



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

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

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the June 2020 Commonwealth Transportation Board (CTB) meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1283 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: [http://www.ctb.virginia.gov/public\\_meetings/live\\_stream/default.asp](http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp). There will be opportunity for public comment during this meeting. Public comment can be submitted by calling the following telephone number 1-252-858-0120 followed by PIN: 437 401 906# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

Should you wish to offer comment regarding how meetings using electronic communications technology compare to traditional meetings when the CTB is physically present, you may complete the FOIA Council's Electronic Meetings Public Comment form appearing at the end of this agenda and submit it to the FOIA Council as described on the Form.

### **AGENDA**

June 17, 2020

Upon adjournment of the June 17, 2020 Workshop Meeting.

#### **Public Comments:**

#### **Approval of Minutes May 20, 2020**

**NORTHERN VIRGINIA DISTRICT:**

***Presenting: Susan Shaw***  
***Megaprojects Director***

1. Action on Approval of the Modified Project and Revised Transform 66 Outside the Beltway Concession Payment Account Project Allocation for the Route 234 at Balls Ford Road Interchange Project Located in the Northern Virginia District.

**LOCATION AND DESIGN DIVISION:**

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

2. Action on Limited Access Control Changes for Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South of Route 29 (Lee Highway) Fairfax County Located in the Northern Virginia District.

**STAUNTON DISTRICT:**

***Presenting: Randy Kiser***  
***District Administrator***

3. Authorization for the Commissioner of Highways to Enter into an Agreement with the West Virginia Department of Transportation, Division of Highways Relating to a Highway Improvement Project on United States 340 Located in the Staunton District.

**RIGHT OF WAY AND UTILITIES DIVISION:**

***Presenting: Lori Snider***  
***Division Administrator***

4. Action on Locality Land Conveyances, Various Streets, City of Chesapeake Located in the Hampton Roads District.

**GOVERNANCE AND LEGISLATIVE AFFAIRS:**

***Presenting: JoAnne Maxwell***  
***Division Administrator***

5. Action on Periodic Regulatory Review.

**FINANCIAL PLANNING DIVISION:**

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

6. Action on Authorizing the Issuance and Sale of Revenue Refunding Bonds.

**INFRASTRUCTURE INVESTMENT DIVISION:**

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

7. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.
8. Action on FY20-25 Six-Year Improvement Program Transfers For April 17, 2020 through May 22, 2020.
9. Action on SMART SCALE Project Cancellation, Route 460 Corridor Improvements UPC 115734 Located in the Bristol District.
10. Action on SMART SCALE Project Budget Increase for Interstate 81 at Exit 300 Southbound Acceleration Lane Extension UPC 111054 in Warren County Located in the Staunton District.

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

***Jennifer DeBruhl***  
***Chief of Public Transportation***

11. Action on Addition of Public Transportation Projects to the Six-Year Improvement Program for Fiscal Years 2020 – 2025.

**OFFICE INTERMODAL PLANNING AND INVESTMENT:**

***Presenting: Margit Ray***  
***Performance Measures Manager***

12. Action on Approval of Annual Safety Performance Targets for Calendar Year 2021.

**MAINTENANCE DIVISION:**

***Presenting: Branco Vlacich***  
***Division Administrator***

13. Action on Commemorative naming of the bridge on Route 612, Middle Wallens Creek Road, over Dry Creek, Lee County in the Bristol District as the “Wesley Rasnic Memorial Bridge”.
14. Action on Commemorative naming of the bridge on Route 750, Wolfe Gilbert Road, over Clear Spring Branch, Lee County in the Bristol District as the “Don Quillen Memorial Bridge”.
15. Action on Commemorative naming of the bridge on Route 870, James Street, over the James River, Botetourt County in the Salem District as the “Floyd Walker Coffey Memorial Bridge”.

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**NEW BUSINESS:**

**ADJOURNMENT:**

###



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 1*

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

**June 17, 2020**

#### **MOTION**

**Made By:Seconded By:**

**Action:**

**Title: Approval of the Modified Project and Revised Transform 66 Outside the Beltway Concession Payment Account Project Allocation for the Route 234 at Balls Ford Road Interchange Project.**

**WHEREAS**, the Transform 66 Outside the Beltway Project (Project) entails multimodal transportation improvements on the approximately 22-mile corridor on I-66 between U.S. Route 29 near Gainesville in Prince William County and the I-495 Capital Beltway in Fairfax County (Outside the Beltway Component) and is designed to address existing and future transportation challenges in the I-66 Corridor in a cost-effective and timely manner, to improve multimodal mobility by providing diverse travel choices through an efficient network of park-and-ride, HOV, transit, and Express Lane opportunities, and to enhance transportation safety and travel reliability for the public; and

**WHEREAS**, the Project is designed, built, and financed; and will be maintained and operated by I-66 Express Mobility Partners LLC (the Concessionaire), pursuant to a Comprehensive Agreement developed under the Public Private Transportation Act of 1995 (PPTA) and entered into on December 8, 2016; and

**WHEREAS**, upon financial close of the Project on November 9, 2017, in accord with the terms of the Comprehensive Agreement, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment of \$578,919,450, and

**WHEREAS**, pursuant to §33.2-1528 of the *Code of Virginia*, Concession Payments to the Commonwealth from qualifying transportation facilities developed and/or operated pursuant to the PPTA must be held in a separate subaccount to be designated the Concession Payments Account, together with all interest, dividends, and appreciation that accrue to the Account, and said sums may only be used for the purposes specified; and

**WHEREAS**, §33.2-1528 specifies that allocations from the Concession Payments Account may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Commonwealth Transportation Board (Board) in making project allocations from moneys in the Account; and

**WHEREAS**, VDOT has been advised by the Federal Highway Administration that projects funded with the Concession Payment must be “federal-aid eligible” pursuant to Title 23 of the U.S. Code and if federal funds are used on any such project, federal-aid requirements must be met; and

**WHEREAS**, on January 10, 2018, the Board approved the allocation of funds from the Transform 66 Outside the Beltway Concession Payment Account (I-66 Concession Payment Account) for a list of previously endorsed Projects meeting the federal and state requirements noted herein, which included the allocation of \$145 Million in funding for the Route 234 at Balls Ford Road Interchange Project; and

**WHEREAS**, award for the original Project was made by Prince William County in March, 2020, resulting in a total project cost of \$103.5 Million and the reduced cost prompted Prince William County to request that the Northern Virginia Transportation Authority (NVTa) consider extending the project limits of the Route 234 and Balls Ford Road Interchange Project approximately 0.57 miles and reducing the allocation of Concession Funds from \$145 Million to \$130 Million, which request the NVTa approved on May 14, 2020; and

**WHEREAS**, VDOT has determined and documented that the Project, if modified as proposed, would continue to satisfy all applicable requirements set forth in federal and state law, including but not limited to being federal-aid eligible and satisfying the requirements set forth in §33.2-1528; and

**WHEREAS**, based on the foregoing, VDOT has recommended that a reduced allocation from the I-66 Concession Payment Account be made for the modified Route 234 at Balls Ford Road Interchange Project, as requested by Prince William County and recommended for approval by NVTa, such that the total allocation for the Project is \$130 Million.

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby approves extending the project limits of the Route 234 and Balls Ford Road Interchange Project by approximately 0.57 miles and adjusting the allocation for the Project from the I-66 Concession Payment Account from \$145 Million to \$130 Million.

###

## CTB Decision Brief

### Approval of the Modified Project and Revised Transform 66 Outside the Beltway Concession Payment Account Project Allocation for the Route 234 at Balls Ford Road Interchange Project.

**Issue:** It has been determined that total project costs for the Route 234 at Balls Ford Road Interchange Project (Project), previously allocated funding from the Transform 66 Outside the Beltway Concession Payment Account (I-66 Concession Payment Account) by the Commonwealth Transportation Board (CTB), will be less than originally estimated. As a result of the cost savings, extension of the Project limits by 0.57 miles is being proposed and approval of the CTB is sought for the modified project and adjustments to the I-66 Concession Payment Account allocation for the Project from \$145 Million to \$130 Million, based on the modified Project and the resulting cost estimates.

**Facts:** I-66 Outside the Beltway is being financed, designed, and built and will be maintained and operated by I-66 Express Mobility Partners LLC (the Concessionaire) pursuant to a Comprehensive Agreement developed under the Public Private Transportation Act of 1995 (PPTA) and entered into on December 8, 2017. In accord with the Comprehensive Agreement, the Concessionaire paid VDOT a concession fee of \$578,919,450.

Pursuant to §33.2-1528 of the *Code of Virginia*, Concession Payments to the Commonwealth from qualifying transportation facilities developed and/or operated pursuant to the PPTA must be held in a separate subaccount to be designated the Concession Payments Account, together with all interest, dividends, and appreciation that accrue to the Account, and said sums may only be used for the purposes specified. The funds in the I-66 Concession Payment Account may be used to fund additional transportation improvements in the I-66 Outside the Beltway Corridor provided that (i) allocations from the Account are limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of the concession payment and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors are considered by the Board in making project allocations from moneys in the Account.

On January 10, 2018, the CTB approved the allocation of funds from the I-66 Concession Payment Account for a list of previously endorsed Projects, which included the allocation of \$145 Million in funding for the Route 234 at Balls Ford Road Interchange Project. Award for the original Project was made by Prince William County in March, 2020, resulting in a total project cost of \$103.5 Million. The reduced cost prompted Prince William County to request Northern Virginia Transportation Authority's approval of extension of the Project limits by 0.57 miles with a resulting total Project cost estimate of \$130 Million, which is \$15 Million less than the CTB allocation for the original Project in January of 2018. NVRTA approved the request on May 14, 2020 and VDOT has determined and documented that the Project if modified as proposed, would continue to satisfy all applicable requirements set forth in federal and state law, including but not limited to being federal-aid eligible and satisfying the requirements set forth in §33.2-1528.

**Recommendations:** Approve a Resolution providing for the proposed Project modification and a reduced allocation from the I-66 Concession Payment Account for the Route 234 at Balls Ford



Road Interchange Project as modified, such that the total allocation for the Project would be \$130 Million.

**Action Required by CTB:** Approve the Resolution

**Results if Approved:** If the Resolution is approved, the Project description will be revised in the FY 20-25 Six Year Program and the I-66 Concession Payment Account allocation to the Project will be reduced to \$130 Million.



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## *Commonwealth Transportation Board*

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1401 East Broad Street  
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*Agenda item # 2*

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

**June 17, 2020**

#### **MOTION**

**Made By: , Seconded By:  
Action: Motion Carried, Unanimously**

#### **Title: Limited Access Control Changes (LACCs) for Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South of Route 29 (Lee Highway) Fairfax County**

**WHEREAS**, on July 19, 1984, the State Highway and Transportation Commission, predecessor the Commonwealth Transportation Board (CTB), designated State Route 28 (Centreville Road) from 0.12 mile north of Fairfax-Prince William County Line to 0.10 mile south of the intersection of U.S. Route 29 (Lee Highway) in Fairfax County, State Highway Project 0028-029-106, C502, as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* and with State Highway and Transportation Commission Policy; and

**WHEREAS**, on April 21, 1988, the CTB in connection with Route 28 (Centreville Road), State Highway Project 0028-029-106, RW-202 revised a 50-foot break in the limited access located opposite Station 466+39.42 (SBL centerline) for a private driveway. The revision reflected a limited access break approximately 95 feet south of the original location; and

**WHEREAS**, Fairfax County Department of Transportation (FCDOT) Project 2G40-100-000; State Highway Project 0028-029-269, P101, R201, C501; UPC# 108720 (the "Project") provides for the widening of Route 28 (Centreville Road) from four lanes to six lanes to include curb and gutter, intersection improvements, and construction of a shared-use path on both sides of Route 28 (Centreville Road) within the areas designated as limited access; and,

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South of  
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**WHEREAS**, the widening of Route 28 (Centreville Road) from 0.10 mile south of Compton Road (Route 665) to 0.20 mile south of Route 29 (Lee Highway) requires outward shift of the limited access lines at various locations, requires adjustments to the limited access lines to reflect the current location of intersecting public roadways, and requires elimination of several breaks in the limited access lines to enhance traffic safety and operations, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offset Table (attached); and

**WHEREAS**, FCDOT held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on September 23, 2019, between 6:30 pm and 9:00 pm at Centreville Elementary School, 14440 Green Trails Blvd., Centreville, Virginia 20121, 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**, the Virginia Department of Transportation (VDOT) Northern Virginia District Office has reviewed and approved the traffic analysis report completed in July 2019 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the VDOT and Federal Highway Administration (FHWA). The FHWA approved the Final CE on October 30, 2019; and

**WHEREAS**, the Project is located in a non-attainment area for ozone. The Project is included in the currently conforming FY 2017-2022 Transportation Improvement Program (TIP) and the Northern Virginia Transportation Authority (NVTA) TransAction 2040 Plan. The NVTA 2040 Plan and TIP are developed by the Metropolitan Planning Organization for the region. The project was included in the most recent conformity analysis completed in October 2018 (Project 737-VP6N); and

**WHEREAS**, the Project is in Fairfax County and is supported by letters from the Director of the FDOT dated February 12, 2020, indicating the County Board of Supervisors support of the Project and the proposed LACCs; and

Resolution of the Board  
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**WHEREAS**, the Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that Route 28 (Centreville Road) from 0.12 mile north of Fairfax-Prince William County Line to 0.10 mile south of the intersection of U.S. Route 29 (Lee Highway) in Fairfax County continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offset Table (attached).

**BE IT FURTHER RESOLVED**, the location of the shared-use path within the area designated as limited access and its construction and maintenance is approved as proposed and presented to the public by FCDOT, as the same may be modified during ongoing design review.

**BE IT FURTHER RESOLVED**, that pedestrians and bicyclists are authorized to use the proposed shared use path on both sides Route 28 within the areas designated as limited access.

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

#####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South**  
**of Route 29 (Lee Highway)**  
**Fairfax County Department of Transportation Project 2G40-100-000;**  
**Project 0028-029-269, P101, R201, C501**  
**UPC# 108720**  
**Fairfax County**

**Issues:** The area designated as limited access previously approved for Route 28 (Centreville Road) needs to be modified to accommodate the widening of Route 28 (Centreville Road) from four lanes to six lanes to include curb and gutter, intersection improvements, and construction of a shared-use path on both sides of Route 28 (Centreville Road) within the areas designated as limited access. The limited access lines also require adjustments to reflect the current location of intersecting public roadways and to eliminate existing breaks in the limited access lines to enhance traffic safety and operations. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Facts:**

- The State Highway and Transportation Commission, predecessor the Commonwealth Transportation Board (CTB), designated State Route 28 (Centreville Road) from 0.12 mile north of Fairfax-Prince William County Line to 0.10 mile south of the intersection of U.S. Route 29 (Lee Highway) in Fairfax County, State Highway Project 0028-029-106, C502, as a Limited Access Highway on July 19, 1984 in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* and with State Highway and Transportation Commission Policy.
- The CTB, in connection with Route 28 (Centreville Road), State Highway Project 0028-029-106, RW-202 revised a 50-foot break in the limited access located opposite Station 466+39.42 (SBL centerline) for a private driveway on April 21, 1988. The revision reflected a limited access break approximately 95 feet south of the original location.
- Fairfax County Department of Transportation (FCDOT) Project 2G40-100-000; State Highway Project 0028-029-269, P101, R201, C501; UPC# 108720 (the “Project”) provides for the widening of Route 28 (Centreville Road) from four lanes to six lanes to include curb and gutter, intersection improvements, and construction of a shared-use path on both sides Route 28 (Centreville Road) within the areas designated as limited access.
- The widening of Route 28 (Centreville Road) from 0.10 mile south of Compton Road (Route 665) to 0.20 mile south of Route 29 (Lee Highway) requires outward shift of the limited access line at various locations, requires adjustments to the limited access line to reflect the current location of intersecting public roadways, and requires elimination of several breaks in the limited access lines to enhance traffic safety and operations, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offset Table (attached).

CTB Decision Brief

Proposed Limited Access Control Change (LACCs)

Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South of Route 29 (Lee Highway)

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June 17, 2020

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- FCDOT held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on September 23, 2019, between 6:30 pm and 9:00 pm at Centreville Elementary School, 14440 Green Trails Blvd., Centreville, Virginia 20121, 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.
- The Virginia Department of Transportation (VDOT) Northern Virginia District Office has reviewed and approved the traffic analysis report completed in July 2019 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the VDOT and Federal Highway Administration (FHWA). The FHWA approved the Final CE on October 30, 2019.
- The Project is located in a non-attainment area for ozone. The Project is included in the currently conforming FY 2017-2022 Transportation Improvement Program (TIP) and the Northern Virginia Transportation Authority (NVTA) TransAction 2040 Plan. The NVTA 2040 Plan and TIP are developed by the Metropolitan Planning Organization for the region. The project was included in the most recent conformity analysis completed in October 2018 (Project 737-VP6N).
- The Project is in Fairfax County and is supported by letters from the Director of the FCDOT dated February 12, 2020, indicating the County Board of Supervisors support of the Project and the proposed LACCs.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

CTB Decision Brief  
Proposed Limited Access Control Change (LACCs)  
Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South of  
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**Recommendations:** It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that Route 28 (Centreville Road) from 0.12 mile north of Fairfax-Prince William County Line to 0.10 mile south of the intersection of U.S. Route 29 (Lee Highway) in Fairfax County 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 Offset Table (attached).

**Action Required by CTB:** The *Code of Virginia* §33.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* 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 proposed 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 Route 28 Widening Project will move forward.

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

**Public Comments/Reactions:** Forty-nine (49) citizens attended the Design Public Hearing. Four (4) written comments and nineteen (19) oral comments (from the citizens that spoke at the Public Hearing presentation) were received for the record. None of the comments offered a position for the project.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

June 1, 2020

The Honorable Shannon Valentine  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Jerry L. Stinson II  
The Honorable Mary Hughes Hynes  
The Honorable Allison DeTuncq  
The Honorable Bert Dodson, Jr.  
The Honorable W. Sheppard Miller III  
The Honorable Carlos M. Brown  
The Honorable Cedric Bernard Rucker  
The Honorable Stephen A. Johnsen  
The Honorable F. Dixon Whitworth, Jr.  
The Honorable E. Scott Kasprowicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable John Malbon  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Route 28 (Centreville Road) Widening from South of Compton Road (Route 665) to South of Route 29 (Lee Highway) in Fairfax County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on Fairfax County Department of Transportation Project 2G40-100-000; State Highway Project 0028-029-269, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E.  
Chief Engineer



## AGENDA

### MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD Culpeper, Virginia April 21, 1988 10:00 A.M.

Moved by Mr. Guiffre, seconded by Hr. Musselwhlte, that

**WHEREAS**, in connection with Route 28, State Highway Project 0028-029-106, RW-202, the Commonwealth acquired limited access rights and right of way from J. M. Hurst and Victoria J. Hurst by deed dated April 28, 1986, recorded in Deed Book 6364, Page 1712 in the Office of the Clerk of the Circuit Court of Fairfax County; and

**WHEREAS**, a 50-foot break was allowed in the limited access, the center of which was located opposite approximate Station 466+39.42 (SBL centerline) for a private driveway; and

**WHEREAS**, upon the construction of the roadway, the grade was changed by 17 feet making entry to this driveway impossible; and

**WHEREAS**, at a later date, it was determined that the lands, so acquired, would be more suitable for the driveway; and

**WHEREAS**, the plans have been revised to reflect a proposed shift in the limited access break approximately 95 feet south of the original location; and

**WHEREAS**, it is also necessary to release by deed to Glenn Barker Poe and Doris Ann Poe the limited access rights between approximate Station 494+95 and approximate Station 495+45, left: and

**WHEREAS**, the Commonwealth Transportation Commissioner has certified in writing that the limited access rights and the excess lends lying northwest of and adjacent to the northwest normal right of way limits of Route 28, from a point approximately 60 feet left of approximate Station 464+84 (Route 28 SBL centerline) to a point approximately 69 feet left of approximate Station 466+14 (Route 28 SBL centerline), containing 0.5311 acre, more or less , does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

**NOW, THEREFORE**, in accordance with the provisions of Section 33.1- 149 of the Code of Virginia ( 1950 ) , as amended , the conveyance of the limited access rights and excess land , so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same for a consideration satisfactory to the State Right of Way Engineer , subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

**MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION  
Richmond, Virginia**

**July 19, 1984**

Moved by Mr. Guiffre, seconded by Mr. Humphreys, 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 London Towne Elementary School, Centreville, Virginia, on August 24, 1983, at 8:00 p.m., for the purpose of considering the proposed location and major design features of State Route 28 (Centreville Road) from 0.12 mile north of Fairfax-Prince William County Line to 0.10 mile south of the intersection of U. S. Route 29 (Lee Highway) in Fairfax County, State Project 0028-029-106, C-502; Federal F-107-1( ), 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, and

**NOW, THEREFORE, BE IT RESOLVED**, that the locations 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

**BE IT FURTHER RESOLVED**, that State Route 28, Project 0028-029-106, C-502 be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia and in accordance with Article 4, Chapter 1, Title 33.1 of the Code of Virginia and in accordance with State Highway and Transportation Commission Policy, and

**BE IT FURTHER RESOLVED**, that access points along this limited access facility be established after completion of a joint study by officials from Fairfax County and the Department.

Motion carried.



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

February 12, 2020

Ms. Helen L. Cuervo, P.E.  
District Administrator  
Northern Virginia District  
Virginia Department of Transportation  
4975 Alliance Drive  
Fairfax, Virginia 22030

Subject: Board Endorsement of Route 28 Limited Access Control Change (LACC)  
UPC 108720

Dear Ms. Cuervo:

On February 11, 2020, the Fairfax County Board of Supervisors endorsed the proposed Limited Access Control Change for Route 28, which provides for:

- Elimination of seven existing breaks in the Limited Access line
- Correction of existing errors in the Limited Access line
- Adjustment of the Limited Access line to the existing Route 28 right-of-way

The proposed Limited Access Control Change was presented at the September 23, 2019, Design Public Hearing.

FCDOT's Route 28 project will maintain all existing intersections and driveway accesses to Route 28 and will not add any new intersections or driveway access.

Please call Jim Beall at (703) 877-5673, if you have any questions or need additional information. Thank you for your assistance with this important project.

Sincerely,

Tom Biesiadny  
Director

cc: Board of Supervisors  
Bryan J. Hill, County Executive  
Rachel Flynn, Deputy County Executive

---

Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877-5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)



Ms. Helen L. Cuervo, P.E.  
February 11, 2020  
Page 2 of 2

Rhoderick Undan, Virginia Department of Transportation (VDOT)  
W. Todd Minnix, Chief, Transportation Design Division, FCDOT  
Jim Beall, Section Chief, FCDOT



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

February 12, 2020

Ms. Helen L. Cuervo, P.E.  
District Administrator  
Northern Virginia District  
Virginia Department of Transportation  
4975 Alliance Drive  
Fairfax, Virginia 22030

Subject: Board Endorsement of Route 28 (Centreville Road) Widening Project from the Prince William County/ Fairfax County line to Route 29, UPC 108720

Dear Ms. Cuervo: *Helen*

On February 11, 2020, the Fairfax County Board of Supervisors endorsed the design plans to widen 2.3 miles of Route 28 (Centreville Road) between the Prince William County/ Fairfax County line and Route 29 from four to six lanes with shared use paths for pedestrians and bicyclists, as generally presented at the September 23, 2019, Design Public Hearing.

The plans presented at the September 23, 2019, Design Public Hearing provided a six-foot curb abutted concrete sidewalk (in lieu of a ten foot shared use path) on the southbound roadway between Machen Road and Upperridge Drive (approximate Stations 211+00 to 224+00), in order to avoid impacts to the adjacent properties. The public had no comments on the sidewalk, either at the hearing or during the 15-day comment period following the hearing. FCDOT has since revised the plans to provide an eight-foot asphalt curb abutted sidewalk in this location, which will be consistent, to the maximum extent possible, with the shared use path on the rest of the project. Since this eight-foot asphalt sidewalk does not meet VDOT standards for a SUP, the County will be required to maintain this 1,200-foot-long section. The remainder of both SUPs will be maintained by VDOT.

Please call Jim Beall at (703) 877-5673, if you have any questions or need additional information. Thank you for your assistance with this important project.

Sincerely,

*Tom Biesiadny*  
Tom Biesiadny  
Director



Ms. Helen L. Cuervo, P.E.  
February 11, 2020  
Page 2 of 2

cc: Board of Supervisors

Bryan J. Hill, County Executive

Rachel Flynn, Deputy County Executive

Rhoderick Undan, Virginia Department of Transportation (VDOT)

W. Todd Minnix, Chief, Transportation Design Division, FCDOT

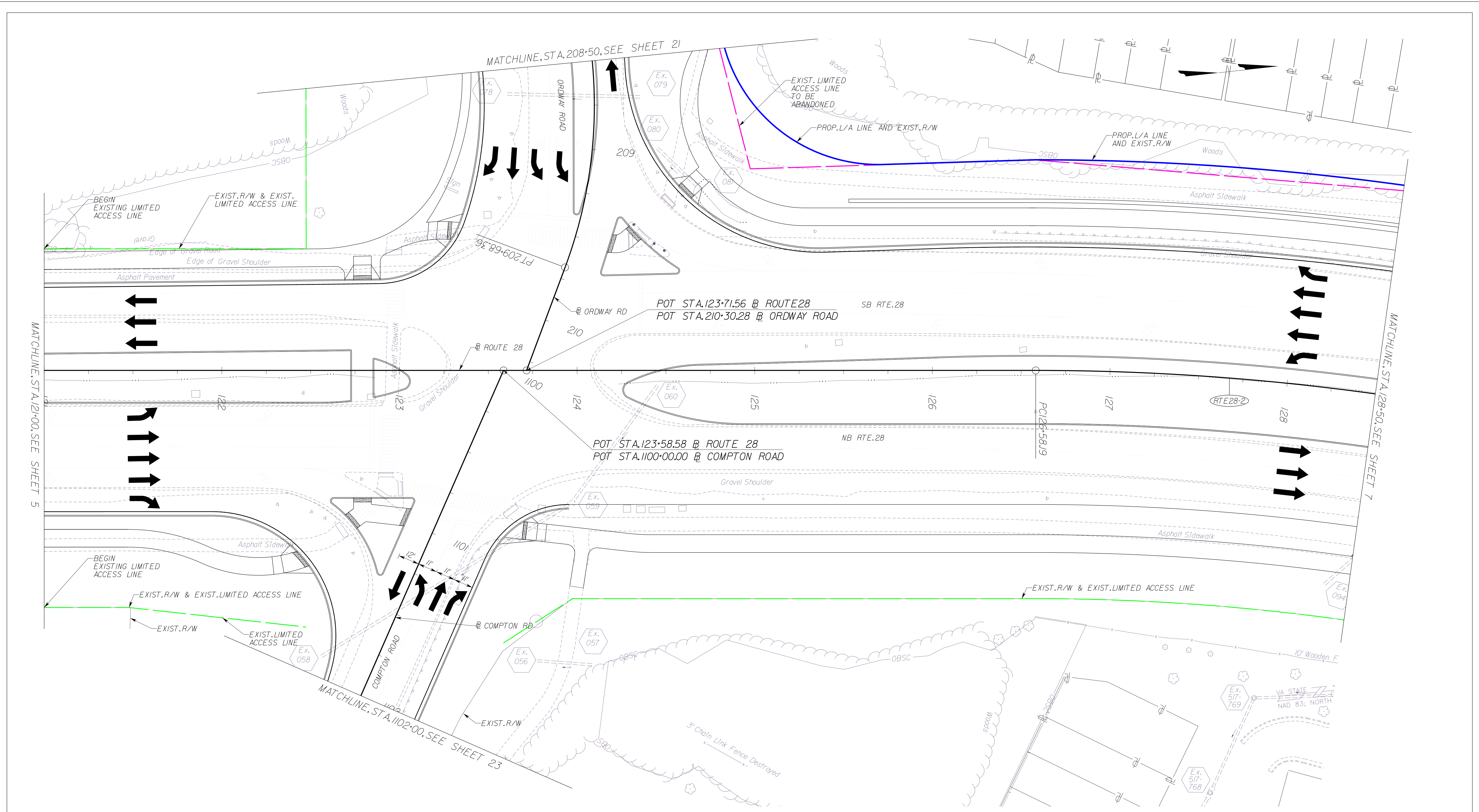
Jim Beall, Section Chief, FCDOT

Proposed Limited Access Location			
Begin Station		End Station	
Sta		to Sta	
301+04.87 (Compton Rd)	N 6979872.08 E 11782178.30 OFF 37.4168	136+52.00	N 6980950.70 E 11782760.84 OFF -103.5624
133+35.55	N 6980558.26 E 11782808.80 OFF 133.4382	133+85.55	N 6980601.62 E 11782833.70 OFF 133.4381
137+85.73	N 6981066.67 E 11782827.43 OFF -103.5628	138+35.73	N 6981110.04 E 11782852.32 OFF -103.5628
138+55.40	N 6981008.90 E 11783067.98 OFF 133.8152	140+29.55	N 6981157.62 E 11783158.70 OFF 138.4368
143+99.56	N 6981602.32 E 11783127.29 OFF -110.2305	144+49.56	N 6981643.60 E 11783155.80 OFF -106.0640
156+99.55	N 6982605.87 E 11783990.25 OFF 138.4336	157+49.55	N 6982649.24 E 11784015.14 OFF 138.4335
157+19.37	N 6982736.54 E 11783802.49 OFF -89.46	159+19.41	N 6982910.07 E 11783902.09 OFF -89.46
160+39.56	N 6983014.21 E 11783961.92 OFF -89.46	167+60.85	N 6983639.72 E 11784321.07 OFF -89.46
167+86.02	N 6983661.55 E 11784333.60 OFF -89.46	176+94.94	N 6984439.36 E 11784804.34 OFF -68.52
176+44.55	N 6984297.59 E 11784950.05 OFF 128.4298	176+95.35	N 6984341.64 E 11784975.34 OFF 128.4298
179+40.52	N 6984652.30 E 11784926.67 OFF -68.46	195+39.04	N 6986057.50 E 11785689.64 OFF -106.5000
185+17.55	N 6985057.16 E 11785380.41 OFF 123.4282	185+67.55	N 6985100.52 E 11785405.30 OFF 123.4281
194+34.55	N 6985825.01 E 11785884.71 OFF 178.4264	195+69.37	N 6985964.24 E 11785912.97 OFF 133.6087
198+62.06	N 6986224.91 E 11786046.78 OFF 119.8562	200+30.20	N 6986376.40 E 11786120.63 OFF 108.4710
206+23.86	N 6986986.15 E 11786250.52 OFF -82.50	207+40.82	N 6987088.80 E 11786307.04 OFF -84.60
209+20.12	N 6987246.98 E 11786391.62 OFF -90.00	223+21.15	N 6988473.01 E 11786988.43 OFF -86.16
221+17.74	N 6988227.52 E 11787133.11 OFF 111.1190	222+32.77	N 6988344.68 E 11787170.96 OFF 117.9081

Existing Limited Access Abandonment			
Begin Station		End Station	
Sta		to Sta	
301+04.87 (Compton Rd)	N 6979864.82 E 11782169.79 OFF 26.2305	136+52.00	N 6980950.70 E 11782760.84 OFF -103.5624
137+55.52	N 6981066.67 E 11783004.91 OFF 118.4374	137+91.16	N 6980960.85 E 11783022.66 OFF 118.4373
138+41.16	N 6980996.74 E 11783060.56 OFF 133.4372	140+29.55	N 6981157.62 E 11783158.70 OFF 138.4368
157+19.37	N 6982736.54 E 11783802.49 OFF -89.46	159+29.56	N 6982908.41 E 11783925.26 OFF -68.5668
160+29.56	N 6982995.13 E 11783975.05 OFF -68.5670	176+94.94	N 6984439.36 E 11784804.34 OFF -68.52
179+40.52	N 6984652.3024 E 11784926.67 OFF -68.46	182+28.07	N 6984901.72 E 11785069.76 OFF -68.57
182+78.07	N 6984945.08 E 11785094.65 OFF -68.5714	194+29.56	N 6985956.12 E 11785646.34 OFF -93.5736
195+23.21	N 6985901.90 E 11785928.85 OFF 178.4262	195+69.37	N 6985964.24 E 11785912.97 OFF 133.6087
195+79.56	N 6986101.14 E 11785695.01 OFF -123.5739	197+21.01	N 6981066.67 E 11785750.64 OFF -140.6469
196+91.73	N 6986068.76 E 11785976.66 OFF 136.8026	200+30.20	N 6986376.40 E 11786120.63 OFF 108.4710
206+23.86	N 6986986.15 E 11786250.52 OFF -82.50	208+04.56	N 6987136.09 E 11786352.67 OFF -68.5763
208+54.56	N 6987179.45 E 11786377.57 OFF -68.5764	215+64.79	N 6987795.38 E 11786731.21 OFF -68.5777
221+17.74	N 6988227.52 E 11787133.11 OFF 111.1190	222+32.77	N 6988344.68 E 11787170.96 OFF 117.9081

Route 28 Widening South of Compton Road to South of Route 29

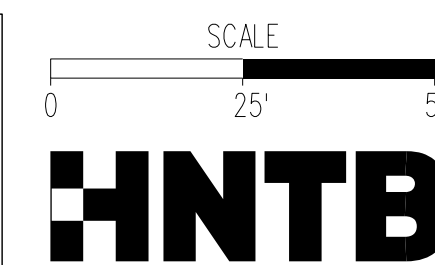
VDOT Project 0028-029-269, P101, R201, C501, UPC 108720



**LEGEND**

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	EXISTING LIMITED ACCESS
	EXISTING RIGHT OF WAY
	EXISTING LIMITED ACCESS TO BE ABANDONED

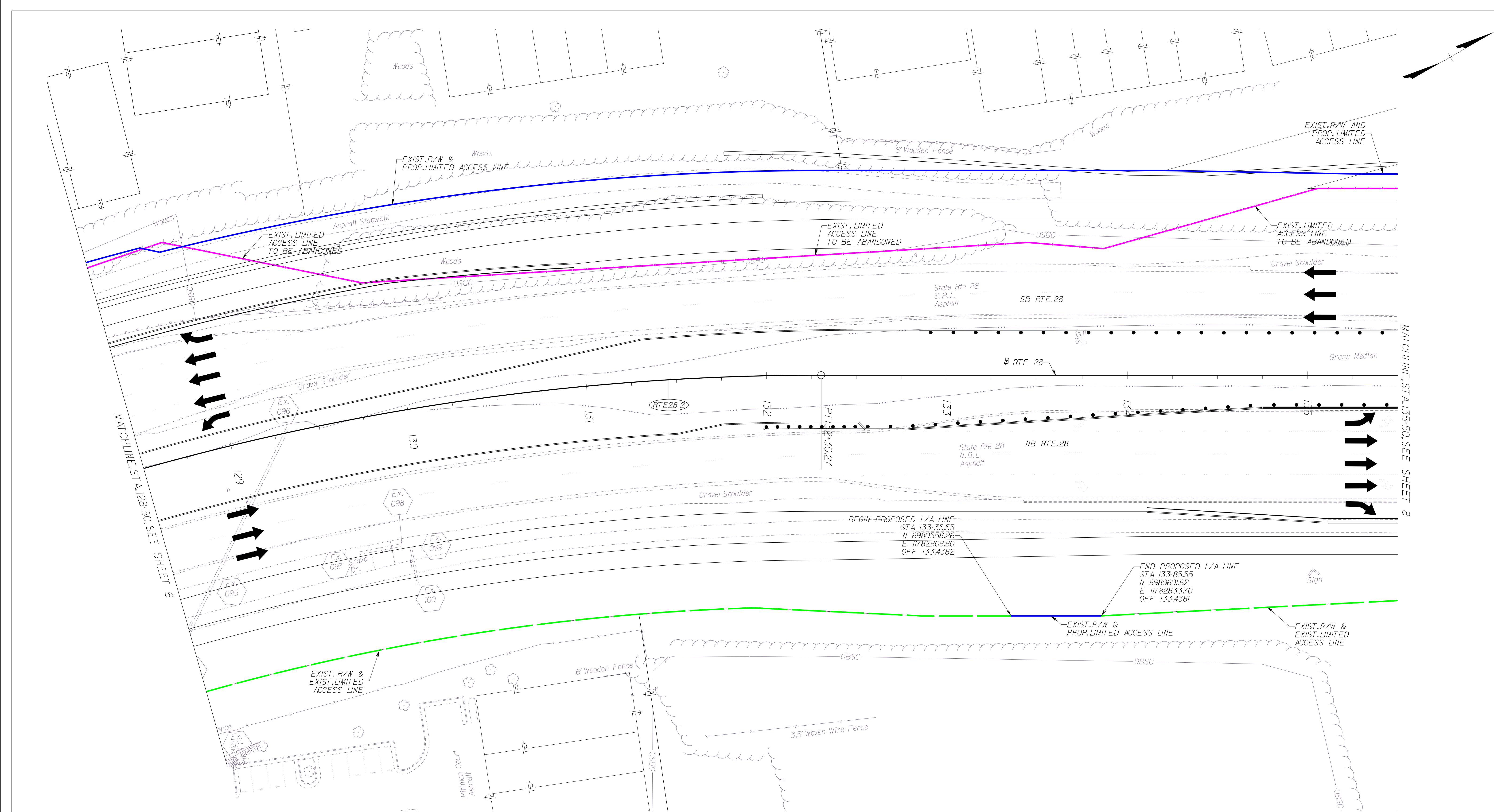
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.



EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
OFFICE OF CAPITAL FACILITIES 703-324-5800				
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 121+00 TO STA. 128+50				
CONTRACT NO.		PROJECT NO.		
SCALE	DESIGNED BY: TW	DRAFTED BY: DB		SHEET
	CHECKED BY: SDF			6
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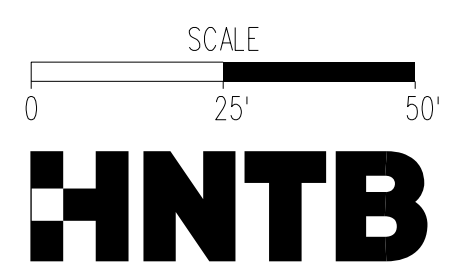




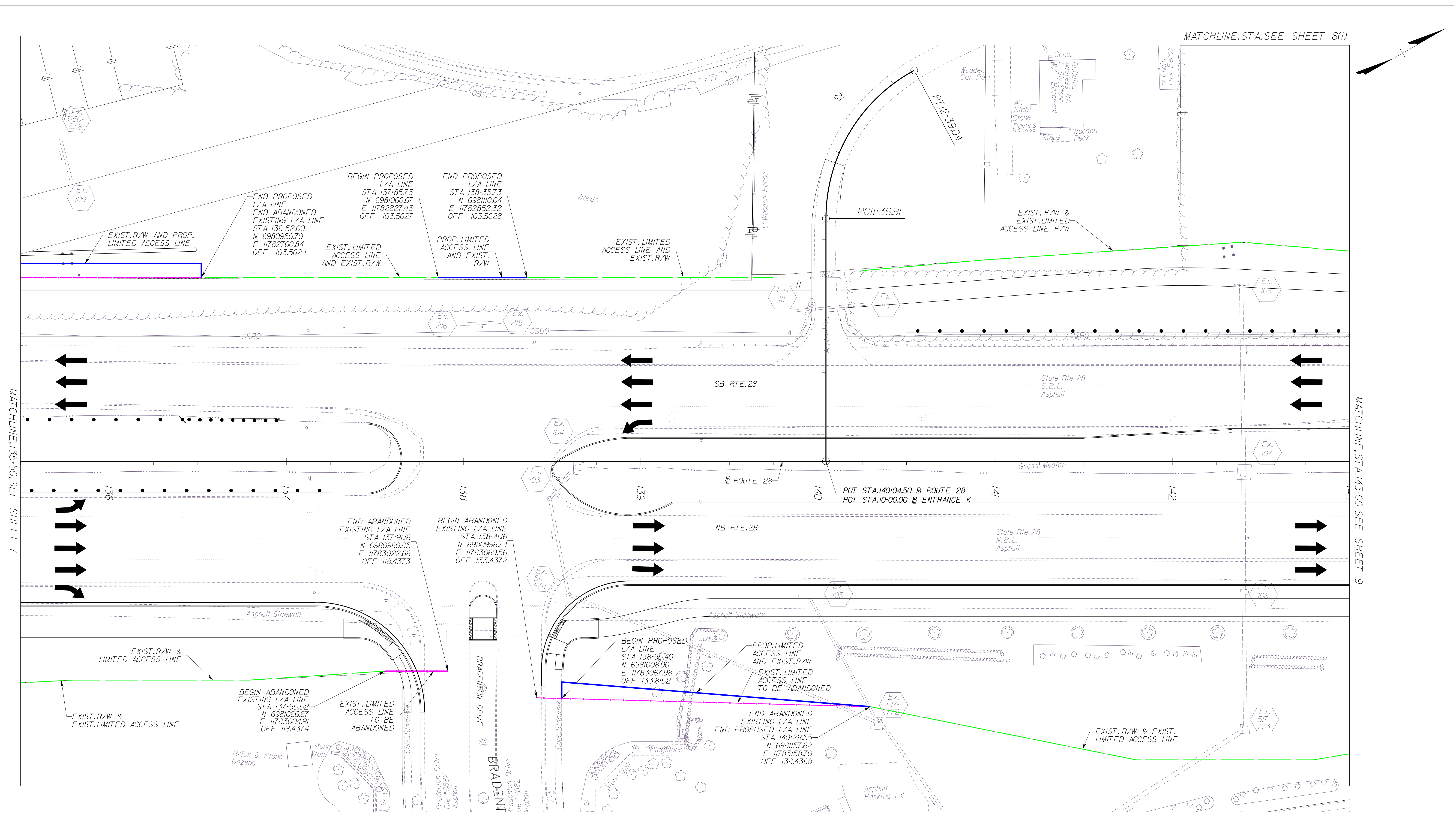
**LEGEND**

- PROPOSED LIMITED ACCESS
- - - EXISTING LIMITED ACCESS
- ..... EXISTING RIGHT OF WAY
- - - EXISTING LIMITED ACCESS TO BE ABANDONED

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



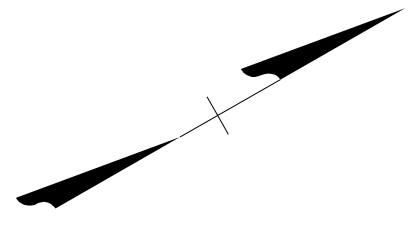
EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
OFFICE OF CAPITAL FACILITIES 703-324-5800				
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 128+50.00 TO STA. 1354+50.00				
CONTRACT NO.		PROJECT NO.		
SCALE	DESIGNED BY:	TW	SHEET	
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	CHECKED BY:	SDF		
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MATCHLINE, STA. 135+50.00, SEE SHEET 7

MATCHLINE, STA. 143+00.00, SEE SHEET 9

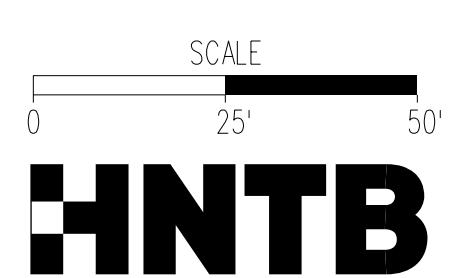
MATCHLINE, STA. SEE SHEET 8(1)



**LEGEND**

<span style="color: blue;">———</span>	PROPOSED LIMITED ACCESS
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<span style="color: red;">- - - - -</span>	EXISTING RIGHT OF WAY
<span style="color: magenta;">- - - - -</span>	EXISTING LIMITED ACCESS TO BE ABANDONED

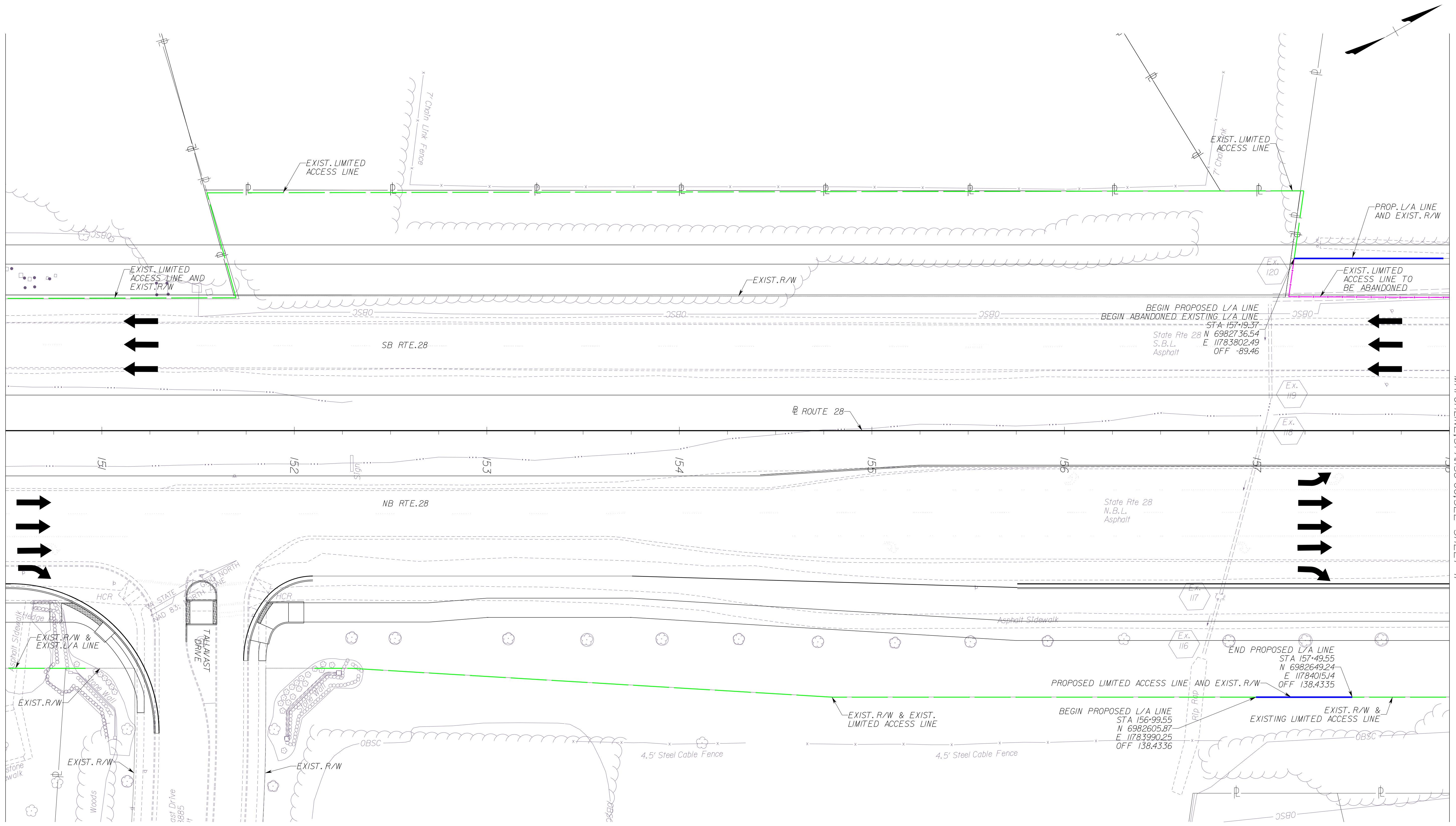
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EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
OFFICE OF CAPITAL FACILITIES 703-324-5800		ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 135+50.00 TO STA. 143+00.00		
SCALE		DESIGNED BY: TW DRAFTED BY: DB CHECKED BY: SDF		SHEET 8
CONTRACT NO.		PROJECT NO.		
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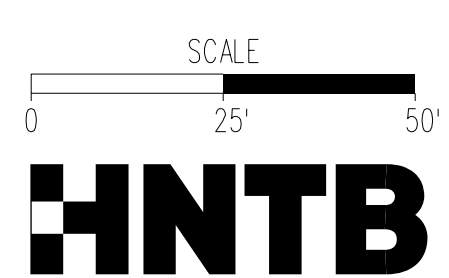
MATCHLINE, STA. 150+00, SEE SHEET 9

MATCHLINE, STA. 158+00, SEE SHEET 11

**LEGEND**

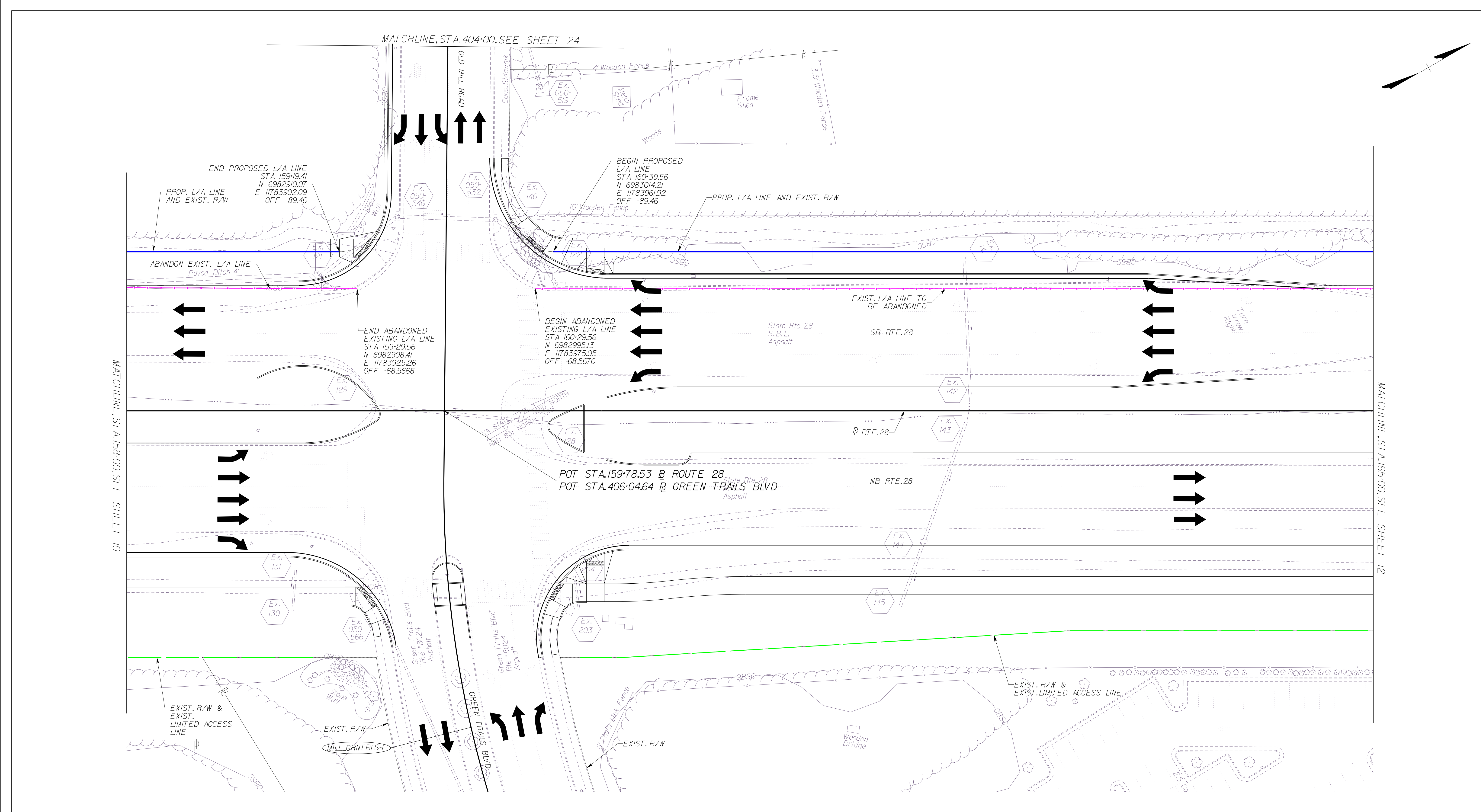
	PROPOSED LIMITED ACCESS
	EXISTING LIMITED ACCESS
	EXISTING RIGHT OF WAY
	EXISTING LIMITED ACCESS TO BE ABANDONED

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



EMERGENCY POLICE - FIRE - RESCUE 911				
FAIRFAX COUNTY, VIRGINIA				
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES				
UTILITIES DESIGN & CONSTRUCTION DIVISION				
12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
OFFICE OF CAPITAL FACILITIES 703-324-5800				
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 150+50.00 TO STA. 158+00.00				
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		FUND #		

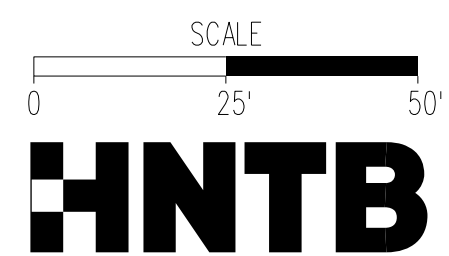
NO.	DESCRIPTION	BY	APPROVED	DATE



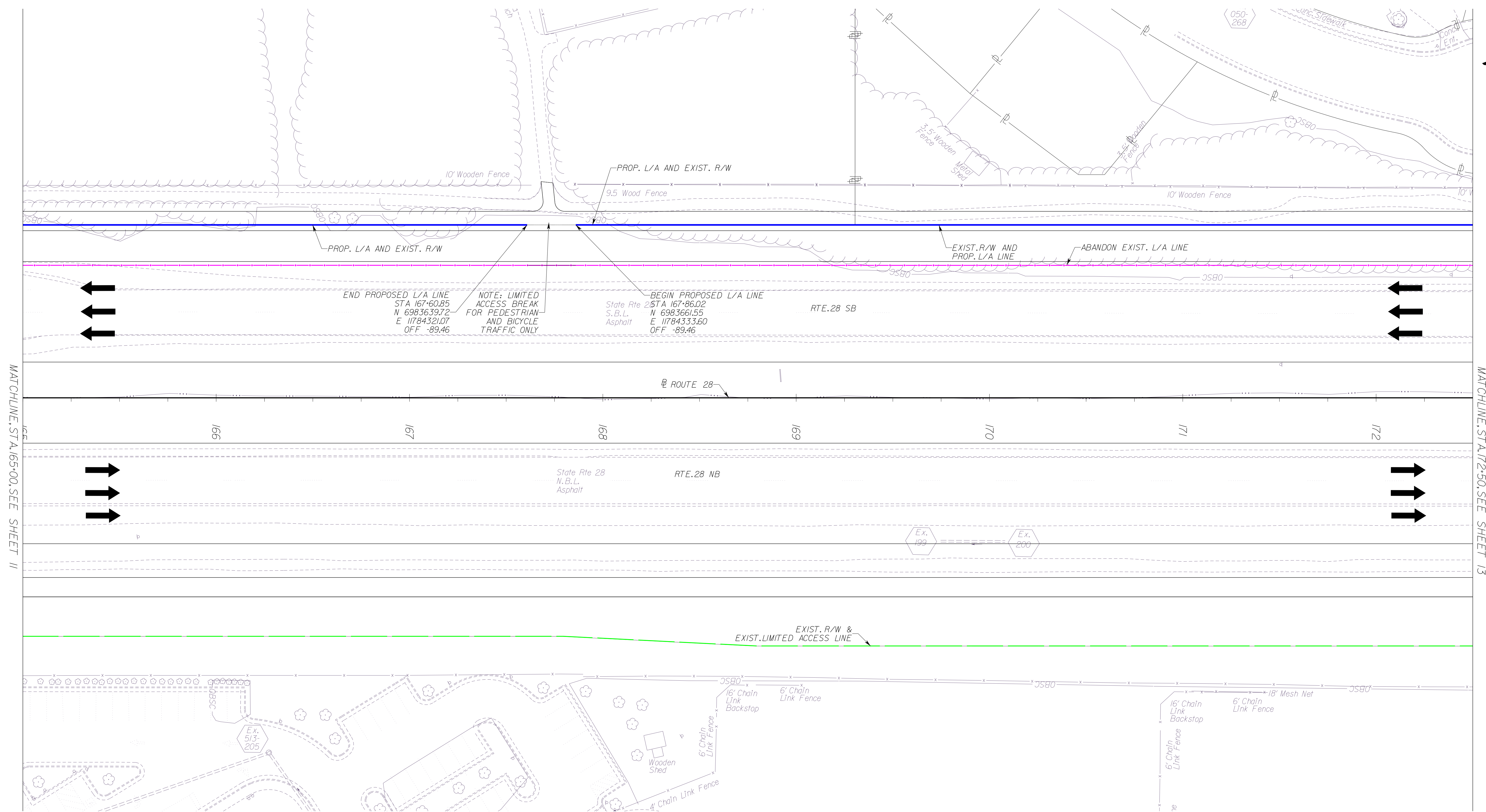
**LEGEND**

	PROPOSED LIMITED ACCESS
	EXISTING LIMITED ACCESS
	EXISTING RIGHT OF WAY
	EXISTING LIMITED ACCESS TO BE ABANDONED

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



EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
R		OFFICE OF CAPITAL FACILITIES 703-324-5800		
E		ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 158+00.00 TO STA. 165+00.00		
V		CONTRACT NO. PROJECT NO.		
I		SCALE	DESIGNED BY: TW	SHEET
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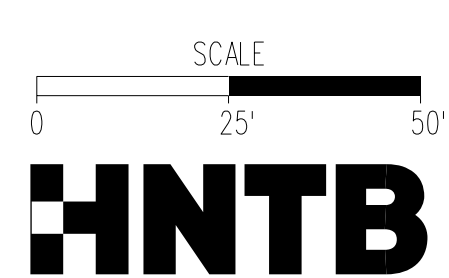
MATCHLINE, STA. 165+00, SEE SHEET 11

MATCHLINE, STA. 172+50, SEE SHEET 13

**LEGEND**

- PROPOSED LIMITED ACCESS
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- · - · - · - EXISTING RIGHT OF WAY
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THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

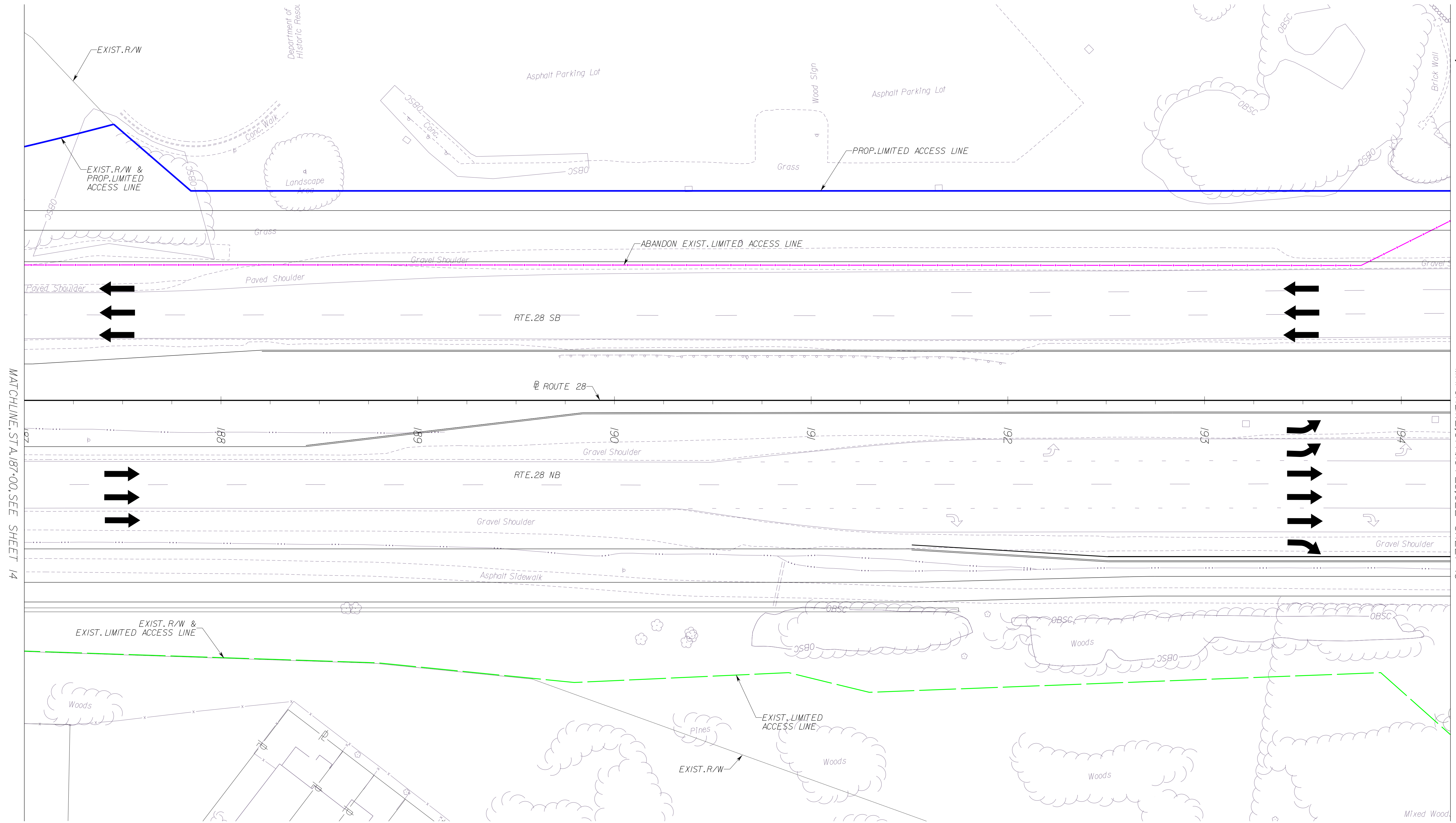


EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
			OFFICE OF CAPITAL FACILITIES 703-324-5800	
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 165+00.00 TO STA. 172+50.00				
			CONTRACT NO. PROJECT NO.	
SCALE		DESIGNED BY: TW		SHEET
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		CHECKED BY: SDF		FUND #
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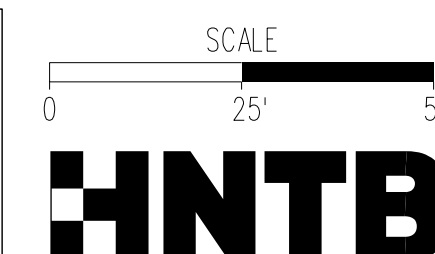
MATCHLINE, STA. 187+00, SEE SHEET 14

MATCHLINE, STA. 194+25, SEE SHEET 16

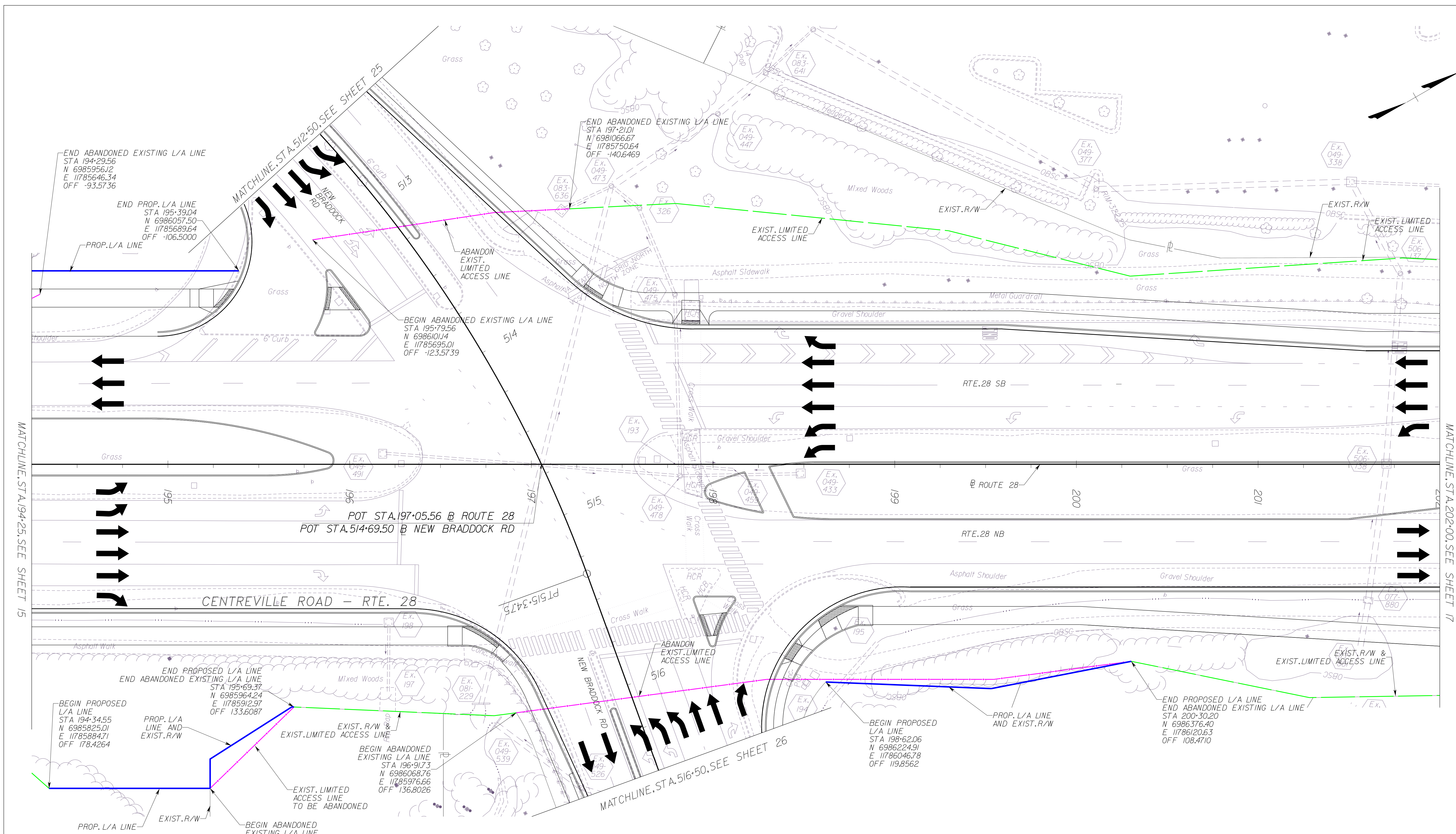
**LEGEND**

	PROPOSED LIMITED ACCESS
	EXISTING LIMITED ACCESS
	EXISTING RIGHT OF WAY
	EXISTING LIMITED ACCESS TO BE ABANDONED

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



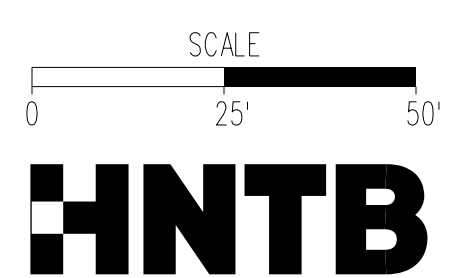
EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 187+00.00 TO STA. 194+25.00	
CONTRACT NO.		PROJECT NO.	
SCALE	DESIGNED BY: TW DRAFTED BY: DB CHECKED BY: SDF	SHEET 15	FUND #
R E V I S I O N S	#	DESCRIPTION	BY    APPROVED    DATE



**LEGEND**

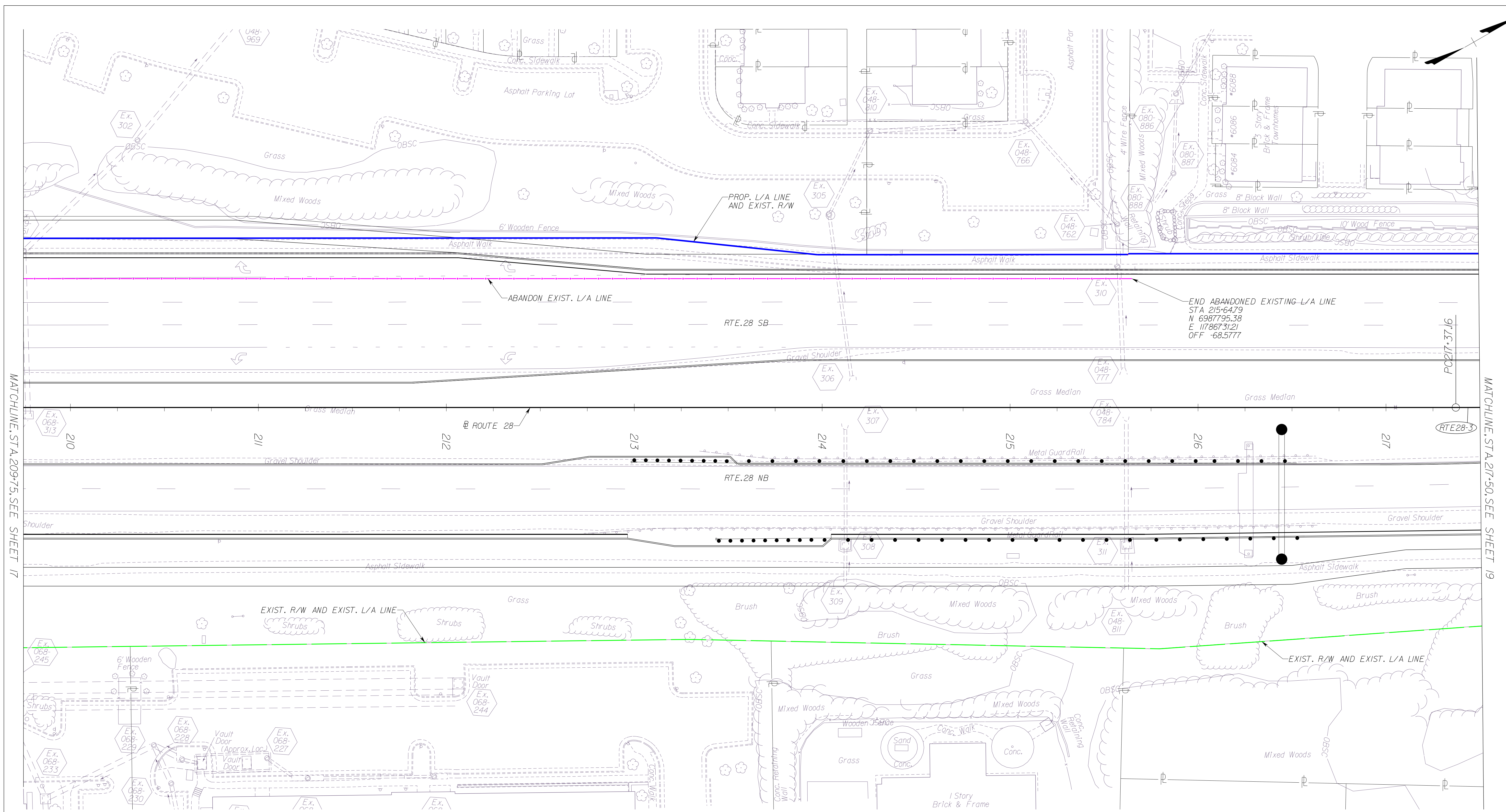
- PROPOSED LIMITED ACCESS
- - - - - EXISTING LIMITED ACCESS
- - - - - EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS TO BE ABANDONED

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



EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
OFFICE OF CAPITAL FACILITIES 703-324-5800				
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 194+25.00 TO STA. 202+00.00				
CONTRACT NO.		PROJECT NO.		
SCALE	DESIGNED BY: TW	TW	SHEET	
	DRAFTED BY: DB	DB	16	
	CHECKED BY: SDF	SDF		
FUND #				





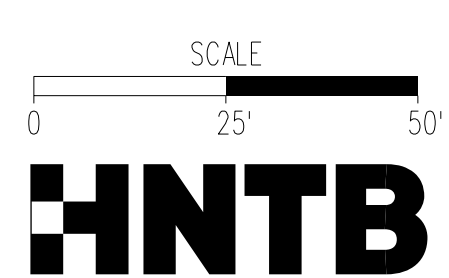
MATCHLINE, STA. 209+75, SEE SHEET 17

MATCHLINE, STA. 217+50, SEE SHEET 19

**LEGEND**

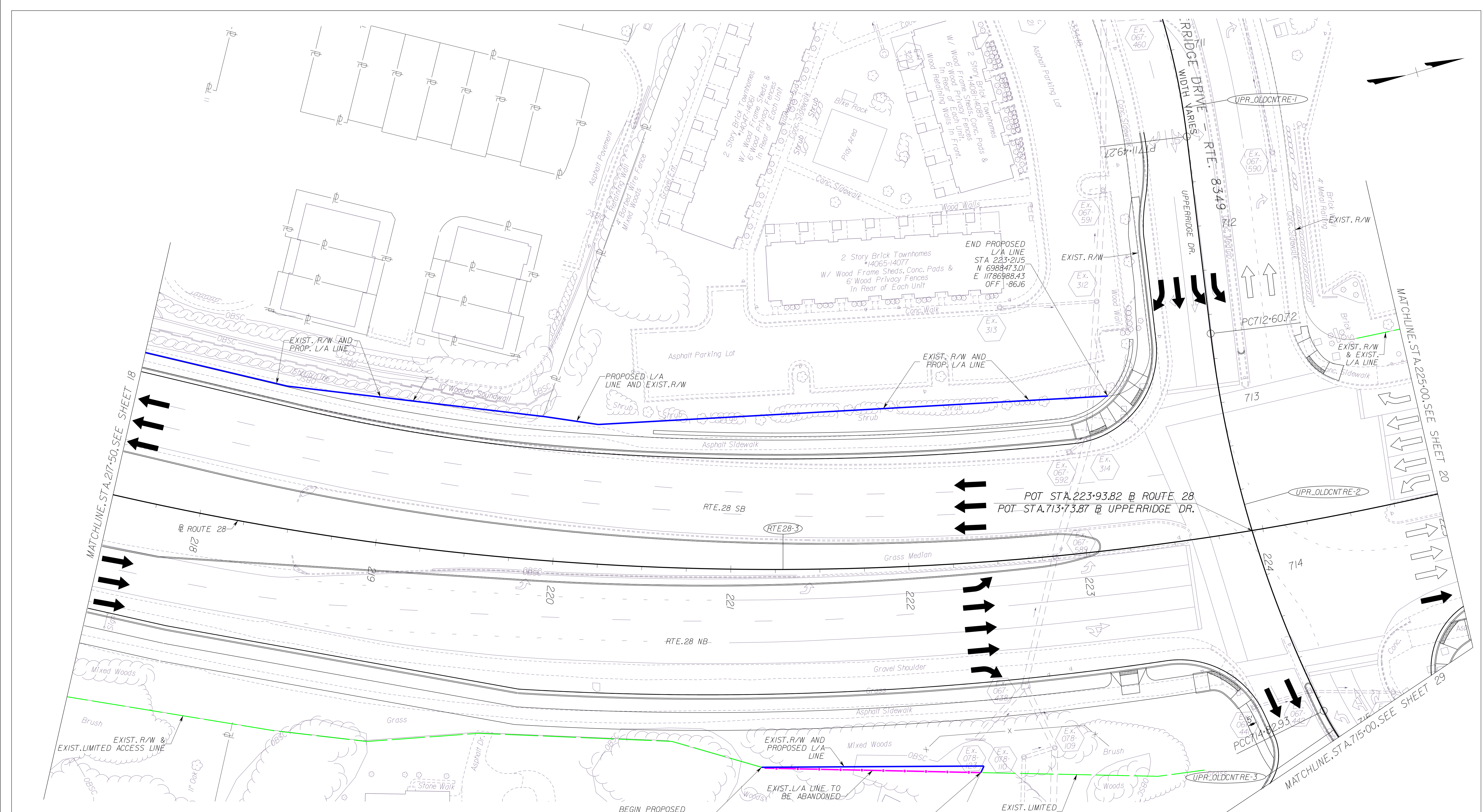
- PROPOSED LIMITED ACCESS
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- - - - - EXISTING LIMITED ACCESS TO BE ABANDONED

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



EMERGENCY POLICE - FIRE - RESCUE 911 FAIRFAX COUNTY, VIRGINIA DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES UTILITIES DESIGN & CONSTRUCTION DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052				
OFFICE OF CAPITAL FACILITIES 703-324-5800				
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 209+75.00 TO STA. 217+50.00				
CONTRACT NO.		PROJECT NO.		
SCALE	DESIGNED BY: TW	DRAWN BY: DB	CHECKED BY: SDF	SHEET 18
#	DESCRIPTION	BY	APPROVED	DATE

FUND #



**LEGEND**

	PROPOSED LIMITED ACCESS
	EXISTING LIMITED ACCESS
	EXISTING RIGHT OF WAY
	EXISTING LIMITED ACCESS TO BE ABANDONED

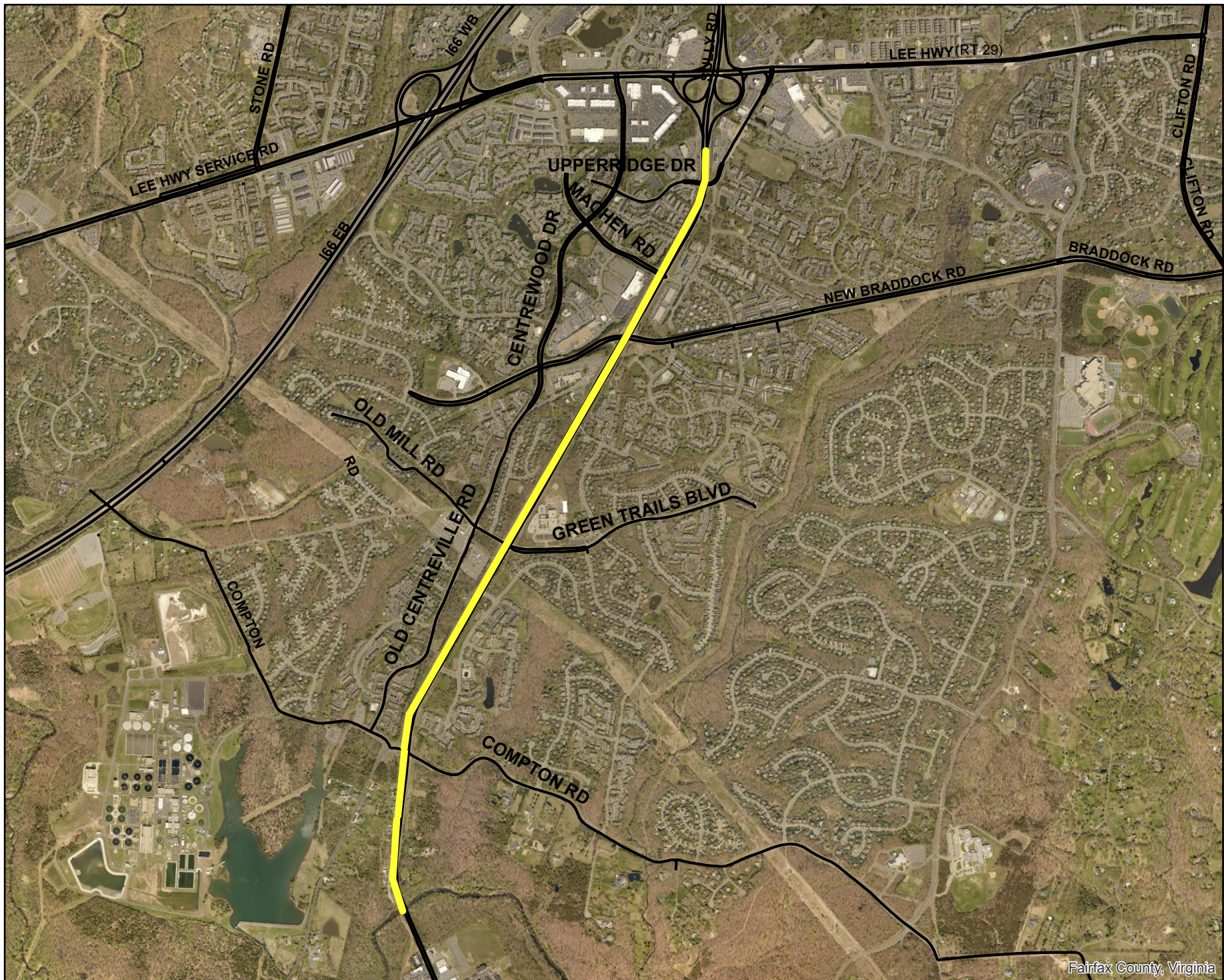
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.



**EMERGENCY POLICE - FIRE - RESCUE 911**  
**FAIRFAX COUNTY, VIRGINIA**  
 DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES  
 UTILITIES DESIGN & CONSTRUCTION DIVISION  
 12000 GOVERNMENT CENTER PARKWAY, SUITE 463 FAIRFAX, VA., 22035-0052

OFFICE OF CAPITAL FACILITIES 703-324-5800	
ROUTE 28 WIDENING PRINCE WILLIAM CO. LINE TO ROUTE 29 LIMITED ACCESS EXHIBIT STA. 217+50.00 TO STA. 225+00.00	
CONTRACT NO.	PROJECT NO.
SCALE	DESIGNED BY: TW DRAFTED BY: DB CHECKED BY: SDF
	SHEET 19
FUND #	





Fairfax County, Virginia

**ROUTE 28 WIDENING SOUTH OF COMPTON ROAD TO SOUTH OF ROUTE 29  
VDOT PROJECT 0028-029-269, PE101, R201, C501 UPC 108720**



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

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

*Agenda item # 3*

**June 17, 2020**

#### **MOTION**

**Made By:**

**Seconded By:**

**Action:**

**Title: Authorization for the Commissioner of Highways to Enter into an Agreement with the West Virginia Department of Transportation, Division of Highways Relating to a Highway Improvement Project on United States 340**

**WHEREAS**, the Virginia Department of Transportation (“Virginia”) and the West Virginia Department of Transportation (“West Virginia”) propose a highway improvement project to improve the existing two-lane section of United States Route 340 (“US 340”), which is between the existing four-lane roadway section of US 340 in Clarke County, Virginia and the existing four-lane section of US 340 known as the Charles Town Bypass in Jefferson County, West Virginia (the “Project”). More specifically, the Project is referenced as Virginia Project UPC 111615 State Project 0340-21-736, a length of approximately 0.19 miles and as West Virginia Project U319-340-0.00, a length of approximately 4.10 miles; and

**WHEREAS**, Virginia and West Virginia have additionally proposed entering into an agreement (the “Agreement”), which specifies the terms and conditions for the coordination between the two agencies on the Project; and

**WHEREAS**, West Virginia would be the lead agency who would design and construct the Project under the West Virginia Highways Design Build Program, where the Design Build Contractor would be responsible for maintenance of the Project during the construction phase and Virginia and West Virginia will be responsible for the continuing maintenance of their respective sections of the Project once complete; and

**WHEREAS**, West Virginia shall be responsible for the lead construction supervision of the Project and shall provide for construction engineering means, including the review of shop drawings as required, and Virginia shall have approval of contractors or materials in that portion of the Project situated within Virginia; and



Resolution of the Board

Authorization for the Commissioner of Highways to Enter into an Agreement with the West Virginia Department of Transportation, Division of Highways Relating to a Highway Improvement Project on United States 340

June 17, 2020

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**WHEREAS**, Virginia and West Virginia shall each bear 100% of the cost of construction of the portion of the Project within their respective states in accordance with the terms of the Agreement; and

**WHEREAS**, the total estimated cost of construction of the project is Thirty-Five Million Six Hundred Seventy-Four Thousand Six Hundred Forty-Two dollars (\$35,674,642), which amount includes the design and construction costs; and

**WHEREAS**, any additional Right of Way or Utility cost will be handled by work order for the respective state and added to the total cost of construction; and

**WHEREAS**, Virginia's prorated share of the cost of construction is anticipated to be One Million Six Hundred Twelve Thousand Four Hundred Ninety-Four dollars (\$1,612,494); and

**WHEREAS**, no additional Right of Way or Utility Costs on the portion of the Project in Virginia are anticipated; and

**WHEREAS**, the Agreement states that West Virginia shall invoice Virginia annually beginning on or about July 1, 2020, or after the Project is successfully let and awarded and substantial work is underway/completed in Virginia, whichever occurs later, and for each subsequent year on July 1<sup>st</sup> for a period of up to five-years for Virginia's share of the Project, in accordance with the terms of the Agreement; and

**WHEREAS**, the Agreement states that if the Project is finished prior to the five-year period identified for payments, West Virginia will bill Virginia for the balance of Virginia's share of the Project within one year after the completion of the work in Virginia; and

**WHEREAS**, once the work is complete and has been inspected and achieves final acceptance by Virginia, Virginia will add the modified mileage into the Primary System of highways for future maintenance; and

**WHEREAS**, §33.2-221 B of the Code of Virginia empowers the Commonwealth Transportation Board to enter into all contracts and agreements with other states necessary for the proper coordination of the location, construction, maintenance, improvement, and operation of transportation systems, including the systems of state highways, with the highways of such other states, and where necessary, seek the approval of such contracts by the Congress of the United States.

**NOW, THEREFORE, BE IT RESOLVED**, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to enter into an Agreement, attached hereto as

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into an Agreement with the West Virginia Department of Transportation, Division of Highways Relating to a Highway Improvement Project on United States 340

June 17, 2020

Page 3

Exhibit A, with the West Virginia Department of Transportation, Division of Highways, relating to a Highway Improvement Project on US 340 with such changes and additions as the Commissioner deems necessary.

#####

## CTB Decision Brief

### Authorization for the Commissioner of Highways to Enter into an Agreement with the West Virginia Department of Transportation, Division of Highways Relating to a Highway Improvement Project on United States 340

**Issue:** Pursuant to §33.2-221 B of the *Code of Virginia*, the Virginia Department of Transportation (VDOT) is requesting that the Commonwealth Transportation Board (Board) authorize the Commissioner of Highways to sign the attached Interstate Agreement (Agreement) with the West Virginia Department of Transportation, Division of Highways (WVDOH) to allow improvements to United States Route 340 (US 340) in Clarke County, Virginia.

**Facts:** VDOT and WVDOH propose a highway improvement project to improve the existing two-lane section of US 340, which is between the existing four-lane roadway section of US 340 in Clarke County, Virginia and the existing four-lane section of US 340 known as the Charles Town Bypass in Jefferson County, West Virginia (the “Project”). More specifically, the Project is referenced as Virginia Project UPC 111615 State Project 0340-21-736, a length of approximately 0.19 mile and as West Virginia Project U319-340-0.00, a length of approximately 4.10 miles.

Pursuant to the terms and conditions in the Agreement, WVDOH would be the lead agency who would design and construct the Project under the West Virginia Highways Design Build Program. The Design Build Contractor would be responsible for maintenance of the Project during the construction phase and VDOT and WVDOH will be responsible for the continuing maintenance of their respective sections of the Project once complete. WVDOH shall be responsible for the lead construction supervision of the Project and shall provide for construction engineering means, including the review of shop drawings as required. VDOT shall have approval of contractors or materials in that portion of the Project situated within Virginia.

VDOT and WVDOH shall each bear 100% of the cost of construction of the portion of the Project within their respective states. The Agreement states that this cost shall be calculated as four and fifty-two hundredths percent (4.52%) of the lump sum bid item for the portion of the roadway in Virginia, plus the cost of any change orders applicable to the portion of the roadway in Virginia, and calculated as ninety five and forty-eight hundredths percent (95.48%) of the lump sum bid item for the portion of the roadway in West Virginia, plus the cost of any change orders applicable to the portion of the roadway in West Virginia. The total estimated cost of construction of the project is Thirty-Five Million Six Hundred Seventy-Four Thousand Six Hundred Forty-Two dollars (\$35,674,642), which, according to the Agreement, only includes design and construction costs. Any additional Right of Way or Utility Costs will be handled by work order for the respective state and added to the total cost of construction. A Right of Way phase is not anticipated for the portion of the work in Virginia. Based on the aforementioned

cost sharing percentages, VDOT would be responsible for One Million Six Hundred Twelve Thousand Four Hundred Ninety-Four dollars (\$1,612,494) of the cost of the Project. Based on VDOT's cost estimates, it is more cost effective to allow WVDOH to construct Virginia's portion of work with their project rather than attempting to coordinate designs and construction sequence with WVDOH with a stand-alone VDOT project.

The Agreement states that WVDOH shall invoice VDOT annually beginning on or about July 1, 2020, or after the Project is successfully let and awarded and substantial work is underway/completed in Virginia, whichever occurs later, and for each subsequent year on July 1<sup>st</sup> for a period of up to five-years. The invoice amount shall be for VDOT's 4.52% share of the lump sum bid price on the Project, divided by 5, plus work done against the cost of any change orders applicable to the portion of the Project that lies within the Commonwealth of Virginia. If the Project is finished prior to the five-year period identified for payments, WVDOH will bill VDOT for Virginia's share of the balance of the Project within one year after the completion of the work in Virginia. Once the work is complete and has been inspected and achieves final acceptance by VDOT, the modified mileage will be added into the Primary System of highways for future maintenance.

Pursuant to §33.2-221 B of the *Code of Virginia*, the Board is empowered to enter into all contracts or agreements with other states necessary for the proper coordination of the location, construction, maintenance, improvement, and operation of transportation systems, including the systems of state highways, with the highways of such other states, and where necessary, seek the approval of such contracts by the Congress of the United States.

**Recommendation:** VDOT recommends that the Board delegate to the Commissioner of Highways the authority to enter into the attached Interstate Agreement with West Virginia Department of Transportation, Division of Highways to allow improvements to United States Route 340 in Clarke County, Virginia, with such changes as may be necessary.

**Action Required by the CTB:** Approve by majority vote the resolution providing the authorization recommended herein.

**Result, if Approved:** The Commissioner will be authorized to enter into the Interstate Agreement with West Virginia Department of Transportation, Division of Highways to allow improvements to United States Route 340 in Clarke County, Virginia.

**Options:** Approve, Deny or Defer

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

# "EXHIBIT A"

WEST VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
INTERSTATE AGREEMENT  
WITH  
THE VIRGINIA DEPARTMENT OF TRANSPORTATION  
VA LINE – CHARLES TOWN RD  
UNITED STATES 340  
JEFFERSON COUNTY, WEST VIRGINIA  
AND  
CLARKE COUNTY, VIRGINIA

THIS AGREEMENT, executed in quadruplicate, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by and between the West Virginia Department of Transportation, Division of Highways, acting by and through the Commissioner of Highways, hereinafter collectively referred to as "West Virginia," and the Commonwealth of Virginia and the Virginia Department of Transportation, an agency of the Commonwealth of Virginia, acting by and through the Virginia Commissioner of Highways, hereinafter, collectively referred to as "Virginia,"

WITNESSETH THAT:

WHEREAS, West Virginia and Virginia have determined that the need exists for coordination of the design and construction of a roadway enhancement project to United States Route 340 that connects Jefferson County, West Virginia and Clarke County, Virginia; and,

WHEREAS, West Virginia is agreeable to act as the lead agency, to the extent permissible by the laws of the State of West Virginia and of the Commonwealth of Virginia, regarding the implementation of the roadway enhancement project; and

WHEREAS, Virginia and West Virginia propose a highway improvement project to improve the existing two-lane section of United States 340, which is between the existing four-lane roadway section in Clarke County, Virginia and the existing four-lane roadway section of the Charles Town Bypass in Jefferson County, West Virginia (the "Project"). The proposed facility improvement will be approximately 4.3 miles in total length and will be improved to a four-lane

divided highway. The construction Project is referenced as Virginia Project UPC 111615 State Project 0340-21-736, a length of approximately .19436 miles and as West Virginia State Project U319-340-0.00, a length of approximately 4.10564 miles;

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein set forth, the parties hereto agree as follows:

I. GENERAL PURPOSE

The Parties hereto establish their respective responsibilities with regard to the Project. The Virginia Commissioner of Highways has the legal authority to enter into this Agreement in accordance with §§33.2-248 and 33.2-223 of the Code of Virginia, as amended, and has obtained approval of the Agreement from the Commonwealth Transportation Board pursuant to resolution dated \_\_\_\_\_. The West Virginia Commissioner of Highways has the legal authority to enter into this Agreement in accordance with W.V. Code. §§ 17-2A-8 and 17-4-19.

II. PREPARATION OF CONTRACT PLANS

West Virginia shall prepare the overall construction contract plans and other related documents for the Project pursuant to the West Virginia Highway Design Build Program, W.Va. Code §§ 17-2A-1 et seq, and applicable rules, policies and procedures. West Virginia shall be responsible for the preparation of the Request for Qualifications, design/construction criteria, standards, and directives in the form of a Request for Proposal document.

West Virginia will employ a consulting engineer(s) to prepare the Request for Qualifications and Request for Proposal document and any other associated work, which will be supervised and administered by West Virginia. All work performed by either West Virginia or its contractors or consulting engineers for the portion of the work in Virginia shall be done in consultation with and subject to the approval of Virginia. The Request for Proposal document, and all criteria, standards, and directives contained therein as they apply to the portions of the Project within the boundaries of the Commonwealth of Virginia, are subject to the Virginia Road Design Manual, Virginia Road and Bridge Specifications, Virginia Road and Bridge Standards, and the Virginia Work Area Protection Manual or equivalent West Virginia requirements if the Project is developed in its entirety with West Virginia requirements.

The Request for Proposal document, and all criteria, standards, and directives contained therein as they apply to the portions of the Project within the boundaries of the State of West Virginia, are subject to the West Virginia Department of Transportation, Division of Highways,

Standard Specifications Road and Bridges. The final Request for Qualifications and Request for Proposal must be approved by both Virginia and West Virginia and shall be for the purpose of soliciting proposals from prospective Design Build Teams. The contract shall be awarded to a Design Build team, hereinafter referred to as “Contractor”, with the lowest contractual bid that meets all contract criteria set forth in the Request for Proposal in accordance with West Virginia law. The contract shall be in a form approved by Virginia with regard to the terms and conditions applicable to any and all portions of the Project within the boundaries of the Commonwealth of Virginia. The request for Qualifications will invite all prospective Design Build Teams to contact VDOT [contact person?] concerning any such contractual terms or conditions that may affect the team’s bid or proposal.

### III. APPROVALS

The Contractor shall be responsible for obtaining all permits, approvals, and authorizations from Federal, State and Local authorities necessary for the construction of the Project.

The Contractor shall be responsible for obtaining all permits pursuant to Section 404 of the Clean Water Act, National Pollutant Discharge Elimination System (NPDES) permits and any and all other environmental permits or clearances required for the Project.

### IV. RIGHT OF WAY AND UTILITIES

Acquisition of additional property necessary for that portion of the Project located in the State of West Virginia shall be the sole responsibility of the Contractor. Current preliminary design alignments, horizontal and vertical, do not require any additional right of way in Virginia. If any additional right of way is necessary in the Virginia portion of the Project, acquisition of such property shall be the sole responsibility of the Contractor with the coordination and oversight of Virginia and, the Contractor shall adhere to the requirements set forth in the VDOT Right of Way Manual of Instructions, 3rd Edition, FHWA Update January 1, 2016, Chapter 10, and Attachment 2 for the Technical Requirements, Part 2, Right of Way and Virginia Law for purposes of any such acquisition.

The Contractor shall be responsible for all utility relocations necessary for the Project in both West Virginia and Virginia. In Virginia, utility relocations shall conform to the requirements of the VDOT Utility Manual of Instructions, Utility Relocation Policies and Procedures, (11th or then current edition) and the VDOT Land Use Permit Regulations, as well as any master agreements in place between VDOT and the utility being relocated.

The Contractor shall be responsible for any work necessary to secure permits and right of entry agreements along any railroad right of way and railroad property necessary for the Project, whether such right of way is situated in West Virginia or Virginia.

West Virginia and the Contractor shall be permitted to enter upon right of way in the Commonwealth of Virginia and Virginia shall be permitted to enter upon right of way in the State of West Virginia as required to construct the Project, including the use of West Virginia and Virginia right of way property for access, staging and construction of the Project.

#### V. CONSTRUCTION CONTRACT AND SUPERVISION OF CONSTRUCTION

West Virginia shall be responsible for the lead construction supervision of the Project, and shall provide for other construction engineering means, including the review of shop drawings as may be required. All construction methods and materials used shall conform to either the West Virginia's Division of Highway's Standard Specifications for Roads and Bridges, or the Virginia Road & Bridge Specifications, Virginia Road and Bridge Standards, Virginia Work Area Protection Manual, the latest issue of Supplemental Specifications thereto (as applicable to West Virginia and Virginia) and to the contract documents as the location of the work may require. If West Virginia requirements are utilized for the entire Project, Virginia will accept West Virginia's requirements if they are equivalent to Virginia or Virginia may request any additional special provisions necessary to meet its requirements.

Approval of any change orders for the roadway, if any, requiring an expenditure of West Virginia or Virginia funds, shall be subject to the approval of West Virginia or Virginia, as applicable, prior to proceeding with the change order(s). Both parties hereto shall be financially responsible for the respective change orders associated with that portion of the Project situated within their state. Each party hereto shall be solely responsible for the supervision of construction costs and the inspection costs associated with that portion of the Project situated within their respective state. To the extent that West Virginia hires contractors or acquires materials that are used for the entire Project, then following approval by Virginia of the use of the contractors or materials in that portion of the Project situated within Virginia, West Virginia may invoice these costs on a proportionate basis as set forth herein.



Except for contract rights, claims, interests, and/or rights of action for or related to expenditures made or to be made by West Virginia under the Project, and not made or reimbursed by Virginia; any contract right, claim, interest, and/or right of action, whether contingent or vested, of West Virginia under the Project, arising out of or related to any contract entered into by West Virginia for the Project to be performed hereunder for the portion of the roadway located in Virginia (the "Claim"), shall be subrogated and assigned to Virginia, and Virginia shall have all of West Virginia's rights in and to the Claim and against any other person(s) or entity(ies) against which such subrogation and assignment rights may be enforced. West Virginia shall notify Virginia of any such Claim. West Virginia further authorizes and assigns to Virginia, the authority and/or right to sue, compromise, or settle any such Claim. It is the intent of the parties that Virginia be fully substituted for West Virginia and assigned and subrogated to all West Virginia's contract rights to recover under such Claim(s). West Virginia agrees to cooperate with reasonable requests from Virginia for assistance in pursuing any action. The terms of this provision shall be stated in any Project contract with the Design Builder. Virginia may not exercise the rights recognized in this provision in any manner that impairs or compromises the claims of West Virginia for the portion of the Project that is located within West Virginia without the express written consent of West Virginia. West Virginia may not exercise the rights recognized in this provision in any manner that impairs or compromises the Claims of Virginia for the portion of the Project that is located within Virginia without the express written consent of Virginia.

If claims are asserted by or through the Contractor or any person or entity against or arising out of the Project, the party having notice of such claim will immediately notify the other party of the claim and the forum, if any, in which the claim is asserted or prosecuted. West Virginia and Virginia agree to cooperate to resolve any such claim, to provide each to the other all documents, records, test results or other materials in the custody or control the party receiving the request and reasonably related to the claim, and to testify concerning such claim if requested by the other party to this Agreement.

## VI. OWNERSHIP

The official state line shall serve as the boundary line between parcels for the purpose of determining ownership of any portions of the Project.

## VII. MAINTENANCE AND REPAIR

### A. DEFINITIONS

1. The term "maintenance" herein shall mean all ordinary and normal care and work, inclusive of, but not necessarily limited to, snow removal and/or salting; pavement markings and signing; guardrail replacement or repair; and other roadway items associated with safely operating the roadway.

2. The term "repair" shall mean all work necessary to restore the roadway to a sound state after any deterioration and damage has occurred requiring the performance of work beyond the scope of ordinary maintenance.

### B. MAINTENANCE AND REPAIR

1. During construction, the contractor will be responsible for all maintenance and repair as defined in Section VII (A) above until the Project is final and accepted by West Virginia and Virginia.

2. Upon completion and acceptance of the Project, West Virginia shall be responsible for accomplishing all maintenance and repair of the roadway owned and maintained by West Virginia.

3. Upon completion and acceptance of the Project, Virginia shall be responsible for accomplishing all maintenance and repair of the roadway owned and maintained by Virginia.

## VIII. FINANCING OF CONSTRUCTION

1. The Project shall be advertised and awarded based on a single lump sum bid item. The amount of the contract so awarded, as modified by approved change orders, shall be the "total cost of construction" of the Project pursuant to this Agreement.

2. Virginia shall bear one hundred percent (100%) of the total cost of construction of such portion of the roadway that lies within the Commonwealth of Virginia. This cost shall be calculated as four and fifty-two hundredths percent (4.52%) of the lump sum bid item referenced in Item #1 above, plus the cost of any change orders applicable to the portion of the roadway that lies within the Commonwealth of Virginia. West Virginia shall bear one hundred percent (100%) of the total cost of construction of such portion of the roadway that lies within the state of West Virginia. This cost shall be calculated as ninety five and forty-eight hundredths percent (95.48%) of the lump sum bid item referenced in Item #1 above, plus the cost of any change orders applicable to the portion of the roadway that lies within the State of West Virginia.

3. The total estimated cost of construction of the Project is Thirty-Five Million Six Hundred Seventy-Four Thousand Six Hundred Forty-Two dollars (\$35,674,642). This estimate only includes design and actual construction costs. The cost of acquiring any additional right of way or costs for relocating utilities are not included in this estimate, but will be added to the total cost of construction by change order as set out above. No adjustment to the financial liability of either West Virginia or Virginia may be made without a change order signed by all necessary parties.

4. West Virginia shall invoice Virginia annually beginning on or about July 1, 2020, or after the Project is successfully let and awarded and substantial work is underway/completed in Virginia, whichever occurs later, and for each subsequent year on July 1st for a period of up to five years for Virginia's 4.52% share of the lump sum bid price on the Project, divided by 5, plus work done against the cost of any change orders applicable to the portion of the roadway that lies within the Commonwealth of Virginia. If the Project is finished prior to the five-year period identified for payments, West Virginia will bill Virginia for the balance of the Project within 1 year after the completion of the work in Virginia.

5. Upon receipt of an adequate and sufficient invoice, the Virginia payment shall be made within sixty (60) calendar days. Virginia shall notify West Virginia in writing if any additional information is necessary. If such notification is sent by Virginia, the required Virginia payment date shall be due sixty (60) days after receipt of the corrected invoice from West Virginia.

#### IX. CERTIFICATION OF FUNDS

The financial obligations of Virginia shall not be valid and enforceable unless funds are appropriated by the Virginia General Assembly and allocated by the Commonwealth Transportation Board. Virginia agrees to use 100% state funds for their share of the Project cost per the request of West Virginia since West Virginia intends to use 100% state funds to pay for its portion of the Project. Nothing herein shall negate the sovereign immunity of the Commonwealth of Virginia. Virginia shall have the right to inspect and obtain copies of any and all documents or other information with respect to the cost of the Project. Virginia agrees to pay all reasonable copying costs for any copies requested.

Similarly, pursuant to the West Virginia Constitution, West Virginia cannot enter into any contract or agreement that would obligate it beyond the current fiscal year. Therefore, the financial

obligations of West Virginia shall not be valid and enforceable unless funds are appropriated for work to be performed under the Agreement.

West Virginia shall include in any and all contracts entered into pursuant to this Agreement, language that renders the contract and any financial obligations of the Parties pursuant to the contract subject to the legal availability of funds as set forth herein.

#### X. TERM OF AGREEMENT

The terms of this agreement shall expire on June 30, 2025. Any renewal shall be by written addendum in the form attached hereto as Exhibit A, executed by the Virginia Commissioner of Highways for the Commonwealth of Virginia and the Commissioner of Highways for the State of West Virginia.

Work to be performed under this Agreement is to be continued until completed, and may continue into succeeding fiscal years for the term of the contract or Agreement and any subsequent renewals, contingent upon funds being appropriated by the West Virginia Legislature and the Virginia General Assembly for this work. In the event of non-appropriation of funds by either Virginia or West Virginia, the contract shall be terminated in whole without penalty to either State at the end of the then current fiscal year for such State, with this contract or Agreement becoming null and void at the end of said fiscal year.

Both Virginia and West Virginia will make efforts to obtain the necessary funds to avoid cancellation of the Agreement, and both parties agree to provide written notice to the other party in the event of any non-appropriation thirty (30) calendar days prior to the end of the fiscal year in which such non-appropriation for the next fiscal year occurs, provided, however, that should one party provide notice of cancellation or termination of the contract, the other party may provide notice that it intends to continue with that portion of the Project within that party's jurisdiction, and the parties shall execute such documents as may be necessary to assign appropriate rights under the construction and consulting contracts in order to maintain continuity on the Project, subject to the continuing party's right to complete that portion of the Project in their jurisdiction with all new consultants and contractors at their discretion. The construction and consulting contracts will contain provisions authorizing assignment of those contracts in the event this agreement is cancelled or terminated.

XI. NOTICE/APPROVAL

Submission of invoices, notice to, and approval by West Virginia or Virginia under the terms of this Agreement shall be to and by the Commissioner of the Division of Highways, West Virginia Department of Transportation, and the Commissioner of Highways of the Virginia Department of Transportation or their respective duly authorized agents or employees.

[SIGNATURES FOLLOW]

IN WITNESS WHEREOF, the parties hereto have caused their respective names to be signed by their duly authorized officers.

(SEAL)

COMMONWEALTH OF VIRGINIA,  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Commissioner of Highways

(SEAL)

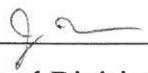
STATE OF WEST VIRGINIA,  
COMMISSIONER OF HIGHWAYS

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Commissioner

APPROVED AS TO FORM THIS  
28 DAY June 2020  
ATTORNEY LEGAL DIVISION  
WEST VIRGINIA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
9 - 2001123

Approved as to Legal Form:

 1-28-2020  
\_\_\_\_\_  
Legal Division (West Virginia)

\_\_\_\_\_  
Office of the Virginia Attorney General  
Senior Assistant Attorney General

(To be executed in quadruplicate)

Distribution: Virginia Department of Transportation  
Virginia Office of the Attorney General, Transportation Section  
Engineering Division  
Highways Operations Division

EXHIBIT A  
RENEWAL ADDENDUM  
OF THE INTERSTATE AGREEMENT  
BETWEEN THE COMMONWEALTH OF VIRGINIA  
AND  
THE STATE OF WEST VIRGINIA  
FOR THE US 340 IMPROVEMENT PROJECT

This ADDENDUM is made this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ by and between the Commonwealth of Virginia, acting through the Commissioner of Highways of the Virginia Department of Transportation, hereinafter referred to as "Virginia." and the State of West Virginia, acting by and through the Commissioner of Highways, hereinafter referred to as "West Virginia."

This ADDENDUM renews the Agreement, numbered \_\_\_\_\_, dated as of the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ between Virginia and West Virginia. That Agreement shall be extended until \_\_\_\_\_.

(SEAL)

COMMONWEALTH OF VIRGINIA,  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Commissioner of Highways

(SEAL)

STATE OF WEST VIRGINIA,  
COMMISSIONER OF HIGHWAYS

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Commissioner





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 4*

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

**June 17, 2020**

#### **MOTION**

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

**Title: Locality Land Conveyances, Various Streets,  
City of Chesapeake**

**WHEREAS**, Section 33.2-907(C) of the *Code of Virginia* authorizes the Commonwealth Transportation Board, upon petition of a local governing body, to transfer real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary state highway system that constitutes a section of public highway to the local governing body, and upon such transfer such section of highway shall cease being a part of the primary state highway system; and

**WHEREAS**, the City of Chesapeake has requested the conveyance of the right of way for a portion of Military Highway and a portion Gallsberry Road (formerly Military Highway), currently in the City's street system; and

**WHEREAS**, the City is maintaining, as part of the City's urban street system, the portions of Routes 13, 17 and 299 that are set forth in the attached *Plan and Profile of Proposed State Highway* for Projects 1115 A-1W; 1284, Sections A-1 and B-2; 1284A-2, Section B-6; 1284A-4, Section B-1; 1664-02; 0013-064-101; 1115, Sections A-1, A-1S, B-1, A-2 and A-2S; 1115, Sections C, D and E; 1664-03; 1664-08; 1664-11; 1664-12; 1664-15; 2064-05; 0017-064-002 (Old Project 2064-02) (Exhibit A) and are the subject of the requested transfer/conveyance; and

**WHEREAS**, the proposed conveyance has been reviewed and approved by the Director of Right of Way and Utilities.

**NOW, THEREFORE, BE IT RESOLVED**, that in accordance with the provisions of Section 33.2-907(C) of the *Code of Virginia*, as amended, conveyance of the right of way/land requested and shown on Exhibit A is approved as set forth and upon conveyance, the portions of the roads so conveyed shall no longer be a part of the primary state highway system.

Resolution of the Board  
Proposed Locality Land Conveyance  
Military Highway  
City of Chesapeake  
June 17, 2020  
Page Two

**BE IT FURTHER RESOLVED,** the Commissioner of Highways is hereby authorized to execute, in the name of the Commonwealth, a deed or deeds conveying the right of way/real estate subject to such restrictions as may be deemed appropriate and to take such other actions as necessary to implement such conveyance.

**CTB Decision Brief**  
**Title: Locality Land Conveyances, Various Streets,**  
**City of Chesapeake**

**Issue:** The City of Chesapeake (the “City”) has requested the transfer and conveyance of the right of way for Routes 13, 17 and 299 [Military Highway and Gallsberry Road (formerly Military Highway)] to the City. Such routes were acquired and constructed as a part of Routes 13, 17 and 299, Project 1115 A-1W; 1284, Sections A-1 and B-2; 1284A-2, Section B-6; 1284A-4, Section B-1; 1664-02; 0013-064-101; 1115, Sections A-1, A-1S, B-1, A-2 and A-2S; 1115, Sections C, D and E; 1664-03; 1664-08; 1664-11; 1664-12; 1664-15; 2064-05; 0017-064-002 (Old Project 2064-02). The requested conveyance requires approval by the CTB pursuant to section 33.2-907 (C) of the *Code of Virginia*.

**Facts:** The City of Chesapeake is maintaining, as part of the City’s urban street system, the portions of Routes 13, 17 and 299 that are set forth in the attached *Plan and Profile of Proposed State Highway* for Projects 1115 A-1W; 1284, Sections A-1 and B-2; 1284A-2, Section B-6; 1284A-4, Section B-1; 1664-02; 0013-064-101; 1115, Sections A-1, A-1S, B-1, A-2 and A-2S; 1115, Sections C, D and E; 1664-03; 1664-08; 1664-11; 1664-12; 1664-15; 2064-05; 0017-064-002(Old Project 2064-02) (Exhibit A) and are the subject of the requested transfer/conveyance.

Pursuant to Section 33.2-907(C) of the *Code of Virginia*, the Commonwealth Transportation Board, upon petition of a local governing body, may transfer real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary state highway system, which constitutes a section of public highway to the local governing body, and upon such transfer such section of road shall cease being a part of the primary state highway system.

This proposed conveyance has been reviewed and approved by the Director of Right of Way and Utilities..

**Recommendations:** VDOT recommends that the right of way/real estate be conveyed to the City of Chesapeake for public street purposes and continued inclusion and maintenance by the City as part of the City’s urban street system.

**Action Required by CTB:** The *Code of Virginia* requires a majority vote of the Commonwealth Transportation Board (CTB) to approve the conveyance. The CTB will be presented with a resolution for a formal vote.

**Result, if Approved:** If said resolution is approved, the right of way/real estate will be conveyed to the City of Chesapeake.

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

**Public Comments/Reactions:** None

City of Chesapeake  
Department of Public Works  
Right-of-Way Office  
Post Office Box 15225  
Chesapeake, Virginia 23328-5225  
(757) 382-6101

November 15, 2013

Vicky W. Pinchbeck, Project Manager  
Commonwealth of Virginia  
Department of Transportation  
Right of Way and Utilities  
1750 North Main Street  
Suffolk, Virginia 23434

**RE: REQUESTING THE TRANSFER OF MILITARY HIGHWAY RIGHT OF WAY  
TO THE CITY OF CHESAPEAKE, VA**

Dear Ms. Pinchbeck:

The City of Chesapeake is requesting the transfer of the Right of Way along Route 13, Military Highway from the City of Suffolk Corporate Line to the City of Virginia Beach Corporate Line.

Included is a copy of a resolution requesting the transfer of Right of Way along U.S. Route 13, Military Highway, from 0.225 Miles East of the Intersection of Route 58 to 7.254 Miles East of the intersection of Route 58 to the City of Chesapeake, to include improvements to the intersection of U.S. Route 13, Military Highway and U.S. Route 17.

Please find attached a copy of the resolution, plus a list of all state projects along Route 13, the cover sheets, Right of Way Data sheets and deed transfers to the Department of Transportation.

Sincerely yours,



Carole A.F. Gillespie  
Right-of-Way Agent

Attachment



City of Chesapeake  
Department of Public Works  
Right-of-Way Office  
Post Office Box 15225  
Chesapeake, Virginia 23328-5225  
(757) 382-6101  
Fax (757) 382-8207

March 22, 2010

Vicky W. Pinchbeck,  
Property Manager  
Commonwealth of Virginia  
Department of Transportation  
Right of Way and Utilities  
1750 North Main Street  
Suffolk, Virginia 23434

**RE: ROUTE 13, MILITARY HIGHWAY AND INCLUDING THE INTERSECTION OF U.S.  
ROUTE 13, MILITARY HIGHWAY, AND U.S. ROUTE 17.**

Dear Ms. Pinchbeck:

The City of Chesapeake is requesting the transfer to the City of Chesapeake the Right of Way along U.S. Route 13, Military Highway, from 0.225 Miles East of the Intersection of Route 58 to 7.254 Miles East of the intersection of Route 58 to the City of Chesapeake to include improvements to the intersection of U.S. Route 13, Military Highway, and U. S. Route 17.

Included is a copy of the resolution requesting the transfer from the City of Chesapeake, plan sheets plus a deed on one of the properties. Per request, I researched the Highway Department location on Military Highway and was unable to locate other plan sheets relating to this strip.

Sincerely,

A handwritten signature in cursive script that reads "Carole Gillespie".

Carole Gillespie, Right of Way Agent

Attachments

FILE	PROJ #	PROJECT DESCRIPTION
A2301	1115	<u>NORFOLK CO: FR 1.187 MI E OF INT RT 58 NEAR BOWERS HILL TO INT RT 27</u>
A2361	1284A-1	<u>NORFOLK &amp; PRINCESS ANNE COUNTIES: FR: INT RTS 13 &amp; 170 TO INT RT 58 NORFOLK BY-PASS</u>
A2393	1284A-2B 1284A-4B	<b>NORFOLK CO:</b> FR 0.388 MI W INT RT 460 & 166Y TO 1.945 M E INT RT 460 & 166Y NORFOLK BY-PASS
A4309	1664-10	<u>NORFOLK CO: FR 0.081 MI S OF INT RTES 13 &amp; 165 TO 0.125 MI N OF INT RTES 13 &amp; 165</u>
A4422	1664-09	NORFOLK CO: FR 0.070 MI W INT RTE 17 TO 0.105 MI E INT RTE 17
A4959	1675-03 1664-02 1675 -01	<u>PRINCESS ANNE AND NORFOLK COS:</u> <u>FR 1.715 MI E NORFOLK – PRINCESS ANNE CO LINE TO 0.364 MI W NORFOLK – PRINCESS ANNE CO LINE</u> (OLD PROJ 574 CW-1 R-3, CW-1 R4) BRIDGE OVER WRIGHT’S LAKE (OLD 574 B-1) FR 0.390 MI E NORFOLK-PRINCESS ANNE CO LINE TO 0.005 MI E NORFOLK-PRINCESS ANNE CO LINE (OLD 574 CW-1 R-1)
A5006	1664-04 1675-02 1664-05 1675-06 1675-08	<u>NORFOLK &amp; PRINCESS ANNE COUNTIES:</u> <u>FR 0.188 MI E INT RTES 460 &amp; 166Y TO 0.186 MI N PRINCESS ANNE - NORFOLK CO LINE</u> (OLD LA 1264) FR NORFOLK–PRINCESS ANNE CO LINE TO PRINCESS ANNE–NORFOLK CO LINE (OLD LA 1284 1277) FR: PRINCESS ANNE–NORFOLK CO LINE TO 0.186 MI N PRINCESS ANNE-NORFOLK CO LINE(OLD LA 1277) FR NORTH END OF EAST N BR ELIZ RIVER BR TO 0.500 MI N NORTH END OF EAST N BR ELIZ RIVER BR) FR INT RTE 13 & 58 TO 0.119 MI SO ??
	0013-131-104 C501 0013-131-104 RW202	<u>FR 0.220 MI W CAROLINA-NORTHWESTERN RAILWAY TO: 0.293 MI E CAROLINA-NORTHWESTERN RAILWAY MILITARY HWY</u>
	0064-131-105 C501	<u>PROPOSED INTERCHANGE WITH RTE 460 &amp; BUSINESS RTE 13 (SO MILITARY HWY)</u>
	0013-131-106 C501 0013-131-111 C501	<u>PROPOSED SIGNAL MODIFICATION AT INTERSECTION OF ROUTE 13/MILITARY HIGHWAY AND ROUTE I-64 WB OFF RAMP (EXIT 297)</u>
A1521	0013-064-111 5a12	<u>NORFOLK COUNTY: FR 1.678 MI E RT 58 AT BOWERS HILL TO INT RT 27</u>
A1845	0013-006-000-1115 cde	<u>NORFOLK COUNTY: FR INT RT 58 NEAR BOWERS HILL TO 1.679 MI E INT RT 58</u>
A24523	0664-131-101 C501	<u>FR: 0.68 MI N RTE 58 (WBL) TO 0.44 MI S RTE 58 (WBL) BOWERS HILL INTERCHANGE PHASE II</u>

	7013-131-V03 C501	<u>ROUTE 13 (MILITARY HIGHWAY) FR: 0.417 MILE WEST OF GILMERTON BRIDGE TO: 0.356 MILE EAST OF GILMERTON BRIDGE</u>
<b>FILE</b>	<b>PROJ #</b>	<b>PROJECT DESCRIPTION</b>
A5640	0013-064-003 1664-08  0017-064-002 2064-05 1664-11  F-024-4(1)/ 1664-12  1664-15	<u>NORFOLK CO: FR: 0.255 MI E OF INT RTE 58 NEAR BOWERS HILL TO 7.254 MI E OF INT RTE 58</u>  FR: 5.277 MI E OF INT RTE 58 NEAR BOWERS HILL TO 5.945 MI E OF INT RTE 58 BROADMOOR DESCRIPTION AS PART OF THE SAME PROJECT WITH NEW NUMBER  SPEC DES OVERPASS RT 17 OVER RTE 13 FR: 6.277 MI E OF INT RTE 58 TO: 6.419 MI E OF INT RTE 58 (RIGHT AND LEFT TURNING LANES) FR: 4.572 MI E OF INT RTE 58 NEAR BOWERS HILL TO 5.277 MI E OF INT RTE 58 FR: 5.077 MI E OF INT RTE 58 NEAR POWERS HILL TO 5.421 MI E OF INT RTE 58 NEAR MOWERS HILL
A6137	001-064-013 1664-13 1664-14	<u>NORFOLK CO: LEFT TURN LANES AT INTERSECTIONS OF ROUTES 13 &amp; 196 AND 13 &amp; 644</u> FR: 0.071 MI W INT RTE 13 & 196 TO 0.074 MI E INT RTE 13 & 196 FR: 0.676 MI W INT RTE 13 & 170 TO: 0.527 MI W INT RTE 13 & 170
A6551	0013-064-103 F701	<u>NORFOLK COUNTY FLASHING LIGHT SIGNAL N &amp; P BELT LINE RR NEAR GILMERTON</u>
A6563	0013-064-002 2064-02	<u>NORFOLK COUNTY FR: 0.151 MI N OF INT RTE 13 TO 0.152? MI S OF INT RTE 13</u>
A7926	0464-131-101 RW202	<u>FR 0.929 MI N INTERSECTION RTE 64 TO: 0.183 MI SOUTH OF PARK AVE</u>
A9331	6013-131-101	<u>FR: 2.962 MI W OF W.C.L. OF CHESAPEAKE TO: 1.592 MI E OF E.C.L. OF NANSEMOND</u>
A21012	6013-131-102	<u>FR: 1.592 MI E OF E.C.L. OF SUFFOLK TO: 0.328 MI E INT RTE 264 &amp; EXIST RTE 13 (BOWERS HILL INTERCHANGE)</u>

10-2-004

**RESOLUTION REQUESTING THE VIRGINIA DEPARTMENT OF TRANSPORTATION TO CONVEY ITS INTEREST IN A PORTION OF U.S. ROUTE 13, MILITARY HIGHWAY, FROM 0.225 MILES EAST OF THE INTERSECTION OF ROUTE 58 TO 7.254 MILES EAST OF THE INTERSECTION OF ROUTE 58 TO THE CITY OF CHESAPEAKE.**

**WHEREAS**, Section 33.1-89 of the Code of Virginia provides that whenever the Commissioner of Transportation for the Commonwealth of Virginia has acquired property for road projects pursuant to a request of the municipality, the Commissioner is authorized to convey all title and interest so acquired to the municipality in accordance with the terms of agreement between the Commonwealth and the municipality, which includes the property used for the road projects; and,

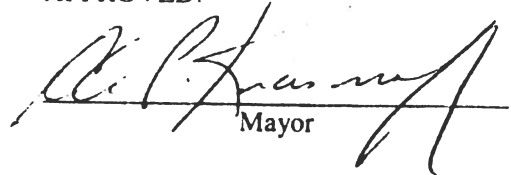
**WHEREAS**, the Virginia Department of Transportation previously completed State Project 1664-15 (Construction), 1664-03, 2064-02-05, and 0017-0064-002, which provided improvements to the intersection of U.S. Route 13, Military Highway, and U.S. Route 17.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Chesapeake, Virginia, that it hereby requests the Virginia Department of Transportation to convey to the City of Chesapeake all title and interest which the Commonwealth may have in the portion of Route 13, Military Highway, State Project 1664-15 (Construction), 1664-03, 2064-02-05 (Original Project 115A-1A-1S, A-1W), Old LA 1115, and State Project 0017-0064-002, from 0.225 miles east of the intersection of Route 58 to 7.254 miles east of the intersection of Route 58, as depicted on Exhibit A.

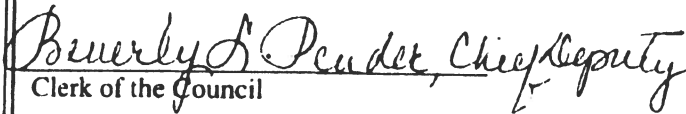


ADOPTED by the Council of the City of Chesapeake, Virginia, this 26th day of  
January, 2010.

APPROVED:

  
Mayor

ATTEST:

  
Clerk of the Council

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A4309	1664-10	<u>NORFOLK CO: FR 0.081 MI S OF INT RTES 13 &amp; 165 TO 0.125 MI N OF INT RTES 13 &amp; 165</u>
A4422	1664-09	<u>NORFOLK CO: FR 0.070 MI W INT RTE 17 TO 0.105 MI E INT RTE 17</u>
A4959	1675-03 1664-02 1675 -01	<u>PRINCESS ANNE AND NORFOLK COS:</u> <u>FR 1.715 MI E NORFOLK – PRINCESS ANNE CO LINE TO 0.364 MI W NORFOLK – PRINCESS ANNE CO LINE (OLD PROJ 574 CW-1 R-3, CW-1 R4)</u> BRIDGE OVER WRIGHT’S LAKE (OLD 574 B-1) FR 0.390 MI E NORFOLK-PRINCESS ANNE CO LINE TO 0.005 MI E NORFOLK- PRINCESS ANNE CO LINE (OLD 574 CW-1 R-1)
A5006	0013-064-101 1664-04 1675-02 1664-05 1675-06 1675-08	<u>NORFOLK &amp; PRINCESS ANNE COUNTIES:</u> <u>FR 0.188 MI E INT RTES 460 &amp; 166Y TO 0.186 MI N PRINCESS ANNE - NORFOLK CO LINE (OLD LA 1264)</u> FR NORFOLK–PRINCESS ANNE CO LINE TO PRINCESS ANNE–NORFOLK CO LINE (OLD LA 1284 1277) FR: PRINCESS ANNE–NORFOLK CO LINE TO 0.186 MI N PRINCESS ANNE- NORFOLK CO LINE(OLD LA 1277) FR NORTH END OF EAST N BR ELIZ RIVER BR TO 0.500 MI N NORTH END OF EAST N BR ELIZ RIVER BR) FR INT RTE 13 & 58 TO 0.119 MI SO ??
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A6137	001-064- 013 1664-13 1664-14	<u>NORFOLK CO: LEFT TURN LANES AT INTERSECTIONS OF ROUTES 13 &amp; 196 AND 13 &amp; 644</u> FR: 0.071 MI W INT RTE 13 & 196 TO 0.074 MI E INT RTE 13 & 196 FR: 0.676 MI W INT RTE 13 & 170 TO: 0.527 MI W INT RTE 13 & 170
A6551	0013-064- 103 F701	<u>NORFOLK COUNTY FLASHING LIGHT SIGNAL N &amp; P BELT LINE RR NEAR GILMERTON</u>
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A9331	6013-131- 101	<u>FR: 2.962 MI W OF W.C.L. OF CHESAPEAKE TO: 1.592 MI E OF E.C.L. OF NANSEMOND</u>
A21012	6013-131- 102	<u>FR: 1.592 MI E OF E.C.L. OF SUFFOLK TO: 0.328 MI E INT RTE 264 &amp; EXIST RTE 13 (BOWERS HILL INTERCHANGE)</u>



COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

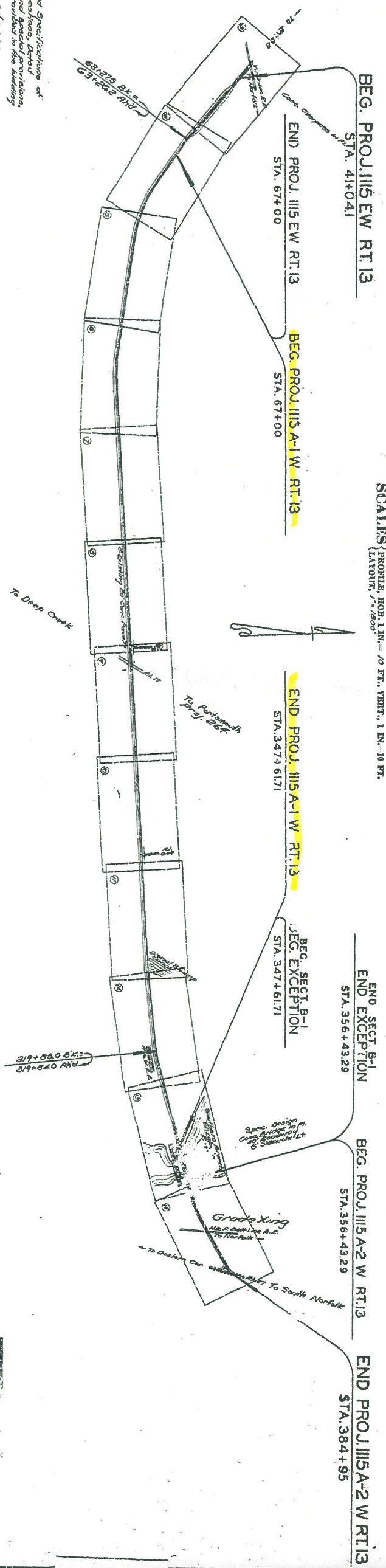
NORFOLK COUNTY  
FROM 1.187 M.I. E. OF INT. RT. 58 NEAR BOWERS HILL TO INT. RT. 27

SECT. EW  
FROM 1.187 M.I. E. OF INT. RT. 58 NEAR BOWERS HILL  
TO 1.676 M.I. E. OF INT. RT. 58  
SECT. A-1 W  
FROM 1.679 M.I. E. OF INT. RT. 58 TO 0.707 M.I. W. OF INT. RT. 27  
SECT. A-2 W  
FROM 0.540 M.I. W. OF INT. RT. 27 TO INT. RT. 27

INDEX OF SHEETS

Sheet No. / Title	Sta. From	Sta. To	Scale
1 / 1.187 to 1.676 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
2 / 1.676 to 1.679 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
3 / 1.679 to 1.680 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
4 / 1.680 to 1.681 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
5 / 1.681 to 1.682 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
6 / 1.682 to 1.683 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
7 / 1.683 to 1.684 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
8 / 1.684 to 1.685 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
9 / 1.685 to 1.686 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
10 / 1.686 to 1.687 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
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13 / 1.689 to 1.690 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
14 / 1.690 to 1.691 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
15 / 1.691 to 1.692 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
16 / 1.692 to 1.693 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
17 / 1.693 to 1.694 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
18 / 1.694 to 1.695 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
19 / 1.695 to 1.696 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
20 / 1.696 to 1.697 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
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22 / 1.698 to 1.699 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
23 / 1.699 to 1.700 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
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29 / 1.705 to 1.706 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
30 / 1.706 to 1.707 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
31 / 1.707 to 1.708 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
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33 / 1.709 to 1.710 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
34 / 1.710 to 1.711 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
35 / 1.711 to 1.712 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
36 / 1.712 to 1.713 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
37 / 1.713 to 1.714 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
38 / 1.714 to 1.715 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
39 / 1.715 to 1.716 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
40 / 1.716 to 1.717 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
41 / 1.717 to 1.718 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
42 / 1.718 to 1.719 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
43 / 1.719 to 1.720 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
44 / 1.720 to 1.721 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
45 / 1.721 to 1.722 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
46 / 1.722 to 1.723 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
47 / 1.723 to 1.724 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
48 / 1.724 to 1.725 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
49 / 1.725 to 1.726 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
50 / 1.726 to 1.727 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
51 / 1.727 to 1.728 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
52 / 1.728 to 1.729 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
53 / 1.729 to 1.730 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
54 / 1.730 to 1.731 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
55 / 1.731 to 1.732 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
56 / 1.732 to 1.733 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'
57 / 1.733 to 1.734 M.I. E. of Int. Rt. 58	41+00	41+00	1" = 40'

CROSS SECTIONS  
DESTROYED 1983



SCALES: PLAN, 1" = 100' FT. PROFILE, HORIZ. 1" = 40' FT., VERT. 1" = 10' FT.

CONVENTIONAL SIGNS

STATE LINE	—————
COUNTY LINE	—————
CITY, TOWN OR VILLAGE	—————
RIGHT OF WAY LINE	—————
PERGE LINE	—————
UNFENCED PROPERTY LINE	—————
FENCED PROPERTY LINE	—————
TRAVELED WAY	—————
GUARD RAIL	—————
RETAINING WALL	—————
RAILROADS	—————
BASE OR SURVEY LINE	—————
LIVE OR EMBANKMENT	—————
BRIDGES	—————
CULVERTS	—————
DROP INLET	—————
TROLLEY POLES	—————
POWER POLES	—————
TELEPHONE OR TELEGRAPH POLES	—————
MARSH	—————
HEEDGE	—————
WOODS	—————
GROUND ELEVATION	—————
GRADE ELEVATION	—————
POLES WITHIN CONSTRUCTION LIMITS	—————

Sect. EW  
Equalities = +13 Ft.  
Total Net Length = 259720 Ft. = 0.492 Miles

Sect. A-1 W  
Equalities = +10 Ft.  
Total Net Length = 890227 Ft. = 5.315 Miles

Secondary Road Connections  
Total Net Length = 2440 Ft. = 0.046 Miles

Sect. A-2 W  
Equalities = None  
Total Net Length = 288171 Ft. = 0.540 Miles

APPROVED: [Signature] 1940  
CHIEF ENGINEER DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL: [Signature]  
DISTRICT ENGINEER  
PUBLIC ROADS ADMINISTRATION - FEDERAL WORKS AGENCY

APPROVED: [Signature]  
COMMISSIONER  
PUBLIC ROADS ADMINISTRATION - FEDERAL WORKS AGENCY

A 2801-1

1 0 0 1 2 3 0 1

INDEX OF SHEETS

SHEET NO.	TITLE SHEET	STATION	TO STA.
1	PLAN & PROFILE SHEET- STA.	0+00	2+00
2	PLAN & PROFILE SHEET- STA.	2+00	4+00
3	PLAN & PROFILE SHEET- STA.	4+00	6+00
4	PLAN & PROFILE SHEET- STA.	6+00	8+00
5	PLAN & PROFILE SHEET- STA.	8+00	10+00
6	PLAN & PROFILE SHEET- STA.	10+00	12+00
7	PLAN & PROFILE SHEET- STA.	12+00	14+00
8	PLAN & PROFILE SHEET- STA.	14+00	16+00
9	PLAN & PROFILE SHEET- STA.	16+00	18+00
10	PLAN & PROFILE SHEET- STA.	18+00	20+00
11	PLAN & PROFILE SHEET- STA.	20+00	22+00
12	PLAN & PROFILE SHEET- STA.	22+00	24+00
13	PLAN & PROFILE SHEET- STA.	24+00	26+00
14	PLAN & PROFILE SHEET- STA.	26+00	28+00
15	PLAN & PROFILE SHEET- STA.	28+00	30+00
16	PLAN & PROFILE SHEET- STA.	30+00	32+00
17	PLAN & PROFILE SHEET- STA.	32+00	34+00
18	PLAN & PROFILE SHEET- STA.	34+00	36+00
19	PLAN & PROFILE SHEET- STA.	36+00	38+00
20	PLAN & PROFILE SHEET- STA.	38+00	40+00
21	PLAN & PROFILE SHEET- STA.	40+00	42+00
22	PLAN & PROFILE SHEET- STA.	42+00	44+00
23	PLAN & PROFILE SHEET- STA.	44+00	46+00
24	PLAN & PROFILE SHEET- STA.	46+00	48+00
25	PLAN & PROFILE SHEET- STA.	48+00	50+00

CROSS SECTIONS DESTROYED 1963

197 SHEETS OF CROSS SECTIONS

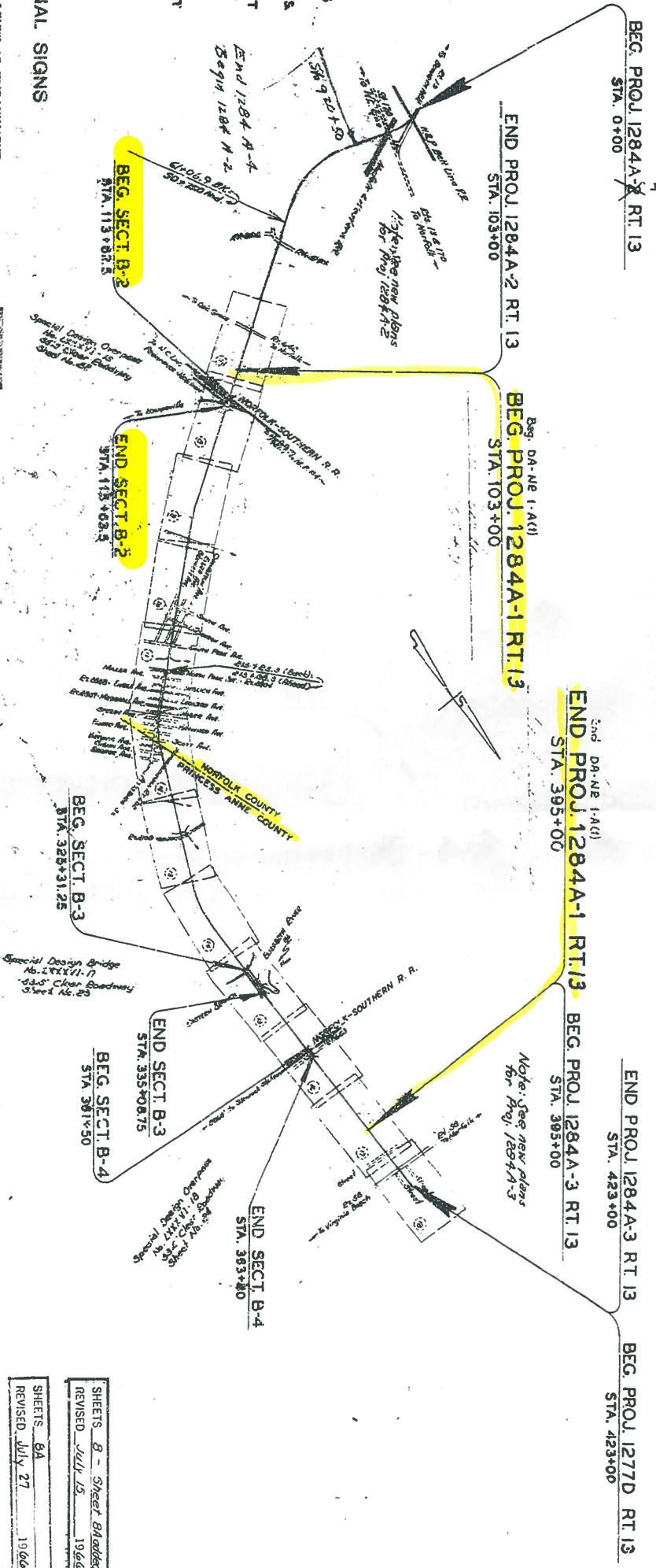


COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

NORFOLK & PRINCESS ANNE COUNTIES  
FROM INT. RTS. 13 & 170 TO INT. RT. 58  
(NORFOLK BY-PASS)

SCALE: PLAN, 1 IN. = 100 FT.  
PROFILE, HOR. 1 IN. = 100 FT., VERT. 1 IN. = 10 FT.  
LAYOUT, 1 IN. = 2500 FT.



CONVENTIONAL SIGNS

STATE LINE	COUNTY LINE	CITY, TOWN OR VILLAGE	RIGHT OF WAY LINE	FENCE LINE	UNFENCED PROPERTY LINE	FENCED PROPERTY LINE	TRAVELED WAY	GUARD RAIL	RETAINING WALL	RAILROADS	BASE OR SURVEY LINE

LEVEE OR EMBANKMENT	BRIDGES	CURBS	DRAIN INLET	TRIPLE POLES	POWER POLES	TELEPHONE OR TELEGRAPH POLES	MASONS	RIDGES	GROUND ELEVATION	GRADE ELEVATION	POLES WITH CONNECTION LIMITS

FED. ROAD DIST. NO.	STATE	FEDERAL AID DIST. NO.	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
14	VA.		19	1284A-1	1	

FROM 1.945 M.I. INT. RT. 170 TO 0.367 M.I. INT. RT. 58  
 PROP. SPEC. DESIGN OVERPASS OVER N.-S. R.R. (STA. 114+00)  
 SECT. B-2  
 PROP. SPEC. DESIGN BRIDGE OVER EASTERN BRANCH ELIZABETH RIVER (STA. 330+00)  
 SECT. B-3  
 PROP. SPEC. DESIGN OVERPASS OVER N.-S. R.R. (STA. 362+00)  
 SECT. B-4

SHEETS - 64  
REVISED July 15, 1966  
REVISED July 27, 1966

APPROVED: *Benjamin H. ...*  
 CHIEF ENGINEER  
 DEPARTMENT OF HIGHWAYS

EXAMINED AND RECOMMENDED: *...*  
 SUPERVISOR  
 DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL: *...*  
 CHIEF ENGINEER  
 DEPARTMENT OF HIGHWAYS

A 2361-1

152-1

INDEX OF SHEETS

1-TITLE SHEET	Summary Sheets	Sheet A-4
2-PLAN & PROFILE SUMMARY SHEETS	24 Sheets	Sheet A-4
3-PLAN & PROFILE SHEET - STA 0+00 TO STA 2+00	1 Sheet	Sheet A-4
4-PLAN & PROFILE SHEET - STA 2+00 TO STA 3+00	1 Sheet	Sheet A-4
5-PLAN & PROFILE SHEET - STA 3+00 TO STA 4+00	1 Sheet	Sheet A-4
6-PLAN & PROFILE SHEET - STA 4+00 TO STA 5+00	1 Sheet	Sheet A-4
7-PLAN & PROFILE SHEET - STA 5+00 TO STA 6+00	1 Sheet	Sheet A-4
8-PLAN & PROFILE SHEET - STA 6+00 TO STA 7+00	1 Sheet	Sheet A-4
9A-DETAIL OF INT. RT. 13 & RT. 170	1 Sheet	Sheet A-4
9B-DETAIL OF WAY LAYOUT - INT. RT. 13 & RT. 170	1 Sheet	Sheet A-4
9C-PROFILE SHEET - INT. RT. 13 & RT. 170	1 Sheet	Sheet A-4
10-PLAN & PROFILE SHEET - RT 170	1 Sheet	Sheet A-2
10A-DETAIL OF INT. RT. 13 & RT. 170	1 Sheet	Sheet A-2
10B-PROFILE SHEET - INT. RT. 13 & RT. 170	1 Sheet	Sheet A-2
11-SPEC. DES. GRADE SEPARATION STRUCTURE (NO. Y-10889)	1 Sheet	Sheet B-1
12, 12A, 12B, 12C, 12D, 12E, 12F - SPEC. DES. GRADE SEPARATION STRUCTURE NO. LXXXVIII-15	6 Sheets	Sheet B-6

46 SHEETS OF CROSS SECTIONS - SECT. A-4 (Sheets 1 thru 18 and 60 thru 67)  
SECT. A-2

CROSS SECTIONS DESTROYED 1963

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS  
**PLAN AND PROFILE OF PROPOSED STATE HIGHWAY**  
**NORFOLK COUNTY**  
**FROM 0.388 MI. W. INT. RT. 166 & TO 1.945 MI. E. INT. RT. 166 Y (NORFOLK BY-PASS)**

FROM 0.388 MI. W. INT. RT. 166 & TO 1.945 MI. E. INT. RT. 166 Y (NORFOLK BY-PASS)

PLAN, 1 IN. = 100 FT.  
PROFILE, JOB, 1 IN. = 100 FT., VERT., 1 IN. = 10 FT.  
LAYOUT, 1 IN. = 800 FT.

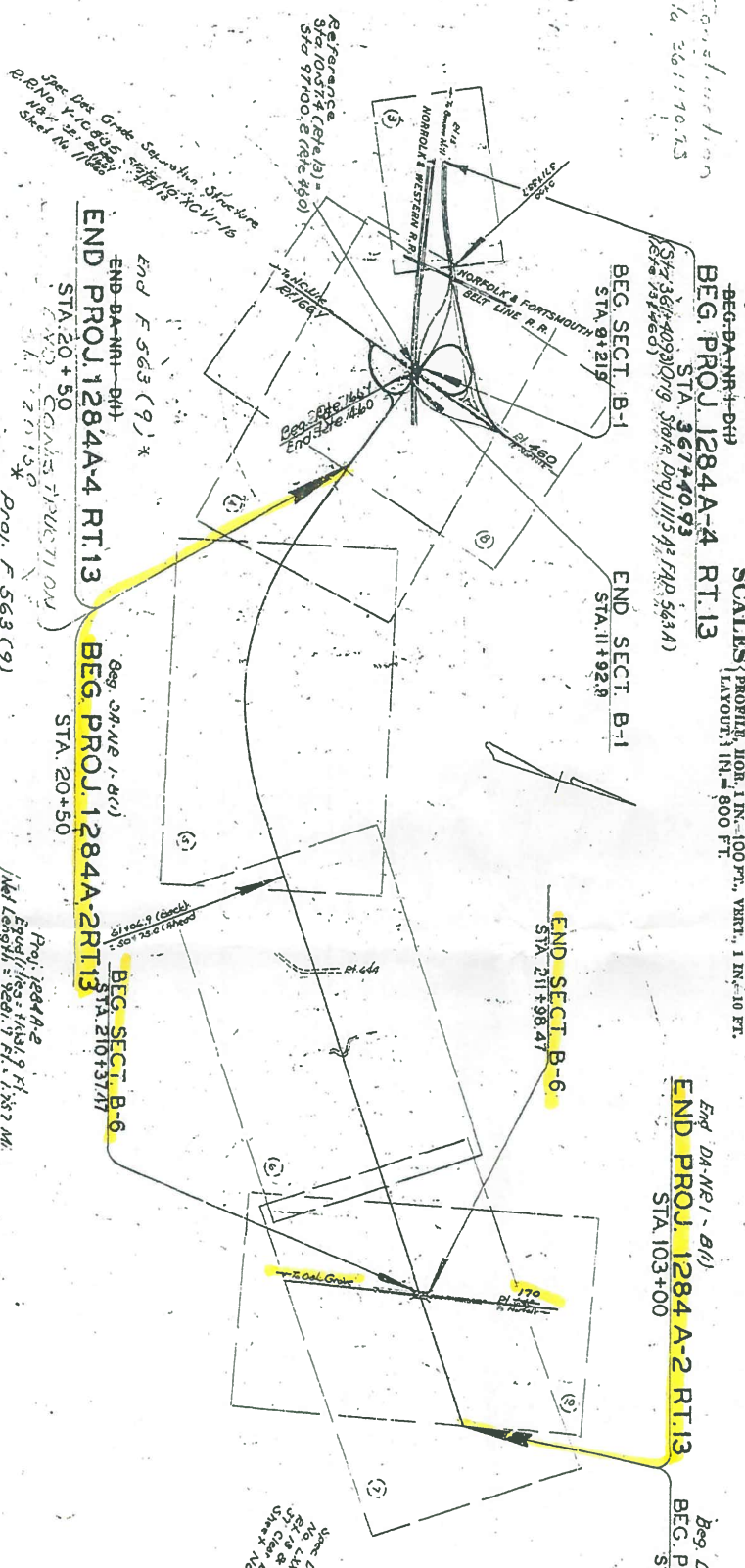
THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE VIRGINIA DEPARTMENT OF HIGHWAYS ROAD SPECIFICATIONS, DATED JANUARY 1, 1936; PROVIDED HOWEVER, THAT SPECIAL PROVISIONS, SPECIAL OR STANDARD DESIGNS, AND SPECIAL NOTES INCORPORATED IN THE PLANS OR PROPOSALS WILL GOVERN IF THEY ARE IN CONFLICT WITH THE VIRGINIA DEPARTMENT OF HIGHWAYS SPECIFICATIONS.

CONSTRUCTION OF SPECIAL DESIGN BRIDGES SHALL BE GOVERNED BY THE VIRGINIA DEPARTMENT OF HIGHWAYS BRIDGE SPECIFICATIONS, DATED 1932, UNLESS OTHERWISE COVERED BY ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS.

ALL CURVES ARE TO BE SUPERELEVATED IN ACCORDANCE WITH THE METHOD SHOWN ON SHEET NO. 2, UNLESS OTHERWISE NOTED.

CONVENTIONAL SIGNS

- STATE LINE
- COUNTY LINE
- CITY, TOWN OR VILLAGE
- RIGHT OF WAY LINE
- FENCE LINE
- UNFENCED PROPERTY LINE
- TRAVELED WAY
- GUARD RAIL
- RETAINING WALL
- RAILROADS
- BASE OR SURVEY LINE
- LYEVE OR EMBANKMENT
- BRIDGES
- GULVERTS
- DROP INLET
- TROLLEY POLES
- POWER POLES
- TELEPHONE OR TELEGRAPH POLES
- MARSH
- HEDGE
- WOODS
- GROUND ELEVATION
- GRADE ELEVATION
- POLES WITHIN CONSTRUCTION LIMITS



FED. AID DIST. NO.	STATE	FEDERAL AID PROJECT	STATE PROJECT	SHEET NO.	TOTAL SHEETS
14	VA.	DA-NR-1-RT. 13	1284A-2	1	22

SECT. B-1 (PROJ. 1284A-4)  
PROP. SPEC. DES. GRADE SEPARATION STRUCTURE - N. & W. R.R., RT. 166 & AND RT. 13.

SECT. B-6 (PROJ. 1284A-2)  
PROP. SPEC. DES. GRADE SEPARATION STRUCTURE - RT. 13 AND RT. 170.

SECT. A-4 (4808)  
FROM 0.388 MI. W. INT. RT. 166 & TO 0.188 MI. E. INT. RT. 166 Y

SECT. A-2 (1888)  
FROM 0.188 MI. E. INT. RT. 166 & TO 1.945 MI. E. INT. RT. 166 Y

APPROVED - 11/17/47  
DESIGNED BY: F. F. CAMPODONICO  
CHECKED BY: F. H. DOBIE  
DATE: 11/17/47

APPROVED  
CHIEF ENGINEER  
DEPARTMENT OF HIGHWAYS

RECOMMENDED TECH. APPROVAL  
DIRECTOR OF HIGHWAYS

PROJ. 1284A-4-8-1  
TR 1-24-20-9-94  
6001 8/1 X 1047

APPROVED  
CHIEF ENGINEER  
DEPARTMENT OF HIGHWAYS

A 2899-1

1 0 0 3 9 3 2 A

INDEX OF SHEETS

Sheet No. 1	Title Sheet	Summary Sheet	Sta 309+83.24 to Sta 321+00
1675-03	"	"	Sta 309+83.24 to Sta 321+00
"	"	"	Plan & Profile
"	"	"	Sta 320+00 to Sta 336+00
1675-04	"	"	Layout of Intersection of Diamond Springs
"	"	"	Sta 335+00 to Sta 351+00
"	"	"	Plan & Profile
"	"	"	Sta 350+00 to Sta 365+00
"	"	"	Plan & Profile
"	"	"	Sta 364+00 to Sta 380+00
"	"	"	Plan & Profile
"	"	"	Sta 379+00 to Sta 395+00
"	"	"	Layout of Intersection of Rte. 13 with Rte. 13
"	"	"	Sta 394+00 to Sta 410+00
"	"	"	Plan & Profile
"	"	"	Sta 409+00 to Sta 418+00
"	"	"	Layout showing pavement details with Traffic Circle
"	"	"	Sta 418+00 to Sta 425+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 425+00 to Sta 440+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 440+00 to Sta 460+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 460+00 to Sta 480+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 480+00 to Sta 500+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 500+00 to Sta 520+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 520+00 to Sta 540+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 540+00 to Sta 560+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 560+00 to Sta 580+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 580+00 to Sta 600+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 600+00 to Sta 620+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 620+00 to Sta 640+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 640+00 to Sta 660+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 660+00 to Sta 680+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 680+00 to Sta 700+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 700+00 to Sta 720+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 720+00 to Sta 740+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 740+00 to Sta 760+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 760+00 to Sta 780+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 780+00 to Sta 800+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 800+00 to Sta 820+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 820+00 to Sta 840+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 840+00 to Sta 860+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 860+00 to Sta 880+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 880+00 to Sta 900+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 900+00 to Sta 920+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 920+00 to Sta 940+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 940+00 to Sta 960+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 960+00 to Sta 980+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25
"	"	"	Sta 980+00 to Sta 1000+00
"	"	"	Design Bridge Over Norfolk's Lake, No. C111-25

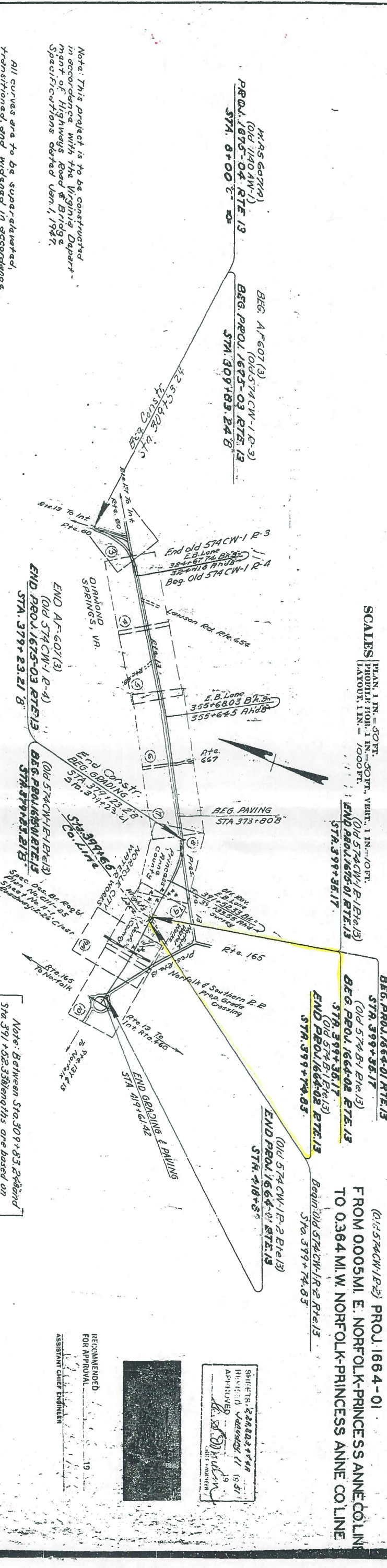
Proj. 1675-03 Cross Section Sheets No. 144-28  
Sheets 44-45

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

PRINCESS ANNE AND NORFOLK COUNTIES  
FROM 1.715 M.E. NORFOLK-PRINCESS ANNE CO. LINE TO 0.364 M.W. NORFOLK-PRINCESS ANNE CO. LINE

PLAN 1 IN. = 50 FT.  
PROFILE 1 IN. = 10 FT.  
LAYOUT 1 IN. = 100 FT.



Note: This project is to be constructed in accordance with the Virginia Department of Highways Road & Bridge Specifications dated Jan. 1, 1947.

All curves are to be super-elevated, transitioned, and widened in accordance with the Standard T.C.E. & 400.07 where otherwise noted.

CONVENTIONAL SIGNS

STATE LINE	LEVEL OR EMBANKMENT
COUNTY LINE	BRIDGES
CITY, TOWN OR VILLAGE	CULVERTS
RIGHT OF WAY LINE	DROP INLET
FENCE LINE	TROLLEY POLES
UNFENCED PROPERTY LINE	POWER POLES
FENCED PROPERTY LINE	TELEPHONE OR TELEGRAPH POLES
TRAVELED WAY	MARSH
GUARD RAIL	HEDGE
RETAINING WALL	WOODS
RAILROADS	GROUND ELEVATION
BASE OR SURVEY LINE	GRADE ELEVATION
	POLES WITHIN CONSTRUCTION LIMITS

(Old 574 CW-1R-3, CW-1R-4)  
Proj. 1675-03  
Equalities = +5847 FT.  
Net Length = 6999.44 FT. = 1.325 MI.

(Old 574 CW-1R-1)  
Proj. 1675-01  
Equalities = +1878 FT.  
Net Length = 8038.74 FT. = 0.384 MI.

(Old 574 B-1)  
Proj. 1664-02  
Equalities = None  
Net Length = 3966 FT. = 0.370 MI.

Note: Between Sta. 309+83.24 and Sta. 391+52.35 lengths are based on East Bound Lane Center Line.

(Old 574 CW-1R-2)  
Proj. 1664-01 (Exclusive of Bridge)  
Equalities = None  
Net Length = 1914.17 FT. = 0.363 MI.

FEDERAL AID	STATE	SHEET	TOTAL SHEETS
VA.	13	1	20
PROJECT NO.		NO.	
1664-02		1	
PROJECT		NO.	
PRINCESS ANNE CO. LINE		1	

PROJ. 1664-02  
SPEC. DES. BRIDGE OVER WRIGHT'S LAKE  
FROM 1.715 M.E. NORFOLK-PRINCESS ANNE CO. LINE TO 0.390 M.E. NORFOLK-PRINCESS ANNE CO. LINE  
FROM 0.390 M.E. NORFOLK-PRINCESS ANNE CO. LINE TO 0.005 M.E. NORFOLK-PRINCESS ANNE CO. LINE

PROJ. 1675-01  
FROM 0.005 M.E. NORFOLK-PRINCESS ANNE CO. LINE TO 0.364 M.W. NORFOLK-PRINCESS ANNE CO. LINE

APPROVED: *[Signature]*  
CHIEF ENGINEER  
DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL: *[Signature]*  
ASSISTANT CHIEF ENGINEER

APPROVED: \_\_\_\_\_  
DIVISION ENGINEER  
BUREAU OF PUBLIC ROADS  
DEPT. OF COMMERCE

DATE: \_\_\_\_\_

SHEETS: 2282222222  
APPROVED: *[Signature]*  
DATE: \_\_\_\_\_

I-D-F 5474 WPD L.M.T.-739 I.T.B.-229



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

Agenda item # 5

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 17, 2020

#### MOTION

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

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

#### **Title: Periodic Regulatory Review**

**WHEREAS**, the Virginia Administrative Process Act (the APA), particularly in §§ 2.2-4007.1 and 2.2-4017 of the *Code of Virginia*, requires that all state agencies that adopt regulations periodically review those regulations, including consideration of: 1) the extent to which regulations remain supported by statutory authority and do not duplicate, overlap, or conflict with state or federal law; 2) the nature of complaints or comments received from the public; 3) whether the regulations are necessary for the protection of public health, safety and welfare; 4) whether the regulations are clearly written and easily understandable; 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and 6) the length of time since the regulation has been evaluated; and

**WHEREAS**, Executive Order Number 14 (2018, amended) requires all regulations to be so reviewed every four years and specifies the procedures for conducting such review; and

**WHEREAS**, the Virginia Department of Transportation (VDOT) conducted a periodic review of the regulations listed in the table below, and pursuant to the requirements set forth in the APA and the process established in the Executive Order, notified the public of the regulations' ongoing periodic review on the Virginia Regulatory Town Hall website and solicited comment from the public for a minimum of 21 days, satisfying the minimum statutory requirement; and

**WHEREAS**, VDOT has completed all facets of the regulatory review of the regulations listed in the table below in accordance with the Executive Order 14 and the APA, including the



completion of a Periodic Review Report of Findings for each regulation (attached as Exhibits A through C); and

**WHEREAS**, no public comments were submitted regarding the regulations under periodic review and based upon the results of the review, VDOT recommends action for each regulation as determined in the relevant Periodic Review Report of Findings for each regulation and set forth in the table below:

Chapter	Title	Proposed Disposition
24 VAC 30-151	Land Use Permit Regulations	Retain as is.
24 VAC 30-570	Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems	Repeal (but retain procedures internally within VDOT)
24 VAC 30-620	Rules, Regulations, and Rates Concerning Toll and Bridge Facilities	Amend

; and

**WHEREAS**, the Commonwealth Transportation Board originally adopted the regulations listed in the table above pursuant to its authority in § 33.2-210 of the *Code of Virginia* and other relevant sections of the *Code of Virginia*.

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves and adopts the respective Periodic Review Report of Findings for each of the regulations listed in the table above, including the proposed disposition for each regulation.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to take all actions necessary to complete the periodic reviews for the regulations listed in the table above, and for those regulations for which repeal is approved, to complete the process necessary to repeal said regulations.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees, for the regulation(s) for which amendment is approved, to take all actions necessary to begin the process of amending said regulation(s), submitting to the Board the proposed amendment(s) for approval prior to completing the process to amend the regulation(s).

#####

## **CTB Decision Brief** **Periodic Regulatory Review**

**Issue:** The Administrative Process Act (APA) requires all state agencies that adopt regulations to periodically review those regulations. Executive Order 14 (2018) mandates that these reviews take place every four years to determine if the regulation should be continued with no changes or be amended or be repealed. In accordance with these requirements, the Virginia Department of Transportation (VDOT) has reviewed the regulations listed below and is providing recommendations as to the action to be taken by the Commonwealth Transportation Board (CTB) for each regulation.

### **Facts:**

- The APA, particularly in §§ 2.2-4007.1 and 2.2-4017 of the *Code of Virginia*, requires that all state agencies that adopt regulations periodically review those regulations, including consideration of: 1) the extent to which regulations remain supported by statutory authority and do not duplicate, overlap, or conflict with state or federal law; 2) the nature of complaints or comments received from the public; 3) whether the regulations are necessary for the protection of public health, safety and welfare; 4) whether the regulations are clearly written and easily understandable; 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and 6) the length of time since the regulation has been evaluated.
- The Governor's Executive Order Number 14 (2018, amended) requires all regulations to be so reviewed every four years and specifies the procedures for conducting such review. Chapter 444 of the 2018 Acts of Assembly requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.
- VDOT conducted a periodic review of the regulations listed in the table below, and pursuant to the requirements set forth in the APA and the process established in the Executive Order, notified the public of the regulations' ongoing periodic review on the Virginia Regulatory Town Hall website and solicited comment from the public for 21 days, satisfying the minimum statutory requirement. No public comments were submitted regarding the regulations under periodic review by the CTB .
- VDOT has completed all facets of the regulatory review of the regulations listed in the table below, and has completed the Periodic Review Report of Findings for each regulation (Attached as Exhibits A-C), which is to be filed with the Virginia Registrar to complete the periodic review process.
- The regulations reviewed which are to be considered by the CTB are listed in the table below. The table is followed by a description of each regulation and the findings made by VDOT based upon the review.

Chapter	Title	Proposed Disposition
24 VAC 30-151	Land Use Permit Regulations	Retain as is
24 VAC 30-570	Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems	Repeal (but retain procedures document)
24 VAC 30-620	Rules, Regulations, and Rates Concerning Toll and Bridge Facilities	Amend

- **24 VAC 30-151 Land Use Permit Regulations**

The Land Use Permit Regulations were promulgated by the CTB pursuant to its general authority to make regulations “for the protection of and covering traffic on and for the use of systems of state highways” in § 33.2-210 of the *Code of Virginia*. The regulation permits work activities on the right of way for construction, utility installations, entrances, events and other activities. Pursuant to the Land Use Permit Regulations, VDOT shall review and analyze permit applications, in order to mitigate any potential adverse impacts on state-controlled highways, to protect VDOT assets, and to ensure the safety of the traveling public. The Land Use Permit Regulations were adopted in 2010 to replace the Highway Access Management Regulations for Principal Arterials, 24 VAC 30-150. They have been amended several times for various reasons since then, including in 2011, 2014, 2015, and 2018. VDOT is recommending that the regulation be retained as is.

- **24 VAC 30-570 Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems**

The Surface Transportation Assistance Act (STAA) (Public Law 97-424), which was originally enacted in 1982, established different networks of highways for access by over-dimensional vehicles. Each state is required by 23 CFR 658.19 to have its access provisions approved by the Federal Highway Administration. However, the federal regulation does not specify that the access provisions need to be in the form of a state law or regulation. Sections 46.2-1109, 46.2-1112, 46.2-1114, 46.2-1114.1, 46.2-1116, 46.2-1117, and 46.2-1151.1 of the *Code of Virginia* authorize the CTB to designate highways on which over-dimensional vehicles may travel and authorize the Commissioner of Highways to designate highways for reasonable access to terminals, and facilities for food, fuel, repairs and rest for those over-dimensional vehicles. The current regulation, which was adopted in 1993 and has not been amended since then, incorporates by reference procedures that are maintained

by VDOT's Traffic and Engineering Division and set forth the process for evaluating and designating routes for inclusion in the Non-Interstate Network (NIQN) and/or the Virginia Access Systems (VAS).

Although VDOT is recommending repeal of the regulation, the procedures, (which, consistent with the law, call for CTB approval of routes recommended for inclusion in the NIQN), will continue to be maintained by VDOT and will still be used for the review of requests for inclusion of new routes into these systems.

- **24 VAC 30-620 Rules, Regulations, and Rates Concerning Toll and Bridge Facilities**

The Rules, Regulations and Rates Concerning Toll and Bridge Facilities specify the toll rates for certain VDOT-owned and operated toll facilities. The regulation also delegates authority for the suspension of tolls at those facilities from the Commissioner of Highways to the facility's administrator, as authorized by § 33.2-613. The regulation additionally specifies the general conditions and criteria under which the suspension of tolls can occur, as authorized by § 33.2-613.

New VDOT-owned and operated toll facilities have opened, or are likely to open in the near future, that are not included in the existing regulation. Further, § 33.2-613 has been amended in recent years, changing the Commissioner of Highways' authority regarding the suspension of tolls on toll facilities in the Commonwealth. VDOT is proposing that the regulation therefore be amended. The amendments to the regulation are anticipated to address the additional toll facilities covered by the regulation and the change in procedures and criteria to be considered for the suspension of tolls. The amendments are not anticipated to amend existing toll rates specified in the regulation. The CTB will be apprised of and will need to approve proposed amendments.

**Recommendations:** VDOT recommends that the Land Use Permit Regulations be retained as is. VDOT further recommends that Rules, Regulations and Rates Concerning Toll and Bridge Facilities be amended as specified above. Finally it is recommended that the Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems be repealed and that the procedures relating to the inclusion of routes in the NIQN and VAS continue to be maintained by VDOT.

**Action Required by CTB:** A resolution will be presented for CTB approval to complete the periodic review of these regulations by filing the respective Periodic Review Report of Findings for each regulation listed, and to authorize the Commissioner of Highways or his designee to take any actions necessary to amend or repeal the regulations that are recommended to be so amended or repealed.

**Result, if Approved:** The periodic reviews of the noted regulations will be completed, and the regulations will be retained as is, amended or repealed as recommended.

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

**Public Comments/Reactions:** There were no comments or other input received from the public.



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## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24 VAC30-151
<b>VAC Chapter title(s)</b>	Land Use Permit Regulations
<b>Date this document prepared</b>	4/21/2020

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the **Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code**.

### Acronyms and Definitions

*Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.*

CTB means the Commonwealth Transportation Board.  
 Department or VDOT means the Virginia Department of Transportation.  
 CFR means the Code of Federal Regulations.

### Legal Basis

*Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.*

The Commonwealth Transportation Board promulgated the Land Use Permit Regulations

pursuant to its general authority to make regulations “for the protection of and covering traffic on and for the use of systems of state highways” in § 33.2-210 of the *Code of Virginia*. Federal law requires states to restrict access to and use of certain highway right-of-ways, including 23 U.S.C. 111 and 23 CFR 710.203.

Additional Code sections authorize certain sections or aspects of the Land Use Permit Regulations. Section 33.2-118 authorizes the Department to issue permits for mobile food vending in certain parking areas. Section 33.2-216 requires the CTB to “establish regulations regarding size, distance from the roadway, and other safety concerns to govern the installation, maintenance, and removal of roadside memorials, plaques, and other devices placed within the right-of-way that commemorate the memory of persons killed in vehicle crashes within the right-of-way of any state highway.” Sections 33.2-240, 33.2-241, and 33.2-245 of the *Code of Virginia* authorize the Department and the CTB to regulate access to and entrances onto the state highway system. Section 33.2-1238 authorizes the Department to issue permits to allow outdoor advertising structures, in accordance with 23 U.S.C. 131. Section 46.2-1149 authorizes the Department to issue permits for use of the highways by certain oversize or overweight loaders or haulers.

Section § 2.2-1151.1 authorizes the department to issue permits for a person providing utility service solely for his own agricultural or residential use, provided that the utilities are located on property owned by the person, or (ii) the owner of a private residence or business for water or sewer service to cross the Department's right-of-way when no viable alternative exists to provide potable water or to transfer sewer effluent to a qualified drain field. Several additional sections of the *Code of Virginia* authorize the CTB and the Department to regulate the access to and use of the highway right-of-way by various Utilities, including §§ 56-458 and 56-484.28.

Additionally, federal regulations authorize or mandate regulation of the use of highway right-of-way, including 23 CFR Part 645, Subpart B (Accommodation of Utilities).

**Alternatives to Regulation**

*Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.*

The regulation permits work activities on the right of way for construction, utility installations, entrances, events and other activities. VDOT shall review and analyze permit applications, in order to mitigate any potential adverse impacts on state-controlled highways and to protect VDOT assets. In the interests of ensuring the safety of the traveling public, VDOT believes there are no viable alternatives to this regulation and that the current regulation is the least burdensome approach for achieving the purposes set forth by the regulation.

**Public Comment**

*Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No Public comment was received during the public comment period.

Commenter	Comment	Agency response

**Effectiveness**

*Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

All occupation of state highway right of way, including occupation by utilities and other proprietary functions of localities, is to be under the authority granted by a land use permit issued in accordance with the Virginia Department of Transportation's Land Use Permit Manual. The Land Use Permit Regulations set out the requirements that must be met in order to occupy state highway right of way. The permits address safety issues such as proper procedures for temporarily closing travel lanes, standards for entrances and access points onto highways, affixing signs and other objects to structures in the right-of-way, and location and protection of utility lines. The Land Use Permit Regulations are necessary for the protection of the public health, safety and welfare of the public travelling on or near public highways, and are clearly written and easily understandable.

**Decision**

*Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

The Commonwealth Transportation Board is recommending retaining the regulation as is.

**Small Business Impact**

*As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.*

As noted above, retention of the Land Use Permit Regulations is necessary for the health, safety, and welfare of the travelling public. No comments were received concerning the regulation. The regulation is not complex, and does not overlap, duplicate or conflict with any other laws or regulations. The Land Use



Permit Regulations, 24 VAC 30-151, were adopted in 2010 to replace the Highway Access Management Regulations for Principal Arterials, 24 VAC 30-150. They have been amended several times for various reasons since then, including in 2011, 2014, 2015, and 2018.

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## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24 VAC30-570
<b>VAC Chapter title(s)</b>	Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems (Filed by Description with the Registrar of Regulations)
<b>Date this document prepared</b>	04/28/2020

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the **Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code**.

### Acronyms and Definitions

*Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.*

CFR means the Code of Federal Regulations.  
 CTB means the Commonwealth Transportation Board.  
 FHWA means the Federal Highways Administration.  
 VDOT means the Virginia Department of Transportation.

### Legal Basis

*Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.*

The Surface Transportation Assistance Act (STAA) (Public Law 97-424), which was originally enacted in 1982, established different networks of highways for access by over-dimensional vehicles. Each state is required by 23 CFR 658.19 to have its access provisions approved by the Federal Highway Administration. However, the federal regulation does not specify that the access provisions need to be in the form of a state law or regulation.

Sections 46.2-1109, 46.2-1112, 46.2-1114, 46.2-1114.1, 46.2-1116, 46.2-1117, and 46.2-1151.1 of the *Code of Virginia* authorize the CTB to designate highways on which over-dimensional vehicles may travel and authorize the Commissioner of Highways to designate highways for reasonable access to terminals, facilities for food, fuel, repairs and rest for those over-dimensional vehicles. The CTB additionally has general authority to regulate the use of highways in the Commonwealth pursuant to § 33.2-210.

**Alternatives to Regulation**

*Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.*

The “Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access System” are maintained in the Traffic Engineering Division in VDOT’s Central office and are approved by FHWA. Any subsequent changes to the procedures requires approval by the FHWA, pursuant to 23 CFR 658.19, however, these procedures are not required to be in the form of a state law or regulation.

**Public Comment**

*Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No comments were received during the public comment period.

Commenter	Comment	Agency response

**Effectiveness**

*Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

The designation of routes accessible for over-dimensional vehicles is necessary in order to maintain compliance with federal law. This regulation’s goal is to protect the public’s health, safety, and welfare with the least possible cost and intrusiveness to the citizens of the

Commonwealth. By establishing procedures whereby commercial trucking firms can gain access to routes not previously designated, the ability of these firms to transact business (e.g., ship cargo) will be enhanced. As a result, goods may reach more markets faster, consumers will have freer access to more goods, and the economic health of the business will benefit.

### Decision

*Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

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The CTB recommends repeal of this regulation. As stated above, the procedures previously approved by FHWA per 23 CFR. 658.19 are already maintained in the Traffic Engineering Division of the VDOT Central Office, as is the record of the routes that have been designated for access by over-dimensional vehicles. Although not explicitly stated in 23 CFR 658.19, it is presumed that any subsequent changes to the procedures likewise requires approval by the FHWA. However, neither federal law nor federal regulations require that these procedures be maintained in the form of a state law or regulation. Pursuant to 1 VAC 7-10-140 (D), agencies should not adopt one of their own documents by reference as a regulation.

### Small Business Impact

*As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.*

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Repealing this regulation does not impact small businesses, as the designated routes will remain, and the procedures for the inclusion of additional routes in the networks will remain, likely as a guidance document, at VDOT.

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## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24 VAC30-620
<b>VAC Chapter title(s)</b>	Rules, Regulations and Rates Concerning Toll and Bridge Facilities
<b>Date this document prepared</b>	4/21/2020

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the **Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code**.

### Acronyms and Definitions

*Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.*

CTB means the Commonwealth Transportation Board.  
P3 means facilities built pursuant to the Public Private Transportation Act.

### Legal Basis

*Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.*

The Commonwealth Transportation Board adopted the Rules, Regulations and Rates Concerning Toll and Bridge Facilities, 24 VAC 30-620, pursuant to its general authority to adopt regulations governing the

use of highways in § 33.2-210, and more specific authority found in §§ 33.2-604, 33.2-613 and 33.2-1701, which say that toll rates may be charged as set by law or as fixed by the CTB and specify when tolls may not be charged.

**Alternatives to Regulation**

*Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.*

No viable alternatives were considered for achieving the goals of establishing rules and regulations and collecting tolls on non-P3, VDOT-owned toll facilities. The CTB is the legal entity assigned for making policy for all transportation matters in the Commonwealth, and is charged with fixing toll rates. The procedures for the suspension of toll collection during emergencies are designed for quick and appropriate action. As such, these are the least burdensome means to regulate policy and toll rates for toll roads established and operated by the Commonwealth of Virginia.

**Public Comment**

*Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No public comment was received during the public comment period.

Commenter	Comment	Agency response

**Effectiveness**

*Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

The regulation is necessary for the protection of the public welfare because it ensures that toll rates charged at toll facilities are fixed by a process that allows for public input, and that toll collection may be suspended during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through toll facilities. The regulations are clearly written and easily understandable.

**Decision**

*Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

The number and location of toll facilities in the Commonwealth has changed since these regulations were last amended. Therefore, the CTB recommends amending the regulations.

### Small Business Impact

*As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.*

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There is a continued need for this regulation. The CTB approves transportation policy for the Commonwealth; this includes policy related to toll facilities and tolling in the Commonwealth. The public has been given ample opportunity to comment on board actions related to the Tolling Program. This can be done during the public input portion of Board Meetings, or through written comments at public hearings. The regulation is not overly complex. Regulations are required to set rates on VDOT owned toll facilities, and to specify procedures for the suspension of toll collection.

This state regulation does not overlap with Federal regulation. Federal legislation also governs how toll revenue can be used. The regulation has not been amended substantively since 2005. The regulation needs to be updated to reflect the use of technology in regards to the use of an electronic device to facilitate free passage for certain individuals as noted in the *Code of Virginia*, and to reflect the changed number and locations of toll facilities in the Commonwealth.

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# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 6*

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

**June 17, 2020**

#### **MOTION**

**Made By:      Seconded By:**

#### **Action:**

### **AUTHORIZING THE ISSUANCE AND SALE OF REVENUE REFUNDING BONDS**

**WHEREAS**, Section 33.2-1727 of the Code of Virginia of 1950, as amended (the "Virginia Code"), authorizes the Commonwealth Transportation Board (the "Board") to issue revenue refunding bonds to refund any revenue bonds issued pursuant to the State Revenue Bond Act, Sections 33.2-1700 et seq. of the Virginia Code (the "Act"); and

**WHEREAS**, the Board proposes to authorize the issuance of one or more series of revenue refunding bonds (the "Bonds") to refund, redeem and/or defease some or all of the revenue bonds, notes or other obligations previously issued by the Board (the "Outstanding Bonds");

**NOW THEREFORE, BE IT RESOLVED BY THE COMMONWEALTH TRANSPORTATION BOARD:**

**1. Authorization of Bonds.** The Board determines that it is in the best interest of the Commonwealth to authorize the issuance of Bonds to refund, redeem and/or defease some or all of the Outstanding Bonds pursuant to the criteria set forth in this Paragraph 1 (the Outstanding Bonds to be refunded, redeemed and/or defeased shall be referred to as the "Refunded Bonds"). The Board authorizes the issuance and sale of the Bonds in one or more series from time to time, pursuant to the following terms and conditions: (a) the minimum debt service savings threshold for any series of Bonds shall be (i) no less than three percent (3%) savings on a present value basis compared to the existing debt service on the Refunded Bonds or (ii) such other threshold as may be approved by the Treasury Board of the Commonwealth (the "Treasury Board"); and (b) the fiscal year in which occurs the final maturity date of the Bonds of any series shall be no later than the fiscal



Resolution of the Board  
Authorizing the Issuance and Sale of  
Revenue Refunding Bonds  
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year in which occurs the final maturity date of the respective Refunded Bonds. The Chairperson of the Board (the "Chairperson"), in collaboration with the Board's financial advisor (the "Financial Advisor"), is authorized from time to time to (a) review the terms of the Outstanding Bonds, (b) determine which Outstanding Bonds may be refunded under the criteria set forth in this Paragraph 1 and (c) select the Refunded Bonds. For each Refunded Bond so selected, the Chairperson shall prepare a memorandum identifying the Refunded Bonds and setting forth the proposed terms and structure of the Bonds, including details demonstrating that the Bonds are expected to satisfy the criteria set forth in this Paragraph 1. Such memorandum shall be submitted to the Board and to the Treasury Board. The submission of such memorandum plus a copy of this Resolution shall constitute notice to the Treasury Board of the Board's intention to issue such Bonds.

**2. Limited Obligations.** The Bonds shall be limited obligations of the Board, payable from and secured by such revenues and property as were pledged to the respective Refunded Bonds, plus such funds or accounts as may be established and pledged for such purpose pursuant to the respective indenture, trust agreement or other authorizing document. Nothing in this Resolution or the Bonds 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 Bonds.** The Board authorizes the Chairperson, subject to the criteria set forth in Paragraph 1, to determine the details of the Bonds, 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.

**4. Sale of Bonds.** The Board authorizes the Chairperson to solicit and consider proposals for a negotiated sale of any series of Bonds and to negotiate the terms of such sale. The Chairperson is authorized to execute and deliver a purchase contract or agreement reflecting such proposal; provided that no such purchase contract or agreement may be executed prior to approval of the particular series of Bonds by resolution of the Treasury Board. Alternatively, if determined by the Chairperson to be in the best interest of the Commonwealth, the Chairperson is also authorized to sell any series of Bonds pursuant to a competitive sale and to prepare, publish and distribute a Notice of Sale in connection therewith; provided, however that no Notice of Sale authorized hereunder may be distributed prior to the approval of the particular series of Bonds by resolution of the Treasury Board.

**5. Preliminary Official Statement.** The Board authorizes the Chairperson, in collaboration with the staff of the Virginia Department of Transportation (the "Department") and the Financial Advisor, to prepare a Preliminary Official Statement (a "POS") in connection with the offering of each series of Bonds authorized hereunder. The Board authorizes the Chairperson to deem the POS to be final for purposes of Securities and Exchange Commission Rule 15c2-12 (the "Rule") and to approve the distribution

thereof; provided, however that no POS authorized hereunder may be distributed prior to approval of the particular series of Bonds by resolution of the Treasury Board.

**6. Official Statement.** The Board authorizes and directs the Chairperson, in collaboration with the Department staff, Bond Counsel and the Financial Advisor, to complete the POS as an official statement in final form (the "Official Statement") to reflect the provisions of the executed purchase contract or the winning bid, as appropriate, for the purchase and sale of each series of the Bonds. The Board authorizes the Chairperson to execute the Official Statement, which execution shall constitute conclusive evidence of approval of the Official Statement on behalf of the Board and that it has been deemed final within the meaning of the Rule. The Board authorizes and directs the Department staff to arrange for delivery to the underwriters or winning bidders, as appropriate, within seven business days after the date thereof, of a sufficient number of copies of the Official Statement, for the underwriters or winning bidders to distribute copies to each potential investor requesting a copy and to each person to whom the underwriters or winning bidders initially sell Bonds. The Board authorizes and approves the distribution by the underwriters or winning bidders of the Official Statement as executed.

**7. Financing Documents.** The Board authorizes and directs the Chairperson to prepare and execute any supplemental or amendatory indentures or trust agreements, escrow agreements and any other documents necessary or desirable to effect the issuance of the particular series of Bonds and the refunding of the particular Refunded Bonds.

**8. Execution and Delivery of Bonds.** The Board authorizes and directs the Chairperson and the Secretary of the Board to have the Bonds prepared and to execute the Bonds in accordance with the respective indenture, trust agreement or other authorizing document executed in connection with the Bonds and/or the Refunded Bonds, to deliver them to the trustee for authentication if required and to cause the Bonds so executed and authenticated to be delivered to or for the account of the underwriters or winning bidders upon payment of the purchase price therefore, all in accordance with the executed purchase contract or notice of sale, as appropriate.

**9. Continuing Disclosure.** The Board covenants to undertake ongoing disclosure and to provide "annual financial information" and "material event notices" for the benefit of holders of Bonds issued hereunder, to assist the underwriters or the winning bidders, as appropriate, in complying with the Rule, including executing and delivering a Continuing Disclosure Agreement in connection with each issuance of Bonds hereunder. The Board authorizes and directs the Chairperson to execute the Continuing Disclosure Agreement in substantially the form previously provided in similar financings, with such completions, omissions, insertions and changes as the Chairperson may approve. The Chief Financial Officer of the Department may be designated as the Dissemination Agent under any Continuing Disclosure Agreement executed hereunder.

**10. Authorization of Further Action.** The Board authorizes the Department staff (a) to request the Treasury Board to approve the terms and structure of the Bonds

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authorized hereunder in accordance with Section 2.2-2416(7) of the Virginia Code and the Act, (b) to request the Governor of the Commonwealth to approve issuance of the Bonds authorized hereunder in accordance with the Act, (c) if determined by Department staff to be cost beneficial, to procure and negotiate a commitment for a bond insurer to issue municipal bond insurance with respect of some or all of the Bonds, and to execute such commitment together with any other documents related to such insurance, and (d) to procure and negotiate investments and investment contracts for any of the proceeds of the Bonds or the Refunded Bonds. The Board further authorizes the Chairperson to execute and deliver all documents and certificates and to take all such further action as the Chairperson may consider necessary or desirable in connection with the issuance and sale of the Bonds authorized hereunder, including without limitation (a) the execution and delivery of a certificate setting forth the expected use and investment of the proceeds of the Bonds and Refunded Bonds to show that such expected use and investment will not violate the provisions of Section 148 of the Internal Revenue Code of 1986, as amended (the "Tax Code"), and the Treasury Regulations hereunder applicable to "arbitrage bonds" and (b) providing for the rebate of any "arbitrage rebate amounts" earned on investment of proceeds of the Bonds and Refunded Bonds to the United States. 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 any series of the Bonds or any Refunded Bonds as the Chairperson may deem to be in the best interest of the Commonwealth in consultation with bond counsel to the Board and the Financial Advisor.

**11. Report of Chairperson.** Within sixty days following each date of issuance of Bonds, the Chairperson shall submit a written report to the Board (a) identifying the Refunded Bonds actually refunded, (b) describing the final terms and conditions of such Bonds and (c) demonstrating that each of the criteria set forth in Paragraph 1 above was satisfied with respect to such Bonds.

**12. Authorizations and Directions to Certain Officers.** Any authorization or direction to the Chairperson or the Secretary under this Resolution shall also be deemed to be an authorization or a direction to the Vice-Chairperson or an Assistant Secretary, respectively, the Commissioner of Highways, and any officer or employee of the Board or the Department designated for such purpose by the Chairperson or Secretary.

**13. Effective Date. Termination.** This Resolution shall be effective immediately. The authority to issue Bonds pursuant to this Resolution shall terminate on June 30, 2022.

####

## CTB Decision Brief

### THE ISSUANCE AND SALE OF REVENUE REFUNDING BONDS

**Issue:** Section 33.2-1727 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to issue revenue refunding bonds to refund any revenue bonds issued pursuant to the State Revenue Bond Act, Sections 33.2-1700 et seq. of the Virginia Code. Section 2.2-2416(7) of the Virginia Code, authorizes the Treasury Board to approve financing arrangements executed by state agencies, boards and authorities where the debt service on such financing arrangements are to be made from appropriations of the Commonwealth. With the CTB business meeting generally scheduled on the third Wednesday of each month, and the Treasury Board's meeting generally scheduled on the third Wednesday of each month, any potential refunding of CTB's bonds approved by the board will have to wait a month before it could be executed. The one month lag between CTB approval and the Treasury Board's approval entails the real possibility the anticipated savings might dissipate between board meetings.

**Draft Resolution:** The CTB draft resolution addresses this issue by authorizing the issuance and sale of revenue refunding bonds that achieve present value savings as set forth in the Treasury Board Debt Structuring and Issuance Guidelines or such other threshold as may be approved by the Treasury Board (Treasury Guidelines). The final maturity of the refunding bonds shall not exceed the final maturity on the bonds refunded, and the amortization of the bonds shall also be structured in accordance with the Treasury Guidelines. The resolution further authorizes VDOT staff (a) to request the Treasury Board to approve the terms and structure of the bonds in accordance with Section 2.2-2416(7) of the Code, and (b) to request the Governor to approve the issuance of the bonds. The draft resolution replaces the June 20, 2018 adopted resolution which had a sunset date of June 30, 2020. The authority to issue revenue refunding bonds pursuant to this resolution terminates on June 30, 2022.

**Recommendation:** VDOT recommends the adoption of the resolution Authorizing The Issuance And Sale of Revenue Refunding Bonds.

**Action Required by CTB:** Action on the resolution authorizing the issuance and sale of revenue refunding bonds.

**Result, if Approved:** The refunding resolution will allow the CTB to timely take advantage of potential refunding opportunities in the market, thereby lowering its cost of borrowing. The resolution will extend the CTB authorization relating to issuance and sale of revenue refunding bonds to June 30, 2022.

**Options:** Deferring Board action would hamper the CTB in achieving its stated goal of borrowing at the lowest cost possible.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 7*

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

**June 17, 2020**

#### **MOTION**

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

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

#### **Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025**

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

**WHEREAS**, after due consideration the Board adopted a Final Fiscal Years 2020-2025 Program on June 19, 2019; 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 Transportation Trust Fund; and

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

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

Resolution of the Board  
Addition of Projects to the SYIP  
June 17, 2020  
Page 2 of 2

**WHEREAS**, the projects shown in Appendix A were not included in the FY 2020-2025 Program adopted by the Board on June 19, 2019; and

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

**NOW, THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 and are approved.

#####

## CTB Decision Brief

### Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020 - 2025

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

**Facts:** The CTB must adopt a Program of anticipated projects and programs by July 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 19, 2019, after due consideration, the CTB adopted a Final FY 2020-2025 Program. The projects shown in Appendix A were not in the Final FY 2020-2025 Program adopted by the CTB.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2020–2025.

**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 2020–2025 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 2020-2025.

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

**Public Comments/Reactions:** None

**Appendix A**  
**Amendments to the FY2020-2025 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	117224	Statewide	Statewide	9999	ITTF FY21 Rural Microtransit Pilot	\$ 68,970	\$ 68,970	\$0	ITTF	Yes
NA	116483	Northern Virginia	Loudoun County	50	Loudoun County ITS (DMS & CCTV)	\$ 850,000	\$ 850,000	\$0	Local - Accounts Receivable	Yes
NA	116982	Northern Virginia	Loudoun County	621	Evergreen Mills Road Corridor Short Term Improvements	\$ 1,075,000	\$ 1,075,000	\$0	Local - Accounts Receivable	Yes
NA	116464	Staunton	Augusta County	794	Rte. 794 Drainage and Safety Improvements	\$ 40,000	\$ 40,000	\$0	Local - Accounts Receivable	Yes
NA	116703	Staunton	Augusta County	794	Rte. 794 Drainage and Safety Improvements Phase 2	\$ 35,000	\$ 35,000	\$0	Local - Accounts Receivable	Yes
<b>Total</b>						<b>\$ 2,068,970</b>	<b>\$ 2,068,970</b>	<b>\$ -</b>		





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

June 17, 2020

MOTION

Made By: Seconded By:

Action:

Title: FY20-25 Six-Year Improvement Program Transfers
for April 17, 2020 through May 22, 2020

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. On June 19, 2019, a resolution was approved to allocate funds for the Fiscal Years 2020 through 2025 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board

FY20-25 Six-Year Improvement Program Transfers for April 17, 2020 through May 22, 2020

June 17, 2020

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**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

### FY2020-2025 Six-Year Improvement Program Transfers for April 17, 2020 through May 22, 2020

**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 19, 2019, 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 2020 through 2025 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

<b>Total Cost Estimate</b>	<b>Threshold</b>
<\$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 April 17, 2020 through May 22, 2020 is attached.

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

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2020– 2025 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

FY20-25 Six-Year Improvement Program Transfers for April 17, 2020 through May 22, 2020

June 17, 2020

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

**Public Comments/Reactions:** None

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	#SGR Bristol - VDOT SGR Bridge - Balance Entry; #SGR-I77 over Cove Crk VA 2035 & 2036 Fed ID 19565 & 19566; Bridge Repl-Water St over Beaver Dam Creek (Fed ID 19212); #SGR Route 61 over Cove Crk Tazewell VA 1069 Fed ID 18469; #SGR-Route 63 1042 over Russell Fork River - Fed ID 5792; #SGR-Route 58 VA Structure #1808 Federal #22453	T13510, 113759, 104994, 113848, 113890, 113982	Bristol	58 over Powell River Va struc 1045	86601	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$6,842,371	\$8,787,141	\$8,787,141	77.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item, underway and scheduled projects to fund a scheduled project.
2	Bristol, Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY; #SGR Bridge Repl-Roanoke Hill Rd over Rte 63 (Fed ID 16511)	T1179, 106175	Bristol	Bridge Repl-Glade Road over Reed Creek (Fed ID 19734)	104902	SGR Bridge State (SSB700), STP BROS (CF2210), STP BROS Soft Match (CF2211)	\$2,103,232	\$2,449,700	\$2,449,700	85.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item and a scheduled project to fund an underway project.
3	Bristol	#SGR Bristol - VDOT SGR Bridge - Balance Entry, #SGR-I77 over Cove Crk VA 2035 and 2036 Fed ID 19565 and 19566; 58 over Powell River Va struc 1045	T13510, 113759, 86601	Bristol	Bridge Repl-Water St over Beaver Dam Creek (Fed ID 19212)	104994	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111), SGR Bridge State (SSB700)	\$2,419,523	\$3,019,626	\$3,019,626	80.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Balance Entry Line item and underway projects to fund a scheduled project.
4	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Culpeper	RTE. 702 - BRIDGE REPLACEMENT STR. 6401	111779	CTB Formula - Bridge State (CS0110), STP Bridge (CF2200), STP Bridge Soft Match (CF2201)	\$2,500,000	\$3,500,000	\$3,500,000	71.4%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
5	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Fredericksburg	#SGR - Rte. 1 over Potomac Creek Bridge Replacement	102936	CTB Formula - Bridge State (CS0110)	\$184,803	\$6,961,673	\$6,961,673	2.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund an underway project.
6	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Fredericksburg	Rte. 1 over S. River, Bridge Rehabilitation, Ex Fed ID 04358	102937	CTB Formula - Bridge State (CS0110)	\$2,702,158	\$3,365,158	\$3,365,158	80.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
7	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#HB2.FY17 ROUTE 17 I95 BRIDGE TO HOSPITAL BLVD	107140	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111), SGR Bridge State (SSB700)	\$3,000,000	\$23,534,380	\$23,534,380	12.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
8	Fredericksburg	DISTRICTWIDE - TRENCH WIDENING (TOP 100 SEGMENTS)	T17885	Fredericksburg	ROUTE 711 - CROSSOVER MOVEMENT CONVERSION	109516	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$524,450	\$1,957,450	\$1,957,450	26.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
9	Fredericksburg	#SGR Fredericksburg-Local SGR Bridge-Balance Entry	T9573	Fredericksburg	#SGR Local RTE 3 (BUS) RAPP RIVER, BRIDGE REPLAC, ID18073	110822	SGR - State (SS0100)	\$853,821	\$2,515,143	\$2,515,143	33.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund an underway project.
10	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR BRIDGE REHAB RTE 3 CSX RR BEAM END ID 18067	113839	SGR Bridge State (SSB700)	\$1,000,000	\$2,000,000	\$2,000,000	50.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund an underway project.
11	Lynchburg	ROUTE 460EBL - SHOULDER WIDENING (APPOMATTOX RESIDENCY), RTE 24 - CONSTRUCT ROUNDABOUT AT RTE 646	107014, 104679	Lynchburg	BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET)	114062	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$133,427	\$384,272	\$384,272	34.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to fund a scheduled project.
12	Richmond	SYSTEMIC UNSIGNALIZED INTERSECTION TREATMENTS - DISTRICTWIDE	107045	Richmond	RTE 147 - INSTALL PEDESTRIAN LIGHTING - HUGUENOT BRIDGE	107037	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$377,000	\$1,277,000	\$1,277,000	29.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund a scheduled project.
13	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	RTE 715 - BRIDGE ONLY OVER NEWFOUND RIVER (FED ID 9578)	109988	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$1,014,794	\$1,535,758	\$1,535,758	66.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
14	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR - BRIDGE REHAB RTE 657 OVER I-95	111297	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$1,000,000	\$6,000,000	\$6,000,000	16.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
15	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR - BRIDGE DECK REPLACEMENT SB I-95 OVER RTE 301 & EB 460	113386	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$2,035,614	\$7,035,614	\$7,035,614	28.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
16	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	#SGR: RTE 144 (Temple Ave) Resurfacing (Blvd to Conduit)	113513	CTB Formula - Bridge State (CS0110)	\$103,761	\$292,599	\$292,599	35.5%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
17	Richmond	RTE 1 - UPGRADE SIGNALS TO PROVIDE PEDESTRIAN ACCOMMODATION	104665	Richmond	INSTALL PEDESTRIAN ACCOMMODATIONS - BROOK RD AT PARHAM RD	115912	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$40,000	\$100,000	\$100,000	40.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
18	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	RTE. 608 OVER NSRR (STR 2685) - BRIDGE REPLACEMENT	104179	SGR Bridge Federal BROS (SFBR50), SGR Bridge Soft Match BROS (SFBR51), SGR Bridge State (SSB700)	\$4,528,551	\$5,578,551	\$5,578,551	81.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to a scheduled project.
19	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	ITTF FY21 Rural Microtransit Pilot	T24116	ITTF (HS7100)	\$68,970	\$68,970	\$68,970	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide ITTF Balance Entry line item to a scheduled project.
20	Northern Virginia, Staunton	#SGR Staunton - VDOT SGR Bridge - Balance Entry; #SGR Rt. 33 Repl Bridges over NSRR (Fed ID 20446 & 20447), #SGR MAJOR BRIDGE REHABILITATION AT RTE 236 OVER I-395, #SGR LEESBURG PIKE OVER SUGARLAND RUN - FED ID 6235, #SGR NORTH GLEBE ROAD OVER PIMMIT RUN - FED ID 217, #SGR Replace Bridge on Rte 259 over Linville Cre (Str 15862)	T13915, 100781, 110032, 111678, 111691, 113033	Staunton	#SGR Bridge (Fed ID 16958) Rte 11 Over NF Shen River	104182	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111), SGR Bridge State (SSB700)	\$1,200,178	\$7,872,809	\$7,872,809	15.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item and scheduled projects to fund a scheduled project.
21	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	CORRIDOR SIGNAL TIMING OPTIMIZATION PROG	111084	Open Container Funds - Statewide (CNF221)	\$40,400	\$199,675	\$199,675	20.2%	Transfer of surplus funds recommended by Traffic Engineering Division and the District from the Statewide Safety Balance Entry Account to a scheduled project.
22	Staunton	Smith Creek Corridor Shared-Use Trail	106022	Staunton	Smith Creek Trail Pedestrian Bridge	111415	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700)	\$150,181	\$559,994	\$409,812	26.8%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
23	Staunton	#SGR Staunton - VDOT SGR Bridge - Balance Entry	T13915	Staunton	#SGR - RTE 17/50/522 MILLWOOD PIKE BRIDGE OVER I-81	113535	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$3,828,926	\$31,328,926	\$31,328,926	12.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
24	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Staunton	#81CIP DETOUR THREE INTERSECTION IMPROVEMENTS - ROUTE 11	T24366	I-81 Corridor Funds - State (CS9181)	\$200,000	\$200,000	\$200,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Plan SYIP Balance Entry line item to a scheduled project.
25	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Staunton	#81 CIP DETOUR IMPROVEMENTS - EXIT 240 AND EXIT 323	T24371	I-81 Corridor Funds - State (CS9181)	\$1,800,000	\$1,800,000	\$1,800,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Plan SYIP Balance Entry line item to a scheduled project.



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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Bristol	BRISTOL - ENHANCEMENT - BALANCE ENTRY	T4975	Bristol	TOWN OF FRIES - Welcome Center & Trailhead Construction	78214	Local Funds for Enhancement Projects (NPL206), STP - Enhancement Allocations (CNF206)	\$16,416	\$1,590,699	\$1,158,309	1.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the District Enhancement Balance Entry line item to fund an underway project.
B	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	606-010-6016_Bridge Superstructure Replacment_Fed Id 03062	81548	CTB Formula - Bridge State (CS0110)	\$29	\$868,726	\$868,726	0.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
C	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	Fed ID 22547 Rte 61 E Riverside Drive@Clinch River Va#1805	86292	CTB Formula - Bridge State (CS0110)	\$201,337	\$1,789,617	\$1,789,617	11.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
D	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	Bridge (Fed ID 18969) Rte 91 Over Laurel Creek	103503	CTB Formula - Bridge State (CS0110)	\$38,153	\$2,383,156	\$2,383,156	1.6%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
E	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	Bridge Repl-Gen Spr Rd over Wolf Creek (Fed ID 19089)	105145	CTB Formula - Bridge State (CS0110), STP BROS (CF2210), STP BROS Soft Match (CF2211)	\$19,882	\$1,849,795	\$1,849,795	1.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
F	Bristol	Roadway Departure Chevron Initiative	107121	Bristol	Alternate Route 58 Shoulder Initiative -Lee Co.	109923	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$51,467	\$1,686,467	\$1,686,467	3.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a scheduled project.
G	Culpeper	#SGR Culpeper - VDOT SGR Bridge - Balance Entry	T13916	Culpeper	Route 635 Bridge Replacement - Orange County	87954	SGR Bridge Federal BROS (SFBR50), SGR Bridge Soft Match BROS (SFBR51), SGR Bridge State (SSB700)	\$611,208	\$5,414,908	\$5,414,908	11.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund an underway project.
H	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Culpeper	Bridge Replacement Rte 250 (IVY Road) over Little Ivy Ck	98804	CTB Formula - Bridge State (CS0110)	\$132,299	\$2,645,239	\$2,645,239	5.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
I	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Fredericksburg	#SGR - Rte. 1 over Potomac Creek Bridge Replacement	102936	CTB Formula - Bridge State (CS0110)	\$184,803	\$6,961,673	\$6,961,673	2.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund an underway project.
J	Hampton Roads	#HB2.FY17 HIGHWAY CONST DISTRICT GRANT PRGM - HAMPTON	T15986	Hampton Roads	#SMART18 - 301 South Median Crossover Project	111790	DGP - State (GS0100)	\$98,348	\$827,828	\$827,828	11.9%	Transfer of surplus funds recommended by District from the District DGP Balance Entry line item to a scheduled project.
K	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Lynchburg	#SGR RTE 778 - BRIDGE & APPROACHES OVER BUFFALO RIVER	101042	CTB Formula - Bridge State (CS0110)	\$3,927	\$2,571,026	\$2,571,026	0.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
L	Lynchburg	#SGR - RTE 92 BRIDGE and APPR OVER STAUNTON RIVER FED ID 4851	111280	Lynchburg	RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)	104600	CTB Formula - Bridge State (CS0110)	\$1,892,269	\$19,056,280	\$19,056,280	9.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a scheduled project to fund a scheduled project.
M	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#HB2.FY17 RTE 501-SHOULDER WIDENING - RTE 607 TO RTE 655	104947	DGP - State (GS0100)	\$71,121	\$2,342,608	\$2,271,487	3.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District DGP Deallocation Balance Entry line item to fund an underway project.
N	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#HB2.FY17 RTE 460 - INTERSECTION RECONSTRUCTION AT RTE 307	109531	DGP - NHPP (GF1100), DGP - NHPP Soft Match (GF1101)	\$40,962	\$2,785,619	\$2,744,657	1.5%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to an underway project.
O	Lynchburg	ADAPTIVE SIGNAL CONTROL - RIVERMONT AVENUE, PM3B18 CAMPBELL COUNTY - RTE 501 - CENTERLINE RUMBLE STRIPS, ROUTE 460EBL - SHOULDER WIDENING (APPOMATTOX RESIDENCY), RTE 20 - SHOULDER WIDENING / RUMBLE STRIPS / GR UPGRADES, RTE 24 - CONSTRUCT SIDEWALK	109702, 111976, 107014, 110108, 109590	Lynchburg	BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS)	109586	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$256,839	\$2,295,487	\$2,295,487	11.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to fund an underway project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
P	Lynchburg	#SGR LYNCHBURG - VDOT SGR BRIDGE - BALANCE ENTRY	T13631	Lynchburg	#SGR - RTE 29 SBL - BRIDGE & APPR OVER NSRR (FED ID 20579)	111279	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$176,540	\$7,019,105	\$6,842,565	2.5%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund an underway project.
Q	Lynchburg	PM3E18 HALIFAX COUNTY - RTE 501 - CENTERLINE RUMBLE STRIPS	111977	Lynchburg	RTE 29 - DYNAMIC FLASHING LIGHTS AT RTE 642	111315	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$15,614	\$174,188	\$174,188	9.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a completed project.
R	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Northern Virginia	MAJOR BRIDGE REHABILITATION ON WASHINGTON BLVD/RT 27 @RT 110	82131	CTB Formula - Bridge State (CS0110)	\$1,298	\$30,520,791	\$30,520,791	0.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
S	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Northern Virginia	Bridge Decks Replacement and Widening of Route 7 over DATR	82135	CTB Formula - Bridge State (CS0110)	\$202	\$47,196,100	\$47,196,100	0.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
T	Northern Virginia	#SGR Northern Virginia-VDOT SGR Bridge-Bal Entry	T13917	Northern Virginia	#SGR PIGGOTT BOTTOM RD OVER CATOCTIN CR - FED ID 11305	111689	SGR Bridge State (SSB700)	\$200,245	\$1,700,245	\$1,700,245	11.8%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
U	Northern Virginia	ATMS SYSTEM MAINTENANCE / INTEGRATION	61247	Northern Virginia	ATMS SYSTEM MAINTENANCE/ INTEGRATION	116140	NHPP Statewide 80/20 (CF1100), NHPP Statewide 80/20 Soft Match (CF1101)	\$19,151	\$6,172,698	\$6,172,698	0.3%	Transfer of surplus funds recommended by District from a completed project to an underway project.
V	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	RTE 460 BUS - BRIDGE REPLACEMENT	18964	CTB Formula - Bridge State (CS0110)	\$160,144	\$12,171,200	\$12,171,200	1.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
W	Richmond	RTE 288 - INTERCHANGE MODIFICATION AT RTE 145; RTE 147 - IMPROVE INTERSECTION; RTE 606 - ROUNDABOUT	90349, 104959, 104875	Richmond	Richmond Region-wide Traffic/Operations Improvements	101492	CMAQ : Richmond (CF5M20), CMAQ Federal - Primary : Richmond MPO (CNF214), CMAQ Match - Primary : Richmond MPO (CNS214), CMAQ Match : Richmond (CSSM21), RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$156,890	\$40,335,031	\$34,539,742	0.4%	Transfer of surplus funds recommended by District and MPO from completed projects to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
X	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#HB2.FY17 RTE 95 - IMPROVE RAMP AREA AT FRANKLIN ST	107795	DGP: Nat. Freight Pgm - Federal (GF1150), DGP: Nat. Freight Pgm - Soft Match (GF1151)	\$333,414	\$2,814,120	\$2,885,713	11.8%	Transfer of surplus funds recommended by the District from the District DGP Deallocation Balance Entry line item to fund a completed project.
Y	Richmond	SYSTEMIC UNSIGNALIZED INTERSECTION TREATMENTS - DISTRICTWIDE	107045	Richmond	RTE 250 SIDEWALK - DOMINION BLVD TO SPRINGFIELD RD	111106	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$348,000	\$2,248,000	\$2,248,000	15.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a scheduled project.
Z	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR - BRIDGE-ONLY REHAB I-64 OVER I-95 (FED. ID 21441)	111303	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$600,000	\$4,650,000	\$4,650,000	12.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
AA	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR - BRIDGE MAJOR REHAB RTE 1 OVER CSX RW	113389	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$380,000	\$2,940,000	\$2,940,000	12.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
BB	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Salem	RTE. 122 OVER GOOSE CREEK (STR. 02604) - BRIDGE REPLACEMENT	673	CTB Formula - Bridge State (CS0110)	\$169	\$11,825,992	\$11,825,992	0.1%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to an underway project.
CC	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Salem	RTE. 11 OVER TINKER CREEK (STR 03166) - BRIDGE REPLACEMENT	77300	CTB Formula - Bridge State (CS0110)	\$56	\$5,018,611	\$5,018,611	0.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
DD	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	Route 220/688 Access Management Improvements	109579	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$2,702	\$367,033	\$367,033	0.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
EE	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	Install Flashing Beacons on Intersection Warning Signs	114638	HSIP - Highways (CNF052), HSIP - State Match (CNS251)	\$14,396	\$87,396	\$87,396	16.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to an underway project.
FF	Statewide, Staunton	STAUNTON DGP DEALLOCATION BALANCE ENTRY; STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21768, T21770	Staunton	#HB2.FY17 RTE 277 - WIDEN TO 5 LANES	18003	DGP - State (GS0100), STP STWD (HF2100), STP STWD Soft Match (HF2101)	\$975,000	\$42,144,286	\$42,144,286	2.3%	Transfer of surplus funds recommended by District from the District DGP and Statewide HPP Deallocation Balance Entry line items to fund a scheduled project.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 9*

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

**June 17, 2020**

#### **MOTION**

**Made By:**

**Seconded By:**

**Action:**

**Title: SMART SCALE Project Cancellation  
Route 460 Corridor Improvements UPC 115734**

**WHEREAS**, the Commonwealth Transportation Board's (Board) Six-Year Improvement Program Development Policy adopted December 7, 2016 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Virginia Department of Transportation (VDOT) for all state and federal funds expended on the project; and

**WHEREAS**, Item 13 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project; and

**WHEREAS**, Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that surplus Construction District Grant Funds no longer needed for the delivery of a project will remain in the applicable Construction District Grant Program and may

not be used in other districts, and further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

**WHEREAS**, the Route 460 Corridor Improvements UPC 115734 project (Project) was submitted for consideration and selected for \$3,597,000 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

**WHEREAS**, on March, 3 2020, the Tazewell County Board of Supervisors voted unanimously to withdraw their application for the SMART SCALE project; and

**WHEREAS**, the Project was scheduled to begin preliminary engineering in June 2020, and has not yet started; and

**WHEREAS**, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Bristol District Construction District Grant balance entry (UPC -21760) for allocation to projects selected in Round 4 of SMART SCALE.

**NOW THEREFORE BE IT RESOLVED**, by the Commonwealth Transportation Board, that the Project, Route 460 Corridor Improvements UPC 115734, is hereby cancelled.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Bristol District Construction District Grant balance entry (UPC -21760) for allocation to projects selected in Round 4 of SMART SCALE.

###

**CTB Decision Brief**  
**SMART SCALE Project Cancellation**  
**Route 460 Corridor Improvements UPC 115734**

**Issue:** The Route 460 Corridor Improvements UPC 115734 project (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by Tazewell County and screened in for meeting a VTrans need. It was selected for funding and received \$3,597,000 in Construction District Grant funds to support a total project cost of \$3,597,000. On March 3, 2020 the Tazewell County Board of Supervisors voted to withdraw their application for SMART SCALE, due to public concerns related to safety and adverse impacts on local businesses. Prior to cancellation VDOT Bristol District worked with the locality to identify potential scope refinements and alternatives. Ultimately no alternatives were supported by the County. CTB approval is needed for cancellation of this Project pursuant to the Six-Year Improvement Program Development Policy adopted by the Board on December 7, 2016.

**Facts:** The Project is VDOT administered and was scheduled to begin preliminary engineering in June 2020.

The Board's Six-Year Improvement Program Development Policy adopted December 7, 2016 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

Item 13 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

**Recommendation:** VDOT recommends that the Board cancel the Route 460 Corridor Improvements UPC 115734 project and transfer all Construction District Grant funds to the Bristol

District Construction District Grant balance entry (UPC -21760) for allocation to projects selected in Round 4 of SMART SCALE.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to cancel the Route 460 Corridor Improvements UPC 115734 project and transfer all Construction District Grant funds to the Bristol District Construction District Grant balance entry (UPC - 21760) for allocation to projects selected in Round 4 of SMART SCALE.

**Result, if Approved:** If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Bristol District Construction District Grant balance entry (UPC -21760).

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

**Public Comments/Reactions:** None



# TAZEWELL COUNTY VIRGINIA

“Bound For Progress”

Tom A. Lester, Jr., Vice-Chair  
Western District



Charles A. Stacy, Chair  
Eastern District

Margaret A. "Maggie" Asbury  
Northern District

D. Michael Hymes  
Southern District

Travis Hackworth  
Northwestern District

C. Eric Young  
County Administrator

March 10, 2020

Virginia Department of Transportation  
c/o: Blake Ailor  
870 Bonham Road  
Bristol, VA 24201

## **RE: Withdrawal of Smart Scale project 4760**

Mr. Ailor:

Please be advised, after further review of the currently funded Smart Scale project, the Tazewell County Board of Supervisors hereby requests, by a vote of 5-0, to have the project withdrawn. The Board held a public hearing at their regularly scheduled meeting on March 3, 2020. During this meeting, several residents and business owners spoke against the proposed closure of Fill Street and the proposed closures of entrances along US 460 in Claypool Hill. Previously, two Board members toured the area in question and examined the maps. They also reviewed the STARS study and accident data. With respect to the entrance closures, after listening to the residents, reviewing the sites, and examining the studies, the Board feels the safety benefits of the proposed project will not outweigh the economic damage done to local businesses that rely on the entrances.

Regarding Fill Street, some Board members feel that the plan to close Fill Street simply moves the problem closer to the 19/460 intersection by routing all of the traffic to "Thru" street. Further, while it may make the Mall Road intersection more safe, it has the potential to make the 19/460 intersection less safe. Furthermore, the Board of Supervisors feels that the closure of the entrances along US 460 will harm business by restricting

access to their property. There are gas stations and banks that have configured their internal traffic flow in reliance upon these entrances, without which their internal traffic patterns would become cumbersome and awkward. Creating an inconvenience for their customers will add pressure to businesses already struggling in our region.

The Board of Supervisors notes that the accelerated construction time frame of the project made it very difficult to move forward with the project. The Board did not have adequate time to meet with property owners and allay their fears or propose alterations which may have made the project more palatable to businesses and residents alike.

Nevertheless, the Tazewell County Board of Supervisors would like to thank you for the opportunity to apply for this funding and look forward to working with you on other projects. We appreciate the time and efforts of your staff in seeking out options to make this work. However, given the time frame, we simply were unable to do so. We continue to seek solutions for the safety issues in the Claypool Hill area and plan to apply for funding help once those are identified.

In the meantime, I attach a copy of the minutes from the Board meeting on March 3, 2020. If you have any further questions please feel free to contact me at [eyoung@tazewellcounty.org](mailto:eyoung@tazewellcounty.org) or you may contact the Director of Engineering Kenneth Dunford at [kdunford@tazewellcounty.org](mailto:kdunford@tazewellcounty.org).

Sincerely,



C. Eric Young  
County Administrator

# TAZEWELL COUNTY VIRGINIA

“Bound For Progress”

Travis Hackworth, Member  
Northwestern District

Tom A. Lester, Jr., Vice Chair  
Western District



Margaret A. “Maggie” Asbury, Member  
Northern District

D. Michael Hymes, Member  
Southern District

Charles A. Stacy, Chair  
Eastern District

C. Eric Young  
County Administrator

## **PUBLIC HEARING – CONSIDERATION OF THE CLOSURE OF A PORTION OF FILL STREET BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION**

7:07 P.M. The Chairman called to order a public hearing that was duly advertised according to law regarding the CONSIDERATION OF CLOSURE OF A PORTION OF FILL STREET BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION.

The County Administrator explained that the proposed closure of a portion of Fill Street was a recommendation from the Star Study done circa 2016. The study discovered that the area from Fashion Road on Rt. 19/460 and down 460 to the Claypool Hill Mall intersection is one of the highest accident rated intersections in the State second to Bristol, Exit 7. The County submitted the recommendation from the Star Study in a grant application and submitted it to VDOT. Mr. Young clarified that the recommendation came from a firm hired by the County and that the recommendation did not come from a County or VDOT engineer.

Mr. Dunford displayed a map of Fill Street and surrounding areas. He explained in great detail VDOT’s proposal to close a portion of Fill Street. Mr. Dunford explained that traffic on Fill Street would be rerouted along Link Street to its intersection with Thru Street and then along Thru Street to its intersection with U.S. Route 460. The proposal included the removal of one of the red lights to keep traffic in the far right lane continuously moving at all times. The proposal also included the additions of deceleration and acceleration lanes hoping this would fix safety concerns. The County Administrator commented that the County would be responsible for paving the section of Link Street and the rest of it would be State funding.

Supervisor Hackworth questioned if there would be right of way issues on Link Street due to the narrowness of the road. Mr. Dunford responded that it would be widened as much as possible to avoid right-of-way concerns but that they wouldn’t be able to widen the whole road because some of the homes were built in the right-of-way. The County Administrator remarked that there were no intentions of making anyone move any structures.

Supervisor Lester was concerned that not having a red light to slow traffic down would cause even more safety risks.

Supervisor Hackworth asked if the entrances were included. Mr. Dunford clarified that the public hearing was regarding Fill Street but that the grant does cover the public entrances. He displayed pictures showing the public entrances near: PM Quick Mart, Exxon station, Bandy Auto, Wash World, and Pizza Plus. The County Administrator commented that the study found a

lot of the accidents were a result of having so many entrances and exits from U.S. 460 in such a short distance with people stopping, going, and pulling out in front of others.

Supervisor Hackworth asked Mr. Dunford if he had discussed the proposal with the businesses it would affect. Mr. Dunford responded that he had and some of the businesses were still opposed to the proposal and that others were okay with it. The County Administrator suggested looking into if there were any entrances that people were willing to give up or reconfigure if the Board decided to withdraw the consideration of the proposal.

Now, the Chairman called for public comments from the floor with regard to the public hearing. The following people spoke against the proposed closure of a portion of Fill Street:

NAME	ADDRESS	COMMENTS
<b>1. Owen Taylor</b>	Wash World, Inc. 154 Fill Street Pounding Mill, VA	As owner of Wash World, Inc. he was concerned that the proposal would negatively impact his business. He suggested a plan to monitor and slow down traffic.
<b>2. Roger Webb</b>	485 Fill Street Pounding Mill, VA	Mr. Webb, a Fill Street resident of 42 years was opposed to the proposal. He was concerned for the disabled and retired people in the neighborhood and the danger the change would put them in. He suggested finding a way to slow traffic down.
<b>3. John Thompson</b>	First Sentinel Bank 12678 Gov G C Peery Hwy Pounding Mill, VA	The President/CEO of First Sentinel Bank was concerned that VDOT's proposed closures would make it more difficult for customers to access their branch and cause their business to suffer.
<b>4. Jennifer Beavers</b>	512 Fill Street Pounding Mill, VA	Fill Street resident, Mrs. Beavers was opposed to the proposal believing it would cause even more safety issues than what there already is.
<b>5. Dahmon Ball</b>	628 Fill Street Pounding Mill, VA	Mr. Ball, a resident of Fill Street, was opposed to the proposal. He discussed additional safety issues the changes would create. Mr. Ball also pointed out that there would be no snow removal on Fill Street because it is not a State maintained road.
<b>6. Richard Smith</b>	207 Terry Drive Richlands, VA	New Peoples Bank employee, Mr. Smith, was concerned about the devastating blow the proposal would have on the bank and its customers. As a suggestion he mentioned that the bank has a couple of grassy areas around their parking lot and that they would be agreeable to putting in a turn lane. Mr.

		Smith also pastors at the Cedar Bluff Community Church and is concerned about how it would impact local congregations and cause more safety concerns when leaving services.
7. <b>Darrell Addison</b>	502 Lake Park Drive Richlands, VA	Mr. Addison was in attendance representing Clinch Valley Bank who did not agree with the proposal. Mr. Addison discussed safety concerns for employees along this area leaving work. He was also concerned that the closures would affect Claypool Hill Mall, which has already suffered business losses. Mr. Addison mentioned that Freedom Ford was also in disagreement of the proposal.
8. <b>Jonathan Roberts</b>	608 Country Farms Road Cedar Bluff, VA	Mr. Roberts, a member of the Tazewell County Road Committee, discussed a comment he received from a Western District citizen stating that Thru Street is not State maintained road.

7:41 P.M. Now, the Chairman called for additional comments from the floor three times and there being none, he declared the meeting closed.

Upon motion of Supervisor Hackworth, seconded by Supervisor Lester and adopted by a vote of 5 to 0, with all members present and voting in favor thereof and no one against the same, the Tazewell County Board of Supervisors hereby do not accept the consideration of closing a portion of Fill Street by the Virginia Department of Transportation as proposed and withdraw their application for the Smart Scale project which closes Fill Street in the manner currently proposed.

#### CERTIFICATION OF MINUTES

I Whitney Parsons Whitney Parsons, Executive Assistant, Tazewell County Board of Supervisors, Tazewell, Virginia hereby certifies that the aforementioned is an excerpt of the March 3, 2020 meeting minutes of the Tazewell County Board of Supervisors, 197 Main Street, Tazewell, Virginia 24651.

This the 16<sup>th</sup> day of March 2020.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item #10*

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

**June 17, 2020**

#### **MOTION**

**Made By:**

**Seconded By:**

**Action:**

#### **Title: SMART SCALE Project Budget Increase for Interstate 81 at Exit 300 Southbound Acceleration Lane Extension UPC 111054 in Warren County**

**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**, on February 19, 2020, the Board adopted a revised SMART SCALE Prioritization Process to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1; and

**WHEREAS**, Item 12 of the Board's SMART SCALE Prioritization Process provides that a project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

**WHEREAS**, Item 12.a. of the Board’s SMART SCALE Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

**WHEREAS**, on December 7, 2016, the Board adopted the Six-Year Improvement Program Development Policy that states that any project added to the SYIP with funding from the State of Good Repair Program, High Priority Projects Program, or Construction District Grants Program shall be fully funded; and

**WHEREAS**, section 33.2-214 of the *Code of Virginia*, provides that “the Board shall only include a project or program wholly or partially funded with funds from the State of Good Repair Program pursuant to § 33.2-369, the High Priority Projects Program pursuant to § 33.2-370, or the Highway Construction District Grant Programs pursuant to § 33.2-371 in the Six-Year Improvement Program if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the Six-Year Improvement Program is sufficient to complete the project or program”; and

**WHEREAS**, Interstate 81 at Exit 300 Southbound Acceleration Lane Extension UPC 111054 Project (the Project) was submitted for consideration and selected for \$3.4 million in funding through the High Priority Projects Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

**WHEREAS**, the Project was ranked 9 out of 19 projects selected in Round 2 in the Staunton District with a score of 11.1; and

**WHEREAS**, the Project is in the preliminary engineering phase, and issues have been identified with the bridge component of the Project that require that the existing bridge be replaced in order to accommodate the widening; and

**WHEREAS**, the Virginia Department of Transportation (VDOT) recommends a full replacement of the bridge identified in the Project; and

**WHEREAS**, the Project is in the preliminary engineering phase and the estimated cost of the bridge replacement exceeds the approved budget of \$3.4 million by approximately \$5.1 million; and

Resolution of the Board  
SMART SCALE Project Budget Increase for Interstate 81 at Exit 300 Southbound Acceleration  
Lane Extension UPC 111054  
June 17, 2020  
Page 3 of 3

**WHEREAS**, VDOT recommends Board approval of a SMART SCALE budget increase in the amount of up to \$5.1 million using surplus High Priority Project funds (UPC -21770).

**NOW THEREFORE BE IT RESOLVED**, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of up to \$5.1 million for the Project, using surplus High Priority Project funds (UPC -21770), is approved.

###



**CTB Decision Brief**  
**SMART SCALE Project Budget Increase for Interstate 81 at Exit 300 Southbound  
Acceleration Lane Extension UPC 111054 in Warren County**

**Issue:** Interstate 81 at Exit 300 Southbound Acceleration Lane Extension UPC 111054 (the Project) was selected for funding under the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process and the current estimated cost for completion of the Project exceeds the approved budget by approximately \$5.1 million. The Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of up to \$5.1 million using surplus High Priority Project funds from UPC -21770. Board approval of the budget increase is required.

**Facts:** Item 12 of the Board's SMART SCALE Prioritization Policy/Process, adopted February 19, 2020, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item 12.a. of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Interstate 81 at Exit 300 Southbound Acceleration Lane Extension UPC 111054 (Project) was submitted for consideration and selected for \$3.4 million in funding through the High Priority Projects Program. The Project was ranked 9 out of 19 projects selected for funding in Round 2 in the Staunton District with a score of 11.1.

The Project is currently in the preliminary engineering phase. Since selection, issues have been identified related to the bridge widening component of the project. VDOT Structure and Bridge guidance recommends a bridge replacement when one of two conditions prevails:

- 1) The presence of reactive aggregate that would lead to alkali-silica reaction (ASR), a condition that causes rapid expansion of concrete in the presence of moisture and compromises any bridge component where it is present
- 2) When rehabilitation of a component or the entire structure exceeds 65% of the replacement cost, replacement of the affected component or the entire bridge is warranted

Regarding the identified bridge component of the Project, both conditions prevail. VDOT has determined that replacement of the bridge is the most appropriate course of action to accommodate the widening. The cost of including the bridge replacement in the overall project exceeds the approved budget by approximately \$5.1 million.

VDOT recommends Board approval of a SMART SCALE budget increase to support the revised Project in the amount of up to \$5.1 million using surplus High Priority Projects funds (UPC - 21770).

**Recommendation:** Approval of a SMART SCALE budget increase in the amount of up to \$5.1 million using surplus High Priority Projects funds (UPC -21770).

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

**Result, if Approved:** If approved, funds will be transferred so that the project can advance.

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

**Public Comments/Reactions:** None



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 11*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 17, 2020

#### MOTION

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

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

#### **Title: Addition of Public Transportation Projects to the Six-Year Improvement Program For Fiscal Years 2020 – 2025**

**WHEREAS**, on June 19, 2019, the Commonwealth Transportation Board (“the Board”) approved the Fiscal Years 2020 through 2025 Six-Year Improvement Program; and

**WHEREAS**, the Department of Rail and Public Transportation is responsible for sub-allocation and management of the Federal Transit Administration (“FTA”) Section 5303 planning funds to metropolitan planning organizations and Section 5304 planning funds to the Commonwealth in compliance with FTA requirements; and

**WHEREAS**, the Department of Rail and Public Transportation is responsible for determining the distribution of the FTA Section 5307 funds to small urban transit agencies in compliance with FTA requirements; and

**WHEREAS**, the Department of Rail and Public Transportation is responsible for the sub-allocation and management of the FTA Section 5310 funds in compliance with FTA requirements; and

**WHEREAS**, it is the desire of the Board to ensure the maximum use of all available federal funds.

**WHEREAS**, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$63,267,370 to the FY20-25 Six Year Improvement Program for operating assistance to Virginia’s transit agencies for their FY21 operations; and

**WHEREAS**, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$463,252 for TDM Operating and \$101,560 for Mobility Programs to the FY20-25 Six Year Improvement Program for Virginia’s transit agencies for FY21; and

**WHEREAS**, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$141,275 to the FY20-25 Six Year Improvement Program to fund PRTC’s debt service expenses for VRE’s parking facilities in Manassas Park for FY21.

**NOW THEREFORE BE IT RESOLVED**, the Board authorizes the allocation of Section 5303 funding in the amount of \$3,092,157 and matching state funds of \$386,526, to qualifying metropolitan planning organizations, and Section 5304 funding in the amount of \$583,727 and state matching funds of \$145,932, to the Commonwealth in accordance with the allocations shown on Attachment A.

**BE IT FURTHER RESOLVED**, the Board authorizes the allocation of Section 5307 funding in the amount of \$16,719,414, to qualifying small urban transit agencies in accordance with the allocations shown on Attachment A.

**BE IT FURTHER RESOLVED**, the Board authorizes the allocation of Section 5310 funding in the amount of \$1,316,214 and matching state funds of \$747,576, to qualifying agencies in accordance with the allocations shown on Attachment A.

**BE IT FURTHER RESOLVED**, the Board authorizes the Department of Rail and Public Transportation to disburse \$63,267,370 through the operating assistance program established in Section 33.2-1526.1 C 1 of the Code of Virginia in accordance with the allocations shown in Attachment A.

**BE IT FURTHER RESOLVED**, the Board authorizes the Department of Rail and Public Transportation to disburse \$463,252 for TDM Operating and \$101,560 for Mobility Programs through the special program established in Section 33.2-1526.1 C 4 in accordance with the allocations shown in Attachment A.

**BE IT FURTHER RESOLVED**, the Board authorizes the Department of Rail and Public Transportation to disburse \$141,275 through the capital program established in Section 33.2-1526.1 D 2 for PRTC’s debt service expenses for VRE’s parking facilities in Manassas Park.

####

## CTB Decision Brief

### Addition of Public Transportation Projects to the Six-Year Improvement Program For Fiscal Years 2020 – 2025

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program or SYIP) and allocations for anticipated projects and programs based on the most recent official revenue forecasts and debt management policy, and other funds available as set forth in the Final Fiscal Years 2020-2025 Six-Year Improvement Program in accordance with policy or statutory formula. In addition, each year additional federal funds and obligation authority are anticipated to be made or to become available after adoption of the SYIP and authority to utilize these funds is sought.

**Facts:** The Federal Transit Administration (“FTA”) apportioned additional federal funds to the Commonwealth of Virginia on February 3, 2020. The CTB will not adopt a Six-Year Improvement Program of anticipated projects and programs by July 1<sup>st</sup> in accordance with Section 33.2-214 (B) for Fiscal Year 2021.

**Recommendations:** DRPT recommends that the CTB approve the addition of the FTA Section 5303, 5304, 5307, 5310 funding, and state funding to the FY20-25 Six Year Improvement Program as follows:

- \$3,092,157, the available Section 5303 apportionment, and matching state funds of \$386,526, to provide assistance to Virginia’s metropolitan planning organizations
- \$583,727, the available Section 5304 apportionment, and state matching funds of \$145,932, to provide assistance to Virginia’s statewide-planning
- \$16,719,414, the available Section 5307 apportionment, to provide immediate assistance to Virginia’s small urban transit providers
- \$1,316,214, the available Section 5310 apportionment, and state matching funds of \$747,576, to provide assistance to Virginia’s human service providers
- \$63,267,370 of state operating assistance to Virginia’s transit providers
- \$463,252 and \$101,560 of special program funds to Virginia’s TDM and transit providers
- \$141,275 of capital program funds for PRTC’s debt service expenses for VRE’s parking facilities in Manassas Park.

**Action Required by CTB:** Approve the amendment of the FY20-25 Six Year Improvement Program and allocation of FTA funding.

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

## Attachment A

### FY21 FTA Section 5303 Program Grants

			Project Cost	Local Funds	State Funds	FTA 5303 Funds (80%)
			<b>\$ 3,865,209</b>	<b>\$ 386,526</b>	<b>\$ 386,526</b>	<b>\$ 3,092,157</b>
District	Recipient	MPO	Project Cost	Local Funds (10%)	State Funds (10%)	FTA 5303 Funds (80%)
Bristol	City of Bristol, Tennessee	Bristol TN/VA Area Metropolitan Planning Organization	\$ 48,627	\$ 4,863	\$ 4,863	\$ 38,901
Bristol	City of Kingsport, Tennessee	Kingsport TN/VA Area Metropolitan Planning Organization	\$ 4,743	\$ 475	\$ 475	\$ 3,793
Culpeper	Thomas Jefferson Planning District Commission	Charlottesville Area Metropolitan Planning Organization	\$ 114,027	\$ 11,403	\$ 11,403	\$ 91,221
Fredericksburg	George Washington Regional Commission	Fredericksburg Area Metropolitan Planning Organization	\$ 192,335	\$ 19,234	\$ 19,234	\$ 153,867
Hampton Roads	Hampton Roads TPO	Hampton Roads Metropolitan Planning Organization	\$ 920,403	\$ 92,041	\$ 92,041	\$ 736,321
Lynchburg	Central Virginia Planning District Commission	Central Virginia Metropolitan Planning Organization	\$ 127,570	\$ 12,757	\$ 12,757	\$ 102,056
Northern Virginia	Metropolitan Washington Council of Governments	Washington, D.C. Area Metropolitan Planning Organization	\$ 1,263,817	\$ 126,382	\$ 126,382	\$ 1,011,053
Richmond	Crater Planning District Commission	Tri-Cities Area Metropolitan Planning Organization	\$ 81,944	\$ 8,195	\$ 8,195	\$ 65,554
Richmond	Richmond Regional Planning District Commission	Richmond Area Metropolitan Planning Organization	\$ 525,038	\$ 52,504	\$ 52,504	\$ 420,030
Salem	Roanoke Valley-Alleghany Regional Commission	Roanoke Valley Area Metropolitan Planning Organization	\$ 179,719	\$ 17,972	\$ 17,972	\$ 143,775
Salem	New River Valley Metropolitan Planning Organization	New River Valley Metropolitan Planning Organization	\$ 111,897	\$ 11,190	\$ 11,190	\$ 89,517
Staunton	Central Shenandoah Planning District Commission	Harrisonburg / Rockingham Metropolitan Planning Organization	\$ 99,759	\$ 9,976	\$ 9,976	\$ 79,807
Staunton	Central Shenandoah Planning District Commission	Staunton-Augusta-Waynesboro Metropolitan Planning Organization	\$ 94,084	\$ 9,409	\$ 9,409	\$ 75,266
Staunton	Northern Shenandoah Valley Regional Commission	Winchester Frederick County Metropolitan Planning Organization	\$ 101,246	\$ 10,125	\$ 10,125	\$ 80,996

### FY21 FTA Section 5304 Program Grants

			Project Cost	Local Funds	State Funds	FTA 5304 Funds (80%)
			<b>\$ 729,659</b>	<b>\$ -</b>	<b>\$ 145,932</b>	<b>\$ 583,727</b>
District	Recipient	Project	Project Cost	Local Funds	State Funds	FTA 5304 Funds
Multi-District	DRPT	General Statewide Planning	\$ 250,000	\$ -	\$ 50,000	\$ 200,000
Multi-District	DRPT	Transit Development Plans and Transit Strategic Plans	\$ 479,659	\$ -	\$ 95,932	\$ 383,727

# Attachment A

## FY21 FTA Section 5307 Program Grants

#	District	Recipient	FTA 5307 Allocation
1	Bristol	City of Bristol Virginia	\$ 298,958
2	Bristol	District Three Governmental Cooperative	\$ 136,154
3	Culpeper	Charlottesville Transit Service	\$ 1,897,941
4	Multi-District	JAUNT, Inc.	\$ 639,530
5	Fredericksburg	Fredericksburg Regional Transit	\$ 2,669,947
6	Hampton	Williamsburg Area Transit Authority	\$ 1,835,420
7	Lynchburg	Greater Lynchburg Transit Company	\$ 2,702,380
8	Salem	Blacksburg Transit	\$ 2,173,943
9	Salem	City of Radford	\$ 576,993
10	Staunton	City of Harrisonburg Dept. of Public Transportation	\$ 1,929,381
11	Staunton	Central Shenandoah PDC - Staunton	\$ 801,508
12	Staunton	City of Winchester	\$ 1,057,259
			<u>\$ 16,719,414</u>

**Attachment A**

Totals: \$ 2,250,682 \$ - \$ 747,576 \$ 186,892 \$ 807,217 \$ 508,997 \$ 1,316,214

**FY21 FTA Section 5310 Program Operating and Mobility Management Grants**

**Rural**

			Project Cost Total	Revenues Total	State Paratransit Program Funds Total	Local Funds Required Total	Rural 5310 Operating Funds Total	Rural 5310 Mobility Management Total	Total Rural 5310 Funds
			\$ 634,484	\$ -	\$ 204,155	\$ 51,039	\$ 213,829	\$ 165,461	\$ 379,290
#	District	Recipient	Project Cost	Revenues	State Paratransit Program Funds	Local Funds Required	Rural 5310 Operating Funds	Rural 5310 Mobility Management	Total Rural 5310 Funds
1	Culpeper	Rappahannock-Rapidan PDC	\$ 123,386	\$ -	\$ 19,742	\$ 4,935	\$ -	\$ 98,709	\$ 98,709
2	Salem	Southern Area Agency on Aging	\$ 56,250	\$ -	\$ 22,500	\$ 5,625	\$ 28,125	\$ -	\$ 28,125
3	Salem	Southern Area Agency on Aging	\$ 83,440	\$ -	\$ 13,350	\$ 3,338	\$ -	\$ 66,752	\$ 66,752
4	Staunton	Rockbridge Area Transportation System Inc.	\$ 60,000	\$ -	\$ 24,000	\$ 6,000	\$ 30,000	\$ -	\$ 30,000
5	Staunton	Shenandoah Area Agency on Aging, Inc.	\$ 311,408	\$ -	\$ 124,563	\$ 31,141	\$ 155,704	\$ -	\$ 155,704

**Small Urban**

			Project Cost Total	Revenues Total	State Paratransit Program Funds Total	Local Funds Required Total	Federal Operating Funds Total	Federal Mobility Management Total	Total Federal Funds
			\$ 385,954	\$ -	\$ 133,410	\$ 33,352	\$ 149,285	\$ 69,907	\$ 219,192
#	District	Recipient	Project Cost	Revenues	State Paratransit Program Funds	Local Funds Required	Federal Operating Funds (50%)	Federal Mobility Management (80%)	Total Federal Funds
1	Fredericksburg	Rappahannock Area Agency on Aging	\$ 180,824	\$ -	\$ 72,330	\$ 18,082	\$ 90,412	\$ -	\$ 90,412
2	Fredericksburg	Rappahannock Area Agency on Aging	\$ 87,384	\$ -	\$ 13,982	\$ 3,495	\$ -	\$ 69,907	\$ 69,907
3	Lynchburg	Central VA Alliance for Community Living, Inc. (CVAACL)	\$ 82,486	\$ -	\$ 32,994	\$ 8,249	\$ 41,243	\$ -	\$ 41,243
4	Staunton	Valley Program for Aging Services	\$ 35,260	\$ -	\$ 14,104	\$ 3,526	\$ 17,630	\$ -	\$ 17,630

**Large Urban - Hampton Roads**

			Project Cost Total	Revenues Total	State Paratransit Program Funds Total	Local Funds Required Total	Federal Operating Funds Total	Federal Mobility Management Total	Total Federal Funds
			\$ 186,826	\$ -	\$ 29,893	\$ 7,473	\$ -	\$ 149,460	\$ 149,460
#	District	Recipient	Project Cost	Revenues	State Paratransit Program Funds	Local Funds Required	Federal Operating Funds (50%)	Federal Mobility Management (80%)	Total Federal Funds
1	Hampton Roads	Peninsula Agency on Aging	\$ 124,718	\$ -	\$ 19,955	\$ 4,989	\$ -	\$ 99,774	\$ 99,774
2	Hampton Roads	Senior Services of Southeastern Virginia	\$ 62,108	\$ -	\$ 9,938	\$ 2,484	\$ -	\$ 49,686	\$ 49,686

**Large Urban - Richmond**

			Project Cost Total	Revenues Total	State Paratransit Program Funds Total	Local Funds Required Total	Federal Operating Funds Total	Federal Mobility Management Total	Total Federal Funds
			\$ 835,718	\$ -	\$ 297,038	\$ 74,258	\$ 340,253	\$ 124,169	\$ 464,422
#	District	Recipient	Project Cost	Revenues	State Paratransit Program Funds	Local Funds Required	Federal Operating Funds (50%)	Federal Mobility Management (80%)	Total Federal Funds
1	Richmond	Chesterfield County - Citizen Information and Resources	\$ 227,493	\$ -	\$ 90,998	\$ 22,749	\$ 113,746	\$ -	\$ 113,746



2	Richmond	Hanover County	\$ 187,094	\$ -	\$ 74,838	\$ 18,709	\$ 93,547	\$ -	\$ 93,547
3	Richmond	Greater Richmond Transit Company	\$ 89,250	\$ -	\$ 14,280	\$ 3,570	\$ -	\$ 71,400	\$ 71,400
4	Richmond	Senior Connections, The Capital Area Agency on Aging	\$ 265,920	\$ -	\$ 106,368	\$ 26,592	\$ 132,960	\$ -	\$ 132,960
5	Richmond	Senior Connections, The Capital Area Agency on Aging	\$ 65,961	\$ -	\$ 10,554	\$ 2,638	\$ -	\$ 52,769	\$ 52,769

**Large Urban - Roanoke**

			Project Cost Total	Revenues Total	State Paratransit Program Funds Total	Local Funds Required Total	Federal Operating Funds Total	Federal Mobility Management Total	Total Federal Funds
			\$ 207,700	\$ -	\$ 83,080	\$ 20,770	\$ 103,850	\$ -	\$ 103,850
#	District	Recipient	Project Cost	Revenues	State Paratransit Program Funds	Local Funds Required	Federal Operating Funds (50%)	Federal Mobility Management (80%)	Total Federal Funds
1	Multi-District	RADAR UHSTS	\$ 207,700	\$ -	\$ 83,080	\$ 20,770	\$ 103,850	\$ -	\$ 103,850

## Attachment A

### FY 2021 State Operating Assistance

		\$ 62,970,837
District	Recipient	Recommended Award - 1st Quarter FY21 Operating
Bristol	Appalachian Agency for Senior Citizens-Four County Transit	\$ 103,692
Bristol	City of Bristol, VA	\$ 22,890
Bristol	District III Governmental Cooperative	\$ 114,890
Bristol	Mountain Empire Older Citizens, Inc.	\$ 121,322
Bristol	Town of Bluefield-Graham Transit	\$ 21,201
Culpeper	Charlottesville Transit Service	\$ 467,247
Fredericksburg	Fredericksburg Regional Transit	\$ 164,989
Hampton	City of Suffolk	\$ 59,764
Hampton	Greensville County	\$ 7,784
Hampton	Transportation District of Hampton Roads	\$ 4,966,118
Hampton	Accomack Northampton TDC	\$ 59,340
Hampton	Town of Chincoteague	\$ 4,633
Hampton	Williamsburg Area Transit Authority	\$ 456,365
Lynchburg	Danville Transit System	\$ 121,801
Lynchburg	Town of Farmville	\$ 47,396
Lynchburg	Greater Lynchburg Transit Company	\$ 509,088
Lynchburg	Town of Altavista	\$ 7,228
Northern Va	Loudoun County	\$ 885,304
Northern Va	NVTC - Arlington County	\$ 889,024
Northern Va	NVTC - City of Alexandria	\$ 1,042,084
Northern Va	NVTC - City of Fairfax	\$ 188,915
Northern Va	NVTC - Fairfax County	\$ 3,903,977
Northern Va	NVTC - VRE	\$ 2,418,033
Northern Va	PRTC	\$ 1,295,638
Richmond	City of Petersburg	\$ 177,860
Richmond	Greater Richmond Transit System	\$ 2,466,971
Salem	Town of Blacksburg	\$ 634,439
Salem	City of Radford	\$ 93,320
Salem	Greater Roanoke Transit Co.	\$ 527,456
Salem	Greater Roanoke Transit Co. - Rural	\$ 74,353
Salem	New River Valley Senior Services/Pulaski Area Transit	\$ 50,622
Staunton	Central Shenandoah PDC - Staunton	\$ 92,152
Staunton	City of Harrisonburg	\$ 339,838
Staunton	City of Winchester	\$ 58,545
Multi-District	Bay Aging	\$ 181,391
Multi-District	Blackstone Area Bus	\$ 27,198
Multi-District	JAUNT, Inc.	\$ 344,347
Multi-District	Lake Country Area Agency on Aging	\$ 9,521
Multi-District	UHSTS, Inc RADAR	\$ 95,656
Multi-District	VRT	\$ 164,044
Northern Va	NVTC-WMATA Capital and Operating	\$ 39,754,401

### FY 2021 HOT Lanes Operating Assistance

		\$ 296,533
Recipient	Recommended Award - 1st Quarter FY21 HOT Lanes Operating	
Fairfax County	\$ 79,547	
PRTC	\$ 216,986	

## Attachment A

### FY21 TDM Program Grants

			Recommended Award - 1st Quarter FY21 State Share
			\$463,252
District	Recipient	Project Name	Recommended Award - 1st Quarter FY21 State Share
Culpeper	Rappahannock-Rapidan PDC	RRRC Commuter Services	\$21,990
Culpeper	Thomas Jefferson Planning District Commission	RideShare	\$29,544
Fredericksburg	George Washington Regional Commission	GWRideConnect	\$49,719
Fredericksburg	Middle Peninsula Planning District Commission	Middle Peninsula Rideshare	\$9,701
Fredericksburg	Northern Neck Planning District Commission	Northern Neck Commuter Services	\$6,667
Lynchburg	Central Virginia Planning District Commission	RIDE Solutions - Central Virginia Planning District Commission	\$9,988
Northern Virginia	City of Alexandria	GO Alex	\$46,955
Northern Virginia	County of Loudoun	Loudoun County Commuter Services TDM Program	\$52,432
Northern Virginia	Fairfax County	Fairfax County Commuter Services (FCCS) Program	\$109,986
Northern Virginia	PRTC	OmniRide Rideshare	\$20,495
Salem	New River Valley Regional Commission	RIDE Solutions NRV	\$15,658
Salem	Roanoke Valley-Alleghany Regional Commission	RIDE Solutions	\$34,110
Salem	West Piedmont Planning District Commission	RIDE Solutions - West Piedmont Planning District	\$9,439
Staunton	Central Shenandoah Planning District Commission	Central Shenandoah Rideshare Program	\$15,719
Staunton	N. Shenandoah Valley Reg. Commission	RideSmart	\$30,852

### FY21 Mobility Program Grants

			Recommended Award - 1st Quarter FY21 State Share
			\$101,560
District	Recipient	Project Name	Recommended Award - 1st Quarter FY21 State Share
Fredericksburg	George Washington Regional Commission	Vanpool Connections by GWRideConnect	\$23,976
Hampton Roads	Hampton Roads Transit	Traffix Vanpool Assistance	\$7,200
Northern Virginia	County of Loudoun	Loudoun County Commuter Services Mobility Programs - Vanpool I	\$3,619
Northern Virginia	County of Loudoun	Mob Pgms - Employer Outreach	\$11,427
Northern Virginia	DATA	FY21 Dulles Area Transportation Association Employer Outreach Pr	\$26,050
Northern Virginia	Fairfax County	Fairfax County Employer Services Program	\$23,488
Richmond	RideFinders	Vanpool Program	\$5,800



## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 12*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 17, 2020

#### MOTION

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

#### **Action:**

#### **Title: Approval of Annual Safety Performance Targets for Calendar Year 2021**

**WHEREAS**, pursuant to §2.2-229 of the *Code of Virginia*, as amended by Chapter 828 of the 2018 Acts of Assembly, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, *including any performance measurement required by Title 23 or 49 of the United States Code*; and

**WHEREAS**, Public Law 112-141, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) amended 23 USC 150, providing that, “[p]erformance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.” Pursuant to 23 USC 150, the Federal-aid highway program is to be focused on national transportation goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays; and

**WHEREAS**, MAP-21 also amended 23 USC 150 to direct the United States Secretary of Transportation, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, to promulgate a rulemaking that establishes performance

measures and standards relating to the national transportation goals and for each state to set performance targets that reflect the performance measures established in said rule(s); and

**WHEREAS**, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set targets for five safety related performance measures (Safety Performance Targets); and

**WHEREAS**, 23 CFR §§490.207 and 490.209 require the state to set Safety Performance Targets, which apply to all public roads, for the following five measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, 23 CFR §490.209(a)(1) requires the targets established by the state Department of Transportation to be identical to the targets established by the State Highway Safety Office (represented by the Department of Motor Vehicles) and reported in the State's Highway Safety Plan/State Strategic Highway Safety Plan for three common safety performance measures, namely number of fatalities, rate of fatalities per 100 million VMT, and number of serious injuries (common Safety Performance Targets); and

**WHEREAS**, in July 2018, the Board directed the Office of Intermodal Planning and Investment (OIPI), in consultation with the Virginia Department of Transportation (VDOT) and Department of Motor Vehicles (DMV), to develop a more rigorous data-driven methodology that will be used to establish targets for the Federal Safety Performance Measures; and

**WHEREAS**, in June 2019, the Board reaffirmed its July 2018 direction to OIPI, in consultation with VDOT and DMV, to continue development and improvement of the data-driven and statistical modeling for establishing Safety Performance Targets and also directed OIPI, in consultation with VDOT and DMV, to develop a plan resulting in a net reduction in fatal and serious injury crashes; and

**WHEREAS**, a key finding from the data-driven analysis demonstrates that systemic and hybrid corridor safety projects—low-cost improvements, such as high-visibility backplates, flashing yellow left turn signals, and rumble strips, systemically spread on a roadway network—provide more potential crash reduction benefits for lower costs than do spot improvement projects; and

**WHEREAS**, in December 2019, the Board adopted the HSIP Project Prioritization Policy directing deployment of systemic safety improvements in support of the Board's desire to reduce serious injury and fatal crashes; and

**WHEREAS**, OIPI working collaboratively with VDOT has for Calendar Year 2021 established proposed Safety Performance Targets using a data-driven methodology and, where applicable, has coordinated with DMV and agreed on target setting methodologies to establish the proposed common Safety Performance Targets set out in Table A below, having complied with the safety target setting and reporting requirements set forth in 23 CFR §§ 490.207, 490.209, 490.213 and 924.15; and

**WHEREAS**, in accordance with 23 CFR §§ 490.207, 490.209, 490.213 and 924.15, targets for the MAP-21 performance measures relating to safety were to be established and first reported in August 2017 and must be established and reported by June 30 by DMV and August 31 by VDOT for each subsequent year; and

**WHEREAS**, OIPI, in consultation with VDOT, recommends adoption of the proposed Calendar Year 2021 Safety Performance Targets set forth in Table A below:

**Table A**

<b>Annual Safety Performance Measures</b>	<b>2021 Target</b>
Number of Fatalities	898
Rate of Fatalities per 100 million VMT	1.012
Number of Serious Injuries	7,385
Rate of Serious Injuries per 100 million VMT	8.325
Number of Non-Motorized Fatalities and Serious Injuries	750

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board hereby approves, for each of the safety performance measures referenced therein, the Safety Performance Targets set forth in Table A for calendar year 2021.

#####

## CTB Decision Brief

### Approval of Annual Safety Performance Targets for Calendar Year 2021

**Issue:** In accordance with §2.2-229 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth's surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. In accordance with 23 CFR §§490.207, 490.209, 490.213 and 924.15, targets for five federally mandated safety performance measures (Safety Performance Targets) must be established annually and reported by August 31 of each year. CTB approval of the Office of Intermodal Planning and Investment (OIPI) and Virginia Department of Transportation's (VDOT) proposed Safety Performance Targets is requested.

**Facts:** In 2012, Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and, in 2015, the Fixing America's Surface Transportation (FAST) Act that mandated, and continued the mandate, respectively, for establishment of performance management to transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. One such national transportation goal focuses on safety and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all roads. The remaining national transportation goals focus on infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Pursuant to MAP-21 and the FAST Act, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set Safety Performance Targets for five measures. Additionally, the Safety Performance Regulations require the State DOT and the State Highway Safety Office (represented by the Department of Motor Vehicles) to establish identical targets for three of the five measures. Safety Performance Targets were first established and reported in August 2017 for Calendar Year 2018 without CTB approval; however, with changes to §2.2-229 of the *Code of Virginia* that became effective on July 1, 2018, CTB approval is now required. DMV must establish and report its targets by June 30 of each year.

Pursuant to 23 CFR §490.211(c), FHWA annually evaluates whether VDOT has met or made significant progress toward meeting Safety Performance Targets. FHWA bases its determination on a 5-year average of actual results compared to a 5-year average of the VDOT's Safety Performance Targets. In May 2020, the CTB was briefed on the results of the first annual FHWA determination of significant progress which found that Virginia did not achieve significant progress. VDOT has responded to FHWA's findings and is in the process of developing a report on the efforts VDOT has taken and plans to take to improve safety outcomes across the Commonwealth.

Decision Brief

Approval of CY 2021 Safety Performance Targets

June 17, 2020

Page 2 of 2

OIPI has coordinated and worked collaboratively with VDOT and DMV and agreed on target setting methodologies and proposed targets for Calendar Year 2021 in accordance with the reporting requirements and pursuant to development and publication of the 2017-2021 Virginia Strategic Highway Safety Plan. The proposed targets for the five safety performance measures (Proposed Safety Performance Targets) are set forth below:



Annual Safety Performance Measures	2021 Target
Number of Fatalities <sup>1</sup>	898
Rate of Fatalities per 100 million VMT <sup>1</sup>	1.012
Number of Serious Injuries <sup>1</sup>	7,385
Rate of Serious Injuries per 100 million VMT	8.325
Number of Non-Motorized Fatalities and Serious Injuries	750

The target setting methodology for Calendar Year 2021 meets the July 2018 CTB directive for OIPI, in consultation with VDOT and DMV, to develop a more rigorous data-driven methodology to establish targets for the Federal Safety Performance Measures. Statistical models were developed to project future performance based on a number of data variables and expected crash reductions from completed projects. The models were calibrated against past annual performance, or actual annual numbers of fatalities, serious injuries, and non-motorized fatalities and serious injuries.

In June 2019, when presented with targets for Federal Safety Performance Measures for CY2020 reflecting increases in fatalities, the CTB directed OIPI, in consultation with VDOT and DMV, to develop a plan resulting in a net reduction in fatal and serious injury crashes. This effort led to the development of and adoption by the CTB of the Highway Safety Improvement Program (HSIP) Project Prioritization Policy (Policy) in December 2019. The Policy directs the deployment of systemic safety improvements in support of the Board's desire to reduce serious injury and fatal crashes.

**Recommendations:** OIPI in consultation with VDOT recommend the approval of the Proposed Safety Performance Targets.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the Proposed Safety Performance Targets for Calendar Year 2021.

**Result, if Approved:** If approved, targets will be reported prior to the August 31 deadline.

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

**Public Comments/Reactions:** None

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<sup>1</sup> Safety Performance Targets common to both VDOT and DMV



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item #13*

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

**June 17, 2020**

#### **MOTION**

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

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

#### **Title: Bridge Naming: "Wesley Rasnic Memorial Bridge"**

**WHEREAS**, the Lee County Board of Supervisors wishes to honor and memorialize the life, service and ultimate sacrifice of Olen Wesley Rasnic. Mr. Rasnic was born on June 14, 1943 and resided in the Sticklelyville Community of Lee County. He graduated from Pennington High School in 1963 where he was captain of the football team, received the Most Valuable Player award and Lonesome Pine Sportsmanship Trophy for demonstrating extraordinary commitment and sportsmanship; and

**WHEREAS**, after graduating from high school, Mr. Rasnic was drafted for military service and entered the United States Army in 1964 serving in the 1<sup>st</sup> Infantry Division, 1<sup>st</sup> Battalion, 28<sup>th</sup> Infantry, C Company where he attained the rank of Private First Class; and

**WHEREAS**, PFC Rasnic began his tour of duty in Vietnam on July 28, 1965 and on January 18, 1966, PFC Olen Wesley Rasnic was wounded by a Viet Cong sniper's bullet in South Vietnam and died in a United States Army field hospital on January 20, 1966 at the age of 22, approximately one month before he would have completed his tour of duty and been discharged; and

**WHEREAS**, PFC Rasnic was the first Lee Countian to die in Vietnam, and is honored on the Vietnam Veterans Memorial in Washington, D.C. at panel 04E, Line 080; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Lee County Board of Supervisors has requested, by resolution dated April 21, 2020, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and ultimate sacrifice of Olen

Resolution of the Board

Bridge Naming: "Wesley Rasnic Memorial Bridge"

June 17, 2020

Page 2 of 2

Wesley Rasnic, name the bridge on Route 612, Middle Wallens Creek Road, over Dry Creek, Lee County, as the "Wesley Rasnic Memorial Bridge"; and

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

**WHEREAS**, in a letter dated May 19, 2020 from the Lee County Administrator, Lee County has agreed to pay VDOT for the costs of producing, installing, and maintaining the signs calling attention to this naming.

**NOW THEREFORE, BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 612, Middle Wallens Creek Road, over Dry Creek, Lee County as the "Wesley Rasnic Memorial Bridge"; and

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

#####

## CTB Decision Brief

### Bridge Naming: “Wesley Rasnic Memorial Bridge”

**Issue:** Commemorative naming of the bridge on Route 612, Middle Wallens Creek Road, over Dry Creek, Lee County as the “Wesley Rasnic Memorial Bridge”.

**Facts:** Lee County enacted a resolution on April 21, 2020 to honor the life, service and ultimate sacrifice of Olen Wesley Rasnic. Mr. Rasnic was born on June 14, 1943 and resided in the Stickleyville Community of Lee County. He graduated from Pennington High School in 1963 where he was captain of the football team, received the Most Valuable Player award and Lonesome Pine Sportsmanship Trophy for demonstrating extraordinary commitment and sportsmanship.

After graduating from high school, Mr. Rasnic was drafted for military service and entered the United States Army in 1964 serving in the 1<sup>st</sup> Infantry Division, 1<sup>st</sup> Battalion, 28<sup>th</sup> Infantry, C Company where he attained the rank of Private First Class.

PFC Rasnic began his tour of duty in Vietnam on July 28, 1965 and on January 18, 1966, PFC Olen Wesley Rasnic was wounded by a Viet Cong sniper’s bullet in South Vietnam and died in a United States Army field hospital on January 20, 1966. He was just 22 years old at the time of his ultimate sacrifice for his country and was the first Lee Countian to die in Vietnam. PFC Rasnic is honored on the Vietnam Veterans Memorial in Washington, D.C. at panel 04E, Line 080.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends this request be approved.

**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 612, Middle Wallens Creek Road, over Dry Creek, Lee County will be named as the “Wesley Rasnic Memorial Bridge”. In accordance with law and by letter from the Lee County Administrator, Lee 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 is not aware of any opposition to this proposal.



## Lee County Board of Supervisors

LEE COUNTY  
P.O. Box 367  
Jonesville, Virginia 24263-0367

COUNTY ADMINISTRATOR  
Telephone 276-346-7714  
Fax 276-346-7712  
www.leecova.org

May 19, 2020

Virginia Department of Transportation  
Wise Residency Office  
Attn: Glenn M. Cantrell, Eng. Tech. Sr. – Permits  
703 Hurricane Road, N.E.  
Wise, Virginia 24293-0060

RE: Wesley Rasnic Memorial Bridge  
Route 612, Lee County

Mr. Cantrell:

This is to confirm that the Lee County Board of Supervisors agrees to pay the costs of producing, placing, and maintaining the signage for naming bridge structure 6011 over Dry Creek on Route 612 (Middle Wallens Creek Road) the “Wesley Rasnic Memorial Bridge”. This action was taken by Resolution dated March 17, 2020 which has already been provided to you.

If you should need anything further in this matter, please contact this office.

Sincerely,

D. Dane Poe  
County Administrator



Lee County Board of Supervisors

LEE COUNTY  
P.O. Box 367  
Jonesville, Virginia 24263-0367

COUNTY ADMINISTRATOR  
Telephone 276-346-7714  
Fax 276-346-7712  
www.leecova.org

April 28, 2020

Jackie Christian, Assistant Residency Administrator  
VDOT Wise Residency  
703 Hurricane Rd., N.E.  
Wise, VA 24293

Dear Mr. Christian:

Enclosed please find copies of Resolution 20-006 regarding "Wesley Rasnic Memorial Bridge" adopted by the Lee County Board of Supervisors on April 21, 2020.

The Lee County Board of Supervisors agrees to provide the cost of installation and maintenance of the signage.

If you should need anything further at this time, please contact this office.

Sincerely,

Jeny Hughes  
Administrative Assistant

Enclosures

**RESOLUTION**

**20-006**

**WHEREAS**, Olen Wesley Rasnic was born June 14, 1943 residing in the Stickleyle Community of Lee County, Virginia; and

**WHEREAS**, Mr. Rasnic graduated from Pennington High School in 1963 where he served as Captain of the football team, receiving the Most Valuable Player award and the Lonesome Pine Sportsmanship Trophy which demonstrated his desire to excel and win and also his sense of fairness and fair play; and

**WHEREAS**, after graduation from high school, Mr. Rasnic was drafted for military service and entered the United States Army in 1964 attaining the rank of Private First Class while serving in the 1<sup>st</sup> Infantry Division, 1<sup>st</sup> Battalion, 28<sup>th</sup> Infantry, C Company; and

**WHEREAS**, PFC Rasnic began his tour of duty in Vietnam on July 28, 1965 and on January 18, 1966, PFC Rasnic was wounded by a Viet Cong sniper's bullet in South Vietnam and died in a U.S. Army Field Hospital on January 20, 1966, approximately one month short of completing his tour of duty and being discharged. PFC Rasnic was just 22 years of age at the time of his death and was the first Lee Countian to die in Vietnam; and

**WHEREAS**, PFC Rasnic is honored on the Vietnam Veterans Memorial in Washington, D.C. at panel 04E, Line 080; and likewise, the people of Lee County and the family and friends who knew and loved him wish to honor and remember him with a bridge named in his honor near where he grew up; and

**WHEREAS**, this Board wishes to commemorate the brave service and sacrifice of PFC Rasnic to country and countrymen;

**NOW, THEREFORE, BE IT RESOLVED**, the Lee County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request the Commonwealth Transportation Board and the Virginia Department of Transportation formally designate and name the bridge over Dry Creek on Route 612 (Middle Wallens Creek Road) as the "Wesley Rasnic Memorial Bridge".

Adopted this the 21<sup>st</sup> day of April, 2020.



  
CLERK OF THE BOARD



Proposed Bridge Naming  
"Wesley Rasnic Memorial Bridge"



**VDOT**  
Virginia Department of Transportation  
Maintenance Division  
CTB MEETING: June 17, 2020

Lee County  
Proposed Bridge Naming:  
**"Wesley Rasnic Memorial Bridge"**





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item #14*

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

**June 17, 2020**

#### **MOTION**

**Made By:, Seconded By:**

**Action:**

#### **Title: Bridge Naming: “Don Quillen Memorial Bridge”**

**WHEREAS**, the Lee County Board of Supervisors wishes to honor and memorialize the life and service of Don Franklin Quillen, who was born on April 26, 1938, graduated from Dryden High School in 1957 and worked as a clerk for Southern Railroad for 34 years; and

**WHEREAS**, Mr. Quillen and his wife, Patsy Greene, were the parents of three daughters and one foster son; and

**WHEREAS**, Mr. Quillen’s love of community and his civic mindedness led to serve in multiple leadership roles in various community organizations such as the Chairman and Treasurer of the Dryden Water Authority, Coach and Organizer of the Dryden Little League Baseball, Boy Scout Leader for the Dryden Troop as well as many other groups and positions; and

**WHEREAS**, after many decades of service to his family, friends and community, Mr. Quillen departed this life on July 30, 2002; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Lee County Board of Supervisors has requested, by resolution dated November 20, 2018, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service of Don Franklin Quillen, name the bridge on Route 750, Wolfe Gilbert Road, over Clear Spring Branch, Lee County will be known as the “Don Quillen Memorial Bridge”; and

Resolution of the Board  
Bridge Naming: "Don Quillen Memorial Bridge"  
June 17, 2020  
Page 2 of 2

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

**WHEREAS**, in a letter dated May 20, 2020 from the Lee County Administrator, Lee County has agreed to pay VDOT for the costs of producing, installing, and maintaining the signs calling attention to this naming.

**NOW THEREFORE, BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 750, Wolfe Gilbert Road, over Clear Spring Branch, Lee County will be known as the "Don Quillen Memorial Bridge"; and

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

####

## **CTB Decision Brief**

### **Bridge Naming: “Don Quillen Memorial Bridge”**

**Issue:** Commemorative naming of the bridge on Route 750, Wolfe Gilbert Road, over Clear Spring Branch, Lee County as the “Don Quillen Memorial Bridge”.

**Facts:** Lee County enacted a resolution on November 20, 2018 to honor the life and service of Don Franklin Quillen. Mr. Quillen was born in Dryden, Virginia on April 26, 1938, graduated from Dryden High School in 1957 and worked as a clerk for Southern Railroad for 34 years. He and his wife Patsy Greene were the parents of three daughters and one foster son.

Mr. Quillen’s love of community and civic mindedness led him to serve in the following community organizations:

- Chairman and Treasurer of the Dryden Water Authority
- Treasurer of the Dryden Development Corporation
- Coach and Organizer of the Dryden Little League Baseball
- Boy Scout Leader for the Dryden Troop
- Charter Member of the Dryden Ruritan Club serving in multiple leadership roles and achieving perfect attendance for 25 years
- Member of the Dryden Missionary Baptist Church serving as Trustee, Sunday School teacher and Assistant Treasurer

Mr. Quillen departed this life on July 30, 2002.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends this request be approved.

**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 750, Wolfe Gilbert Road, over Clear Spring Branch, Lee County will be known as the “Don Quillen Memorial Bridge”. In accordance with law and by letter from the Lee County Administrator, Lee 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 is not aware of any opposition to this proposal.



## Lee County Board of Supervisors

LEE COUNTY  
P.O. Box 367  
Jonesville, Virginia 24263-0367

COUNTY ADMINISTRATOR  
Telephone 276-346-7714  
Fax 276-346-7712  
www.leecova.org

May 20, 2020

Virginia Department of Transportation  
Wise Residency Office  
Attn: Glenn M. Cantrell, Eng. Tech. Sr. - Permits  
P. O. Box 60  
Wise, VA 24293-0060

RE: Don Quillen Memorial Bridge  
Route 750, Lee County

Mr. Cantrell:

This is to confirm that the Lee County Board of Supervisors agrees to pay the costs of producing, placing, and maintaining the signage for naming the Route 750 bridge over Clear Spring Branch at the intersection of Route 629 as the "Don Quillen Memorial Bridge". This action was taken by Resolution dated November 20, 2018.

If you should need anything further in this matter, please contact this office.

Sincerely,

D. Dane Poe  
County Administrator

**RESOLUTION**  
**18-027**

**WHEREAS**, Don Franklin Quillen was born in Dryden, Virginia on April 26, 1938, the son of Howard and Ida Quillen; and

**WHEREAS**, Don Quillen graduated from Dryden High School in 1957; and

**WHEREAS**, Mr. Quillen worked as a clerk for Southern Railroad for 34 years; and

**WHEREAS**, Mr. Quillen married the former Patsy Greene and they were the parents of three daughters, Nancy Perdue, Susan Clement, and Alice Williams, and one foster son, John Stansberry; and

**WHEREAS**, Mr. Quillen's love of community and civic mindedness led him to serve in the following community organizations:

- Chairman and Treasurer of the Dryden Water Authority
- Treasurer of the Dryden Development Corporation
- Coach and Organizer of the Dryden Little League Baseball
- Boy Scout Leader for the Dryden Troop
- Charter Member of the Dryden Ruritan Club serving as President, Treasurer, District Vice President, District Treasurer, and Perfect Attendance for 25 years
- Member of the Dryden Missionary Baptist Church serving as Trustee, Sunday School Teacher, and Assistant Treasurer

**WHEREAS**, Mr. Quillen departed this life on July 30, 2002.

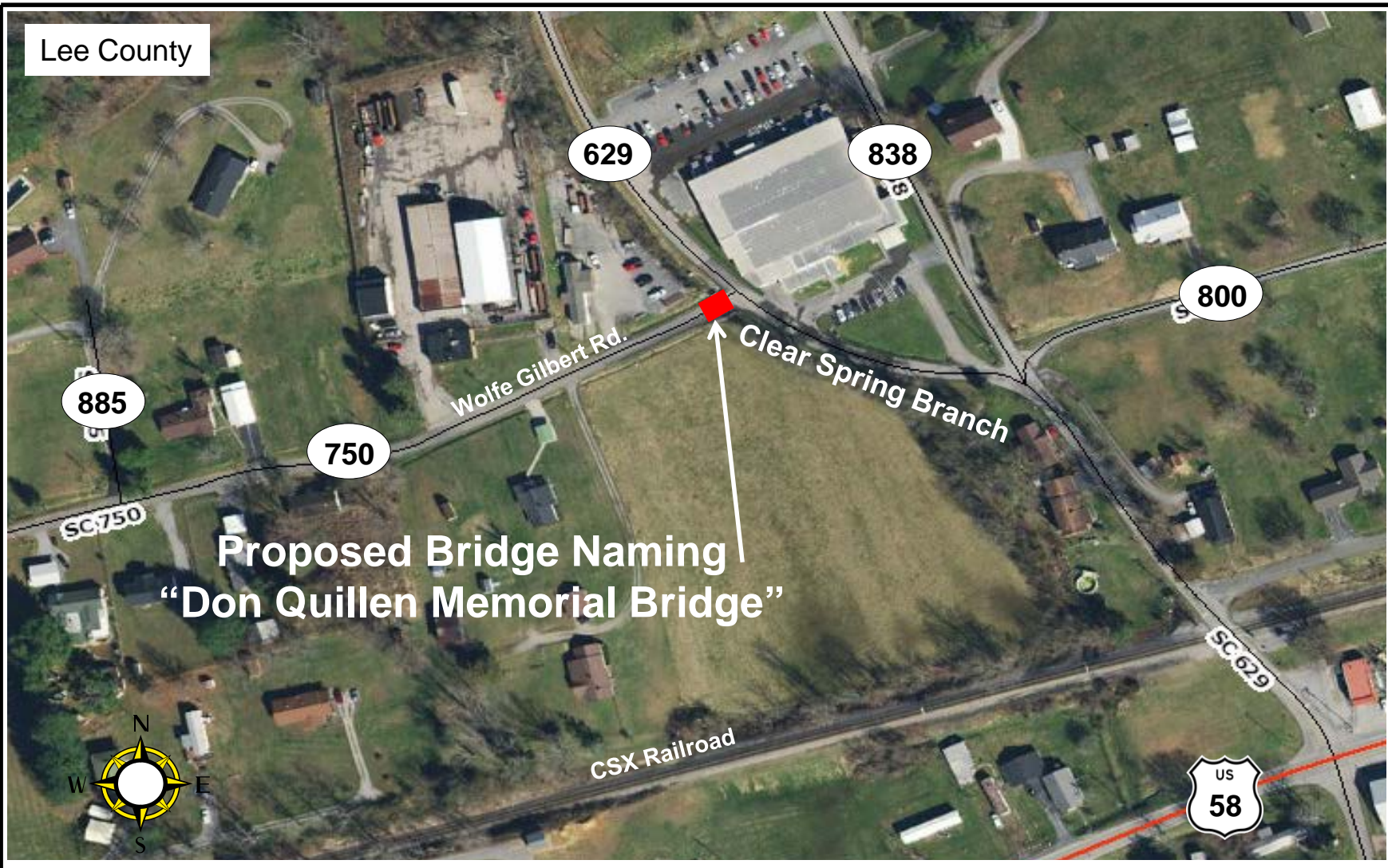
**NOW, THEREFORE, BE IT RESOLVED**, to commemorate the life of Don Franklin Quillen, the Lee County Board of Supervisors respectfully requests the Commonwealth Transportation Board and the Virginia Department of Transportation formally designate the Route 750 bridge over Clear Spring Branch at the intersection of Route 629 as the "Don Quillen Memorial Bridge".

Adopted this the 20<sup>th</sup> day of November, 2018.



  
\_\_\_\_\_  
CLERK OF THE BOARD

Lee County



Proposed Bridge Naming  
"Don Quillen Memorial Bridge"



Virginia Department of Transportation  
Maintenance Division  
CTB MEETING: June 17, 2020

Lee County

Proposed Bridge Naming:  
**"Don Quillen Memorial Bridge"**



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 15*

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

**June 17, 2020**

#### **MOTION**

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

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

#### **Title: Bridge Naming: “Floyd Walker Coffey Memorial Bridge”**

**WHEREAS**, the Botetourt County Board of Supervisors wishes to honor and memorialize the life and contributions of Floyd Walker Coffey, who passed away on December 27, 2019, and was a long-time resident of Botetourt County and a founding partner of A. R. Coffey and Sons, Inc. of Buchanan, Virginia, which constructed numerous bridges throughout Virginia and the southeastern United States including the James Street bridge on Route 870 over the James River; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Botetourt County Board of Supervisors has requested, by resolution dated March 24, 2020, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and contributions of Floyd Walker Coffey, name the bridge on Route 870, James Street, over the James River, Botetourt County, as the “Floyd Walker Coffey Memorial Bridge”; and

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

**WHEREAS**, by resolution, Botetourt County has agreed to pay VDOT for the costs of producing, installing and maintaining the signs calling attention to this naming.

Resolution of the Board

Bridge Naming: "Floyd Walker Coffey Memorial Bridge"

June 17, 2020

Page 2 of 2

**NOW THEREFORE, BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 870, James Street, over the James River, Botetourt County as the "Floyd Walker Coffey Memorial Bridge"; and

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

####



## **CTB Decision Brief**

### **Bridge Naming: “Floyd Walker Coffey Memorial Bridge”**

**Issue:** Commemorative naming of the bridge on Route 870, James Street, over the James River, Botetourt County as the “Floyd Walker Coffey Memorial Bridge”.

**Facts:** Botetourt County enacted a resolution on March 24, 2020 to memorialize the life and contributions of Floyd Coffey who was a long-time resident of Botetourt County and a founding partner of A. R. Coffey and Sons, Inc. of Buchanan, Virginia. A. R. Coffey and Sons, Inc. constructed numerous bridges throughout Virginia and the southeastern United States including the James Street bridge on Route 870 over the James River. Mr. Floyd Coffey passed away on December 27, 2019.

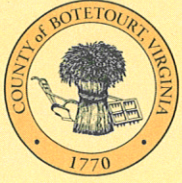
**Recommendations:** The Virginia Department of Transportation (VDOT) recommends this request be approved.

**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 870, James Street, over the James River, Botetourt County will be named as the “Floyd Walker Coffey Memorial Bridge”. In accordance with law and by local resolution, Botetourt 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 is not aware of any opposition to this proposal.



Botetourt County, Virginia  
*Office of the County Administrator*

April 8, 2020

57 S. Center Drive, Suite 200  
Daleville, Virginia 24083  
Phone (540) 928-2006  
Fax (540) 473-8225

Mr. Ray Varney, Resident Engineer  
VA Department of Transportation  
714 S. Broad Street  
Salem, VA 24153

**RE: James Street Bridge Naming Request (State Route 870)**

Dear Mr. Varney:

At its regular meeting held on March 24, 2020, the Botetourt County Board of Supervisors approved a resolution (attached) requesting that the Virginia Department of Transportation begin work to name the bridge on James Street (State Route 870) in memory of Mr. Floyd Walker Coffey. This route and bridge are located in the Eagle Rock area of Botetourt County.

We realize that this is the first step in this process which will include various studies and analyses conducted by VDOT personnel over a several month period.

Your efforts to begin this process are greatly appreciated and, if I can be of any further assistance, please do not hesitate to call.

Sincerely,

Gary Larowe  
Botetourt County Administrator

Attachment

Board of Supervisors

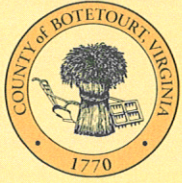
Billy W. Martin, Sr.  
*Chairman*

Donald M. Scothorn  
*Vice Chairman*

Richard G. Bailey

Stephen P. Clinton

I. Ray Sloan



Botetourt County, Virginia  
*Office of the County Administrator*

57 S. Center Drive, Suite 200  
Daleville, Virginia 24083  
Phone (540) 928-2006  
Fax (540) 473-8225

Board of Supervisors

Billy W. Martin, Sr.  
*Chairman*

Donald M. Scothorn  
*Vice Chairman*

Richard G. Bailey

Stephen P. Clinton

I. Ray Sloan

The regular meeting of the Botetourt County Board of Supervisors was held on Tuesday, March 24, 2020, in Room 212 of the Greenfield Education and Training Center in Daleville, Virginia, beginning at 2:00 P. M.

PRESENT: Members: Mr. Billy W. Martin, Sr., Chairman  
Dr. Donald M. Scothorn, Vice-Chairman  
Mr. Steve Clinton  
Mr. I. Ray Sloan  
Dr. Richard G. Bailey

ABSENT: Members: None

Consideration was then held on a request to rename the James Street bridge (Route 870) in memory of Floyd W. Coffey. Mr. Ray Sloan stated that he has discussed this request with Mr. Coffey's family.

Mr. Sloan noted that Floyd Coffey, along with his father, were the founders of A. R. Coffey and Sons, a long-time Buchanan-area business that constructs bridges and other large infrastructure. He noted that their projects included the Route 870 bridge in Eagle Rock that crosses the James River.

Mr. Sloan noted that Mr. Coffey passed away in December 2019 and, to memorialize him, he would like the Board to consider adoption of a resolution directing VDOT to begin the process of naming this bridge in Mr. Coffey's memory. Mr. Sloan stated that he believes the Eagle Rock community and the Coffey family would be proud to have this bridge named after Mr. Coffey.

There being no discussion, on motion by Mr. Sloan, seconded by Dr. Bailey, and carried by the following recorded vote, the Board adopted the following resolution requesting that VDOT begin the process to name the Route 870 (James Street) bridge in memory of Mr. Floyd Walker Coffey.

AYES: Mr. Clinton, Mr. Sloan, Mr. Martin, Dr. Bailey, Dr. Scothorn

NAYS: None

ABSENT: None

ABSTAINING: None

Resolution Number 20-03-09

**WHEREAS**, Mr. Floyd Walker Coffey was a long-time Botetourt County resident and founding partner in A. R. Coffey and Sons of Buchanan, Virginia; and,

**WHEREAS**, A. R. Coffey and Sons, Inc., constructed numerous bridges throughout Virginia and the southeastern United States including the Route 870 (James Street) bridge across the James River at Eagle Rock; and,

**WHEREAS**, Mr. Floyd Coffey passed away on December, 27, 2019; and,

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

**WHEREAS**, Section 33.2-213 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 Botetourt County, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the CTB name the bridge on Route 870, (James Street) between U. S. Route 220 and State Route 43 in Botetourt County as the "Floyd Walker Coffey Memorial Bridge".

**BE IT FURTHER RESOLVED**, that Botetourt County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

A Copy TESTE:

A handwritten signature in black ink, appearing to read "Gary Larowe", is written over a horizontal line.

Mr. Gary Larowe  
Botetourt County Administrator

Botetourt County

Proposed Bridge Naming  
"Floyd Walker Coffey  
Memorial Bridge"



Virginia Department of Transportation  
Maintenance Division

CTB MEETING: June 17, 2020

Botetourt County  
Proposed Bridge Naming:  
**"Floyd Walker Coffey Memorial Bridge"**



**10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?**

Poorly  
1      2      3      4      5  
Clearly

COMMENT \_\_\_\_\_

**11. Were the members as attentive and did they participate as much as you would have expected?**

Less  
1      2      3      4      5  
More

COMMENT \_\_\_\_\_

**12. Were there differences you noticed in how the members interacted?**

**With the other members present:**

Very Different  
1      2      3      4      5  
No Difference

**With members participating from other locations:**

Very Different  
1      2      3      4      5  
No Difference

**With the public:**

Very Different  
1      2      3      4      5  
No Difference

COMMENT \_\_\_\_\_

**13. Did you feel the technology was a help or a hindrance?**

Hindered  
1      2      3      4      5  
Helped

COMMENT \_\_\_\_\_

**14. How would you rate the overall quality of this meeting?**

Poor  
1      2      3      4      5  
Excellent

COMMENT \_\_\_\_\_

**THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:**

Virginia Freedom of Information Advisory Council  
General Assembly Building, Second Floor  
201 North 9th Street, Richmond, Virginia 23219  
[foiacouncil@dls.virginia.gov](mailto:foiacouncil@dls.virginia.gov)/Fax: 804-371-8705/Tele: 866-448-4100