaluates application eligibility and determines the application score based on the objective, data-driven, scoring criteria.

All requirements and scoring are included in the grant guidelines, posted publicly.

02.

PROJECT EXECUTION

DRPT recommends all projects that receive a score of at least 50 points for funding consideration by the CTB. If funding is approved by the Board, DRPT staff will execute the project agreement.

All terms and conditions are posted publicly.

03.

PROJECT IMPLEMENTATION

RIA is a reimbursement based program, which requires the grantee to complete all construction and expenditures prior to receiving any Commonwealth funds. Once complete, DRPT staff conducts a site visit to ensure proper implementation.

This process is designed to safeguard public funds.

04.

CLOSEOUT AND PERFORMANCE

Once the project is complete, the Commonwealth maintains a 15-year interest in the improvements to ensure they remain operable, and requires annual performance reporting by the grantee to ensure the application commitments have been realized.

If either term is not met, DRPT may reclaim funding.

Application Process

DRPT staff reviews and scores each application using the same data-driven criteria. The scoring criteria was developed to evaluate diverse project needs across the diverse geography of the Commonwealth. The scoring criteria aims to award projects that maximize carload throughput, job creation, and maximum leverage of private investment. The scoring criteria is also tracked after project implementation to ensure project benefits are fully realized by the Commonwealth.



New Rail Carloads

Annual revenue carloads as a result of investment; maximize the benefit to the VA highways by diverting trucks. Up to 20 points.



Job Creation

New jobs created as a result of investment; maximize the benefit to the VA economy and quality of life. Up to 20 points.



% of Capital Investment

Transportation portion of the overall investment; targets projects with higher % of private investment. Up to 10 Points.



Private % of Track Construction

Measures % of private match for track construction only. Minimum 30% match required, up to 10 points.



Local Unemployment

Local unemployment rate vs state average. Targets high unemployment areas to maximize job impact. Up to 10 points.



Designated EDA / Shortline*

Two different Yes / No measures. Is the project within a designated economic development area? Is it served by shortline? 10 points each.

*An economic development area, for the purposes of the Rail Industrial Access Program, is an area with new or expanding qualifying businesses. The RIA project must be supported by state or local economic development officials to receive these points. A Shortline Railroad is a small-to-medium sized, independently operated railroad company that operates over shorter distances, usually acting as a feeder to larger Class 1 railroads and are typically classified as Class II or Class III carriers by the Surface Transportation Board.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By: Action:

Title: Potomac and Rappahannock Transportation Commission/Omniride I-95 Interstate Operations and Enhancement Program-Funded Services Extension

WHEREAS, in June 2021, the Commonwealth Transportation Board adopted the policy that governs the Interstate Operations and Enhancement Program (IOEP); and

WHEREAS, the policy states that transit service operating costs will be covered for a period of three years, with the Board having discretion at the end of the three-year period to provide operating assistance for three additional years on high performing routes; and

WHEREAS, in the I-95 Corridor Improvement Program the Potomac and Rappahannock Transportation District Commission (PRTC/Omniride) received funding to operate three commuter routes that continue to operate today; and

WHEREAS, these routes began in December 2023 and have performed well, surpassing ridership projections included in the I-95 CIP, and are critical to reducing congestion on I-95/395 in Northern Virginia; and

WHEREAS, the three-year limitation on operating funding will be reached in December 2026 for these routes and there is funding remaining in the current award to operate these routes for another three years, through December 31, 2029;

WHEREAS, the total amount of funding approved through IOEP was \$20,546,085 and the amount of funding requested for extension is approximately \$8,745,854 in operating funding and \$3,600,000 in capital funding that will be used to purchase commuter buses;

Resolution of the Board

Potomac and Rappahannock Transportation Commission/Omniride I-95 Interstate Operations
and Enhancement Program-Funded Services Extension

April 22, 2026

Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the extension of operating funding to December 31, 2029, for the three routes funded under the I-95 CIP and operated by PRTC/Omniride (DRPT projects 50061-01, 50062-01, and 50063-01).

CTB Decision Brief
Potomac and Rappahannock Transportation Commission/Omniride I-95 IOEP-Funded Services Extension

Issue: The Potomac and Rappahannock Transportation Commission (dba Omniride) has three active commuter bus service routes operating in the I-95 corridor that were part of the I-95 Corridor Improvement Program (CIP) that is funded by the Interstate Operations and Enhancement Program (IOEP). CTB policy governing IOEP provides operating funds for transit service for a period of three years. The three routes were placed into service in December 2023 and in December 2026 the initial three-year period will be reached. Policy also states that the Board has discretion at the end of the three-year period to provide operating assistance for three additional years on high performing routes. The funded services continue to see strong ridership numbers and an extension as allowed under policy would be in the best interests of the Commonwealth as well as transit riders and drivers on the I-95/395 corridor.

Facts: In the current I-95 CIP, one of the challenges identified in the corridor is a lack of commuter bus service south of Dale City. To address this gap, the CIP advanced new commuter routes that serve from as far south as Fredericksburg to the DC core in the north. The three routes are part of the eleven total Omniride Express routes that serve points north for commuters during the week. The routes serve the following destinations:

- Stafford to D.C.
- Spotsylvania to Pentagon/Navy Yard
- Falmouth to Pentagon/Rosslyn/Ballston

As a commuter bus provider, Omniride was heavily impacted by the lingering impacts of the pandemic and the continuance of remote work policies on commuter service and so the new services did not begin operation until December 2023. The funded projects were expected to carry more than 150 riders from Spotsylvania and Stafford to points north each morning. As of January 2026, the routes outperformed the expected ridership serving over 800 riders per day. The services contributed to growth in ridership of over 27% on Omniride Express routes between FY24 and FY25, from 916,000 to 1.1 million, and have continued to grow ridership into the current fiscal year.

No additional funding is being sought as there are funds available in the current awards to continue the service through December 2029. The total amount of funding from IOEP was \$20,546,085 and the amount of funding requested for the extension is approximately \$8,758,854 in operating funding and \$3,600,000 in capital funding that will be used to purchase commuter buses.

Recommendations: DRPT recommends extending the three Omniride Express routes funded by the I-95 CIP for an additional three years through December 31, 2029. Specifically, the funds are in DRPT projects – 50061-01, 50062-01, and 50063-01.

Action Required by CTB: Adopt a resolution extending funding for the three routes through December 31, 2029.

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: "Atkins "Maybrook Boys" Memorial Bridge"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Giles County Board of Supervisors has requested, by resolution dated January 8, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the lives and service to their community and country of Harry B. Atkins, John Atkins, Curtis Atkins, David Atkins, Warren "June" Atkins Jr. and Billy Atkins, name the bridge on Route 778, Apache Road, over Sinking Creek, Giles County, as the "Atkins "Maybrook Boys" Memorial Bridge"; and

WHEREAS, Giles County, by resolution dated January 8, 2026, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

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

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 778, Apache Road, over Sinking Creek, Giles County, as the "Atkins "Maybrook Boys" Memorial Bridge".

Resolution of the Board

Bridge Naming: "Atkins "Maybrook Boys" Memorial Bridge"

April 22, 2026

Page 2 of 2

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

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CTB Decision Brief

Bridge Naming: “Atkins “Maybrook Boys” Memorial Bridge”

Issue: Commemorative naming, at the request of Giles County, of the bridge on Route 778, Apache Road, over Sinking Creek, Giles County, as the “Atkins “Maybrook Boys” Memorial Bridge”.

Facts: The Giles County Board of Supervisors enacted a resolution on January 8, 2026, to honor the lives and service to their community and country of Harry B. Atkins, John Atkins, Curtis Atkins, David Atkins, Warren “June” Atkins Jr. and Billy Atkins.

According to that resolution, Harry B. Atkins, John Atkins, Curtis Atkins, David Atkins and Warren “June” Atkins Jr. served their country with honor during World War II.

Billy Atkins served his country with honor in the Korean War.

These brothers would collectively become known as the “Maybrook Boys” in honor of their family’s service to their county in times of conflict.

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

Result if Approved: The bridge on Route 778, Apache Road, over Sinking Creek, Giles County, will be known as the “Atkins “Maybrook Boys” Memorial Bridge”. In accordance with law, and by resolution dated January 8, 2026, Giles County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT has not received any public comments on this proposal.

County of Giles

Jeffrey Morris
Central District Supervisor

Perry Martin
Eastern District Supervisor

John Lawson
Western District Supervisor



Paul "Chappy" Baker
At-Large Supervisor

Richard McCoy
At-Large Supervisor

Board of Supervisors

1 TAYLOR AVENUE, SUITE 2
PEARISBURG, VIRGINIA 24134

Resolution Naming the Bridge on Apache Road, over Sinking Creek in Giles County as the Atkins "Maybrook Boys" Memorial Bridge

WHEREAS, Brothers Harry B. Atkins, John Atkins, Curtis Atkins, David Atkins, Warren "June" Atkins Jr., and Billy Atkins all were born and raised in the Maybrook community of Giles County.

WHEREAS, Harry B. Atkins, John Atkins, Curtis Atkins, David Atkins, and Warren "June" Atkins Jr. all served their country with honor during World War II.

WHEREAS, Billy Atkins served his country with honor in the Korean War.

WHEREAS, These brothers would collectively become known as the "Maybrook Boys" in honor of their family's service to their country in times of conflict.

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

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

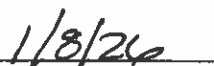
NOW, THEREFORE, BE IT RESOLVED, that Giles County, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on Apache Road, over Sinking Creek in Giles County as the Atkins "Maybrook Boys" Memorial Bridge.

BE IT FURTHER RESOLVED, that Giles County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

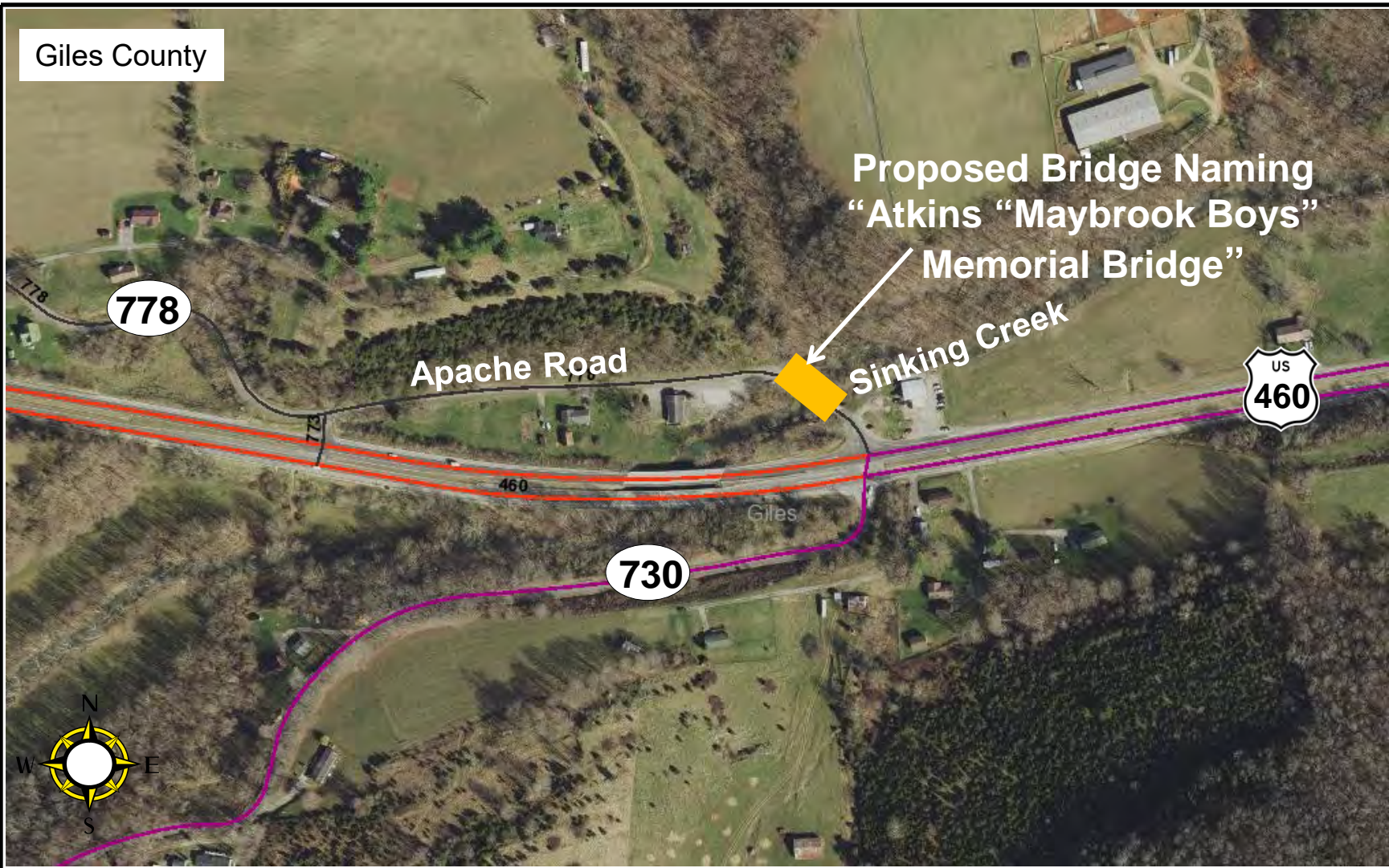
Signature



Date



Giles County



Proposed Bridge Naming
"Atkins "Maybrook Boys"
Memorial Bridge"

Sinking Creek

Apache Road

778

460

Giles

730

US
460



Virginia Department of Transportation
Maintenance Division

CTB MEETING: April 22, 2026

Giles County

Proposed Bridge Naming:
"Atkins "Maybrook Boys" Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: FY2026-2031 Six-Year Improvement Program Transfers February 21, 2026 through March 20, 2026

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2026-2031 Program on June 24, 2025; 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 2026 through 2031 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 2026 through 2031 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
FY2026-2031 Six-Year Improvement Program Transfers
for February 21, 2026 through March 20, 2026
April 22, 2026
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

FY2026-2031 Six-Year Improvement Program Transfers February 21, 2026 through March 20, 2026

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 24, 2025, 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 2026 through 2031 (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 February 21, 2026 through March 20, 2026 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.

Decision Brief

FY2026-2031 Six-Year Improvement Program Transfers for February 21, 2026 through March 20, 2026

April 22, 2026

Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

#####

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring 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	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	INT. CONFLICT WARNING SYSTEM & SIGN REPLACEMENT	126942	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 196,340	\$ 708,430	\$ 708,430	38.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Culpeper District								\$ 196,340				
B	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 3	128175	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 114,148	\$ 519,457	\$ 519,457	28.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
C	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 360	128177	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 60,068	\$ 273,033	\$ 273,033	28.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 174,216				
D	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - MONITOR MERRIMAC MEMORIAL BRIDGE TUNNEL UTILITY POWER	123739	Special Structures Fund - State (SSF000)	\$ 17,435,710	\$ 95,475,710	\$ 95,475,710	22.3%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Program Balance Entry line item to fund a scheduled project.
E	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - HRBT OVERHEIGHT PHASE II - VENTILATION UPGRADE	123865	Special Structures Fund - State (SSF000)	\$ 700,000	\$ 1,900,000	\$ 70,280,225	58.3%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Fund Balance Entry line item to a scheduled project.
F	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - JRB FENDER SYSTEM REPLACEMENT	127081	Special Structures Fund - State (SSF000)	\$ 3,908,500	\$ 4,708,500	\$ 32,800,000	> 100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Program Balance Entry line item to fund a scheduled project.

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring 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
G	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS -HIGH RISE BRIDGE BASCULE REPAIRS	127484	Special Structures Fund - State (SSF000)	\$ 2,112,617	\$ 2,675,000	\$ 2,675,000	> 100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Program Balance Entry line item to fund a scheduled project.
Subtotal Hampton Roads District								\$ 24,156,827				
H	Northern Virginia	BICYCLE SHARING INITIATIVE, NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY, NORTHERN VIRGINIA DGP DEALLOCATION BALANCE ENTRY	100420, 70717, T21765	Northern Virginia	#SMART20 - SAFETY AND CAPACITY ENHANCEMENTS	115531	DGP-STP STWD (GF2100), DGP-STP STWD Soft Match (GF2101), RSTP - Urban : Northern Virginia MPO (CNF273), RSTP : Northern Virginia (CF2M10), RSTP Match - Urban : Northern Virginia MPO (CNS273), RSTP Match : Northern Virginia (CS2M11)	\$ 1,110,301	\$ 7,288,562	\$ 7,288,562	18.0%	Transfer of surplus funds recommended by District and MPO from an underway project, the District RSTP Balance Entry line item and the District DGP Deallocation Balance Entry line item to a scheduled project.
Subtotal Northern Virginia District								\$ 1,110,301				
I	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Richmond	#OTHERINT - I-295 - SSP ROUTE - EXIT 43 TO 53.5 Richmond	120383	Other Interstate Corridor Funds - State (CS9199)	\$ 950,000	\$ 3,152,965	\$ 3,152,965	43.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Interstate Corridor Operations Improvement Program Balance Entry line item to an underway project.
J	Richmond	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY	70722	Richmond	ENON CHURCH RD (DODD PARK-PERCH POINT RD) BIKE/PED IMPROV.	124274	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	\$ 1,590,348	\$ 3,140,348	\$ 3,140,348	> 100%	Transfer or surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.
K	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	I-95-F EXIT 92 EV CHARGING STATION INSTALLATION	126892	Accounts Receivable - Access (NOP222), Electric Vehicles Program Allocation-Federal (CFE100)	\$ 345,123	\$ 1,000,208	\$ 1,000,208	52.7%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to a scheduled project.
Subtotal Richmond District								\$ 2,885,471				
L	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Salem	#I81CIP O&M TOC FLOOR OPERATIONS SALEM	116330	I-81 Corridor Funds - State (CS9181)	\$ 282,000	\$ 1,347,109	\$ 1,347,109	26.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Improvement Program Balance Entry line item to fund an underway project.
Subtotal Salem District								\$ 282,000				
M	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Staunton	#I81CIP O&M TOC FLOOR OPERATIONS STAUNTON	116331	I-81 Corridor Funds - State (CS9181)	\$ 710,000	\$ 2,219,854	\$ 2,219,854	47.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Improvement Program Balance Entry line item to fund an underway project.

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring 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
N	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Staunton	ROUTE 211 LEE HIGHWAY SIDEWALK	116842	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$ 113,518	\$ 463,518	\$ 463,518	32.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to an underway project.
Subtotal Staunton District								\$ 823,518				
Grand Total								\$ 29,628,673				

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Not Requiring 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	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	I-81 BRIDGE PROJECT ROUTE 11 PE ONLY #17478 PE CN #17480	97555	CTB Formula - Bridge State (CS0110)	\$ 2,000	\$ 17,319,355	\$ 17,319,354	< 1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a completed project.
2	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Bristol	#SMART20-Russell Rd & Poplar St Int Imp (APP ID# 4031)	115484	HPP - State (HS0100)	\$ 114,804	\$ 874,181	\$ 874,181	15.1%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to fund a completed project.
Subtotal Bristol District								\$ 116,804				
3	Statewide	STATEWIDE PTF FUND BALANCE ENTRY	T29646	Culpeper	ROUTE 29 AND LEES MILL ROAD INTERSECTION R-CUT	120654	Access PTF (CNS246)	\$ 836,013	\$ 9,258,707	\$ 9,258,707	9.9%	Transfer of surplus funds recommended by District from the Statewide PTF Balance Entry line item to fund a scheduled project.
Subtotal Culpeper District								\$ 836,013				
4	Fredericksburg	FREDERICKSBURG DISTRICT CMAQ BALANCE ENTRY	70712	Fredericksburg	#SMART24 - RTE 1 AND EXIT 126 SB IMPROVEMENTS	121802	Accounts Receivable-Federal-Aid Local Match (NOPFDX), CMAQ : Fredericksburg (CF5MA0), CMAQ Match : Fredericksburg (CS5MA1)	\$ 92,081	\$ 15,353,102	\$ 15,353,102	0.6%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to an underway project.
5	Fredericksburg	#SGR Fredericksburg-VDOT SGR Paving-Balance Entry	T13516	Fredericksburg	#SGR24VP - PM-6R-24 ASPHALT RESURFACING PRIMARY SYSTEM	123864	SGR Paving State (SSP700)	\$ 22,571	\$ 1,650,978	\$ 1,650,978	1.4%	Transfer of surplus funds recommended by District from the District SGR VDOT Paving Balance Entry line item to a completed project.
6	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 218	128173	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 23,317	\$ 373,156	\$ 373,156	6.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 137,969				
7	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - HRBT - PLANT MIX, INTERSTATE	128662	Special Structures Fund - State (SSF000)	\$ 100,000	\$ 2,100,000	\$ 2,100,000	5.0%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Fund Balance Entry line item to a scheduled project.
Subtotal Hampton District								\$ 100,000				
8	Richmond	SADLER RD - RECONSTRUCTION	104148	Richmond	RTE 9999 - SADLER RD; WIDEN & RECONSTRUCT; FED ESCROW PROJ	60934	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$ 60,000	\$ 4,607,057	\$ 3,040,260	1.3%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a completed project.

Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Not Requiring 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
9	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR18VB - BRIDGE REHAB I-95 OVER RT 608 (REYMET RD) CN ONLY	111302	SGR: Nat. Freight Pgm - Bridge Federal (SFB150) , SGR: Nat. Freight Pgm - Bridge Soft Match (SFB151)	\$ 459,707	\$ 7,152,885	\$ 7,152,885	6.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund a completed project.
Subtotal Richmond District								\$ 519,707				
10	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Salem	#I81CIP SWRO MGMT FEE FOR NEW CMS & CAMERAS O&M FY20-27	116328	I-81 Corridor Funds - State (CS9181)	\$ 15,500	\$ 203,992	\$ 203,992	8.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Improvement Program Balance Entry line item to fund an underway project.
Subtotal Salem District								\$ 15,500				
Grand Total								\$ 1,725,993				



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026-2031

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

WHEREAS, after due consideration the Board adopted a 2026-2031 Program on June 24, 2025; and

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

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

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

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

WHEREAS, the 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 the Appendix are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 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 2026 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.

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 or their designees, in order to effectively maximize the use of federal transportation funds, are hereby delegated the authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

#####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026 – 2031

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 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 24, 2025, after due consideration, the CTB adopted FY 2026-2031 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2026–2031.

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 2026–2031 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 2026-2031. 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 2026 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. The resolution also authorizes the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Appendix A
Amendments to the FY2026-2031 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	T31727	Northern Virginia	Alexandria	6591	VDOT O/S SERVICE FOR MOUNT VERNON LOCAL PROJECT	\$100,000	\$100,000	\$0	Accounts Receivable	Yes
2	128966	Richmond	Districtwide	9999	TRAFFIC SIGNALS ON-CALL CONTRACT	\$1,500,000	\$1,500,000	\$0	Safety	Yes
Total						\$1,600,000	\$1,600,000	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: _____, **Seconded By:** _____

Action:

Title: AUTHORIZING THE ISSUANCE AND SALE OF COMMONWEALTH OF VIRGINIA FEDERAL TRANSPORTATION GRANT ANTICIPATION REVENUE AND REFUNDING NOTES

WHEREAS, from time to time the Commonwealth of Virginia (the "Commonwealth") receives federal-aid highway construction reimbursements and other federal highway assistance under or in accordance with Title 23 of the United States Code, or any successor program established under federal law, from the Federal Highway Administration ("FHWA") or any successor or additional federal agencies ("Federal Highway Reimbursements");

WHEREAS, the receipt of Federal Highway Reimbursements is expected to continue;

WHEREAS, pursuant to the Transportation Development and Revenue Bond Act (the "State Revenue Bond Act"), Sections 33.2-1700 *et seq.* of the Code of Virginia of 1950, as amended (the "Virginia Code"), the Commonwealth Transportation Board (the "Board") has the power to issue revenue bonds or notes to finance the costs of transportation projects authorized by the General Assembly of Virginia (the "General Assembly") and revenue refunding bonds or notes to refund any revenue bonds or notes issued pursuant to the State Revenue Bond Act, including any financing costs or other financing expenses related to such bonds or notes;

WHEREAS, the Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes Act of 2011, Article 4, Chapter 15, Title 33.2 of the Virginia Code (the "GARVEEs Act" and, together with the State Revenue Bond Act, the "Acts"), authorizes the Board, by and with the consent of the Governor of the Commonwealth (the "Governor"), to issue, pursuant to the provisions of the State Revenue Bond Act, in one or more series from time

Resolution of the Board

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes

April 22, 2026

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to time, revenue obligations of the Commonwealth to be designated "Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes, Series" (the "GARVEEs"); provided that the aggregate principal amount outstanding shall not exceed \$1,200,000,000, exclusive of (i) the amount of any revenue obligations that may be issued to refund GARVEEs previously issued under the GARVEEs Act in accordance with Section 33.2-1512 of the Virginia Code, and (ii) any amounts issued for financing expenses (including, without limitation, any original issue discount);

WHEREAS, Section 33.2-1520 of the Virginia Code provides that in connection with each series of GARVEEs issued, the Board shall establish a fund in accordance with Section 33.2-1720 of the Virginia Code either in the state treasury or with a trustee in accordance with Section 33.2-1716 of the Virginia Code, which fund secures and is used for the payment of such series of GARVEEs to the credit of which there shall be deposited such amounts, appropriated therefor by the General Assembly, as are required to pay the principal, or purchase price of, and redemption premium, if any, and interest on GARVEEs, as and when due and payable, and the amounts deposited in such fund shall be derived (i) first from Federal Highway Reimbursements received by the Commonwealth from time to time only with respect to the specifically identified project or projects to be financed by such GARVEEs (the "Project-Specific Reimbursements"); (ii) then, at the discretion of the Board, to the extent required, from legally available revenues of the Transportation Trust Fund; and (iii) then from such other funds, if any, which are designated by the General Assembly for such purpose;

WHEREAS, the Board has entered into a Master Trust Indenture (as supplemented and amended, the "Master Indenture") dated as of February 1, 2012, between the Board and U.S. Bank Trust Company, National Association, formerly U.S. Bank National Association, as trustee (the "Trustee");

WHEREAS, the Board has the authority to issue one or more series of GARVEEs to be known as the "Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue [and Refunding] Notes," (as more particularly described below, the "2026 GARVEEs") with one or more series designations, as appropriate, and to take such action as may be necessary or advisable in order to effect the issuance and sale of the 2026 GARVEEs;

WHEREAS, under the Acts, the net proceeds of the GARVEEs shall be used exclusively for the purpose of providing funds, together with any other available funds, for paying the costs incurred or to be incurred for construction or funding of such projects to be designated by the Board or refunding outstanding GARVEEs, and the Board intends that a portion of the net proceeds of the 2026 GARVEEs are to be used to pay costs of the projects (the "New Money GARVEEs") as described on Schedule 1 to this Resolution (collectively, the "Projects") and the remaining portion of the net proceeds of the 2026 GARVEEs are to be used to refund certain outstanding GARVEEs (the "Refunded GARVEEs") as determined in accordance with this Resolution (the "Refunding GARVEEs" and together with the New Money GARVEEs, the "2026 GARVEEs"); and

Resolution of the Board

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes

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WHEREAS, the provisions for the foregoing arrangements and transactions will be set forth in the following documents, forms of which have been presented to the Board at this meeting:

(1) a Ninth Supplemental Trust Indenture expected to be dated as of June 1, 2026 (the "Ninth Supplemental Indenture" and together with the Master Indenture, the "Indenture"), between the Board and the Trustee;

(2) a Preliminary Official Statement of the Board related to the offering for sale of the 2026 GARVEEs, containing, among other things, information relating to the Commonwealth, the Board, the Virginia Department of Transportation (the "Department") and the terms of the 2026 GARVEEs to be used in the public offering for sale of the 2026 GARVEEs (the "Preliminary Official Statement");

(3) a Continuing Disclosure Agreement of the Board relating to the obligations of the Board to disclose certain information on an ongoing basis in connection with the 2026 GARVEEs (the "Continuing Disclosure Agreement" and, together with the Ninth Supplemental Indenture and the Preliminary Official Statement, the "Basic Documents").

NOW, THEREFORE, BE IT RESOLVED BY THE COMMONWEALTH TRANSPORTATION BOARD THAT:

1. Authorization of the 2026 GARVEEs. The Board hereby finds and determines that it is in the best interest of the Commonwealth and the Board for the Board (i) to enter into the Ninth Supplemental Indenture to provide for the issuance of the 2026 GARVEEs, (ii) to issue the 2026 GARVEEs in accordance with the provisions of the Act, the Indenture and the Basic Documents, (iii) to sell the 2026 GARVEEs in the manner provided herein, (iv) to use a portion of the proceeds of the New Money GARVEEs to pay costs of the Projects, including such other project or projects as may be designated in a resolution adopted by the Board and approved in writing by FHWA and (v) to use a portion of the proceeds of the Refunding GARVEEs to refund the Refunded GARVEEs. The Board authorizes the issuance and sale of the 2026 GARVEEs within the following parameters: (i) the aggregate principal amount of the New Money GARVEEs, including any original issue premium in excess of a *de minimis* amount as required by Section 2.2-5002.1 of the Virginia Code, shall not exceed \$70,000,000, (ii) the final maturity date of the New Money GARVEEs shall not exceed 20 years from their date of issuance, (iii) the aggregate true interest cost of the New Money GARVEEs shall not exceed the maximum true interest cost approved by the Treasury Board of the Commonwealth (the "Treasury Board"), (iv) the minimum debt service savings threshold for the Refunding GARVEEs shall be no less than two percent (2%) savings on a present value basis compared to existing debt service on the Refunded GARVEEs, and (v) the fiscal year in which occurs the final maturity date of the Refunding GARVEEs shall be no later than the fiscal year in which occurs the final maturity date of the respective Refunded GARVEEs. The Treasury Board is required, pursuant to Section 2.2-2416 of the Virginia Code, to approve the terms and structure of the 2026 GARVEEs. The Board hereby finds and determines that the issuance and sale of the 2026 GARVEEs in

Resolution of the Board

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes

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accordance with this Resolution conforms with the purposes set forth in the Act and the Indenture. The Board authorizes the Chairperson of the Board (the "Chairperson"), in collaboration with Public Resources Advisor Group, the Board's financial advisor (the "Financial Advisor") to determine which outstanding GARVEEs may be refunded under the criteria set forth in this Paragraph 1 and select the Refunded GARVEEs.

2. Limited Obligations. The 2026 GARVEEs shall be limited obligations of the Board and the Commonwealth, payable from and secured by a pledge of the Federal Highway Reimbursements and the other Revenues (as defined in the Indenture) and amounts in certain funds established pursuant to the Indenture. Nothing in this Resolution, the 2026 GARVEEs, the Indenture or the Basic Documents shall be deemed to create or constitute a debt or a pledge of the faith and credit of the Commonwealth or any political subdivision thereof.

3. Determination of Details of the 2026 GARVEEs. The Board authorizes the Chairperson, subject to the parameters set forth in paragraph 1 of this Resolution, to determine the final terms and details of the 2026 GARVEEs, including, without limitation, the aggregate principal amount, the maturity schedule, the interest rates, the redemption provisions, the sale date, the sale price and the reoffering prices. The Chief Financial Officer of the Department and the Director, Financial Planning Division of the Department (either of whom may act) are authorized to effect the Chairperson's award of the 2026 GARVEEs. Upon the Chairperson's determination of the final terms and details of the 2026 GARVEEs, the Chairperson and the Assistant Secretary of the Board (the "Assistant Secretary") are authorized and directed (i) to have the 2026 GARVEEs prepared and executed in accordance with the Indenture, (ii) to deliver the 2026 GARVEEs to the Trustee for authentication, and (iii) to cause the 2026 GARVEEs so executed and authenticated to be delivered by the Trustee to the purchaser or purchasers thereof upon payment of the purchase price of the 2026 GARVEEs. Execution and delivery by the Chairperson and the Assistant Secretary of the 2026 GARVEEs shall constitute conclusive evidence of the approval of the 2026 GARVEEs and the terms and details thereof by the Chairperson and the Assistant Secretary on behalf of the Board.

4. Sale of the 2026 GARVEEs. The Chairperson is authorized to sell the 2026 GARVEEs pursuant to a competitive sale and to prepare, publish and distribute a Notice of Sale in connection therewith (the "Notice of Sale"), provided that the Notice of Sale may not be published or distributed prior to the approval of the 2026 GARVEEs by resolution of the Treasury Board. Alternatively, if in consultation with the Financial Advisor, the Chairperson determines a negotiated sale of the 2026 GARVEEs is in the best interest of the Commonwealth, the Board authorizes the Chairperson to solicit and consider proposals for such sale and to negotiate the terms thereof not inconsistent with the terms of this Resolution with an underwriter or group of underwriters (the "Underwriter"); provided, however, no purchase contract or agreement may be executed prior to the approval of the terms and details of the 2026 GARVEEs by resolution of the Treasury Board. In addition to the Chairperson, any such purchase contract or agreement may be executed and delivered by either of the Chief Financial Officer of the Department or the Director, Financial Planning Division of the Department.

5. Preliminary Official Statement. The Board approves the Preliminary Official Statement in substantially the form presented at this meeting. The Board authorizes and directs the Chairperson, in collaboration with Department staff, Bond Counsel, any Underwriter and the Financial Advisor, to prepare the final form of the Preliminary Official Statement with such completions, omissions, insertions, and changes as are necessary or desirable to effect the issuance and sale of the 2026 GARVEEs, as the Chairperson may approve. The Board authorizes the Chairperson to deem the Preliminary Official Statement to be final for purposes of Securities and Exchange Commission Rule 15c2-12 (the "Rule") and to approve the distribution thereof, provided that the Preliminary Official Statement may not be distributed prior to approval of the terms and structure of the 2026 GARVEEs in accordance with a resolution adopted by the Treasury Board.

6. Official Statement. The Board authorizes and directs the Chairperson, in collaboration with Department staff, Bond Counsel, any Underwriter, and the Financial Advisor, to complete the Preliminary Official Statement as an official statement in final form (the "Official Statement") to reflect the provisions of the winning bid or an executed purchase contract, as appropriate, with respect to the purchase and sale of the 2026 GARVEEs. The Board authorizes and directs the Chairperson to execute the Official Statement, which execution shall constitute conclusive evidence of the approval of the Official Statement by the Chairperson on behalf of the Board and that it has been deemed final within the meaning of the Rule. The Board authorizes and directs Department staff to arrange for delivery of a sufficient number of copies of the Official Statement to the winning bidder or Underwriter, as appropriate, for distribution to each potential investor requesting a copy and to each initial purchaser of the 2026 GARVEEs from the winning bidder or Underwriter, as appropriate, and to the Municipal Securities Rulemaking Board ("MSRB") via the MSRB's Electronic Municipal Market Access system. The Board authorizes and approves the distribution by the winning bidder or Underwriter of the Official Statement as executed by the Chairperson.

7. Continuing Disclosure. The Board covenants to undertake ongoing disclosure and to provide "annual financial information" and "event notices" for the benefit of holders of the 2026 GARVEEs and to assist the winning bidder or Underwriter, as applicable, in complying with the Rule, all in accordance with the Continuing Disclosure Agreement. The Chairperson is authorized and directed to prepare, execute and deliver the final form of the Continuing Disclosure Agreement, with such completions, omissions, insertions and changes as are necessary or desirable to effect the issuance and sale of the 2026 GARVEEs, as the Chairperson may approve. The Chief Financial Officer of the Department and the Director, Financial Planning Division of the Department (either of whom may act) are designated as the initial Dissemination Agent under the Continuing Disclosure Agreement. Execution and delivery by the Chairperson of the Continuing Disclosure Agreement shall constitute conclusive evidence of the approval of the Continuing Disclosure Agreement by the Chairperson on behalf of the Board.

8. Ninth Supplemental Indenture. The Board approves the Ninth Supplemental Indenture in substantially the form presented at this meeting. The Chairperson is authorized and

Resolution of the Board

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes

April 22, 2026

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directed to prepare, execute and deliver the final form of the Ninth Supplemental Indenture with such completions, omissions, insertions and changes as are necessary or desirable to effect the issuance and sale of the 2026 GARVEEs, including without limitation changes to the dated date thereof, as the Chairperson may approve. Execution and delivery by the Chairperson of the Ninth Supplemental Indenture shall constitute conclusive evidence of the approval of the Ninth Supplemental Indenture by the Board.

9. Authorization of Further Action. The Board authorizes Department staff (i) to request the Treasury Board to approve the terms and structure of the 2026 GARVEEs in accordance with Section 2.2-2416 of the Virginia Code and the Act, (ii) to request the Governor to approve the issuance of the 2026 GARVEEs in accordance with the Act, (iii) if determined by Department staff to be cost beneficial, to procure and negotiate a contract with a credit facility provider to issue a credit facility with respect to some or all of the 2026 GARVEEs and to execute such contract, together with any other documents related to such credit facility, and (iv) to collaborate with the staff of the Department of the Treasury of the Commonwealth or the State Treasurer to procure and to negotiate investments and investment contracts for any of the proceeds of the 2026 GARVEEs or the Refunded GARVEEs. The Board further authorizes the Chairperson to execute and deliver all documents and certificates and to take all such further action as he may consider necessary or desirable in connection with the issuance and sale of the 2026 GARVEEs, including, without limitation, the execution and delivery of documents, certificates or instruments that include without limitation (a) agreements or amendments to existing agreements concerning Federal Highway Reimbursements or the GARVEEs generally to account for the 2026 GARVEEs or the proceeds of the 2026 GARVEEs or other GARVEEs in a manner consistent with the intent of this Resolution, (b) an escrow agreement between the Board and an escrow agent to be determined by the Chairperson, providing for the deposit of the proceeds of the Refunding GARVEEs in amounts sufficient, when invested as set forth in the escrow agreement, to provide for the payment of the principal of, premium, if any, and interest on the Refunded GARVEEs and (c) certificates or agreements concerning tax items related to the 2026 GARVEEs, such as: (I) the expected use and investment of the proceeds of the 2026 GARVEEs to show that such expected use and investment will not cause the 2026 GARVEEs to be deemed to be "private activity bonds" or "arbitrage bonds" under Section 141 or Section 148 of the Internal Revenue Code of 1986, as amended (the "Tax Code"), and (II) providing for the computation and payment to the United States of any arbitrage rebate liability under Section 148(f) of the Tax Code. The Chairperson is further authorized to make on behalf of the Board such elections under the Tax Code and the applicable Treasury Regulations with respect to the 2026 GARVEEs as the Chairperson may deem to be in the best interests of the Commonwealth and the Board, in consultation with Bond Counsel and the Financial Advisor.

10. Authorizations and Directions to Certain Officers. Any authorization of or direction to the Chairperson or the Assistant Secretary under this Resolution shall also be deemed to be an authorization of or a direction to (i) the Vice-Chairperson of the Board and (ii) any other officer or employee of the Board or the Department designated for such purpose by the

Resolution of the Board

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant
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April 22, 2026

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Chairperson or the Assistant Secretary, respectively, including without limitation the Commonwealth's Commissioner of Highways or the Chief Financial Officer of the Department.

11. Report of Chairperson. Within sixty days following the issuance of any Refunding GARVEEs, the Chairperson shall submit a written report to the Board (a) identifying the Refunded GARVEEs actually refunded, (b) describing the final terms and conditions of such Refunding GARVEEs, and (c) demonstrating that each of the criteria set forth in Paragraph 1 above was satisfied with respect to such Refunding GARVEEs.

12. Effective Date. This Resolution is effective upon adoption and shall remain in effect for one year after adoption.

Resolution of the Board

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant
Anticipation Revenue and Refunding Notes

April 22, 2026

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SCHEDULE 1

List of Projects

Project	Description	District
13558	Route 95- Relocation of Interchange at Route 630	Fredericksburg
100937	Route 58/Holland Road Corridor Improvements	Hampton Roads
108906	I-81 Auxiliary Lanes from Exit 141 to Exit 143	Salem
108810	Route 11 S. Valley Pike Roadway Improvements	Staunton
111466	I-95 Aux Lanes (NB & SB) between Route 288 and Route 10	Richmond
111485	Potomac Town Center Commuter Garage	Northern Virginia
111725	Route 286 Popes Head Interchange	Northern Virginia
115460	Route 419 & Route 220 Diverging Diamond Interchange	Salem
115540	Progress Park Connector	Bristol
120509	Route 29 Widening Phase II	Northern Virginia

(each as described in the Board's Six-Year Improvement Program, as amended from time to time)

If any of the foregoing identified projects or the related financing plan is delayed, altered, or terminated, such other project or projects as approved in the Six-Year Improvement Program, as amended from time to time, and approved in writing by FHWA shall be added to this Schedule 1 and will become eligible for Project Specific Reimbursements.

Commonwealth Transportation Board (CTB) Decision Brief

Authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes

Issue: The General Assembly has authorized the Commonwealth Transportation Board (CTB) to issue Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes (GARVEEs) to finance the cost of transportation projects.

Facts: Pursuant to the Transportation Development and Revenue Bond Act (the "State Revenue Bond Act"), Sections 33.2-1700 *et seq.* of the Code of Virginia of 1950, as amended (the "Virginia Code"), the Commonwealth Transportation Board (the "Board") has the power to issue revenue bonds or notes to finance the costs of transportation projects authorized by the General Assembly of Virginia (the "General Assembly") and revenue refunding bonds or notes to refund any revenue bonds or notes issued pursuant to the State Revenue Bond Act, including any financing costs or other financing expenses related to such bonds or notes.

The Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes Act of 2011, Article 4, Chapter 15, Title 33.2 of the Virginia Code (the "GARVEEs Act" and, together with the State Revenue Bond Act, the "Act"), authorizes the Board, by and with the consent of the Governor of the Commonwealth (the "Governor"), to issue, pursuant to the provisions of the State Revenue Bond Act, in one or more series from time to time, revenue obligations of the Commonwealth to be designated "Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes, Series" (the "GARVEEs"); provided that the aggregate principal amount outstanding shall not exceed \$1,200,000,000, exclusive of (i) the amount of any revenue obligations that may be issued to refund GARVEEs previously issued under the GARVEEs Act in accordance with Section 33.2-1512 of the Virginia Code, and (ii) any amounts issued for financing expenses (including, without limitation, any original issue discount).

Section 33.2-1520 of the Virginia Code provides that in connection with each series of GARVEEs issued, the Board shall establish a fund in accordance with Section 33.2-1720 of the Virginia Code either in the state treasury or with a trustee in accordance with Section 33.2-1716 of the Virginia Code, which fund secures and is used for the payment of such series of GARVEEs to the credit of which there shall be deposited such amounts, appropriated therefor by the General Assembly, as are required to pay the principal, or purchase price of, and redemption premium, if any, and interest on GARVEEs, as and when due and payable, and the amounts deposited in such fund shall be derived (i) first from Federal Highway Reimbursements received by the Commonwealth from time to time only with respect to the specifically identified project or projects to be financed by such GARVEEs (the "Project-Specific Reimbursements"); (ii) then, at the discretion of the Board, to the extent required, from legally available revenues of the Transportation Trust Fund; and (iii) then from such other funds, if any, which are designated by the General Assembly for such purpose.

From time to time the Commonwealth of Virginia (the "Commonwealth") receives federal-aid highway construction reimbursements and other federal highway assistance under or in accordance with Title 23 of the United States Code, or any successor program established under federal law, from the Federal Highway Administration ("FHWA") or any successor or additional federal agencies ("Federal Highway Reimbursements"). The receipt of Federal Highway Reimbursements is expected to continue

Under the Acts, the net proceeds of the GARVEEs shall be used exclusively for the purpose of providing funds, together with any other available funds, for paying, the costs incurred or to be incurred for construction or funding of such projects to be designated by the Board or refunding outstanding GARVEEs, and the Board intends that a portion of the net proceeds of the 2026 GARVEEs are to be used to pay costs of the projects (the "New Money GARVEEs") as described on Schedule 1 to the Resolution (collectively, the "Projects") and the remaining portion of the net proceeds of the 2026 GARVEEs are to be used to refund certain outstanding GARVEEs (the "Refunded GARVEEs") as determined in accordance with this Resolution (the "Refunding GARVEEs" and together with the New Money GARVEEs, the "2026 GARVEEs").

Recommendations: VDOT recommends that the CTB approve the Resolution authorizing the Issuance and Sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue and Refunding Notes.

Action Required by CTB: The CTB will be presented with a resolution for formal vote to authorize the issuance and sale of the GARVEE Series 2016 Notes.

Result, if Approved: Authorizes the Chair and Department staff to finalize and carry out the bond issuance and sale in accordance with the Resolution.

Options: Approve, Deny, or Defer.

Public Comments/ Reaction: None.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Commonwealth Transportation Board Freedom of Information Act Policy

WHEREAS, in 1968 the Virginia General Assembly enacted the Virginia Freedom of Information Act (FOIA), now codified at Chapter 37 of Title 2.2 (§ 2.2-3700 *et seq.*) of the *Code of Virginia*, to guarantee that citizens of the Commonwealth and representatives of the media have access to public records held by public bodies, public officials, and public employees; and

WHEREAS, FOIA is subject to amendment annually by the Virginia General Assembly, with amendments generally becoming effective in due course on July 1 of each year; and

WHEREAS, FOIA (in § 2.2-3704(F) and § 2.2-3704.1(A)(6) of the *Code of Virginia*), provides that a public body may make reasonable charges not to exceed its actual cost incurred in accessing, duplicating, supplying, or searching for the requested records; and

WHEREAS, FOIA (in § 2.2-3704.1(A)(7) of the *Code of Virginia*), requires public bodies subject to the provisions of FOIA to make available on the homepage of their public website a “written policy (i) explaining how the public body assesses charges for accessing or searching for requested records and (ii) noting the current fee charged, if any, for accessing and searching for such requested records”; and

WHEREAS, the Commonwealth Transportation Board (CTB) policy pertaining to CTB FOIA requests is attached hereto as Attachment A (the “CTB FOIA Policy”);

WHEREAS, the CTB public website contains a FOIA page, at <https://ctb.virginia.gov/foia/>, on which all required content will be posted and kept up-to-date.

NOW, THEREFORE, BE IT RESOLVED, the CTB hereby approves and adopts the CTB FOIA Policy set forth in Attachment A.

BE IT FURTHER RESOLVED, that the FOIA page on the CTB's public website shall be updated to include the content of the CTB FOIA Policy as described in Attachment A, in accordance with § 2.2-3704.1(A)(7) of the *Code of Virginia*.

#####

Attachment A

Commonwealth Transportation Board (CTB) FOIA Policy

The Freedom of Information Act (FOIA) ([Chapter 37 of Title 2.2](#) of the *Code of Virginia*) provides that “public bodies may make reasonable charges not to exceed its actual cost incurred in accessing, duplicating, supplying or searching for the requested records and shall make all reasonable efforts to supply the requested records at the lowest possible cost.” Virginia Code § 2.2-3704.1(A)(7) requires public bodies to develop a written policy explaining how the public body assesses charges for accessing or searching for records and note the current fee charged.

The CTB, the Virginia Department of Transportation (VDOT), and the Department of Rail and Public Transportation (DRPT) are separate public bodies.

The CTB’s FOIA policy may be found on the CTB website at <https://ctb.virginia.gov/foia/>.

The CTB will assess charges as permitted by FOIA, but the Chair has the discretion to waive fees in appropriate circumstances, as permitted by FOIA. *See* Virginia Code § 2.2-3704(F). If the Chair is vacant or unavailable for more than four (4) business days, the Assistant Secretary of the Board may waive fees in appropriate circumstances, as permitted by FOIA.

Where charges are not waived, the CTB will make reasonable efforts to supply the requested records at the lowest possible cost. Except for ex officio members, the CTB will not charge for time that a member may spend accessing, duplicating, supplying, or searching for the requested records. For staff time, the CTB will use VDOT’s Central Office rate, as posted on VDOT’s website at: <https://www.vdot.virginia.gov/policies/foia/>. Should time from DRPT staff be needed to fulfill a FOIA request to the CTB, the CTB will apply the DRPT FOIA policy, as posted on the DRPT website: <https://drpt.virginia.gov/foia/>.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Seconded By:

Action:

Title: Approval of Virginia Passenger Rail Authority FY27 Capital Budget

WHEREAS, on or before February 1, 2026, in accordance with Virginia Code §33.2-298, the Virginia Passenger Rail Authority (“VPRA”) submitted to the Commonwealth Transportation Board (“CTB”) a (i) *Recommended Fiscal Year 2027 Capital Budget* (the “Recommended FY27 VPRA Capital Budget”), and (ii) a detailed operating plan and budget; and

WHEREAS, the Recommended FY27 VPRA Capital Budget contains, among other information, VPRA’s proposed budget for capital expenditures and projects for fiscal year 2027, which information is subject to CTB review and approval pursuant to Va. Code § 33.2-298; and

WHEREAS, on March 17, 2026, VPRA staff presented the Recommended FY27 VPRA Capital Budget to the CTB for its consideration.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that the Recommended FY27 VPRA Capital Budget, as presented by VPRA staff on March 17, 2026, is hereby approved.

#####

CTB Decision Brief

Approval of Virginia Passenger Rail Authority FY27 Capital Budget

Issue: Under § 33.2-298 of the *Code of Virginia* (the “Code”), the Virginia Passenger Rail Authority (“VPRA”) must submit for approval to the Commonwealth Transportation Board (“CTB”) its detailed annual operating plan and budget, and its proposed capital expenditures and projects for the following fiscal year. The VPRA Executive Director submitted these items to the CTB on February 1, 2026.

Facts: In accordance with the Code, VPRA submitted its fiscal year 2027 detailed annual operating plan and budget and its proposed capital expenditures and projects to the CTB on February 1. At the March 17, 2026 CTB workshop meeting, VPRA staff provided a detailed presentation.

Recommendations: VPRA recommends the approval of its fiscal year 2027 proposed capital expenditures and projects.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the fiscal year 2027 proposed capital expenditures and projects.

Result, if Approved: VPRA and the CTB have met the requirement under Code § 33.2-298.

Options: Approve, Deny, or Defer. If the CTB does not approve or deny VPRA’s proposed capital expenditures and projects by May 30, 2027, such proposed expenditures will be deemed approved pursuant to § 33.2-298 of the Code.

Public Comments/Reactions: None.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Adoption of SMART SCALE Policy and Approval of Innovative Intersections as an Eligible High-Priority Projects Program

WHEREAS, Section 33.2-214.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*; and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIP), in coordination with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), to implement the statewide prioritization process developed by the Board pursuant to Section 2.2-229; and

WHEREAS, the Board adopted the SMART SCALE Prioritization Policy on December 4, 2023, and subsequently on January 16, 2024, updated the policy by adopting the Transportation Efficient Land Use factor; and

WHEREAS, Section 33.2-370 of the *Code of Virginia* defines “High-Priority Projects” as those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development and High Priority Projects must use funds allocated to the program that address a transportation need identified on a corridor of statewide significance or a regional network; and

Resolution of the Board
Adoption of SMART SCALE Policy and Approval of Innovative Intersections as an Eligible
High Priority Projects Program
April 22, 2026
Page 2 of 2

WHEREAS, the Board refined the High-Priority Projects Program by limiting it to projects that meet specific features, and improvements recommended as a preferred alternative in a STARS, Pipeline Study, Arterial Management Plan or MPO/Transit/Local study with equivalent study components; and

WHEREAS, the SMART SCALE Prioritization Policy excludes innovative intersections as an eligible High-Priority Projects Program feature type, and a modification has been recommended to the Board further strengthening the policy; and

NOW THEREFORE BE IT RESOLVED, pursuant to Section 33.2-214.1 of the *Code of Virginia*, the Commonwealth Transportation Board hereby updates the SMART SCALE Prioritization Policy to include innovative intersections, as a High-Priority Projects Program eligible feature.

BE IT FURTHER RESOLVED, there are no further SMART SCALE Prioritization Policy changes, and the SMART SCALE policy adopted December 4, 2023, updated January 16, 2024, titled Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project Prioritization Process, shall, in all other respects, remain unchanged.

BE IT FURTHER RESOLVED, the Board hereby directs OIPI to implement this policy change, including updating the SMART SCALE Technical Guide (available at smartscale.virginia.gov) and other technical and policy documents consistent with the SMART SCALE Prioritization Policy.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Title: Adoption of SMART SCALE Policy and Approval of Innovative Intersections as an Eligible High Priority Projects Program

Issue: On December 4, 2023, the Board approved and adopted an updated prioritization policy in accordance with § 33.2-214.1 of the *Code of Virginia* by incorporating improvements to both the policy and the evaluation process. This proposed policy seeks to make an additional change to SMART SCALE, the Board's statewide prioritization process, by adding innovative intersections as an eligible High Priority Projects program feature type.

Facts: Section 33.2-214.1 of the *Code of Virginia* requires the Board to develop a prioritization process for certain projects funded by the Board. It is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to implement and administer the policy and process, in coordination with VDOT and DRPT.

The proposed policy resolution seeks to modify the adopted SMART SCALE Prioritization Policy by adding innovative intersections as a High Priority Projects (HPP) program eligible feature.

The Board was briefed on this proposed modification at the February 17, 2026 Board Workshop.

The current SMART SCALE policy limits eligible HPP projects to those that meet specific features and improvements that are recommended as a preferred alternative from a STARS, Project Pipeline, Arterial Management Plan or MPO/Transit/Local study with equivalent components, and innovative intersections are not currently included in the list of HPP program eligible features. This change does not modify how projects are evaluated for SMART SCALE prioritization.

Recommendations: OIPI recommends adding innovative intersections as a High Priority Projects program eligible feature to the SMART SCALE Prioritization Policy, to be implemented immediately, in the current round of SMART SCALE that began March 1, 2026.

Action Required by CTB: A vote of the CTB is required to add innovative intersections as a High Priority Projects program eligible feature and implement that as part of the statewide prioritization process pursuant to Virginia Code § 33.2-214.1.

Result, if Approved: OIPI will implement the SMART SCALE statewide prioritization process in accord with the updated policy and revise the SMART SCALE Technical Guide to include innovative intersections as a HPP program eligible feature.

Options: Approve, Deny, or Defer

Public Comments/ Reaction:



BIDS FOR APRIL CTB ACTION MEETING

| Ben Coaker, P.E.

April 22, 2026

Order No. 567 – HAMPTON ROADS – UPC 127782

SCOPE:	2026 CONCRETE REPAIR - INTERSTATE
LOCATION:	CHESAPEAKE COUNTY & CITIES OF NORFOLK AND VIRGINIA BEACH
BIDS:	2
LOW BID:	\$6,220,822 (within range)
CONTRACTOR:	RICHARD HITE CONCRETE CONSTRUCTION, INC. (PORT HAYWOOD, VA)

Order No. DB138 – SALEM – 116197

SCOPE:	I-81 CIP IRONTO WIDENING SEGMENT N
LOCATION:	CITY OF SALEM & ROANOKE COUNTY
BIDS:	3
BEST VALUE BID:	\$237,750,000 (within range)
CONTRACTOR:	TRITON CONSTRUCTION INC. OF VIRGINIA (SAINT ALBANS, WV)



April 2026 CTB Meeting

567

PM5P-122-F26, P40

Chesapeake County & Cities of Norfolk and Virginia Beach

The purpose of this project is to perform concrete patching on various interstate ramps in Chesapeake County & the Cities of Norfolk and Virginia Beach in the Hampton Roads District. The project includes removing designated areas of deficient concrete pavement and replacing them with reinforced concrete pavement. The project will also include line markings and pavement marker installation where applicable.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way with no utilities impacted.

Fixed Completion Date: November 20, 2026

April 2026 CTB Meeting DESIGN BUILD PROJECT AWARD

Project Name: I-81 CIP Ironto Widening Segment N
Project #: 0081-080-861, P101, R201, C501
UPC: UPC 116197 (PE, RW, CN)
Contract #: C00116197DB138
Location: City of Salem, Roanoke County, Salem District

This Project will complete safety and operational improvements, including adding a third lane to northbound and southbound Interstate 81 between near mile marker 133.8 and 136.8. The Project also includes northbound and southbound I-81 bridge replacement over Route 777 (Fort Lewis Church Road), Route 642 (Alleghany Drive), Route 640 (Butt Hollow Road), and Route 641 (Texas Hollow Road); asphalt resurfacing of existing pavement; and installation of sign structures, storm drainage, stormwater management devices, and noise barriers.

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

Funding Sources: 116197 (PE, RW, CN): Earmarks: Federal; Interstate Corridor Funds: Federal; Interstate Corridor Funds: State

Final Completion Date: November 20, 2030

Offerors:

Name	Price	Combined Score
Triton Construction Inc. of Virginia	\$237,750,000.00	88.39
Archer Western Construction, LLC	\$246,724,588.00	87.34
Ames Construction, Inc.	\$238,233,855.00	84.80

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 3/26/26

Letting Date: 3/25/2026

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
567	127782	LOCATIO: VARIOUS	RICHARD HITE CONCRETE CONSTRUCTION, INC.	2	\$6,220,822.00	\$5,721,667.10	Within
	PM5P-122-F26, P401	CHESAPEAKE,	PORT HAYWOOD				
	PM05(554)	NORFOLK, VIRGINIA BEACH	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		2026 CONCRETE REPAIR - INTERSTATE					

1 Recommended for AWARD \$6,220,822.00

BID RESULTS FOR THE CTB

April 22, 2026

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC 116197 (PE, RW, CN) 0081-080-861, P101, R201, C501 Contract #C00116197DB138 Design, ROW, Construction & QA/QC	I-81 CIP Ironto Widening Segment N City of Salem, Roanoke County, Salem District This Project will complete safety and operational improvements, including adding a third lane to northbound and southbound Interstate 81 between near mile marker 133.8 and 136.8. The Project also includes northbound and southbound I-81 bridge replacements over Route 777 (Fort Lewis Church Road), Route 642 (Alleghany Drive), Route 640 (Butt Hollow Road), and Route 641 (Texas Hollow Road); asphalt resurfacing of existing pavement; and installation of sign structures, storm drainage, stormwater management devices, and noise barriers.	AWARD	Triton Construction Inc. of Virginia (Saint Albans, WV)	3	\$237,750,000	\$260,251,099	Within Range

Recommended for Award: \$237,750,000.00